GLOBAL STATUS REPORT ON ROAD SAFETY

TIME FOR ACTION

World Health Organization

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Contents

Preface iv

Acknowledgements v

Executive summary vii

1. Background 1
An international response to road traffic injury prevention 4

2. The need for a global assessment of road safety 7
Methodology 8

3. The state of road safety around the world 11
Road traffic injuries remain a global public health problem 11
- Low-income and middle-income countries have the highest burden and road traffic death rates 12
- Nearly half of those dying on the world's roads are vulnerable road users 14

Few countries have comprehensive road safety laws that are well enforced 18
- Speed 18
- Drinking and driving 21
- Use of motorcycle helmets 22
- Seat-belt use 24
- Use of child restraints 26
- Legislation: summary 27

Few countries have reliable data on road traffic injuries 28
- Data on fatalities 28
- Data on non-fatal injuries 31
- Data on economic costs 34
- Data on monitoring and evaluation 35

4. Conclusions 37
Strengths and weaknesses of this survey 37
Key messages and recommendations 38

References 41

Country profiles 45

Statistical annex 227

Preface

The *Global status report on road safety* reaffirms our understanding of road traffic injuries as a global health and development problem. More than 1.2 million people die on the world's roads every year, and as many as 50 million others are injured. Over 90% of the deaths occur in low-income and middle-income countries.

Beyond the enormous suffering they cause, road traffic crashes can drive a family into poverty as crash survivors and their families struggle to cope with the long-term consequences of the event, including the cost of medical care and rehabilitation and all too often funeral expenses and the loss of the family breadwinner.

Road traffic injuries also place a huge strain on national health systems, many of which suffer from woefully inadequate levels of resources.

Historically, many of the measures in place to reduce road traffic deaths and injuries are aimed at protecting car occupants. However, as this report shows, nearly half of those killed each year around the world are pedestrians, motorcyclists, cyclists and passengers in public transport; this figure is even higher in the poorer countries and communities of the world.

The *Global status report on road safety* draws our attention to the needs of all road users – including these most vulnerable groups. They too must be considered and given equal priority when policy decisions on road safety, land use and urban planning are made.

Prevention is by far the better option. We have much of the knowledge and experience and many of the tools needed to make our transport systems safe and healthy. Building safer vehicles and roads, designing infrastructure with the protection of pedestrians and cyclists in mind, enhancing public transport and improving our personal behaviour on the roads would reduce injuries and contribute to healthier populations generally.

For these approaches to be realized, there must be collaboration among the actors and agencies within each country whose policies – directly or indirectly – impact on the safety of those on its roads. These partners must use the power of the evidence in hand to encourage those implementing road safety initiatives and adopting and enforcing legislation to align their efforts with best practice from the field.

With the *Global status report on road safety*, we have for the first time an assessment on the status of road safety around the globe. This unique and comparable set of data confirms the relevance of this issue to the societal challenges of today. It identifies clear gaps and opportunities and inspires us to action. Now is the time.

Dr Margaret Chan
Director-General
World Health Organization

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Executive summary

Over 1.2 million people die each year on the world's roads, and between 20 and 50 million suffer non-fatal injuries. In most regions of the world this epidemic of road traffic injuries is still increasing. In the past five years most countries have endorsed the recommendations of the *World report on road traffic injury prevention* which give guidance on how countries can implement a comprehensive approach to improving road safety and reducing the death toll on their roads. To date, however, there has been no global assessment of road safety that indicates the extent to which this approach is being implemented. This *Global status report on road safety* is the first broad assessment of the status of road safety in 178 countries, using data drawn from a standardized survey conducted in 2008. The results provide a benchmark that countries can use to assess their road safety position relative to other countries, while internationally the data presented can collectively be considered as a global "baseline" against which progress over time can be measured. *The Global status report* presents a number of key findings:

- Low-income and middle-income countries have higher road traffic fatality rates (21.5 and 19.5 per 100 000 population, respectively) than high-income countries (10.3 per 100 000). Over 90% of the world's fatalities on the roads occur in low-income and middle-income countries, which have only 48% of the world's registered vehicles.

Over 90% of the world's fatalities on the roads occur in low-income and middle-income countries, which have only 48% of the world's vehicles.

Photo © D. Mohan/TRIPP

Death rates have been declining over the last four to five decades in many high-income countries. Even in these countries, road traffic injuries remain an important cause of death, injury and disability.

- Almost half of those who die in road traffic crashes are pedestrians, cyclists or users of motorized two-wheelers – collectively known as "vulnerable road users" – and this proportion is higher in the poorer economies of the world. For example, while in the high-income countries of the Americas Region 65% of reported road deaths are among vehicle occupants, this situation is very different in the low-income and middle-income countries of the Western Pacific Region where 70% of reported road deaths are among vulnerable road users. The report suggests that not enough is being done to meet the needs of these vulnerable groups. For instance, speed is a key risk factor for injury among pedestrians and cyclists, and yet only 29% of countries meet basic criteria for reducing speed in urban areas, while less than 10% of countries rate the enforcement of their speed limits as effective. Traffic calming measures (particularly where different groups of road users are not separated), infrastructure and policy measures that allow road users to walk and cycle safely, and measures that improve the quality of and access to public transport are also lacking. Many of the measures shown to be effective at reducing road traffic injuries among vulnerable road users can also have other effects on health such as improved respiratory health (as a result of reduced exhaust emissions) and the positive effects associated with increased physical activity.

- The adoption and enforcement of traffic laws appears inadequate in many countries. The development and effective enforcement of legislation is critical in reducing drink–driving and excessive speed, and in increasing the use of helmets, seat-belts and child restraints. This survey showed that fewer than half the countries have laws to address all five of these risk factors, while only 15% have laws that can be considered comprehensive in scope.[1] Over 90% of countries have some kind of national drink–driving law, yet only 49% of countries stipulate a legal blood alcohol concentration limit of less than or equal to 0.05 grams per decilitre, as recommended in the *World report*. Similarly, only 40% of countries have a motorcycle helmet law that covers both riders and passengers, and mandate that helmets should meet a specific national or international standard. Only 57% of countries require seat-belts to be used by passengers in both front and rear seats, and while 90% of high-income countries have a law requiring young children in cars to be restrained with appropriate child restraints, only 20% of low-income countries have similar requirements. Enforcement scores for all these risk factors is generally low suggesting that road safety law enforcement needs to be improved. This requires political will and ensuring that law enforcement agencies are given sufficient human and financial resources to mount sustainable and effective enforcement activities.

- Addressing road safety in a comprehensive manner necessitates the involvement of multiple sectors,

1 The criteria used to define "comprehensive" in relation to laws on speed, drink–driving, and use of helmets, seat-belts and child restraints are described in the main text.

such as health, transport and police. A coordinated response to the problem includes the development and implementation of a multisectoral strategy on road traffic injury prevention with sufficient finances for planned activities to be achieved within a specified timeframe. While many countries have taken positive steps towards improving the institutional frameworks needed to support road safety efforts, many challenges remain. Only one-third of countries have a national road safety strategy that is endorsed by the government, that includes specific targets, and that has funding allocated for its implementation.

- Finally, the report shows that huge gaps remain in the quality and coverage of the data that countries collect and report on road traffic injuries. Reliable data on fatalities and non-fatal injuries are needed by countries to assess the scope of the road traffic injury problem, to target responses to it, and to monitor and evaluate the effectiveness of intervention measures. Underreporting of road traffic fatalities remains a big problem in many countries, and the situation is even worse with regard to non-fatal injuries. Furthermore, the lack of harmonization of terminology between countries, and even between sectors within them, limits comparability of data. For instance, varying time periods between the crash and death are used to define a road traffic death, and the definition of a severe non-fatal injury also varies. Just 22% of countries had information on the extent of their

WHO predicts that road traffic injuries will rise to become the fifth leading cause of death by 2030.

Leading causes of death, 2004 and 2030 compared

TOTAL 2004

RANK	LEADING CAUSE	%
1	Ischaemic heart disease	12.2
2	Cerebrovascular disease	9.7
3	Lower respiratory infections	7.0
4	Chronic obstructive pulmonary disease	5.1
5	Diarrhoeal diseases	3.6
6	HIV/AIDS	3.5
7	Tuberculosis	2.5
8	Trachea, bronchus, lung cancers	2.3
9	Road traffic injuries	2.2
10	Prematurity and low birth weight	2.0
11	Neonatal infections and other[a]	1.9
12	Diabetes mellitus	1.9
13	Malaria	1.7
14	Hypertensive heart disease	1.7
15	Birth asphyxia and birth trauma	1.5
16	Self-inflicted injuries	1.4
17	Stomach cancer	1.4
18	Cirrhosis of the liver	1.3
19	Nephritis and nephrosis	1.3
20	Colon and rectum cancers	1.1

TOTAL 2030

RANK	LEADING CAUSE	%
1	Ischaemic heart disease	14.2
2	Cerebrovascular disease	12.1
3	Chronic obstructive pulmonary disease	8.6
4	Lower respiratory infections	3.8
5	Road traffic injuries	3.6
6	Trachea, bronchus, lung cancers	3.4
7	Diabetes mellitus	3.3
8	Hypertensive heart disease	2.1
9	Stomach cancer	1.9
10	HIV/AIDS	1.8
11	Nephritis and nephrosis	1.6
12	Self-inflicted injuries	1.5
13	Liver cancer	1.4
14	Colon and rectum cancer	1.4
15	Oesophagus cancer	1.3
16	Violence	1.2
17	Alzheimer and other dementias	1.2
18	Cirrhosis of the liver	1.2
19	Breast cancer	1.1
20	Tuberculosis	1.0

[a] Comprises severe neonatal infections and other, noninfectious causes arising in the perinatal period.
Source: World health statistics 2008 (http://www.who.int/whosis/whostat/2008/en/index.html)

road traffic injury problem, the costs incurred by their health sector or their national economies, and the data needed to monitor and evaluate interventions accurately.

There is a growing body of sound scientific evidence on the steps necessary to improve road safety. The last few years have seen an increase in political will in many countries with a number of these measures implemented widely, while road safety has received increasing international attention and support. However, the results presented in this *Global status report* show that much more needs to be done. Key recommendations from this report are:

- Governments need to take into consideration the needs of all road users when making policy decisions that impact on road safety. To date, the needs of vulnerable road users have been neglected in many countries and should be given renewed emphasis, particularly when decisions are made about road infrastructure, land-use planning and transport services.

- Governments need to enact comprehensive laws that require all road users to be protected through enforcement of speed limits that are appropriate to the type and function of the road, through the stipulation of blood alcohol concentration limits to reduce drink–driving, and through the use of appropriate occupant protection measures. Existing legislation should be reviewed and amended to conform with good practices that are based on sound evidence of effectiveness.

- The enforcement of comprehensive and clear legislation with appropriate penalties and accompanied by public awareness campaigns is a critical factor in reducing road traffic injuries and deaths. Enforcement of all road safety laws needs to be both improved and sustained.

- Governments need to ensure that the institutions nominated as responsible for action on road safety are fostering multisectoral collaboration and have the necessary human and financial resources to act effectively.

- Governments need to encourage collaboration between the different sectors involved in collecting and reporting data on road traffic injuries. This involves improving data linkages between police, transport and health services as well as increasing human capacity to undertake data collection.

This *Global status report* shows that no country can afford to sit back and assume that its road safety work is complete. Significant progress in national road safety requires close collaboration between relevant leaders and agencies whose policies – directly or indirectly – impact on the safety of those on the roads. The international community must also play its part in halting and reversing the current global trend of increasing road traffic deaths, by recognizing road traffic injuries as an important health and development problem and by intensifying support for prevention.

1 Background

Road transportation provides benefits both to nations and to individuals by facilitating the movement of goods and people. It enables increased access to jobs, economic markets, education, recreation and health care, which in turn have direct and indirect positive impacts on the health of populations. However, the increase in road transportation has also placed a considerable burden on people's health – in the form of road traffic injuries, respiratory illnesses, and the health consequences that ensue from a reduction in physical activity. There are additional negative economic, social and environmental consequences that arise from the movement of people and goods on the roads – such as air pollution, greenhouse gas emissions, consumption of finite resources, community severance, and noise.

According to WHO's Global Burden of Disease Project for 2004, road traffic crashes caused over 1.27 million deaths that year – a similar number to

Photo © R. Jehani/123RF Limited

Between 1991 and 2001 the number of motorized vehicles in Thailand almost doubled, from 6.3 million to 11.5 million.

those caused by many communicable diseases *(1)*. Road traffic injuries affect all age groups, but their impact is most striking among the young. Table 1 shows that road traffic injuries are consistently one of the top three causes of death for people aged between 5 and 44 years.

While road traffic death rates in many high-income countries have stabilized or declined in recent decades, data suggest that in most regions of the world the global epidemic of traffic injuries is still increasing. It has been estimated that, unless immediate action is taken, road deaths will rise to the fifth leading cause of death by 2030, resulting in an estimated 2.4 million fatalities per year *(1, 2)*.

In addition to fatalities, many less severe injuries are caused by road traffic crashes: between 20 and 50 million non-fatal injuries are estimated to occur annually around the world *(3, 4)*. These non-fatal injuries are also an important cause of disability *(1)*. A study in Turkey estimated that, of approximately 95 000 people injured in road traffic crashes in 2005, 13% had a subsequent disability, while in India an estimated 2 million people have a disability that results from a road traffic crash *(5, 6)*. Situations like these have important consequences on the demand for services needed to address disability.

The road traffic injury epidemic also has considerable impact on the economies of many countries, particularly low-income and middle-income countries that are frequently struggling with other development needs. The global losses due to road traffic injuries are estimated to be US$ 518 billion[1] and cost governments between 1% and 3% of their gross national product – more than the total amount that these countries receive in development assistance *(4, 7)*.

Persons from poor economic settings are disproportionately affected by road traffic injuries, even in high-income countries. For instance, a study in New South Wales, Australia, found that children of relatively

1 A billion here is used to refer to one thousand million.

Road traffic injuries are one of the top three causes of death for people aged between 5 and 44 years.

Photo © PAHO

Table 1. Leading causes of death by age, world, 2004

RANK	0–4 YRS	5–14 YRS	15–29 YRS	30–44 YRS	45–69 YRS	70+ YRS	TOTAL
1	Perinatal causes	Lower respiratory infections	Road traffic injuries	HIV/AIDS	Ischaemic heart disease	Ischaemic heart disease	Ischaemic heart disease
2	Lower respiratory infections	Road traffic injuries	HIV/AIDS	Tuberculosis	Cerebrovascular disease	Cerebrovascular disease	Cerebrovascular disease
3	Diarrhoeal diseases	Malaria	Tuberculosis	Road traffic injuries	HIV/AIDS	Chronic obstructive pulmonary disease	Lower respiratory infections
4	Malaria	Drownings	Violence	Ischaemic heart disease	Tuberculosis	Lower respiratory infections	Perinatal causes
5	Measles	Meningitis	Self-inflicted injuries	Self-inflicted injuries	Chronic obstructive pulmonary disease	Trachea, bronchus, lung cancers	Chronic obstructive pulmonary disease
6	Congenital anomalies	Diarrhoeal diseases	Lower respiratory infections	Violence	Trachea, bronchus, lung cancers	Diabetes mellitus	Diarrhoeal diseases
7	HIV/AIDS	HIV/AIDS	Drownings	Lower respiratory infections	Cirrhosis of the liver	Hypertensive heart disease	HIV/AIDS
8	Whooping cough	Tuberculosis	Fires	Cerebrovascular disease	Road traffic injuries	Stomach cancer	Tuberculosis
9	Meningitis	Protein–energy malnutrition	War and conflict	Cirrhosis of the liver	Lower respiratory infections	Colon and rectum cancers	Trachea, bronchus, lung cancers
10	Tetanus	Fires	Maternal haemorrhage	Poisonings	Diabetes mellitus	Nephritis and nephrosis	Road traffic injuries
11	Protein–energy malnutrition	Measles	Ischaemic heart disease	Maternal haemorrhage	Self-inflicted injuries	Alzheimer and other dementias	Diabetes mellitus
12	Syphilis	Leukaemia	Poisonings	Fires	Stomach cancer	Tuberculosis	Malaria
13	Drownings	Congenital anomalies	Abortion	Nephritis and nephrosis	Liver cancer	Liver cancer	Hypertensive heart disease
14	Road traffic injuries	Trypanosomiasis	Leukaemia	Drownings	Breast cancer	Oesophagus cancer	Self-inflicted injuries
15	Fires	Falls	Cerebrovascular disease	Breast cancer	Hypertensive heart disease	Cirrhosis of the liver	Stomach cancer
16	Tuberculosis	Epilepsy	Diarrhoeal diseases	War and conflict	Nephritis and nephrosis	Inflammatory heart diseases	Cirrhosis of the liver
17	Endocrine disorders	Leishmaniasis	Falls	Falls	Oesophagus cancer	Breast cancer	Nephritis and nephrosis
18	Upper respiratory infections	Violence	Meningitis	Diarrhoeal diseases	Colon and rectum cancers	Prostate cancer	Colon and rectum cancers
19	Iron deficiency anaemia	War and conflict	Nephritis and nephrosis	Liver cancer	Poisonings	Falls	Liver cancer
20	Epilepsy	Poisonings	Malaria	Trachea, bronchus, lung cancers	Mouth and oropharynx cancers	Road traffic injuries	Violence

Source: WHO (2008), Global Burden of Disease: 2004 update.

Teenage drivers are at increased risk of road traffic crashes.

PHOTO LEFT Those physically disabled as a result of a motor vehicle collision often face stigma and discrimination which can lead to social, educational, occupational and financial deprivation. In addition, many have mental health consequences such as post-traumatic stress disorder, phobias, anxiety and depression.

CENTRE While the figures on road traffic deaths point to the extent of the problem around the world, they fail to tell the full story and to reflect the devastation and suffering that each of these deaths brings to the family, friends and community of those affected.

RIGHT As well as the personal costs, road traffic injuries place a huge demand on health services.

Road traffic injuries show a steep socioeconomic gradient, with those from more disadvantaged backgrounds at higher risk than their more affluent counterparts.

lower socioeconomic status were at highest risk of a road traffic injury *(8)*. Similarly, research from Bangalore, India, found that mortality from road traffic injuries was 13.1 and 48.1 per 100 000 in the poorer socioeconomic groups of urban and rural populations respectively, compared to 7.8 and 26.1 per 100 000 among their more affluent urban and rural counterparts *(9)*. As well as being at increased risk, disadvantaged families are hardest hit by the financial pressure resulting from road traffic crashes. Poor families are less likely to have the financial resources to pay the direct and indirect costs related to a road traffic crash. Many families are driven deeper into poverty by the loss of a family breadwinner, funeral costs, the expenses of prolonged medical care and rehabilitation, or through earnings lost while caring for someone who is injured or disabled *(10)*.

Road traffic injuries place a huge strain on health care services in terms of financial resources, bed occupancy, and demand placed on health professionals. In Kenya, for example, road traffic injury patients represent between 45–60% of all admissions to surgical wards *(11)*. Similarly, studies in India show that road traffic injuries account for 20–50% of emergency room registrations, 10–30% of hospital admissions, and 60–70% of people hospitalized with traumatic brain injuries *(12)*.

An international response to road traffic injury prevention

The need to reduce road traffic deaths and injuries has been acknowledged by the United Nations system and its Member States for nearly 60 years. Road safety work has been carried out by various global and regional organizations, including the World Health Organization (WHO), the World Bank, the United Nations Regional Commissions, and a number of the regional development banks.

In 2004 the World Health Organization and the World Bank jointly launched the *World report on road traffic injury prevention* (4). This document stressed the role of many sectors in the prevention of road traffic injuries. It also described the fundamental concepts of road traffic injury prevention, the magnitude and impact of road traffic injuries, the major determinants and risk factors, and effective intervention strategies. The *World report* concluded with six recommendations that countries should follow to improve their road safety situation, namely:

1. Identify a lead agency in government to guide the national road traffic safety effort.

2. Assess the problem, policies and institutional settings relating to road traffic injury and the capacity for road traffic injury prevention in each country.

3. Prepare a national road safety strategy and plan of action.

4. Allocate financial and human resources to address the problem.

5. Implement specific actions to prevent road traffic crashes, minimize injuries and their consequences and evaluate the impact of these actions. These actions include measures: to reduce excessive and inappropriate speed; to reduce drink–driving; and to increase the use of motorcycle helmets, seat-belts and child restraints.

6. Support the development of national capacity and international cooperation.

The *World report* promoted a comprehensive approach to road safety which involves identifying the interactions between the road user, the vehicle and the road environment – i.e. the potential areas for intervention. This approach, often called the systems approach, recognizes that the human body is highly vulnerable to injury and that humans make mistakes. A safe road traffic system is therefore one that accommodates and

compensates for human vulnerability and fallibility (Figure 1). To adopt a systems approach necessitates the involvement and the close collaboration of a number of sectors – transport, police, health, industry, civil society, and special interest groups. Fundamental to implementing this approach is the collection of accurate data on the magnitude of road traffic crashes and on risk factors. The countries that have made the most progress in road safety are those that have adopted this comprehensive approach.

In April 2004, soon after the launch of the *World report*, the United Nations General Assembly adopted resolution 58/289 on "Improving global road safety", which recognized the *World report* and endorsed its recommendations.

The following month, the World Health Assembly adopted resolution WHA 57.10 on "Road safety and health" which called on WHO Member States to prioritize road safety as a public health issue, and to take steps to implement measures that are known to be effective in reducing road traffic injuries. Subsequent United Nations General Assembly resolutions that were adopted in both 2005 and 2008 reinforced the call for Member States to increase the attention paid to road traffic injury prevention in general, and to the implementation of the recommendations of the *World report* in particular.[1] This document reports on the progress made in implementing some of the recommendations of the *World report*.

1 For the full text of these resolutions, see http://www.who.int/roadsafety/about/resolutions/en/index.html.

Figure 1. The systems approach to road safety

Source: Adapted from reference 13.

2 The need for a global assessment of road safety

As more countries begin or continue to take steps towards addressing their national road safety problem, it has become apparent that regular global assessments of road safety are needed. These are required not only to measure global progress, but also to enable countries to compare their road safety situation with other countries. Such a global assessment requires a standardized methodology that can provide governments, donors, practitioners, planners, and researchers with the information that they need to make evidence-based decisions.

A number of regional mechanisms provide comparable data to assist national policy formulation and drive regional policy. Examples of such assessments include:

- regular comparisons of road safety performance on a number of indicators in European countries, conducted by the European Road Safety Observatory;
- regional reports on the institutional road safety capacity of member countries, such as those conducted by the Association of Southeast Asian Nations and the Asian Development Bank;
- the International Road Traffic and Accident Database which uses a comparable methodology to collect data on over 500 road traffic variables among 29 member countries;

With an ageing population, high-income countries will need to look again at their road safety strategies to address their vulnerabilities.

- the United Nations Economic Commission for Europe's reviews of legislation on particular risk factors, such as speed and blood alcohol concentration limits; and
- the in-depth road safety assessments conducted by the World Bank in its focus countries.

As well as allowing national developments in the area of road safety to be viewed over time and within an international context, these assessments are essential in providing the data needed to advocate for standardized definitions and measures within regions.

Photo © PAHO

To date, however, no such global assessment of road safety exists. Previous efforts, while informative, have been limited to the analysis of aggregated data on patterns and trends, or have painted a largely illustrative picture by relying predominantly on case studies, or have focused on specific aspects of road safety, rather than providing a set of criteria against which countries are measured regularly *(14, 15)*. In other areas of health and development such assessments are relatively common: the communities working on climate change, development, alcohol, tobacco control and tuberculosis all have tools and indicators that allow them to assess the global status of their particular topic on a regular basis.

Methodology

In August 2007 WHO began to develop the *Global status report on road safety* (GSRRS) to address this data gap and to assess road safety around the world.

The specific objectives of the project were:

- to assess the status of road safety in all WHO Member States using a core set of road safety indicators and a standardized methodology;
- to indicate the gaps in road safety;
- to help countries identify the key priorities for intervention and to stimulate road safety activities at a national level.

A self-administered questionnaire was developed using the recommendations of the *World report* as a basis for its content. The methodology was developed in consultation with an expert committee of road safety researchers and practitioners and was widely reviewed by representatives of international and regional road safety organizations, governmental and

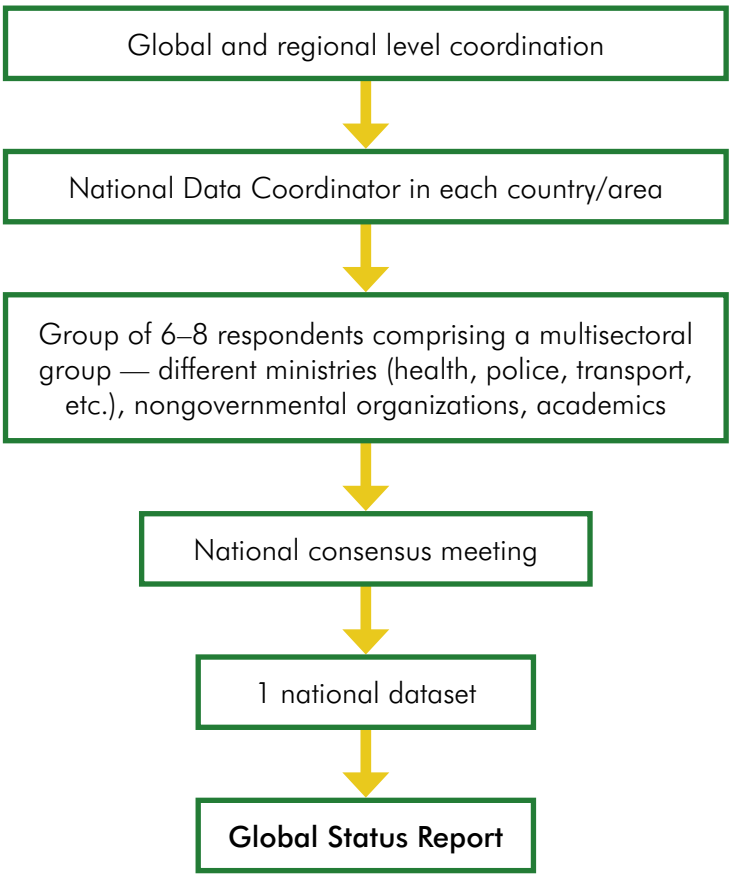
nongovernmental organizations, and academic institutions.[1]

The following areas were addressed in the questionnaire:[2]

- institutional settings and policies (existence of a lead agency on road safety, a national strategy on road safety, and allocation of funding for the activities of both);
- data (road traffic fatalities, non-fatal injuries, data on costs of road traffic injuries);
- exposure to risk (such as the existence of policies to encourage non-motorized modes of transport and public transport and strategies to achieve these, and levels of motorization);
- vehicle and infrastructure standards (the existence of manufacturing standards, requirements for safety audits of road infrastructure projects, and vehicle inspection requirements);
- legislation on some of the main behavioural risk factors (speed, drink–driving, use of motorcycle helmets, use of seat-belts and child restraints, and perceptions of enforcement levels relating to each of these risk factors[3]);
- pre-hospital care (existence of a formal, publicly available pre-hospital care system, and of emergency access telephone numbers).

The methodology used for data collection is shown in Figure 2. It involved the identification in each participating country of a National Data Coordinator (see Table A.1 in Statistical Annex) who was trained and then facilitated a consensus meeting involving a multisectoral group of up to eight road safety experts. The methodology stipulated that the health, transport and enforcement sectors should be represented among the respondents in each country, while also encouraging the involvement of nongovernmental organizations, academics and other road safety practitioners. Each respondent was asked to complete the questionnaire[4] independently and then discuss each of the answers at the consensus meeting where the experts would agree as a group on one final country response which was then submitted to WHO.[5]

Figure 2. Methodology



1 See Acknowledgements section, page v.

2 For the questionnaire and accompanying instruction booklet see www.who.int/violence_injury_prevention/road_safety_status/2009

3 This survey reports "perceptions of enforcement", as agreed by the group of respondents in the consensus meeting. Note that the eight countries that did not hold a consensus meeting did not answer these questions, while some groups of respondents could not come to a consensus on these scores and so left the enforcement questions blank.

4 In the Eastern Mediterranean Region questionnaires were administered during face-to-face interviews.

5 More details on the methodology can be found at www.who.int/violence_injury_prevention/road_safety_status/2009

Data collection began in March 2008 and was completed in September 2008, after which the data were validated in a dialogue between WHO staff and the National Data Coordinators to resolve any inconsistencies. Validated data were then sent for government clearance.

Final data were received from 178 participating countries and areas – 176 WHO Member States and Associate Member States, and 2 non-member areas (Table 2). These 178 countries and areas account for over 98% of the world's population.

Most of the data collected through this project are reported in this document. The main text contains an analysis of aggregated information, while the country profiles describe the main variables reported by each participating country using a standard template. The Statistical Annex includes country-by-country results for most variables. Incomplete data and lack of comparability on some variables affected the ability to analyse and report some of the information received from countries.

Table 2. Participation in the survey, by WHO region and income group[a]

WHO REGION	NUMBER OF MEMBER STATES AND ASSOCIATE MEMBER STATES	COUNTRIES/AREAS PARTICIPATING	NON-PARTICIPATING MEMBER/ASSOCIATE MEMBER STATES AND % OF REGIONAL POPULATION
AFRICAN REGION	46	**41** (0 HIC, 11 MIC, 30 LIC)	Algeria, Côte d'Ivoire, Equatorial Guinea, Gabon, Guinea (8.8%)
REGION OF THE AMERICAS	36[b]	**32** (31 Member and Associate Member States, 1 non-member area) (6 HIC,[c] 26 MIC)	Antigua & Barbuda, Dominica, Grenada, Haiti, St. Kitts & Nevis (1.1%)
SOUTH-EAST ASIA REGION	11	**10** (0 HIC, 6 MIC, 4 LIC)	Democratic People's Republic of Korea (1.4%)
EASTERN MEDITERRANEAN REGION	21	**20** (19 Member States, 1 non-member area) (5 HIC, 12 MIC, 3 LIC[d])	Djibouti, Somalia (1.7%)
EUROPEAN REGION	53	**49** (25 HIC, 21 MIC, 3 LIC)	Andorra, Denmark, Luxembourg, Monaco (0.7%)
WESTERN PACIFIC REGION	28[e]	**26** (6 HIC, 15 MIC, 5 LIC)	Niue, Tokelau (< 1%)
GLOBAL	**195** Member and Associate Member States	**178** (176 Member and Associate Member States, 2 non-member areas) (42 HIC, 91 MIC, 45 LIC)	**19** (accounting for 1.7% of population of the 195 Member and Associate Member States)

HIC = high-income countries; MIC = middle-income countries; LIC = low-income countries

[a] See Table A.2 in Statistical Annex for information on WHO regions and income level classifications.
[b] Includes one Associate Member State, Puerto Rico.
[c] Includes one non-member area, the British Virgin Islands.
[d] Includes one non-member area, the West Bank and Gaza Strip.
[e] Includes one Associate Member State, Tokelau.

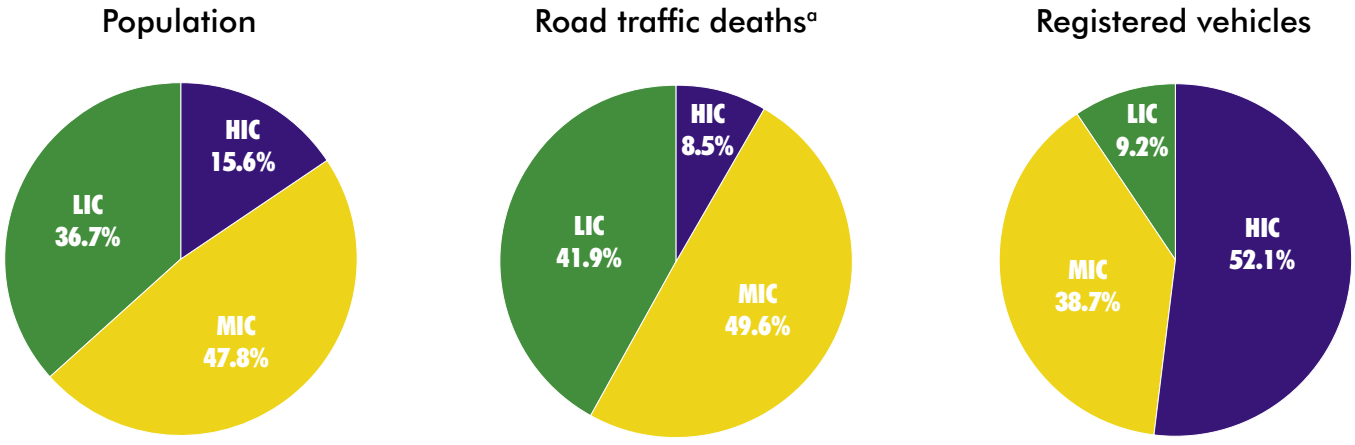
3 The state of road safety around the world

Road traffic injuries remain a global public health problem

Road traffic injuries remain an important public health problem at global, regional and national levels. While steps are being taken in many countries to improve road safety, much still needs to be done if the rising trend in road traffic deaths is to be halted or reversed.

Over the past few years a range of methods has been used by different organizations to estimate the number of global road traffic fatalities. The WHO Global Burden of Disease project (2004), which uses vital registration (death certificate) data irrespective of the time period between collision and death, estimates that 1.27 million people died as a result of a road traffic collision in that year *(1)*. The total number of deaths reported in this survey is approximately 660 000 (using a 30-day definition), indicating vast underreporting. When these data are modelled (see Statistical Annex) the total 30-day number for the 178 countries included in the study is 1.23 million. Almost all data sources show that about three-quarters of road traffic deaths are among men and that the highest impact is in the economically active age ranges.

Figure 3. Population, road traffic deaths[a], and registered motorized vehicles, by income group



[a] 30-day definition, modelled data.
HIC = high-income countries; MIC = middle-income countries; LIC = low-income countries

Over 90% of the world's fatalities on the roads occur in low-income and middle-income countries, which have less than half of the world's vehicles.

Low-income and middle-income countries have the highest burden and road traffic death rates

Most (91%) of the world's fatalities on the roads occur in low-income and middle-income countries, which have only 48% of the world's registered vehicles.

Approximately 62% of reported road traffic deaths occur in 10 countries – which in order of magnitude are India, China, the United States, the Russian Federation, Brazil, Iran, Mexico, Indonesia, South Africa, and Egypt – and account for 56% of the world's population. However, based on modelled numbers, the 10 countries with the highest number of deaths are: China, India, Nigeria, the United States, Pakistan, Indonesia, the Russian Federation, Brazil, Egypt and Ethiopia (see Table A.2 in Statistical Annex). While the total number of deaths is clearly related to both the population and motorization levels within a country and does not give an assessment of risk, it nonetheless gives an indication of where intervention could help significantly to reduce the total number of road traffic deaths at a global level.

From a public health perspective and for the purpose of making comparisons, the use of rates per 100 000 population is a more useful measure of the size of a problem than absolute numbers, and is also useful for assessing performance over time and for giving an indication of risk. As well as accounting for the highest absolute burden of road traffic deaths, fatality rates relative to population are also highest in low-income and middle-income countries (Table 3).

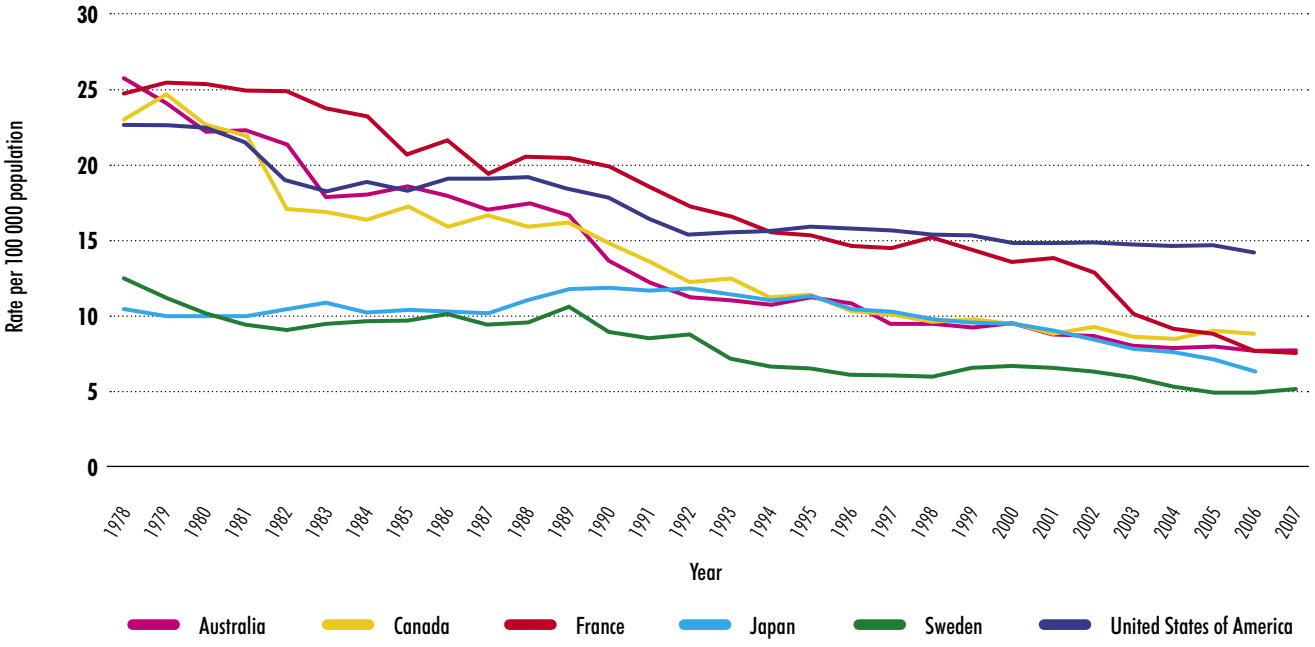
It is evident that, although the highest rates are in low-income and middle-income countries, road traffic injuries remain very relevant to high-income countries as well. A number of high-income countries have

Table 3. Modelled road traffic injury fatality rates (per 100 000 population),[a] by WHO region and income group

WHO REGION	HIGH-INCOME	MIDDLE-INCOME	LOW-INCOME	TOTAL
AFRICAN REGION[b]	—	32.2	32.3	32.2
REGION OF THE AMERICAS[c]	13.4	17.3	—	15.8
SOUTH-EAST ASIA REGION[b]	—	16.7	16.5	16.6
EASTERN MEDITERRANEAN REGION	28.5	35.8	27.5	32.2
EUROPEAN REGION	7.9	19.3	12.2	13.4
WESTERN PACIFIC REGION	7.2	16.9	15.6	15.6
GLOBAL	**10.3**	**19.5**	**21.5**	**18.8**

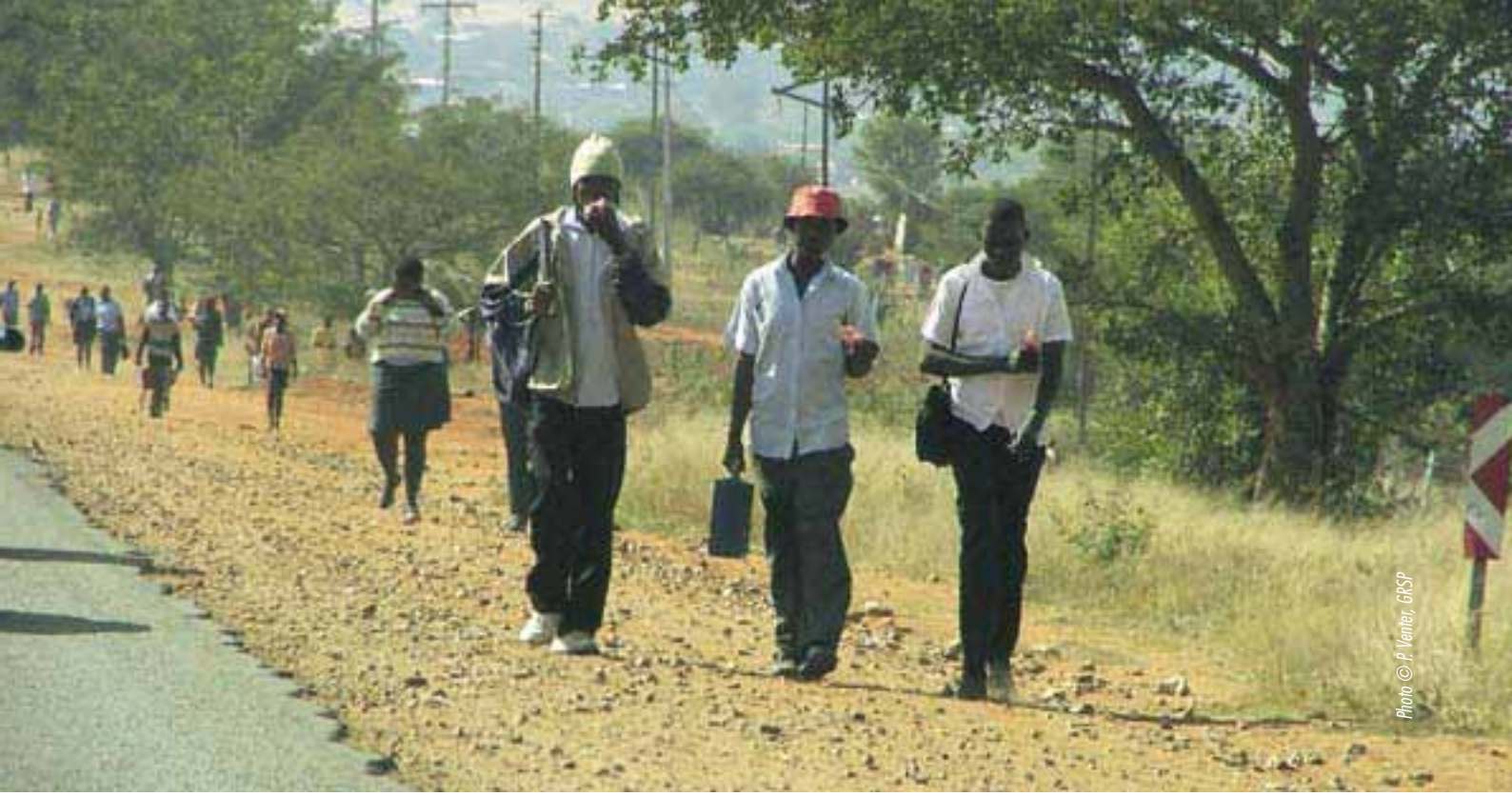
[a] 30-day definition.
[b] No high-income countries.
[c] No low-income countries.

Figure 4. Trends in road traffic fatality rates in selected high-income countries



road traffic injury fatality rates well above the average for this income group. For instance, high-income countries in the Eastern Mediterranean Region have a modelled road traffic injury fatality rate of 28.5 per 100 000 population, which is well above the global average for countries in this broad income group, as shown in Table 3. Similarly, while a number of high-income countries have managed to reduce their road traffic fatality rates in recent decades, in other high-income countries the downward trends in road traffic fatalities that began in the 1970s and 1980s have started to flatten, suggesting that extra steps are needed to reduce these rates further (see Figure 4).

The 10 countries with the lowest modelled road traffic fatality rates are almost all high-income countries, where rates vary between 3.4 and 5.4 deaths per 100 000 population. While these countries, the Netherlands, Sweden and United Kingdom for instance, may be top performers globally with regard to road safety, they too still have considerable



Pedestrians, cyclists, and drivers of motorized two-wheelers and their passengers account for almost half of global road traffic deaths.

room for improvement. For example, road traffic injuries are still an important cause of death in Sweden, despite a relatively low rate of road traffic fatalities and the successful implementation of a comprehensive approach to the problem. In Sweden, road traffic crashes are responsible for 20% of deaths of children aged between 5 and 19 *(16)*. Similarly, the road transport system in Sweden is responsible for many more deaths – notably of children and young adults – than other forms of transport such as aviation or rail travel. Thus, even countries which appear to be performing well at the global level have a long way to go to achieve a truly safe road transport system.

Nearly half of those dying on the world's roads are vulnerable road users

In most low-income and middle-income countries the majority of road users are vulnerable road users – pedestrians, cyclists, and those using motorized two- or three-wheelers. These groups of road users do not have a protective "shell" around them and are therefore more at risk than those in vehicles. Public transport users may also be vulnerable road users, particularly where public transport vehicles are unsafe, overcrowded or unregulated (see Box 1).

Vulnerable road users are at additional risk where their needs have not been taken into consideration during the planning of land use or road construction. In many countries roads are planned and built to allow motor vehicles to travel faster while insufficient thought is given to the needs of pedestrians and cyclists, which means that these vulnerable road users face increasing risks in using and crossing the roads *(17, 18)*.

This global survey shows that pedestrians, cyclists, and riders of motorized two-wheelers and their passengers account for around 46% of global road traffic deaths.[1] Vulnerable road users make up the highest reported proportion of total deaths in the South-East Asia and Western Pacific regions (Figure 5). Within regions the proportion of deaths among

1 If users of unsafe public transport are included as vulnerable road users then this figure of 46% is likely to be an underestimate: in this survey data on public transport fatalities was not collected separately from data related to other four-wheeled vehicles.

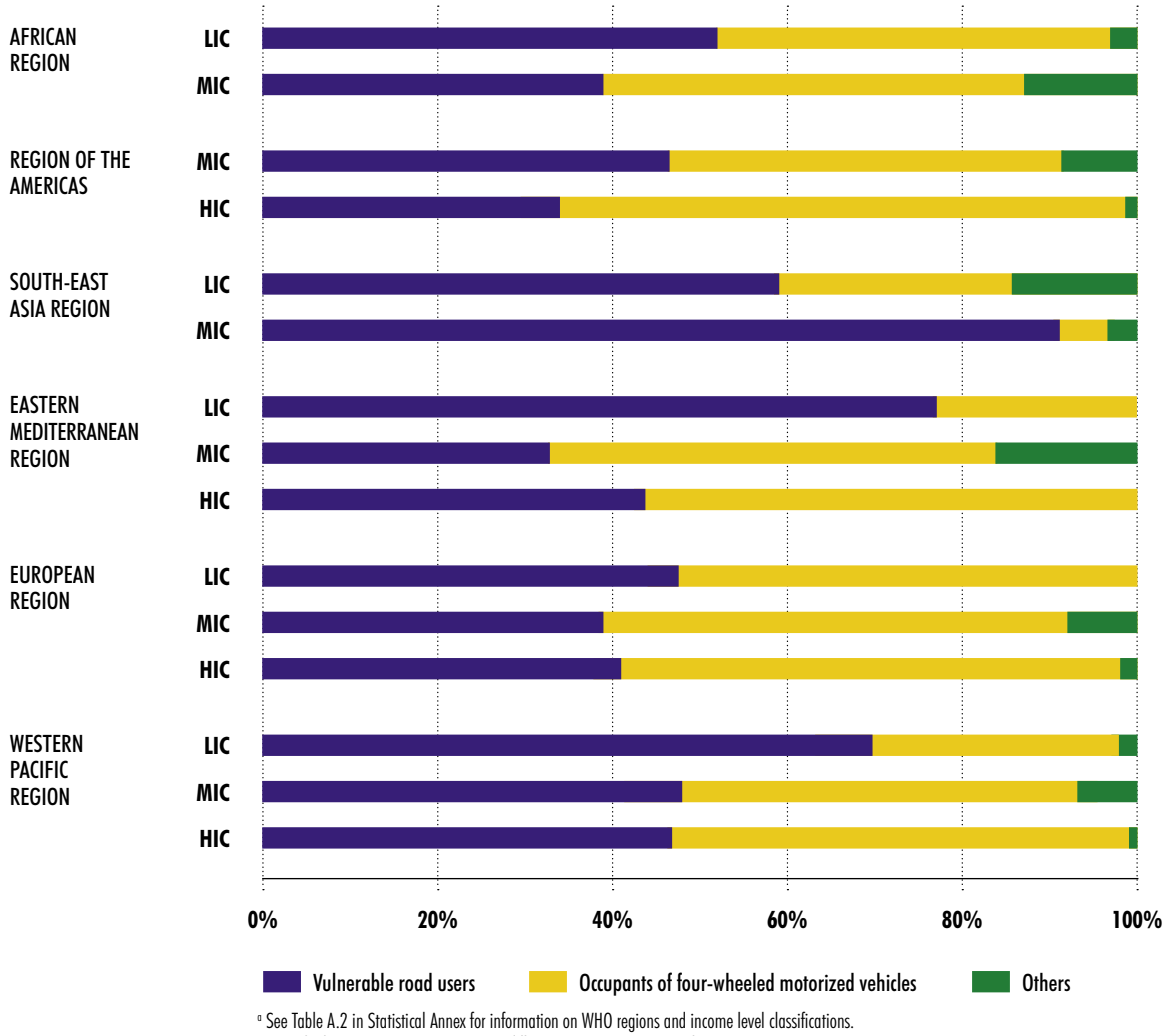
Box 1: Unsafe public transportation

Overcrowded and unsafe modes of public transport contribute to road traffic injuries and deaths, particularly in low-income and middle-income countries. Choice of transport modes is frequently related to socioeconomic status, with those who can afford it avoiding these unregulated and unsafe vehicles. A study in Kenya found that buses and *matatus*[a] are the vehicles most frequently involved in fatal crashes and that passengers in these vehicles account for 38% of the total road deaths *(11, 19)*. This may be explained in part by deregulation in the public transport market without concurrent regulations on safety measures. In Sri Lanka, for example, public transport buses are either owned by the government or privately owned, with studies showing an increased risk associated with travel on privately-owned buses. Government buses are maintained by the Ministry of Transport and regulated to ensure safety, while regulations are much less stringent for private owners running parallel public bus services. For instance, there are almost no restrictions on driver eligibility or on the maintenance of privately operated public transportation vehicles *(20)*.

While liberalization of the public transport market can increase the supply of vehicles, protection of public safety needs to be an essential feature of this market. Maximization of profits must not be allowed to lead to a reduction in safety standards.

[a] *Matatus* are small-scale public transport service vehicles in Kenya.

Figure 5. Reported deaths by type of road user (%), by WHO region and income group[a]



[a] See Table A.2 in Statistical Annex for information on WHO regions and income level classifications.
HIC = high-income countries; MIC = middle-income countries; LIC = low-income countries

vulnerable road users varies considerably. In the South-East Asia Region, for instance, vulnerable road users are reported to account for over 80% of those killed on the roads in Thailand, while in neighbouring Myanmar the figure is 51%. In Colombia, Guatemala and Peru over 70% of fatalities are among vulnerable road users while in other countries of the region – such as the Dominican Republic, Honduras or the United States – the proportion is considerably lower at less than 25%.

PHOTO TOP Poor infrastructure and lack of pavements, and lighting are among the reasons why pedestrians have to share the roads with cars, buses, taxis and other modes of transportation.

PHOTO BOTTOM Police enforcement and automatic speed enforcement are highly effective measures used to enforce speed limits.

Photo © PHTO

Photo © G. Blakeley/BigStockPhoto.com

Results of this survey suggest that as motorization increases globally many countries are not giving sufficient attention to the needs of vulnerable groups of road users in their transport policies. Many of the proven interventions being implemented globally – such as use of seat-belts and child restraints, vehicle standards, and crash tests – are relevant to car occupants. More research is needed on interventions that address vulnerable road users, while land use planning and road design should also take the needs of these road users into consideration.

Reducing speed will have an impact on both vehicle occupants and vulnerable road users. Setting and enforcing appropriate speed limits is essential. This survey showed that only 9% of countries rate their speed enforcement as more than 7 on a scale of 0 to 10 (see page 20).

Reducing exposure to the risk of injury or death on the road can also be achieved by reducing the total amount of motorized road transport. This in turn requires considerable investment in infrastructure that allows pedestrians and cyclists to walk and cycle safely (see Box 2).

Reducing the volume of traffic on roads being used by vulnerable road users can also reduce exposure to the risk of a crash occurring, provided that low speeds can be maintained. Policy-makers need to address the ability of road users to walk and cycle safely, ensure the availability of affordable and safe public transport, and seek ways to reduce dependency on the use of private cars. This survey found that only one-third (32%) of the world's countries have national or local policies that promote walking *and* cycling as an alternative to motorized transport. Forty-four per cent of countries do not have policies (either national or local)

Box 2: Land use and transport planning

Prioritizing the needs of vulnerable road users includes recognizing the importance of the built environment when making political and planning decisions. Some of the solutions lie in appropriate modifications to the physical road environment and setting up a supportive policy framework rather than focusing only on human behaviour as the primary cause of road traffic crashes. The examples presented below show efforts in four settings to incorporate the needs of vulnerable road users in planning for land use and transport.

Bogota, the capital of Colombia, implemented land use and transport measures intended to meet the needs of the city's non-motorized road users and to improve public transport in the period 1995–2001. The measures included: building specific cycling and pedestrian-only routes, including a car-free route; excluding cars from the city centre at peak times in the morning and afternoon; developing a high-capacity bus system at a cost of US$ 300 million that carries about 700 000 people a day. These measures contributed to reducing the number of road traffic fatalities from 1387 in 1995 to 697 in 2002. They also improved access to jobs and created a more liveable urban environment *(14, 17, 21)*.

Sweden's model of road safety is frequently cited as good practice. The "Vision Zero" road safety policy adopted in the late 1990s is based on an understanding that the environment needs to be modified to take account of humans' lack of tolerance to mechanical forces and the human tendency to make errors. Sweden's sustainable road strategy thus aims to modify the environment while protecting road users from unacceptable levels of risk. As well as building bicycle and pedestrian lanes, tunnels and car-free play areas, other environmental solutions are being implemented to separate and protect these road users. Where road users cannot be separated, the strategy acknowledges the need to give pedestrian safety priority over car traffic – particularly by reducing speed.

Delhi, India, has recently completed the first phase of a corridor with segregated pedestrian, bicycle and bus lanes on a major arterial road of the city. The pedestrian lane has been designed with due concern for the needs of the elderly, children and physically-challenged persons. Since street vendors are an integral part of urban streets in Delhi, special consideration has been given to providing space for them without disturbing the flow of bicycles and pedestrians. In the first 10 months of operation there were no car, motorcycle or bicycle fatalities in the corridor *(22)*.

Lagos, Nigeria, is the sixth largest city in the world with a population of 17 million people. For years, the city has grown rapidly and struggled without reliable public transportation. The public transport system largely consists of minibuses and taxi motorcycles, many of which are not roadworthy and contribute substantially to pollution and road traffic crashes. In 2002, the state government created an agency called the Lagos Metropolitan Transport Authority (LAMATA) with the mission to "transform the state transport system by facilitating an enabling environment". One initiative of LAMATA and the state government was the development of a bus rapid transit system which was completed and launched in March 2009. This system provides Lagos commuters with a clean, affordable, reliable and safe means of getting around the city *(23, 24)*.

Bogota's high-capacity bus system.

Cable barriers are used in a number of high-income countries and have been shown to be cost effective at reducing head-on collisions on highways.

Designed spaces for street vendors in Delhi, India, are part of a new initiative that gives road space to different groups of vulnerable road users.

Only 9% of countries report their enforcement of speed limits as over 7 on a scale of 0 to 10.

that encourage *public transport* as an alternative to car transport, reflecting a similar neglect in meeting the needs of non-motorized road users (see Table A.7 in Statistical Annex). These figures are perhaps surprising given that decreased dependency on the use of private cars can have other positive impacts such as improved respiratory health (as a result of less transport-related air pollution) and reduced levels of obesity (as a result of more physical activity associated with walking and cycling).

Few countries have comprehensive road safety laws that are well enforced

Enacting and enforcing legislation on a number of risk factors for road traffic injuries and deaths is critical in influencing exposure to risk, crash occurrence, injury severity, and post-crash injury outcomes. Comprehensive and clear legislation, enforced with appropriate penalties and accompanied by public awareness campaigns, has been shown to be a critical factor in reducing road traffic injuries and deaths associated with speed, drink–driving, and the non-use of occupant protection measures (helmets, seat-belts, and child restraints). The results of the global survey suggest that the legislation on these risk factors is not comprehensive in many countries, and enforcement is often lacking. Similarly, many countries lack the institutional mechanisms and resources that would allow them to implement planned activities in a coordinated fashion – including adopting and enforcing laws – which may result in a "piecemeal" approach to road safety efforts that is seen in many countries (see Box 3).

Speed

What is known?

- An increase in average speed is directly related both to the likelihood of a crash occurring and to the severity of the crash consequences *(25, 26)*.
- A 5% increase in average speed leads to an approximately 10% increase in crashes that cause injuries, and a 20% increase in fatal crashes *(27)*.
- Pedestrians have a 90% chance of surviving a car crash at 30 km/h or below, but less than a 50% chance of surviving impacts of 45 km/h or above *(27, 28)*.
- Safe speed thresholds vary according to different types of road, different types of collision and different road users, with their inherent vulnerabilities. Effective speed management needs to take these and other variables into account *(27)*.
- Zones of 30 km/h can reduce crash risk and injury severity and are recommended in areas where vulnerable road users are particularly at risk *(27, 29)*.
- Apart from reducing road traffic injuries and deaths, lowering the average traffic speed can have other positive effects on health outcomes (e.g. by reducing respiratory problems associated with car emissions) *(27)*.

What this survey found

Research on effective speed management indicates that the speed limits on urban roads should not exceed 50 km/h. While there remains a fairly high fatality risk at this speed (or even lower for pedestrians, cyclists and other vulnerable road users), many countries with good road safety records have adopted this recommendation, while also giving provincial or local decision-makers the authority to reduce these national speed limits. In this way traffic calming measures

Box 3: A coordinated approach to road safety

The *World report on road traffic injury prevention* developed by WHO and the World Bank recommends that countries identify an agency with the authority and responsibility to make decisions and coordinate road safety activities across multiple sectors, and with adequate finances for road safety activities. The *World report* also recommends that each country should prepare a multisectoral national road safety strategy, with targets for the achievement of specific outcomes and with resources allocated to ensure implementation of relevant activities.

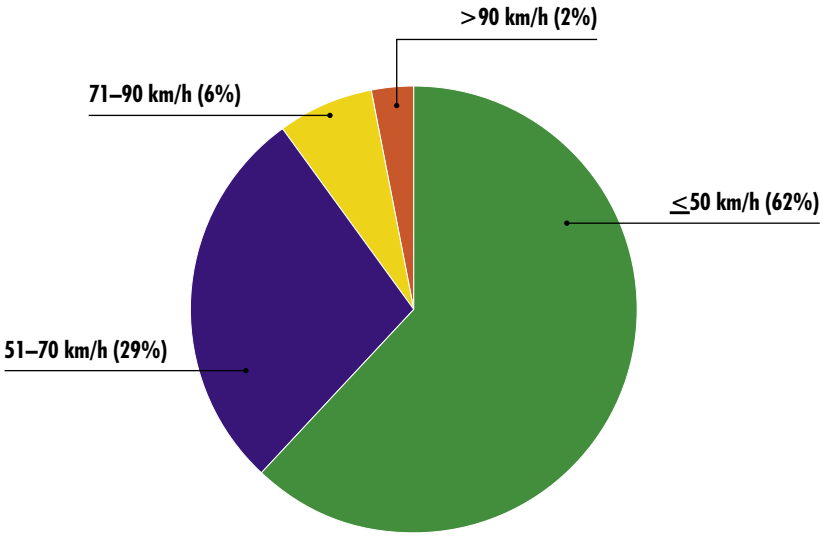
Although 153 countries (86%) report having a lead agency for road safety, this survey was unable to obtain information on the precise role or effectiveness of these agencies in fulfilling the functions required (see Table A.7 in Statistical Annex). Indeed, in the qualitative comments of the survey, respondents highlighted the considerable difficulty that they had during the consensus meetings in identifying the lead agency for road safety in their country.

The global survey also found that while 58% (n=103) of countries report having a national strategy on road safety, only 86 countries (48% of the total) have government endorsement of this strategy (see Table A.7 in Statistical Annex). Furthermore, only 34% (n=61) of countries have government endorsement of a strategy that has both precise targets and earmarked funding. These results suggest that the high positive responses obtained on lead agencies and national strategies may belie weaker institutional frameworks with insufficient financial resources to support either the effective functioning of these agencies, or the implementation of their activities.

Only 29% of countries have urban speed limits of 50km/h or below and allow local authorities to reduce them further.

Photo © PAHO

Figure 6. Proportion of countries by urban speed limit range in 174 countries



that have been shown to be very effective at reducing road traffic injuries can be made and implemented at the subnational level as needed – for example in residential areas, or near schools. In the analysis of the results of this survey the criteria used for assessing urban speed management were therefore:

- speed limits on urban roads are set at less than or equal to 50 km/h;
- local authorities are able to lower these speed limits where necessary.

The results suggest that urban speed management is poor in many countries. While 62% of countries have speed limits on urban roads of less than or equal to 50 km/h, these countries account for half (50%) of the world's population. Just over half (53%) of participating countries allow local authorities to reduce national speed limits (see Table A.5 in Statistical Annex). The global survey showed that only 29% of participating countries meet both these conditions – i.e. they have speed limits of 50 km/h or below on urban roads and they allow local authorities to reduce the national speed limits. Figure 6 shows the proportion of countries with different speed limit ranges, suggesting that in most countries additional efforts to reduce urban speed limits are still needed.

Furthermore, the results of the global survey show that only 9% of countries rate the enforcement of their national speed limits at more than 7 on a scale of 0 to 10 (see Table A.5 in Statistical Annex). This suggests that, even in countries where speed limits may be more restrictive, enforcement is frequently lacking.

WHAT CAN BE DONE

- ✓ Countries need to set speed limits that reflect the function of individual roads. In doing so, they should consider the types of vehicles using the road, the nature and purpose of the road, roadside activities, provision of facilities for vulnerable road users, and the frequency of use by pedestrians and cyclists. Increased priority should be given to vulnerable road users, notably in urban areas, where speed limits should not exceed 50 km/h.
- ✓ Local authorities need to be given the authority, resources and political support to implement measures to reduce speed limits to levels that may be lower than national limits where vulnerable road users are particularly at risk.
- ✓ Programmes put into place to address speeding need to foster a public awareness and understanding of the effects of speeding and the reasons for enforcing speed limits.

Drinking and driving

What is known?

- Drinking and driving increases both the risk of a crash and the likelihood that death or a serious injury will result *(4)*.
- The risk of involvement in a crash increases significantly above a blood alcohol concentration (BAC) of 0.04 g/dl *(30, 31)*.
- Laws which establish lower BACs (between zero and 0.02 g/dl) for young/novice drivers can lead to reductions of between 4% and 24% in the number of crashes involving young people *(32)*.
- Enforcing sobriety checkpoints and random breath-testing can lead to reductions in alcohol-related crashes of about 20%, and has been shown to be very cost-effective *(33, 34)*.

What this survey found

Ninety-six per cent (n=171) of participating countries report having either national or subnational laws on drink–driving. However, only 88 countries (49%) have a drink–driving law that uses a BAC limit of less than or equal to 0.05 g/dl, as recommended in the *World report* (see Table A.3 in Statistical Annex). While most countries (86%) in the European region have BAC laws in line with this recommendation, in other regions of the world most countries either do not have BAC limits or have limits that are above 0.05 g/dl (see Figure 7).

Young or novice drivers are at a much increased risk of having a road traffic crash when under the influence of alcohol. Consequently, the *World report* advised that BAC limits for this group be set lower than limits for the general population. Only 19 of the 139 countries which have BAC limits for the general population have stipulated lower BAC limits for these young and novice drivers, and most of these countries are in the European Region.

Figure 7. Blood alcohol concentration limits (g/dl) by country/area

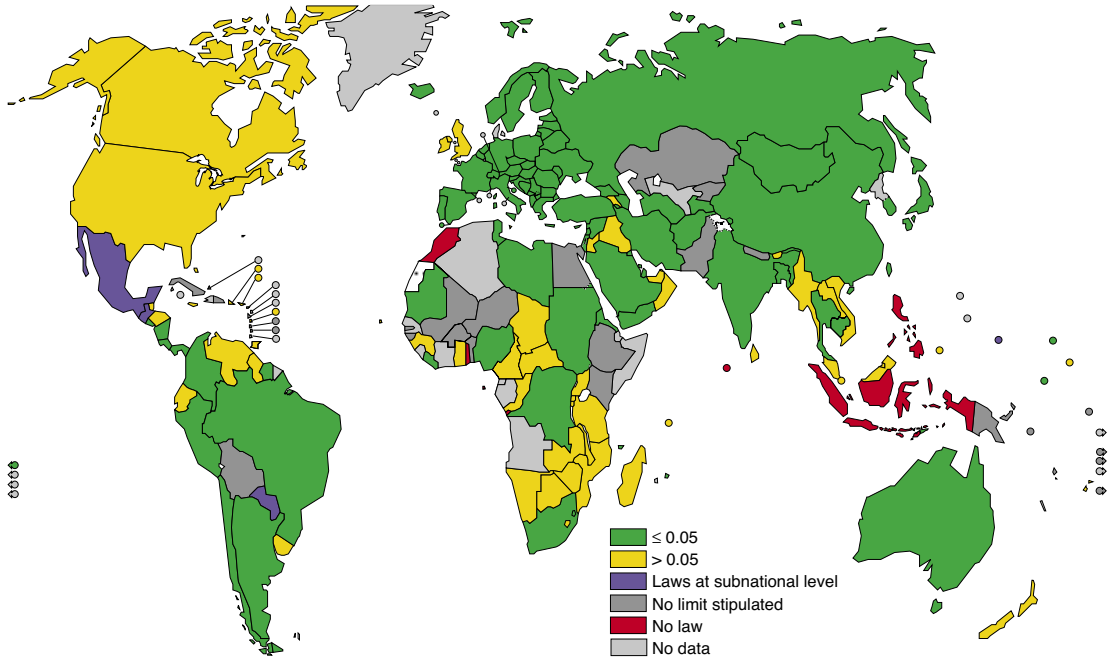
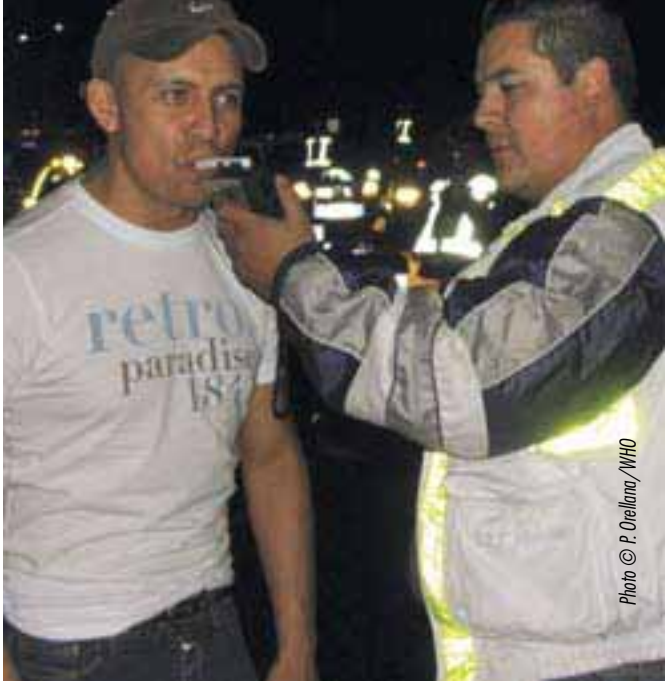


PHOTO LEFT Alcometers are part of the Mexican government's programme to reduce drink–driving.

CENTRE Helmets are effective at reducing the risk of head injuries but do not prevent a crash from occurring. Separating motorcyclists from other motorized vehicles is one way to reduce the likelihood of crashes involving motorcyclists from occurring.

RIGHT In Viet Nam, where children frequently ride motorcycles to and from school, a mandatory helmet-wearing law is accompanied by public awareness campaigns and extensive helmet distribution.



Less than half of countries worldwide have drink–driving laws based on a blood alcohol concentration limit that is equal to or less than 0.05 g/dl.

Random breath-testing and police checkpoints are important enforcement mechanisms that have been shown to reduce alcohol-related crashes. Seventy-nine per cent of countries report that they use one or both of these methods of enforcement. However, only 23 countries (13%) report an enforcement rating of over 7 on a scale of 0 to 10 (see Table A.3 in Statistical Annex). This represents 21% of high-income countries, 11% of middle-income countries and just 9% of low-income countries. Taken together, these findings show that only 10% of participating countries, covering 24% of the world's population, have both adequate drink–driving laws (as defined by a BAC limit of less than or equal to 0.05 g/dl) and enforcement ratings of over 7.

WHAT CAN BE DONE

- ✓ All countries should have a drink–driving law and should strictly enforce it.
- ✓ Drink–driving laws should be based on blood alcohol concentration, or the equivalent breath alcohol content limits, which should be 0.05 g/dl or below.
- ✓ All countries should set limits of 0.02 g/dl or below for young/novice drivers.

Use of motorcycle helmets

What is known?

- Wearing a motorcycle helmet correctly can reduce the risk of death by almost 40% and the risk of severe injury by over 70% *(35)*.
- When motorcycle helmet laws are enforced effectively, helmet-wearing rates can increase to over 90% *(36, 37)*.
- The effectiveness of motorcycle helmets in reducing head injuries is in part a result of the quality of the helmets. Requiring helmets to meet a recognized safety standard is important to ensure that helmets can effectively reduce the impact of a collision to the head in the event of a crash *(38)*.

What this survey found

Over 90% (n=163) of countries participating in this global survey have laws set at either the national or subnational level that require helmets to be worn by users of motorized two-wheelers. However, legislation is incomplete in many of these countries. For instance, some countries make exceptions for motorcyclists using low-

Photo © Public Works Department, Malaysia

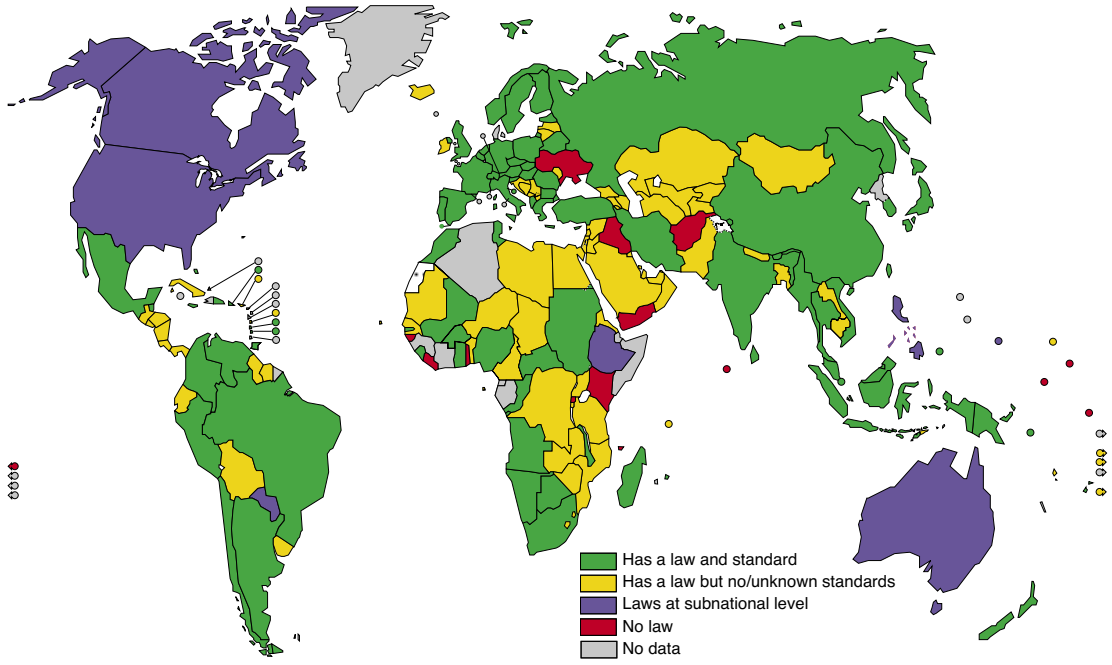
Photo © M. Peden/WHO

powered engines, while other countries exempt all passengers, or persons with religious headgear. This survey found that 74% of participating countries have helmet laws that are comprehensive in scope, i.e. that require both drivers and passengers of motorized two-wheelers to wear helmets on all roads and regardless of engine type[1] (see Table A.6 in Statistical Annex). Furthermore, the results show that helmet standards are lacking in a high proportion (43%, n=76) of countries, thus calling into question the ability of a law on helmet-wearing to achieve its purpose. Taken together these findings mean that only 40% (n=70) of countries have comprehensive helmet laws *and* require helmets to meet a specific standard (see Figure 8).

Only 40% of countries have a comprehensive helmet law and require helmets to meet a specific standard.

1 Some of these have exceptions, such as exempting those for medical reasons or for religious reasons.

Figure 8. Motorcycle helmet laws and helmet standards by country/area



Even where comprehensive laws are in place, enforcement is low in most countries. Only 25% (n=45) of countries rate their enforcement of helmet-use laws as higher than 7 on a scale of 0 to 10 (see Table A.6 in Statistical Annex). Finally, the impact of helmet laws that are in place is also difficult to ascertain in many countries. Only 34% of countries have data on helmet-wearing rates, and both the reliability and the generalizability of the results vary considerably (see page 35).

WHAT CAN BE DONE

- ✓ All countries should have mandatory laws on helmet use on motorized two- and three-wheelers.
- ✓ These laws should cover all riders who are legally allowed to ride on motorized two- or three-wheelers, all engine types and all road types.
- ✓ Countries need to enact laws requiring helmets to meet a national or international standard.
- ✓ Countries need to establish systems to collect data on rates of helmet-wearing.

Seat-belt use

What is known?

- Wearing a seat-belt reduces the risk of a fatality among front seat passengers by 40–50% *(39–41)*.
- Studies suggest that seat-belts can reduce fatalities among rear-seat car occupants by 25–75% *(39, 42)*.
- Mandatory seat-belt laws, their enforcement, and appropriate public awareness campaigns have been shown to be very effective in increasing rates of seat-belt wearing *(4, 39, 43)*.

What this survey found

While seat-belt laws are widespread – with 88% (n=156) of countries participating in the global survey reporting national or subnational laws – in many countries the law does not apply to all car occupants (i.e. to front and rear-seat occupants). Only 57% (n=101) of countries require all car occupants to wear seat-belts, and this figure is much higher in high-income countries (76%) than in middle-income countries (54%) or low-income countries (38%) (see Table A.4 in Statistical Annex).

Only 38% of low-income countries and 54% of middle-income countries require seat-belts to be used in cars by both front-seat and rear-seat passengers.

Photo © NCIPC/CDC

Twelve per cent (n=21) of countries have no seat-belt law at all (see Figure 9).

Enforcement of seat-belt laws is weak in many countries. Only 19% (n=34) of countries rate enforcement of their seat-belt laws above 7 on a scale of 0 to 10. Only 14% of countries (n=25) have a seat-belt law that applies to all occupants and an enforcement rating of greater than 7 on a scale of 0 to 10 (see Table A.4 in Statistical Annex).

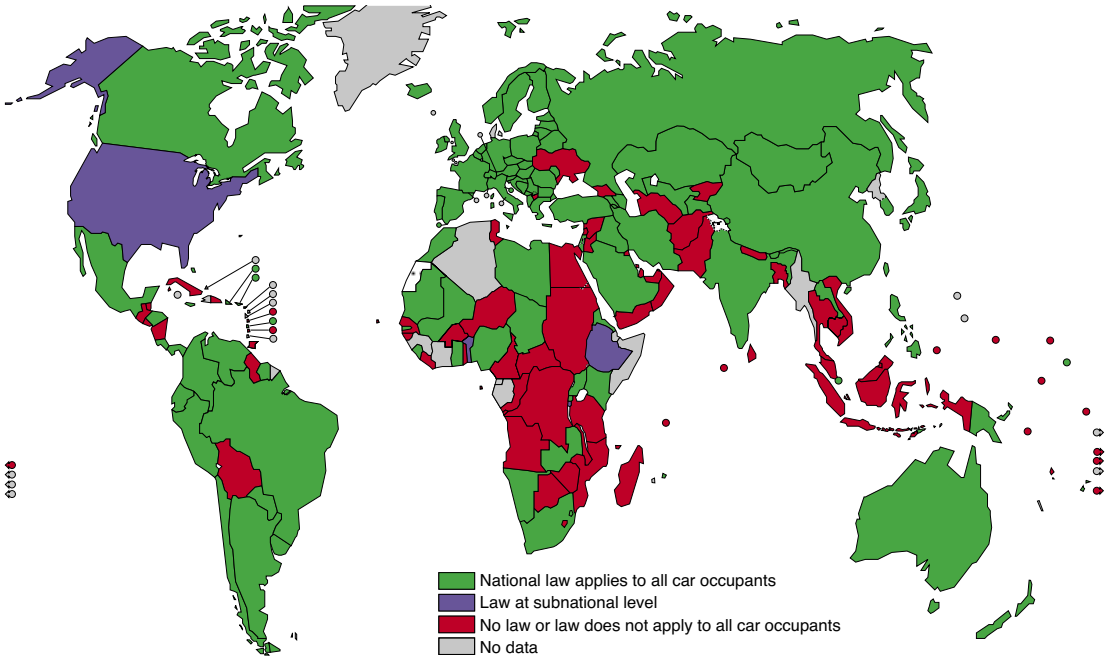
The ability to ascertain the effectiveness of these laws is difficult if relevant data are not available: in this survey over 47% of countries reported having no data on rates of seat-belt use in front seats, and 71% reported no data on rates of wearing rear seat-belts.

Seat-belt laws cannot be effective if large numbers of cars are not fitted with seat-belts, as is the case in many low-income countries. Although the survey did not collect information on seat-belt requirements for imported cars, data from the survey show that of the 59 countries that manufacture or assemble cars, over one quarter (29%) do not require seat-belts to be fitted in both front and rear seats.

WHAT CAN BE DONE

- ✓ Vehicle manufacturers and assemblers should be required to fit seat-belts in both front and rear seats of all vehicles, irrespective of the end market.
- ✓ Seat-belt laws must be improved to cover all occupants.
- ✓ Enforcement efforts must be strengthened in many countries and must be equally applied to the occupants of both front and rear-seats in cars.
- ✓ Countries need to establish systems to collect data on rates of seat-belt use.
- ✓ Enforcement efforts must be backed by intensive mass-media education programmes that highlight the risk of injury when not wearing a seat-belt and increase the perceived likelihood of being detected and penalized.

Figure 9. Seat-belt laws by country/area



Use of child restraints

What is known?

- Children who are unrestrained in a car are at increased risk of injury and death in the event of a collision. Appropriate child restraint systems, which include child seats for infants and booster seats for older children, are designed with the child's developmental stage in mind. They work to secure the child in a way that reduces the chance of a severe injury occurring.
- If correctly installed and used, child restraints reduce deaths among infants by approximately 70% and deaths of small children by between 54% and 80% *(39, 44)*.
- Mandatory child restraint laws and their enforcement lead to an increase in the use of child restraints *(41, 44)*.

What this survey found

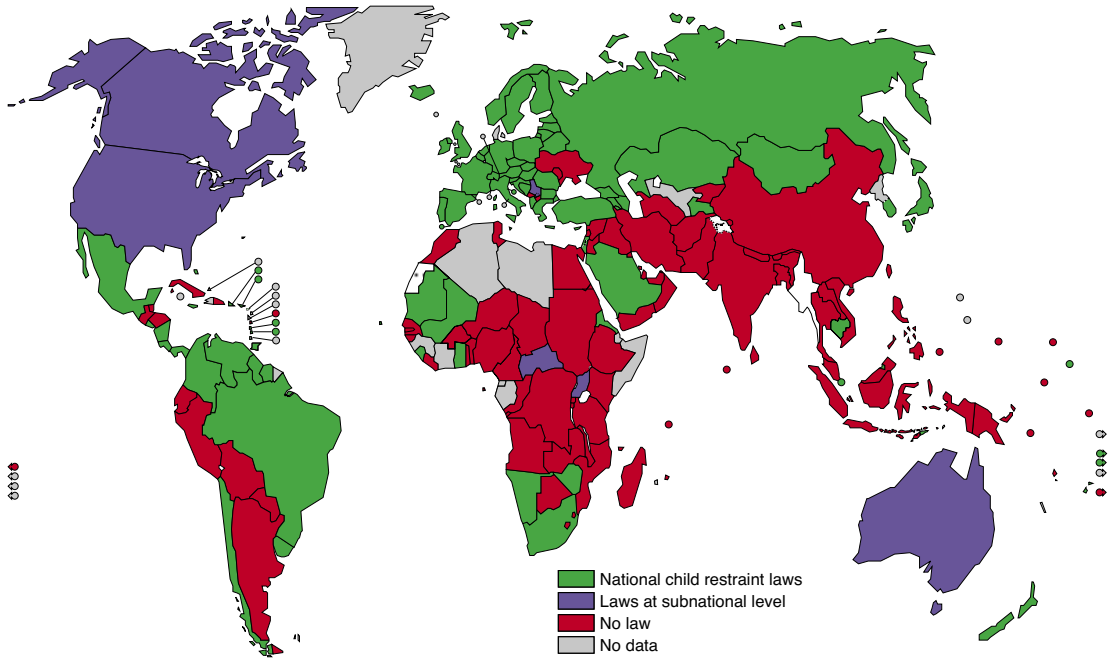
The global survey found that just under half of participating countries (n=87) report any legislation at all on the use of child restraints (see Figure 10). However, this figure hides considerable variation by region and income status (see Table A.4 in Statistical Annex). More than 90% of high-income countries have national legislation on child restraints, while the proportion in low-income countries is only 20%.

Even where legislation is in place, the results of the survey suggest that enforcement of child restraint laws is very low in most countries: only 14% of those countries with national legislation on the use of child restraints report enforcement as being above 7 on a scale of 0 to 10. This means that only 6% of all participating countries have a child restraint law *and* rate its enforcement as over 7 on a scale of 0 to 10 (and these are all high-income or middle-income countries). As well as weak legislation and poor enforcement, previous research indicates that the prohibitive cost of child restraints in many countries is also an important factor that affects usage.

Just under half of countries have a law requiring the use of child restraints for young children in vehicles.

Photo © NCIPC/CDC

Figure 10. Child restraint legislation by country/area



WHAT CAN BE DONE

- ✓ Child restraint laws need to be enacted and enforced. These laws should specify the type of restraint, the child's age for which each restraint is appropriate, and the seating position.
- ✓ Mechanisms should be established to improve access to affordable child restraints.
- ✓ Countries need to establish systems to collect data on rates of child restraint use.
- ✓ Programmes to increase use of child restraints need to address social norms and encourage a culture of safety. The public needs to be aware of the safety benefits of using child restraints.

Legislation: summary

While positive steps towards enacting appropriate legislation have been taken in all regions of the world, much remains to be done.

Although all countries reported national or subnational legislation related to at least one of the five key risk factors (speed, drink–driving, helmets, seat-belts and child restraints) only 48% of countries have national or subnational laws relating to all five risk factors. In addition, legislation on risk factors is still incomplete in its coverage in many (85%) countries. Where laws on these risk factors exist, they are often inadequately enforced – particularly in low-income and middle-income countries.

Governments need to enact and enforce comprehensive laws that require all road users to be protected by means of appropriate occupant restraints and to respect alcohol and speed limits that reduce the risk of a road traffic crash. These laws need to ensure that legal loopholes are avoided that could exempt particular road users. Enforcement efforts must be highly visible, well-publicized,

sustained, and implemented by the use of appropriate measures and penalties for infringement. Nongovernmental organizations and other civil society groups can play an important role in generating public and political support for evidence-based road safety measures.

Enforcement is most effective when supported by intensive public awareness campaigns that both highlight the safety benefits of complying with the legislation and also increase the perception of being detected and penalized when not complying with the law. As well as increasing awareness of the laws – and of the penalties for not respecting them – public awareness campaigns need to work towards building a culture of safety so that the general public are aware of the safety reasons behind these laws.

Few countries have reliable data on road traffic injuries

Data on the magnitude of the problem and the risk factors involved are essential to developing a systems approach to road safety. A comprehensive assessment of the magnitude of road traffic injuries should consider not only mortality but also non-fatal injuries and resulting disability, as well as the economic cost of road traffic injuries and the cost-effectiveness of interventions.

A number of other indicators can, if monitored accurately and regularly, provide essential information to governments in targeting their interventions and in evaluating the effectiveness of their current national road safety programmes. These include the proportion of road traffic deaths that are attributed to alcohol as well as helmet and seat-belt use rates.

Only 22% of all countries responding to the survey had:

- data on fatal and non-fatal road traffic injuries, plus
- estimates of the cost to the economy, plus
- data on monitoring and evaluation indicators such as rates of helmet and seat-belt use.

Data on fatalities

Comparing data across nations requires a standardized definition of a road traffic fatality. However, countries report a wide range of definitions for a road traffic death. These definitions use different time periods between a road crash and death and include or exclude different types of road users. The same definitions are also not always used consistently in the same country *(4)*.

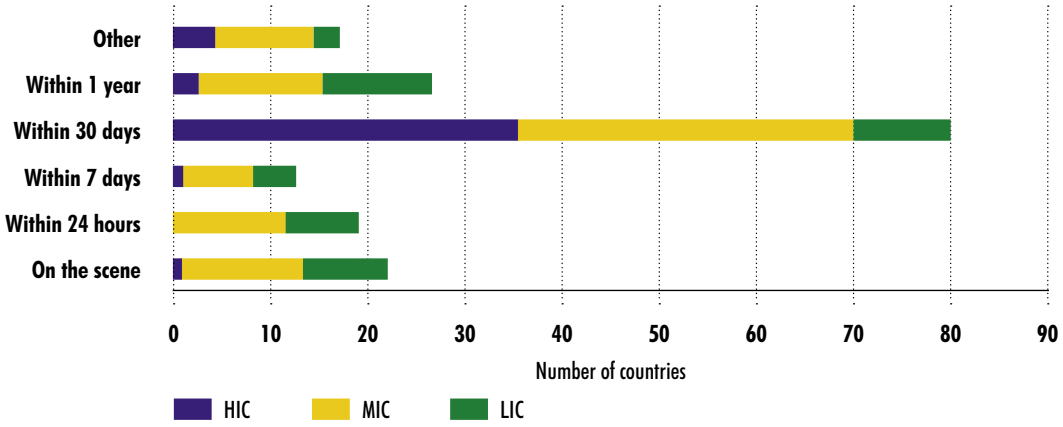
The current recommended definition of a road traffic fatality for harmonization of surveillance purposes is "*any person killed immediately or dying within 30 days as a result of a road traffic injury accident*" *(45)*. The choice of 30 days was based on research which showed that most persons who die as a result of a crash succumb to their injuries within 30 days of sustaining them and that, while extension of this 30-day period resulted in a marginal increase in numbers, it required a disproportionately large increase in surveillance efforts *(7)*.

Although there are moves within some regions to make this 30-day definition the standard, the results of this survey indicate that this goal remains largely unattained. The time periods used in definitions of road traffic-related deaths range from "died at the scene of the crash", through a 7-day period and a 30-day period, to any death that results from a road traffic crash regardless of the time that has elapsed. At the global level

only 80 countries (45%) use a 30-day definition for a road traffic fatality (see Figure 11). Even within the European Region, which has made considerable efforts to bring countries in line with the 30-day definition of a road traffic fatality, there is wide variation. Although definitional issues can be overcome by applying correction factors, for harmonization and comparison purposes it would be easier if all countries used the same definition.

Underreporting has been acknowledged for many years as another important reason why it is difficult to compare road traffic crash data between countries. Some countries have taken steps to address this issue and to adjust their own data or link their different databases, but many have not. Factors that can affect the quality of data reported include political influences, competing priorities and availability of resources.

Figure 11. Time period used to define a road traffic fatality by country/area and income group



HIC = high-income countries; MIC = middle-income countries; LIC = low-income countries

Simple casualty registers can be used to obtain a minimum dataset which provides information on non-fatal injuries.

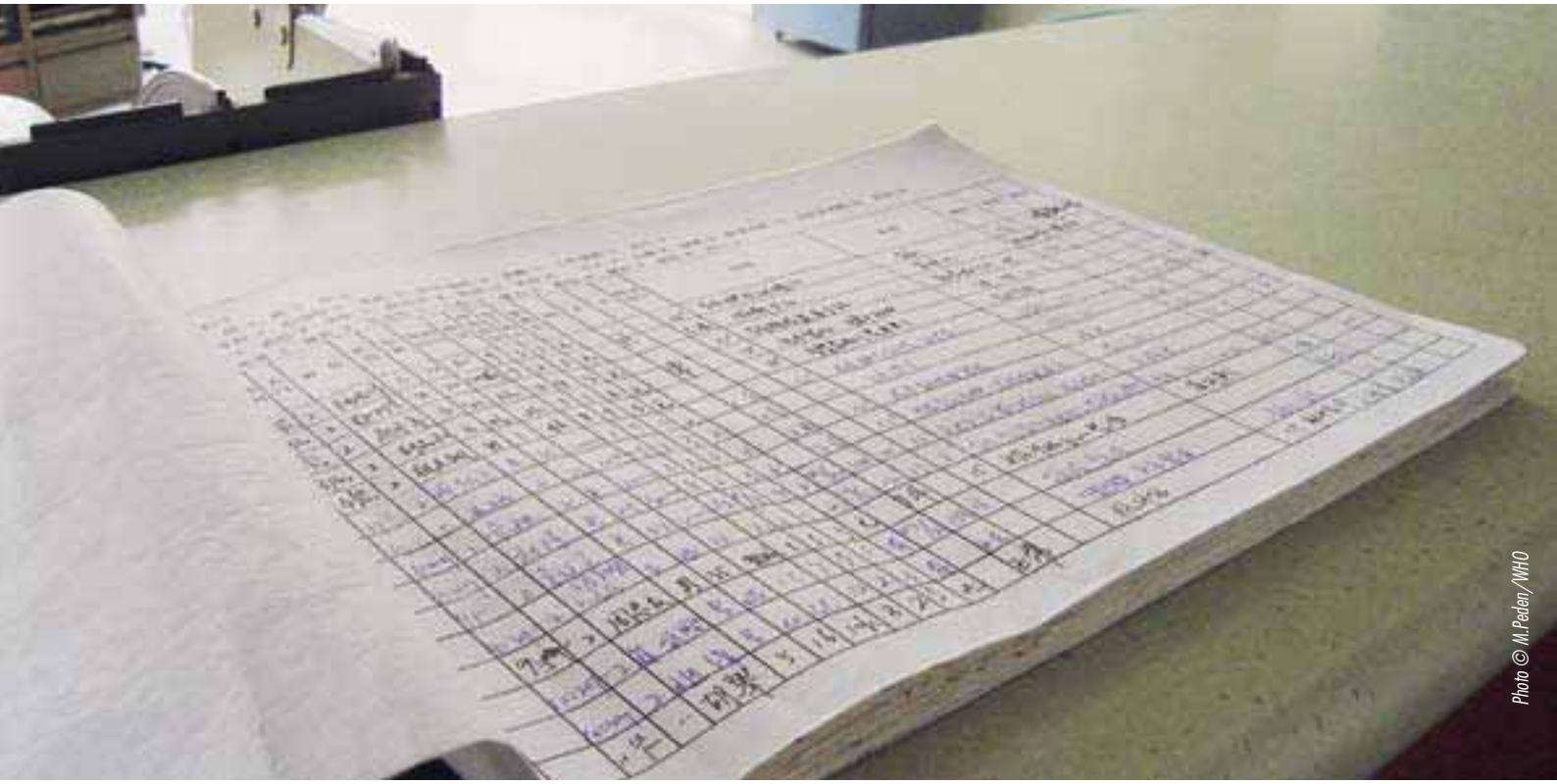


Photo © M.Peden/WHO

The extent of underreporting is also influenced by:

- the sector that records the information;
- the proportion of crashes involving vulnerable road users (in many countries these types of crashes are more likely to be underreported);
- poor or absent links between police, transport and health service data, which means that figures for people who die after admission to hospital may not be reflected;
- exemptions from reporting certain crashes, such as those involving non-motorized or military vehicles; and
- whether sampling strategies are employed and extrapolated.

Finally, an important factor in the quality of a country's health data in general is the equality of access of its people to health care facilities.

One way of improving this problem is to link data sources. Studies have shown higher levels of underreporting in data collected by the police and transport sectors compared to health sector data, which suggests the need for links to improve data quality *(46)*. This survey showed that only 14% of countries used health data as a source of their fatality information, either alone or in combination with data from another source (Figure 12). Half of the countries reported data on road traffic fatalities on the basis of police records only.

All the above complexities limit transnational comparisons. Consequently a number of mechanisms have been developed to try to address some of the issues of underreporting and to make data more comparable. In this global survey we used (a) the Smeed Coefficient *(47)* to adjust all countries' road traffic fatality data to a 30-day definition, and (b) developed a special model using negative binomial regression (see Statistical Annex for more information). Table 4 shows the reported data and rate per 100 000 population versus that obtained by the model, indicating a 46% difference globally.

Figure 12. Proportion of countries using different data sources for road traffic fatalities

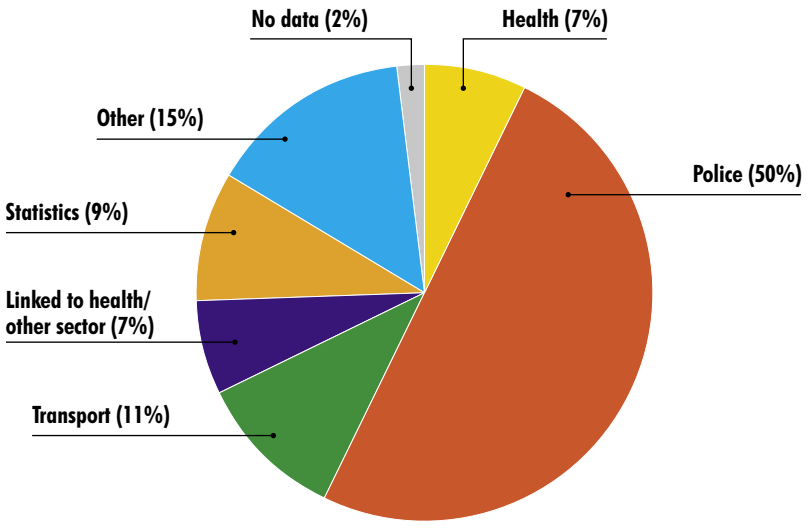


Table 4. Road traffic deaths by WHO region using reported and modelled data

WHO REGION	REPORTED DATA[a]		MODELLED DATA[a]	
	n	RATE PER 100 000 POPULATION	*n*	RATE PER 100 000 POPULATION
AFRICAN REGION	52 302	7.2	234 768	32.2
REGION OF THE AMERICAS	139 466	15.5	142 252	15.8
SOUTH-EAST ASIA REGION	143 977	8.4	285 020	16.6
EASTERN MEDITERRANEAN REGION	76 912	14.1	175 668	32.2
EUROPEAN REGION	113 346	12.8	117 997	13.4
WESTERN PACIFIC REGION	135 316	7.6	278 321	15.6
GLOBAL	**661 319**	**10.1**	**1 234 026**	**18.8**

[a] Adjusted for 30-day definition.

WHAT CAN BE DONE

- ✓ Encourage the use of the 30-day definition of road traffic fatality for harmonization across data sources.
- ✓ Improve data linkages between police, transport and health sectors.
- ✓ Increase human capacity to undertake data collection, analysis and interpretation.
- ✓ Improve the use of ICD[1] coding in vital registration to adequately reflect road traffic deaths.

[1] The International Classification of Diseases (ICD) is used to classify diseases and other health problems recorded on many types of records, including death certificates and health records. The most recent (10th) revision of the ICD codes came into use in 1994 but some countries still use previous versions.

Data on non-fatal injuries

In addition to mortality data, information on non-fatal injuries is important because it provides a complete picture of the impact of road traffic crashes for policy-making. It can, for example, guide hospital staffing, doctor and nurse training, and allocation of funds for hospital admissions and rehabilitation. However, it is not always essential to set up a sophisticated injury information system; when resources are scarce some type of "casualty register" or repeated surveys can be equally useful.

Problems relating to the quality and reliability of data on non-fatal injuries are probably even more complex than those relating to data on deaths. Reliable assessment of the severity of injury requires some clinical experience or medical expertise. A few countries employ hospital staff to code injuries when the patient is discharged from care – using a standardized scoring method such as the Abbreviated Injury Scale, Injury Severity Score or the International Classification of Diseases codes – and then link these data to police/transport databases *(48–50)*.

However, in many countries the level of severity of an injury is recorded by the police at the site of the crash. This results in less reliable categorization of injuries. The lack of harmonization in terminology used also makes country comparisons difficult. In some countries, "serious" is defined as "requiring hospital attention", while in others it is "inpatient care for at least 24 hours", while yet others have longer admission times. There is usually little liaison between the police and health facilities to track

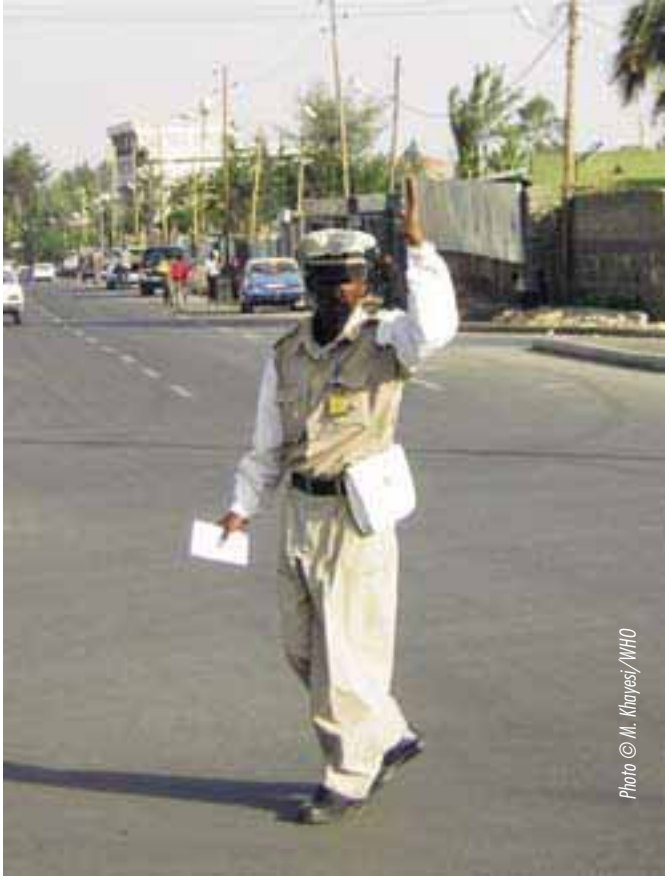


PHOTO LEFT Training police in Addis Ababa on data collection is one measure used by the Ethiopian government to improve estimates of road traffic injury fatalities.

CENTRE A nurse attends to a motorcyclist with a head injury in Chiang Mai, Thailand.

RIGHT Remembering those killed in road traffic crashes in France.

The majority of countries do not have robust data on non-fatal road traffic injuries.

how long a patient is admitted for and so the category of serious can range from a few cuts and bruises to severe head injuries. To compound this, in most high-income countries those involved in a crash with any type of injury are usually seen in an accident and emergency room for insurance purposes, while in low-income and middle-income countries this depends on access to care, a good pre-hospital care system, finances, and other variables (see Box 4).

This survey showed a 1:20 ratio between deaths and severe injuries. If this were applied to the global total of 1.27 million deaths, it would mean that approximately 25.4 million people are injured severely enough to be seen in an emergency room. This supports previous estimates of the total number of non-fatal injuries (all severity levels) as between 20 and 50 million *(4, 7)*.

WHAT CAN BE DONE

- ✓ The data collected by the health sector need to be improved. This is particularly true with regard to data on non-fatal injuries. This can take the form of discharge data using ICD coding, injury surveillance systems or, where this is not feasible, intermittent surveys or "casualty registers" which collect only minimum data *(51)*.
- ✓ There is a need for standard definitions of levels of severity of non-fatal injuries to allow them to be accurately recorded and collated. The definitions should be simple enough to be administered by both health and non-health personnel.
- ✓ Countries should be encouraged to link all data sources on road traffic injuries in order to help address underreporting.

Photo © WHO

Photo © M. Peden/WHO

Box 4: Pre-hospital care

Much can be done to lower the burden of death and disability from road traffic injuries by strengthening trauma care services across the spectrum from pre-hospital care through to rehabilitation. The chain of survival starts at the scene of the incident. Prompt, good quality pre-hospital care can save the lives of many injured persons.

This global survey showed that 76% of the 178 countries have formal pre-hospital care systems. The quality of these systems, however, was not evaluated. They could range from sophisticated systems with highly qualified staff to those that rely only on first responders, e.g. bystanders.

The quick arrival of emergency response teams is an important factor in reducing adverse health consequences of a crash. Although most countries have one universal pre-hospital care access telephone number, 13 countries have up to three different national telephone numbers and a further 25 countries have local or region-specific numbers. This can be confusing for the lay person who has to remember the different numbers and then decide which number to use. For example, in South Africa if you are using a mobile phone you are required to dial 112, while on a landline the number is 10177. To compound matters, a number of private ambulance companies cannot be accessed unless one has medical insurance which covers this service.

Photo © WHO

Where no pre-hospital trauma care system exists, trained community members can provide first aid.

The most common pre-hospital care access number used is 112 (used by 26 countries), followed by 911 (used predominantly in the Americas) and 999 (used predominantly in Africa) (see Table A.8 in Statistical Annex). As international travel increases, it will be increasingly important to work towards one global or regional phone number. For instance, the European Union is moving towards the adoption of one universal number (112) for all its member countries.

Data on economic costs

Considerable economic and social costs result from deaths, injuries and disability caused by road traffic crashes. The survey results showed that:

- Less than half of all participating countries have conducted a study on the cost of road traffic deaths and/or injuries (see Table 5).
- Most surveys are not national but based on a sample and are usually conducted in a teaching hospital. Data drawn from them, while useful, therefore have limited generalizability.
- Gross output methodology is the most common method used to assess costs. While this type of costing is useful for health services, it shows only the tip of the iceberg. Loss of productivity, damages, reduced quality of life and other factors are important indirect costs that need to be included if the true cost to society is to be calculated.
- While country-level costing studies are important for internal comparisons, at a global level they have considerable limitations with regard to comparisons in terms of the different methodologies employed, the different currencies used and the different years in which the samples were collected.

However, this type of information at country level is extremely important for showing the impact of road traffic crashes on all the sectors involved and for convincing politicians to invest in prevention. Knowing the effectiveness of interventions and consequent cost–benefit ratios would be most beneficial to countries.

WHAT CAN BE DONE

- ✓ Countries should be encouraged to conduct national studies on the costs of road traffic crashes as well as on the cost-effectiveness of interventions they put into place.
- ✓ Where possible, costing should include both direct and indirect costs.

Table 5. Countries with one or more studies on the economic cost of road traffic crashes by WHO region

	DEATHS AND INJURIES	DEATHS ONLY	INJURIES ONLY	OTHER TYPES OF STUDIES	COUNTRIES REPORTING AT LEAST 1 STUDY
WHO REGION	*n*	*n*	*n*	*n*	*n*
AFRICAN REGION	15	2	0		17
REGION OF THE AMERICAS	14	0	1		15
SOUTH-EAST ASIA REGION	6			1	7
EASTERN MEDITERRANEAN REGION	10	1		1	12
EUROPEAN REGION	25	2			27
WESTERN PACIFIC REGION	11			2	13
ALL	**81**	**5**	**1**	**4**	**91**

Data on monitoring and evaluation

Only 75 of the 178 countries surveyed (42%) have a national road safety strategy which includes targets. Over one-third of these countries are in Europe where a European Union target was set some years ago for achievement by 2010 (see Table 6). Other regions like Africa have also recently adopted targets although these have yet to be reflected at country level.

Targets are not the only method of monitoring or evaluating progress. Pages 18–28 describe the evidence on a number of proven interventions that are critical to improving road safety. These include reducing speed and drink–driving, and increasing the use of helmets, seat-belts and child restraints.

While some countries have put into place legislation to address these risk factors, few countries have established systems to collect data on monitoring or evaluating the success of these measures at a national level.

In this survey only 34% of countries reported data on motorcycle helmet-wearing rates, with the levels of helmet-wearing reported varying widely, as shown in Figure 13 and Table A.6 in the Statistical Annex. However, the methodologies used to determine these figures were not evaluated as part of this study, while for some countries the helmet-wearing rates reported were results of small studies in particular geographic areas, which limit their generalizability.

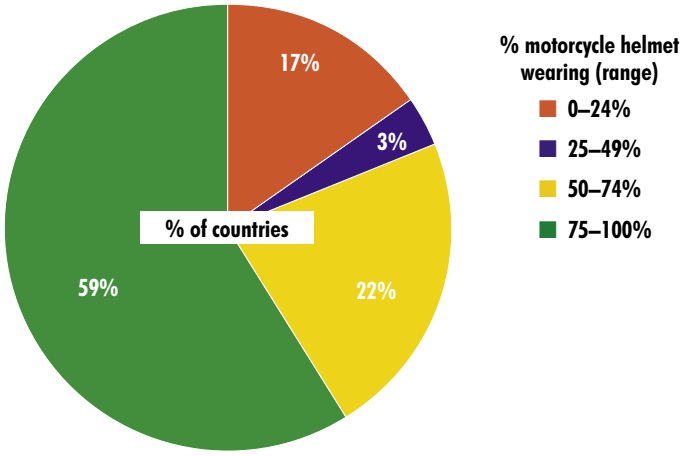
Levels of seat-belt wearing among front seat occupants were reported for 95 countries and range from under 10% to over 90% (see Figure 14 and Table A.4 in Statistical Annex). Limitations of the methodologies used are similar to those

Table 6. Countries with targets included in their road safety strategies by WHO region and income level

WHO REGION	LOW-INCOME	MIDDLE-INCOME	HIGH-INCOME	TOTAL
AFRICAN REGION[a]	9	2	—	11
REGION OF THE AMERICAS[b]	—	9	3	12
SOUTH-EAST ASIA REGION[a]	2	2	—	4
EASTERN MEDITERRANEAN REGION	0	2	1	3
EUROPEAN REGION	1	11	21	33
WESTERN PACIFIC REGION	1	6	5	12
GLOBAL	**13**	**32**	**30**	**75**

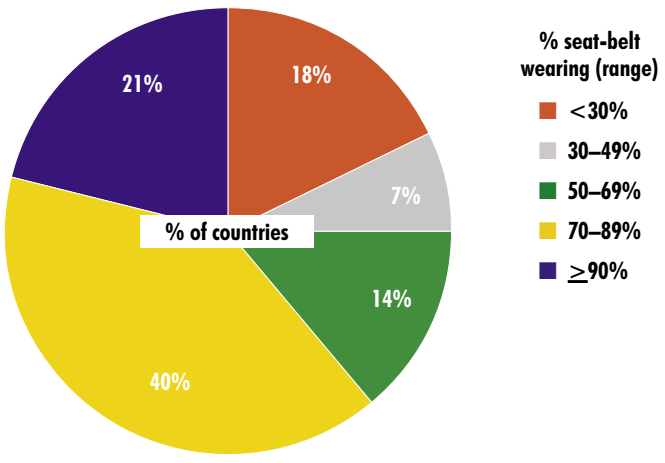
[a] No high-income countries.
[b] No low-income countries.

Figure 13. Levels of motorcycle helmet wearing in 60 countries[a]



[a] In 51 countries this estimate was based on an observational study, the source of which is noted in the country profiles. In 9 countries the estimated wearing rate is the opinion of the consensus group.

Figure 14. Seat-belt wearing rates in 95 countries[a]

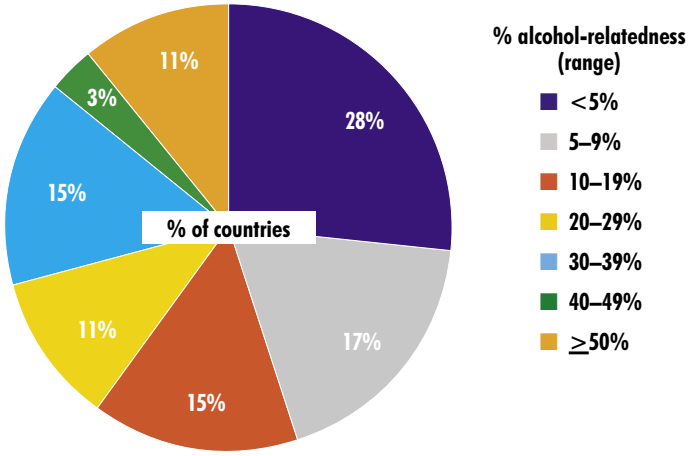


[a] In 86 countries this estimate was based on an observational study, the source of which is noted in the country profiles. In 9 countries the estimated seat-belt wearing rate is the opinion of the consensus group.

of helmet-wearing data. Forty-seven per cent of countries reported having no data on rates of seat-belt use in front seats, and 71% reported no data on rates of wearing rear seat-belts.

The proportion of deaths related to alcohol reported in this study varies from countries where this figure is under 5%, to those where alcohol contributes to over half of all road traffic fatalities (see Figure 15 and Table A.3 in Statistical Annex). However, only half of participating countries have any data on the proportion of road traffic deaths attributable to alcohol – and those that do frequently only have data from more sophisticated tertiary hospitals, which limits the possibility of making generalizations on the basis of the information.

Figure 15. Proportion of alcohol-related fatal crashes in 93 countries[a]



[a] In 90 countries this estimate was based on official data, the source of which is noted in the country profiles. In 3 countries the proportion given is the opinion of the consensus group.

WHAT CAN BE DONE

- ✓ Countries need to step up efforts to collect robust data on a number of intermediate indicators that relate to road traffic injury prevention and that can be used for monitoring and evaluation research. These include:
  - rates of helmet use;
  - rates of seat-belt use;
  - the proportion of drivers with blood alcohol concentration over the legal limit;
  - rates of child restraint use.
- ✓ While high-income countries often use sophisticated survey methodology, basic helmet and seat-belt wearing surveys are relatively simple and cheap to conduct. Surveys are essential for comprehensive monitoring to take place.
- ✓ These data are pivotal to making policy decisions based on evidence, and to evaluating measures that are put in place.
- ✓ The health sector should play an important role in research related to risk factors.

4 Conclusions

Strengths and weaknesses of this survey

This survey is a first step towards a broad global assessment of road safety. It brings together a unique set of data on a number of road safety variables for 178 countries, accounting for over 98% of the world's population. It brings road safety into line with other issues such as climate change, tobacco and tuberculosis, where regular assessments allow countries to monitor their progress over time compared to that of other countries.

The survey methodology was designed to increase the accuracy and completeness of the data that were submitted to WHO, by requiring respondents from multiple sectors to take part and reach consensus on the final answers. An additional benefit of the methodology was to foster

Photo © D. Mohan /TRIPP

multisectoral collaboration by linking road safety practitioners working in the same country. Some National Data Coordinators reported that the consensus group meeting was the first time that practitioners from different sectors had met to discuss road safety. As a result of the regional training workshops held as part of this project, networks of National Data Coordinators have been developed and are already being used to facilitate regional collaboration.

Nonetheless, as with any study, there are a number of limitations, namely:

- The comparability of data across countries is somewhat limited because of: different interpretations of terms used in the questionnaire (e.g. what constitutes a rural road or a highway differs between countries); countries reporting data from different years (2006 or 2007); and different sources of data used for variables (e.g. fatality data in some countries came from the police sector, and in others from the health sector, which has implications on completeness).
- The survey focused on national level data. This meant that, for the countries where risk factor legislation is enacted at the subnational level, the details on these variables were not recorded. Similarly, while many laws on road traffic-related risk factors are enacted at national level, enforcement and regulatory measures are often carried out at the subnational or local level.
- Finally, data collection in this project involved the use of self-administered questionnaires which can introduce a number of potential biases. In addition, a degree of subjectivity was introduced as respondents were asked to rate their *perception* of enforcement of the legislation on risk factors in their country.

Key messages and recommendations

This survey covered the magnitude of road traffic injuries as well as the existence of institutions, policies, legislation and data collection systems, and perceived levels of enforcement of legislation at a country level. The main findings are summarized as follows:

- Road traffic fatalities remain a major public health problem, with the highest fatality rates per 100 000 population in middle-income and low-income countries. Pedestrians, cyclists, and users of motorized two- or three-wheelers ("vulnerable road users") together account for approximately half of all road traffic deaths around the world. Vulnerable road users are particularly at risk in low-income and middle-income countries in Asia.
- While many countries have a basic legislative framework in place for road safety, only 47% have laws relating to all the five key risk factors reviewed – speed, drink–driving, helmets, seat-belts and child restraints. Furthermore these laws are frequently not comprehensive in their scope.
- Enforcement of laws relating to these risk factors for road traffic injuries is perceived to be suboptimal in many countries.
- Institutional frameworks are insufficiently developed or resourced in many countries to be effective. For instance, while 76% of countries report the existence of a national road safety strategy, only one-third of countries report government endorsement of the strategy that has both precise targets and sufficient funding for its implementation – both of which are important for the success of a strategy.

- There are several limitations in the data that countries collect and report on road traffic injuries. Underreporting of road traffic deaths – a crucial indicator in terms of assessing magnitude – is a major problem in many countries. In addition, only 22% of all countries indicated that they had data on fatal and non-fatal road traffic injuries, estimates of the cost to their economy, and data on monitoring and evaluation indicators such as rates of helmet use and seat-belt wearing.

The results presented suggest that while most countries have taken steps towards addressing road safety, additional efforts are needed:

1. Governments need to take into consideration the needs of all road users when making policy decisions that impact on road safety. To date, the needs of vulnerable road users have been neglected in many countries and should be given renewed emphasis, particularly when decisions are made about road design and infrastructure, land use planning and transport services.

2. Governments need to enact comprehensive laws to protect all road users by setting speed limits that are appropriate to the type and function of the road, stipulating blood alcohol concentration limits that help reduce drink–driving, and requiring the use of appropriate protection measures. Existing legislation should be reviewed and amended to conform with good practices that are based on sound evidence of effectiveness.

3. Enforcement of all road safety laws needs to be improved. Enforcement efforts must be well-publicized, sustained, and implemented through the use of appropriate measures and penalties for infringement.

4. Countries need to encourage collaboration among different sectors involved in collecting and reporting road traffic injury data. This involves improving data linkages between police, transport and health services, harmonization of case-definitions, as well as increasing human capacity to undertake data collection.

5. Governments need to ensure that the institutions that have been nominated as responsible for taking action on road safety have the necessary human and financial resources to act effectively. The evidence suggests that the development and endorsement of a national strategy with realistic targets and earmarked funding for implementation are important factors towards meeting long-term road safety goals.

The results of this survey can be used as a tool to inform policy decisions in conjunction with other international and national studies and programmes – for example, the United Nations Regional Commissions' project on setting road traffic casualty reduction targets, or alongside implementation and evaluation of the good practice manuals developed through the United Nations Road Safety Collaboration. The results can also be used to leverage political support and resources for safer road transportation for all road users, including in international forums. One key milestone in international road safety events will be the First Global Ministerial Conference on Road Safety to be held in Moscow in November 2009. During the Conference, delegates are likely to call for a *Decade of Action*

on Road Safety. Should this proposal be endorsed by member countries, such a decade could be an important opportunity to further catalyse action. The results of this *Global status report* and the gaps it has identified should serve as key elements in the discussions during the Ministerial Conference on Road Safety as well as for planning the activities envisaged in the context of the *Decade of Action*.

An increasing body of research demonstrates ways to prevent crashes or to reduce the severity of injuries when they do occur, and countries have taken many steps towards putting in place evidence-based interventions to make roads safer. At the international level, high-level commitment has been evidenced by various international resolutions and collaborative projects. This survey shows, however, that much more remains to be done. No country can afford to sit back and assume that its road safety work is complete, and the international community must continue to recognize road traffic injuries as an important health and development issue and intensify support for their prevention.

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Country profiles

1. Explanatory notes
    - Background
    - Methodological variations
    - Terminology and interpretation
    - Presentation of data

2. Individual country profiles (listed alphabetically)

Explanatory notes

Background

The country profiles in this section present a selection of information about road safety as reported by each of the 178 participating countries/areas. Additional national data can be found in the Statistical Annex (Tables A.2 – A.7). The country survey tools may be downloaded from the following website: www.who.int/violence_injury_prevention/road_safety_status/2009

Methodological variations

One hundred and seventy-eight countries/areas participated in the survey for the *Global status report on road safety* (see Table 2 on page 10). While most countries/areas followed the standardized methodology (see pages 8–10 for more details), in eight of them (Australia, Germany, Kazakhstan, Puerto Rico, Saint Vincent and the Grenadines, Singapore, Ukraine and Uzbekistan) the questionnaire was completed by the National Data Coordinator (NDC) (see Table A.1 in Statistical Annex) and no consensus meeting was held. In addition, in all countries/areas of the WHO Eastern Mediterranean Region, the questionnaire was not self-administered but was completed through face-to-face interviews between the NDCs and individual respondents. Consensus meetings were, however, held in these countries/areas in accordance with the project methodology.

Data are reported for population, income group and gross national income per capita for the latest year available (see explanatory notes in the Statistical Annex for more details).

Terminology and interpretation

The following terms and issues should be considered when reviewing the individual country profiles:

- The questionnaire asked for information on a number of topics, with follow-up questions exploring each topic in further detail. For many topics respondents were asked to skip **follow-up questions** depending on their answer to the top-level question. Consequently, the country profiles do not report information from follow-up questions if these should have been skipped. However, if these questions were answered the responses are recorded in the Statistical Annex.
- **Road classifications** (in particular the definition of an urban road, a rural road and a highway) vary 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.
- Respondents were asked, as individuals, to rate the **effectiveness of enforcement** of various elements of national road safety legislation on the basis of their professional opinion or perception. A scale of 0 to 10 was used, where 0 was "not effective" and 10 was "highly effective". The group of respondents then tried to reach consensus on an enforcement score. These scores are therefore subjective and should be seen only as an indication of how enforcement is perceived in the country. Many respondents expressed difficulty in assessing law enforcement at a national level since it often varies from region to region within a country and the intensity of the enforcement may vary at different times.
- **Blood alcohol concentration (BAC) limits** refer to the maximum amount of alcohol that is 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. For the purposes of this report, the BAC limit in countries where alcohol consumption is prohibited has been recorded as zero with an explanatory footnote.

- Where respondents provided explanatory information on **rates of helmet wearing and/or seat-belt use** – for instance, a description of the methodology or geographical coverage – this information is reported in footnotes.
- A **motorcycle helmet law** is assessed as "applies to all riders – yes" if the law requires drivers and passengers (both adults and children) to wear a helmet. Laws with exceptions on the grounds of religion, medical conditions or other reasons are indicated with the footnote "some exceptions".
- Respondents were asked to report on **vehicle standards** required for car manufacturers or assemblers in the country. Therefore no information is included on vehicle standards for countries where manufacture or assembly do not take place. Some countries apply stringent standards to imported vehicles but data on such standards were not collected as part of this survey.
- Variables have been coded "Data not available (–)" if the information was not provided through the national data collection process.

Presentation of data

Country profiles contain **data** on road traffic fatalities and non-fatal injuries as **reported** by countries/areas.

- Data from different countries are not necessarily comparable, as different definitions and time frames have been used.
- Due to space constraints in footnotes, the data source has been summarized as Police, Transport or Health if the data are from the Ministry of Interior, Ministry of Transport or Ministry of Health, respectively.
- The proportion of deaths where the sex is unknown has not been reported in the profiles.

In the charts presenting data on **deaths by road user category**, proportions may not sum to 100% due to rounding. Some countries classify road traffic fatalities according to the vehicle or road user "at fault" rather than according to who died, or use categories different from those requested in the questionnaire. In these countries deaths among vulnerable road users are even more likely to be underreported.

The standard colour coding of the **pie charts** used to represent the road user categories requested in the questionnaire is shown below. Additional categories are represented by non-standard colours.

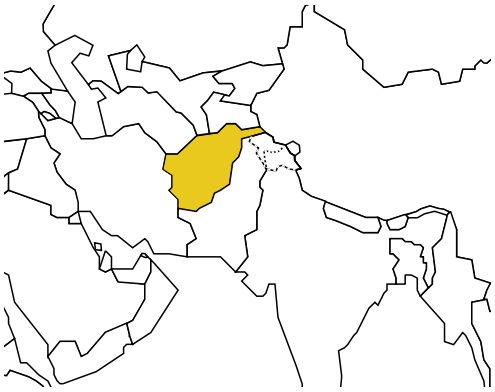
- Drivers of 4-wheeled vehicles
- Passengers of 4-wheeled vehicles
- Occupants (drivers/passengers) 4-wheeled vehicles
- Riders (drivers/passengers) of motorized 2- or 3-wheelers
- Cyclists
- Pedestrians
- Other
- Unspecified

Trend graphs are shown either as road traffic death rates per 100 000 population (on a green background) or as an absolute number of road traffic deaths (on a blue background), depending on which figures were supplied by the country. Due to space constraints, an arbitrary cut-off point of 1970 was applied to the few countries that provided many decades of trend data.

Where the **primary source of information** for both the pie and trend graphs was not stipulated, the source has been reported as 'Country questionnaire'.

Information about the number of vehicles in the country includes only **registered vehicles**, and proportions of various types of such vehicles. These proportions may not sum to 100% due to rounding. In some countries, respondents noted that a substantial proportion of the vehicle fleet may not be registered.

AFGHANISTAN



Population: 27 145 275

Income group: Low

Gross national income per capita: $319

INSTITUTIONAL FRAMEWORK	
Lead agency	**Yes**
Funded in national budget	**Yes**
National road safety strategy	**No**
Measurable targets	**n/a**
Funded	**n/a**

DATA
Reported road traffic fatalities (2007)
1 835[c]
Reported non-fatal road traffic injuries (2007)
3 212[d]
Costing study available
No

[c] Police data, defined as died within 1 year of the crash.
[d] Police data.

NATIONAL LEGISLATION	
Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**50 km/h**
Enforcement[a]	0 1 2 3 4 5 6 7 8 9 **10**
Drink–driving law	**Yes**
BAC limit – general population	**0.0 g/dl**[b]
BAC limit – young or novice drivers	**0.0 g/dl**[b]
Random breath testing and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**—**
Enforcement[a]	0 1 2 3 4 5 6 7 8 9 **10**
Motorcycle helmet law	**No**
Applies to all riders	**n/a**
Helmet standards mandated	**n/a**
Helmet wearing rate	**—**
Enforcement[a]	**n/a**
Seat-belt law	**No**
Applies to all occupants	**n/a**
Seat-belt wearing rate	**—**
Enforcement[a]	**n/a**
Child restraints law	**No**
Enforcement[a]	**n/a**

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] Alcohol consumption prohibited by law.

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS

VEHICLE STANDARDS
No car manufacturers

ROAD SAFETY AUDITS	
Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT	
National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

REGISTERED VEHICLES	
731 607 total (2008)	
Motorcars	**59%**
Motorized 2- and 3-wheelers	**12%**
Minibuses, vans, etc. (seating <20)	**20%**
Trucks	**1%**
Buses	**8%**

POST-CRASH CARE	
Formal, publicly available pre-hospital care system	**No**
National universal access number	**n/a**

— Data not available.
n/a Data not required/not applicable.

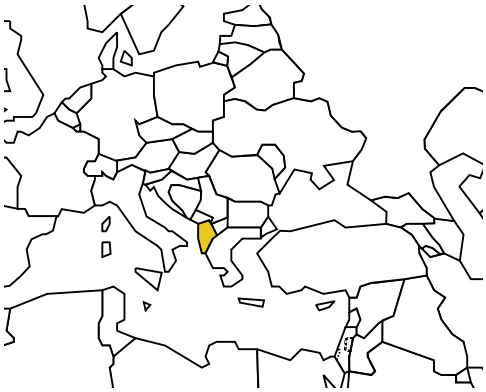
Data cleared by the Ministry of Public Health.

ALBANIA

Population: 3 190 012

Income group: Middle

Gross national income per capita: $3 290



INSTITUTIONAL FRAMEWORK

Lead agency	**Interministerial Committee of Road Safety**
Funded in national budget	**No**
National road safety strategy	**No**
Measurable targets	**n/a**
Funded	**n/a**

DATA

Reported road traffic fatalities (2007)
384[d] (77% males, 23% females)

Reported non-fatal road traffic injuries (2007)
1 344[e]

Costing study available
No

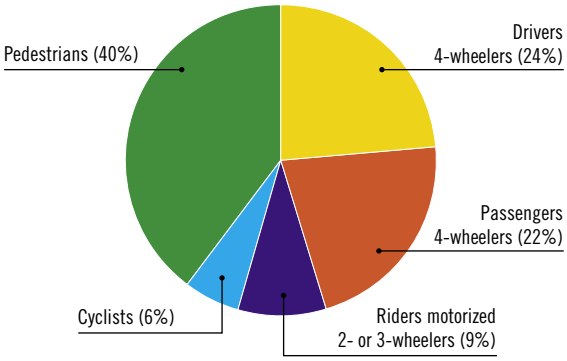
[d] Police data, defined as died at the crash scene.
[e] Police data.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**40 km/h**
Enforcement[a]	0 1 2 3 4 5 6 7 8 **9** 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**5%**[b]
Enforcement[a]	0 1 2 3 4 5 6 7 **8** 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**Yes**
Helmet wearing rate	—
Enforcement[a]	0 1 2 3 4 5 6 7 8 9 **10**
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**30% Front**[c]
Enforcement[a]	0 1 2 3 4 5 6 7 8 **9** 10
Child restraints law	**Yes**
Enforcement[a]	0 1 2 3 4 5 6 7 **8** 9 10

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2007, Internal Affairs Ministry (Directory of Road Police).
[c] 1996, Citizen Society of Road Safety, data from pilot cities.

DEATHS BY ROAD USER CATEGORY



Source: 2006, Ministry of Transport

TRENDS IN ROAD TRAFFIC DEATHS

Source: Ministry of Internal Affairs (Road Police Directory) and Ministry of Transport (General Directory of Road Transport)

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**Yes**

REGISTERED VEHICLES

349 646 total (2007)

Motorcars	**68%**
Motorized 2- and 3-wheelers	**7%**
Minibuses, vans, etc. (seating <20)	**8%**
Trucks	**12%**
Buses	**5%**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**No**

— Data not available.
n/a Data not required/not applicable.

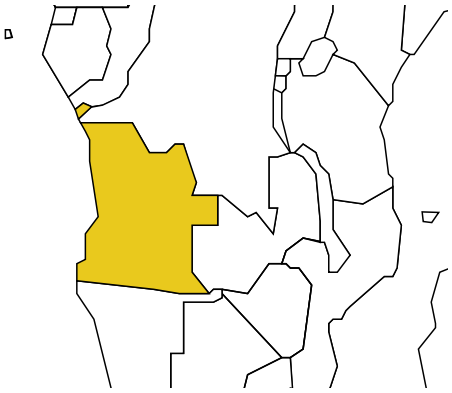
Data cleared by the Ministry of Health.

ANGOLA

Population: 17 024 084

Income group: Middle

Gross national income per capita: $2 560



INSTITUTIONAL FRAMEWORK

Lead agency	National Directorate of Road Traffic
Funded in national budget	Yes
National road safety strategy	Yes[a]
Measurable targets	n/a
Funded	n/a

[a] Not formally endorsed by government.

DATA

Reported road traffic fatalities (2007)
1 814[c]

Reported non-fatal road traffic injuries
—

Costing study available
No

[c] Transport data, defined as died at the crash scene.

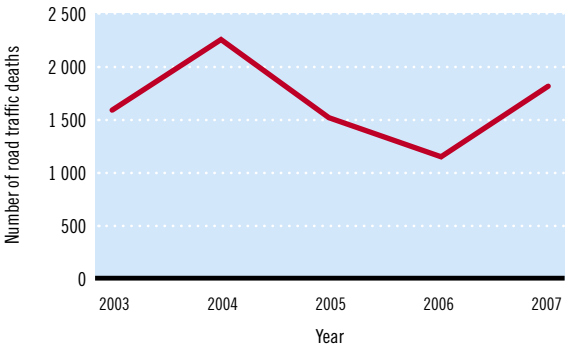
NATIONAL LEGISLATION

Speed limits set nationally	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	60 km/h
Enforcement[b]	0 1 2 3 4 **5** 6 7 8 9 10
Drink–driving law	—
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing and/or police checkpoints	—
Road traffic deaths involving alcohol	—
Enforcement[b]	—
Motorcycle helmet law	Yes
Applies to all riders	Yes
Helmet standards mandated	Yes
Helmet wearing rate	—
Enforcement[b]	0 1 2 3 4 **5** 6 7 8 9 10
Seat-belt law	No
Applies to all occupants	n/a
Seat-belt wearing rate	—
Enforcement[b]	n/a
Child restraints law	No
Enforcement[b]	n/a

[b] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS



Source: National Directorate of Road Traffic

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	Yes
Regular audits of existing road infrastructure	Yes

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	No
National policies to promote public transportation	Yes

POST-CRASH CARE

Formal, publicly available pre-hospital care system	No
National universal access number	n/a

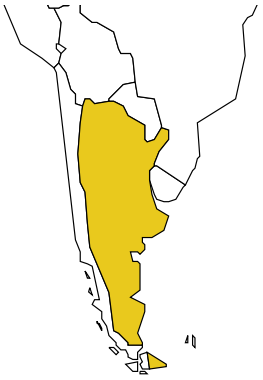
REGISTERED VEHICLES

671 060 total (2007)
Registered vehicle types: data not available

— Data not available.
n/a Data not required/not applicable.

Data cleared by the Ministry of Health.

ARGENTINA



Population: 39 531 115

Income group: Middle

Gross national income per capita: $6 050

INSTITUTIONAL FRAMEWORK

Lead agency	**National Road Safety Agency**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**No**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**40–60 km/h**
Enforcement[a]	0 1 2 **(3)** 4 5 6 7 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	—
Enforcement[a]	0 1 2 **(3)** 4 5 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**Yes**
Helmet wearing rate	**13%**[b]
Enforcement[a]	0 **(1)** 2 3 4 5 6 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**48%**[b,c]
Enforcement[a]	0 1 2 **(3)** 4 5 6 7 8 9 10
Child restraints law	**No**
Enforcement[a]	**n/a**

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2005, Argentina National Risk Factor survey.
[c] Front seats only.

VEHICLE STANDARDS

Car manufacturers required to adhere to standards on	
Fuel consumption	**Yes**
Seat-belt installation for all seats	**Yes**

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No (subnational)**
National policies to promote public transportation	**No**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**No**

DATA

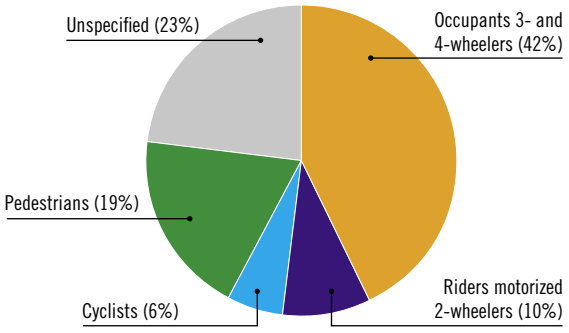
Reported road traffic fatalities (2006)
4 063[d] (75% males, 25% females)

Reported non-fatal road traffic injuries (2007)
174 339[e]

Costing study available
Yes (deaths and injuries)

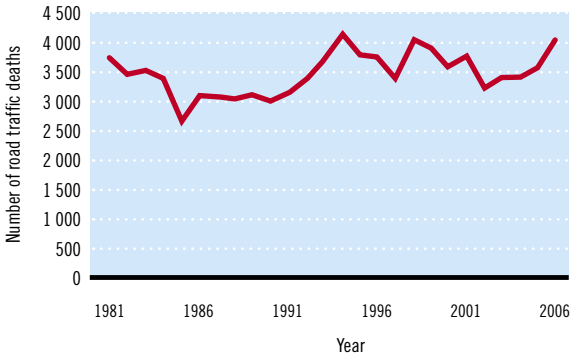
[d] Health data, defined as died at the scene of the crash. National Registry of Transit Records (RENAT) reported 4 175 deaths in 2007.
[e] Health data.

DEATHS BY ROAD USER CATEGORY



Source: Ministry of Health Argentina, 2006

TRENDS IN ROAD TRAFFIC DEATHS



Source: The Health Statistics and Information Office, the Department of Policies, Regulation, and Institutes at the National Ministry of Health, Argentina

REGISTERED VEHICLES

12 399 887 total (2007)
Registered vehicle types: data not available

Data cleared by the Ministry of Health.

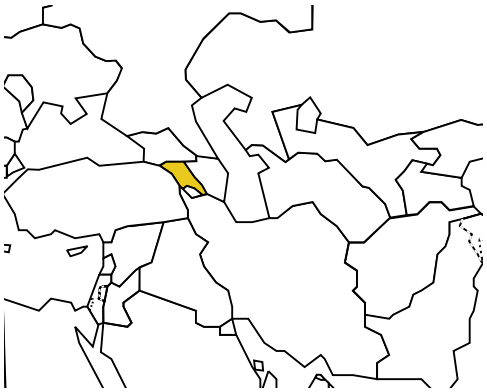
— Data not available.
n/a Data not required/not applicable.

ARMENIA

Population: 3 002 271

Income group: Middle

Gross national income per capita: $2 640



INSTITUTIONAL FRAMEWORK

Lead agency	**Road Police of the Police of the Republic of Armenia**
Funded in national budget	**Yes**
National road safety strategy	**No**
Measurable targets	**n/a**
Funded	**n/a**

DATA

Reported road traffic fatalities (2007)
371[c] (75% males, 25% females)

Reported non-fatal road traffic injuries (2007)
2 720[d]

Costing study available
No

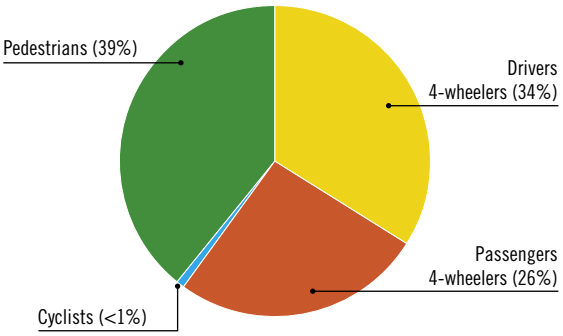
[c] **Police data, no specified time period.**
[d] **Police data.**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**60 km/h**
Enforcement[a]	0 1 2 3 4 **(5)** 6 7 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**6%**[b]
Enforcement[a]	0 1 2 3 4 **(5)** 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**No**
Helmet wearing rate	—
Enforcement[a]	0 1 2 3 4 **(5)** 6 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	—
Enforcement[a]	0 1 2 **(3)** 4 5 6 7 8 9 10
Child restraints law	**Yes**
Enforcement[a]	0 1 2 3 4 **(5)** 6 7 8 9 10

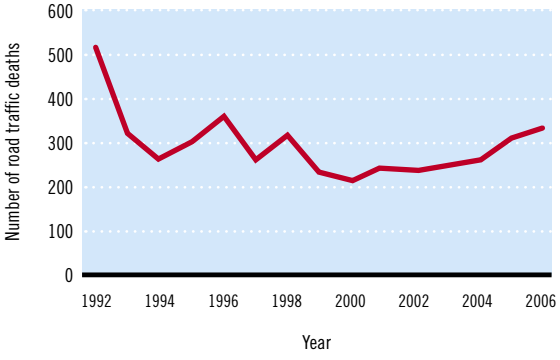
[a] **Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.**
[b] **2007, Road Police of the Police of the Republic of Armenia.**

DEATHS BY ROAD USER CATEGORY



Source: 2007, Road Police of the Police of the Republic of Armenia

TRENDS IN ROAD TRAFFIC DEATHS



Source: Road Police of the Police of the Republic of Armenia

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

REGISTERED VEHICLES

366 836 total (2007)

Motorcars	**79%**
Buses	**7%**
Other	**15%**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

— **Data not available.**
n/a **Data not required/not applicable.**

Data cleared by the Ministry of Health.

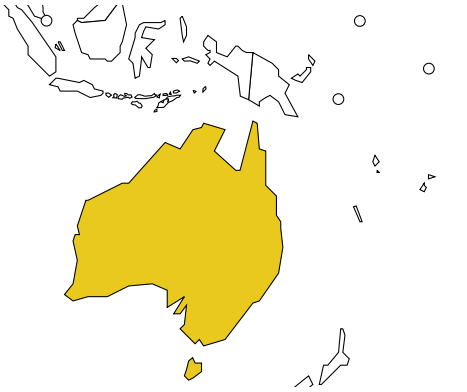
AUSTRALIA[a]

[a] Questionnaire completed by National Data Coordinator (no consensus meeting).

Population: 20 743 179

Income group: High

Gross national income per capita: $35 960



INSTITUTIONAL FRAMEWORK

Lead agency	**Department of Infrastructure, Transport, Regional Development and Local Government**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**Yes**

NATIONAL LEGISLATION

Speed limits set nationally	**No (subnationally)**
Local authorities can set lower limits	**n/a**
Maximum limit urban roads	**n/a**
Enforcement[b]	**n/a**
Drink–driving law	**No (subnational)**
BAC limit – general population	**0.05 g/dl**[c]
BAC limit – young or novice drivers	**0.0–0.02 g/dl**[d]
Random breath testing and/or police checkpoints	**n/a**
Road traffic deaths involving alcohol	**30%**[e]
Enforcement[b]	**n/a**
Motorcycle helmet law	**No (subnational)**
Applies to all riders	**Yes**[f]
Helmet standards mandated	**Yes**[f]
Helmet wearing rate	**—**
Enforcement[b]	**n/a**
Seat-belt law	**No (subnational)**
Applies to all occupants	**Yes**[g]
Seat-belt wearing rate	**97% Front, 92% Rear**[h]
Enforcement[b]	**n/a**
Child restraints law	**No (subnational)**
Enforcement[b]	**n/a**

[b] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[c] No national limit, but all states and territories have a consistent BAC limit of 0.05 for general population.
[d] For young provisional drivers, all states and territories have a zero BAC requirement, with exception of one territory with a BAC limit of 0.02 g/dl.
[e] 1999–2003, Transport data.
[f] No national law, but all states and territories require motorcycle helmets for all riders and compliance with a helmet standard.
[g] No national law, but all states and territories require the use of seat-belts by all vehicle occupants.
[h] 2006, Transport data, national survey.

VEHICLE STANDARDS

Car manufacturers required to adhere to standards on	
Fuel consumption	**No**
Seat-belt installation for all seats	**Yes**

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**Yes**
National policies to promote public transportation	**Yes**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

DATA

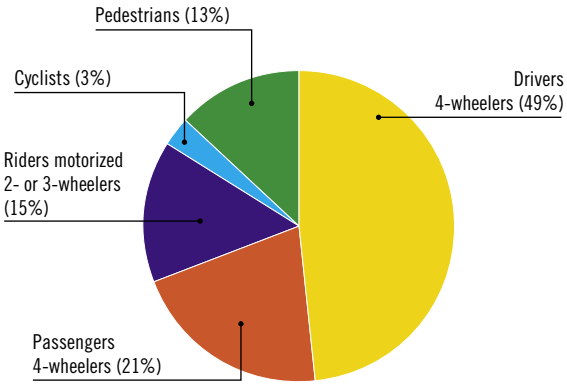
Reported road traffic fatalities (2007)
1 616[i] (73% males, 27% females)

Reported non-fatal road traffic injuries (2005–2006)
31 204[j]

Costing study available
Yes (deaths and injuries)

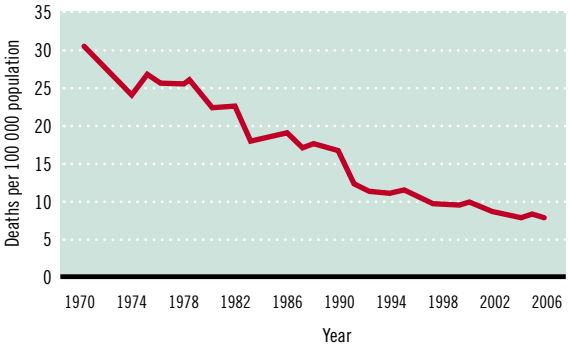
[i] Transport data, defined as died within 30 days of the crash.
[j] Health and Transport data, hospitalized cases only.

DEATHS BY ROAD USER CATEGORY



Source: 2007, Department of Infrastructure, Transport, Regional Development and Local Government: "Monthly Road Death Series"

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2008, Department of Infrastructure, Transport, Regional Development and Local Government

REGISTERED VEHICLES

14 774 921 total (2007)

Motorcars	**78%**
Motorized 2- and 3-wheelers	**4%**
Minibuses, vans, etc. (seating <20)	**15%**
Trucks	**3%**
Buses	**<1%**

— Data not available.
n/a Data not required/not applicable.

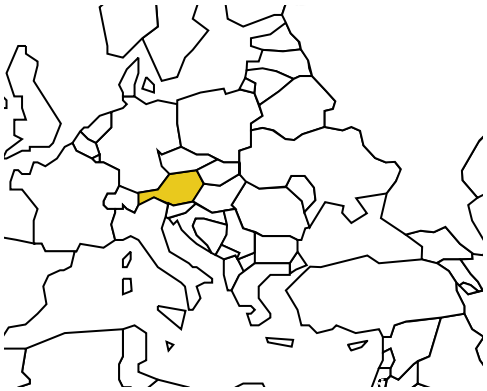
Data cleared by the Department of Infrastructure, Transport, Regional Development and Local Government.

AUSTRIA

Population: 8 360 746

Income group: High

Gross national income per capita: $42 700



INSTITUTIONAL FRAMEWORK

Lead agency	**Austrian Road Safety Council**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**No**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**50 km/h**
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**8%**[b]
Enforcement[a]	0 1 2 3 4 5 6 7 8 **9** 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**[c]
Helmet standards mandated	**Yes**
Helmet wearing rate	**95%**[d]
Enforcement[a]	0 1 2 3 4 5 6 7 8 **9** 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**89% Front, 49% Rear**[d]
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Child restraints law	**Yes**
Enforcement[a]	0 1 2 3 4 5 6 7 8 **9** 10

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2007, Statistics Austria.
[c] Some exceptions.
[d] 2007, Austrian Road Safety Board survey.

VEHICLE STANDARDS

Car manufacturers required to adhere to standards on	
Fuel consumption	**No**
Seat-belt installation for all seats	**Yes**

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**Yes**
National policies to promote public transportation	**Yes**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

DATA

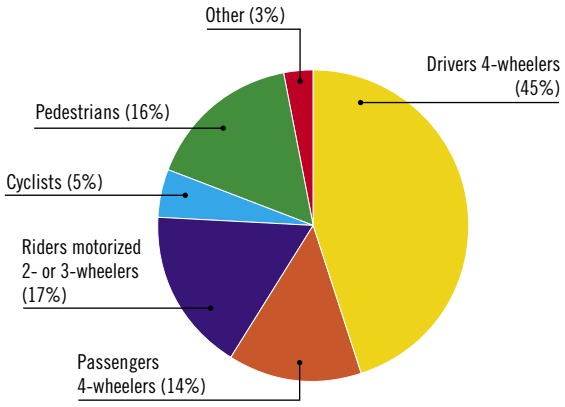
Reported road traffic fatalities (2007)
691[e] (77% males, 23% females)

Reported non-fatal road traffic injuries (2007)
53 211[f]

Costing study available
Yes (deaths and injuries)

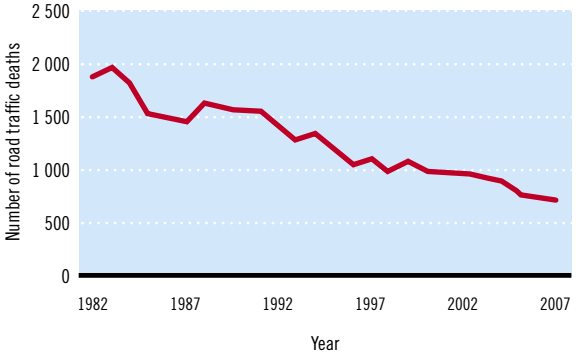
[e] Statistics Austria, defined as died within 30 days of the crash.
[f] Statistics Austria.

DEATHS BY ROAD USER CATEGORY



Source: 2007, Ministry of Internal Affairs & Statistics Austria

TRENDS IN ROAD TRAFFIC DEATHS



Source: Ministry of Internal Affairs and Statistics Austria

REGISTERED VEHICLES

5 796 973 total (2007)

Motorcars	**73%**
Motorized 2- and 3-wheelers	**11%**
Trucks	**14%**
Buses	**<1%**
Other	**2%**

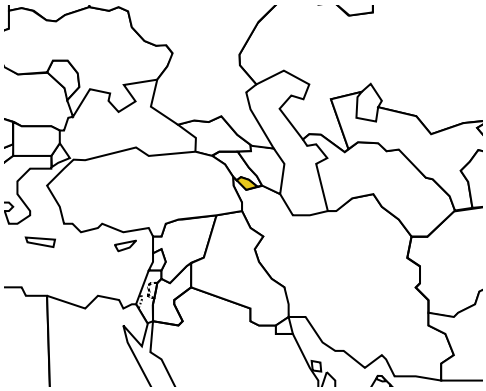
Data cleared by the Federal Ministry of Health, Family and Youth.

AZERBAIJAN

Population: 8 467 167

Income group: Middle

Gross national income per capita: $2 550



INSTITUTIONAL FRAMEWORK

Lead agency	**State Road Police**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**Yes**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**60 km/h**
Enforcement[a]	0 1 2 3 4 5 6 7 8 **9** 10
Drink–driving law	**Yes**
BAC limit – general population	**0.0 g/dl**
BAC limit – young or novice drivers	**0.0 g/dl**
Random breath testing and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**3%**[b]
Enforcement[a]	0 1 2 3 4 5 6 7 8 **9** 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**No**
Helmet wearing rate	—
Enforcement[a]	0 1 2 3 4 5 6 7 8 **9** 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	—
Enforcement[a]	0 1 2 3 4 5 6 7 8 **9** 10
Child restraints law	**Yes**
Enforcement[a]	0 1 2 3 4 5 6 7 8 **9** 10

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2007, State Road Police.

VEHICLE STANDARDS

Car manufacturers required to adhere to standards on	
Fuel consumption	**No**
Seat-belt installation for all seats	**No**

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**Yes**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

— Data not available.

DATA

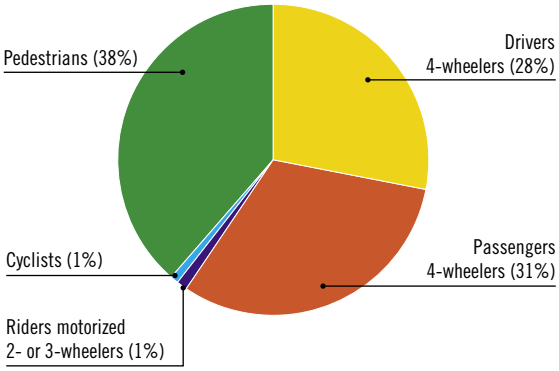
Reported road traffic fatalities (2007)
1 107[c] (78% males, 22% females)

Reported non-fatal road traffic injuries (2007)
3 432[d]

Costing study available
No

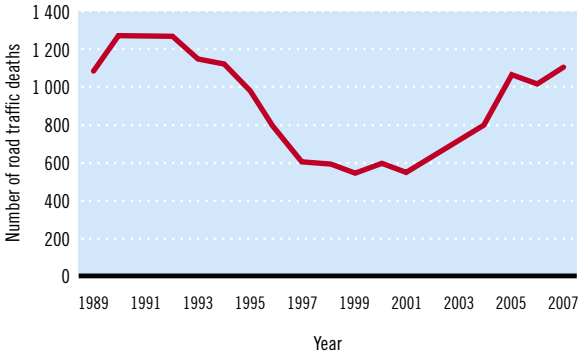
[c] Police data, defined as died within 7 days of the crash.
[d] Police data.

DEATHS BY ROAD USER CATEGORY



Source: 2007, Head Department of State Road Police

TRENDS IN ROAD TRAFFIC DEATHS



Source: Azerbaijan Republic. Trend Data on Road Traffic Accidents in 1998–2006

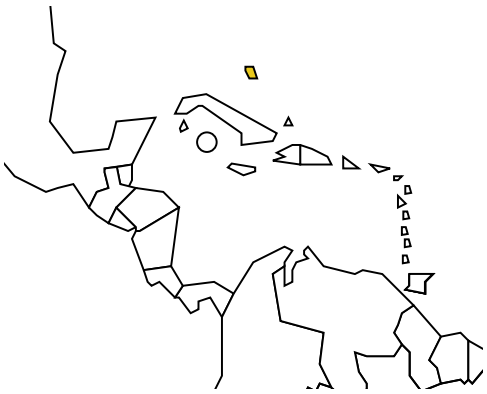
REGISTERED VEHICLES

784 018 total (2007)

Motorcars	**77%**
Motorized 2- and 3-wheelers	**<1%**
Minibuses, vans, etc. (seating <20)	**2%**
Trucks	**16%**
Buses	**4%**
Non-motorized vehicles	**<1%**
Other	**1%**

Data cleared by the Ministry of Health.

BAHAMAS



Population: 331 278

Income group: High

Gross national income per capita: $18 570

INSTITUTIONAL FRAMEWORK

Lead agency	**Road Traffic Department**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**Yes**

DATA

Reported road traffic fatalities (2007)
50[d] (90% males, 10% females)

Reported non-fatal road traffic injuries (2005)
1 682[e]

Costing study available
No

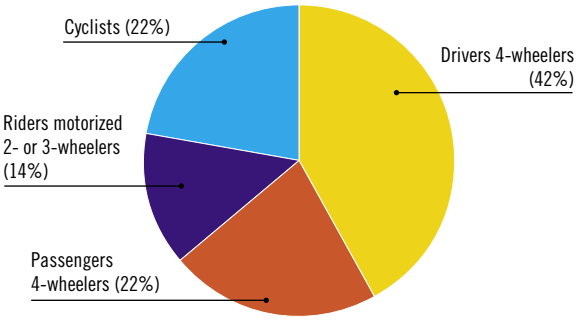
[d] Police data, defined as died within 1 year and 1 day.
[e] Health data.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**48 km/h**
Enforcement[a]	0 1 2 3 4 **5** 6 7 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**5%**[b]
Enforcement[a]	0 1 2 **3** 4 5 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**Yes**
Helmet wearing rate	**10–15%**[c]
Enforcement[a]	0 1 2 **3** 4 5 6 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	—
Enforcement[a]	**0** 1 2 3 4 5 6 7 8 9 10
Child restraints law	**Yes**
Enforcement[a]	**0** 1 2 3 4 5 6 7 8 9 10

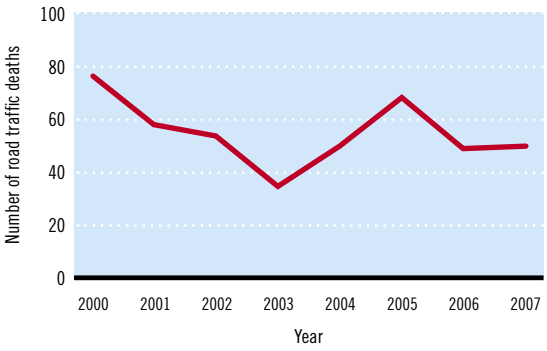
[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2007, from hospital reports.
[c] Estimation by consensus group.

DEATHS BY ROAD USER CATEGORY



Source: Country questionnaire

TRENDS IN ROAD TRAFFIC DEATHS



Source: Ministry of Health

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	—
National universal access number	—

REGISTERED VEHICLES

27 058 total (2007)
Registered vehicle types: data not available

Data cleared by the Ministry of Transport.

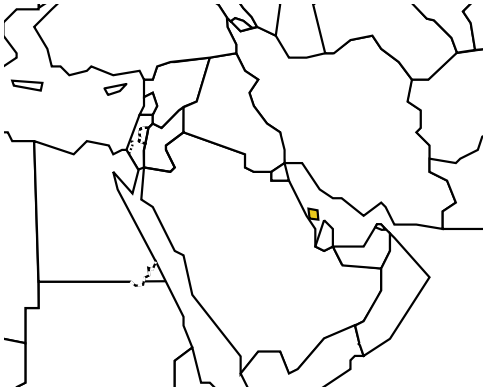
— Data not available.

BAHRAIN

Population: 752 648

Income group: High

Gross national income per capita: $20 610



INSTITUTIONAL FRAMEWORK

Lead agency	**General Directorate of Traffic**
Funded in national budget	**Yes**
National road safety strategy	**Multiple**
Measurable targets	**n/a**
Funded	**n/a**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**50 km/h**
Enforcement[a]	0 1 2 3 **4** 5 6 7 8 9 10
Drink–driving law	**Yes**
BAC limit – general population	**0.0 g/dl**[b]
BAC limit – young or novice drivers	**0.0 g/dl**[b]
Random breath testing and/or police checkpoints	**No**
Road traffic deaths involving alcohol	**8%**[c]
Enforcement[a]	0 1 2 3 **4** 5 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**No**
Helmet wearing rate	—
Enforcement[a]	0 1 2 3 4 **5** 6 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**No**
Seat-belt wearing rate	**22%**[d]
Enforcement[a]	0 1 2 3 **4** 5 6 7 8 9 10
Child restraints law	**No**
Enforcement[a]	**n/a**

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] Alcohol consumption prohibited by law.
[c] 2007, General Directorate of Traffic.
[d] 2008, Ministry of Works.

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**Yes**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

DATA

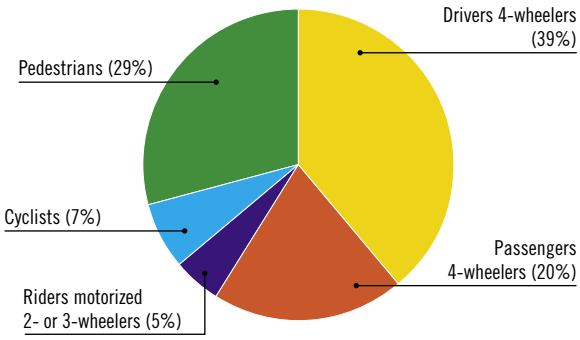
Reported road traffic fatalities (2007)
91[e] (91% males, 9% females)

Reported non-fatal road traffic injuries (2007)
3 415[f]

Costing study available
Yes (deaths only)

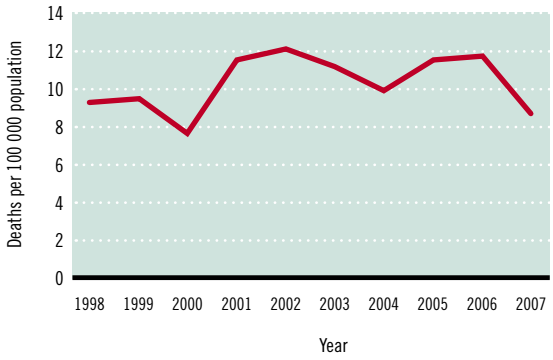
[e] Police data, defined as any death caused directly by road traffic injury, regardless of time period.
[f] General Directorate of Traffic data.

DEATHS BY ROAD USER CATEGORY



Source: 2007, General Directorate of Traffic

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2007, General Directorate of Traffic

REGISTERED VEHICLES

382 977 total (2008)

Motorcars	**81%**
Motorized 2- and 3-wheelers	**1%**
Minibuses, vans, etc. (seating <20)	**13%**
Trucks	**<1%**
Buses	**2%**
Other	**3%**

Data cleared by the Ministry of Health.

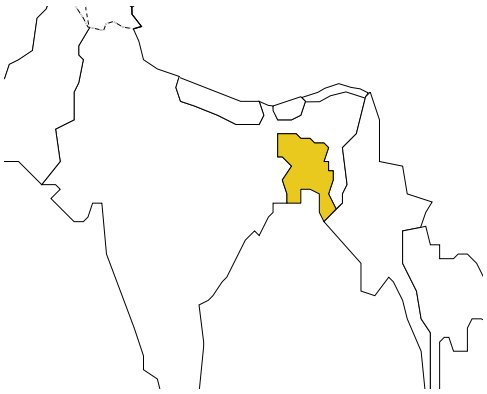
— Data not available.
n/a Data not required/not applicable.

BANGLADESH

Population: 158 664 959

Income group: Low

Gross national income per capita: $470



INSTITUTIONAL FRAMEWORK

Lead agency	**National Road Safety Council**
Funded in national budget	**No**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**No**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**25 km/h**
Enforcement[a]	**0** 1 2 3 4 5 6 7 8 9 10
Drink–driving law	**Yes**
BAC limit – general population	**None**[b]
BAC limit – young or novice drivers	**None**[b]
Random breath testing and/or police checkpoints	**No**
Road traffic deaths involving alcohol	—
Enforcement[a]	0 **1** 2 3 4 5 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**No**
Helmet wearing rate	—
Enforcement[a]	0 1 2 **3** 4 5 6 7 8 9 10
Seat-belt law	**No**
Applies to all occupants	**n/a**
Seat-belt wearing rate	—
Enforcement[a]	**n/a**
Child restraints law	**No**
Enforcement[a]	**n/a**

[a] **Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.**
[b] **Alcohol consumption prohibited by law.**

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**No**
National universal access number	**n/a**

DATA

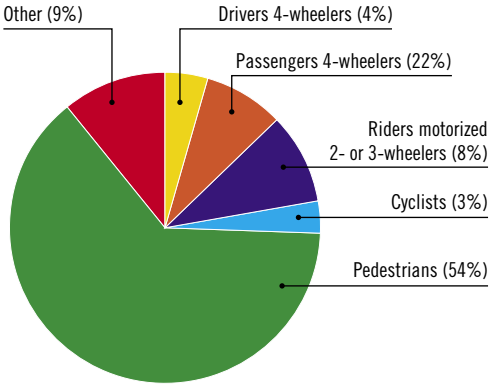
Reported road traffic fatalities (2006)
3 160[c] (89% males, 11% females)

Reported non-fatal road traffic injuries (2003)
403 000[d]

Costing study available
Yes (deaths and injuries)

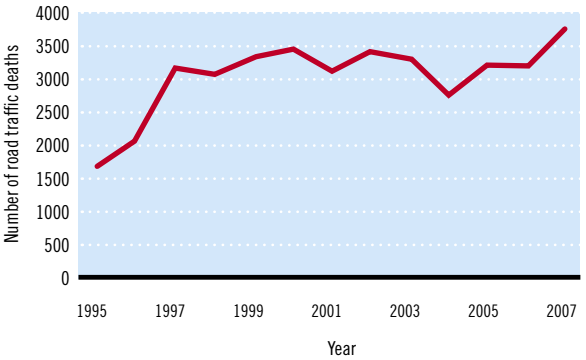
[c] **Police data, defined as died at the crash scene. Respondents concerned this figure greatly underestimates the true number of deaths, citing example of Bangladesh Health and Injury Survey 2003, which estimated the annual number of deaths to be 13 200.**
[d] **2003, Bangladesh Health and Injury Survey.**

DEATHS BY ROAD USER CATEGORY



Source: "National Road Traffic Accident Report 2006", Bangladesh Road Transport Authority

TRENDS IN ROAD TRAFFIC DEATHS



Source: "National Road Safety Action Plan 2008–2010," National Road Safety Council

REGISTERED VEHICLES

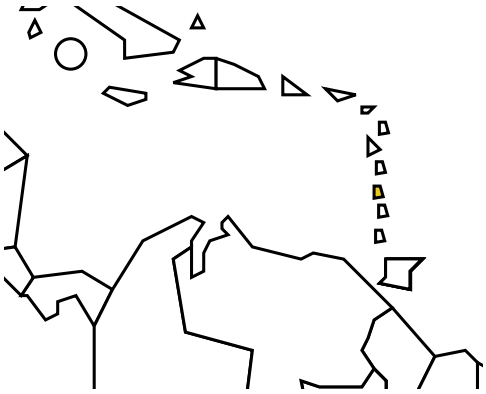
1 054 057 total (2007)

Motorcars	**15%**
Motorized 2- and 3-wheelers	**62%**
Minibuses, vans, etc. (seating <20)	**10%**
Trucks	**6%**
Buses	**3%**
Other	**4%**

— **Data not available.**
n/a **Data not required/not applicable.**

Data cleared by the Directorate General of Health Service.

BARBADOS



Population: 293 891

Income group: Middle

Gross national income per capita: $11 290

INSTITUTIONAL FRAMEWORK

Lead agency	**No**
Funded in national budget	**n/a**
National road safety strategy	**Multiple**
Measurable targets	**n/a**
Funded	**n/a**

DATA

Reported road traffic fatalities (2007)
38[c] (62% males, 37% females)

Reported non-fatal road traffic injuries (2007)
2 372[d]

Costing study available
No

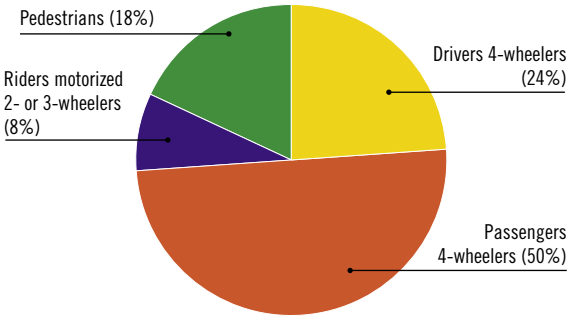
[c] Police data, defined as died within 1 year of the crash.
[d] Actual data collected by Royal Barbados Police Force.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**60 km/h**
Enforcement[a]	0 1 2 3 4 **5** 6 7 8 9 10
Drink–driving law	**Yes**
BAC limit – general population	**None**[b]
BAC limit – young or novice drivers	**None**[b]
Random breath testing and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	—
Enforcement[a]	0 1 **2** 3 4 5 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**Yes**
Helmet wearing rate	—
Enforcement[a]	0 1 2 3 4 5 6 7 **8** 9 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	—
Enforcement[a]	0 1 2 3 4 5 6 7 **8** 9 10
Child restraints law	**Yes**
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] Drink–driving not defined by BAC limit.

DEATHS BY ROAD USER CATEGORY



Source: 2007, Royal Barbados Police Force

TRENDS IN ROAD TRAFFIC DEATHS

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

REGISTERED VEHICLES

126 262 total (2007)

Motorcars	**82%**
Motorized 2- and 3-wheelers	**2%**
Minibuses, vans, etc. (seating <20)	**8%**
Trucks	**4%**
Buses	**<1%**
Other	**4%**

Data cleared by the Ministry of Health, National Insurance and Social Security.

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

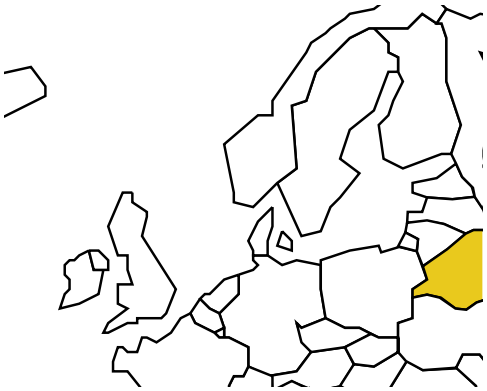
— Data not available.
n/a Data not required/not applicable.

BELARUS

Population: 9 688 795

Income group: Middle

Gross national income per capita: $4 220



INSTITUTIONAL FRAMEWORK

Lead agency	**Standing Committee by Council of Ministers of Republic of Belarus, Ensuring Road Safety**
Funded in national budget	**No**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**Yes**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**60 km/h**
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**13%**[b]
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**Yes**
Helmet wearing rate	—
Enforcement[a]	0 1 2 3 4 5 6 7 8 **9** 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	—
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Child restraints law	**Yes**
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2007, Ministry of Home Affairs.

VEHICLE STANDARDS

Car manufacturers required to adhere to standards on	
Fuel consumption	**Yes**
Seat-belt installation for all seats	**Yes**

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**Yes**
National policies to promote public transportation	**Yes**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

— **Data not available.**

DATA

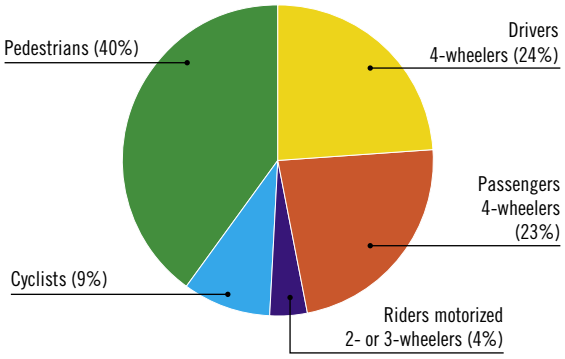
Reported road traffic fatalities (2007)
1 517[c] (74% males, 26% females)

Reported non-fatal road traffic injuries (2007)
7 991[d]

Costing study available
Yes (deaths and injuries)

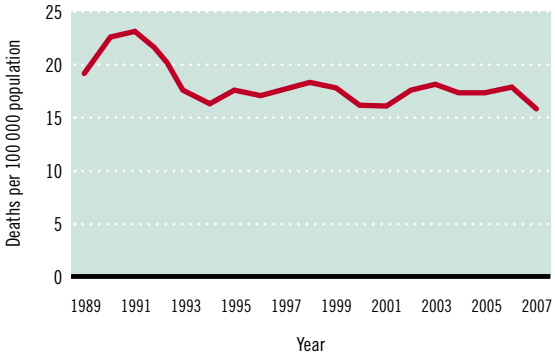
[c] Ministry of Home Affairs, defined as died within 30 days of the crash.
[d] Ministry of Home Affairs data.

DEATHS BY ROAD USER CATEGORY



Source: 2007, Ministry of Home Affairs

TRENDS IN ROAD TRAFFIC DEATHS



Source: Ministry of Internal Affairs of the Republic of Belarus

REGISTERED VEHICLES

3 147 625 total (2007)

Motorcars	**74%**
Motorized 2- and 3-wheelers	**12%**
Trucks	**12%**
Buses	**1%**

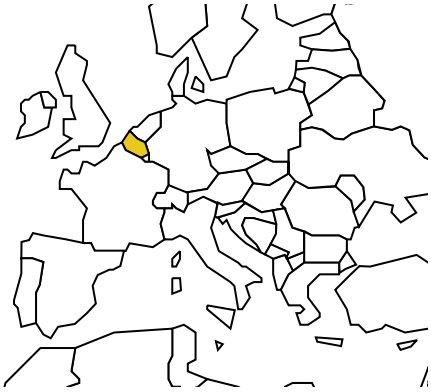
Data cleared by the Ministry of Health.

BELGIUM

Population: 10 457 343

Income group: High

Gross national income per capita: $40 710



INSTITUTIONAL FRAMEWORK

Lead agency	**Interministerial Committee for Road Safety**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**Yes**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**50 km/h**
Enforcement[a]	0 1 2 3 4 **5** 6 7 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	—
Enforcement[a]	0 1 2 **3** 4 5 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**[b]
Helmet standards mandated	**Yes**
Helmet wearing rate	—
Enforcement[a]	0 1 2 3 4 5 6 7 **8** 9 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**79% Front, 46% Rear**[c]
Enforcement[a]	0 1 2 **3** 4 5 6 7 8 9 10
Child restraints law	**Yes**
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] Some exceptions.
[c] Belgian Road Safety Institute: 2007 observational study (front seats), 2006 self-report survey (rear seats).

VEHICLE STANDARDS

Car manufacturers required to adhere to standards on	
Fuel consumption	**Yes**
Seat-belt installation for all seats	**Yes**

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**Yes**
National policies to promote public transportation	**Yes**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

DATA

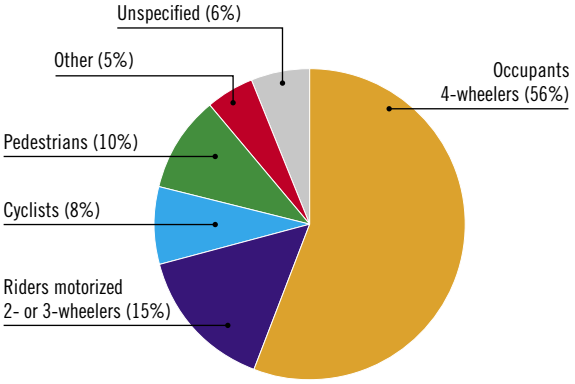
Reported road traffic fatalities (2007)
1 067[d] (80% males, 20% females)

Reported non-fatal road traffic injuries (2007)
65 850[e]

Costing study available
No

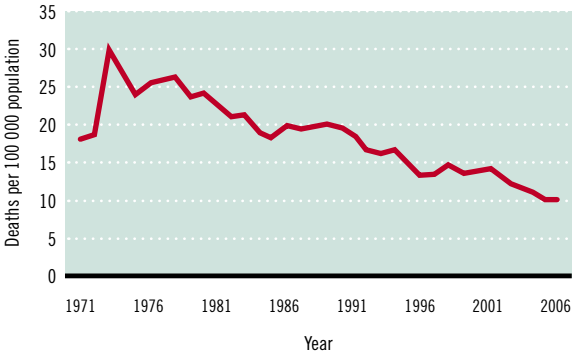
[d] Statistics Belgium, defined as died within 30 days of the crash.
[e] Statistics Belgium estimate.

DEATHS BY ROAD USER CATEGORY



Source: 2007, Statistics Belgium

TRENDS IN ROAD TRAFFIC DEATHS



Source: Country questionnaire

REGISTERED VEHICLES

6 362 161 total (2007)

Motorcars	**79%**
Motorized 2- and 3-wheelers	**6%**
Buses	**<1%%**
Trucks	**10%**
Other	**4%**

— Data not available.

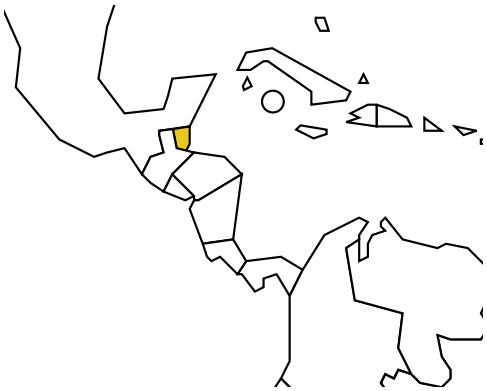
Data cleared by the General Directorate for Mobility and Road Safety.

BELIZE

Population: 287 699

Income group: Middle

Gross national income per capita: $3 800



INSTITUTIONAL FRAMEWORK

Lead agency	**National Road Safety Committee**
Funded in national budget	**No**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**No**

DATA

Reported road traffic fatalities (2006)
68[c] (75% males, 25% females)

Reported non-fatal road traffic injuries (2006)
652[d]

Costing study available
No

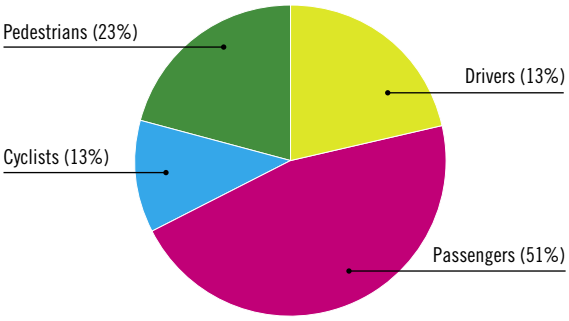
[c] Health data, defined as died within 1 year of the crash. Police data reported 47 deaths in 2006.
[d] Belize Institute of Statistics.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**40 km/h**
Enforcement[a]	0 **1** 2 3 4 5 6 7 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	—
Enforcement[a]	0 1 2 **3** 4 5 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**[b]
Helmet standards mandated	**Yes**
Helmet wearing rate	—
Enforcement[a]	0 1 2 **3** 4 5 6 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**No**
Seat-belt wearing rate	—
Enforcement[a]	0 1 2 3 **4** 5 6 7 8 9 10
Child restraints law	**No**
Enforcement[a]	**n/a**

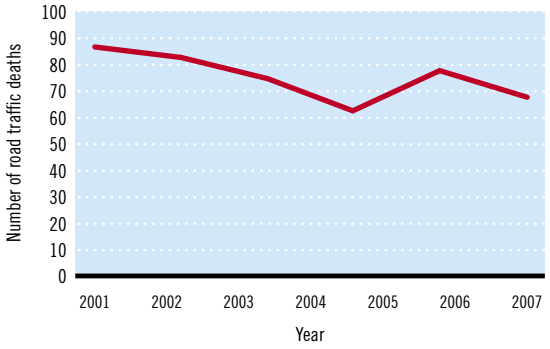
[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] Some exceptions.

DEATHS BY ROAD USER CATEGORY



Source: Belize Institute of Statistics

TRENDS IN ROAD TRAFFIC DEATHS



Source: Ministry of Health, Epidemiology Unit

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

REGISTERED VEHICLES

54 225 total (2007)
Registered vehicle types: data not available

— Data not available.
n/a Data not required/not applicable.

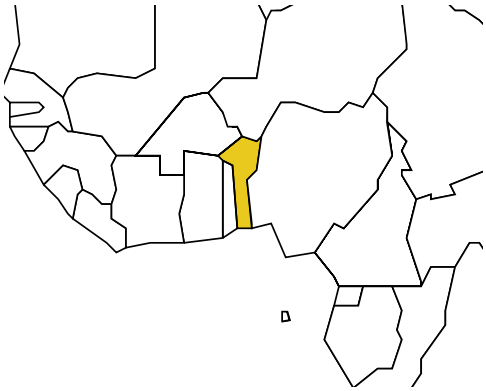
Data cleared by the Ministry of Health.

BENIN

Population: 9 032 787

Income group: Low

Gross national income per capita: $570



INSTITUTIONAL FRAMEWORK

Lead agency	**National Centre for Road Safety**
Funded in national budget	**Yes**
National road safety strategy	**Multiple**
Measurable targets	**n/a**
Funded	**n/a**

DATA

Reported road traffic fatalities (2007)
605[b]

Reported non-fatal road traffic injuries (2007)
3 251[c]

Costing study available
No

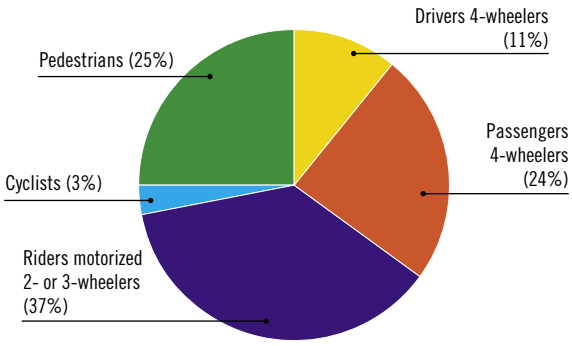
[b] Transport data, defined as died within 7 days of the crash.
[c] Transport data.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**50 km/h**
Enforcement[a]	0 1 **(2)** 3 4 5 6 7 8 9 10
Drink–driving law	**Yes**
BAC limit – general population	**None**
BAC limit – young or novice drivers	**None**
Random breath testing and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**—**
Enforcement[a]	0 1 2 3 4 **(5)** 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**No**
Helmet wearing rate	**—**
Enforcement[a]	0 **(1)** 2 3 4 5 6 7 8 9 10
Seat-belt law	**No (subnational)**
Applies to all occupants	**n/a**
Seat-belt wearing rate	**—**
Enforcement[a]	**n/a**
Child restraints law	**No**
Enforcement[a]	**n/a**

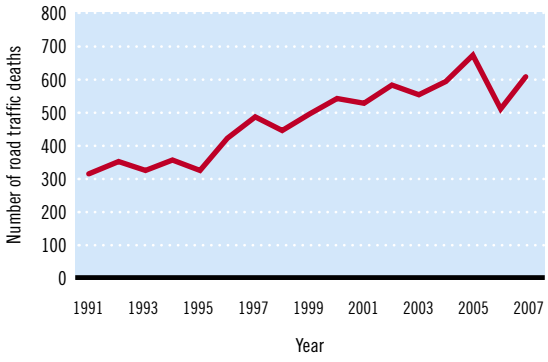
[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.

DEATHS BY ROAD USER CATEGORY



Source: 2007, *Centre National de Sécurité Routière*

TRENDS IN ROAD TRAFFIC DEATHS



Source: National Road Safety Centre Database

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**Yes**

REGISTERED VEHICLES

222 850 total (2007)

Motorcars	**67%**
Motorized 2- and 3-wheelers	**7%**
Minibuses, vans, etc. (seating <20)	**11%**
Trucks	**5%**
Buses	**<1%**
Other	**10%**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**No**
National universal access number	**n/a**

— Data not available.
n/a Data not required/not applicable.

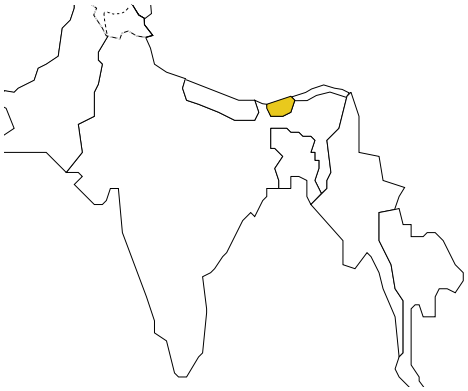
Data cleared by the Ministry of Health.

BHUTAN

Population: 658 479

Income group: Middle

Gross national income per capita: $1 770



INSTITUTIONAL FRAMEWORK

Lead agency	**Road Safety and Transport Authority**
Funded in national budget	**Yes**
National road safety strategy	**No**
Measurable targets	**n/a**
Funded	**n/a**

DATA

Reported road traffic fatalities (2006 – 2007)
111[c] (93% males, 7% females)

Reported non-fatal road traffic injuries (2006 – 2007)
724[d]

Costing study available
No

[c] Police data for 12-month time period, defined as died within 30 days of the crash.
[d] Police data for 12-month time period.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**30 km/h**
Enforcement[a]	0 1 2 **3** 4 5 6 7 8 9 10
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 and/or police checkpoints	**No**
Road traffic deaths involving alcohol	**—**
Enforcement[a]	0 1 2 **3** 4 5 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**Yes**
Helmet wearing rate	**—**
Enforcement[a]	0 1 2 3 4 5 6 7 8 **9** 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**—**
Enforcement[a]	0 1 2 3 **4** 5 6 7 8 9 10
Child restraints law	**No**
Enforcement[a]	**n/a**

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

REGISTERED VEHICLES

35 703 total (2007)

Motorcars	**55%**
Motorized 2- and 3-wheelers	**21%**
Minibuses, vans, etc. (seating <20)	**2%**
Trucks	**13%**
Buses	**<1%**
Other	**9%**

POST-CRASH CARE

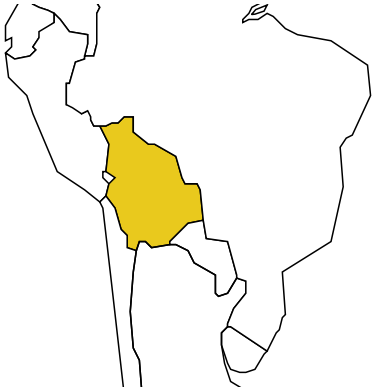
Formal, publicly available pre-hospital care system	**No**
National universal access number	**Yes**[b]

[b] For free ambulance transport to hospital.

— Data not available.
n/a Data not required/not applicable.

Data cleared by the Ministry of Health.

BOLIVIA
(Plurinational State of)



Population: 9 524 568

Income group: Middle

Gross national income per capita: $1 260

INSTITUTIONAL FRAMEWORK	
Lead agency	**Inter-institutional Road Safety Council**
Funded in national budget	**No**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**No**

NATIONAL LEGISLATION	
Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**40 km/h**
Enforcement[a]	0 1 2 **3** 4 5 6 7 8 9 10
Drink–driving law	**Yes**
BAC limit – general population	**None**[b]
BAC limit – young or novice drivers	**None**[b]
Random breath testing and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	—
Enforcement[a]	0 1 2 3 **4** 5 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**No**
Helmet wearing rate	—
Enforcement[a]	**No consensus**[c]
Seat-belt law	**No**
Applies to all occupants	**n/a**
Seat-belt wearing rate	**n/a**
Enforcement[a]	**n/a**
Child restraints law	**No**
Enforcement[a]	**n/a**

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] Drink–driving not defined by BAC limit.
[c] No consensus, but group agreed that enforcement is lax.

VEHICLE STANDARDS
No car manufacturers

ROAD SAFETY AUDITS	
Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT	
National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

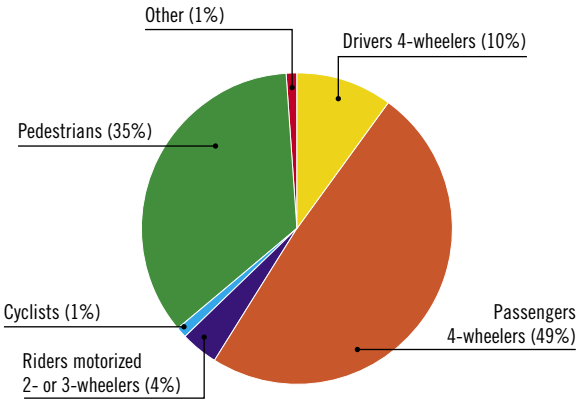
POST-CRASH CARE	
Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

— Data not available.
n/a Data not required/not applicable.

DATA
Reported road traffic fatalities (2007) 1 073[d]
Reported non-fatal road traffic injuries (2007) 13 481[e]
Costing study available No

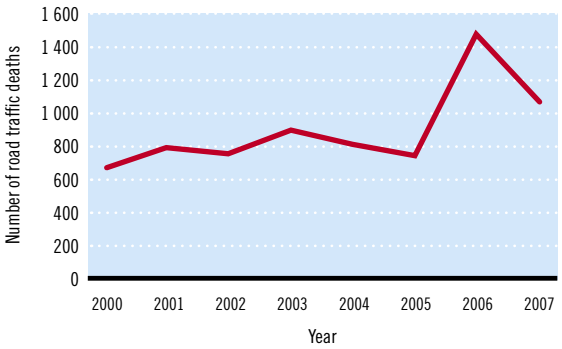
[d] National Police data, defined as died at the crash scene.
[e] National Police data.

DEATHS BY ROAD USER CATEGORY



Source: 2007, National Police data

TRENDS IN ROAD TRAFFIC DEATHS

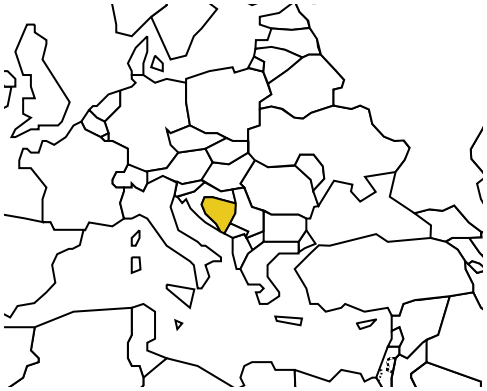


Source: National Police, National Statistics Institute

REGISTERED VEHICLES	
699 646 total (2007)	
Motorcars	**25%**
Motorized 2- and 3-wheelers	**5%**
Minibuses, vans, etc. (seating <20)	**56%**
Trucks	**11%**
Buses	**1%**
Non-motorized vehicles	—
Other	**2%**

Data cleared by the Ministry of Health and Sports and the Bolivian National Police.

BOSNIA AND HERZEGOVINA



Population: 3 934 816

Income group: Middle

Gross national income per capita: $3 790

INSTITUTIONAL FRAMEWORK

Lead agency	**Ministry of Communication and Transport of Bosnia and Herzegovina**
Funded in national budget	**Yes**
National road safety strategy	**Yes**[a]
Measurable targets	**Yes**
Funded	**Yes**

[a] Formally approved in the Federation of Bosnia and Herzegovina only (not in the Republic of Srpska).

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**60 km/h**
Enforcement[b]	0 1 2 3 4 5 **6** 7 8 9 10
Drink–driving law	**Yes**
BAC limit – general population	**0.03 g/dl**
BAC limit – young or novice drivers	**0.0 g/dl**
Random breath testing and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**7%**[c]
Enforcement[b]	0 1 2 3 4 5 **6** 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**No**
Helmet wearing rate	—
Enforcement[b]	0 1 2 3 4 5 **6** 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	—
Enforcement[b]	0 1 2 3 4 5 6 **7** 8 9 10
Child restraints law	**Yes**
Enforcement[b]	0 1 2 3 4 **5** 6 7 8 9 10

[b] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[c] 2007, Ministry of Internal Affairs of the Republic of Srpska (data for Republic of Srpska only).

VEHICLE STANDARDS

Car manufacturers required to adhere to standards on[d]	
Fuel consumption	**Yes**
Seat-belt installation for all seats	**Yes**

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

[d] Data for the Federation of Bosnia and Herzegovina only.

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

— Data not available.

DATA

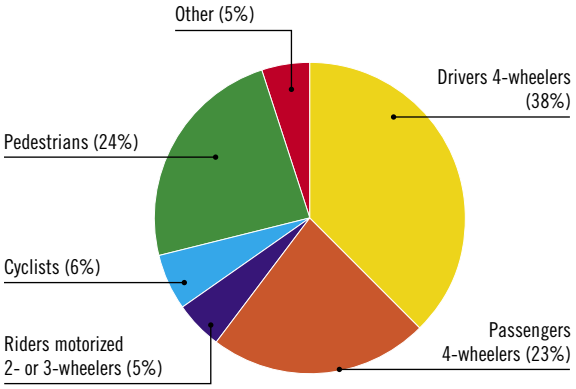
Reported road traffic fatalities (2007)
428[e]

Reported non-fatal road traffic injuries (2007)
11 647[f]

Costing study available
No

[e] Institute for Statistics of the Federation of Bosnia and Herzegovina (defined as died at the crash scene), and Ministry of Internal Affairs of the Republic of Srpska (defined as died within 30 days of the crash).
[f] Data from multiple sources.

DEATHS BY ROAD USER CATEGORY



Source: 2007, Ministry of Internal Affairs of the Republic of Srpska. Data for Republic of Srpska only

TRENDS IN ROAD TRAFFIC DEATHS

REGISTERED VEHICLES

675 063 total (2007)

Motorcars	**85%**
Motorized 2- and 3-wheelers	**1%**
Trucks	**9%**
Buses	**1%**
Other	**5%**

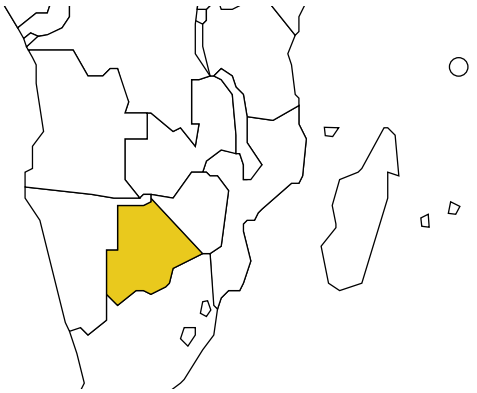
Data cleared by the Ministry of Civil Affairs.

BOTSWANA

Population: 1 881 504

Income group: Middle

Gross national income per capita: $5 840



INSTITUTIONAL FRAMEWORK

Lead agency	**Department of Road Transport and Safety**
Funded in national budget	**Yes**
National road safety strategy	**Multiple**
Measurable targets	**n/a**
Funded	**n/a**

DATA

Reported road traffic fatalities (2007)
497[d] (72% males, 28% females)

Reported non-fatal road traffic injuries (2007)
7 142[e]

Costing study available
No

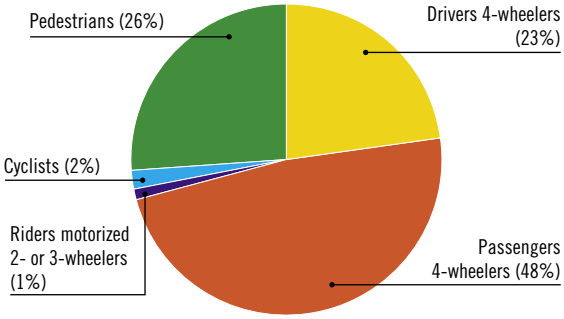
[d] Transport data, defined as died within 1 year of the crash.
[e] Transport data.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**60 km/h**
Enforcement[a]	0 1 2 3 4 5 6 7 **8** 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**1%**[b]
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**Yes**
Helmet wearing rate	—
Enforcement[a]	0 1 2 3 4 5 6 7 8 **9** 10
Seat-belt law	**Yes**
Applies to all occupants	**No**
Seat-belt wearing rate	**75%**[c]
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Child restraints law	**No**
Enforcement[a]	**n/a**

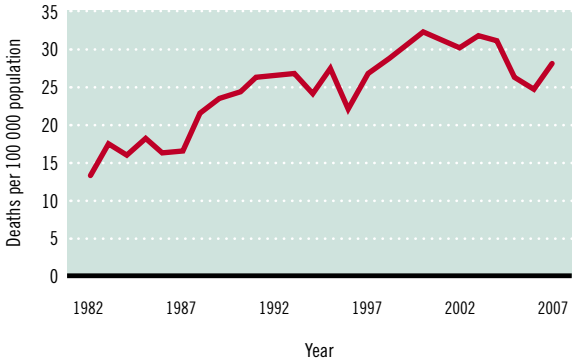
[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2007, National Road Traffic Crash Database, based on occasional, non-comprehensive surveys.
[c] 2007, National Road Traffic Crash Database, rate among drivers and rear-seat passengers involved in a crash.

DEATHS BY ROAD USER CATEGORY



Source: 2007, National Road Traffic Crash Database

TRENDS IN ROAD TRAFFIC DEATHS



Source: National Road Traffic Crash Database

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No (subnational)**

REGISTERED VEHICLES

293 755 total (2007)

Motorcars	**39%**
Motorized 2- and 3-wheelers	**1%**
Minibuses, vans, etc. (seating <20)	**44%**
Trucks	**5%**
Buses	**<1%**
Other	**10%**

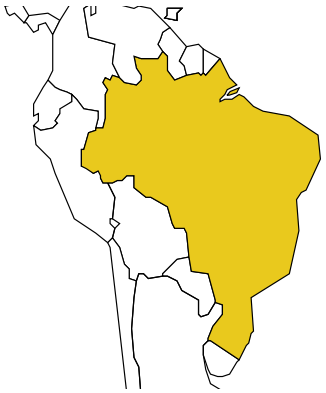
POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

— Data not available.
n/a Data not required/not applicable.

Data cleared by the Ministry of Health.

BRAZIL



Population: 191 790 929

Income group: Middle

Gross national income per capita: $5 910

INSTITUTIONAL FRAMEWORK

Lead agency	**National Traffic Department (DENATRAN)**
Funded in national budget	**Yes**
National road safety strategy	**Multiple**
Measurable targets	**n/a**
Funded	**n/a**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**60–80 km/h**
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	—
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**Yes**
Helmet wearing rate	**88% Front, 11% Rear**
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**60%**[b]
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10
Child restraints law	**Yes**
Enforcement[a]	0 1 2 3 **4** 5 6 7 8 9 10

[a] **Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.**
[b] **Data from Society of Orthopedics and Traumatology.**

VEHICLE STANDARDS

Car manufacturers required to adhere to standards on	
Fuel consumption	**No**
Seat-belt installation for all seats	**No**

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**Yes**
National policies to promote public transportation	**Yes**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

DATA

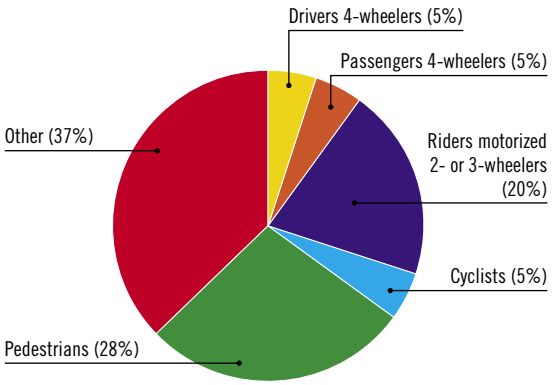
Reported road traffic fatalities (2006)
35 155[c] (82% males, 18% females)

Reported non-fatal road traffic injuries (2006)
407 685[d]

Costing study available
Yes (deaths and injuries)

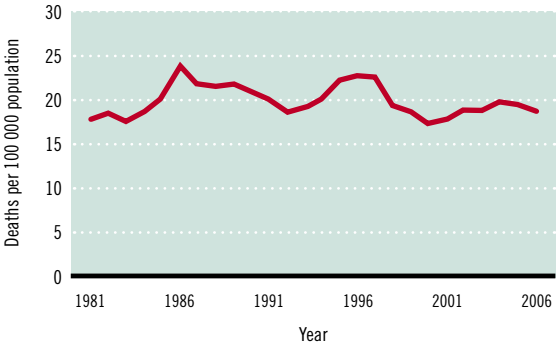
[c] **Health data (Mortality Information System), defined as died anytime after the crash.**
[d] **State Traffic Departments, National Traffic Department, Ministry of Cities data.**

DEATHS BY ROAD USER CATEGORY



Source: 2006, Ministry of Health Mortality Information System

TRENDS IN ROAD TRAFFIC DEATHS



Source: Ministry of Health Mortality Information System

REGISTERED VEHICLES

49 644 025 total (2007)

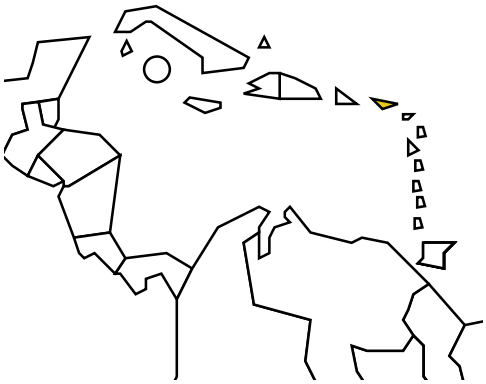
Motorcars	**61%**
Motorized 2- and 3-wheelers	**22%**
Minibuses, vans, etc. (seating <20)	**<1%**
Trucks	**10%**
Buses	**4%**
Non-motorized vehicles	**1%**
Other	**2%**

— **Data not available.**
n/a **Data not required/not applicable.**

Data cleared by the Ministry of Health.

BRITISH VIRGIN ISLANDS[a]

[a] Non WHO member-area.



Population: 23 000

Income group: High

Gross national income per capita: $43 686

INSTITUTIONAL FRAMEWORK

Lead agency	**No**
Funded in national budget	n/a
National road safety strategy	**No (subnational)**
Measurable targets	n/a
Funded	n/a

DATA

Reported road traffic fatalities (2007)
6[d] (67% males, 33% females)

Reported non-fatal road traffic injuries (2007)
132[e]

Costing study available
No

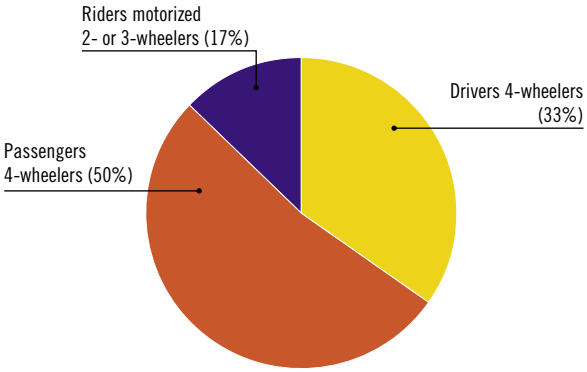
[d] Police data, defined as died within 1 year and 1 day of the crash.
[e] Police records.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	No
Maximum limit urban roads	32 km/h
Enforcement[b]	0 1 2 3 4 5 **6** 7 8 9 10
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 and/or police checkpoints	Yes
Road traffic deaths involving alcohol	4%[c]
Enforcement[b]	—
Motorcycle helmet law	**Yes**
Applies to all riders	—
Helmet standards mandated	No
Helmet wearing rate	—
Enforcement[b]	0 1 2 **3** 4 5 6 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	Yes
Seat-belt wearing rate	80%[c]
Enforcement[b]	0 1 2 3 4 5 6 **7** 8 9 10
Child restraints law	**Yes**
Enforcement[b]	0 1 2 3 4 **5** 6 7 8 9 10

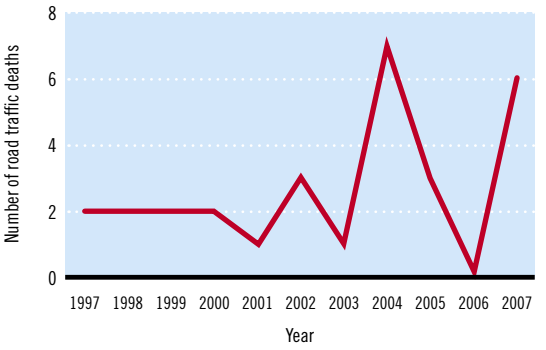
[b] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[c] 2007, Police observational data.

DEATHS BY ROAD USER CATEGORY



Source: 2007, Police department

TRENDS IN ROAD TRAFFIC DEATHS



Source: Royal Virgin Islands Police Force

VEHICLE STANDARDS

Car manufacturers required to adhere to standards on	
Fuel consumption	Yes
Seat-belt installation for all seats	Yes

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	—
Regular audits of existing road infrastructure	—

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	No
National policies to promote public transportation	No

POST-CRASH CARE

Formal, publicly available pre-hospital care system	Yes
National universal access number	Yes

REGISTERED VEHICLES

14 505 total (2007)
Registered vehicle types: data not available

— Data not available.
n/a Data not required/not applicable.

Data cleared by the Ministry of Health and Social Development.

BRUNEI DARUSSALAM

Population: 390 056

Income group: High

Gross national income per capita: $30 580

INSTITUTIONAL FRAMEWORK

Lead agency	**Brunei Darussalam Road Safety Council**
Funded in national budget	—
National road safety strategy	**Multiple**
Measurable targets	n/a
Funded	n/a

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**80 km/h**
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**3.7%**[b]
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**Yes**
Helmet wearing rate	**98%**[b]
Enforcement[a]	0 1 2 3 4 5 6 7 8 **9** 10
Seat-belt law	**Yes**
Applies to all occupants	**No**
Seat-belt wearing rate	**70% Front**[b]
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Child restraints law	**Yes**
Enforcement[a]	0 1 2 3 **4** 5 6 7 8 9 10

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2007, Police data.

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	—

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

DATA

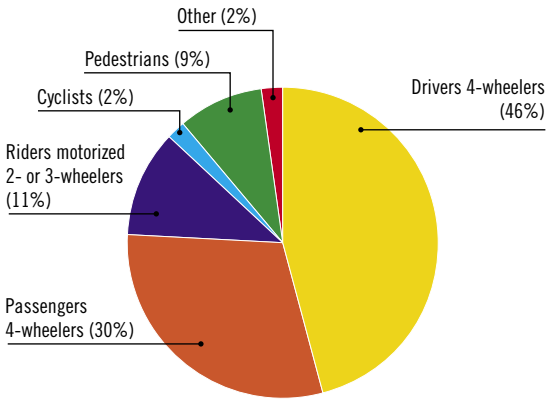
Reported road traffic fatalities (2007)
54[c] (80% males, 20% females)

Reported non-fatal road traffic injuries (2007)
556[d]

Costing study available
Yes (deaths and injuries)

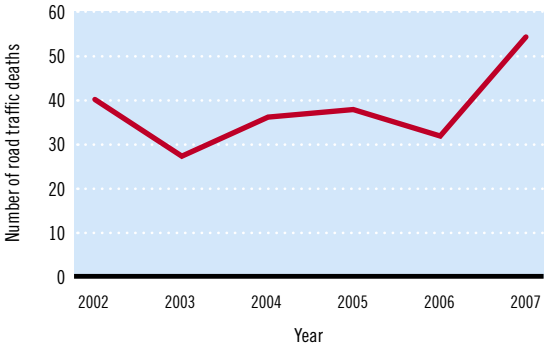
[c] Police data, defined as died within 30 days of the crash.
[d] Police data.

DEATHS BY ROAD USER CATEGORY



Source: Department of Investigations and Traffic Control, Royal Brunei Police Force

TRENDS IN ROAD TRAFFIC DEATHS



Source: Department of Investigations and Traffic Control, Royal Brunei Police Force

REGISTERED VEHICLES

304 432 total (2007)

Motorcars	**83%**
Motorized 2- and 3-wheelers	**4%**
Minibuses, vans, etc. (seating <20)	**4%**
Trucks	**1%**
Buses	**<1%**
Non-motorized vehicles	**<1%**
Other	**7%**

— Data not available.
n/a Data not required/not applicable.

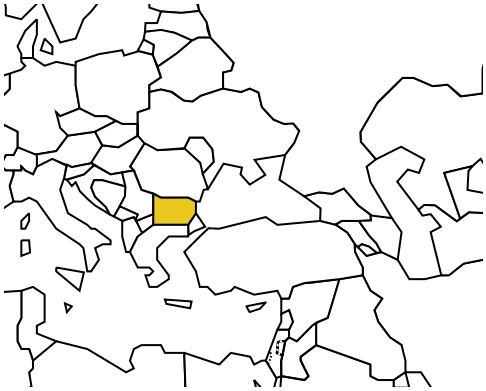
Data cleared by the Ministry of Communications.

BULGARIA

Population: 7 638 831

Income group: Middle

Gross national income per capita: $4 590



INSTITUTIONAL FRAMEWORK

Lead agency	**State-Public Consultative Commission on the Problems of Road Safety**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**Yes**

DATA

Reported road traffic fatalities (2007)
1 006[c] (73% males, 27% females)

Reported non-fatal road traffic injuries (2007)
9 827[d]

Costing study available
No

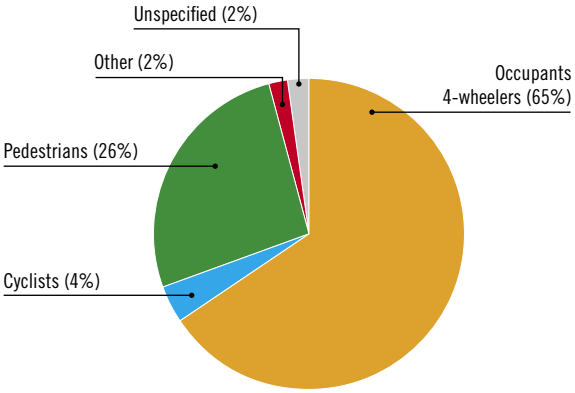
[c] Police data, defined as died within 30 days of the crash.
[d] Police data.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**50 km/h**
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**5%**[b]
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**Yes**
Helmet wearing rate	—
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	—
Enforcement[a]	0 1 2 3 4 5 6 7 **8** 9 10
Child restraints law	**Yes**
Enforcement[a]	0 1 2 3 **4** 5 6 7 8 9 10

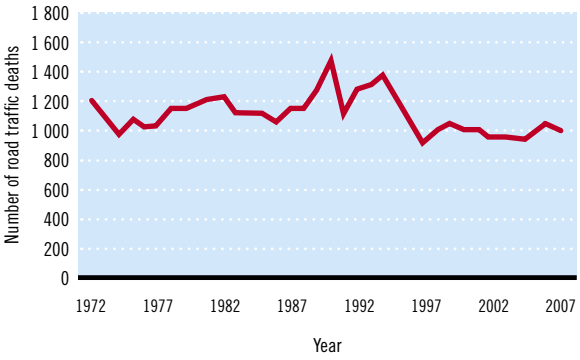
[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2007, Traffic Police Department, Ministry of Interior.

DEATHS BY ROAD USER CATEGORY



Source: 2007, Traffic Police Department, Ministry of Interior

TRENDS IN ROAD TRAFFIC DEATHS



Source: Traffic Police Department, Ministry of Interior

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No (subnational)**
National policies to promote public transportation	**Yes**

REGISTERED VEHICLES

2 628 680 total (2007)

Motorcars	**75%**
Motorized 2- and 3-wheelers	**3%**
Trucks	**10%**
Buses	**1%**
Other	**10%**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

— Data not available.

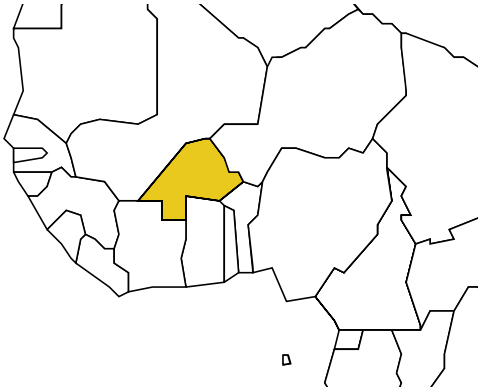
Data cleared by the Ministry of Health.

BURKINA FASO

Population: 14 784 291

Income group: Low

Gross national income per capita: $430



INSTITUTIONAL FRAMEWORK

Lead agency	**National Office of Road Safety**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**Yes**

DATA

Reported road traffic fatalities (2007)
619[c] (84% males, 16% females)

Reported non-fatal road traffic injuries (2007)
7 359[d]

Costing study available
Yes (deaths and injuries)

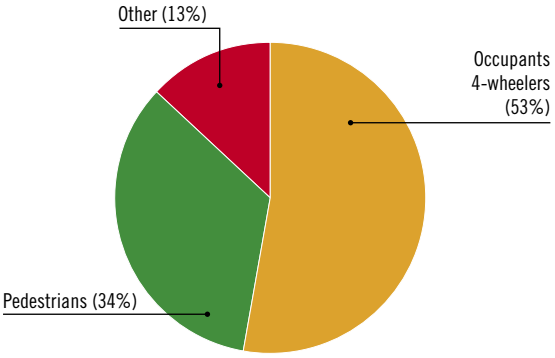
[c] Police and Health data, defined as died at the crash scene.
[d] Police data.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**50 km/h**
Enforcement[a]	0 1 2 **3** 4 5 6 7 8 9 10
Drink–driving law	**Yes**
BAC limit – general population	**None**[b]
BAC limit – young or novice drivers	**None**[b]
Random breath testing and/or police checkpoints	—
Road traffic deaths involving alcohol	—
Enforcement[a]	0 **1** 2 3 4 5 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**Yes**
Helmet wearing rate	—
Enforcement[a]	0 **1** 2 3 4 5 6 7 8 9 10
Seat-belt law	**No**
Applies to all occupants	**n/a**
Seat-belt wearing rate	—
Enforcement[a]	**n/a**
Child restraints law	**No**
Enforcement[a]	**n/a**

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] Drink–driving not defined by BAC limit.

DEATHS BY ROAD USER CATEGORY



Source: *Gendarmerie Nationale*

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**Yes**

TRENDS IN ROAD TRAFFIC DEATHS

REGISTERED VEHICLES

515 453 total (2007)

Motorcars	**30%**
Motorized 2- and 3-wheelers	**31%**
Minibuses, vans, etc. (seating <20)	**18%**
Trucks	**9%**
Other	**12%**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

— Data not available.
n/a Data not required/not applicable.

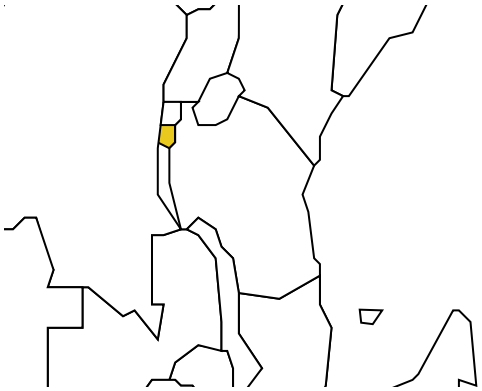
Data cleared by the Ministry of Health.

BURUNDI

Population: 8 508 232

Income group: Low

Gross national income per capita: $110



INSTITUTIONAL FRAMEWORK

Lead agency	**No**
Funded in national budget	n/a
National road safety strategy	**No**
Measurable targets	n/a
Funded	n/a

DATA

Reported road traffic fatalities (2006)
65[d]

Reported non-fatal road traffic injuries (2006)
2 718[e]

Costing study available
No

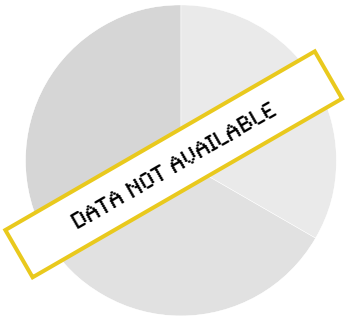
[d] Health data, defined as died anytime after the crash.
[e] Health data.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**60 km/h**
Enforcement[a]	0 1 2 3 4 **5** 6 7 8 9 10
Drink–driving law	**Yes**
BAC limit – general population	**0.1 g/dl**
BAC limit – young or novice drivers	**0.1 g/dl**
Random breath testing and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**70%**[b]
Enforcement[a]	0 **1** 2 3 4 5 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**No**
Helmet wearing rate	—
Enforcement[a]	0 1 2 3 4 **5** 6 7 8 9 10
Seat-belt law	**No (subnational)**
Applies to all occupants	**n/a**
Seat-belt wearing rate	**95% Front, 0% Rear**[c]
Enforcement[a]	0 1 2 3 4 5 6 7 **8** 9 10
Child restraints law	**No**
Enforcement[a]	**n/a**

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2005, *Police Spéciale de Roulage et de la Sécurité Routière.*
[c] Source and methodology not specified.

DEATHS BY ROAD USER CATEGORY



TRENDS IN ROAD TRAFFIC DEATHS

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

REGISTERED VEHICLES

59 486 total (1998 – June 2008)

Motorcars	**26%**
Motorized 2- and 3-wheelers	**19%**
Minibuses, vans, etc. (seating <20)	**31%**
Trucks	**5%**
Non-motorized vehicles	**19%**

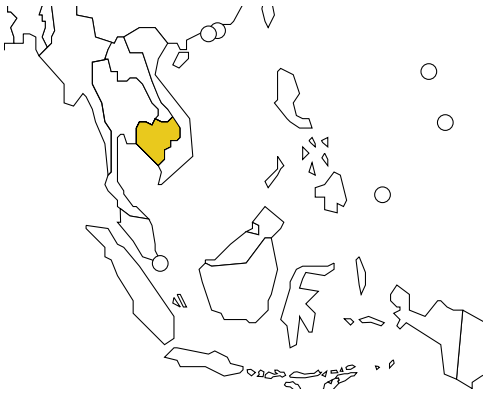
POST-CRASH CARE

Formal, publicly available pre-hospital care system	**No**
National universal access number	**n/a**

— Data not available.
n/a Data not required/not applicable.

Data cleared by the Ministry of Public Health and AIDS Control.

CAMBODIA



Population: 14 443 679

Income group: Low

Gross national income per capita: $540

INSTITUTIONAL FRAMEWORK

Lead agency	**National Road Safety Committee**
Funded in national budget	**Yes**
National road safety strategy	**Yes**[a]
Measurable targets	**n/a**
Funded	**n/a**

[a] Not formally endorsed by government.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**40 km/h**
Enforcement[b]	0 **1** 2 3 4 5 6 7 8 9 10
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 and/or police checkpoints	**n/a**[c]
Road traffic deaths involving alcohol	**—**
Enforcement[b]	**n/a**[c]
Motorcycle helmet law	**Yes**
Applies to all riders	**No**
Helmet standards mandated	**No**
Helmet wearing rate	**21%**[d]
Enforcement[b]	0 1 **2** 3 4 5 6 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**No**
Seat-belt wearing rate	**0%**[e]
Enforcement[b]	0 **1** 2 3 4 5 6 7 8 9 10
Child restraints law	**Yes**
Enforcement[b]	**0** 1 2 3 4 5 6 7 8 9 10

[b] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[c] Regulations are in place, but not yet enforced.
[d] 2006, Ministry of Health observational study in Phnom Penh.
[e] Estimation by consensus group.

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

— Data not available.
n/a Data not required/not applicable.

DATA

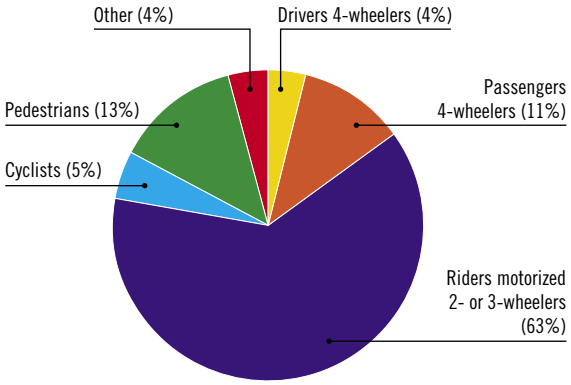
Reported road traffic fatalities (2007)
1 545[f] (79% males, 20% females)

Reported non-fatal road traffic injuries (2007)
25 858[g]

Costing study available
Yes (deaths and injuries)

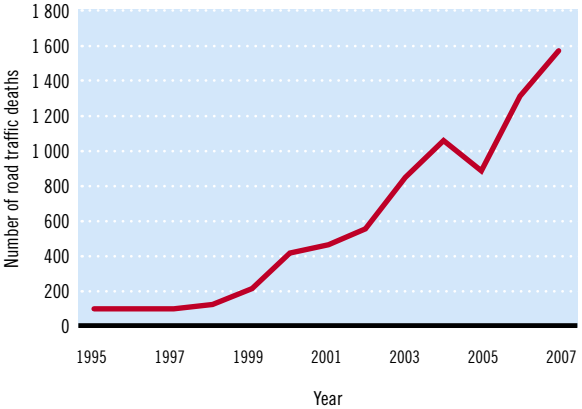
[f] Data from multiple sectors, defined as died within 7 days of the crash.
[g] Data from multiple sectors.

DEATHS BY ROAD USER CATEGORY



Source: 2007, Road Traffic Accident Victims Information System (RTAVIS)

TRENDS IN ROAD TRAFFIC DEATHS



Source: 1995–2005, Ministry of Interior/Traffic Police; 2006–2007, Road Traffic Accident Victims Information System (RTAVIS)

REGISTERED VEHICLES

154 389 total (2007)

Motorcars	**9%**
Motorized 2- and 3-wheelers	**84%**
Minibuses, vans, etc. (seating <20)	**4%**
Buses	**<1%**
Trucks	**2%**

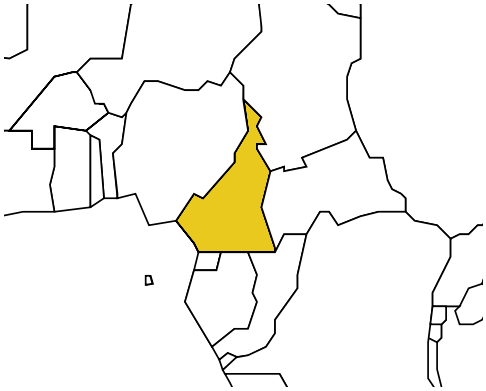
Data cleared by the Ministry of Health.

CAMEROON

Population: 18 549 176

Income group: Middle

Gross national income per capita: $1 050



INSTITUTIONAL FRAMEWORK

Lead agency	**Ministry of Transport**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**No**
Funded	**Yes**

DATA

Reported road traffic fatalities (2007)
990[b]

Reported non-fatal road traffic injuries (2007)
2 471[c]

Costing study available
Yes (deaths and injuries)

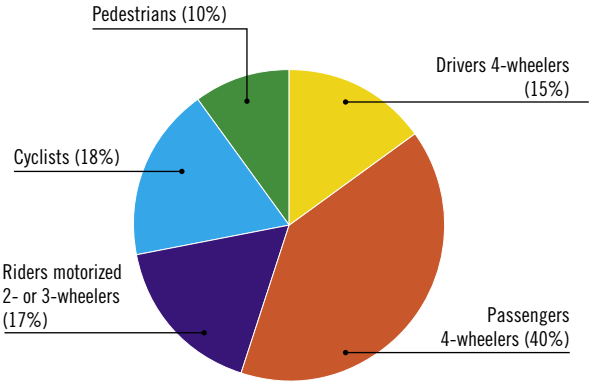
[b] Police data, defined as died within 7 days of the crash.
[c] Police data.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**60 km/h**
Enforcement[a]	0 1 2 3 **(4)** 5 6 7 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	—
Enforcement[a]	0 1 2 **(3)** 4 5 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**No**
Helmet wearing rate	—
Enforcement[a]	0 **(1)** 2 3 4 5 6 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**No**
Seat-belt wearing rate	—
Enforcement[a]	0 1 2 **(3)** 4 5 6 7 8 9 10
Child restraints law	**No**
Enforcement[a]	**n/a**

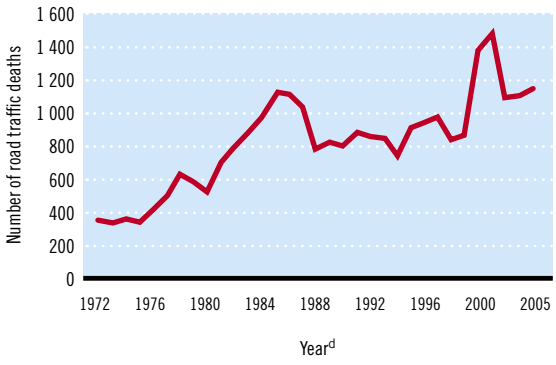
[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.

DEATHS BY ROAD USER CATEGORY



Source: Consensus group estimate, based on 2001 data

TRENDS IN ROAD TRAFFIC DEATHS



[d] Data for 2002 not provided.
Source: Ministry of Transport

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**Yes**

REGISTERED VEHICLES

312 259 total (2005)

Motorcars	**56%**
Motorized 2- and 3-wheelers	**21%**
Minibuses, vans, etc. (seating <20)	**9%**
Trucks	**8%**
Buses	**5%**
Non-motorized vehicles	**1%**

Data cleared by the Ministry of Transport.

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

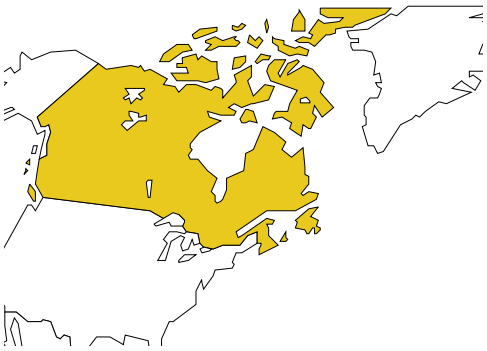
— Data not available.
n/a Data not required/not applicable.

CANADA

Population: 32 876 047

Income group: High

Gross national income per capita: $39 420



INSTITUTIONAL FRAMEWORK

Lead agency	**Road Safety Directorate, Transport Canada[a]**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**Yes**

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

NATIONAL LEGISLATION

Speed limits set nationally	**No (subnationally)**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**up to 70 km/h**
Enforcement[b]	**n/a**
Drink–driving law	**Yes**
BAC limit – general population	**0.08 g/dl**
BAC limit – young or novice drivers	**0.0–0.04 g/dl**
Random breath testing and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**30%[c]**
Enforcement[b]	0 1 2 3 **4** 5 6 7 8 9 10
Motorcycle helmet law	**No (subnational)**
Applies to all riders	**Yes[d]**
Helmet standards mandated	**Yes[d]**
Helmet wearing rate	**99%[e]**
Enforcement[b]	**n/a**
Seat-belt law	**No (subnational)**
Applies to all occupants	**Yes[f]**
Seat-belt wearing rate	**93% Front, 87% Rear[g]**
Enforcement[b]	**n/a**
Child restraints law	**No (subnational)**
Enforcement[b]	**n/a**

[b] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[c] 2006, Coroners data compiled by Traffic Injury Research Foundation.
[d] No national law, but all provinces and territories require motorcycle helmets for all riders and compliance with a national helmet standard.
[e] 2006, Transport Canada's National Traffic Collision Data file, rate among drivers and passengers involved in crashes occurring on public roads.
[f] No national law, but all provinces and territories require the use of seat-belts by all vehicle occupants.
[g] 2006, Transport Canada, Average for Rural and Urban Roads Surveys.

VEHICLE STANDARDS

Car manufacturers required to adhere to standards on	
Fuel consumption	**No**
Seat-belt installation for all seats	**Yes**

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No (subnational)**
National policies to promote public transportation	**No (subnational)**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

DATA

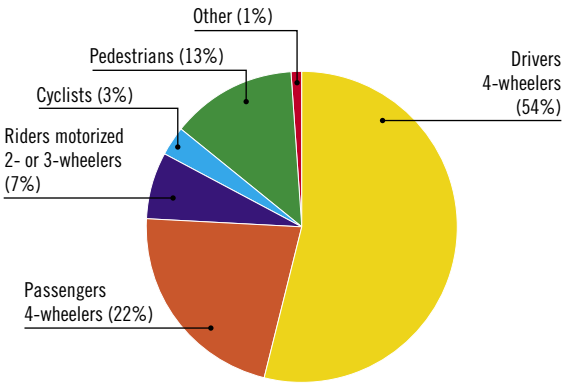
Reported road traffic fatalities (2006)
2 889[h] (68% males, 32% females)

Reported non-fatal road traffic injuries (2006)
199 337[i]

Costing study available
Yes (deaths and injuries)

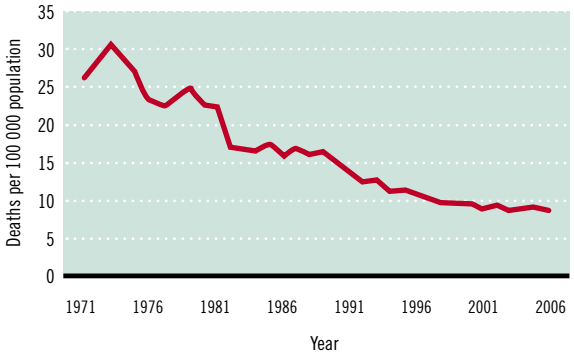
[h] Police data, defined as died within 30 days of the crash.
[i] Police data.

DEATHS BY ROAD USER CATEGORY



Source: Police-reported records of traffic collisions that occurred on public roads during 2006

TRENDS IN ROAD TRAFFIC DEATHS



Source: Country questionnaire

REGISTERED VEHICLES

20 065 000 total (2006)

Motorcars	**52%**
Motorized 2- and 3-wheelers	**3%**
Minibuses, vans, etc. (seating <20)	**43%**
Trucks	**3%**
Buses	**<1%**

n/a Data not required/not applicable.

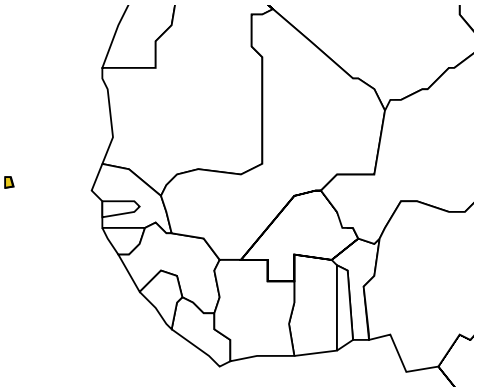
Data cleared by the Public Health Agency of Canada.

CAPE VERDE

Population: 530 437

Income group: Middle

Gross national income per capita: $2 430



INSTITUTIONAL FRAMEWORK

Lead agency	**General Directorate of Road Transport**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**No**
Funded	**Yes**

DATA

Reported road traffic fatalities (2007)
49[d] (70% males, 30% females)

Reported non-fatal road traffic injuries (2007)
899[e]

Costing study available
No

[d] Police data, defined as died within 30 days of the crash.
[e] Police data.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**50 km/h**
Enforcement[a]	0 1 2 3 4 5 6 **(7)** 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	—
Enforcement[a]	0 1 2 **(3)** 4 5 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**No**[b]
Helmet standards mandated	**No**
Helmet wearing rate	**90%**[c]
Enforcement[a]	0 1 2 3 4 5 6 7 8 **(9)** 10
Seat-belt law	**Yes**
Applies to all occupants	**No**
Seat-belt wearing rate	**80%**[c]
Enforcement[a]	0 1 2 3 4 5 6 7 **(8)** 9 10
Child restraints law	**Yes**
Enforcement[a]	0 1 2 3 4 5 **(6)** 7 8 9 10

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] Exceptions include children and the armed forces.
[c] Estimation by consensus group.

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS

YEAR	NUMBER OF DEATHS
2006	73
2007	49

Source: *Direçao Geral dos Transportes Rodoviários*

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	—
Regular audits of existing road infrastructure	—

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**Yes**

REGISTERED VEHICLES

54 158 total (2007)

Motorcars	**66%**
Motorized 2- and 3-wheelers	**8%**
Minibuses, vans, etc. (seating <20)	**20%**
Trucks	**5%**
Buses	**1%**

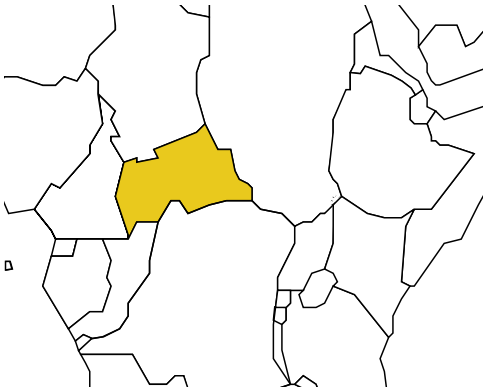
Data cleared by the Ministry of Internal Administration.

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**No**
National universal access number	**n/a**

— Data not available.
n/a Data not required/not applicable.

CENTRAL AFRICAN REPUBLIC



Population: 4 342 735

Income group: Low

Gross national income per capita: $380

INSTITUTIONAL FRAMEWORK

Lead agency	**Directorate of Transport and Road Safety**
Funded in national budget	**Yes**
National road safety strategy	**Yes**[a]
Measurable targets	**n/a**
Funded	**n/a**

[a] Not formally endorsed by government.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**40–60 km/h**
Enforcement[b]	0 1 2 3 **4** 5 6 7 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**—**
Enforcement[b]	0 1 2 3 **4** 5 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**[c]
Helmet standards mandated	**Yes**
Helmet wearing rate	**—**
Enforcement[b]	0 1 2 **3** 4 5 6 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**No**
Seat-belt wearing rate	**—**
Enforcement[b]	0 1 2 **3** 4 5 6 7 8 9 10
Child restraints law	**No (subnational)**
Enforcement[b]	**n/a**

[b] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[c] Some exceptions.

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**No**
National universal access number	**n/a**

DATA

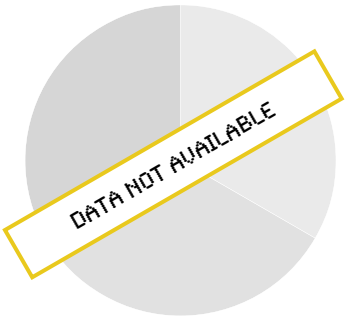
Reported road traffic fatalities (2007)
583[d] (70% males, 30% females)

Reported non-fatal road traffic injuries (2007)
225[e]

Costing study available
No

[d] Police data, defined as died within 1 year of the crash, from capital (Bangui) only.
[e] Transport data based on police reports.

DEATHS BY ROAD USER CATEGORY



TRENDS IN ROAD TRAFFIC DEATHS

REGISTERED VEHICLES

5 834 total (2007)

Motorcars	**21%**
Motorized 2- and 3-wheelers	**77%**
Minibuses, vans, etc. (seating <20)	**<1%**
Trucks	**<1%**

— Data not available.
n/a Data not required/not applicable.

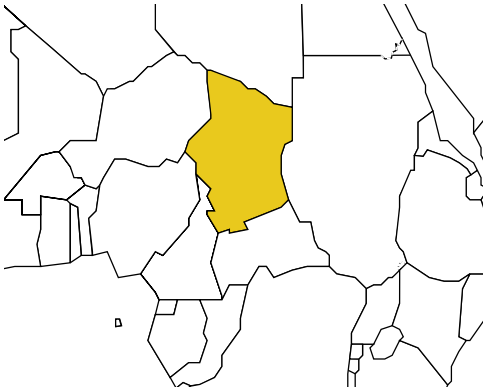
Data cleared by the Ministry of Health, Population and HIV/AIDS and the Ministry of Transport and Civil Aviation.

CHAD

Population: 10 780 571

Income group: Low

Gross national income per capita: $540



INSTITUTIONAL FRAMEWORK

Lead agency	**National Commission on Road Safety**
Funded in national budget	**Yes**
National road safety strategy	**Yes**[a]
Measurable targets	**n/a**
Funded	**n/a**

[a] Not formally endorsed by government.

DATA

Reported road traffic fatalities (2007)
840[d] (70% males, 30% females)

Reported non-fatal road traffic injuries (2007)
4 536[e]

Costing study available
No

[d] Transport and Police data, defined as died within 1 year of the crash.
[e] Directorate General for Surface Transport.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**50 km/h**
Enforcement[b]	0 1 **(2)** 3 4 5 6 7 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	—
Enforcement[b]	**(0)** 1 2 3 4 5 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**No**
Helmet wearing rate	**51%**[d]
Enforcement[b]	0 1 2 3 **(4)** 5 6 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**1% Front, <1% Rear**[c]
Enforcement[b]	0 **(1)** 2 3 4 5 6 7 8 9 10
Child restraints law	**No**
Enforcement[b]	**n/a**

[b] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[c] Estimation by consensus group.

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

REGISTERED VEHICLES

124 088 total (2006)

Motorcars	**16%**
Motorized 2- and 3-wheelers	**52%**
Minibuses, vans, etc. (seating <20)	**20%**
Trucks	**9%**
Non-motorized vehicles	**3%**

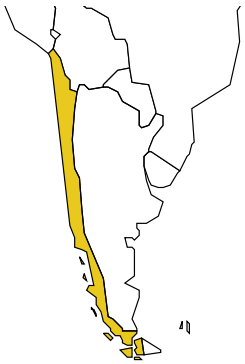
POST-CRASH CARE

Formal, publicly available pre-hospital care system	**No**
National universal access number	**n/a**

— Data not available.
n/a Data not required/not applicable.

Data cleared by the Ministry of Public Health.

CHILE



Population: 16 634 760

Income group: Middle

Gross national income per capita: $8 350

INSTITUTIONAL FRAMEWORK

Lead agency	**National Traffic Safety Commission (CONASET)**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**No**
Funded	**Yes**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**60 km/h**
Enforcement[a]	0 1 2 3 4 **5** 6 7 8 9 10
Drink–driving law	**Yes**
BAC limit – general population	**0.5 g/dl**
BAC limit – young or novice drivers	**0.5 g/dl**
Random breath testing and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**21%**[b]
Enforcement[a]	0 1 2 **3** 4 5 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**Yes**
Helmet wearing rate	**100%**[c]
Enforcement[a]	0 1 2 **3** 4 5 6 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**50% Front, 42% Rear**[d]
Enforcement[a]	0 1 2 3 4 **5** 6 7 8 9 10
Child restraints law	**Yes**
Enforcement[a]	0 1 2 3 **4** 5 6 7 8 9 10

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] National Police of Chile data for 2007.
[c] National Traffic Safety Commission (CONASET) data for 2005 for greater Santiago only.
[d] National Traffic Safety Commission (CONASET) data for 2007 conducted in multiple cities.

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**Yes**
National policies to promote public transportation	**Yes**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

DATA

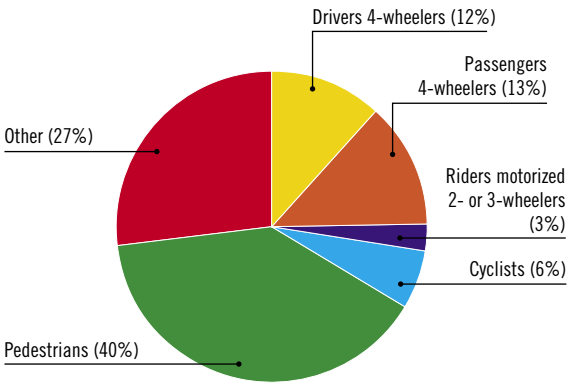
Reported road traffic fatalities (2006)
2 280[e] (79% males, 21% females)

Reported non-fatal road traffic injuries (2007)
50 010[f]

Costing study available
Yes (deaths and injuries)

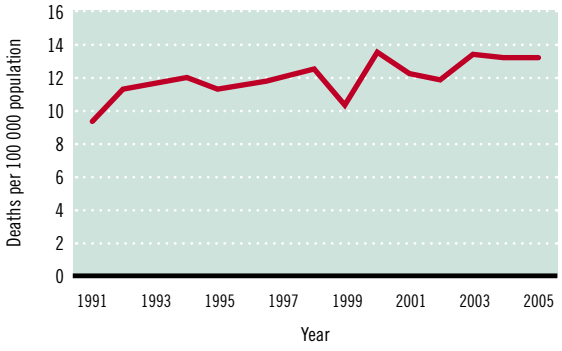
[e] Health data, defined as died within 1 year and 1 day of the crash.
[f] Police data.

DEATHS BY ROAD USER CATEGORY



Source: 2006, National Institute of Statistics/Ministry of Health/Civil Registry

TRENDS IN ROAD TRAFFIC DEATHS



Source: National Institute of Statistics/Ministry of Health/Civil Registry

REGISTERED VEHICLES

2 824 570 total (2007)

Motorcars	**61%**
Motorized 2- and 3-wheelers	**2%**
Minibuses, vans, etc. (seating <20)	**28%**
Trucks	**5%**
Buses	**2%**
Non-motorized vehicles	**2%**
Other	**<1%**

Data cleared by the Ministry of Health.

CHINA

Population: 1 336 317 116

Income group: Middle

Gross national income per capita: $2 360

INSTITUTIONAL FRAMEWORK

Lead agency	**Inter-Ministerial Convention on Road Traffic Safety**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**No**
Funded	**Yes**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**30-50 km/h**
Enforcement[a]	0 1 2 3 4 5 6 7 **8** 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**4%**[b]
Enforcement[a]	0 1 2 3 4 5 6 7 **8** 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**Yes**
Helmet wearing rate	**16%**[c]
Enforcement[a]	**No consensus**
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**50%**[d]
Enforcement[a]	**No consensus**
Child restraints law	**No**
Enforcement[a]	**n/a**

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2006, Police data.
[c] Zhang J, Zhuo J, Chen NA. Study of motorcycle helmet use in Guangxi. *Chinese Journal of Disease Control & Prevention*, 2004, 8(6):512–515.
[d] 2005–2006, Study in Guangzhou City and Nanning City.

VEHICLE STANDARDS

Car manufacturers required to adhere to standards on	
Fuel consumption	**Yes**
Seat-belt installation for all seats	**Yes**

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**No consensus**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**Yes**

DATA

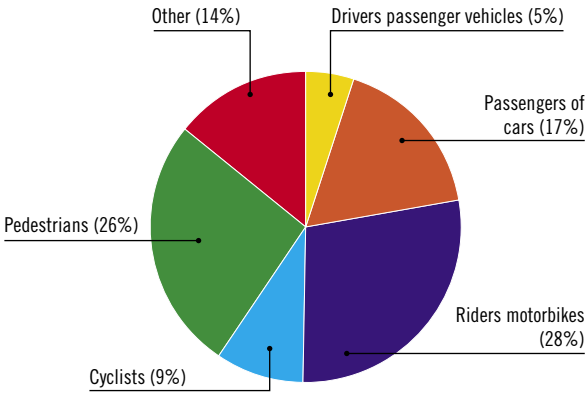
Reported road traffic fatalities (2006)
89 455[e] (76% males, 24% females)

Reported non-fatal road traffic injuries (2006)
431 139[f]

Costing study available
Yes (deaths and injuries)

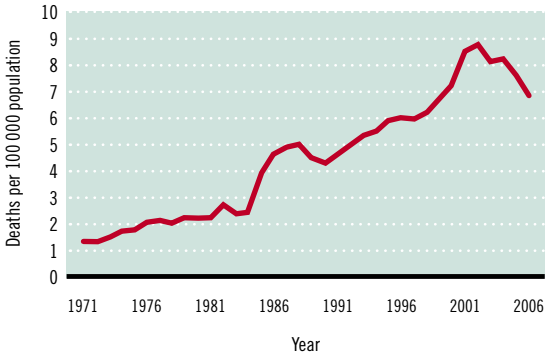
[e] Police data, defined as died within 7 days of the crash.
[f] Police data.

DEATHS BY ROAD USER CATEGORY



Source: Traffic Management Bureau of the Ministry of Public Security

TRENDS IN ROAD TRAFFIC DEATHS



Source: Traffic Management Bureau of the Ministry of Public Security

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

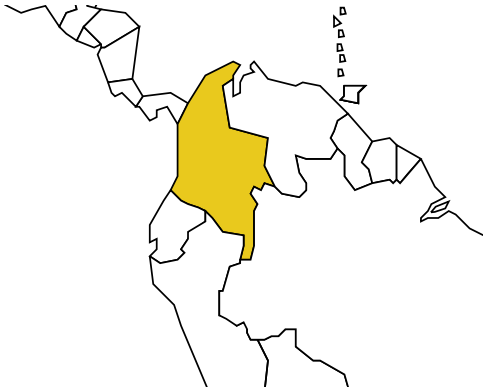
REGISTERED VEHICLES

145 228 994 total (2006)
Registered vehicle types: data not available

— Data not available.
n/a Data not required/not applicable.

Data cleared by the Ministry of Health.

COLOMBIA



Population: 46 155 958

Income group: Middle

Gross national income per capita: $3 250

INSTITUTIONAL FRAMEWORK

Lead agency	**Ministry of Transportation**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**Yes**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**60 km/h**
Enforcement[a]	0 1 2 3 **4** 5 6 7 8 9 10
Drink–driving law	**Yes**
BAC limit – general population	**0.04 g/dl**
BAC limit – young or novice drivers	**0.04 g/dl**
Random breath testing and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**3%**[b]
Enforcement[a]	0 1 2 3 4 **5** 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**Yes**
Helmet wearing rate	**97%**[c]
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**82%**[c]
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Child restraints law	**Yes**
Enforcement[a]	0 1 2 **3** 4 5 6 7 8 9 10

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2007, Ministry of Transportation (SIAT-RNAT).
[c] 2007–2008 Road Prevention Fund. Use of helmets that meet a regulatory standard: 70%.

VEHICLE STANDARDS

Car manufacturers required to adhere to standards on	
Fuel consumption	**Yes**
Seat-belt installation for all seats	**Yes**

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**Yes**
National policies to promote public transportation	**Yes**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	—

— **Data not available.**

DATA

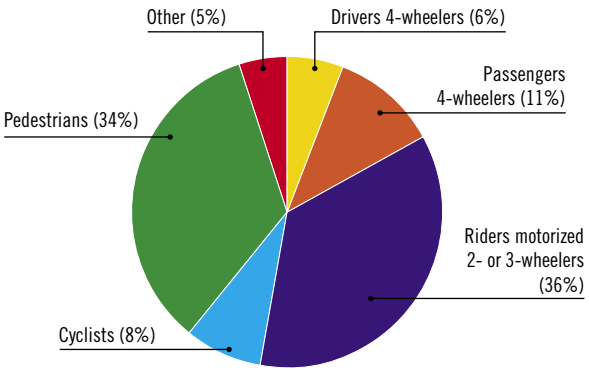
Reported road traffic fatalities (2001)
5 409[d] (80% males, 20% females)

Reported non-fatal road traffic injuries (2007)
38 727[e]

Costing study available
Yes (deaths and injuries)

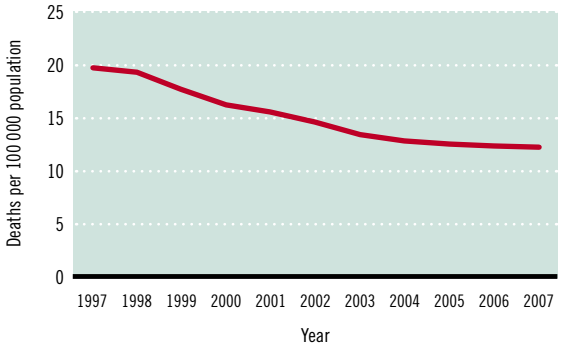
[d] National Institute of Legal Medicine and Forensic Sciences, defined as died within 30 days of the crash.
[e] National Institute of Legal Medicine and Forensic Sciences.

DEATHS BY ROAD USER CATEGORY



Source: 2007, National Institute of Legal Medicine and Forensic Sciences

TRENDS IN ROAD TRAFFIC DEATHS



Source: Ministry of Transportation, National Institute of Legal Medicine and Forensic Sciences, Road Prevention Fund

REGISTERED VEHICLES

4 951 225 total (2007)

Motorcars	**36%**
Motorized 2- and 3-wheelers	**39%**
Minibuses, vans, etc. (seating <20)	**17%**
Trucks	**4%**
Buses	**3%**
Non-motorized vehicles	**<1%**
Other	**<1%**

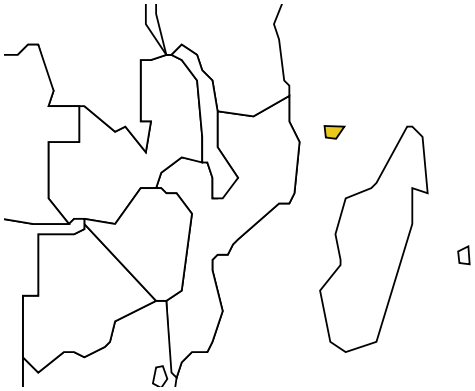
Data cleared by the Ministry of Social Protection.

COMOROS

Population: 839 187

Income group: Low

Gross national income per capita: $680



INSTITUTIONAL FRAMEWORK

Lead agency	**Directorate for Road Safety, Circulation and Regulation**
Funded in national budget	**Yes**
National road safety strategy	**No**
Measurable targets	**n/a**
Funded	**n/a**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**30 km/h**
Enforcement[a]	0 1 2 **3** 4 5 6 7 8 9 10
Drink–driving law	**Yes**
BAC limit – general population	**0.0 g/dl**[b]
BAC limit – young or novice drivers	**0.0 g/dl**[b]
Random breath testing and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**4%**[c]
Enforcement[a]	0 1 2 3 **4** 5 6 7 8 9 10
Motorcycle helmet law	**No**
Applies to all riders	**n/a**
Helmet standards mandated	**n/a**
Helmet wearing rate	**—**
Enforcement[a]	**n/a**
Seat-belt law	**No**
Applies to all occupants	**n/a**
Seat-belt wearing rate	**—**
Enforcement[a]	**n/a**
Child restraints law	**No**
Enforcement[a]	**n/a**

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] Alcohol consumption prohibited by law.
[c] 2007, National Military Police.

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**No**
National universal access number	**n/a**

DATA

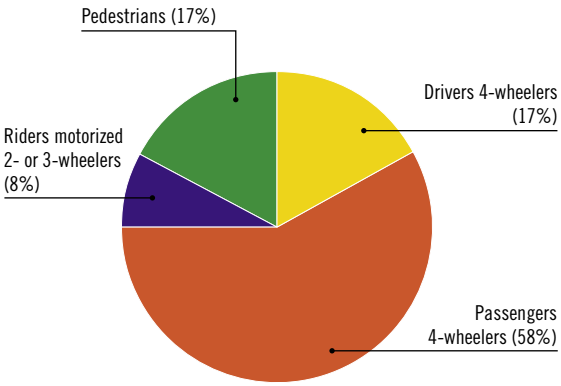
Reported road traffic fatalities (2007)
12[d] (70% males, 30% females)

Reported non-fatal road traffic injuries (2007)
120[e]

Costing study available
No

[d] Military Police data, defined as died within 24 hours of the crash.
[e] Military Police data.

DEATHS BY ROAD USER CATEGORY



Source: 2007, *Gendarmerie*

TRENDS IN ROAD TRAFFIC DEATHS

REGISTERED VEHICLES

22 378 total (2007)

Motorcars	**86%**
Motorized 2- and 3-wheelers	**6%**
Minibuses, vans, etc. (seating <20)	**5%**
Trucks	**3%**

Data cleared by the Ministry of Health, Solidarity and Gender Equality.

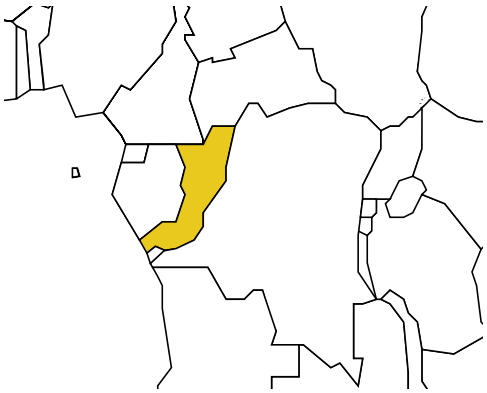
— Data not available.
n/a Data not required/not applicable.

CONGO

Population: 3 768 086

Income group: Middle

Gross national income per capita: $1 540



INSTITUTIONAL FRAMEWORK

Lead agency	**Directorate General for Land Transport**
Funded in national budget	**Yes**
National road safety strategy	**No**
Measurable targets	**n/a**
Funded	**n/a**

DATA

Reported road traffic fatalities (2007)
214[b] (80% males, 20% females)

Reported non-fatal road traffic injuries (2007)
2 506[c]

Costing study available
No

[b] Police data, defined as died within 1 year of the crash.
[c] Police data.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**40–60 km/h**
Enforcement[a]	0 1 2 **3** 4 5 6 7 8 9 10
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 and/or police checkpoints	—
Road traffic deaths involving alcohol	—
Enforcement[a]	—
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**Yes**
Helmet wearing rate	—
Enforcement[a]	0 1 2 3 **4** 5 6 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**No**
Seat-belt wearing rate	—
Enforcement[a]	0 1 2 **3** 4 5 6 7 8 9 10
Child restraints law	**No**
Enforcement[a]	**n/a**

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

REGISTERED VEHICLES

100 000 total (2007)

Motorcars	**56%**
Motorized 2- and 3-wheelers	**3%**
Minibuses, vans, etc. (seating <20)	**31%**
Trucks	**5%**
Buses	**<1%**
Other	**4%**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**No**
National universal access number	**n/a**

— Data not available.
n/a Data not required/not applicable.

Data cleared by the Ministry of Health, Social Affairs and Family and the Ministry of Security and Public Order.

COOK ISLANDS

Population: 13 325

Income group: Middle

Gross national income per capita: $13 098

INSTITUTIONAL FRAMEWORK

Lead agency	**Police Department**
Funded in national budget	**Yes**
National road safety strategy	**No**
Measurable targets	**n/a**
Funded	**n/a**

DATA

Reported road traffic fatalities (2007)
5[b] (80% males, 20% females)

Reported non-fatal road traffic injuries (2007)
382[c]

Costing study available
No

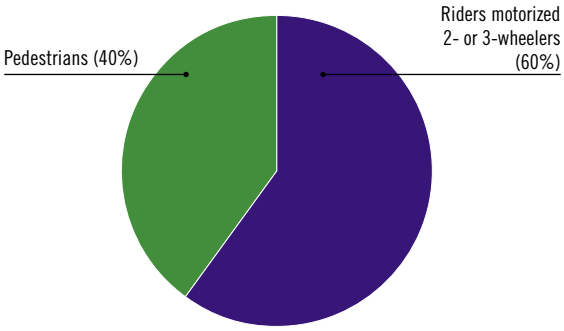
[b] Health data (Rarotonga only), defined as died at the crash scene.
[c] Police and health data.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**50 km/h**
Enforcement[a]	0 1 2 3 **4** 5 6 7 8 9 10
Drink–driving law	**Yes**
BAC limit – general population	**0.04 g/dl**
BAC limit – young or novice drivers	**0.04 g/dl**
Random breath testing and/or police checkpoints	—
Road traffic deaths involving alcohol	—
Enforcement[a]	0 1 2 3 **4** 5 6 7 8 9 10
Motorcycle helmet law	**No**
Applies to all riders	**n/a**
Helmet standards mandated	**n/a**
Helmet wearing rate	—
Enforcement[a]	**n/a**
Seat-belt law	**No**
Applies to all occupants	**n/a**
Seat-belt wearing rate	—
Enforcement[a]	**n/a**
Child restraints law	**No**
Enforcement[a]	**n/a**

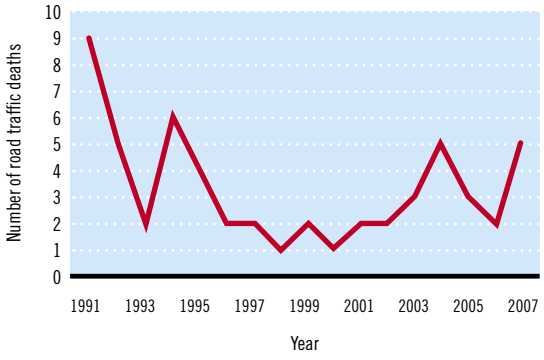
[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.

DEATHS BY ROAD USER CATEGORY



Source: 2007, Ministry of Health Annual Statistical Bulletin

TRENDS IN ROAD TRAFFIC DEATHS



Source: Country questionnaire, Rarotonga only

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**No**
National universal access number	**n/a**

REGISTERED VEHICLES

10 692 total (2006–2007)
Registered vehicle types: data not available

— Data not available.
n/a Data not required/not applicable.

Data cleared by the Ministry of Health.

COSTA RICA

Population: 4 467 625

Income group: Middle

Gross national income per capita: $5 560

INSTITUTIONAL FRAMEWORK

Lead agency	**Council on Road Safety (COSEVI)**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**Yes**

DATA

Reported road traffic fatalities (2007)
710[c] (82% males, 18% females)

Reported non-fatal road traffic injuries (2007)
19 903[d]

Costing study available
No

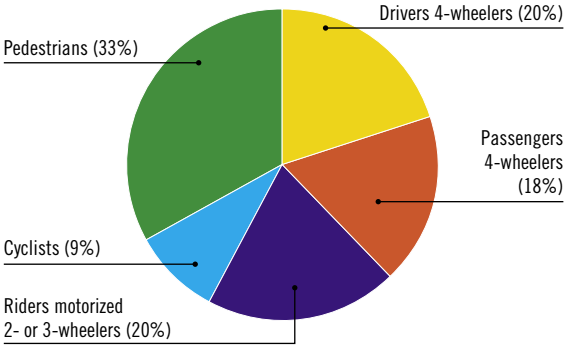
[c] Judicial Branch data, defined as died within 1 year of the crash.
[d] National Institute of Insurance.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**40 km/h**
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	—
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**No**
Helmet wearing rate	—
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**82%**[b]
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Child restraints law	**Yes**
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] National survey conducted in 2004.

DEATHS BY ROAD USER CATEGORY



Source: 2007, Judicial Branch

VEHICLE STANDARDS

No car manufacturers

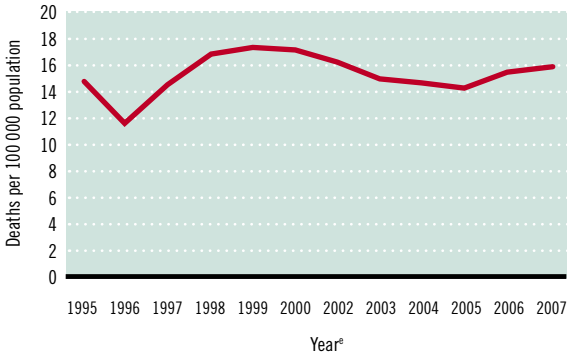
ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

TRENDS IN ROAD TRAFFIC DEATHS



[e] Data for 2001 not provided.
Source: Council on Road Safety (COSEVI). National Institute for Statistics and Census (Vital Statistics)

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

REGISTERED VEHICLES

797 902 total (2007)
Registered vehicle types: data not available

— **Data not available.**

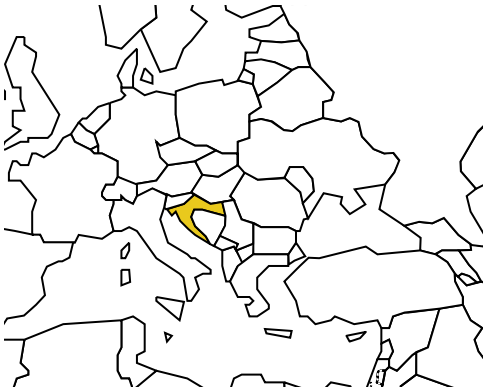
Data cleared by the Ministry of Public Works and Transport.

CROATIA

Population: 4 555 398

Income group: Middle

Gross national income per capita: $10 460



INSTITUTIONAL FRAMEWORK

Lead agency	**Yes**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**Yes**

DATA

Reported road traffic fatalities (2007)
619[d]

Reported non-fatal road traffic injuries (2007)
25 092[e]

Costing study available
—

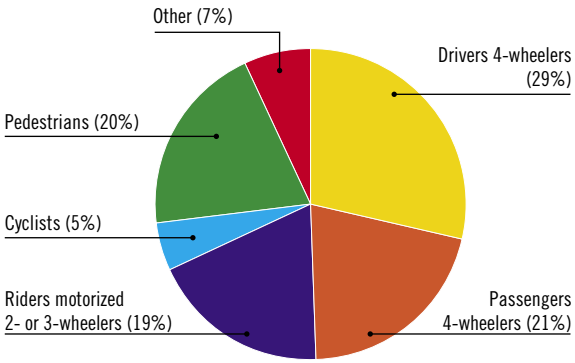
[d] Police data, defined as died within 30 days of the crash.
[e] Police data.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**50 km/h**
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10
Drink–driving law	**Yes**
BAC limit – general population	**0.05 g/dl**
BAC limit – young or novice drivers	**0.0 g/dl**
Random breath testing and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**30%**[b]
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**No**
Helmet wearing rate	—
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**45%**[c]
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Child restraints law	**Yes**
Enforcement[a]	0 1 2 3 4 **5** 6 7 8 9 10

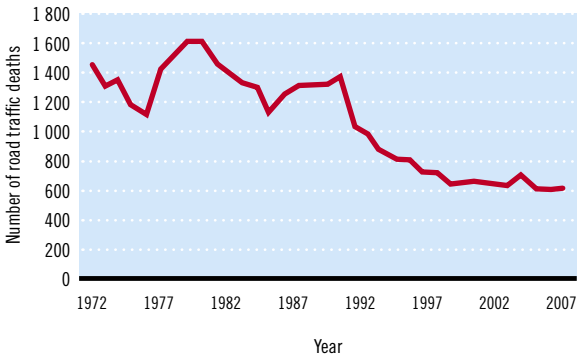
[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2007, Ministry of Interior.
[c] 2004, Ministry of Interior.

DEATHS BY ROAD USER CATEGORY



Source: 2007, Ministry of Interior

TRENDS IN ROAD TRAFFIC DEATHS



Source: Ministry of Interior

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

REGISTERED VEHICLES

1 949 936 total (2007)

Motorcars	**77%**
Motorized 2- and 3-wheelers	**8%**
Trucks	**9%**
Buses	**<1%**
Other	**6%**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

— Data not available.

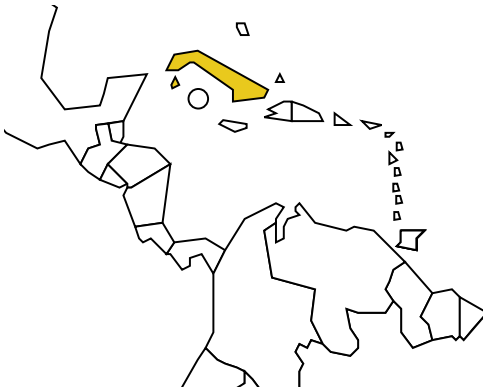
Data cleared by the National Institute of Public Health.

CUBA

Population: 11 267 883

Income group: Middle

Gross national income per capita: $4 571



INSTITUTIONAL FRAMEWORK

Lead agency	**National Highway and Transportation Commission**
Funded in national budget	**No**
National road safety strategy	**Multiple**
Measurable targets	**n/a**
Funded	**n/a**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**50 km/h**
Enforcement[a]	0 1 2 3 4 **5** 6 7 8 9 10
Drink–driving law	**Yes**
BAC limit – general population	**None**[b]
BAC limit – young or novice drivers	**None**[b]
Random breath testing and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**30%**[c]
Enforcement[a]	0 1 2 3 **4** 5 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**No**
Helmet wearing rate	**95%**[d]
Enforcement[a]	0 1 2 3 4 5 6 7 **8** 9 10
Seat-belt law	**Yes**
Applies to all occupants	**No**
Seat-belt wearing rate	**70% Front**[e]
Enforcement[a]	0 1 2 3 4 5 6 7 **8** 9 10
Child restraints law	**No**
Enforcement[a]	**n/a**

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] Drink–driving not defined by BAC limit.
[c] 2007, Forensic Medicine Institute, Ministry of Public Health.
[d] 2007, National Transportation Directorate, Ministry of Internal Affairs.
[e] 2007, National Transportation Directorate, Ministry of Internal Affairs, only applies to cars with seat-belts or those manufactured after 2001.

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**Yes**
National policies to promote public transportation	**No**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

DATA

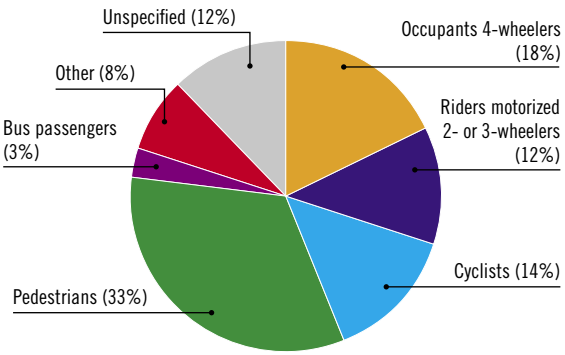
Reported road traffic fatalities (2007)
994[f] (79% males, 21% females)

Reported non-fatal road traffic injuries (2007)
7 507[g]

Costing study available
Yes (deaths and injuries)

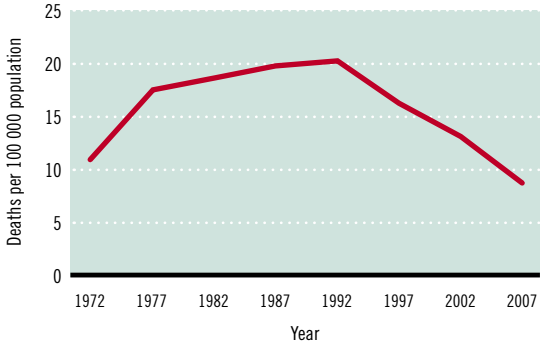
[f] Health data, defined as died within 1 year of the crash.
[g] National Transportation Directorate data.

DEATHS BY ROAD USER CATEGORY



Source: 2007, Ministry of Health

TRENDS IN ROAD TRAFFIC DEATHS



Source: National Statistics Directorate, Ministry of Public Health, 2006–2007

REGISTERED VEHICLES

658 003 total (2008)

Motorcars	**36%**
Motorized 2- and 3-wheelers	**33%**
Minibuses, vans, etc. (seating <20)	**13%**
Trucks	**13%**
Buses	**3%**
Other	**2%**

n/a Data not required/not applicable.

Data cleared by the Ministry of Public Health.

CYPRUS

Population: 854 671

Income group: High

Gross national income per capita: $24 940

INSTITUTIONAL FRAMEWORK

Lead agency	**Road Safety Council**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**Yes**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**50 km/h**
Enforcement[a]	0 1 2 3 4 5 **(6)** 7 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**18%**[b]
Enforcement[a]	0 1 2 3 4 5 **(6)** 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**[c]
Helmet standards mandated	**Yes**
Helmet wearing rate	**68% Drivers**[d]
Enforcement[a]	0 1 2 3 4 **(5)** 6 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**81% Front, 9% Rear**[e]
Enforcement[a]	0 1 2 3 4 5 6 **(7)** 8 9 10
Child restraints law	**Yes**
Enforcement[a]	0 1 2 **(3)** 4 5 6 7 8 9 10

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2007, Police records.
[c] Some exceptions.
[d] 2007, Police in cooperation with the Government Statistical Service, 56% passengers.
[e] 2007, Police records, national observational study.

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**Yes**
National policies to promote public transportation	**Yes**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

DATA

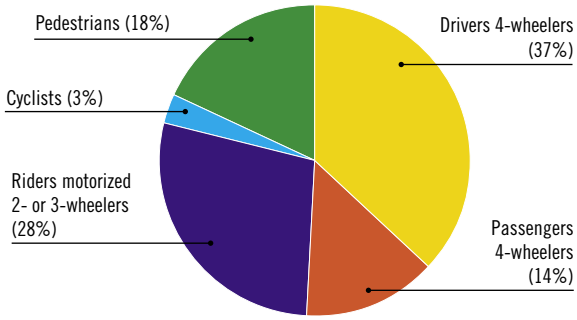
Reported road traffic fatalities (2007)
89[f] (84% males, 16% females)

Reported non-fatal road traffic injuries (2007)
2 119[g]

Costing study available
Yes (deaths only)

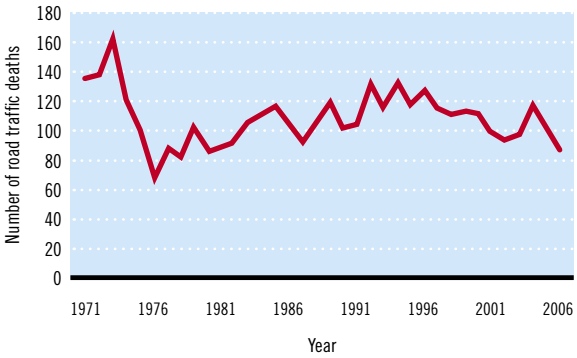
[f] Police data, defined as died within 30 days of the crash.
[g] Police data.

DEATHS BY ROAD USER CATEGORY



Source: 2007, Police records

TRENDS IN ROAD TRAFFIC DEATHS



Source: Country questionnaire

REGISTERED VEHICLES

592 480 total (2007)

Motorcars	**69%**
Motorized 2- and 3-wheelers	**7%**
Minibuses, vans, etc. (seating <20)	**18%**
Trucks	**2%**
Buses	**1%**
Other	**4%**

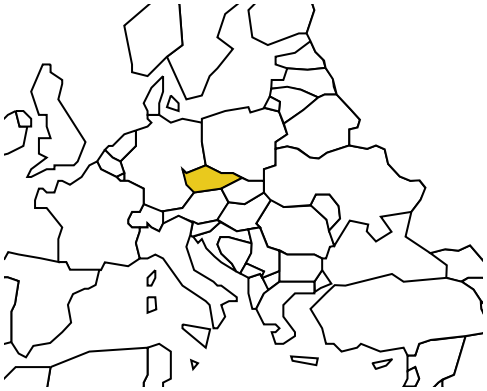
Data cleared by the Ministry of Health.

CZECH REPUBLIC

Population: 10 186 330

Income group: High

Gross national income per capita: $14 450



INSTITUTIONAL FRAMEWORK

Lead agency	**Ministry of Transport**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**No**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**50 km/h**
Enforcement[a]	0 1 2 3 4 **5** 6 7 8 9 10
Drink–driving law	**Yes**
BAC limit – general population	**0.0 g/dl**
BAC limit – young or novice drivers	**0.0 g/dl**
Random breath testing and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**3%**[b]
Enforcement[a]	0 1 2 3 4 5 6 7 8 **9** 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**Yes**
Helmet wearing rate	**97% Drivers**[c]
Enforcement[a]	0 1 2 3 4 5 6 7 8 **9** 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**90% Front, 80% Rear**[d]
Enforcement[a]	0 1 2 3 4 5 6 7 **8** 9 10
Child restraints law	**Yes**
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2007, Czech Police.
[c] 2007, Czech Police, 85% for passengers.
[d] 2006, Transport Research Centre.

VEHICLE STANDARDS

Car manufacturers required to adhere to standards on	
Fuel consumption	**No**
Seat-belt installation for all seats	**Yes**

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**Yes**
National policies to promote public transportation	**No (subnational)**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

DATA

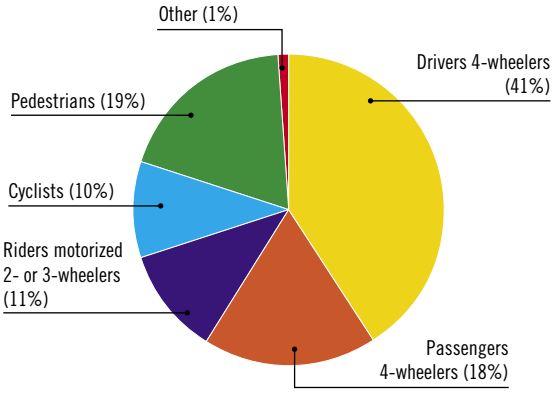
Reported road traffic fatalities (2007)
1 222[e] (77% males, 23% females)

Reported non-fatal road traffic injuries (2007)
23 060[f]

Costing study available
Yes (deaths and injuries)

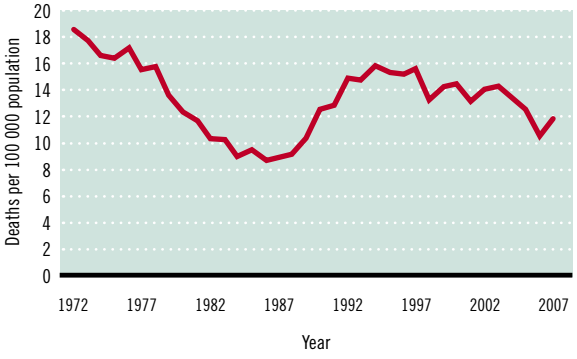
[e] Police data, defined as died within 30 days of the crash.
[f] Police data.

DEATHS BY ROAD USER CATEGORY



Source: 2007, Police Presidium of the Czech Republic, Directorate of Traffic Branch

TRENDS IN ROAD TRAFFIC DEATHS



Source: Country questionnaire

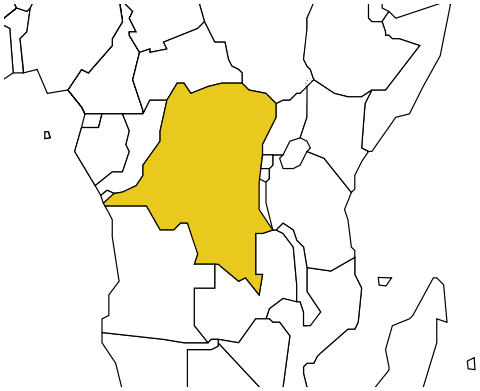
REGISTERED VEHICLES

5 455 110 total (2006)

Motorcars	**75%**
Motorized 2- and 3-wheelers	**15%**
Trucks	**9%**
Buses	**<1%**
Other	**1%**

Data cleared by the Ministry of Health.

DEMOCRATIC REPUBLIC OF THE CONGO



Population: 62 635 723

Income group: Low

Gross national income per capita: $140

INSTITUTIONAL FRAMEWORK

Lead agency	**National Road Safety Committee**
Funded in national budget	**Yes**
National road safety strategy	**No**
Measurable targets	**n/a**
Funded	**n/a**

DATA

Reported road traffic fatalities (2007)
281[c] (61% males, 31% females)

Reported non-fatal road traffic injuries (2007)
3 478[d]

Costing study available
No

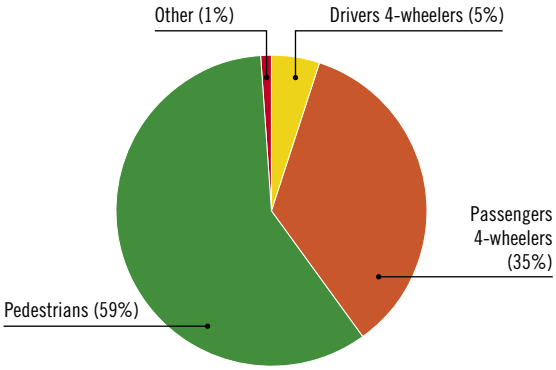
[c] Police data, defined as died at the crash scene, Kinshasa only.
[d] Police and health data, Kinshasa only.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**60 km/h**
Enforcement[a]	0 1 2 3 4 **(5)** 6 7 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	—
Enforcement[a]	0 1 2 3 4 **(5)** 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**No**
Helmet wearing rate	—
Enforcement[a]	0 1 2 3 4 5 6 **(7)** 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**No**
Seat-belt wearing rate	**80% Front, 40% Rear[b]**
Enforcement[a]	0 1 2 3 4 5 6 **(7)** 8 9 10
Child restraints law	**No**
Enforcement[a]	**n/a**

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2007, estimated based on fines given out by the Road Traffic Police.

DEATHS BY ROAD USER CATEGORY



Source: 2007, Road Traffic Police, National Road Safety Committee

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

TRENDS IN ROAD TRAFFIC DEATHS

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**No**
National universal access number	**n/a**

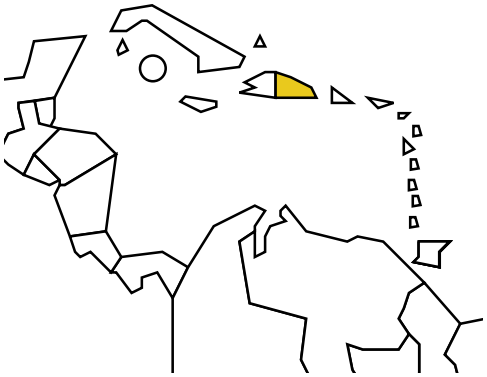
REGISTERED VEHICLES

311 781 total (2007)
Registered vehicle types: data not available

— Data not available.
n/a Data not required/not applicable.

Data cleared by the Ministry of Health.

DOMINICAN REPUBLIC



Population: 9 759 664

Income group: Middle

Gross national income per capita: $3 550

INSTITUTIONAL FRAMEWORK

Lead agency	**No**
Funded in national budget	**n/a**
National road safety strategy	**No**
Measurable targets	**n/a**
Funded	**n/a**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**35 km/h**
Enforcement[a]	0 1 **2** 3 4 5 6 7 8 9 10
Drink–driving law	**Yes**
BAC limit – general population	**None**[b]
BAC limit – young or novice drivers	**None**[b]
Random breath testing and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	—
Enforcement[a]	0 1 **2** 3 4 5 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	—
Helmet standards mandated	**Yes**
Helmet wearing rate	—
Enforcement[a]	0 1 **2** 3 4 5 6 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**No**
Seat-belt wearing rate	**55–60% Front**[c]
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10
Child restraints law	**No**
Enforcement[a]	**n/a**

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] Drink–driving not defined by BAC limit.
[c] 2006, General Ground Travel Bureau, study involving drivers and front-seat passengers only.

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**Yes**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

DATA

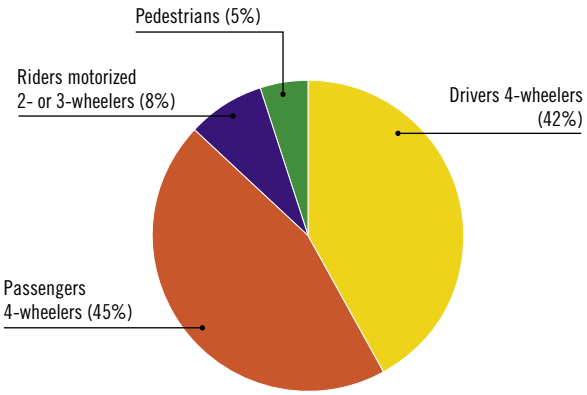
Reported road traffic fatalities (2007)
1 414[d] (83% males, 17% females)

Reported non-fatal road traffic injuries (2007)
1 121[e]

Costing study available
No

[d] National Police and General Ground Travel Bureau data, defined as died at the crash scene.
[e] Police data.

DEATHS BY ROAD USER CATEGORY



Source: 2007, General Ground Travel Bureau

TRENDS IN ROAD TRAFFIC DEATHS

YEAR	DEATHS
2005	1 366
2006	1 386
2007	1 414

Source: Country questionnaire

REGISTERED VEHICLES

2 121 244 total (2007)

Motorcars	**28%**
Motorized 2- and 3-wheelers	**44%**
Minibuses, vans, etc. (seating <20)	**8%**
Trucks	**16%**
Buses	**2%**
Other	**<1%**

— Data not available.
n/a Data not required/not applicable.

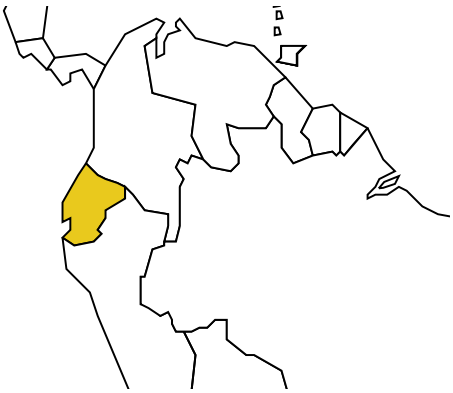
Data cleared by the Ministry of Public Health and Social Assistance.

ECUADOR

Population: 13 341 197

Income group: Middle

Gross national income per capita: $3 080



INSTITUTIONAL FRAMEWORK

Lead agency	**The National Commission of Ground Transit and Transportation**
Funded in national budget	**Yes**
National road safety strategy	—
Measurable targets	—
Funded	—

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**50 km/h**
Enforcement[a]	0 1 2 **3** 4 5 6 7 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**9%**[b]
Enforcement[a]	0 1 2 3 4 **5** 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**No**
Helmet wearing rate	—
Enforcement[a]	0 1 **2** 3 4 5 6 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**30% Front, 10% Rear**[b]
Enforcement[a]	0 1 2 **3** 4 5 6 7 8 9 10
Child restraints law	**No**
Enforcement[a]	**n/a**

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2007, National Directorate of Ground Transit and Transportation.

VEHICLE STANDARDS

Car manufacturers required to adhere to standards on	
Fuel consumption	**No**
Seat-belt installation for all seats	**No**

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**No**
National universal access number	**n/a**

DATA

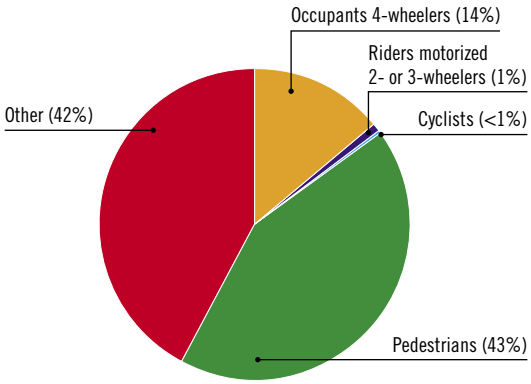
Reported road traffic fatalities (2006)
1 801[c] (74% males, 26% females)

Reported non-fatal road traffic injuries (2005)
9 511[d]

Costing study available
Yes (deaths and injuries)

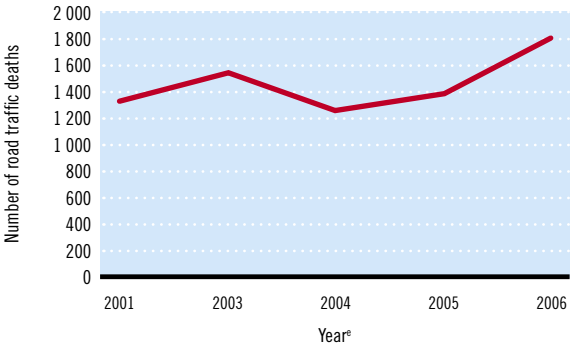
[c] National Institute of Statistics and Census data, defined as died within 24 hours of the crash.
[d] National Institute of Statistics and Census data.

DEATHS BY ROAD USER CATEGORY



Source: 2006, National Institute of Statistics and Census

TRENDS IN ROAD TRAFFIC DEATHS



[e] No data supplied for 2002.
Source: National Directorate of Transit, Department of Archives and Statistics; Guayas Transit Commission

REGISTERED VEHICLES

961 556 total (2006)

Motorcars	**38%**
Motorized 2- and 3-wheelers	**9%**
Minibuses, vans, etc. (seating <20)	**43%**
Trucks	**8%**
Buses	**1%**
Other	**<1%**

— Data not available.
n/a Data not required/not applicable.

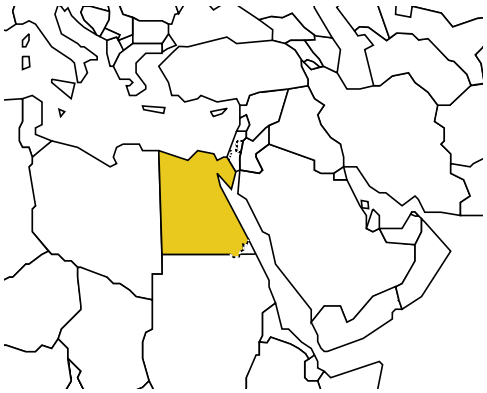
Data cleared by the Ministry of Public Health.

EGYPT

Population: 75 497 913

Income group: Middle

Gross national income per capita: $1 580



INSTITUTIONAL FRAMEWORK

Lead agency	**National Council for Road Safety**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**No**
Funded	**No**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**60 km/h**
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Drink–driving law	**Yes**
BAC limit – general population	**None**[b]
BAC limit – young or novice drivers	**None**[b]
Random breath testing and/or police checkpoints	**No**
Road traffic deaths involving alcohol	—
Enforcement[a]	0 1 2 3 **4** 5 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**No**
Helmet standards mandated	**No**
Helmet wearing rate	**70% Passengers**[c]
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**No**
Seat-belt wearing rate	**70% Drivers**[c]
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Child restraints law	**No**
Enforcement[a]	**n/a**

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] Drink–driving not defined by BAC limit.
[c] 2003, Ministry of Interior.

VEHICLE STANDARDS

Car manufacturers required to adhere to standards on	
Fuel consumption	**No**
Seat-belt installation for all seats	**No**

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**Yes**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

DATA

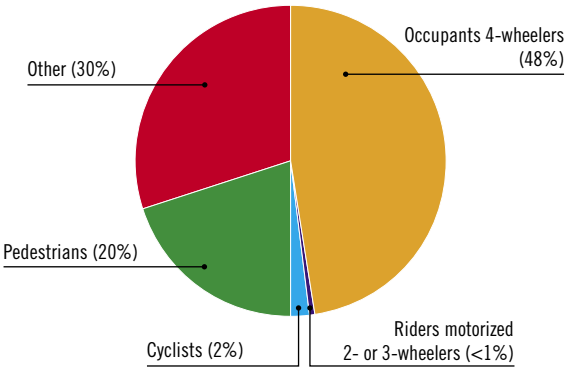
Reported road traffic fatalities (2007)
12 295[d] (70% males, 30% females)

Reported non-fatal road traffic injuries (2007)
154 000[e]

Costing study available
No

[d] Health data, defined as died at the crash scene.
[e] 2007, Health data.

DEATHS BY ROAD USER CATEGORY



Source: 2005, National Information Center for Health & Population

TRENDS IN ROAD TRAFFIC DEATHS

REGISTERED VEHICLES

4 300 000 total (2008)

Motorcars	**60%**
Motorized 2- and 3-wheelers	**19%**
Trucks	**18%**
Buses	**2%**
Other	**1%**

Data cleared by the Ministry of Health and Population.

— Data not available.
n/a Data not required/not applicable.

EL SALVADOR

Population: 6 857 328

Income group: Middle

Gross national income per capita: $2 850

INSTITUTIONAL FRAMEWORK

Lead agency	**Deputy Ministry of Transportation**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**No**
Funded	**No**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**50 km/h**
Enforcement[a]	0 1 2 3 **4** 5 6 7 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**4%**[b]
Enforcement[a]	0 1 2 3 4 **5** 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**No**
Helmet wearing rate	—
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**No**
Seat-belt wearing rate	—
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Child restraints law	**Yes**
Enforcement[a]	**0** 1 2 3 4 5 6 7 8 9 10

[a] **Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.**
[b] **2007, Assistant Director's Office of Ground Transportation, National Civil Police.**

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**No**
National universal access number	**n/a**

— **Data not available.**
n/a **Data not required/not applicable.**

DATA

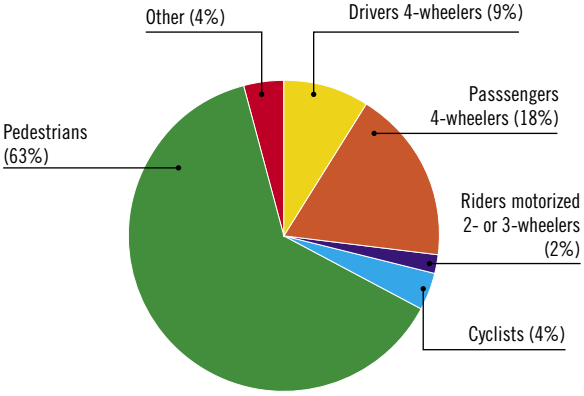
Reported road traffic fatalities (2007)
1 493[c] (78% males, 22% females)

Reported non-fatal road traffic injuries (2007)
11 655[d]

Costing study available
Yes (deaths and injuries)

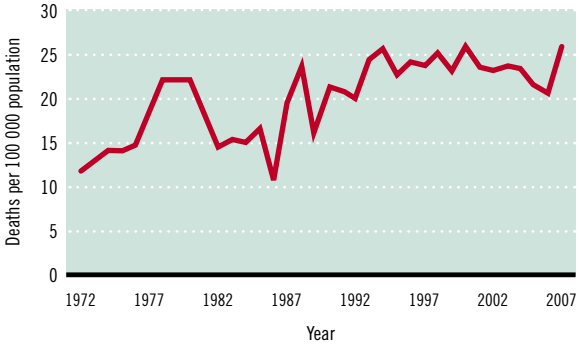
[c] **Forensic Medicine, Police and Health data, defined as died anytime after the crash.**
[d] **Health data.**

DEATHS BY ROAD USER CATEGORY



2008, Institute of Forensic Medicine, compared with data of the National Civil Police and the Ministry of Public Health and Social Welfare

TRENDS IN ROAD TRAFFIC DEATHS



Source: Data for 1970 to 1998, General Bureau of Statistics and Census.
Data for 1999 to 2007, Forensic Statistics Section of the Institute of Forensic Medicine.

REGISTERED VEHICLES

630 638 total (2007)

Motorcars	**45%**
Motorized 2- and 3-wheelers	**7%**
Minibuses, vans, etc. (seating <20)	**38%**
Trucks	**7%**
Buses	**1%**
Other	**2%**

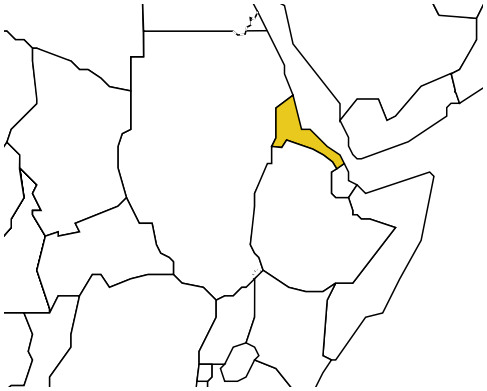
Data cleared by the Ministry of Public Health and Social Assistance.

ERITREA

Population: 4 850 763

Income group: Low

Gross national income per capita: $230



INSTITUTIONAL FRAMEWORK

Lead agency	**Ministry of Transport and Communication**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**Yes**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**60 km/h**
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**1.2%**[b]
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**[c]
Helmet standards mandated	**No**
Helmet wearing rate	—
Enforcement[a]	0 1 2 3 4 5 6 7 8 **9** 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	—
Enforcement[a]	0 1 2 3 4 5 6 7 8 **9** 10
Child restraints law	**Yes**
Enforcement[a]	0 1 **2** 3 4 5 6 7 8 9 10

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2007, Traffic Police archive.
[c] Some exceptions.

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No (subnational)**
National policies to promote public transportation	**Yes**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**No**
National universal access number	**n/a**

DATA

Reported road traffic fatalities (2007)
84[d] (76% males, 24% females)

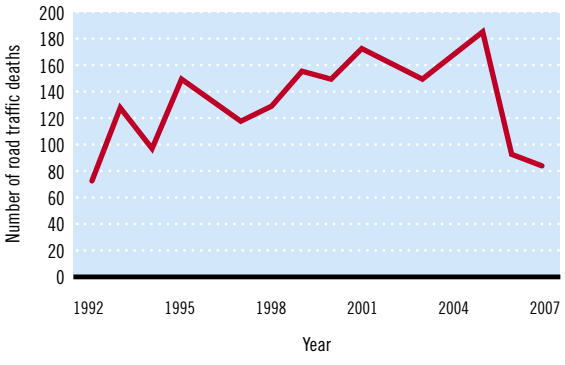
Reported non-fatal road traffic injuries (2007)
1 453[e]

Costing study available
Yes (deaths and injuries)

[d] Police data, defined as died within 1 year of the crash.
[e] Police data.

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS



Source: Land and Transport Department

REGISTERED VEHICLES

60 849 total (2007)

Motorcars	**51%**
Motorized 2- and 3-wheelers	**5%**
Minibuses, vans, etc. (seating <20)	**21%**
Trucks	**16%**
Buses	**3%**
Other	**5%**

— Data not available.
n/a Data not required/not applicable.

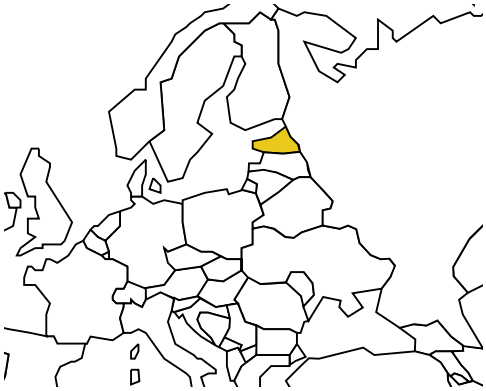
Data cleared by the Ministry of Health.

ESTONIA

Population: 1 335 333

Income group: High

Gross national income per capita: $13 200



INSTITUTIONAL FRAMEWORK

Lead agency	**The Road Safety Committee of the Government of the Republic of Estonia**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**Yes**

DATA

Reported road traffic fatalities (2007)
196[d] (75% males, 25% females)

Reported non-fatal road traffic injuries (2007)
3 270[e]

Costing study available
Yes (deaths and injuries)

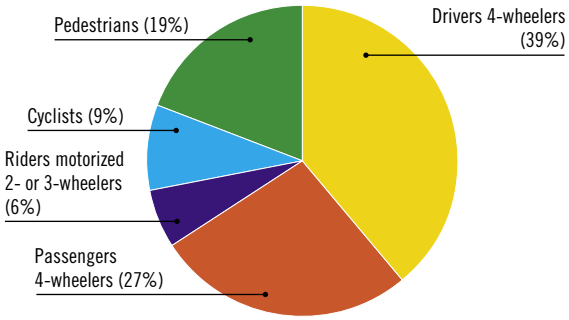
[d] Estonian National Road Administration data, defined as died within 30 days of the crash.
[e] Estonian National Road Administration data.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**50 km/h**
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**48%**[b]
Enforcement[a]	0 1 2 3 4 5 6 7 **8** 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**Yes**
Helmet wearing rate	—
Enforcement[a]	0 1 2 3 4 5 6 7 8 **9** 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**90% Front, 68% Rear**[c]
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Child restraints law	**Yes**
Enforcement[a]	0 1 2 3 4 5 6 7 **8** 9 10

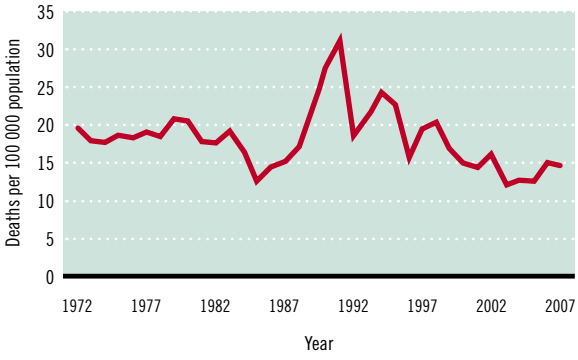
[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2007, Estonian National Road Administration.
[c] 2007, "Traffic Behaviour Monitoring".

DEATHS BY ROAD USER CATEGORY



Source: 2007, Estonian National Road Administration

TRENDS IN ROAD TRAFFIC DEATHS



Source: Estonian National Road Administration

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**Yes**
National policies to promote public transportation	**Yes**

REGISTERED VEHICLES

708 794 total (2008)

Motorcars	**74%**
Motorized 2- and 3-wheelers	**2%**
Trucks	**11%**
Buses	**1%**
Other	**12%**

Data cleared by the Ministry of Social Affairs.

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

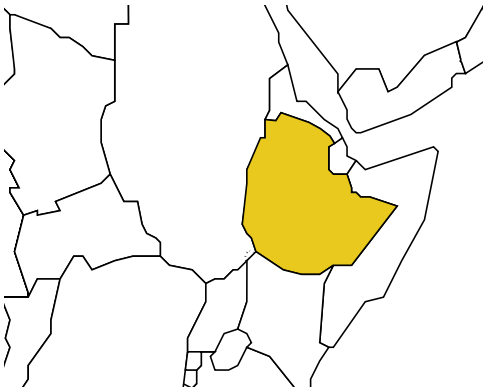
— Data not available.

ETHIOPIA

Population: 83 099 190

Income group: Low

Gross national income per capita: $220



INSTITUTIONAL FRAMEWORK

Lead agency	**National Road Safety Committee**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**Yes**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**60 km/h**
Enforcement[a]	0 1 **2** 3 4 5 6 7 8 9 10
Drink–driving law	**Yes**
BAC limit – general population	**None**[b]
BAC limit – young or novice drivers	**None**[b]
Random breath testing and/or police checkpoints	**No**
Road traffic deaths involving alcohol	**10%**[c]
Enforcement[a]	0 **1** 2 3 4 5 6 7 8 9 10
Motorcycle helmet law	**No (subnational)**
Applies to all riders	**n/a**
Helmet standards mandated	**n/a**
Helmet wearing rate	**60%**[c]
Enforcement[a]	**n/a**
Seat-belt law	**No (subnational)**
Applies to all occupants	**n/a**
Seat-belt wearing rate	**20%**[c]
Enforcement[a]	**n/a**
Child restraints law	**No**
Enforcement[a]	**n/a**

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] Drink–driving not defined by BAC limit.
[c] 2007, Consensus group estimate.

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**No**
National universal access number	**n/a**

DATA

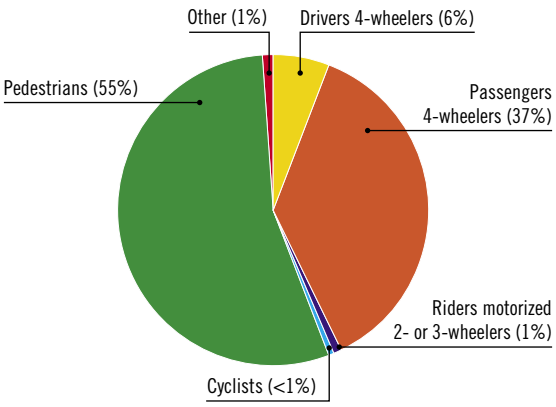
Reported road traffic fatalities (2006)
2 517[d] (78% males, 22% females)

Reported non-fatal road traffic injuries (2007)
24 792[e]

Costing study available
Yes (deaths and injuries)

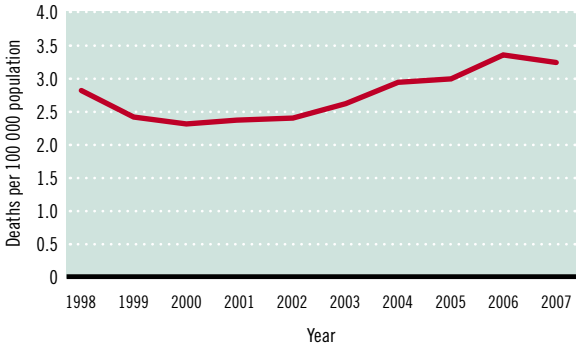
[d] Police data, defined as died within 1 year of the crash.
[e] Police data adjusted by comparing with health data.

DEATHS BY ROAD USER CATEGORY



Source: 2007, Federal Police Commission Annual Report

TRENDS IN ROAD TRAFFIC DEATHS



Source: Country questionnaire

REGISTERED VEHICLES

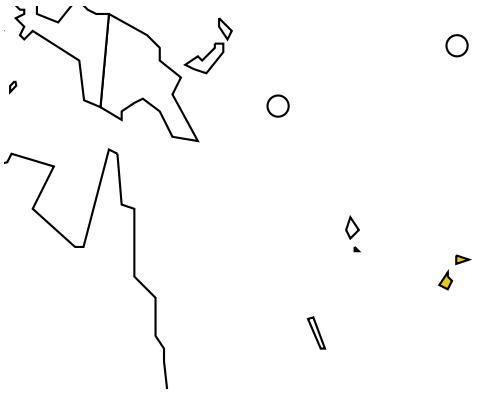
244 257 total (2007)

Motorcars	**29%**
Motorized 2- and 3-wheelers	**3%**
Minibuses, vans, etc. (seating <20)	**34%**
Trucks	**27%**
Buses	**7%**

Data cleared by the Ministry of Health and the Ministry of Transport and Communications.

— Data not available.
n/a Data not required/not applicable.

FIJI



Population: 838 698

Income group: Middle

Gross national income per capita: $3 800

INSTITUTIONAL FRAMEWORK

Lead agency	**Yes**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**Yes**

DATA

Reported road traffic fatalities (2007)
59[e] (78% males, 22% females)

Reported non-fatal road traffic injuries (2007)
663[f]

Costing study available
Yes (deaths and injuries)

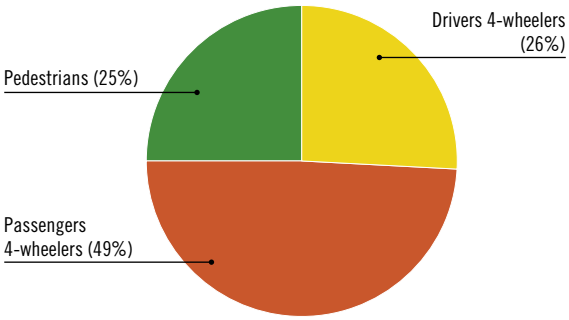
[e] Police data, defined as died within 30 days of the crash.
[f] Police data.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**50 km/h**
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Drink–driving law	**Yes**
BAC limit – general population	**0.08 g/dl**
BAC limit – young or novice drivers	**0.0 g/dl**
Random breath testing and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**27%**[b]
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**Yes**
Helmet wearing rate	**90%**[c]
Enforcement[a]	0 1 2 3 4 5 6 7 8 9 **10**
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**95% Front, 70% Rear**[d]
Enforcement[a]	0 1 2 3 4 5 6 7 8 **9** 10
Child restraints law	**Yes**
Enforcement[a]	0 1 2 3 4 **5** 6 7 8 9 10

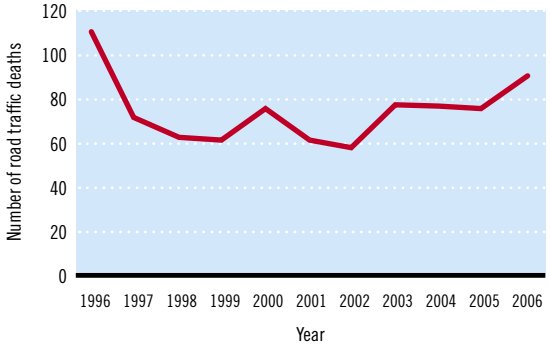
[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2006, Fiji Police.
[c] Estimation by consensus group.
[d] 2007, Fiji Police.

DEATHS BY ROAD USER CATEGORY



Source: 2007, Fiji Police

TRENDS IN ROAD TRAFFIC DEATHS



Source: Fiji Police

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

REGISTERED VEHICLES

78 833 total (2008)
Registered vehicle types: data not available

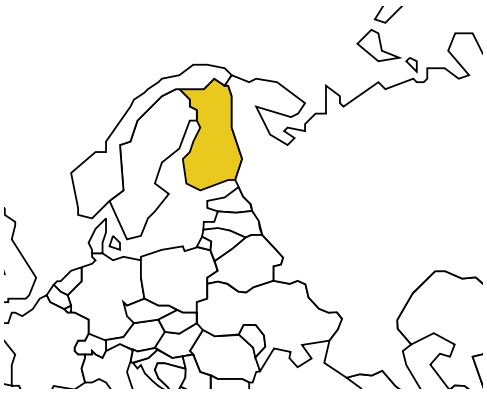
Data cleared by the Ministry of Health, Women and Social Welfare.

FINLAND

Population: 5 276 892

Income group: High

Gross national income per capita: $44 400



INSTITUTIONAL FRAMEWORK

Lead agency	**Ministry of Transport and Communications of Finland**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**Yes**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**50 km/h**
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**24%**[b]
Enforcement[a]	0 1 2 3 4 5 6 7 **8** 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**[c]
Helmet standards mandated	**Yes**
Helmet wearing rate	**95% Drivers**[d]
Enforcement[a]	0 1 2 3 4 5 6 7 8 **9** 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**89% Front, 80% Rear**[d]
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Child restraints law	**Yes**
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] Road Traffic Accidents 2007, Statistics Finland and Central Organization for Traffic Safety in Finland.
[c] Some exceptions.
[d] Estimation by consensus group.
[e] 2007, Central Organization for Traffic Safety in Finland, data for rear-seat passengers apply to urban areas only.

VEHICLE STANDARDS

Car manufacturers required to adhere to standards on	
Fuel consumption	**Yes**
Seat-belt installation for all seats	**Yes**

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**Yes**
National policies to promote public transportation	**Yes**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

DATA

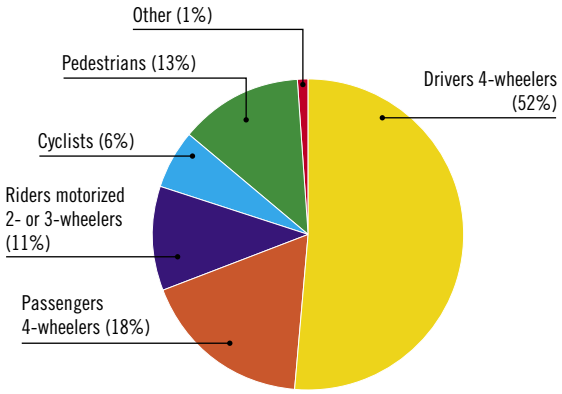
Reported road traffic fatalities (2007)
380[f] (73% males, 27% females)

Reported non-fatal road traffic injuries (2007)
8 446[g]

Costing study available
Yes (deaths and injuries)

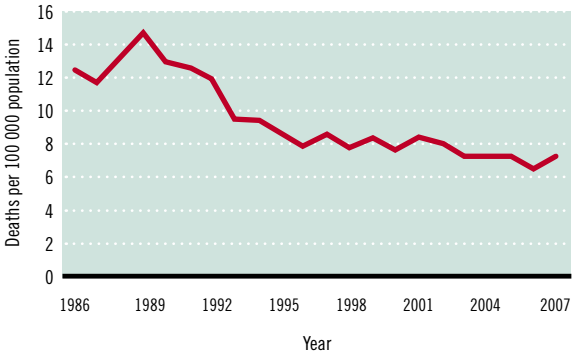
[f] "Road Traffic Accidents 2007," Statistics Finland and Central Organization for Traffic Safety in Finland, defined as died within 30 days of the crash.
[g] "Road Traffic Accidents 2007," Statistics Finland and Central Organization for Traffic Safety in Finland.

DEATHS BY ROAD USER CATEGORY



Source: "Road Traffic Accidents 2007," Statistics Finland and Central Organization for Traffic Safety in Finland

TRENDS IN ROAD TRAFFIC DEATHS



Source: "Road Traffic Accidents 2007," Statistics Finland and Central Organization for Traffic Safety in Finland

REGISTERED VEHICLES

4 656 370 total (2007)

Motorcars	**61%**
Motorized 2- and 3-wheelers	**8%**
Trucks	**2%**
Buses	**<1%**
Other	**29%**

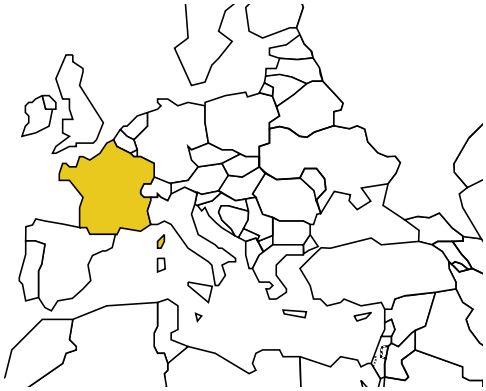
Data cleared by the Ministry of Social Affairs and Health.

FRANCE

Population: 61 647 375

Income group: High

Gross national income per capita: $38 500



INSTITUTIONAL FRAMEWORK

Lead agency	**Interministerial Road Safety Task Force**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**Yes**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**50 km/h**
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**27%**[b]
Enforcement[a]	0 1 2 3 **4** 5 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**[c]
Helmet standards mandated	**Yes**
Helmet wearing rate	**95%**[d]
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**98% Front, 83% Rear**[b]
Enforcement[a]	0 1 2 3 4 5 6 7 **8** 9 10
Child restraints law	**Yes**
Enforcement[a]	0 1 2 3 4 **5** 6 7 8 9 10

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2006, *Observatoire national interministériel de sécurité routière* (ONISR).
[c] Some exceptions.
[d] 2006, ONISR, Observational study, data apply to motorcyclists (99% for moped riders).

VEHICLE STANDARDS

Car manufacturers required to adhere to standards on	
Fuel consumption	**No**
Seat-belt installation for all seats	**Yes**

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No (subnational)**
National policies to promote public transportation	**Yes**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

DATA

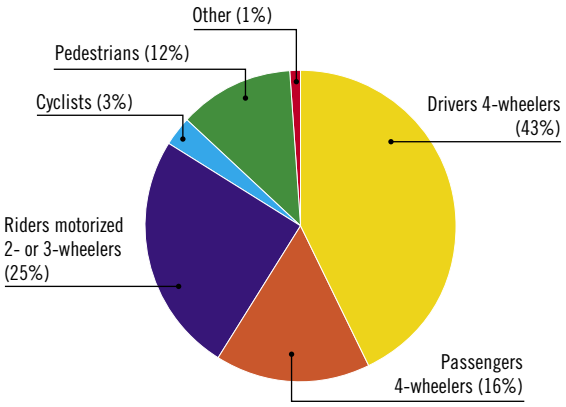
Reported road traffic fatalities (2007)
4 620[e] (76% males, 24% females)

Reported non-fatal road traffic injuries (2007)
77 007[f]

Costing study available
Yes (deaths and injuries)

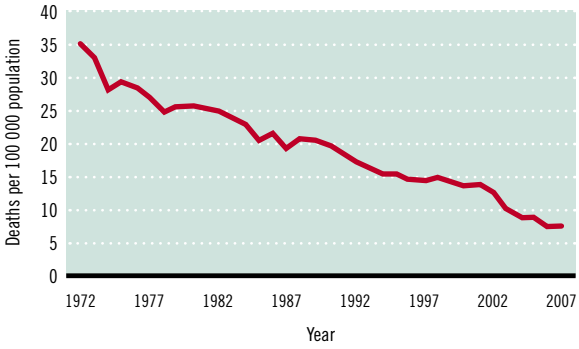
[e] *Observatoire national interministériel de sécurité routière* (ONISR) data, defined as died within 30 days of the crash.
[f] *Observatoire national interministériel de sécurité routière* (ONISR) data.

DEATHS BY ROAD USER CATEGORY



Source: 2007, *Observatoire national interministériel de sécurité routière* (ONISR)

TRENDS IN ROAD TRAFFIC DEATHS



Source: *Observatoire national interministériel de sécurité routière*

REGISTERED VEHICLES

39 926 000 total (2006–2008)

Motorcars	**77%**
Motorized 2- and 3-wheelers	**6%**
Minibuses, vans, etc. (seating <20)	**14%**
Trucks	**1%**
Buses	**<1%**
Other	**1%**

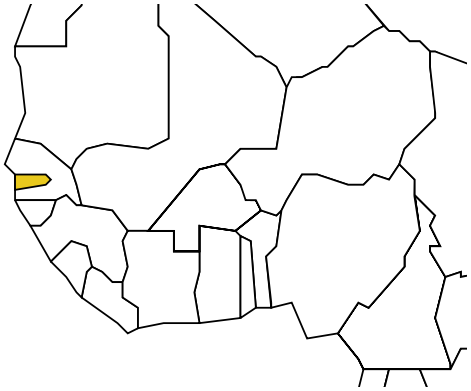
Data cleared by the Interministerial Road Safety Task Force.

GAMBIA

Population: 1 708 681

Income group: Low

Gross national income per capita: $320



INSTITUTIONAL FRAMEWORK

Lead agency	**National Roads Authority**
Funded in national budget	**Yes**
National road safety strategy	**No**
Measurable targets	**n/a**
Funded	**n/a**

DATA

Reported road traffic fatalities (2007)
56[c] (74% males, 26% females)

Reported non-fatal road traffic injuries (2007)
387[d]

Costing study available
No

[c] Police and health data, defined as died within 1 year of the crash.
[d] Actual data from the Gambia Police Force and Royal Victoria Teaching Hospital.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**50 km/h**
Enforcement[a]	0 1 2 **3** 4 5 6 7 8 9 10
Drink–driving law	**Yes**
BAC limit – general population	**None**[b]
BAC limit – young or novice drivers	**None**[b]
Random breath testing and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**—**
Enforcement[a]	0 1 2 3 **4** 5 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**Yes**
Helmet wearing rate	**—**
Enforcement[a]	0 1 2 3 **4** 5 6 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**—**
Enforcement[a]	0 1 2 3 **4** 5 6 7 8 9 10
Child restraints law	**No**
Enforcement[a]	**n/a**

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] Drink–driving not defined by BAC limit.

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**Yes**

REGISTERED VEHICLES

14 450 total (2007)

Motorcars	**61%**
Minibuses, vans, etc. (seating <20)	**12%**
Trucks	**6%**
Buses	**7%**
Other	**14%**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

— Data not available.
n/a Data not required/not applicable.

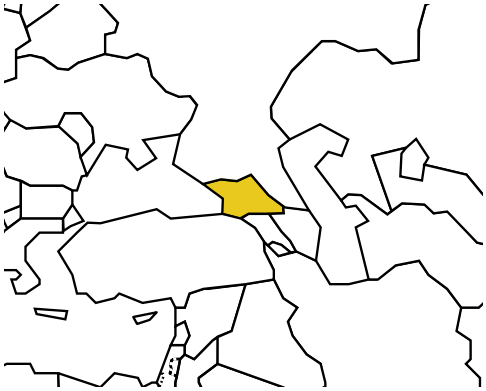
Data cleared by the Department of State for Works, Construction and Infrastructure.

GEORGIA

Population: 4 395 420

Income group: Middle

Gross national income per capita: $2 120



INSTITUTIONAL FRAMEWORK

Lead agency	**Transport Commission**
Funded in national budget	—
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**Yes**

DATA

Reported road traffic fatalities (2007)
737[c] (78% males, 22% females)

Reported non-fatal road traffic injuries (2007)
7 349[d]

Costing study available
No

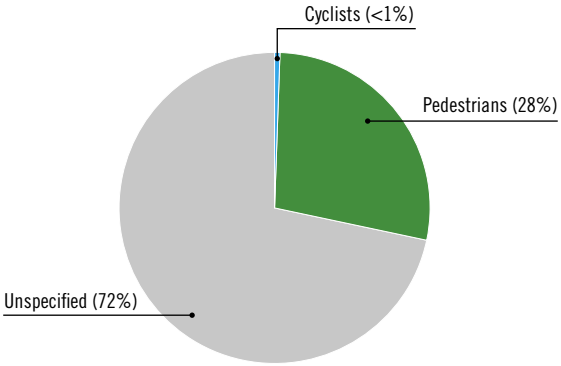
[c] Ministry of Internal Affairs data, defined as died within 20 days of the crash.
[d] Ministry of Internal Affairs data.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**60 km/h**
Enforcement[a]	0 1 2 3 4 5 6 7 **8** 9 10
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 and/or police checkpoints	**No**
Road traffic deaths involving alcohol	**37%**[b]
Enforcement[a]	0 1 2 3 4 5 6 7 8 **9** 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**No**
Helmet wearing rate	—
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**No**
Seat-belt wearing rate	—
Enforcement[a]	0 1 2 3 4 5 6 7 **8** 9 10
Child restraints law	**Yes**
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10

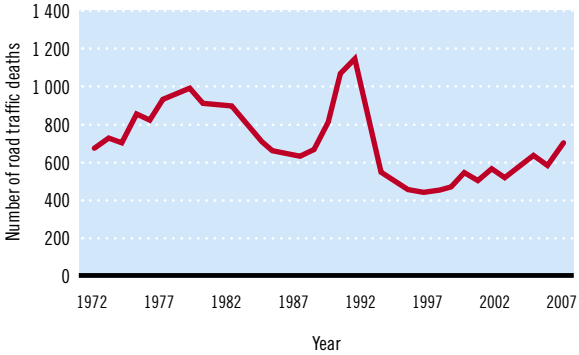
[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2007, Ministry of Internal Affairs of Georgia.

DEATHS BY ROAD USER CATEGORY



Source: 2007, Ministry of Internal Affairs of Georgia

TRENDS IN ROAD TRAFFIC DEATHS



Source: Ministry of Internal Affairs of Georgia

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No (subnational)**

REGISTERED VEHICLES

567 900 total (2008)

Motorcars	**83%**
Motorized 2- and 3-wheelers	**<1%**
Trucks	**10%**
Buses	**7%**

POST-CRASH CARE

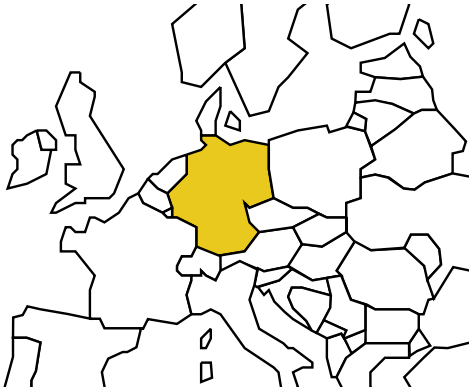
Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

— Data not available.

Data cleared by the Ministry of Labour, Health and Social Affairs.

GERMANY[a]

[a] Questionnaire completed by the Federal Highway Research Institute BASt (no consensus meeting).



Population: 82 599 471

Income group: High

Gross national income per capita: $38 860

INSTITUTIONAL FRAMEWORK

Lead agency	**Federal Ministry for Traffic, Building and Housing**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**No**
Funded	**Yes**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**50 km/h**
Enforcement[b]	—
Drink–driving law	**Yes**
BAC limit – general population	**0.05 g/dl**
BAC limit – young or novice drivers	**0.0 g/dl**
Random breath testing and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**12%**[c]
Enforcement[b]	—
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**Yes**
Helmet wearing rate	**97% Drivers, 96% Passengers**[d]
Enforcement[b]	—
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**95–96% Front, 88% Rear**[d]
Enforcement[b]	—
Child restraints law	**Yes**
Enforcement[b]	—

[b] Enforcement score represents professional opinion of BASt, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[c] 2006, Federal Statistics Office.
[d] 2007, Federal Highway Research Institute.

VEHICLE STANDARDS

Car manufacturers required to adhere to standards on	
Fuel consumption	**No**
Seat-belt installation for all seats	**Yes**

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**Yes**
National policies to promote public transportation	**Yes**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

DATA

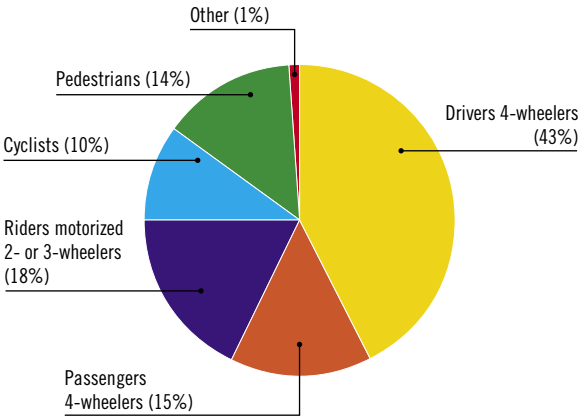
Reported road traffic fatalities (2007)
4 949[e] (73% males, 27% females)

Reported non-fatal road traffic injuries (2007)
431 419[f]

Costing study available
Yes (deaths and injuries)

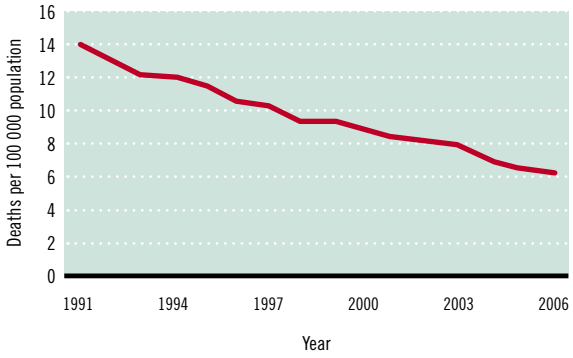
[e] Federal Statistics Office data, defined as died within 30 days of the crash.
[f] Federal Statistics Office data.

DEATHS BY ROAD USER CATEGORY



Source: 2006, Federal Statistics Office

TRENDS IN ROAD TRAFFIC DEATHS



Source: Federal Statistics Office

REGISTERED VEHICLES

55 511 374 total (2007)

Motorcars	**84%**
Motorized 2- and 3-wheelers	**7%**
Trucks	**8%**
Buses	**<1%**
Other	**1%**

— Data not available.

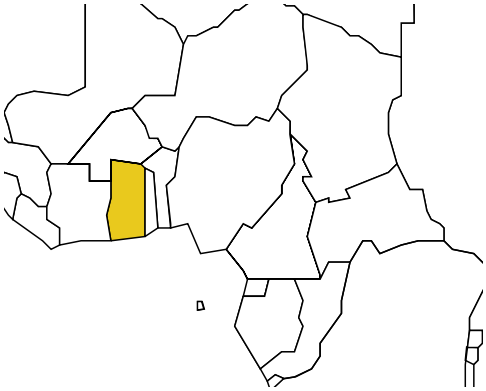
Data cleared by the Federal Highway Research Institute BASt.

GHANA

Population: 23 478 394

Income group: Low

Gross national income per capita: $590



INSTITUTIONAL FRAMEWORK

Lead agency	National Road Safety Commission
Funded in national budget	Yes
National road safety strategy	Yes
Measurable targets	Yes
Funded	Yes

DATA

Reported road traffic fatalities (2006)
1 856[b] (73% males, 27% females)

Reported non-fatal road traffic injuries (2006)
14 492[c]

Costing study available
Yes (deaths and injuries)

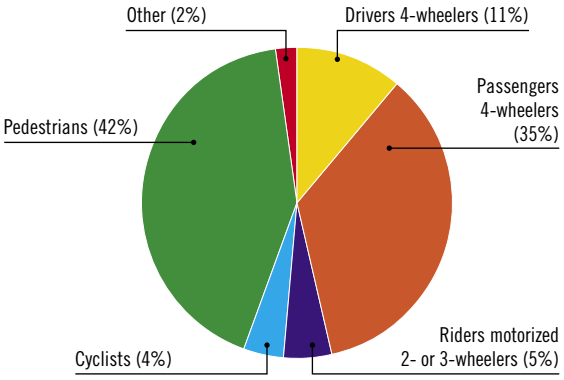
[b] National Road Safety Commission data (based on police reports), defined as died within 30 days of the crash.
[c] National Road Safety Commission data (based on police reports).

NATIONAL LEGISLATION

Speed limits set nationally	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	50 km/h
Enforcement[a]	0 1 **2** 3 4 5 6 7 8 9 10
Drink–driving law	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.0 g/dl
Random breath testing and/or police checkpoints	Yes
Road traffic deaths involving alcohol	—
Enforcement[a]	0 1 **2** 3 4 5 6 7 8 9 10
Motorcycle helmet law	Yes
Applies to all riders	Yes
Helmet standards mandated	Yes
Helmet wearing rate	—
Enforcement[a]	0 1 2 **3** 4 5 6 7 8 9 10
Seat-belt law	Yes
Applies to all occupants	Yes
Seat-belt wearing rate	—
Enforcement[a]	0 1 **2** 3 4 5 6 7 8 9 10
Child restraints law	Yes
Enforcement[a]	**0** 1 2 3 4 5 6 7 8 9 10

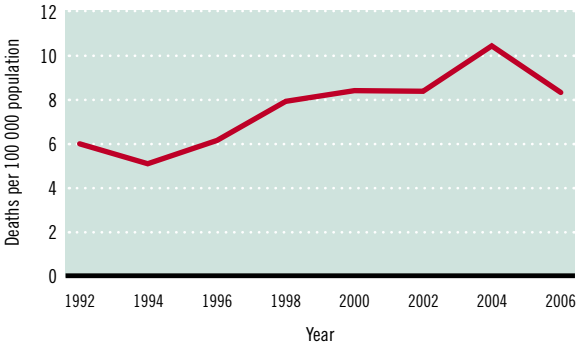
[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.

DEATHS BY ROAD USER CATEGORY



Source: National Road Safety Commission, "Road Traffic Accident Statistics 2006"

TRENDS IN ROAD TRAFFIC DEATHS



Source: Building and Road Research Institute

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	Yes
Regular audits of existing road infrastructure	No

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	No
National policies to promote public transportation	Yes

REGISTERED VEHICLES

931 642 total (2007)

Motorcars	53%
Motorized 2- and 3-wheelers	16%
Minibuses, vans, etc. (seating <20)	8%
Trucks	9%
Buses	13%
Other	1%

POST-CRASH CARE

Formal, publicly available pre-hospital care system	Yes
National universal access number	Yes

— Data not available.

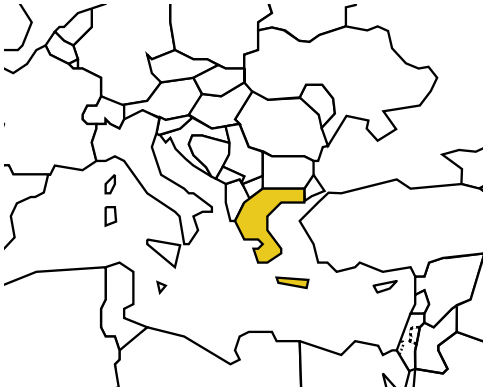
Data cleared by the Ministry of Health and the Ministry of Transportation.

GREECE

Population: 11 146 918

Income group: High

Gross national income per capita: $29 630



INSTITUTIONAL FRAMEWORK

Lead agency	**No**
Funded in national budget	n/a
National road safety strategy	**Yes**
Measurable targets	Yes
Funded	No

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10
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 and/or police checkpoints	Yes
Road traffic deaths involving alcohol	7.2%[b]
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	Yes[c]
Helmet standards mandated	Yes
Helmet wearing rate	58% Drivers, 32% Passengers[d]
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	Yes
Seat-belt wearing rate	75% Front, 42% Rear[d]
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Child restraints law	**Yes**
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2006, Road Traffic Police and Port Police Authorities, drivers involved in fatal crashes.
[c] Some exceptions.
[d] 2006, Road Traffic Police and Port Police Authorities, includes only people involved in reported road traffic crashes.

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	Yes
Regular audits of existing road infrastructure	—

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	Yes
National policies to promote public transportation	Yes

POST-CRASH CARE

Formal, publicly available pre-hospital care system	Yes
National universal access number	Yes

DATA

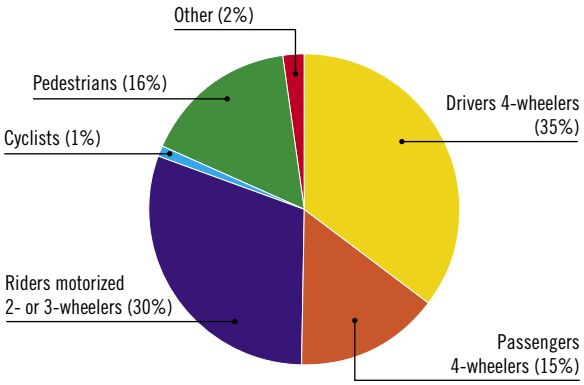
Reported road traffic fatalities (2006)
1 657[e] (82% males, 18% females)

Reported non-fatal road traffic injuries (2006)
20 675[f]

Costing study available
No

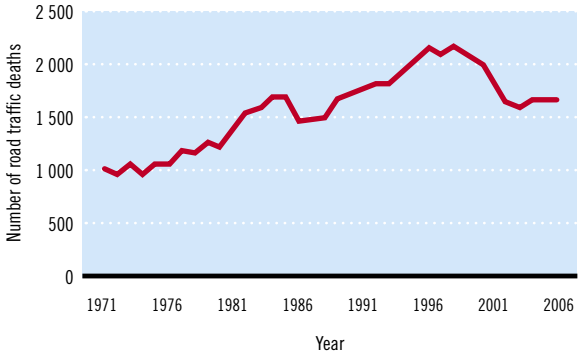
[e] National Statistical Service data, defined as died within 30 days of the crash.
[f] Police data.

DEATHS BY ROAD USER CATEGORY



Source: 2006, National Statistical Service

TRENDS IN ROAD TRAFFIC DEATHS



Source: National Statistical Service

REGISTERED VEHICLES

7 212 236 total (2006)

Motorcars	65%
Motorized 2- and 3-wheelers	17%
Trucks	17%
Buses	<1%
Other	1%

— Data not available.
n/a Data not required/not applicable.

Data cleared by the Ministry of Health and Social Solidarity.

GUATEMALA

Population: 13 353 911

Income group: Middle

Gross national income per capita: $2 305

INSTITUTIONAL FRAMEWORK

Lead agency	**Ministry of the Interior, Department of Transit of the National Civil Police**
Funded in national budget	**Yes**
National road safety strategy	**No (subnational)**
Measurable targets	**n/a**
Funded	**n/a**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**10–90 km/h**
Enforcement[a]	0 1 2 **(3)** 4 5 6 7 8 9 10
Drink–driving law	**No (subnational)**
BAC limit – general population	**n/a**
BAC limit – young or novice drivers	**n/a**
Random breath testing and/or police checkpoints	**n/a**
Road traffic deaths involving alcohol	**—**
Enforcement[a]	**n/a**
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**No**
Helmet wearing rate	**—**
Enforcement[a]	0 1 2 **(3)** 4 5 6 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**No**
Seat-belt wearing rate	**—**
Enforcement[a]	0 1 2 3 4 **(5)** 6 7 8 9 10
Child restraints law	**No**
Enforcement[a]	**n/a**

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No (subnational)**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**No**
National universal access number	**n/a**

DATA

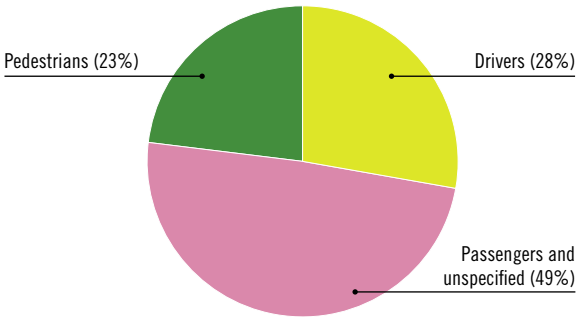
Reported road traffic fatalities (2004)
581[b] (74% males, 25% females)

Reported non-fatal road traffic injuries (2004)
2 586[c]

Costing study available
No

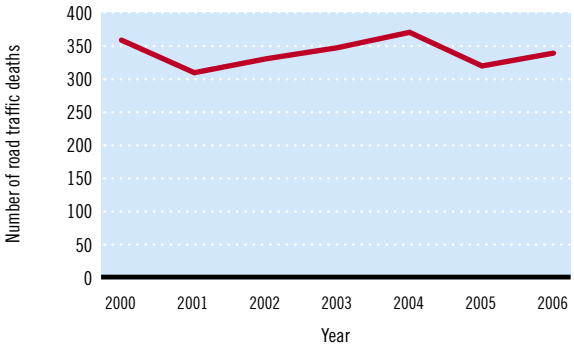
[b] National Statistical Institute data (mainly from police records), defined as died at the crash scene.
[c] National Statistical Institute data (mainly from police records).

DEATHS BY ROAD USER CATEGORY



Source: 2004, National Civil Police, Institute of National Statistics

TRENDS IN ROAD TRAFFIC DEATHS



Source: Vital Statistics

REGISTERED VEHICLES

1 613 796 total (2008)

Motorcars	**28%**
Motorized 2- and 3-wheelers	**24%**
Minibuses, vans, etc. (seating <20)	**11%**
Trucks	**7%**
Buses	**5%**
Non-motorized vehicles	**<1%**
Other	**23%**
Unspecified	**2%**

— Data not available.
n/a Data not required/not applicable.

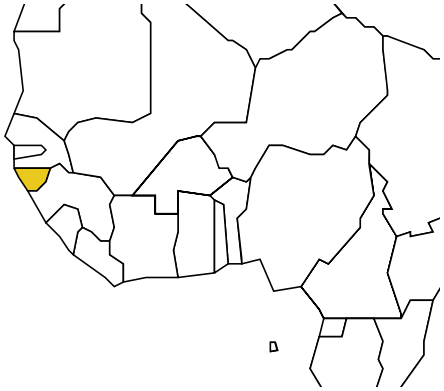
Data cleared by the Ministry of Public Health and Social Assistance.

GUINEA-BISSAU

Population: 1 695 043

Income group: Low

Gross national income per capita: $200



INSTITUTIONAL FRAMEWORK

Lead agency	**No**
Funded in national budget	**n/a**
National road safety strategy	**No**
Measurable targets	**n/a**
Funded	**n/a**

DATA

Reported road traffic fatalities (2007)
117[c]

Reported non-fatal road traffic injuries (2007)
—

Costing study available
No

[c] Police data, defined as died at the crash scene.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**60 km/h**
Enforcement[a]	0 1 2 3 **4** 5 6 7 8 9 10
Drink–driving law	**Yes**
BAC limit – general population	**None**[b]
BAC limit – young or novice drivers	**None**[b]
Random breath testing and/or police checkpoints	**No**
Road traffic deaths involving alcohol	—
Enforcement[a]	0 1 2 **3** 4 5 6 7 8 9 10
Motorcycle helmet law	**No**
Applies to all riders	**n/a**
Helmet standards mandated	**n/a**
Helmet wearing rate	—
Enforcement[a]	**n/a**
Seat-belt law	**No**
Applies to all occupants	**n/a**
Seat-belt wearing rate	—
Enforcement[a]	**n/a**
Child restraints law	**No**
Enforcement[a]	**n/a**

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] Drink–driving not defined by BAC limit.

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

REGISTERED VEHICLES

57 839 total (2008)

Motorcars	**73%**
Motorized 2- and 3-wheelers	**9%**
Trucks	**17%**
Buses	**<1%**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

— Data not available.
n/a Data not required/not applicable.

Data cleared by the Ministry of Public Health.

GUYANA

Population: 737 906

Income group: Middle

Gross national income per capita: $1 300

INSTITUTIONAL FRAMEWORK

Lead agency	**Ministry of Home Affairs**
Funded in national budget	**Yes**
National road safety strategy	**No**
Measurable targets	**n/a**
Funded	**n/a**

DATA

Reported road traffic fatalities (2007)
207[c] (74% males, 25% females)

Reported non-fatal road traffic injuries (2006)
1 356[d]

Costing study available
Yes (deaths and injuries)

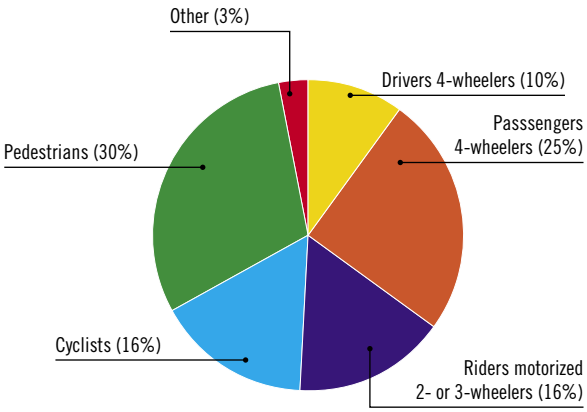
[c] Police data, defined as death resulting from injuries due to a road accident event (time period not specified).
[d] Ministry of Home Affairs data.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**48 km/h**
Enforcement[a]	0 1 2 3 **4** 5 6 7 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	—
Enforcement[a]	—
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**[b]
Helmet standards mandated	**No**
Helmet wearing rate	—
Enforcement[a]	0 1 2 3 4 **5** 6 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**No**
Seat-belt wearing rate	—
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Child restraints law	**Yes**
Enforcement[a]	**0** 1 2 3 4 5 6 7 8 9 10

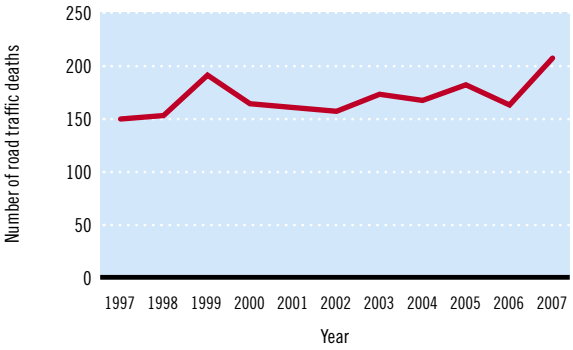
[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] Some exceptions.

DEATHS BY ROAD USER CATEGORY



Source: 2007, Guyana Police Force – Traffic Headquarters

TRENDS IN ROAD TRAFFIC DEATHS



Source: Traffic Headquarters

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

REGISTERED VEHICLES

127 825 total (2008)

Motorcars	**35%**
Motorized 2- and 3-wheelers	**29%**
Minibuses, vans, etc. (seating <20)	**15%**
Trucks	**7%**
Other	**14%**

Data cleared by the Ministry of Health.

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**n/a**

— Data not available.
n/a Data not required/not applicable.

HONDURAS

Population: 7 106 001

Income group: Middle

Gross national income per capita: $1 600

INSTITUTIONAL FRAMEWORK

Lead agency	**National Road Safety Council**
Funded in national budget	**Yes**
National road safety strategy	**Multiple**
Measurable targets	**n/a**
Funded	**n/a**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**40 km/h**
Enforcement[a]	0 1 2 **3** 4 5 6 7 8 9 10
Drink–driving law	**Yes**
BAC limit – general population	**0.07 g/dl**
BAC limit – young or novice drivers	**0.07 g/dl**
Random breath testing and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**8%**[b]
Enforcement[a]	0 1 2 3 **4** 5 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**No**
Helmet wearing rate	**60% Drivers, 40% Passengers**[c]
Enforcement[a]	0 1 2 3 4 **5** 6 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**80% Front, 10% Rear**[d]
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Child restraints law	**No**
Enforcement[a]	**n/a**

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2007, National Transit Bureau, proportion of fatal crashes due to alcohol.
[c] 2007, National Transit Bureau/Ministry of Security.
[d] 2007, National Transit Bureau.

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**No**

DATA

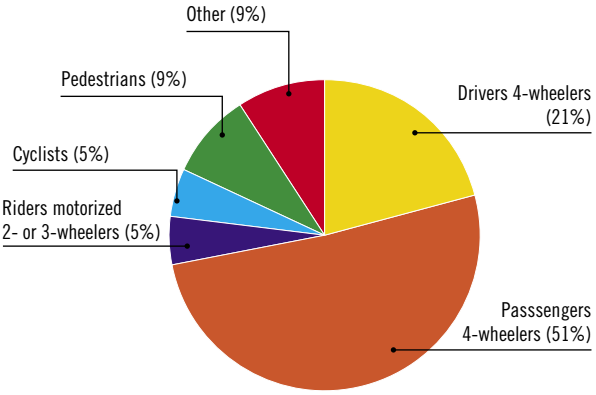
Reported road traffic fatalities (2007)
974[e] (80% males, 20% females)

Reported non-fatal road traffic injuries (2007)
3 156[f]

Costing study available
Yes (deaths and injuries)

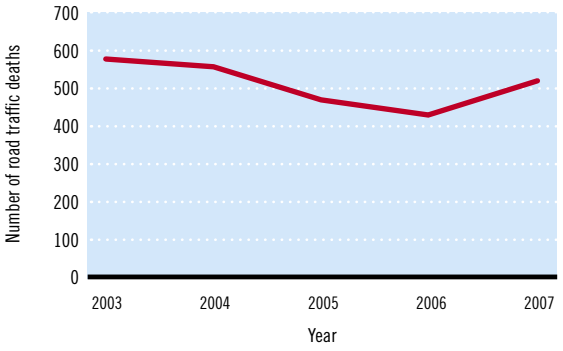
[e] National Transit Bureau data, defined as died within 24 hours of the crash.
[f] Ministry of Security and Ministry of Health data.

DEATHS BY ROAD USER CATEGORY



Source: 2007, National Transit Bureau/Ministry of Security

TRENDS IN ROAD TRAFFIC DEATHS



Source: Forensic Medicine Bureau/Public Ministry

REGISTERED VEHICLES

786 682 total (2007)

Motorcars	**62%**
Motorized 2- and 3-wheelers	**12%**
Minibuses, vans, etc. (seating <20)	**11%**
Trucks	**10%**
Buses	**4%**
Non-motorized vehicles	**1%**
Other	**<1%**

Data cleared by the Ministry of State Health.

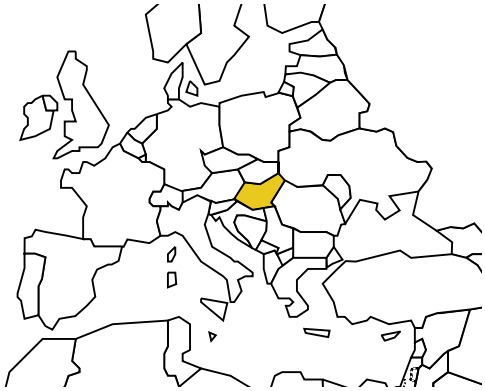
— Data not available.
n/a Data not required/not applicable.

HUNGARY

Population: 10 029 683

Income group: High

Gross national income per capita: $11 570



INSTITUTIONAL FRAMEWORK

Lead agency	**Interministerial Committee for Road Safety**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**Yes**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**50 km/h**
Enforcement[a]	0 1 2 3 **4** 5 6 7 8 9 10
Drink–driving law	**Yes**
BAC limit – general population	**0.0 g/dl**
BAC limit – young or novice drivers	**0.0 g/dl**
Random breath testing and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**12%**[b]
Enforcement[a]	0 1 2 3 4 **5** 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**Yes**
Helmet wearing rate	**95%**[c]
Enforcement[a]	0 1 2 3 4 5 6 7 8 **9** 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**71% Front, 40% Rear**[d]
Enforcement[a]	0 1 2 3 **4** 5 6 7 8 9 10
Child restraints law	**Yes**
Enforcement[a]	0 1 2 3 **4** 5 6 7 8 9 10

[a] **Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.**
[b] **2006, Central Statistical Office.**
[c] **Estimation by consensus group, drivers and passengers.**
[d] **2007, Observational study.**

VEHICLE STANDARDS

Car manufacturers required to adhere to standards on	
Fuel consumption	**No**
Seat-belt installation for all seats	**Yes**

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**Yes**
National policies to promote public transportation	**No (subnational)**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

DATA

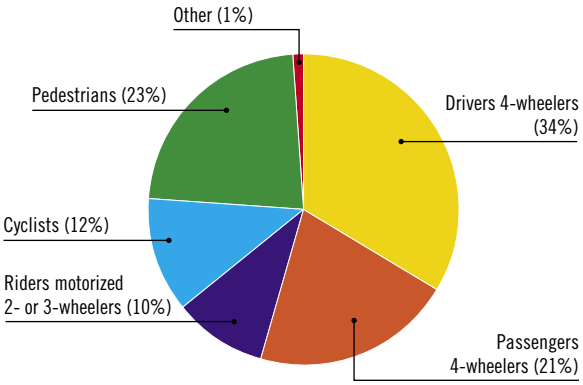
Reported road traffic fatalities (2007)
1 232[e] (74% males, 25% females)

Reported non-fatal road traffic injuries (2007)
27 452[f]

Costing study available
Yes (deaths only)

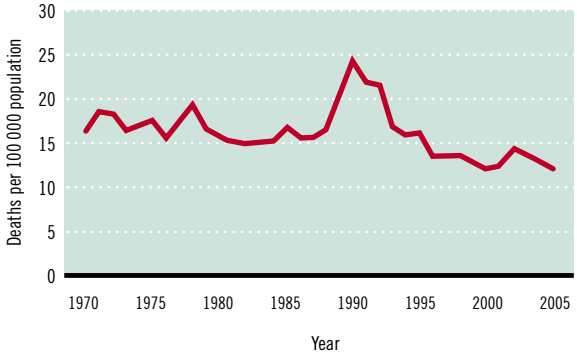
[e] **Police data, defined as died within 30 days of the crash.**
[f] **Police data.**

DEATHS BY ROAD USER CATEGORY



Source: 2007, Traffic Accidents 2006 Yearbook

TRENDS IN ROAD TRAFFIC DEATHS



Source: Country questionnaire

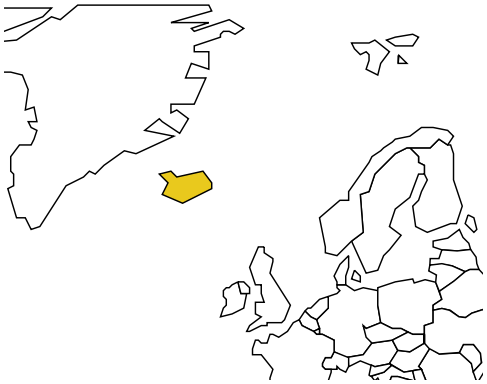
REGISTERED VEHICLES

3 625 386 total (2007)

Motorcars	**83%**
Motorized 2- and 3-wheelers	**4%**
Trucks	**12%**
Buses	**1%**
Other	**1%**

Data cleared by the Ministry of Health.

ICELAND



Population: 301 006

Income group: High

Gross national income per capita: $54 100

INSTITUTIONAL FRAMEWORK

Lead agency	**The Road Traffic Directorate**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**Yes**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**50 km/h**
Enforcement[a]	0 1 2 3 4 5 6 **(7)** 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**20%**[b]
Enforcement[a]	0 1 2 3 4 5 6 **(7)** 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**No**
Helmet wearing rate	**95%**[c]
Enforcement[a]	0 1 2 3 4 5 6 7 **(8)** 9 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**88% Front, 68% Rear**[d]
Enforcement[a]	0 1 2 3 4 5 6 7 **(8)** 9 10
Child restraints law	**Yes**
Enforcement[a]	0 1 2 3 4 5 6 7 **(8)** 9 10

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2007, The Road Traffic Directorate.
[c] Estimation by consensus group, drivers and passengers.
[d] 2007, National telephone survey conducted by *Capacent Gallup*.

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No (subnational)**
National policies to promote public transportation	**No (subnational)**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

DATA

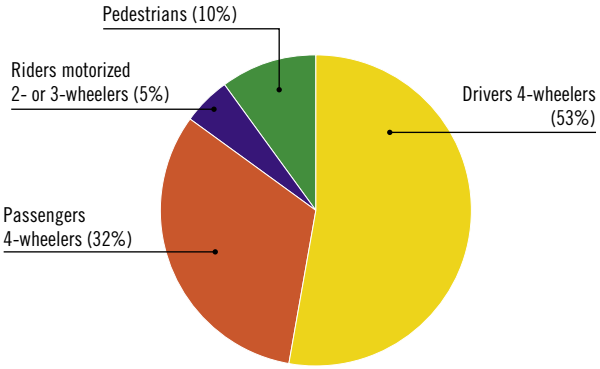
Reported road traffic fatalities (2006)
30[e] (67% males, 33% females)

Reported non-fatal road traffic injuries (2006)
2 092[f]

Costing study available
Yes (deaths and injuries)

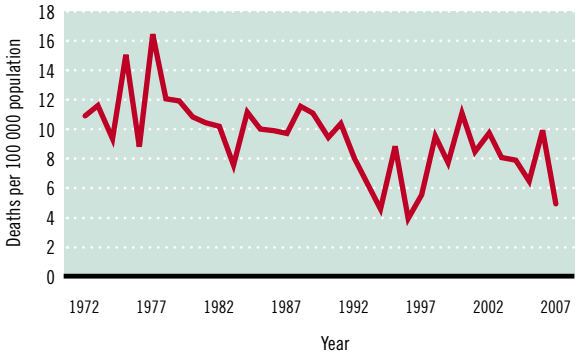
[e] Statistics Iceland Mortality Coding Register data, defined as died within 30 days of the crash.
[f] Icelandic Accident Register data.

DEATHS BY ROAD USER CATEGORY



Source: The Road Traffic Directorate yearly report 1998–2007

TRENDS IN ROAD TRAFFIC DEATHS



Source: Road Traffic Directorate

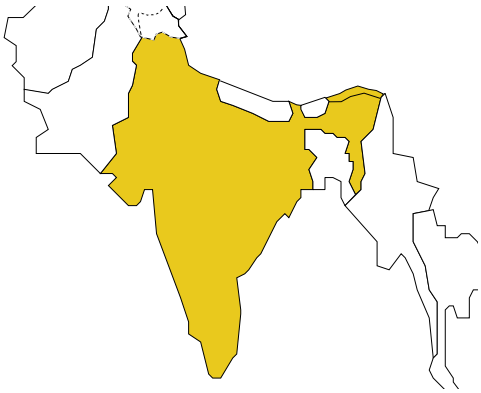
REGISTERED VEHICLES

293 299 total (2007)

Motorcars	**71%**
Motorized 2- and 3-wheelers	**5%**
Minibuses, vans, etc. (seating <20)	**7%**
Trucks	**3%**
Buses	**<1%**
Other	**14%**

Data cleared by the Ministry of Health.

INDIA



Population: 1 169 015 509

Income group: Low

Gross national income per capita: $950

INSTITUTIONAL FRAMEWORK

Lead agency	**Department of Road Transport and Highways**
Funded in national budget	**Yes**
National road safety strategy	**Yes**[a]
Measurable targets	**n/a**
Funded	**n/a**

[a] Not formally endorsed by government.

NATIONAL LEGISLATION

Speed limits set nationally	**No (subnationally)**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**n/a**
Enforcement[b]	**n/a**
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	—
Enforcement[b]	0 1 2 **3** 4 5 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**[c]
Helmet standards mandated	**Yes**
Helmet wearing rate	—
Enforcement[b]	0 1 **2** 3 4 5 6 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	—
Enforcement[b]	0 1 **2** 3 4 5 6 7 8 9 10
Child restraints law	**No**
Enforcement[b]	**n/a**

[b] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[c] Some exceptions.

VEHICLE STANDARDS

Car manufacturers required to adhere to standards on	
Fuel consumption	**No**
Seat-belt installation for all seats	**No**

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**Yes**
National policies to promote public transportation	**Yes**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

DATA

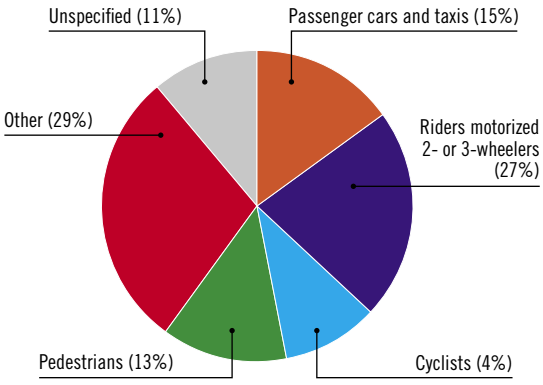
Reported road traffic fatalities (2006)
105 725[d] (84% males, 16% females)

Reported non-fatal road traffic injuries (2006)
452 922[e]

Costing study available
Yes (deaths and injuries)

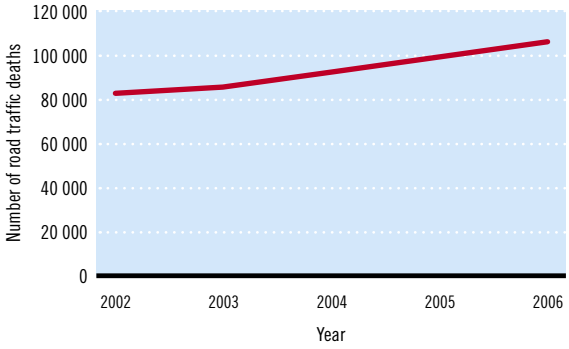
[d] Police data, defined as died within 30 days of the crash.
[e] Police data.

DEATHS BY ROAD USER CATEGORY



Source: "Road Accidents in India 2006." Ministry of Shipping, Road Transport and Highways

TRENDS IN ROAD TRAFFIC DEATHS



Source: National Crime Records Bureau

REGISTERED VEHICLES

72 718 000 total (2004)

Trucks and Lorries	**3%**
Light motor vehicles (goods and passengers)	**5%**
Buses	**1%**
Two wheelers	**71%**
Cars, jeeps and taxis	**13%**
Tractors and trailers	**6%**
Other	**1%**

Data cleared by the Ministry of Health and Family Welfare.

— Data not available.
n/a Data not required/not applicable.

INDONESIA

Population: 231 626 978

Income group: Middle

Gross national income per capita: $1 650

INSTITUTIONAL FRAMEWORK

Lead agency	**National Cabinet**
Funded in national budget	**Yes**
National road safety strategy	**Multiple**
Measurable targets	**n/a**
Funded	**n/a**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**70 km/h**
Enforcement[a]	0 1 2 **3** 4 5 6 7 8 9 10
Drink–driving law	**No**
BAC limit – general population	**n/a**
BAC limit – young or novice drivers	**n/a**
Random breath testing and/or police checkpoints	**n/a**
Road traffic deaths involving alcohol	**—**
Enforcement[a]	**n/a**
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**[b]
Helmet standards mandated	**Yes**
Helmet wearing rate	**93%**[c]
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**No**
Seat-belt wearing rate	**85%**[d]
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Child restraints law	**No**
Enforcement[a]	**n/a**

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] Some exceptions.
[c] 2007, National rate estimated from study of helmet wearing in 31 cities in 10 provinces.
[d] 2005, Jakarta survey.

VEHICLE STANDARDS

Car manufacturers required to adhere to standards on	
Fuel consumption	**Yes**
Seat-belt installation for all seats	**No**

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**Yes**
National policies to promote public transportation	**Yes**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

DATA

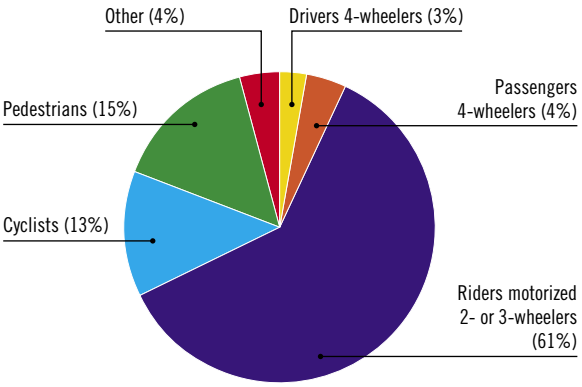
Reported road traffic fatalities (2007)
16 548[e] (73% males, 23% females)

Reported non-fatal road traffic injuries (2007)
66 040[f]

Costing study available
Yes (deaths only)

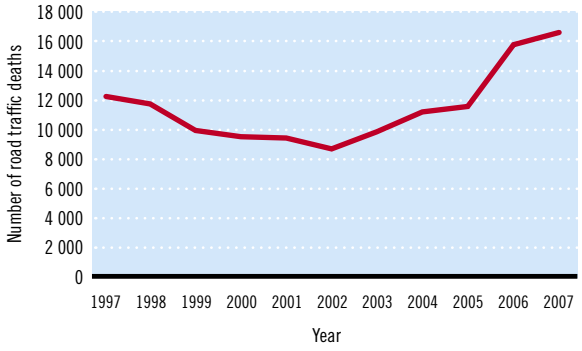
[e] Police data, defined as died within 30 days of the crash.
[f] Police data.

DEATHS BY ROAD USER CATEGORY



Source: 2008, National Police. Based on data collected in 3 provinces, deaths at the crash scene only

TRENDS IN ROAD TRAFFIC DEATHS



Source: National Police

REGISTERED VEHICLES

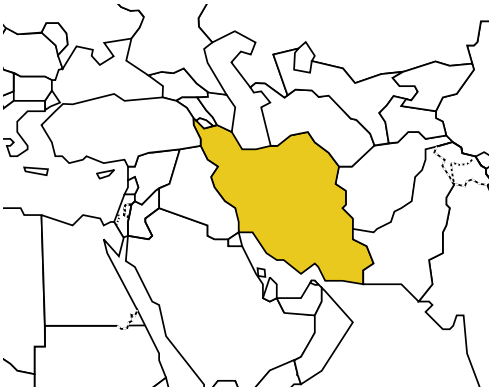
63 318 522 total (2007)

Motorcars	**15%**
Motorized 2- and 3-wheelers	**73%**
Trucks	**8%**
Buses	**4%**

— Data not available.
n/a Data not required/not applicable.

Data cleared by the Ministry of Health.

IRAN
(Islamic Republic of)



Population: 71 208 384

Income group: Middle

Gross national income per capita: $3 470

INSTITUTIONAL FRAMEWORK

Lead agency	**Headquarter for Transportation and Fuel Management**
Funded in national budget	**Yes**
National road safety strategy	**Multiple**
Measurable targets	**n/a**
Funded	**n/a**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**50 km/h**
Enforcement[a]	0 1 2 3 4 5 **(6)** 7 8 9 10
Drink–driving law	**Yes**
BAC limit – general population	**0.0 g/dl**[b]
BAC limit – young or novice drivers	**0.0 g/dl**[b]
Random breath testing and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	—
Enforcement[a]	0 **(1)** 2 3 4 5 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**Yes**
Helmet wearing rate	**13–15%**[c]
Enforcement[a]	0 1 2 3 4 5 **(6)** 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**75–80%**[d]
Enforcement[a]	0 1 2 3 4 5 6 7 **(8)** 9 10
Child restraints law	**No**
Enforcement[a]	**n/a**

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] Alcohol consumption prohibited by law.
[c] 2008, Traffic Police, 20–25% drivers, 3–4% passengers.
[d] 2007, Traffic Police.

VEHICLE STANDARDS

Car manufacturers required to adhere to standards on	
Fuel consumption	**Yes**
Seat-belt installation for all seats	**Yes**

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**Yes**
National policies to promote public transportation	**Yes**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

DATA

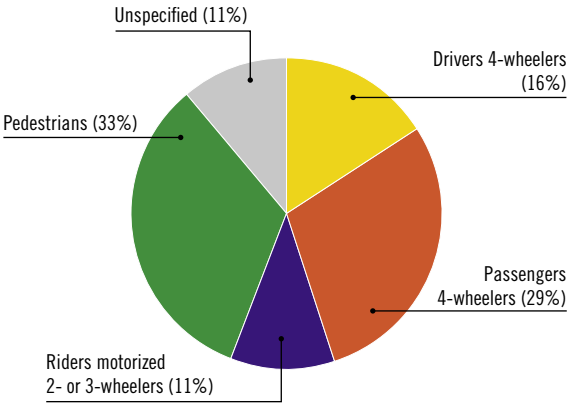
Reported road traffic fatalities
(2007–2008 Iranian Calendar)
22 918[e] (80% males, 20% females)

Reported non-fatal road traffic injuries
(2007–2008 Iranian Calendar)
685 611[f]

Costing study available
Yes (deaths and injuries)

[e] Forensic Medicine data, defined as died within 30 days of the crash.
[f] Health data.

DEATHS BY ROAD USER CATEGORY



Source: 1998, Forensic Medicine Organization

TRENDS IN ROAD TRAFFIC DEATHS

REGISTERED VEHICLES

17 000 000 total (2008)

Motorcars	**48%**
Motorized 2- and 3-wheelers	**37%**
Minibuses, vans, etc. (seating <20)	**<1%**
Trucks	**5%**
Buses	**<1%**
Other	**9%**

Data cleared by the Ministry of Health and Medical Education.

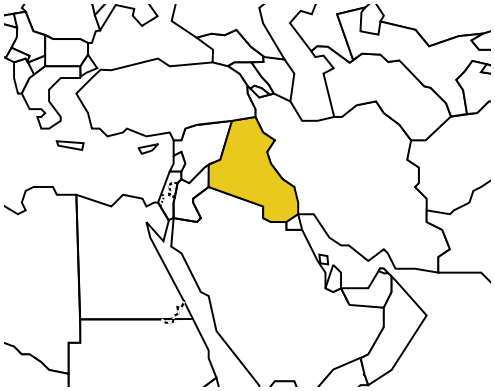
— Data not available.
n/a Data not required/not applicable.

IRAQ

Population: 28 993 374

Income group: Middle

Gross national income per capita: $1 646



INSTITUTIONAL FRAMEWORK

Lead agency	**Supreme Council Road Safety**
Funded in national budget	**No**
National road safety strategy	**No (subnational)**
Measurable targets	**n/a**
Funded	**n/a**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**100 km/h**
Enforcement[a]	0 1 2 3 4 **5** 6 7 8 9 10
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 and/or police checkpoints	**No**
Road traffic deaths involving alcohol	**—**
Enforcement[a]	0 1 2 3 4 **5** 6 7 8 9 10
Motorcycle helmet law	**No**
Applies to all riders	**n/a**
Helmet standards mandated	**n/a**
Helmet wearing rate	**—**
Enforcement[a]	**n/a**
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**—**
Enforcement[a]	0 1 2 3 4 5 6 7 **8** 9 10
Child restraints law	**No**
Enforcement[a]	**n/a**

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**Yes**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

DATA

Reported road traffic fatalities (2005)
1 789[b] (83% males, 17% females)

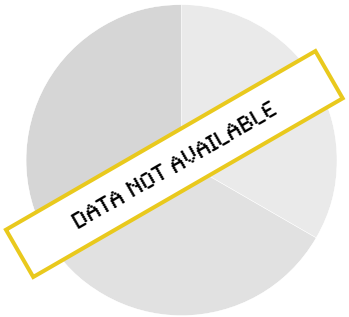
Reported non-fatal road traffic injuries (2005)
7 467[c]

Costing study available
No

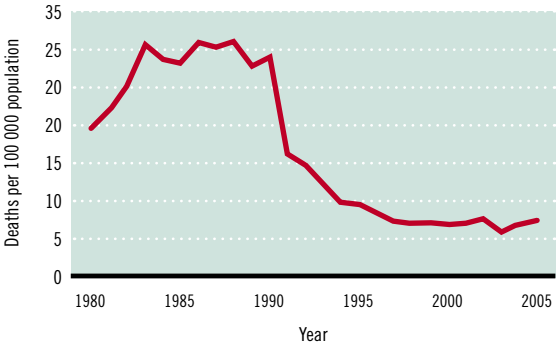
[b] Central Organization for Statistics and Information Technology and Police Statistics, defined as died within 7 days of the crash, excludes Kurdistan region.

[c] Central Organization for Statistics and Information Technology and Police Statistics, excludes Kurdistan region.

DEATHS BY ROAD USER CATEGORY



TRENDS IN ROAD TRAFFIC DEATHS



Source: Central Organization for Statistics and Information Technology, data since 1990 exclude Kurdistan region

REGISTERED VEHICLES

2 242 269 total (2006)

Motorcars	**35%**
Minibuses, vans, etc. (seating <20)	**53%**
Trucks	**7%**
Buses	**5%**

— Data not available.
n/a Data not required/not applicable.

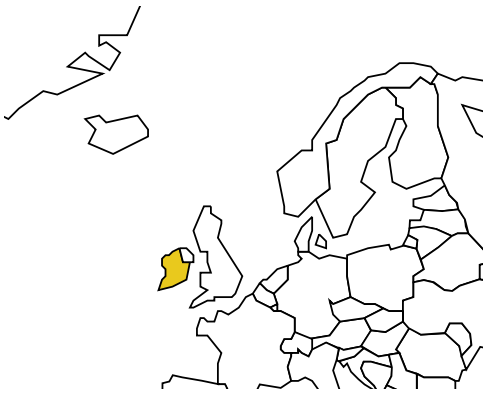
Data cleared by the Ministry of Health.

IRELAND

Population: 4 300 902

Income group: High

Gross national income per capita: $48 140



INSTITUTIONAL FRAMEWORK

Lead agency	**Road Safety Authority**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	—

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**50 km/h**
Enforcement[a]	**No consensus**
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**37%**[b]
Enforcement[a]	**No consensus**
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	—
Helmet wearing rate	—
Enforcement[a]	**No consensus**
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**86% Front, 63% Rear**[c]
Enforcement[a]	**No consensus**
Child restraints law	**Yes**
Enforcement[a]	**No consensus**

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] Based on Bedford D, McKeown N, Vellinga A, Howell F (2006) "Alcohol in fatal road crashes in Ireland in 2003" – Population Health Directorate, Health Service Executive.
[c] 2006, Road Safety Authority Seat Belt Wearing Survey.

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**Yes**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

— Data not available.

DATA

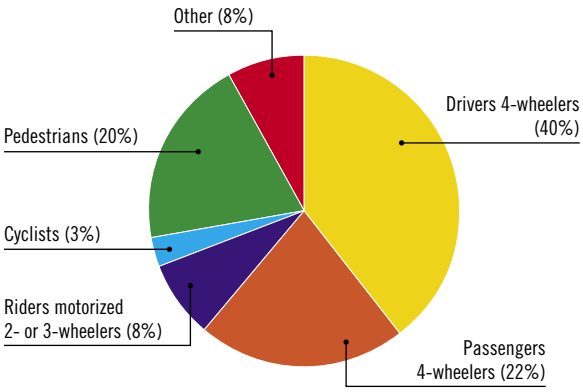
Reported road traffic fatalities (2006)
365[d] (72% males, 27% females)

Reported non-fatal road traffic injuries (2006)
8 575[e]

Costing study available
Yes (deaths and injuries)

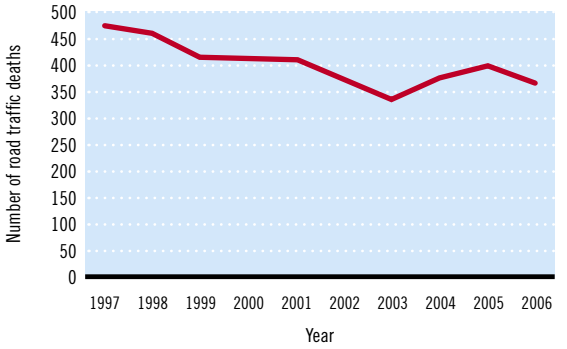
[d] Road Safety Authority data, defined as died within 30 days of the crash.
[e] Road Safety Authority data.

DEATHS BY ROAD USER CATEGORY



Source: "Road Safety Authority, Road Collision Facts Ireland 2006"

TRENDS IN ROAD TRAFFIC DEATHS



Source: "Road Safety Authority, Road Collision Facts Ireland 2006"

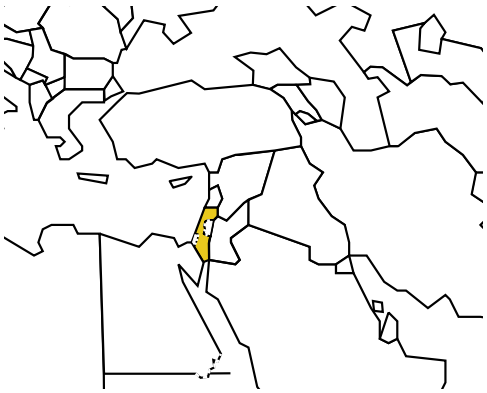
REGISTERED VEHICLES

2 444 159 total (2006)

Motorcars	**76%**
Motorized 2- and 3-wheelers	**2%**
Minibuses, vans, etc. (seating <20)	**16%**
Trucks	**2%**
Buses	**<1%**
Other	**4%**

Data cleared by the Department of Transport.

ISRAEL



Population: 6 927 677

Income group: High

Gross national income per capita: $21 900

INSTITUTIONAL FRAMEWORK

Lead agency	**National Road Safety Authority**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**Yes**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**50 km/h**
Enforcement[a]	0 1 2 3 4 **5** 6 7 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**8%**[b]
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**No**
Helmet wearing rate	**95%**[c]
Enforcement[a]	0 1 2 3 4 5 6 7 8 **9** 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**94% Drivers, 88% Front passengers, 45% Rear**[d]
Enforcement[a]	0 1 2 3 4 5 6 7 **8** 9 10
Child restraints law	**Yes**
Enforcement[a]	0 1 2 3 4 **5** 6 7 8 9 10

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2007, Israeli Police.
[c] 2006, Observational study conducted by the National Road Safety Authority, drivers and passengers.
[d] 2007, Observational study conducted by the National Road Safety Authority.

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No (subnational)**
National policies to promote public transportation	**Yes**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

DATA

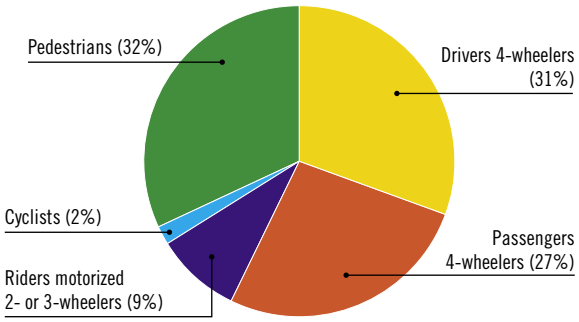
Reported road traffic fatalities (2007)
398[e] (75% males, 25% females)

Reported non-fatal road traffic injuries (2007)
2 079[f]

Costing study available
Yes (deaths and injuries)

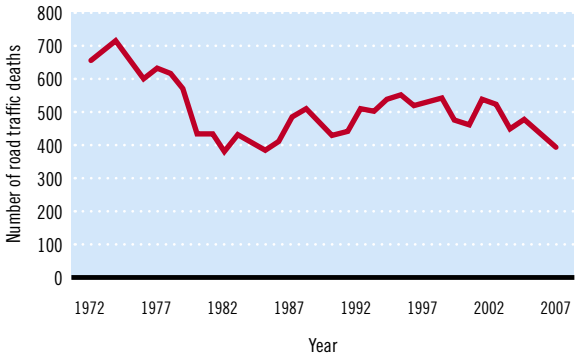
[e] Police data, defined as died within 30 days of the crash.
[f] Police data.

DEATHS BY ROAD USER CATEGORY



Source: Central Bureau of Statistics, Israeli Police

TRENDS IN ROAD TRAFFIC DEATHS



Source: Central Bureau of Statistics, Israeli Police

REGISTERED VEHICLES

2 283 634 total (2007)

Motorcars	**78%**
Motorized 2- and 3-wheelers	**4%**
Minibuses, vans, etc. (seating <20)	**14%**
Trucks	**2%**
Buses	**1%**
Other	**1%**

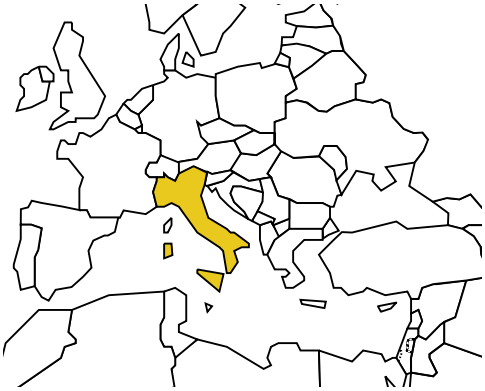
Data cleared by the Ministry of Health.

ITALY

Population: 58 876 834

Income group: High

Gross national income per capita: $33 540



INSTITUTIONAL FRAMEWORK

Lead agency	**General Directorate for Road Safety**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**Yes**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**50 km/h**
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**No consensus**
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**[b]
Helmet standards mandated	**Yes**
Helmet wearing rate	**60%**[c]
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**65% Front, 10% Rear**[c]
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Child restraints law	**Yes**
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] Some exceptions.
[c] 2007, SISTEMA ULISSE *Monitoraggio Nazionale sull'uso dei dispositivi di sicurezza.*

VEHICLE STANDARDS

Car manufacturers required to adhere to standards on	
Fuel consumption	**Yes**
Seat-belt installation for all seats	**Yes**

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**Yes**
National policies to promote public transportation	**Yes**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

DATA

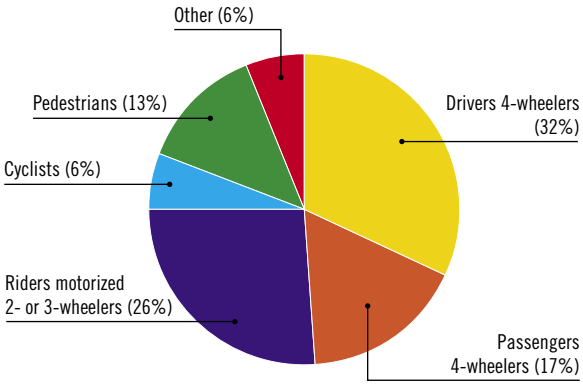
Reported road traffic fatalities (2006)
5 669[d] (77% males, 23% females)

Reported non-fatal road traffic injuries (2006)
332 995[e]

Costing study available
Yes (deaths and injuries)

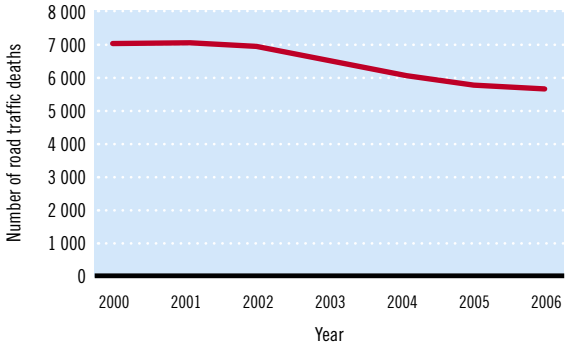
[d] ISTAT (National Statistics Office) and ACI (*Automobile Club d'Italia*) data, defined as died within 30 days of the crash.
[e] ISTAT and ACI data.

DEATHS BY ROAD USER CATEGORY



Source: ISTAT (National Statistics Office) and ACI (*Automobile Club d'Italia*)

TRENDS IN ROAD TRAFFIC DEATHS



Source: ISTAT (National Statistics Office) and ACI (*Automobile Club d'Italia*)

REGISTERED VEHICLES

43 262 992 total (2008)

Motorcars	**83%**
Motorized 2- and 3-wheelers	**13%**
Trucks	**3%**
Buses	**<1%**

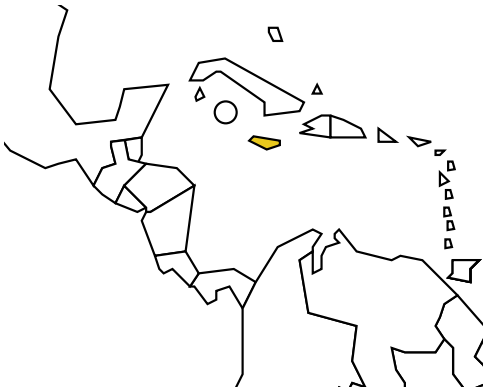
Data cleared by the Ministry of Health.

JAMAICA

Population: 2 713 779

Income group: Middle

Gross national income per capita: $3 710



INSTITUTIONAL FRAMEWORK

Lead agency	**National Road Safety Council**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**Yes**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**50 km/h**
Enforcement[a]	0 1 2 **3** 4 5 6 7 8 9 10
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 and/or police checkpoints	**No**
Road traffic deaths involving alcohol	—
Enforcement[a]	0 1 **2** 3 4 5 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**Yes**
Helmet wearing rate	**7% Drivers, 6% Passengers**[b]
Enforcement[a]	0 1 2 **3** 4 5 6 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**69% Drivers, 62% Passengers**[b]
Enforcement[a]	0 1 2 3 4 **5** 6 7 8 9 10
Child restraints law	**Yes**
Enforcement[a]	0 1 2 3 **4** 5 6 7 8 9 10

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2000, Healthy Lifestyle Survey.

VEHICLE STANDARDS

Car manufacturers required to adhere to standards on	
Fuel consumption	**No**
Seat-belt installation for all seats	**Yes**

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**Yes**
National policies to promote public transportation	**Yes**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**No**
National universal access number	**n/a**

DATA

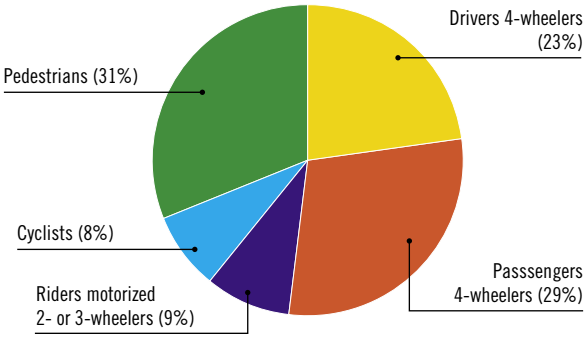
Reported road traffic fatalities (2007)
350[c] (80% males, 20% females)

Reported non-fatal road traffic injuries (2007)
14 069[d]

Costing study available
No

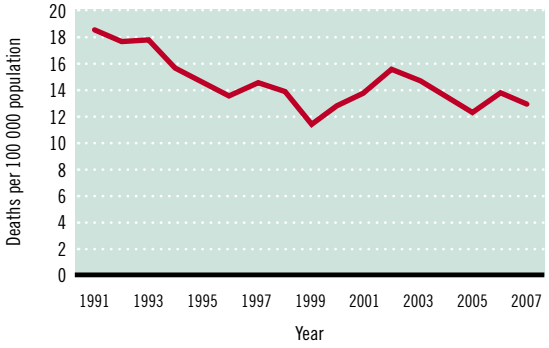
[c] Police data, defined as died within 30 days of the crash.
[c] Health data.

DEATHS BY ROAD USER CATEGORY



Source: 2007, Police Traffic Headquarters, Jamaica Constabulary Force

TRENDS IN ROAD TRAFFIC DEATHS



Source: Jamaica Constabulary Force

REGISTERED VEHICLES

320 000 total (2007)
Registered vehicle types: data not available

— Data not available.
n/a Data not required/not applicable.

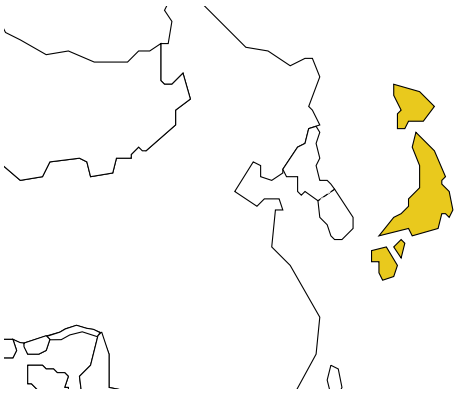
Data cleared by the Ministry of Health.

JAPAN

Population: 127 966 709

Income group: High

Gross national income per capita: $37 670



INSTITUTIONAL FRAMEWORK

Lead agency	**Central Traffic Safety Policy Council**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**Yes**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**n/a**[a]
Enforcement[b]	**No consensus**
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**8%**[c]
Enforcement[b]	**No consensus**
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**Yes**
Helmet wearing rate	**—**
Enforcement[b]	**No consensus**
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**95%–99% Drivers**[d]
Enforcement[b]	**No consensus**
Child restraints law	**Yes**
Enforcement[b]	**No consensus**

[a] Different system of road classification used.
[b] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[c] 2007, Police data.
[d] 2007, National Police Agency/Japan Automobile Foundation.

VEHICLE STANDARDS

Car manufacturers required to adhere to standards on	
Fuel consumption	**Yes**
Seat-belt installation for all seats	**Yes**

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**[e]
Regular audits of existing road infrastructure	**No**[e]

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No consensus**
National policies to promote public transportation	**Yes**

[e] Some irregular or informal safety checks are conducted.

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

— Data not available.
n/a Data not required/not applicable.

DATA

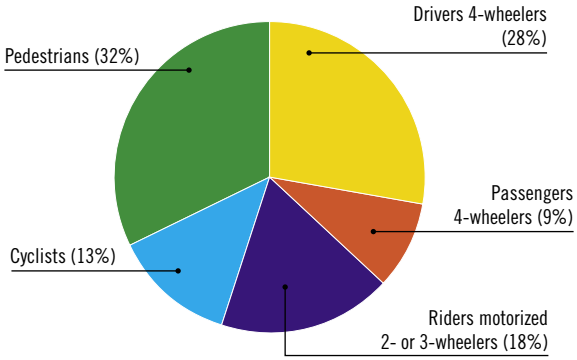
Reported road traffic fatalities (2007)
6 639[f] (68% males, 32% females)

Reported non-fatal road traffic injuries (2007)
1 034 445[g]

Costing study available
Yes (deaths and injuries)

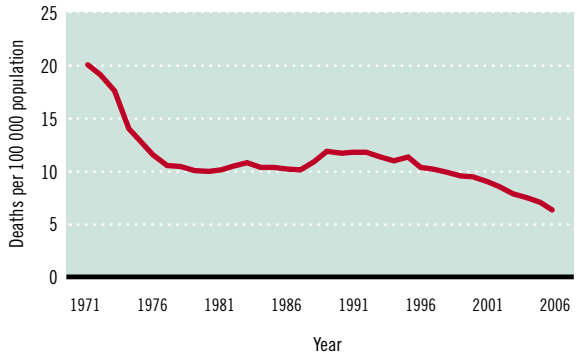
[f] Police data, defined as died within 30 days of the crash. Vital statistics data (2006): 8 195 deaths, defined using International Classification of Diseases (ICD) codes.
[g] Police data.

DEATHS BY ROAD USER CATEGORY



Source: 2006, Police data

TRENDS IN ROAD TRAFFIC DEATHS



Source: Vital Statistics compiled by Ministry of Health, Labor and Welfare

REGISTERED VEHICLES

91 378 636 total (2006[h] & 2008[i])

Motorcars	**63%**
Motorized 2- and 3-wheelers	**14%**
Trucks	**18%**
Buses	**<1%**
Other	**5%**

[h] Ministry of Internal Affairs and Communications (data on motor-driven cycles and small-sized special motor vehicles).
[i] Ministry of Land, Infrastructure, Transport and Tourism.

Data cleared by the Ministry of Health, Labour and Welfare.

JORDAN

Population: 5 924 245

Income group: Middle

Gross national income per capita: $2 850

INSTITUTIONAL FRAMEWORK

Lead agency	**Road Safety Council**
Funded in national budget	**No**
National road safety strategy	**Yes**[a]
Measurable targets	**n/a**
Funded	**n/a**

[a] Not formally endorsed by government.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**50–80 km/h**
Enforcement[b]	0 1 2 3 4 5 **6** 7 8 9 10
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 and/or police checkpoints	—
Road traffic deaths involving alcohol	—
Enforcement[b]	0 1 2 **3** 4 5 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**No**
Helmet wearing rate	—
Enforcement[b]	0 1 2 3 **4** 5 6 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**No**
Seat-belt wearing rate	**65% Drivers, 10% Front passengers**[c]
Enforcement[b]	0 1 2 3 4 **5** 6 7 8 9 10
Child restraints law	**No**
Enforcement[b]	**n/a**

[b] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[c] 2006, Jordan Traffic Institute.

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**Yes**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

DATA

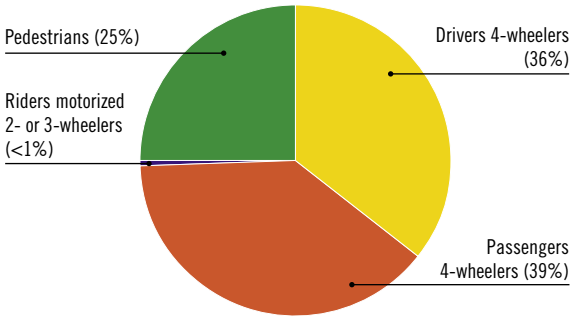
Reported road traffic fatalities (2007)
992[d] (80% males, 20% females)

Reported non-fatal road traffic injuries (2007)
17 969[e]

Costing study available
Yes (deaths and injuries)

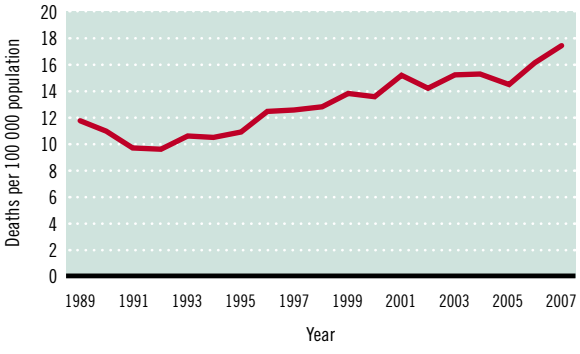
[d] Public Security Directorate/Jordan Traffic Institute data, defined as died within 30 days of the crash.
[e] Public Security Directorate/Jordan Traffic Institute data.

DEATHS BY ROAD USER CATEGORY



Source: Country questionnaire

TRENDS IN ROAD TRAFFIC DEATHS



Source: Country questionnaire

REGISTERED VEHICLES

841 933 total (2007)

Motorcars	**65%**
Motorized 2- and 3-wheelers	**<1%**
Minibuses, vans, etc. (seating <20)	**12%**
Trucks	**18%**
Buses	**2%**
Other	**3%**

— Data not available.
n/a Data not required/not applicable.

Data cleared by the Ministry of Health.

KAZAKHSTAN[a]

[a] Questionnaire completed by National Data Coordinator (no consensus meeting).

Population: 15 421 861

Income group: Middle

Gross national income per capita: $5 060

INSTITUTIONAL FRAMEWORK

Lead agency	**Road Police Department**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**No**
Funded	**Yes**

DATA

Reported road traffic fatalities (2007)
4 365[d] (78% males, 22% females)

Reported non-fatal road traffic injuries (2007)
32 988[e]

Costing study available
—

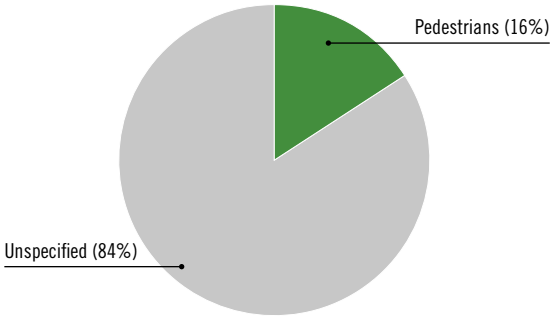
[d] Ministry of Internal Affairs, Health Ministry and Statistics Agency, defined as died within 7 days of the crash.
[e] Health data.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**60 km/h**
Enforcement[a]	0 1 2 3 4 **5** 6 7 8 9 10
Drink–driving law	**Yes**
BAC limit – general population	**None**[b]
BAC limit – young or novice drivers	**None**[b]
Random breath testing and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**3%**[c]
Enforcement[a]	0 1 2 3 4 5 6 7 8 9 **10**
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**No**
Helmet wearing rate	—
Enforcement[a]	0 1 2 3 4 **5** 6 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	—
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Child restraints law	**Yes**
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10

[a] Enforcement score represents professional opinion of NDC, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] Drink–driving not defined by BAC limit.
[c] 2007, Ministry of Internal Affairs.

DEATHS BY ROAD USER CATEGORY



Source: 2007, Ministry of Internal Affairs

TRENDS IN ROAD TRAFFIC DEATHS

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**Yes**
National policies to promote public transportation	**Yes**

REGISTERED VEHICLES

3 105 954 total (2008)

Motorcars	**79%**
Motorized 2- and 3-wheelers	**2%**
Trucks	**13%**
Buses	**3%**
Non-motorized vehicles	**4%**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

— Data not available.

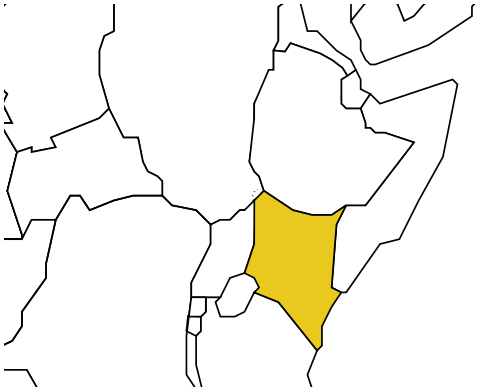
Data cleared by the Ministry of Health and the Traumotology and Orthopedics Scientific Research Institute.

KENYA

Population: 37 537 716

Income group: Low

Gross national income per capita: $680



INSTITUTIONAL FRAMEWORK

Lead agency	**Ministry of Transport**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**Yes**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**50 km/h**
Enforcement[a]	0 1 2 3 **4** 5 6 7 8 9 10
Drink–driving law	**Yes**
BAC limit – general population	**None**[b]
BAC limit – young or novice drivers	**None**[b]
Random breath testing and/or police checkpoints	**No**
Road traffic deaths involving alcohol	—
Enforcement[a]	0 1 **2** 3 4 5 6 7 8 9 10
Motorcycle helmet law	**No**
Applies to all riders	**n/a**
Helmet standards mandated	**n/a**
Helmet wearing rate	—
Enforcement[a]	**n/a**
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	—
Enforcement[a]	0 1 2 **3** 4 5 6 7 8 9 10
Child restraints law	**No**
Enforcement[a]	**n/a**

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] Drink–driving not defined by BAC limit.

VEHICLE STANDARDS

Car manufacturers required to adhere to standards on	
Fuel consumption	**No**
Seat-belt installation for all seats	**No**

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**Yes**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**No**
National universal access number	**n/a**

— Data not available.
n/a Data not required/not applicable.

DATA

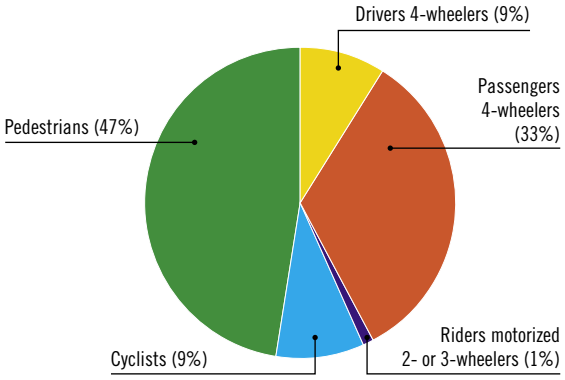
Reported road traffic fatalities (2007)
2 893[c] (72% males, 28% females)

Reported non-fatal road traffic injuries (2007)
12 470[d]

Costing study available
No

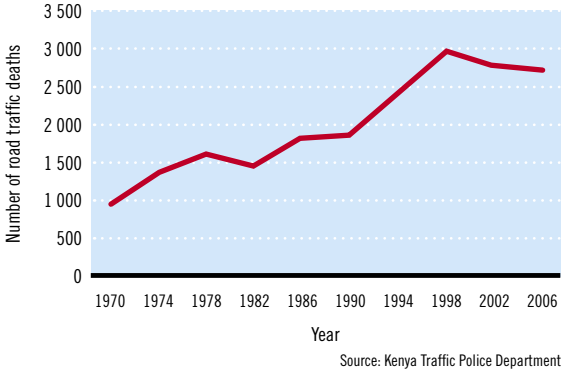
[c] Police data, defined as died at the crash scene.
[d] Police data.

DEATHS BY ROAD USER CATEGORY



Source: 2007, Traffic Police

TRENDS IN ROAD TRAFFIC DEATHS



Source: Kenya Traffic Police Department

REGISTERED VEHICLES

1 004 243 total (2007)

Motorcars	**56%**
Motorized 2- and 3-wheelers	**18%**
Minibuses, vans, etc. (seating <20)	**11%**
Trucks	**10%**
Buses	**2%**
Other	**3%**

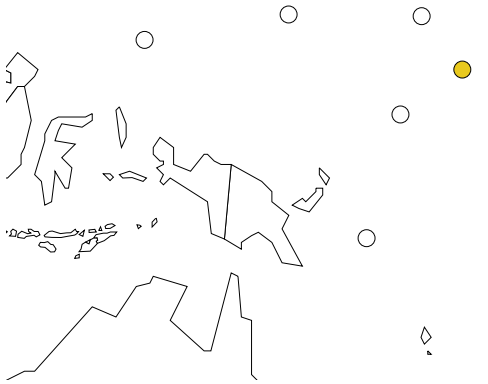
Data cleared by the Ministry of Public Health and Sanitation.

KIRIBATI

Population: 95 067

Income group: Middle

Gross national income per capita: $1 170



INSTITUTIONAL FRAMEWORK

Lead agency	**Kiribati Police Service**
Funded in national budget	**No**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**No**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**40 km/h**
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**30%**[b]
Enforcement[a]	0 1 **2** 3 4 5 6 7 8 9 10
Motorcycle helmet law	**No**
Applies to all riders	**n/a**
Helmet standards mandated	**n/a**
Helmet wearing rate	—
Enforcement[a]	**n/a**
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	—
Enforcement[a]	0 **1** 2 3 4 5 6 7 8 9 10
Child restraints law	**Yes**
Enforcement[a]	**0** 1 2 3 4 5 6 7 8 9 10

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2003–2008, Kiribati Police Service.

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

DATA

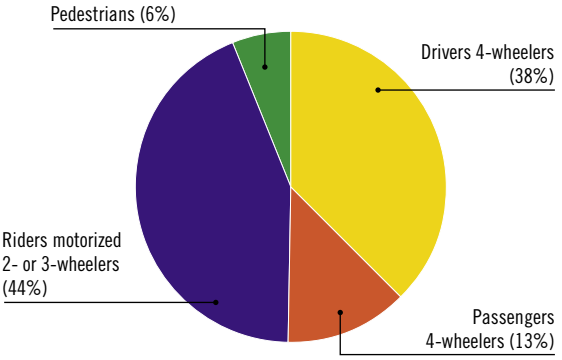
Reported road traffic fatalities (2007)
7[c] (84% males, 16% females)[d]

Reported non-fatal road traffic injuries
—

Costing study available
No

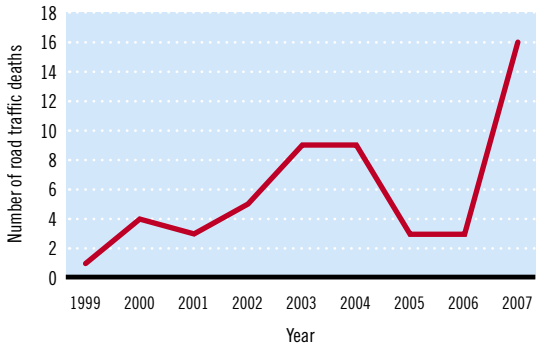
[c] Police data, defined as died within 7 days of the crash.
[d] 1999–2006, health data.

DEATHS BY ROAD USER CATEGORY



Source: 2007, Emergency Accident Record Book, Ministry of Health and Medical Services

TRENDS IN ROAD TRAFFIC DEATHS



Source: Kiribati Police Service, data for South Tarawa, Betio and referral cases from other islands

REGISTERED VEHICLES

16 000 total (2008)

Motorcars	**60%**
Motorized 2- and 3-wheelers	**13%**
Minibuses, vans, etc. (seating <20)	**22%**
Trucks	**5%**
Buses	**1%**

Data cleared by the Ministry of Health and Medical Services.

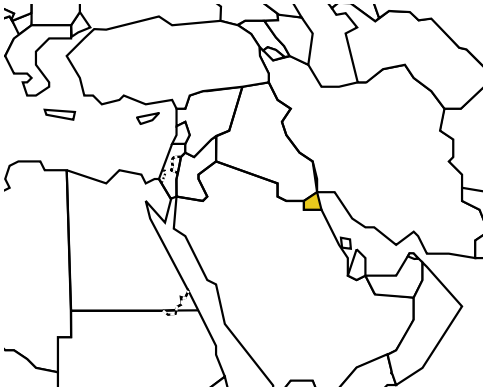
— Data not available.
n/a Data not required/not applicable.

KUWAIT

Population: 2 851 144

Income group: High

Gross national income per capita: $40 114



INSTITUTIONAL FRAMEWORK

Lead agency	**No**
Funded in national budget	n/a
National road safety strategy	**No**
Measurable targets	n/a
Funded	n/a

DATA

Reported road traffic fatalities (2006)
482[c] (62% males, 38% females)

Reported non-fatal road traffic injuries (2007)
8 584[d]

Costing study available
No

[c] Health data, defined as died within 30 days of the crash.
[d] Health data.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	Yes
Maximum limit urban roads	45 km/h
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10
Drink–driving law	**Yes**
BAC limit – general population	0.0 g/dl[b]
BAC limit – young or novice drivers	0.0 g/dl[b]
Random breath testing and/or police checkpoints	Yes
Road traffic deaths involving alcohol	—
Enforcement[a]	0 1 2 3 4 5 6 7 8 **9** 10
Motorcycle helmet law	**Yes**
Applies to all riders	Yes
Helmet standards mandated	No
Helmet wearing rate	—
Enforcement[a]	0 1 2 **3** 4 5 6 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	No
Seat-belt wearing rate	—
Enforcement[a]	0 1 2 **3** 4 5 6 7 8 9 10
Child restraints law	**No**
Enforcement[a]	n/a

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] Alcohol consumption prohibited by law.

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	No
Regular audits of existing road infrastructure	No

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	No
National policies to promote public transportation	No

REGISTERED VEHICLES

1 364 790 total (2007)

Motorcars	55%
Motorized 2- and 3-wheelers	<1%
Minibuses, vans, etc. (seating <20)	35%
Trucks	7%
Buses	2%
Other	<1%

POST-CRASH CARE

Formal, publicly available pre-hospital care system	Yes
National universal access number	Yes

— Data not available.
n/a Data not required/not applicable.

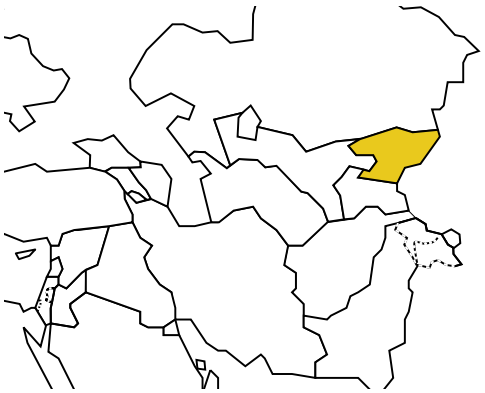
Data cleared by the Ministry of Health.

KYRGYZSTAN

Population: 5 316 543

Income group: Low

Gross national income per capita: $590



INSTITUTIONAL FRAMEWORK

Lead agency	Commission of Traffic Accident Prevention to the Government of the Kyrgyz Republic
Funded in national budget	No
National road safety strategy	Multiple
Measurable targets	n/a
Funded	n/a

DATA

Reported road traffic fatalities (2007)
1 252[c]

Reported non-fatal road traffic injuries (2007)
6 223[d]

Costing study available
No

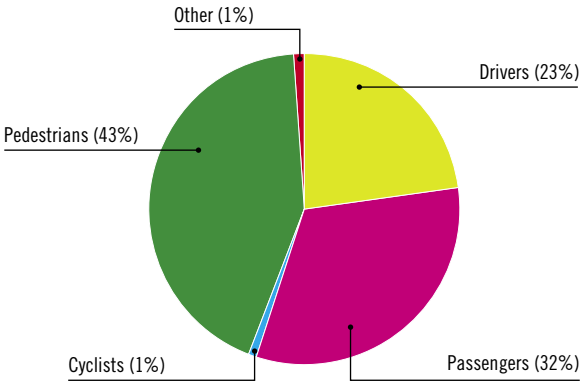
[c] Health and Ministry of Internal Affairs data, defined as died within 1 year of the crash.
[d] Health and Ministry of Internal Affairs data.

NATIONAL LEGISLATION

Speed limits set nationally	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	60 km/h
Enforcement[a]	0 1 2 3 4 5 6 **(7)** 8 9 10
Drink–driving law	Yes
BAC limit – general population	None[b]
BAC limit – young or novice drivers	None[b]
Random breath testing and/or police checkpoints	Yes
Road traffic deaths involving alcohol	—
Enforcement[a]	0 1 2 3 **(4)** 5 6 7 8 9 10
Motorcycle helmet law	Yes
Applies to all riders	Yes
Helmet standards mandated	No
Helmet wearing rate	—
Enforcement[a]	0 1 2 3 4 5 6 **(7)** 8 9 10
Seat-belt law	Yes
Applies to all occupants	No
Seat-belt wearing rate	—
Enforcement[a]	0 1 2 3 4 **(5)** 6 7 8 9 10
Child restraints law	No
Enforcement[b]	n/a

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] Drink–driving not defined by BAC limit.

DEATHS BY ROAD USER CATEGORY



Source: 2007, Central Administration of Road Safety to the Ministry of Internal Affairs of the Kyrgyz Republic and the Republican Medical Information Center to the Ministry of Public Health of the Kyrgyz Republic

TRENDS IN ROAD TRAFFIC DEATHS

YEAR	NUMBER OF DEATHS
2006	1 051
2007	1 252

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	Yes
Regular audits of existing road infrastructure	Yes

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	No
National policies to promote public transportation	Yes

POST-CRASH CARE

Formal, publicly available pre-hospital care system	Yes
National universal access number	Yes

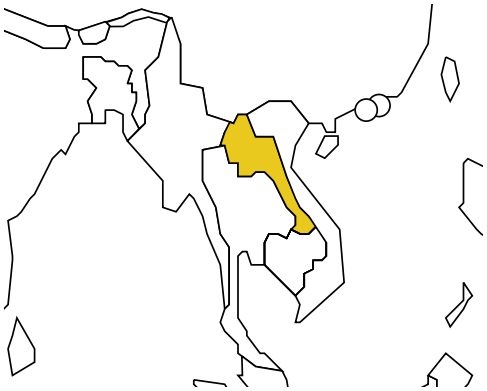
REGISTERED VEHICLES

318 581 total (2007)
Registered vehicle types: data not available

— Data not available.
n/a Data not required/not applicable.

Data cleared by the Ministry of Health and the Executive Director of Road Safety Under the Kyrgyz Government.

LAO PEOPLE'S DEMOCRATIC REPUBLIC



Population: 5 859 393

Income group: Low

Gross national income per capita: $580

INSTITUTIONAL FRAMEWORK

Lead agency	**Ministry of Public Works and Transport**
Funded in national budget	**No**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**No**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**40 km/h**
Enforcement[a]	0 1 2 3 4 **5** 6 7 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**48%**[b]
Enforcement[a]	0 1 2 **3** 4 5 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**[c]
Helmet standards mandated	**No**
Helmet wearing rate	**77% Drivers, 87% Passengers**[d]
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**—**
Enforcement[a]	**n/a**[e]
Child restraints law	**No**
Enforcement[a]	**n/a**

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2000–2007, Police data.
[c] Some exceptions.
[d] 2007, Handicap International Belgium, survey conducted in Vientiane.
[e] Law not yet enforced.

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**Yes**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**No**
National universal access number	**n/a**

— Data not available.
n/a Data not required/not applicable.

DATA

Reported road traffic fatalities (2007)
608[f]

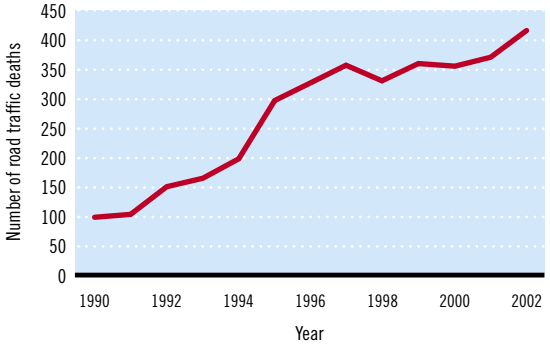
Reported non-fatal road traffic injuries (2007)
8 714[g]

Costing study available
Yes (deaths and injuries)

[f] Police data, defined as died within 7 days of the crash.
[g] Police data.

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS



Source: Ministry of Communication, Transport, Post and Construction

REGISTERED VEHICLES

641 081 total (2007)

Motorcars	**2%**
Motorized 2- and 3-wheelers	**79%**
Minibuses, vans, etc. (seating <20)	**14%**
Trucks	**3%**
Buses	**1%**
Other	**2%**

Data cleared by the Ministry of Public Health.

LATVIA

Population: 2 277 040

Income group: Middle

Gross national income per capita: $9 930

INSTITUTIONAL FRAMEWORK

Lead agency	**Road Traffic Safety Council**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**Yes**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**50 km/h**
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**21%**[b]
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**No**
Helmet wearing rate	**93%**[c]
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**77% Front, 32% Rear**[d]
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Child restraints law	**Yes**
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2006, "Statistics of road accidents in Latvia," Road Traffic Safety Directorate.
[c] 2006, research by Road Traffic Research, LTD. Drivers and passengers of motorcycles in Riga and Riga region.
[d] 2006, Observational studies by Road Traffic Research, LTD and Data Serviss, LTD.

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No (subnational)**
National policies to promote public transportation	**No (subnational)**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

DATA

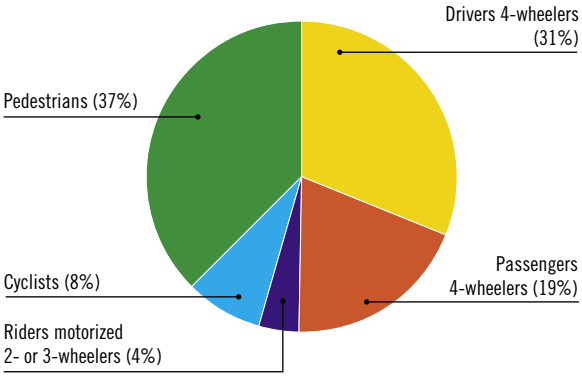
Reported road traffic fatalities (2006)
407[e] (76% males, 24% females)

Reported non-fatal road traffic injuries (2006)
5 404[f]

Costing study available
Yes (deaths and injuries)

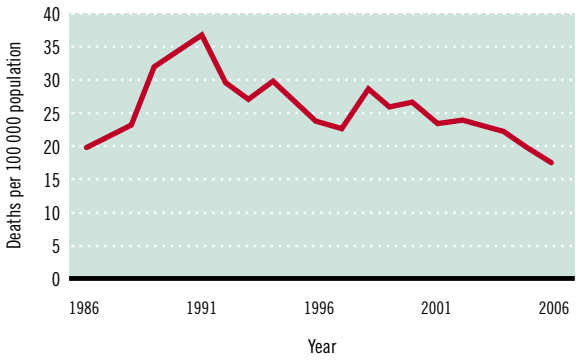
[e] Road Safety Directorate data, defined as died within 30 days of the crash.
[f] Road Safety Directorate data.

DEATHS BY ROAD USER CATEGORY



Source: 2006, Road Safety Directorate, "Statistics of Road Traffic Accidents in Latvia 2007"

TRENDS IN ROAD TRAFFIC DEATHS



Source: Road Safety Directorate

REGISTERED VEHICLES

1 062 935 total (2006)

Motorcars	**77%**
Motorized 2- and 3-wheelers	**4%**
Trucks	**11%**
Buses	**1%**
Other	**7%**

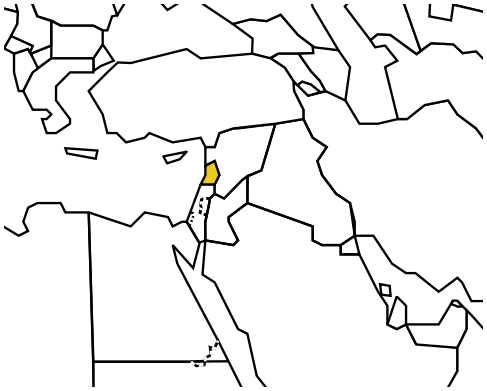
Data cleared by the Ministry of Health.

LEBANON

Population: 4 099 115

Income group: Middle

Gross national income per capita: $5 770



INSTITUTIONAL FRAMEWORK

Lead agency	**No**
Funded in national budget	n/a
National road safety strategy	**Yes**[a]
Measurable targets	n/a
Funded	n/a

[a] Not formally endorsed by government.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**100 km/h**
Enforcement[b]	0 1 2 3 **4** 5 6 7 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	—
Enforcement[b]	0 **1** 2 3 4 5 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**No**
Helmet wearing rate	—
Enforcement[b]	0 1 **2** 3 4 5 6 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**No**
Seat-belt wearing rate	**15%**[c]
Enforcement[b]	0 1 2 3 **4** 5 6 7 8 9 10
Child restraints law	**No**
Enforcement[b]	n/a

[b] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[c] 2007, Internal Security Forces.

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**No**
National universal access number	n/a

DATA

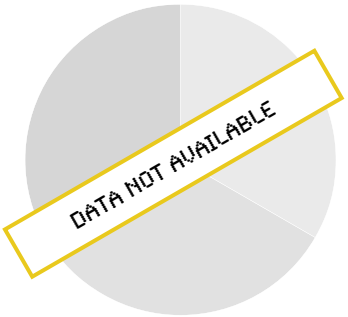
Reported road traffic fatalities (2007)
497[d] (80% males, 20% females)

Reported non-fatal road traffic injuries (2007)
6 266[e]

Costing study available
Yes (deaths and injuries)

[d] Internal Security Forces data, defined as died within 7 days of the crash.
[e] Internal Security Forces data.

DEATHS BY ROAD USER CATEGORY



TRENDS IN ROAD TRAFFIC DEATHS

REGISTERED VEHICLES

1 400 000[f] total (2007)
Registered vehicle types: data not available

[f] Estimation by consensus group.

— Data not available.
n/a Data not required/not applicable.

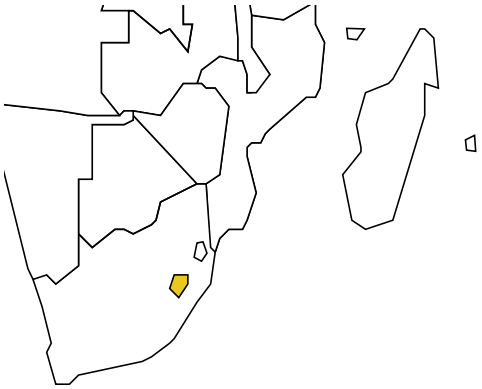
Data cleared by the Ministry of Public Health.

LESOTHO

Population: 2 007 833

Income group: Middle

Gross national income per capita: $1 000



INSTITUTIONAL FRAMEWORK

Lead agency	**Road Safety Department**
Funded in national budget	**Yes**
National road safety strategy	**Yes**[a]
Measurable targets	**n/a**
Funded	**n/a**

[a] Not formally endorsed by government.

DATA

Reported road traffic fatalities (2007)
402[c] (52% males, 15% females)

Reported non-fatal road traffic injuries (2007)
2 427[d]

Costing study available
Yes (deaths only)

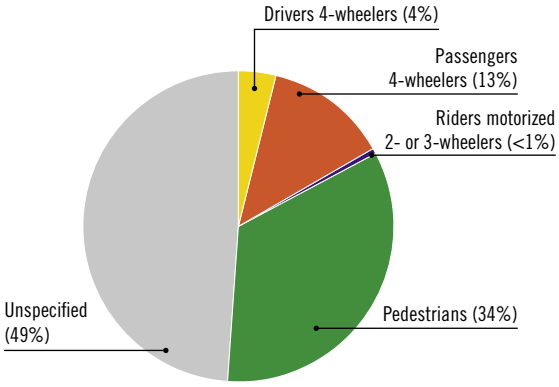
[c] Road Safety Department data, defined as died within 30 days of the crash.
[d] Police data.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**50 km/h**
Enforcement[b]	0 1 2 3 4 **5** 6 7 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	—
Enforcement[b]	0 1 2 3 4 **5** 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**No**
Helmet wearing rate	—
Enforcement[b]	0 1 2 3 4 5 **6** 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**No**
Seat-belt wearing rate	—
Enforcement[b]	0 1 2 3 4 **5** 6 7 8 9 10
Child restraints law	**No**
Enforcement[b]	**n/a**

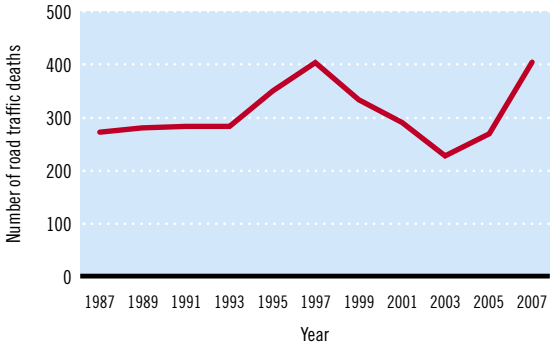
[b] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.

DEATHS BY ROAD USER CATEGORY



Source: "Lesotho Road Accident Statistical Report 2007," Road Safety Department

TRENDS IN ROAD TRAFFIC DEATHS



Source: "Lesotho Road Accident Statistical Report 2007," Road Safety Department

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	—
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**No**
National universal access number	**n/a**

REGISTERED VEHICLES

Data not available

— Data not available.
n/a Data not required/not applicable.

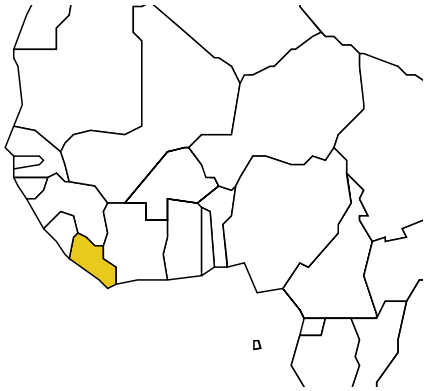
Data cleared by the Ministry of Health and Social Welfare.

LIBERIA

Population: 3 750 261

Income group: Low

Gross national income per capita: $150



INSTITUTIONAL FRAMEWORK	
Lead agency	**No**
Funded in national budget	n/a
National road safety strategy	**No**
Measurable targets	n/a
Funded	n/a

DATA
Reported road traffic fatalities
—
Reported non-fatal road traffic injuries
—
Costing study available
No

NATIONAL LEGISLATION	
Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**40 km/h**
Enforcement[a]	0 1 **2** 3 4 5 6 7 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	—
Enforcement[a]	0 1 2 **3** 4 5 6 7 8 9 10
Motorcycle helmet law	**No**[b]
Applies to all riders	**Yes**
Helmet standards mandated	**No**
Helmet wearing rate	—
Enforcement[a]	0 1 **2** 3 4 5 6 7 8 9 10
Seat-belt law	**No**[b]
Applies to all occupants	**No**
Seat-belt wearing rate	—
Enforcement[a]	0 1 2 3 4 **5** 6 7 8 9 10
Child restraints law	**No**
Enforcement[a]	**n/a**

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] No laws but national regulations enforced by Liberia National Police.

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS

VEHICLE STANDARDS
No car manufacturers

ROAD SAFETY AUDITS	
Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT	
National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

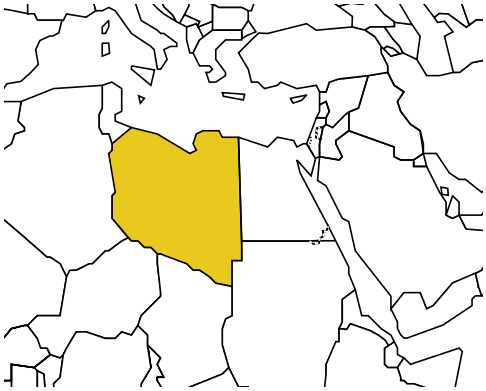
REGISTERED VEHICLES	
11 086 total (2007)	
Motorcars	**67%**
Motorized 2- and 3-wheelers	**3%**
Minibuses, vans, etc. (seating <20)	**18%**
Trucks	**7%**
Buses	**5%**
Other	**<1%**

POST-CRASH CARE	
Formal, publicly available pre-hospital care system	**No**
National universal access number	**n/a**

— Data not available.
n/a Data not required/not applicable.

Data cleared by the Ministry of Health and Social Welfare.

LIBYAN ARAB JAMAHIRIYA (the)



Population: 6 160 483

Income group: Middle

Gross national income per capita: $9 010

INSTITUTIONAL FRAMEWORK

Lead agency	**No**
Funded in national budget	**n/a**
National road safety strategy	**No**
Measurable targets	**n/a**
Funded	**n/a**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**50 km/h**
Enforcement[a]	0 1 2 **3** 4 5 6 7 8 9 10
Drink–driving law	**Yes**
BAC limit – general population	**0.0 g/dl**[b]
BAC limit – young or novice drivers	**0.0 g/dl**[b]
Random breath testing and/or police checkpoints	**No**
Road traffic deaths involving alcohol	**2%**[c]
Enforcement[a]	0 1 2 3 4 **5** 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**No**
Helmet standards mandated	**No**
Helmet wearing rate	**—**
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**5%**[c]
Enforcement[a]	0 1 2 3 **4** 5 6 7 8 9 10
Child restraints law	**No**
Enforcement[a]	**n/a**

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] Alcohol consumption prohibited by law.
[c] 2007, General Traffic Department.

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No (subnational)**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**No**

DATA

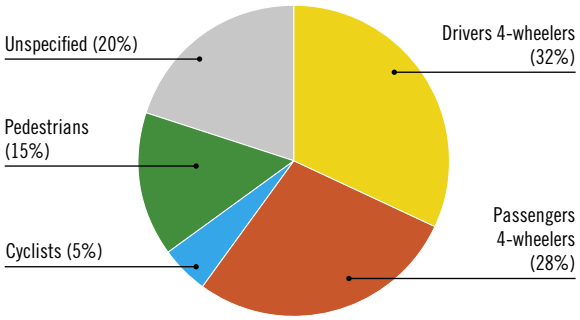
Reported road traffic fatalities (2007)
2 138[d] (65% males, 35% females)

Reported non-fatal road traffic injuries (2007)
6 850[e]

Costing study available
Yes (deaths and injuries)

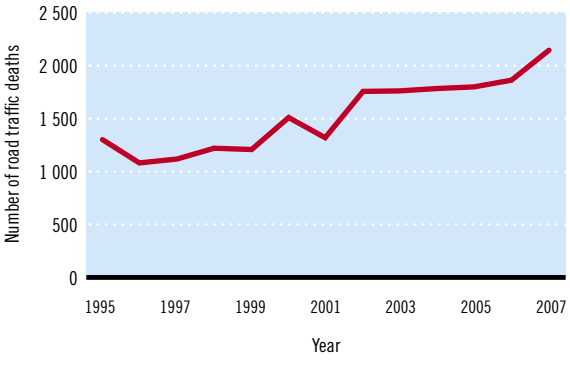
[d] General Traffic Department data, defined as died within 30 days of the crash.
[e] General Traffic Department data.

DEATHS BY ROAD USER CATEGORY



Source: 2008, General Traffic Department

TRENDS IN ROAD TRAFFIC DEATHS



Source: General Traffic Department

REGISTERED VEHICLES

1 826 533 total (2007)

Motorcars	**76%**
Motorized 2- and 3-wheelers	**2%**
Minibuses, vans, etc. (seating <20)	**12%**
Trucks	**5%**
Buses	**5%**

— Data not available.
n/a Data not required/not applicable.

Data cleared by the Ministry of Health and Environment.

LITHUANIA

Population: 3 389 937

Income group: Middle

Gross national income per capita: $9 920

INSTITUTIONAL FRAMEWORK

Lead agency	**State Traffic Safety Commission**
Funded in national budget	**No**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**Yes**

DATA

Reported road traffic fatalities (2006)
759[c] (72% males, 26% females)

Reported non-fatal road traffic injuries (2006)
8 254[d]

Costing study available
Yes (deaths and injuries)

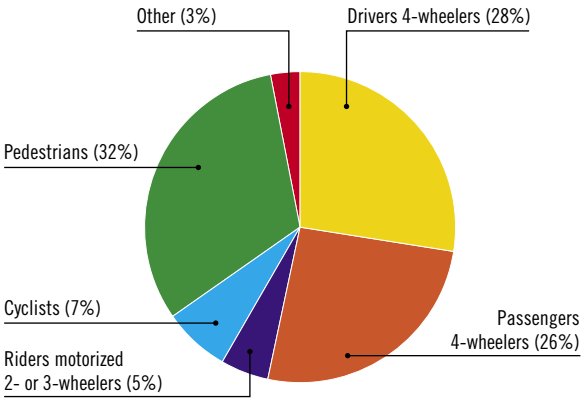
[c] Police data, defined as died within 30 days of the crash.
[d] Police data.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**50 km/h**
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10
Drink–driving law	**Yes**
BAC limit – general population	**0.04 g/dl**
BAC limit – young or novice drivers	**0.02 g/dl**
Random breath testing and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**12%**[b]
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**No**
Helmet wearing rate	—
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	—
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10
Child restraints law	**Yes**
Enforcement[a]	0 1 2 3 4 **5** 6 7 8 9 10

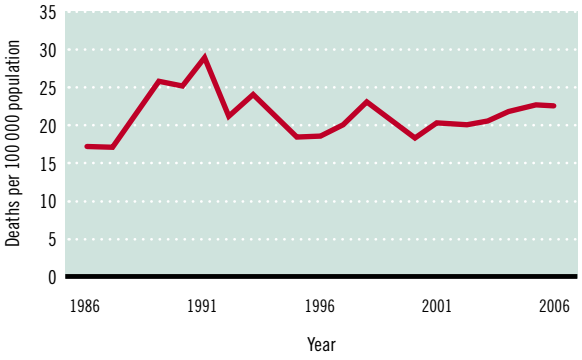
[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2006, Police Department (Ministry of Interior).

DEATHS BY ROAD USER CATEGORY



Source: 2006, Police Department (Ministry of Interior)

TRENDS IN ROAD TRAFFIC DEATHS



Source: Police Department (Ministry of Interior)

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**Yes**
National policies to promote public transportation	**No (subnational)**

REGISTERED VEHICLES

1 781 686 total (2006)

Motorcars	**89%**
Motorized 2- and 3-wheelers	**1%**
Trucks	**8%**
Buses	**1%**
Other	**1%**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

— Data not available.

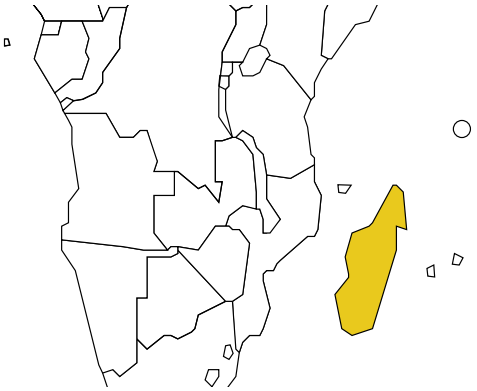
Data cleared by the Ministry of Health.

MADAGASCAR

Population: 19 683 358

Income group: Low

Gross national income per capita: $320



INSTITUTIONAL FRAMEWORK

Lead agency	**No**
Funded in national budget	**n/a**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**No**

DATA

Reported road traffic fatalities (2006)
550[b]

Reported non-fatal road traffic injuries (2006)
5 190[c]

Costing study available
Yes (deaths and injuries)

[b] Police data, defined as died within 7 days of the crash.
[c] Police data.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**50 km/h**
Enforcement[a]	—
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	—
Enforcement[a]	0 1 2 3 4 **5** 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	—
Helmet standards mandated	**Yes**
Helmet wearing rate	—
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**No**
Seat-belt wearing rate	—
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10
Child restraints law	**No**
Enforcement[a]	**n/a**

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

REGISTERED VEHICLES

197 981 total (2006)

Motorcars	**52%**
Minibuses, vans, etc. (seating <20)	**23%**
Trucks	**16%**
Buses	**9%**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**No**
National universal access number	**n/a**

— Data not available.
n/a Data not required/not applicable.

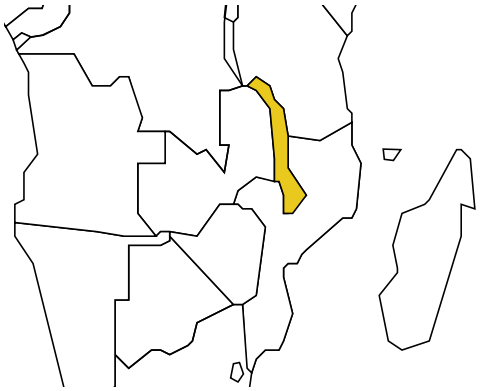
Data cleared by the Ministry of Health.

MALAWI

Population: 13 925 070

Income group: Low

Gross national income per capita: $250



INSTITUTIONAL FRAMEWORK

Lead agency	**National Road Safety Council**
Funded in national budget	**Yes**
National road safety strategy	**No**
Measurable targets	**n/a**
Funded	**n/a**

DATA

Reported road traffic fatalities (2007)
839[c] (80% males, 20% females)

Reported non-fatal road traffic injuries (2007)
2 130[d]

Costing study available
No

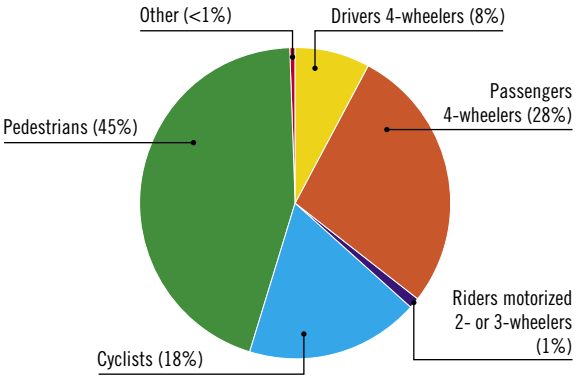
[c] Malawi Traffic Police and Road Safety Council data, defined as died within 30 days of the crash.
[d] Malawi Traffic Police & Road Safety Council data.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**50 km/h**
Enforcement[a]	0 1 2 3 4 **5** 6 7 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	—
Enforcement[a]	0 1 2 3 **4** 5 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**Yes**
Helmet wearing rate	—
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**No**
Seat-belt wearing rate	**45%**[b]
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10
Child restraints law	**No**
Enforcement[a]	**n/a**

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] Data source not available.

DEATHS BY ROAD USER CATEGORY



Source: 2007, National Road Council/ Malawi Traffic Police

TRENDS IN ROAD TRAFFIC DEATHS

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

REGISTERED VEHICLES

130 000 total (2007)

Motorcars	**41%**
Motorized 2- and 3-wheelers	**8%**
Minibuses, vans, etc. (seating <20)	**30%**
Trucks	**16%**
Buses	**5%**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**No**
National universal access number	**n/a**

— Data not available.
n/a Data not required/not applicable.

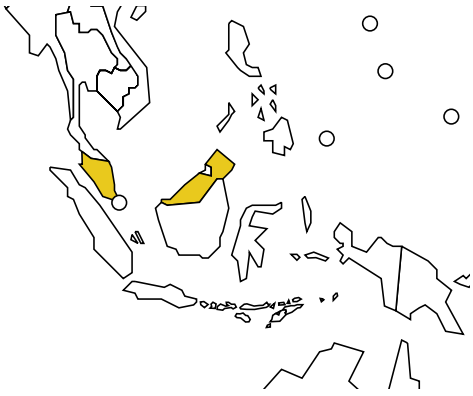
Data cleared by the Ministry of Health.

MALAYSIA

Population: 26 571 879

Income group: Middle

Gross national income per capita: $6 540



INSTITUTIONAL FRAMEWORK

Lead agency	**Cabinet Committee on Road Safety**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**Yes**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**50 km/h**
Enforcement[a]	0 1 2 3 4 5 **(6)** 7 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	—
Enforcement[a]	0 1 2 3 4 5 **(6)** 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**[b]
Helmet standards mandated	**Yes**
Helmet wearing rate	**90% Drivers, 70% Passengers**[c]
Enforcement[a]	0 1 2 3 4 5 **(6)** 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**No**
Seat-belt wearing rate	**70% Front**[d]
Enforcement[a]	0 1 2 3 4 5 **(6)** 7 8 9 10
Child restraints law	**No**
Enforcement[a]	**n/a**

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] Some exceptions.
[c] 2007, Malaysian Institute on Road Safety Research.
[d] 2003, International Association of Traffic and Safety Sciences Research Vol 28 No. 1 (published 2004).

VEHICLE STANDARDS

Car manufacturers required to adhere to standards on	
Fuel consumption	**Yes**
Seat-belt installation for all seats	**Yes**

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**Yes**
National policies to promote public transportation	**Yes**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

DATA

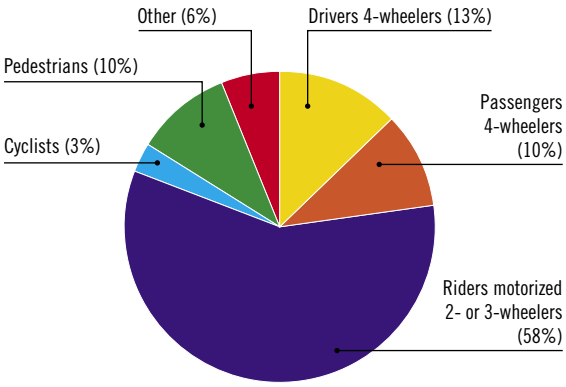
Reported road traffic fatalities (2007)
6 282[e] (84% males, 16% females)

Reported non-fatal road traffic injuries (2007)
21 363[f]

Costing study available
Yes (deaths and injuries)

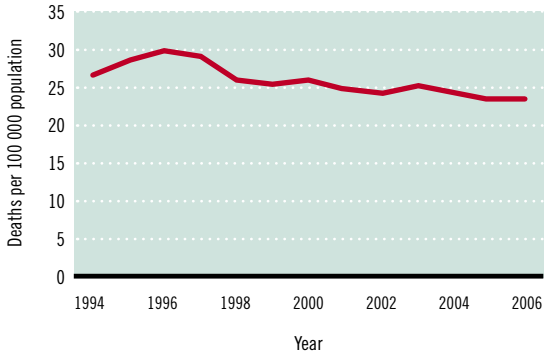
[e] Police data, defined as died within 30 days of the crash.
[f] Police data.

DEATHS BY ROAD USER CATEGORY



Source: 2007, Royal Malaysian Police

TRENDS IN ROAD TRAFFIC DEATHS



Source: Road Safety Department Malaysia

REGISTERED VEHICLES

16 825 150 total (2007)

Motorcars	**45%**
Motorized 2- and 3-wheelers	**47%**
Trucks	**5%**
Other	**3%**

Data cleared by the Ministry of Transport.

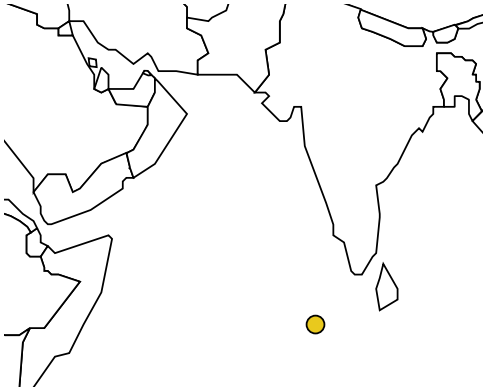
— Data not available.
n/a Data not required/not applicable.

MALDIVES

Population: 305 556

Income group: Middle

Gross national income per capita: $3 200



INSTITUTIONAL FRAMEWORK

Lead agency	**Road Traffic Police of Maldives Police Service**
Funded in national budget	**No**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**Yes**

DATA

Reported road traffic fatalities (2007)
8[b] (88% males, 12% females)

Reported non-fatal road traffic injuries
—

Costing study available
No

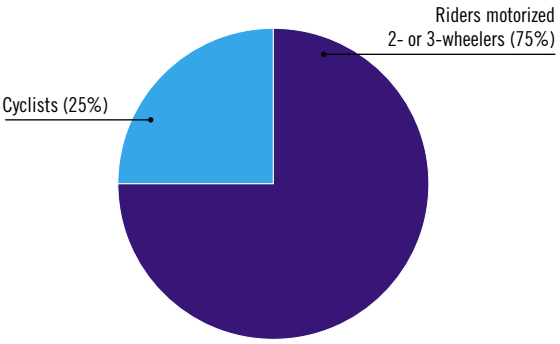
[b] Police data, defined as died at the scene of the crash.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**30 km/h**
Enforcement[a]	0 1 2 3 4 **5** 6 7 8 9 10
Drink–driving law	**No**
BAC limit – general population	**n/a**
BAC limit – young or novice drivers	**n/a**
Random breath testing and/or police checkpoints	**n/a**
Road traffic deaths involving alcohol	**—**
Enforcement[a]	**n/a**
Motorcycle helmet law	**No**
Applies to all riders	**n/a**
Helmet standards mandated	**n/a**
Helmet wearing rate	**—**
Enforcement[a]	**n/a**
Seat-belt law	**No**
Applies to all occupants	**n/a**
Seat-belt wearing rate	**—**
Enforcement[a]	**n/a**
Child restraints law	**No**
Enforcement[a]	**n/a**

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.

DEATHS BY ROAD USER CATEGORY



Source: 2007, Maldives Police Service

TRENDS IN ROAD TRAFFIC DEATHS

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

REGISTERED VEHICLES

33 807 total (2007)

Motorcars	**8%**
Motorized 2- and 3-wheelers	**79%**
Minibuses, vans, etc. (seating <20)	**7%**
Trucks	**1%**
Other	**5%**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**No**
National universal access number	**n/a**

— Data not available.
n/a Data not required/not applicable.

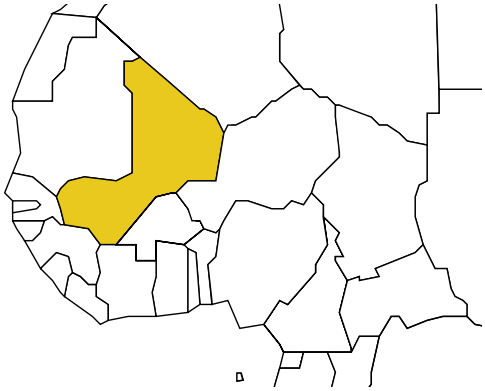
Data cleared by the Ministry of Health.

MALI

Population: 12 336 799

Income group: Low

Gross national income per capita: $500



INSTITUTIONAL FRAMEWORK

Lead agency	**National Directorate for Land, Sea and River Transport**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**Yes**

DATA

Reported road traffic fatalities (2007)
659[c]

Reported non-fatal road traffic injuries
—

Costing study available
Yes (deaths and injuries)

[c] Police and Health data, defined as died within 7 days of the crash.

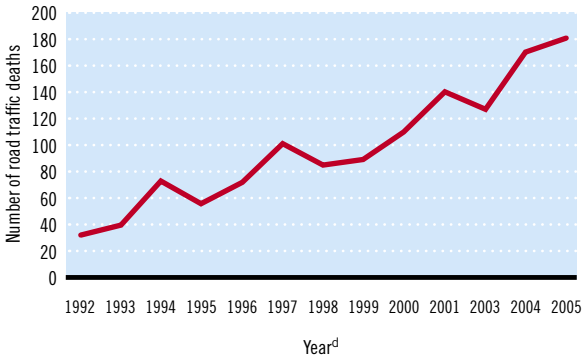
NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**50 km/h**
Enforcement[a]	0 1 2 3 **4** 5 6 7 8 9 10
Drink–driving law	**Yes**
BAC limit – general population	**None**[b]
BAC limit – young or novice drivers	**None**[b]
Random breath testing and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	—
Enforcement[a]	0 1 2 **3** 4 5 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**Yes**
Helmet wearing rate	—
Enforcement[a]	0 1 **2** 3 4 5 6 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	—
Enforcement[a]	0 1 2 3 4 **5** 6 7 8 9 10
Child restraints law	**Yes**
Enforcement[a]	0 1 **2** 3 4 5 6 7 8 9 10

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] Drink–driving not defined by BAC limit.

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS



[d] Data for 2002 not provided

Source: *Direction de la Régulation de la Circulation et des Transports Urbains du District de Bamako*, data for Bamako district only

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

REGISTERED VEHICLES

167 245 total (2007)

Motorcars	**52%**
Motorized 2- and 3-wheelers	**6%**
Minibuses, vans, etc. (seating <20)	**9%**
Trucks	**7%**
Other	**26%**

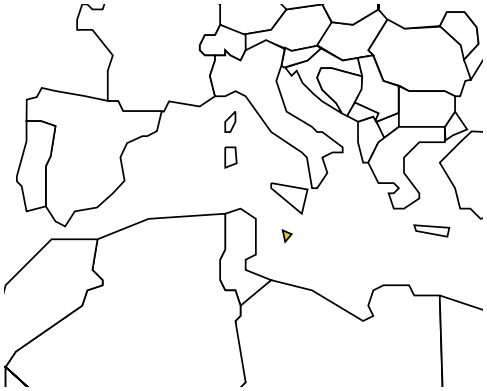
Data cleared by the Ministry of Equipment and Transport.

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

— Data not available.

MALTA



Population: 406 582

Income group: High

Gross national income per capita: $14 575

INSTITUTIONAL FRAMEWORK

Lead agency	**Malta Transport Authority**
Funded in national budget	**Yes**
National road safety strategy	**Multiple**
Measurable targets	**n/a**
Funded	**n/a**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**50 km/h**
Enforcement[a]	0 1 2 3 4 **5** 6 7 8 9 10
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 and/or police checkpoints	**No**
Road traffic deaths involving alcohol	—
Enforcement[a]	0 1 2 3 **4** 5 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**No**
Helmet wearing rate	—
Enforcement[a]	0 1 2 3 4 5 6 7 8 **9** 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**96% Front, 21% Rear**[b]
Enforcement[a]	0 1 2 3 4 5 6 7 **8** 9 10
Child restraints law	**Yes**
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2006, Malta Transport Authority survey.

VEHICLE STANDARDS

Car manufacturers required to adhere to standards on	
Fuel consumption	**No**
Seat-belt installation for all seats	**No**

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**Yes**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

DATA

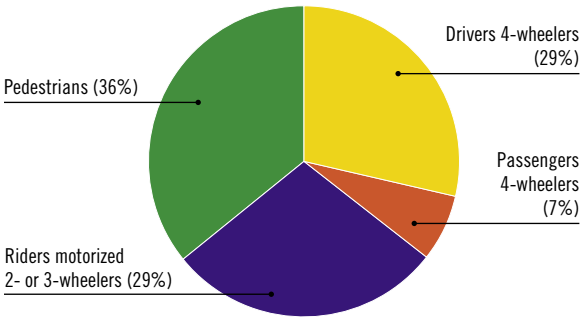
Reported road traffic fatalities (2007)
14[c] (79% males, 21% females)

Reported non-fatal road traffic injuries (2007)
1 195[d]

Costing study available
No

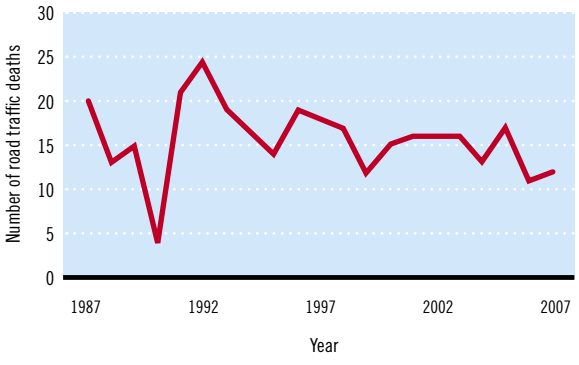
[c] Police data (defined as died within 30 days of the crash) and Health data (using ICD-10 codes).
[d] Police data.

DEATHS BY ROAD USER CATEGORY



Source: 2007, Malta Police, published by the National Statistics Office

TRENDS IN ROAD TRAFFIC DEATHS



Source: Country questionnaire

REGISTERED VEHICLES

346 118 total (2007)

Motorcars	**76%**
Motorized 2- and 3-wheelers	**6%**
Minibuses, vans, etc. (seating <20)	**<1%**
Trucks	**17%**
Buses	**<1%**
Other	**1%**

— Data not available.
n/a Data not required/not applicable.

Data cleared by the Parliamentary Secretary for Health.

MARSHALL ISLANDS

Population: 59 286

Income group: Middle

Gross national income per capita: $3 070

INSTITUTIONAL FRAMEWORK

Lead agency	**Department of Public Safety**
Funded in national budget	**Yes**
National road safety strategy	**Yes**[a]
Measurable targets	**n/a**
Funded	**n/a**

[a] Not formally endorsed by government.

DATA

Reported road traffic fatalities (2007)
1[f] (male)

Reported non-fatal road traffic injuries (2007)
35[g]

Costing study available
No

[f] Police data, defined as died within 24 hours of the crash.
[g] Police data.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**40 km/h**
Enforcement[b]	0 1 2 3 4 **5** 6 7 8 9 10
Drink–driving law	**Yes**
BAC limit – general population	**None**[c]
BAC limit – young or novice drivers	**None**[c]
Random breath testing and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**70%**[d]
Enforcement[b]	0 1 2 3 4 5 **6** 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**[e]
Helmet standards mandated	**No**
Helmet wearing rate	**95%**[d]
Enforcement[b]	0 1 2 3 4 5 6 **7** 8 9 10
Seat-belt law	**No**
Applies to all occupants	**n/a**
Seat-belt wearing rate	**5% Front, 0% Rear**[d]
Enforcement[b]	**n/a**
Child restraints law	**No**
Enforcement[b]	**n/a**

[b] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[c] Drink–driving not defined by BAC limit.
[d] Police estimate for average year.
[e] Some exceptions.

DEATHS BY ROAD USER CATEGORY

YEAR	DEATHS
2007	1 driver of 4-wheeled vehicle

TRENDS IN ROAD TRAFFIC DEATHS

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

REGISTERED VEHICLES

2 487 total (2006)

Motorcars	**63%**
Motorized 2- and 3-wheelers	**1%**
Minibuses, vans, etc. (seating <20)	**27%**
Trucks	**4%**
Buses	**2%**
Other	**3%**

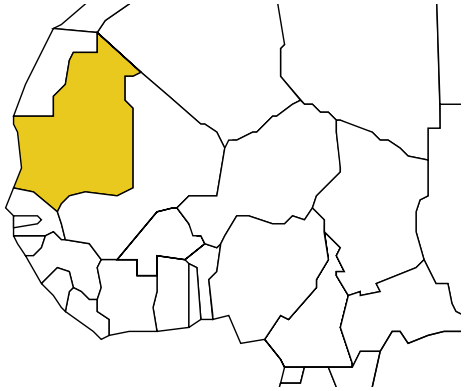
POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

n/a Data not required/not applicable.

Data cleared by the Ministry of Health.

MAURITANIA



Population: 3 123 813

Income group: Low

Gross national income per capita: $840

INSTITUTIONAL FRAMEWORK

Lead agency	**Department of Road Safety**
Funded in national budget	**Yes**
National road safety strategy	**No**
Measurable targets	**n/a**
Funded	**n/a**

DATA

Reported road traffic fatalities (2007)
202[d]

Reported non-fatal road traffic injuries (2007)
7 838[e]

Costing study available
No

[d] Police data, defined as died at the crash scene.
[e] Police data supplemented with a study (not referenced).

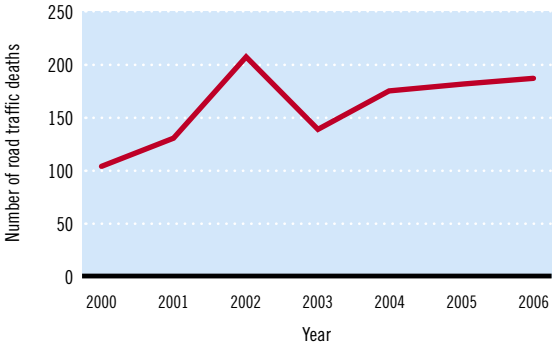
NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**80 km/h**
Enforcement[a]	0 1 2 3 **(4)** 5 6 7 8 9 10
Drink–driving law	**Yes**
BAC limit – general population	**0.0 g/dl**[b]
BAC limit – young or novice drivers	**0.0 g/dl**[b]
Random breath testing and/or police checkpoints	—
Road traffic deaths involving alcohol	—
Enforcement[a]	0 1 2 3 4 **(5)** 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**No**
Helmet wearing rate	**50% Drivers**[c]
Enforcement[a]	0 1 2 3 **(4)** 5 6 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	—
Enforcement[a]	0 **(1)** 2 3 4 5 6 7 8 9 10
Child restraints law	**Yes**
Enforcement[a]	0 **(1)** 2 3 4 5 6 7 8 9 10

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] Alcohol consumption prohibited by law.
[c] Estimation by consensus group.

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS



Source: *Direction des Transports et de la sécurité routière*

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**No**
National universal access number	**n/a**

REGISTERED VEHICLES

350 000 total (2007)
Registered vehicle types: data not available

— Data not available.
n/a Data not required/not applicable.

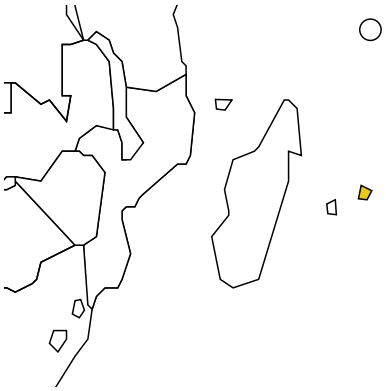
Data cleared by the Ministry of Health and Social Affairs.

MAURITIUS

Population: 1 261 641

Income group: Middle

Gross national income per capita: $5 450



INSTITUTIONAL FRAMEWORK

Lead agency	**Traffic Management and Road Safety Unit**
Funded in national budget	**Yes**
National road safety strategy	**Yes**[a]
Measurable targets	**n/a**
Funded	**n/a**

[a] Not formally endorsed by government.

DATA

Reported road traffic fatalities (2007)
140[e] (86% males, 14% females)

Reported non-fatal road traffic injuries (2007)
2 915[f]

Costing study available
Yes (deaths and injuries)

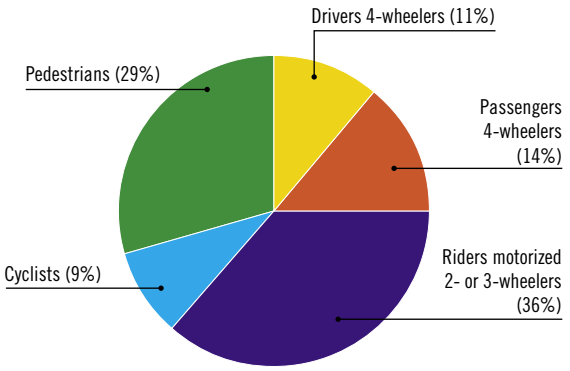
[e] Central Statistics Office data, defined as died within 30 days of the crash.
[f] Central Statistics Office data.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**40–80 km/h**
Enforcement[b]	0 1 2 3 **4** 5 6 7 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**24%**[c]
Enforcement[b]	0 1 2 3 4 **5** 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**Yes**
Helmet wearing rate	—
Enforcement[b]	0 1 2 3 4 5 6 7 8 **9** 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**94% Front, 10% Rear**[d]
Enforcement[b]	0 1 2 3 4 5 6 7 **8** 9 10
Child restraints law	**No**
Enforcement[b]	**n/a**

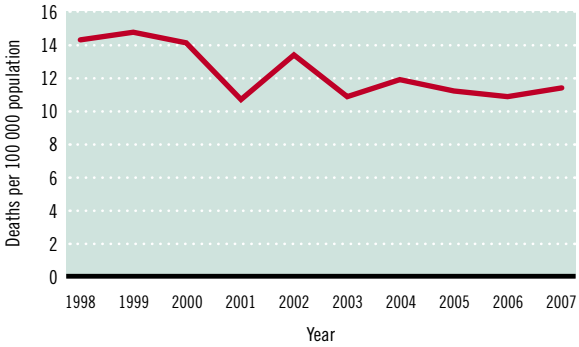
[b] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[c] 2007, Forensic Science Laboratory.
[d] 2004, Survey conducted by the Traffic Management and Road Safety Unit.

DEATHS BY ROAD USER CATEGORY



Source: 2007, Traffic Management and Road Safety Unit and the Police Road Safety Unit

TRENDS IN ROAD TRAFFIC DEATHS



Source: "Road Transport and Road Traffic Accident Statistics, 2007"

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**Yes**

REGISTERED VEHICLES

334 125 total (2007)

Motorcars	**43%**
Motorized 2- and 3-wheelers	**43%**
Minibuses, vans, etc. (seating <20)	**7%**
Trucks	**5%**
Buses	**1%**
Non-motorized vehicles	**<1%**
Other	**<1%**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

— Data not available.
n/a Data not required/not applicable.

Data cleared by the Ministry of Health and Quality of Life.

MEXICO

Population: 106 534 880

Income group: Middle

Gross national income per capita: $8 340

INSTITUTIONAL FRAMEWORK

Lead agency	**National Council of Injury Prevention (CONAPRA)**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**Yes**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**40–80 km/h**
Enforcement[a]	0 1 2 3 **(4)** 5 6 7 8 9 10
Drink–driving law	**Yes**
BAC limit – general population	**n/a**[b]
BAC limit – young or novice drivers	**n/a**[b]
Random breath testing and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	—
Enforcement[a]	0 1 2 **(3)** 4 5 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**Yes**
Helmet wearing rate	—
Enforcement[a]	0 1 2 **(3)** 4 5 6 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	—
Enforcement[a]	0 1 2 3 4 **(5)** 6 7 8 9 10
Child restraints law	**Yes**
Enforcement[a]	0 **(1)** 2 3 4 5 6 7 8 9 10

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] BAC limits are set at the subnational level (0.08 g/dl in the Federal District and most cities).

VEHICLE STANDARDS

Car manufacturers required to adhere to standards on	
Fuel consumption	**Yes**
Seat-belt installation for all seats	**Yes**

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No (subnational)**
National policies to promote public transportation	**No (subnational)**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**No**

— Data not available.
n/a Data not required/not applicable.

DATA

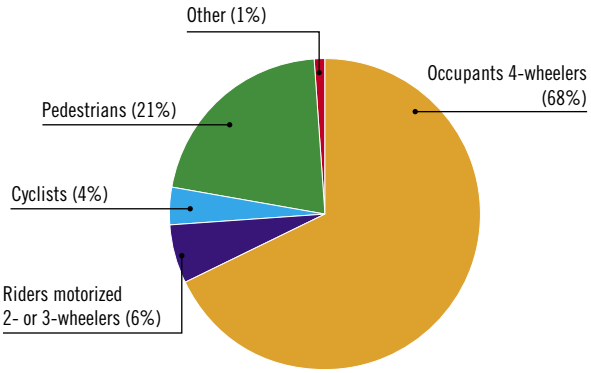
Reported road traffic fatalities (2006)
17 003[c] (78% males, 22% females)

Reported non-fatal road traffic injuries (2006)
603 541[d]

Costing study available
No

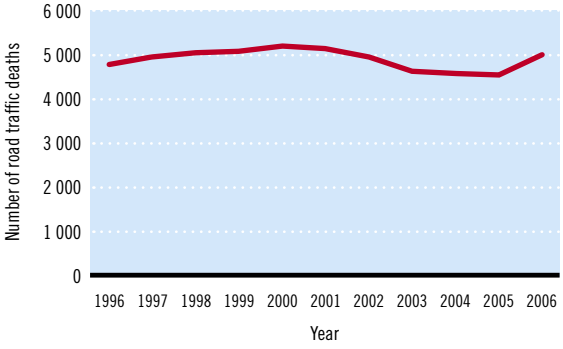
[c] National Institute of Statistics Geography and Information data, defined as died at the crash scene.
[d] Health data.

DEATHS BY ROAD USER CATEGORY



Source: 2006, National Institute of Statistics Geography and Information

TRENDS IN ROAD TRAFFIC DEATHS



Source: Vital Statistics

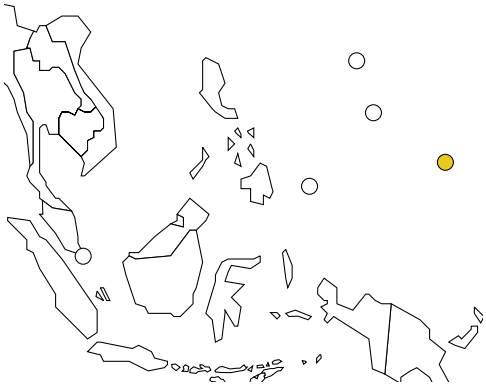
REGISTERED VEHICLES

24 970 879 total (2006)

Motorcars	**66%**
Motorized 2- and 3-wheelers	**3%**
Trucks	**30%**
Buses	**1%**

Data cleared by the Ministry of Health.

MICRONESIA
(Federated States of)



Population: 111 117

Income group: Middle

Gross national income per capita: $2 470

INSTITUTIONAL FRAMEWORK	
Lead agency	**No**
Funded in national budget	n/a
National road safety strategy	**No (subnational)**
Measurable targets	n/a
Funded	n/a

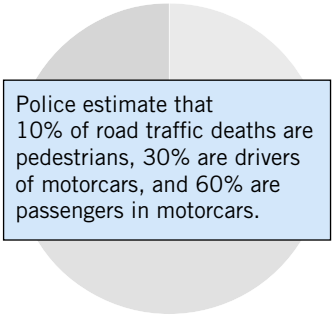
DATA
Reported road traffic fatalities (2007)
1–2[d]
Reported non-fatal road traffic injuries
50[e]
Costing study available
No

[d] Police data, defined as died within 24 hours of the crash.
[e] Police, estimate for an average year.

NATIONAL LEGISLATION	
Speed limits set nationally	**No (subnationally)**
Local authorities can set lower limits	n/a
Maximum limit urban roads	n/a
Enforcement[a]	n/a
Drink–driving law	**No (subnational)**
BAC limit – general population	n/a
BAC limit – young or novice drivers	n/a
Random breath testing and/or police checkpoints	n/a
Road traffic deaths involving alcohol	90%[b]
Enforcement[a]	n/a
Motorcycle helmet law	**No (subnational)**
Applies to all riders	n/a
Helmet standards mandated	n/a
Helmet wearing rate	100%[b]
Enforcement[a]	n/a
Seat-belt law	**No**
Applies to all occupants	n/a
Seat-belt wearing rate	10%[c]
Enforcement[a]	n/a
Child restraints law	**No**
Enforcement[a]	n/a

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2007, Police and Transport data.
[c] Police estimate for average year.

DEATHS BY ROAD USER CATEGORY



Source: Country questionnaire

TRENDS IN ROAD TRAFFIC DEATHS

VEHICLE STANDARDS
No car manufacturers

ROAD SAFETY AUDITS	
Formal audits required for major new road construction projects	Yes
Regular audits of existing road infrastructure	No

PROMOTING ALTERNATIVE TRANSPORT	
National policies to promote walking or cycling	No
National policies to promote public transportation	No

REGISTERED VEHICLES	
4 217 total (2007)	
Motorcars	42%
Motorized 2- and 3-wheelers	<1%
Minibuses, vans, etc. (seating <20)	48%
Trucks	3%
Buses	4%
Other	3%

POST-CRASH CARE	
Formal, publicly available pre-hospital care system	No
National universal access number	n/a

n/a Data not required/not applicable.

Data cleared by the Department of Health and Social Affairs.

MONGOLIA

Population: 2 628 840

Income group: Middle

Gross national income per capita: $1 290

INSTITUTIONAL FRAMEWORK

Lead agency	**National Committee of Road Safety**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**Yes**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**60 km/h**
Enforcement[a]	0 1 2 3 **4** 5 6 7 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**4%**[b]
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**No**
Helmet wearing rate	—
Enforcement[a]	0 1 2 **3** 4 5 6 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**70–80% Drivers**[c]
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Child restraints law	**Yes**
Enforcement[a]	0 1 **2** 3 4 5 6 7 8 9 10

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2007 Police data, proportion of road traffic deaths involving drunk drivers.
[c] 2008, Police estimate, 10–20% front-seat passengers, 5–10% rear-seat passengers.

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**Yes**
National policies to promote public transportation	**Yes**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

DATA

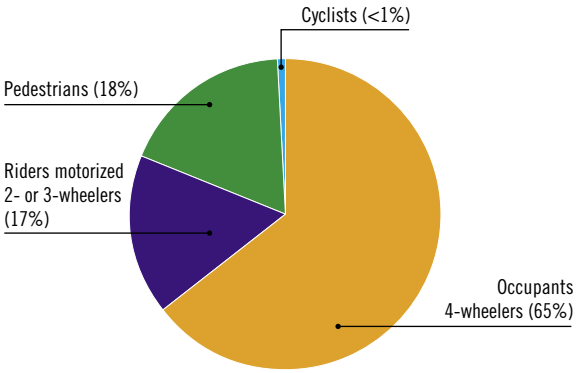
Reported road traffic fatalities (2007)
562[d] (84% males, 16% females)

Reported non-fatal road traffic injuries (2007)
932[e]

Costing study available
No

[d] Health data, time period not specified in definition.
[e] Police data.

DEATHS BY ROAD USER CATEGORY



Source: 2007, National Center for Health Development, Ministry of Health

TRENDS IN ROAD TRAFFIC DEATHS

Source: National Center for Health Development, Ministry of Health

REGISTERED VEHICLES

161 989 total (2007)

Motorcars	**68%**
Motorized 2- and 3-wheelers	**1%**
Minibuses, vans, etc. (seating <20)	**2%**
Trucks	**21%**
Buses	**8%**
Non-motorized vehicles	**<1%**

— Data not available.
n/a Data not required/not applicable.

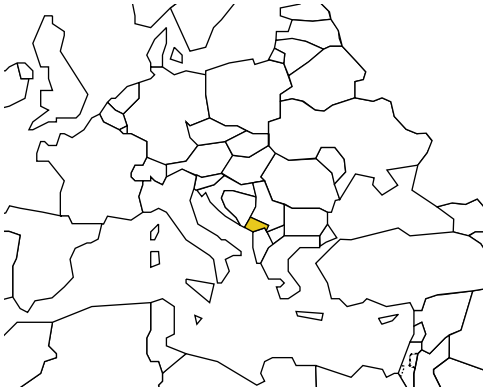
Data cleared by the Ministry of Health.

MONTENEGRO

Population: 597 983

Income group: Middle

Gross national income per capita: $5 180



INSTITUTIONAL FRAMEWORK

Lead agency	**No**
Funded in national budget	**n/a**
National road safety strategy	**No**
Measurable targets	**n/a**
Funded	**n/a**

DATA

Reported road traffic fatalities (2007)
122[b] (82% males, 18% females)

Reported non-fatal road traffic injuries (2007)
2 796[c]

Costing study available
No

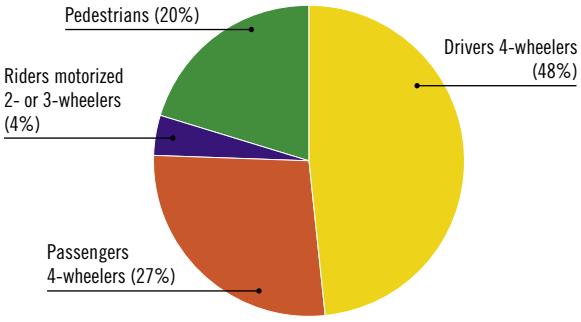
[b] Police data, defined as died within 30 days of the crash.
[c] Police data.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**50 km/h**
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	—
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**No**
Helmet wearing rate	—
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	—
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10
Child restraints law	**No**
Enforcement[a]	**n/a**

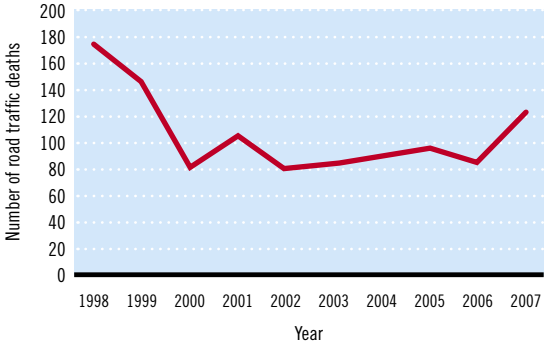
[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.

DEATHS BY ROAD USER CATEGORY



Source: 2007, Police Directorate, Department for Road Safety Surveillance and Control

TRENDS IN ROAD TRAFFIC DEATHS



Source: Police Directorate, Department for Road Safety Surveillance and Control

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

REGISTERED VEHICLES

199 014 total (2007)

Motorcars	**90%**
Motorized 2- and 3-wheelers	**2%**
Minibuses, vans, etc. (seating <20)	**<1%**
Trucks	**6%**
Buses	**<1%**
Other	**2%**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

— Data not available.
n/a Data not required/not applicable.

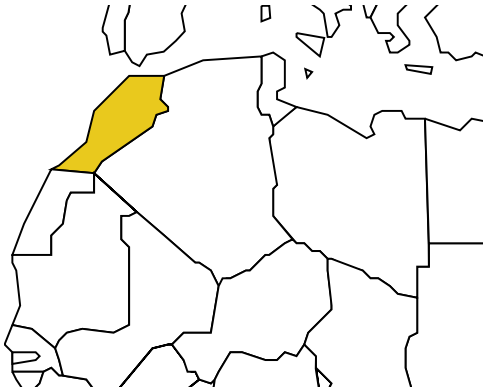
Data cleared by the Ministry of Health, Labour and Social Welfare.

MOROCCO

Population: 31 224 137

Income group: Middle

Gross national income per capita: $2 250



INSTITUTIONAL FRAMEWORK

Lead agency	Interministerial Committee of Road Safety
Funded in national budget	No
National road safety strategy	Yes
Measurable targets	Yes
Funded	Yes

NATIONAL LEGISLATION

Speed limits set nationally	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	60 km/h
Enforcement[a]	0 1 2 3 4 **5** 6 7 8 9 10
Drink–driving law	No[b]
BAC limit – general population	n/a
BAC limit – young or novice drivers	n/a
Random breath testing and/or police checkpoints	n/a
Road traffic deaths involving alcohol	3%[c]
Enforcement[a]	n/a
Motorcycle helmet law	Yes
Applies to all riders	No
Helmet standards mandated	Yes
Helmet wearing rate	67% Drivers[d]
Enforcement[a]	0 1 2 3 **4** 5 6 7 8 9 10
Seat-belt law	Yes
Applies to all occupants	Yes
Seat-belt wearing rate	75% Front, 19% Rear[d]
Enforcement[a]	0 1 2 3 4 5 6 7 **8** 9 10
Child restraints law	No
Enforcement[a]	n/a

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] Alcohol consumption is prohibited.
[c] 2007, National Road Administration, Ministry of Equipment and Transport.
[d] 2007, National Committee of Prevention from Traffic Accidents, urban areas only.

VEHICLE STANDARDS

Car manufacturers required to adhere to standards on	
Fuel consumption	No
Seat-belt installation for all seats	Yes

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	No
Regular audits of existing road infrastructure	Yes

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	No
National policies to promote public transportation	Yes

POST-CRASH CARE

Formal, publicly available pre-hospital care system	Yes
National universal access number	Yes

DATA

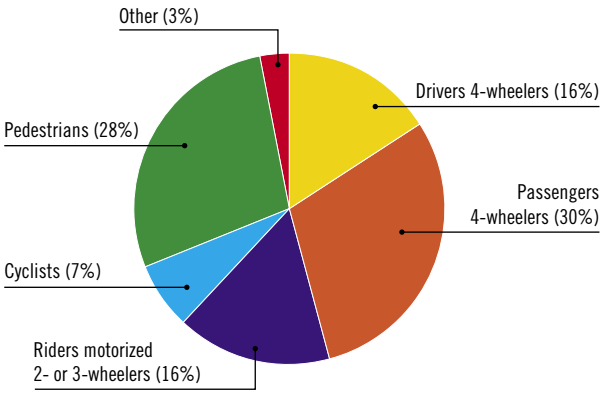
Reported road traffic fatalities (2007)
3 838[e] (81% males, 18% females)

Reported non-fatal road traffic injuries (2007)
89 264[f]

Costing study available
No

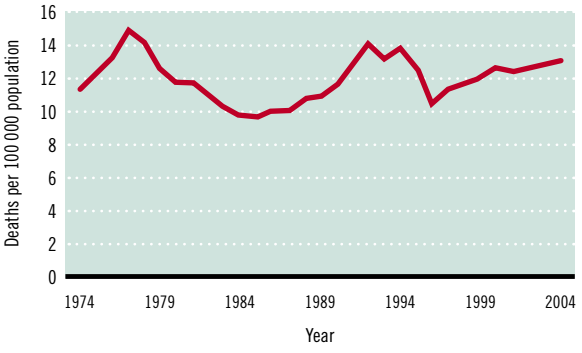
[e] Transport data, defined as died within 30 days of the crash.
[f] Transport data.

DEATHS BY ROAD USER CATEGORY



Source: 2007, National Road Administration

TRENDS IN ROAD TRAFFIC DEATHS



Source: National Road Administration, and National Statistic Administration

REGISTERED VEHICLES

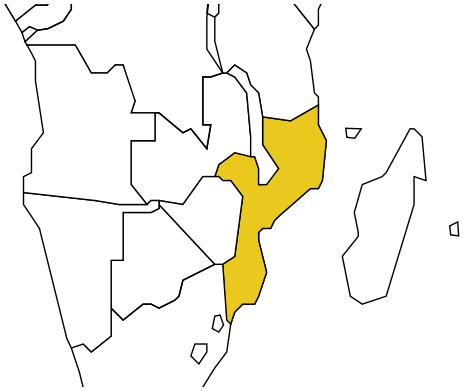
2 284 060 total (2007)

Motorcars	72%
Motorized 2- and 3-wheelers	1%
Trucks	23%
Buses	1%
Other	3%

n/a Data not required/not applicable.

Data cleared by the Ministry of Health.

MOZAMBIQUE



Population: 21 396 916

Income group: Low

Gross national income per capita: $320

INSTITUTIONAL FRAMEWORK

Lead agency	National Institute of Traffic
Funded in national budget	Yes
National road safety strategy	No
Measurable targets	n/a
Funded	n/a

DATA

Reported road traffic fatalities (2007)
1 502[b] (74% males, 26% females)

Reported non-fatal road traffic injuries (2007)
7 065[c]

Costing study available
No

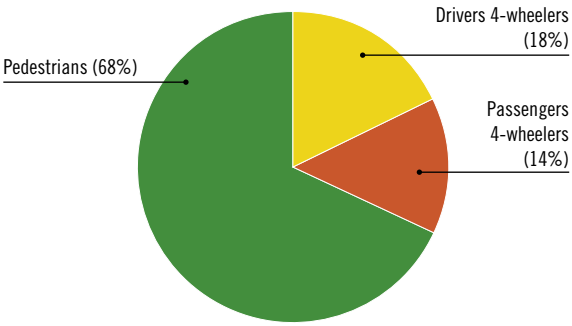
[b] Police data, defined as died within 24 hours of the crash.
[c] Police data.

NATIONAL LEGISLATION

Speed limits set nationally	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	60 km/h
Enforcement[a]	0 1 2 3 4 5 6 7 8 **9** 10
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 and/or police checkpoints	Yes
Road traffic deaths involving alcohol	—
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Motorcycle helmet law	Yes
Applies to all riders	Yes
Helmet standards mandated	No
Helmet wearing rate	—
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Seat-belt law	Yes
Applies to all occupants	No
Seat-belt wearing rate	—
Enforcement[a]	—
Child restraints law	No
Enforcement[a]	n/a

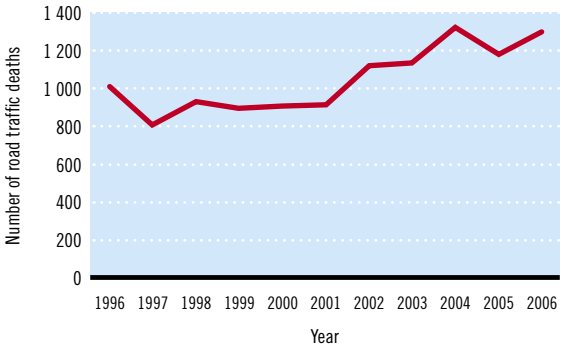
[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.

DEATHS BY ROAD USER CATEGORY



Source: 2007, Ministry of Interior

TRENDS IN ROAD TRAFFIC DEATHS



Source: Ministry of Interior

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	Yes
Regular audits of existing road infrastructure	No

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	No
National policies to promote public transportation	No

REGISTERED VEHICLES

258 680 total (2007)

Motorcars	60%
Motorized 2- and 3-wheelers	15%
Trucks	22%
Other	3%

Data cleared by the Ministry of Health.

POST-CRASH CARE

Formal, publicly available pre-hospital care system	No
National universal access number	n/a

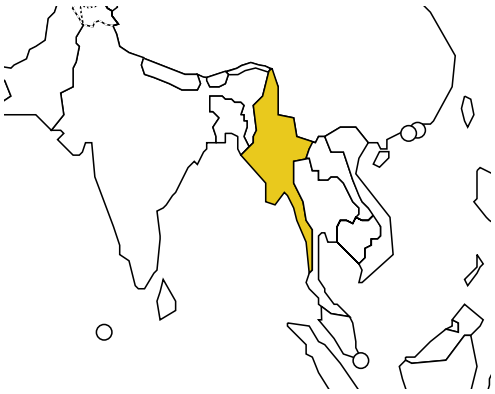
— Data not available.
n/a Data not required/not applicable.

MYANMAR

Population: 48 798 212

Income group: Low

Gross national income per capita: $281



INSTITUTIONAL FRAMEWORK

Lead agency	**Traffic Rules Enforcement Supervisory Committee**
Funded in national budget	**No**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**Yes**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**40 km/h**
Enforcement[a]	0 1 2 3 4 **(5)** 6 7 8 9 10
Drink–driving law	**Yes**
BAC limit – general population	**0.07 g/dl**
BAC limit – young or novice drivers	**0.07 g/dl**
Random breath testing and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	—
Enforcement[a]	0 1 2 3 4 **(5)** 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**[b]
Helmet standards mandated	**Yes**
Helmet wearing rate	**60%**[c]
Enforcement[a]	0 1 2 3 4 5 **(6)** 7 8 9 10
Seat-belt law	—
Applies to all occupants	—
Seat-belt wearing rate	—
Enforcement[a]	—
Child restraints law	—
Enforcement[a]	—

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] Some exceptions.
[c] 2007, Road Transport Administration Department.

VEHICLE STANDARDS

Car manufacturers required to adhere to standards on	
Fuel consumption	**Yes**
Seat-belt installation for all seats	**No**

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**Yes**
National policies to promote public transportation	**Yes**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**No**

DATA

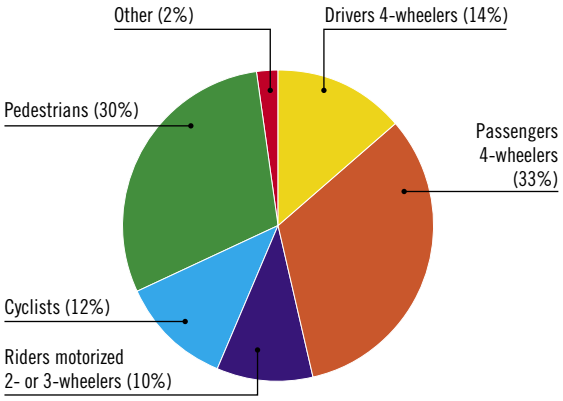
Reported road traffic fatalities (2007)
1 638[d] (75% males, 25% females)

Reported non-fatal road traffic injuries (2007)
12 358[e]

Costing study available
Yes (deaths and injuries)

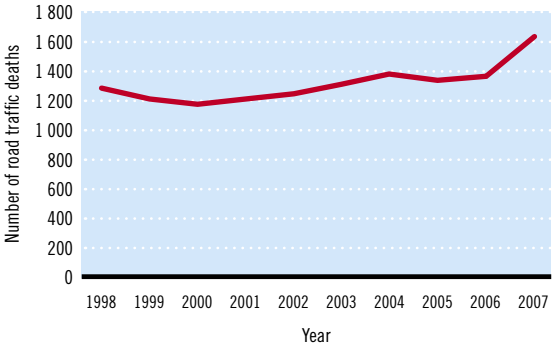
[d] Police, Transport and Health data, defined as died within 30 days of the crash.
[e] Police and Transport data.

DEATHS BY ROAD USER CATEGORY



Source: 2007, Road Traffic Administration Department

TRENDS IN ROAD TRAFFIC DEATHS



Source: Country questionnaire

REGISTERED VEHICLES

1 045 105 total (2008)

Motorcars	**26%**
Motorized 2- and 3-wheelers	**65%**
Minibuses, vans, etc. (seating <20)	**2%**
Trucks	**3%**
Buses	**2%**
Other	**2%**

— Data not available.
n/a Data not required/not applicable.

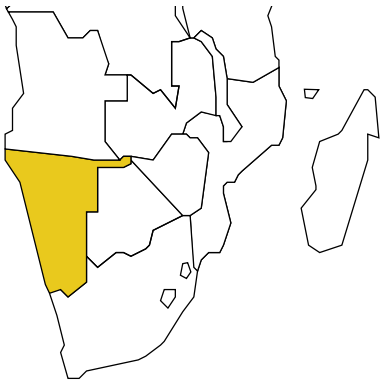
Data cleared by the Ministry of Health.

NAMIBIA

Population: 2 074 146

Income group: Middle

Gross national income per capita: $3 360



INSTITUTIONAL FRAMEWORK

Lead agency	**National Road Safety Council**
Funded in national budget	**Yes**
National road safety strategy	**No**
Measurable targets	**n/a**
Funded	**n/a**

DATA

Reported road traffic fatalities (2007)
368[c]

Reported non-fatal road traffic injuries (2007)
6 137[d]

Costing study available
No

[c] Police data, defined as died within 30 days of the crash.
[d] Health data.

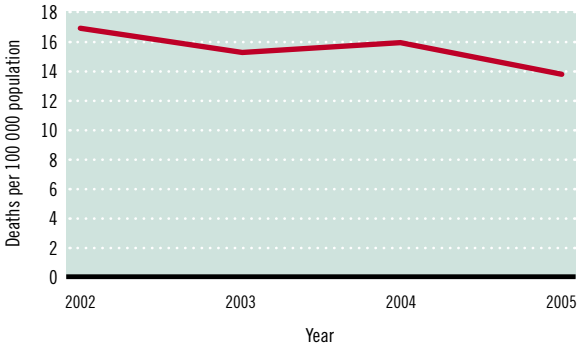
NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**60 km/h**
Enforcement[a]	0 1 2 3 **4** 5 6 7 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	—
Enforcement[a]	0 1 2 3 4 **5** 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**Yes**
Helmet wearing rate	—
Enforcement[a]	0 1 2 3 4 5 6 7 **8** 9 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**55% Front, 1% Rear**[b]
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10
Child restraints law	**Yes**
Enforcement[a]	0 1 **2** 3 4 5 6 7 8 9 10

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2007, study on seat belt compliance by Global Road Safety Partnership (GRSP Namibia).

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS



Source: National Road Safety Council, "Road Collision Statistical Report 2005"

VEHICLE STANDARDS

Car manufacturers required to adhere to standards on	
Fuel consumption	**No**
Seat-belt installation for all seats	**Yes**

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

REGISTERED VEHICLES

239 612 total (2008)

Motorcars	**45%**
Motorized 2- and 3-wheelers	**2%**
Minibuses, vans, etc. (seating <20)	**43%**
Trucks	**6%**
Buses	**1%**
Other	**2%**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

— Data not available.
n/a Data not required/not applicable.

Data cleared by the Ministry of Health and Social Services and the Ministry of Works and Transport.

NAURU

Population: 10 152

Income group: Middle

Gross national income per capita: $7 842

INSTITUTIONAL FRAMEWORK	
Lead agency	**Nauru Police Force**
Funded in national budget	**Yes**
National road safety strategy	**Multiple**
Measurable targets	**n/a**
Funded	**n/a**

DATA
Reported road traffic fatalities (2007)
1[b] (male)
Reported non-fatal road traffic injuries (2007)
9[c]
Costing study available
No

[b] Police and Health data, defined as died within 24 hours of the crash.
[c] Police and Health data.

NATIONAL LEGISLATION	
Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**40 km/h**
Enforcement[a]	**—**
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**—**
Enforcement[a]	**—**
Motorcycle helmet law	**No**
Applies to all riders	**n/a**
Helmet standards mandated	**n/a**
Helmet wearing rate	**—**
Enforcement[a]	**n/a**
Seat-belt law	**No**
Applies to all occupants	**n/a**
Seat-belt wearing rate	**—**
Enforcement[a]	**n/a**
Child restraints law	**No**
Enforcement[a]	**n/a**

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS

VEHICLE STANDARDS
No car manufacturers

ROAD SAFETY AUDITS	
Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT	
National policies to promote walking or cycling	**Yes**
National policies to promote public transportation	**No**

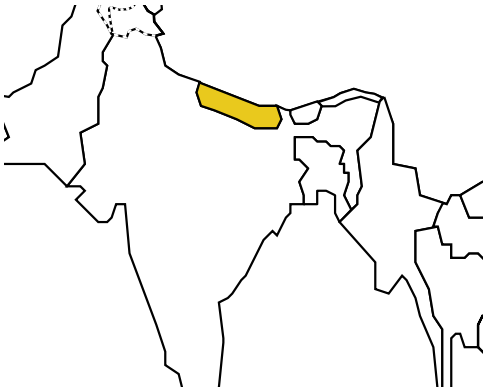
POST-CRASH CARE	
Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

REGISTERED VEHICLES
Data not available

— Data not available.
n/a Data not required/not applicable.

Data cleared by the Ministry of Health.

NEPAL



Population: 28 195 994

Income group: Low

Gross national income per capita: $340

INSTITUTIONAL FRAMEWORK

Lead agency	**Ministry of Physical Planning and Works, Department of Road**
Funded in national budget	**Yes**
National road safety strategy	**Yes**[a]
Measurable targets	**n/a**
Funded	**n/a**

[a] Not formally endorsed by government.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**40 km/h**
Enforcement[b]	0 1 2 3 4 **(5)** 6 7 8 9 10
Drink–driving law	**Yes**
BAC limit – general population	**None**[c]
BAC limit – young or novice drivers	**None**[c]
Random breath testing and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**—**[d]
Enforcement[b]	0 1 2 3 4 5 **(6)** 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**No**
Helmet wearing rate	**—**
Enforcement[b]	0 1 2 3 4 5 6 7 8 **(9)** 10
Seat-belt law	**Yes**
Applies to all occupants	**No**
Seat-belt wearing rate	**—**
Enforcement[b]	0 1 2 3 **(4)** 5 6 7 8 9 10
Child restraints law	**No**
Enforcement[b]	**n/a**

[b] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[c] Drink–driving not defined by BAC limit.
[d] No data on deaths, but proportion of annual road traffic crashes caused by alcohol estimated at 11%.

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**No**
National universal access number	**n/a**

DATA

Reported road traffic fatalities (2007)
962[e] (80% males, 20% females)

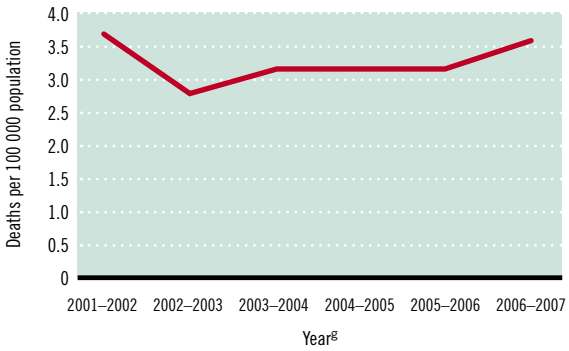
Reported non-fatal road traffic injuries (2007)
2 653[f]

Costing study available
Yes (deaths and injuries)

[e] Police data, defined as died within 35 days of the crash.
[f] Police data.

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS



[g] Data collected by financial year
Source: Country questionnaire

REGISTERED VEHICLES

617 305 total (2007)

Motorcars, jeeps, vans	**14%**
Motorized 2- and 3-wheelers	**69%**
Minibuses, pick-ups, mirobuses	**2%**
Trucks, cranes	**5%**
Buses	**3%**
Other	**7%**

— Data not available.
n/a Data not required/not applicable.

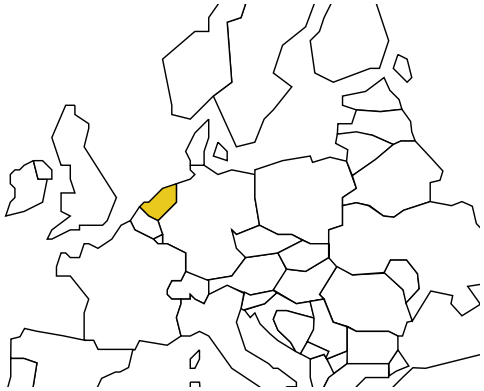
Data cleared by the Ministry of Health and Population.

NETHERLANDS

Population: 16 418 824

Income group: High

Gross national income per capita: $45 820



INSTITUTIONAL FRAMEWORK

Lead agency	**Ministry of Transport, Public Works and Water Management Directorate-General Passenger Transport, Road Safety Division**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**Yes**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**50 km/h**
Enforcement[a]	**No consensus**
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**25%**[b]
Enforcement[a]	**No consensus**
Motorcycle helmet law[c]	**Yes**
Applies to all riders	**Yes**[c]
Helmet standards mandated	**Yes**
Helmet wearing rate	**92% Drivers, 72% Passengers**[d]
Enforcement[a]	**No consensus**
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**94% Front, 73% Rear**[e]
Enforcement[a]	**No consensus**
Child restraints law	**Yes**
Enforcement[a]	**No consensus**

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] Case-control study in Tilburg police district.
[c] Some exceptions.
[d] Applies to mopeds only.
[e] 2006 data, "Road Safety in the Netherlands. Key Figures 2008."

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**Yes**
National policies to promote public transportation	**Yes**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

DATA

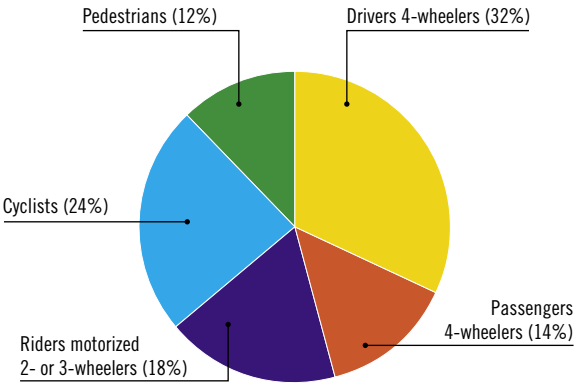
Reported road traffic fatalities (2007)
791[f] (73% males, 27% females)

Reported non-fatal road traffic injuries (2006)
16 750[g]

Costing study available
Yes (deaths and injuries)

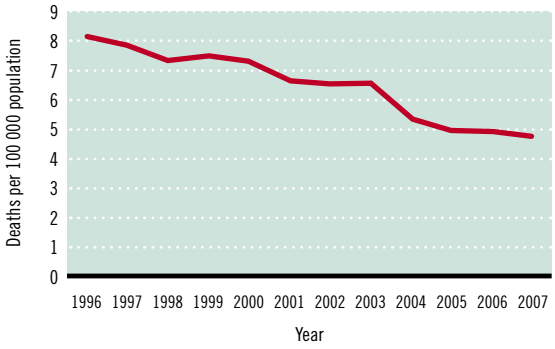
[f] Defined as died within 30 days of the crash, "Road Safety in the Netherlands. Key Figures 2008."
[g] Transport data. Hospitalized cases.

DEATHS BY ROAD USER CATEGORY



Source: 2007, SWOV Institute for Road Safety Research and Statistics Netherlands

TRENDS IN ROAD TRAFFIC DEATHS



Source: Statistics Netherlands/Ministry of Transport, 2007

REGISTERED VEHICLES

8 862 935 total (2007)

Motorcars	**82%**
Motorized 2- and 3-wheelers	**6%**
Trucks	**2%**
Buses	**<1%**
Other	**10%**

Data cleared by the SWOV Institute for Road Safety Research; Ministry of Health, Welfare and Sport; Bureau of Traffic Law Enforcement; Ministry of Transport, Water Management and Public Works.

NEW ZEALAND

Population: 4 178 525

Income group: High

Gross national income per capita: $28 780

INSTITUTIONAL FRAMEWORK

Lead agency	**Ministry of Transport**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**Yes**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**50 km/h**
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Drink–driving law	**Yes**
BAC limit – general population	**0.08 g/dl**
BAC limit – young or novice drivers	**0.03 g/dl**
Random breath testing and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**31%**[b]
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**[c]
Helmet standards mandated	**Yes**
Helmet wearing rate	—
Enforcement[a]	0 1 2 3 4 5 6 7 8 **9** 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**95% Front, 87% Rear**[b]
Enforcement[a]	0 1 2 3 4 5 6 7 8 **9** 10
Child restraints law	**Yes**
Enforcement[a]	0 1 2 3 4 5 6 7 **8** 9 10

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2007, Transport data.
[c] Some exceptions.

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**Yes**
National policies to promote public transportation	**Yes**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

— Data not available.

DATA

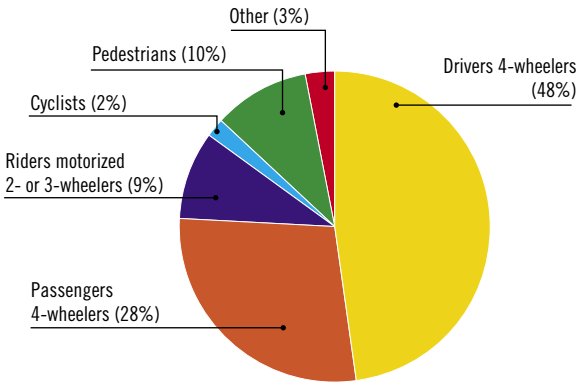
Reported road traffic fatalities (2007)
423[d] (67% males, 33% females)

Reported non-fatal road traffic injuries (2007)
16 013[e]

Costing study available
Yes (deaths and injuries)

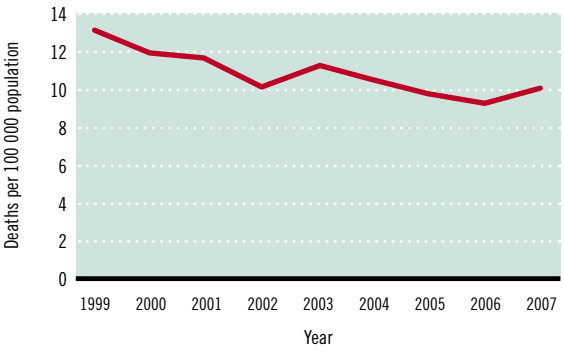
[d] Transport data, defined as died within 30 days of the crash.
[e] Transport data.

DEATHS BY ROAD USER CATEGORY



Source: 2007, Ministry of Transport

TRENDS IN ROAD TRAFFIC DEATHS



Source: Country questionnaire

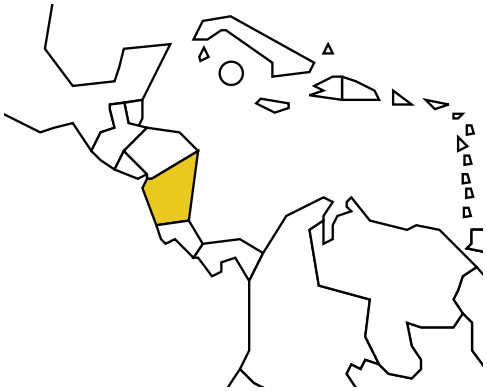
REGISTERED VEHICLES

3 189 131 total (2007)

Motorcars	**82%**
Motorized 2- and 3-wheelers	**3%**
Buses	**1%**
Trucks	**15%**

Data cleared by the National Road Safety Management Group.

NICARAGUA



Population: 5 603 190

Income group: Middle

Gross national income per capita: $980

INSTITUTIONAL FRAMEWORK

Lead agency	**National Police, Special Traffic Safety Unit**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**Yes**

DATA

Reported road traffic fatalities (2007)
522[c] (78% males, 22% females)[d]

Reported non-fatal road traffic injuries (2007)
4 614[e]

Costing study available
—

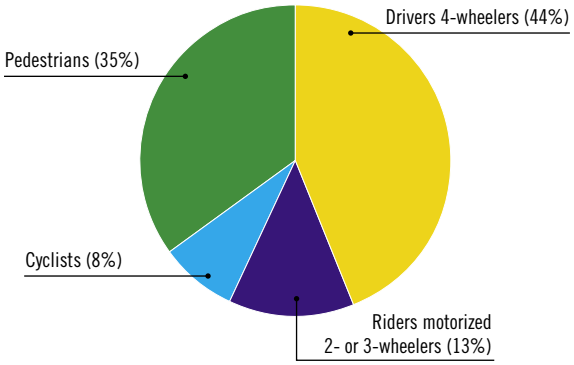
[c] Police data, definition not specified.
[d] 2006 Police data.
[e] Police and Health data.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**45 km/h**
Enforcement[a]	0 1 2 **3** 4 5 6 7 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**12%**[b]
Enforcement[a]	0 1 2 **3** 4 5 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	—
Helmet standards mandated	**No**
Helmet wearing rate	—
Enforcement[a]	0 1 2 **3** 4 5 6 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**No**
Seat-belt wearing rate	—
Enforcement[a]	0 1 2 3 4 **5** 6 7 8 9 10
Child restraints law	**Yes**
Enforcement[a]	0 1 2 **3** 4 5 6 7 8 9 10

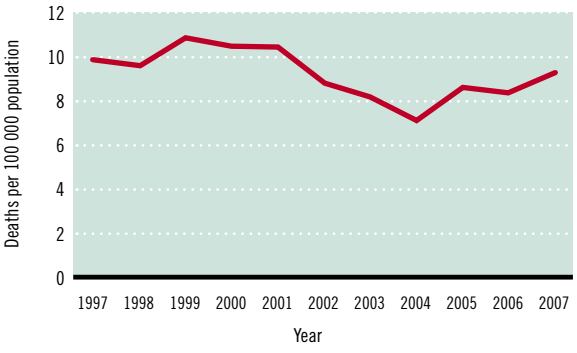
[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] National Police, year not specified.

DEATHS BY ROAD USER CATEGORY



Source: National Police, Statistical Yearbook 2007

TRENDS IN ROAD TRAFFIC DEATHS



Source: National Police

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**Yes**
National policies to promote public transportation	**Yes**

REGISTERED VEHICLES

382 707 total (2007)

Motorcars	**31%**
Motorized 2- and 3-wheelers	**16%**
Minibuses, vans, etc. (seating <20)	**39%**
Trucks	**8%**
Buses	**2%**
Other	**4%**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

— Data not available.

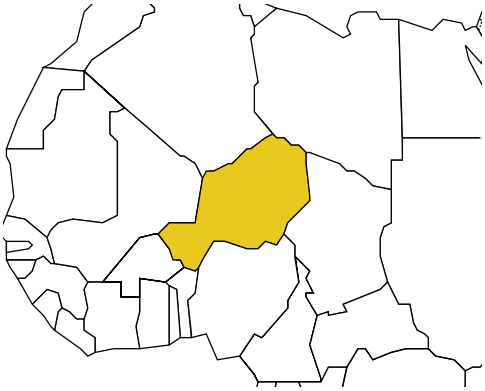
Data cleared by the Ministry of Health.

NIGER

Population: 14 225 521

Income group: Low

Gross national income per capita: $280



INSTITUTIONAL FRAMEWORK

Lead agency	**National Road Safety Commission**
Funded in national budget	**No**
National road safety strategy	**Multiple**
Measurable targets	**n/a**
Funded	**n/a**

DATA

Reported road traffic fatalities (2007)
528[d] (72% males, 28% females)

Reported non-fatal road traffic injuries (2007)
9 094[e]

Costing study available
Yes (deaths and injuries)

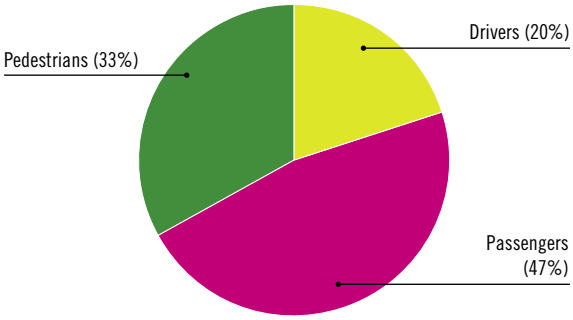
[d] Police data, defined as died within 7 days of the crash.
[e] Police data from urban areas.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**50 km/h**
Enforcement[a]	0 1 **(2)** 3 4 5 6 7 8 9 10
Drink–driving law	**Yes**
BAC limit – general population	**None**[b]
BAC limit – young or novice drivers	**None**[b]
Random breath testing and/or police checkpoints	**No**
Road traffic deaths involving alcohol	**1%**[c]
Enforcement[a]	0 1 2 **(3)** 4 5 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**No**
Helmet wearing rate	—
Enforcement[a]	0 **(1)** 2 3 4 5 6 7 8 9 10
Seat-belt law	**No**
Applies to all occupants	**n/a**
Seat-belt wearing rate	—
Enforcement[a]	**n/a**
Child restraints law	**No**
Enforcement[a]	**n/a**

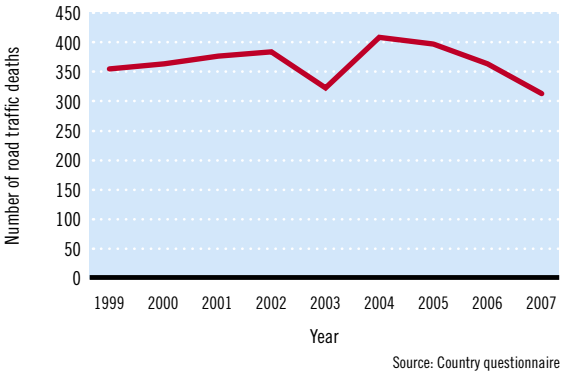
[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] Drink–driving not defined by BAC limit.
[c] 2007, Ministry of Transport.

DEATHS BY ROAD USER CATEGORY



Source: 2007, Ministry of Transport

TRENDS IN ROAD TRAFFIC DEATHS



Source: Country questionnaire

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**Yes**

REGISTERED VEHICLES

76 061 total (2005)

Motorcars	**76%**
Minibuses, vans, etc. (seating <20)	**15%**
Trucks	**1%**
Buses	**3%**
Other	**4%**

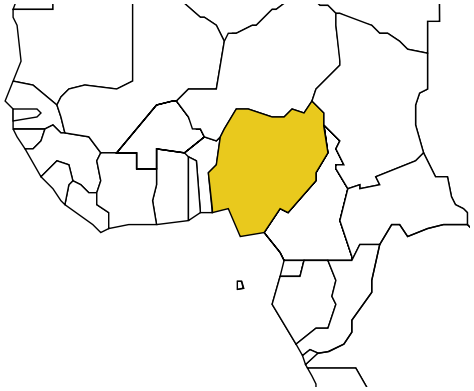
Data cleared by the Ministry of Transport and Civil Aviation.

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

— Data not available.
n/a Data not required/not applicable.

NIGERIA



Population: 148 092 542

Income group: Low

Gross national income per capita: $930

INSTITUTIONAL FRAMEWORK

Lead agency	**Federal Road Safety Commission**
Funded in national budget	**No**
National road safety strategy	**Multiple**
Measurable targets	**n/a**
Funded	**n/a**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**50 km/h**
Enforcement[a]	0 1 2 3 **4** 5 6 7 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**<10%**[b]
Enforcement[a]	0 1 **2** 3 4 5 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**[c]
Helmet standards mandated	**Yes**
Helmet wearing rate	**<5%**[b]
Enforcement[a]	0 1 **2** 3 4 5 6 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**70% Front**[b]
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10
Child restraints law	**No**
Enforcement[a]	**n/a**

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] Source not specified.
[c] Some exceptions.

VEHICLE STANDARDS

Car manufacturers required to adhere to standards on	
Fuel consumption	—
Seat-belt installation for all seats	—

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**No**

DATA

Reported road traffic fatalities (2006)
4 673[d] (66% males, 33% females)

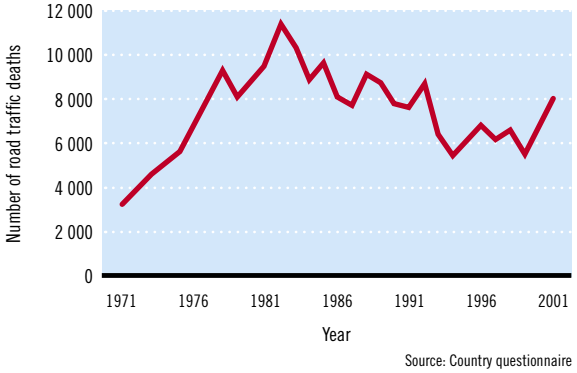
Reported non-fatal road traffic injuries (2007)
17 794[e]

Costing study available
Yes (deaths and injuries)

[d] Federal Road Safety Commission data, defined as died within 1 year of the crash.
[e] Federal Road Safety Commission data.

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS



Source: Country questionnaire

REGISTERED VEHICLES

7 600 000 total (2007)

Motorized 4-wheelers	**60**
Motorized 2-wheelers	**40**
Trucks	**<1%**

Data cleared by the Federal Ministry of Health.

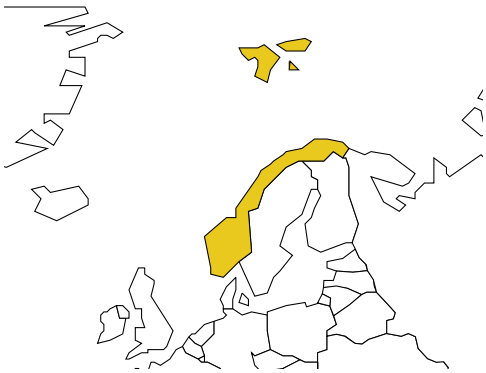
— Data not available.
n/a Data not required/not applicable.

NORWAY

Population: 4 698 097

Income group: High

Gross national income per capita: $76 450



INSTITUTIONAL FRAMEWORK

Lead agency	**Ministry of Transport and Communications**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**Yes**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**50 km/h**
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**20–30%**[b]
Enforcement[a]	0 1 2 3 **4** 5 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**Yes**
Helmet wearing rate	**100% Drivers and passengers**[b]
Enforcement[a]	0 1 2 3 4 5 6 7 8 **9** 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**93% Front, 85% Rear**[b]
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10
Child restraints law	**Yes**
Enforcement[a]	0 1 2 3 4 5 6 7 8 **9** 10

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2007, Norwegian Public Roads Administration.

VEHICLE STANDARDS

Car manufacturers required to adhere to standards on	
Fuel consumption	**No**
Seat-belt installation for all seats	**Yes**

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**Yes**
National policies to promote public transportation	**Yes**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

DATA

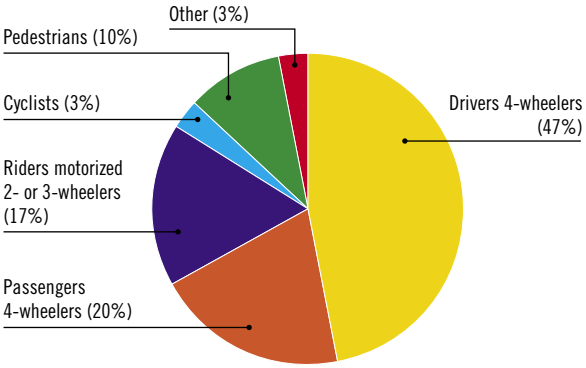
Reported road traffic fatalities (2007)
233[c] (70% males, 30% females)

Reported non-fatal road traffic injuries (2007)
11 755[d]

Costing study available
Yes (deaths and injuries)

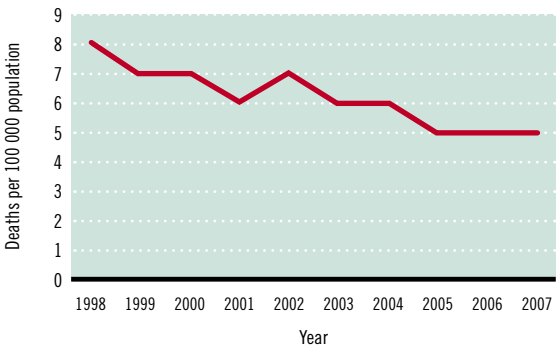
[c] Statistics Norway data, defined as died within 30 days of the crash.
[d] Statistics Norway data.

DEATHS BY ROAD USER CATEGORY



Source: 2007, Statistics Norway

TRENDS IN ROAD TRAFFIC DEATHS



Source: Statistics Norway

REGISTERED VEHICLES

2 599 712 total (2007)

Motorcars	**80%**
Minibuses, vans, etc. (seating <20)	**16%**
Trucks	**3%**
Buses	**1%**

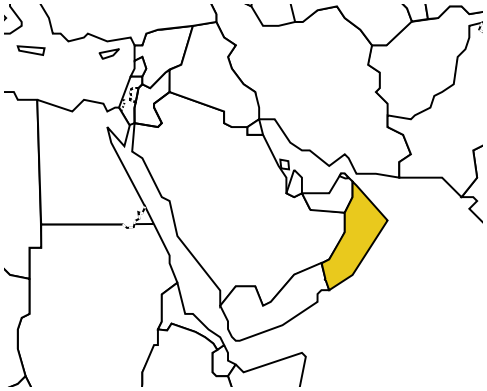
Data cleared by the Ministry of Health and Care Services.

OMAN

Population: 2 595 133

Income group: Middle

Gross national income per capita: $11 275



INSTITUTIONAL FRAMEWORK

Lead agency	**Yes**
Funded in national budget	**Yes**
National road safety strategy	**No**
Measurable targets	**n/a**
Funded	**n/a**

DATA

Reported road traffic fatalities (2007)
798[c] (84% males, 16% females)

Reported non-fatal road traffic injuries (2007)
8 531[d]

Costing study available
No

[c] Police data, defined as died within 30 days of the crash.
[d] Police data.

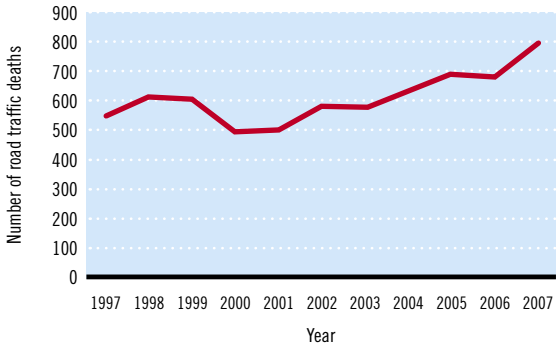
NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**120 km/h**
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	—
Enforcement[a]	0 1 2 3 **4** 5 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**No**
Helmet wearing rate	—
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**No**
Seat-belt wearing rate	**95% Front, 1% Rear**[b]
Enforcement[a]	0 1 2 3 4 5 6 7 8 **9** 10
Child restraints law	**No**
Enforcement[a]	**n/a**

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] Estimation by consensus group, based on 4% of traffic offences relating to seat-belts.

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS



Source: Directorate General of Traffic Services of the Royal Oman Police

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

REGISTERED VEHICLES

629 670 total (2007)

Motorcars	**72%**
Motorized 2- and 3-wheelers	**1%**
Minibuses, vans, etc. (seating <20)	**12%**
Trucks	**6%**
Buses	**4%**
Other	**6%**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

— Data not available.
n/a Data not required/not applicable.

Data cleared by the Ministry of Health.

PAKISTAN

Population: 163 902 405

Income group: Low

Gross national income per capita: $870

INSTITUTIONAL FRAMEWORK

Lead agency	**National Road Safety Secretariat**
Funded in national budget	**No**
National road safety strategy	**Multiple**
Measurable targets	**n/a**
Funded	**n/a**

DATA

Reported road traffic fatalities (2007)
5 565[c]

Reported non-fatal road traffic injuries (2007)
12 990[d]

Costing study available
No

[c] Police data, defined as died at the crash scene or anytime after the crash.
[d] Police data.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**70 km/h**
Enforcement[a]	0 1 2 3 **4** 5 6 7 8 9 10
Drink–driving law	**Yes**
BAC limit – general population	**0.0 g/dl**[b]
BAC limit – young or novice drivers	**0.0 g/dl**[b]
Random breath testing and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	—
Enforcement[a]	0 1 2 3 **4** 5 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**No**
Helmet standards mandated	**No**
Helmet wearing rate	—
Enforcement[a]	0 1 2 3 **4** 5 6 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**No**
Seat-belt wearing rate	—
Enforcement[a]	0 1 2 **3** 4 5 6 7 8 9 10
Child restraints law	**No**
Enforcement[a]	**n/a**

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] Alcohol consumption prohibited by law.

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS

VEHICLE STANDARDS

Car manufacturers required to adhere to standards on	
Fuel consumption	**No**
Seat-belt installation for all seats	**No**

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

REGISTERED VEHICLES

5 287 152 total (2006)

Motorcars	**27%**
Motorized 2- and 3-wheelers	**51%**
Minibuses, vans, etc. (seating <20)	**11%**
Trucks	**4%**
Buses	**5%**
Unspecified	**2%**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

— Data not available.
n/a Data not required/not applicable.

Data cleared by the Ministry of Health.

PALAU

Population: 20 314

Income group: Middle

Gross national income per capita: $8 210

INSTITUTIONAL FRAMEWORK

Lead agency	**Patrol Division, Ministry of Justice**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**No**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**40 km/h**
Enforcement[a]	0 1 2 3 4 **5** 6 7 8 9 10
Drink–driving law	**Yes**
BAC limit – general population	**0.10 g/dl**
BAC limit – young or novice drivers	**0.0 g/dl**
Random breath testing and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**100%**[b]
Enforcement[a]	0 1 2 3 **4** 5 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**[c]
Helmet standards mandated	**Yes**
Helmet wearing rate	**—**
Enforcement[a]	0 1 2 3 4 5 6 7 **8** 9 10
Seat-belt law	**No**
Applies to all occupants	**n/a**
Seat-belt wearing rate	**—**
Enforcement[a]	**n/a**
Child restraints law	**No**
Enforcement[a]	**n/a**

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2007, Country questionnaire.
[c] Some exceptions.

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**Yes**
National policies to promote public transportation	**Yes**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

DATA

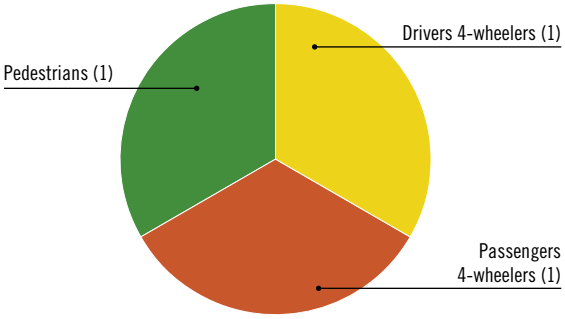
Reported road traffic fatalities (2007)
3[d] (100% males)

Reported non-fatal road traffic injuries (2006)
91[e]

Costing study available
No

[d] Justice data, defined as died from injuries or complications resulting from a crash.
[e] Health data.

DEATHS BY ROAD USER CATEGORY



Source: 2007, Ministry of Justice

TRENDS IN ROAD TRAFFIC DEATHS

REGISTERED VEHICLES

5 530 total (2007)

Motorcars	**33%**
Motorized 2- and 3-wheelers	**14%**
Minibuses, vans, etc. (seating <20)	**24%**
Trucks	**29%**

— Data not available.
n/a Data not required/not applicable.

Data cleared by the Ministry of Health.

PANAMA

Population: 3 343 374

Income group: Middle

Gross national income per capita: $5 510

INSTITUTIONAL FRAMEWORK

Lead agency	Traffic and Ground Transport Authority
Funded in national budget	Yes
National road safety strategy	—
Measurable targets	—
Funded	—

DATA

Reported road traffic fatalities (2007)
425[b] (82% males, 18% females)[c]

Reported non-fatal road traffic injuries (2005)
11 383[d]

Costing study available
No

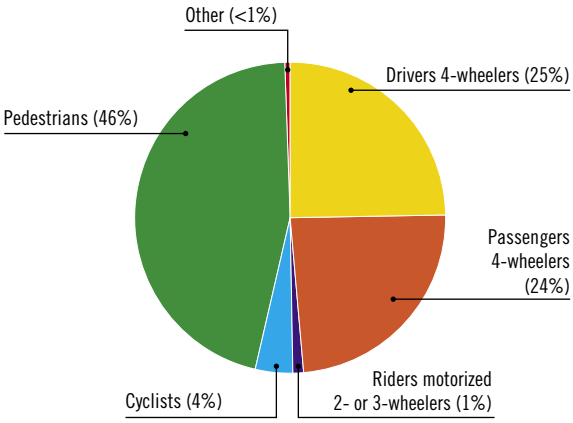
[b] Comptroller General of the Republic data, defined as died within 30 days of the crash.
[c] 2005, Comptroller General of the Republic data.
[d] Comptroller General of the Republic data.

NATIONAL LEGISLATION

Speed limits set nationally	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	80 km/h
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
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 and/or police checkpoints	Yes
Road traffic deaths involving alcohol	—
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10
Motorcycle helmet law	Yes
Applies to all riders	Yes
Helmet standards mandated	No
Helmet wearing rate	—
Enforcement[a]	0 1 2 3 4 5 6 7 8 **9** 10
Seat-belt law	Yes
Applies to all occupants	Yes
Seat-belt wearing rate	—
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Child restraints law	Yes
Enforcement[a]	0 1 2 **3** 4 5 6 7 8 9 10

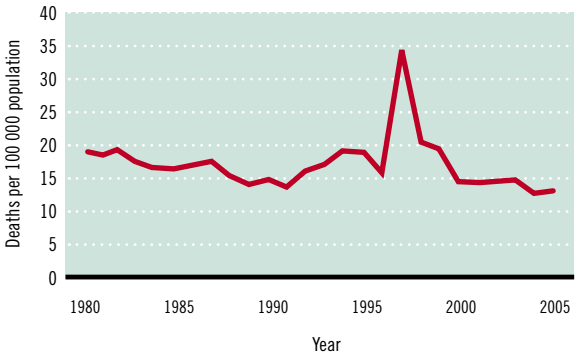
[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.

DEATHS BY ROAD USER CATEGORY



Source: 2005, Comptroller General of the Republic

TRENDS IN ROAD TRAFFIC DEATHS



Source: Comptroller General of the Republic

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	Yes
Regular audits of existing road infrastructure	Yes

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	No
National policies to promote public transportation	No

REGISTERED VEHICLES

671 085 total (2007)

Motorcars	65%
Motorized 2- and 3-wheelers	3%
Minibuses, vans, etc. (seating <20)	17%
Trucks	9%
Buses	3%
Non-motorized vehicles	3%
Other	<1%

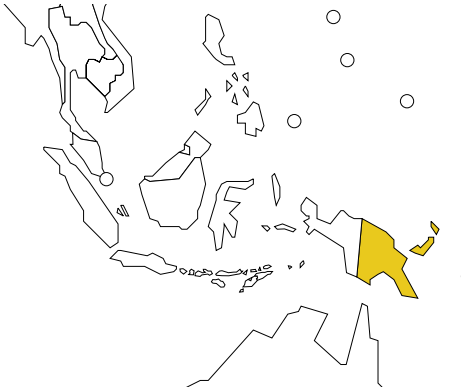
Data cleared by the Ministry of Health.

POST-CRASH CARE

Formal, publicly available pre-hospital care system	Yes
National universal access number	No

— Data not available.

PAPUA NEW GUINEA



Population: 6 331 010

Income group: Low

Gross national income per capita: $850

INSTITUTIONAL FRAMEWORK

Lead agency	**National Road Safety Council**
Funded in national budget	**No**
National road safety strategy	**No (subnational)**
Measurable targets	**n/a**
Funded	**n/a**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**60 km/h**
Enforcement[a]	0 **1** 2 3 4 5 6 7 8 9 10
Drink–driving law	**Yes**
BAC limit – general population	**None**[b]
BAC limit – young or novice drivers	**None**[b]
Random breath testing and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**66%**[c]
Enforcement[a]	0 1 2 3 4 **5** 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**Yes**
Helmet wearing rate	—
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	—
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10
Child restraints law	**No**
Enforcement[a]	**0** 1 2 3 4 5 6 7 8 9 10

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] Drink–driving not defined by BAC limit.
[c] 1988, Traffic police.

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	—
National policies to promote public transportation	—

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

DATA

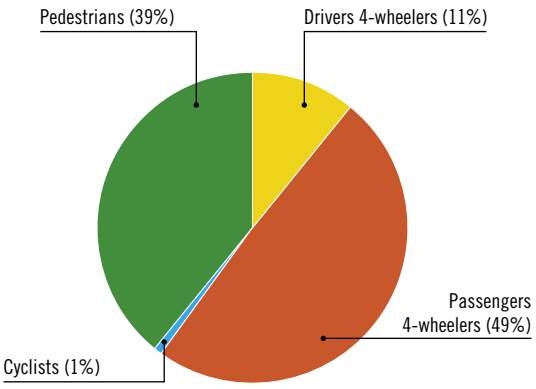
Reported road traffic fatalities (2007)
237[d]

Reported non-fatal road traffic injuries (2007)
1 210[e]

Costing study available
No

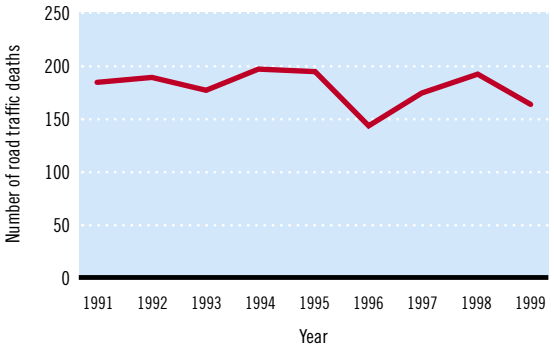
[d] Police data, defined as died within 24 hours of the crash.
[e] Police data.

DEATHS BY ROAD USER CATEGORY



Source: 2007, Motor Vehicle Insurance LTD

TRENDS IN ROAD TRAFFIC DEATHS



Source: Traffic Directorate, Royal Papua New Guinea Constabulary

REGISTERED VEHICLES

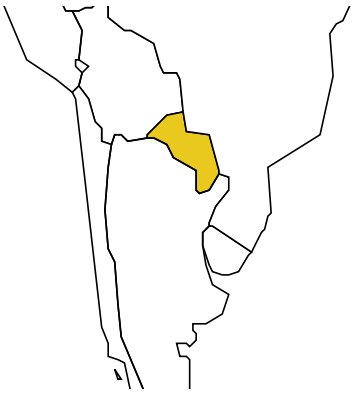
59 645 total (2007)

Motorcars	**64%**
Motorized 2- and 3-wheelers	**2%**
Minibuses, vans, etc. (seating <20)	**1%**
Trucks	**18%**
Buses	**11%**
Other	**4%**

— Data not available.
n/a Data not required/not applicable.

Data cleared by the Department of Health and Social Affairs.

PARAGUAY



Population: 6 127 077

Income group: Middle

Gross national income per capita: $1 670

INSTITUTIONAL FRAMEWORK

Lead agency	**No**
Funded in national budget	**n/a**
National road safety strategy	**No**
Measurable targets	**n/a**
Funded	**n/a**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**50 km/h**
Enforcement[a]	0 1 2 **3** 4 5 6 7 8 9 10
Drink–driving law	**No (subnational)**
BAC limit – general population	**n/a**
BAC limit – young or novice drivers	**n/a**
Random breath testing and/or police checkpoints	**n/a**
Road traffic deaths involving alcohol	**—**
Enforcement[a]	**n/a**
Motorcycle helmet law	**No (subnational)**
Applies to all riders	**n/a**
Helmet standards mandated	**n/a**
Helmet wearing rate	**—**
Enforcement[a]	**n/a**
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**31% Front**[b]
Enforcement[a]	0 1 2 3 4 **5** 6 7 8 9 10
Child restraints law	**No**
Enforcement[a]	**n/a**

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2007, Journal of the Paraguayan Touring and Automobile Club. No. 103/2007, Asunción only.

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No (subnational)**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**No**

DATA

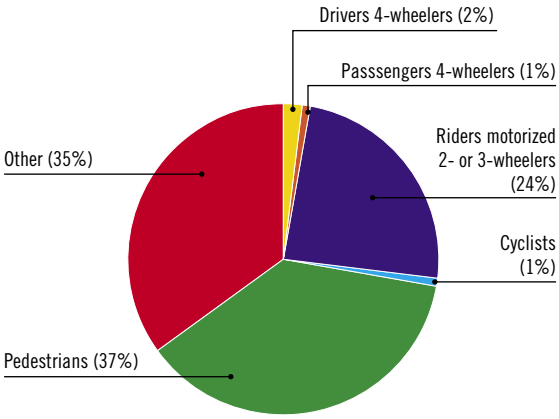
Reported road traffic fatalities (2007)
845[c] (83% males, 17% females)

Reported non-fatal road traffic injuries (2007)
11 806[d]

Costing study available
No

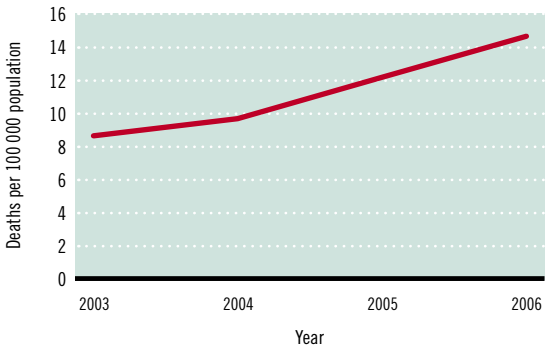
[c] Police data, time period not specified in definition.
[d] Health data.

DEATHS BY ROAD USER CATEGORY



Source: 2006, Database of the Vital Statistics Subsystem, Ministry of Public Health and Social Welfare

TRENDS IN ROAD TRAFFIC DEATHS



Source: Ministry of Public Health and Social Welfare; National Police (Statistics Department)

REGISTERED VEHICLES

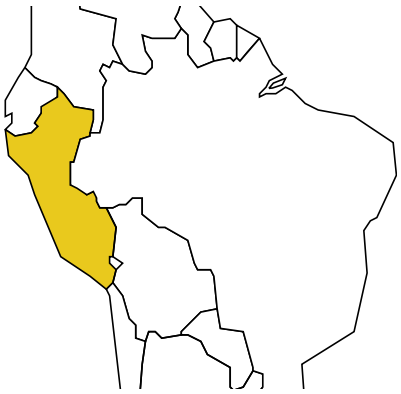
576 167 total (2007)

Motorcars	**38%**
Motorized 2- and 3-wheelers	**19%**
Minibuses, vans, etc. (seating <20)	**28%**
Trucks	**8%**
Buses	**2%**
Unspecified	**5%**

Data cleared by the Ministry of Public Health and Social Welfare.

— Data not available.
n/a Data not required/not applicable.

PERU



Population: 27 902 760

Income group: Middle

Gross national income per capita: $3 450

INSTITUTIONAL FRAMEWORK

Lead agency	**National Council for Road Safety**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**No**

DATA

Reported road traffic fatalities (2007)
3 510[d] (78% males, 22% females)

Reported non-fatal road traffic injuries (2007)
49 857[e]

Costing study available
Yes (deaths and injuries)

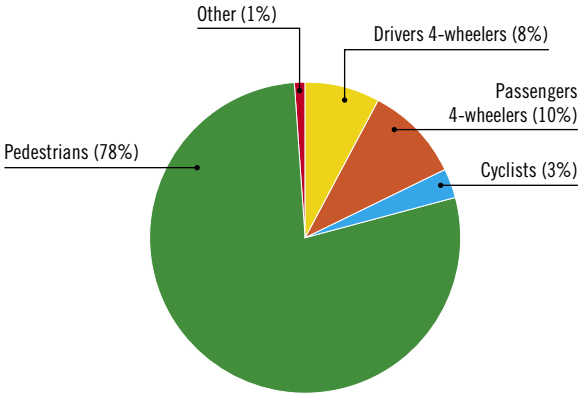
[d] Police data, defined as died within 30 days of the crash.
[e] Police data.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**60 km/h**
Enforcement[a]	0 **1** 2 3 4 5 6 7 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**11%**[b]
Enforcement[a]	0 1 **2** 3 4 5 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**Yes**
Helmet wearing rate	—
Enforcement[a]	0 **1** 2 3 4 5 6 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**85% Front, 25% Rear**[c]
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Child restraints law	**No**
Enforcement[a]	**n/a**

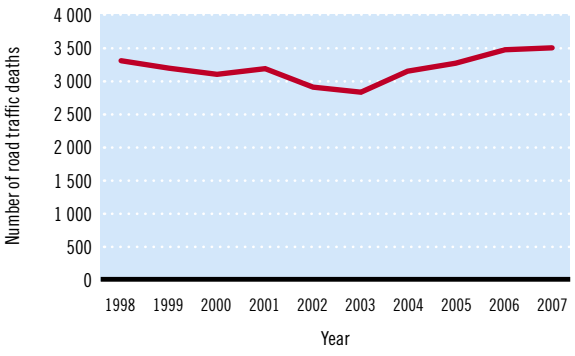
[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2007, National Police.
[c] 2007, National Council for Road Safety.

DEATHS BY ROAD USER CATEGORY



Source: 2007, Institute of Legal Medicine

TRENDS IN ROAD TRAFFIC DEATHS



Source: National Police

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No (subnational)**

REGISTERED VEHICLES

1 442 387 total (2007)

Motorcars	**64%**
Minibuses, vans, etc. (seating <20)	**23%**
Trucks	**10%**
Buses	**3%**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**No**
National universal access number	**n/a**

— Data not available.
n/a Data not required/not applicable.

Data cleared by the Ministry of Health.

PHILIPPINES

Population: 87 960 117

Income group: Middle

Gross national income per capita: $1 620

INSTITUTIONAL FRAMEWORK

Lead agency	**Department of Transportation and Communication**
Funded in national budget	**No**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**Yes**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**40 km/h**
Enforcement[a]	0 1 2 **3** 4 5 6 7 8 9 10
Drink–driving law	**No**
BAC limit – general population	**n/a**
BAC limit – young or novice drivers	**n/a**
Random breath testing and/or police checkpoints	**n/a**
Road traffic deaths involving alcohol	**—**
Enforcement[a]	**n/a**
Motorcycle helmet law	**No (subnational)**
Applies to all riders	**n/a**
Helmet standards mandated	**n/a**
Helmet wearing rate	**34%**[b]
Enforcement[a]	**n/a**
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**52% Drivers**[b]
Enforcement[a]	0 1 2 **3** 4 5 6 7 8 9 10
Child restraints law	**No**
Enforcement[a]	**n/a**

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2000, Health data, survey.

VEHICLE STANDARDS

Car manufacturers required to adhere to standards on	
Fuel consumption	**No**
Seat-belt installation for all seats	**No**

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No (subnational)**
National policies to promote public transportation	**Yes**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**No**

DATA

Reported road traffic fatalities (2006)
1 185[c]

Reported non-fatal road traffic injuries (2006)
5 870[d]

Costing study available
Yes (deaths and injuries)

[c] Transport data, national roads only, defined as died within 30 days of the crash.
[d] Transport data, national roads only.

DEATHS BY ROAD USER CATEGORY

ROAD TRAFFIC DEATHS IN METRO MANILA, 2006

371 Deaths total	
Drivers (of mechanically propelled vehicle or pedal cycle)	**37%**
Passengers (of mechanically propelled vehicle)	**12%**
Pedestrians	**51%**

Source: 2006, Metro Manila Accident Reporting and Analysis System

TRENDS IN ROAD TRAFFIC DEATHS

REGISTERED VEHICLES

5 515 576 total (2007)

Motorcars	**17%**
Motorized 2- and 3-wheelers	**48%**
Minibus, van, etc. (seating <20)	**29%**
Trucks	**5%**
Buses	**1%**
Other	**<1%**

— Data not available.
n/a Data not required/not applicable.

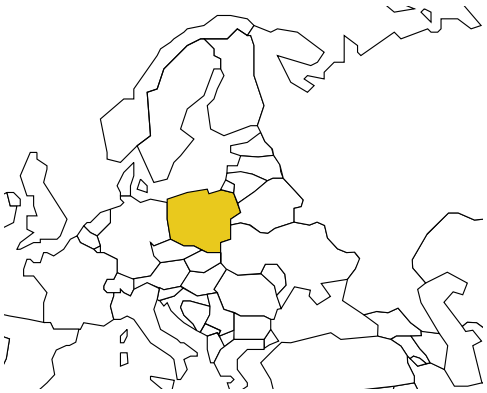
Data cleared by the Department of Health; the Department of Transport and Communications; and the Metropolitan Manila Development Authority.

POLAND

Population: 38 081 971

Income group: Middle

Gross national income per capita: $9 840



INSTITUTIONAL FRAMEWORK

Lead agency	**The National Road Safety Council**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**Yes**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**50 km/h**
Enforcement[a]	0 1 2 3 4 **5** 6 7 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**14%**[b]
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**[c]
Helmet standards mandated	**Yes**
Helmet wearing rate	—
Enforcement[a]	0 1 2 3 4 5 6 7 **8** 9 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**74% Front, 45% Rear**[d]
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Child restraints law	**Yes**
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2007, Police. BAC is measured in all fatal and injury crashes.
[c] Some exceptions.
[d] 2006, National Road Safety Council observational study.

VEHICLE STANDARDS

Car manufacturers required to adhere to standards on	
Fuel consumption	**No**
Seat-belt installation for all seats	**Yes**

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**Yes**
National policies to promote public transportation	**No (subnational)**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

DATA

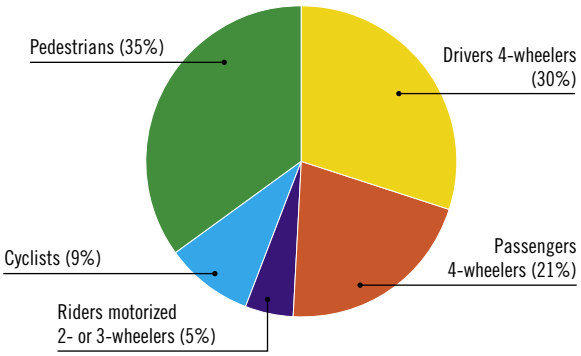
Reported road traffic fatalities (2007)
5 583[e] (76% males, 24% females)

Reported non-fatal road traffic injuries (2007)
63 224[f]

Costing study available
Yes (deaths and injuries)

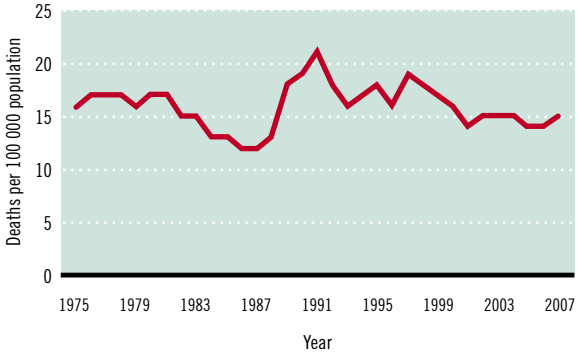
[e] Police data, defined as died within 30 days of the crash.
[f] Police data.

DEATHS BY ROAD USER CATEGORY



Source: 2007, Police, Motor Transport Institute

TRENDS IN ROAD TRAFFIC DEATHS



Source: Country questionnaire

REGISTERED VEHICLES

18 035 047 total (2006)

Motorcars	**75%**
Motorized 2- and 3-wheelers	**4%**
Trucks	**13%**
Buses	**1%**
Other	**7%**

Data cleared by the Ministry of Infrastructure.

— Data not available.

PORTUGAL

Population: 10 623 031

Income group: High

Gross national income per capita: $18 950

INSTITUTIONAL FRAMEWORK

Lead agency	**National Authority for Road Safety**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**Yes**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**50 km/h**
Enforcement[a]	0 1 2 3 4 5 6 7 **8** 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**31%**[b]
Enforcement[a]	0 1 2 3 4 5 6 7 **8** 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**Yes**
Helmet wearing rate	—
Enforcement[a]	0 1 2 3 4 5 6 7 8 **9** 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**86% Front, 28% Rear**[c]
Enforcement[a]	0 1 2 3 4 5 6 7 8 **9** 10
Child restraints law	**Yes**
Enforcement[a]	0 1 2 3 4 5 6 7 **8** 9 10

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2007, National Institute of Legal Medicine.
[c] 2004, *Prevenção Rodoviária Portuguesa*, urban roads (2005 PRP data estimate 93% and 64% on motorways).

VEHICLE STANDARDS

Car manufacturers required to adhere to standards on	
Fuel consumption	**No**
Seat-belt installation for all seats	**Yes**

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No (subnational)**
National policies to promote public transportation	**Yes**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

— **Data not available.**

DATA

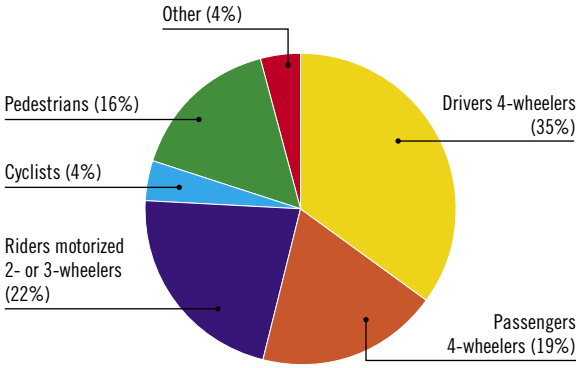
Reported road traffic fatalities (2007)
854[d] (81% males, 19% females)

Reported non-fatal road traffic injuries (2007)
46 318[e]

Costing study available
No

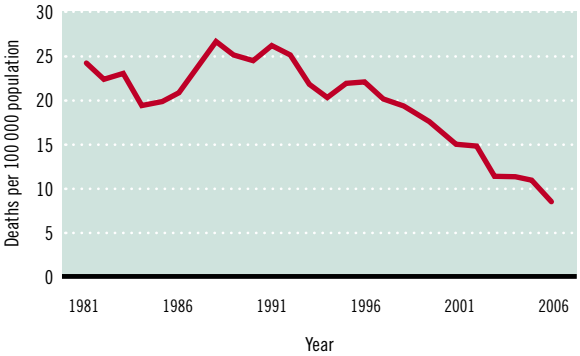
[d] National Authority for Road Safety data, defined as died at the crash scene or on the way to health services.
[e] National Authority for Road Safety data.

DEATHS BY ROAD USER CATEGORY



Source: 2007, National Authority for Road Safety

TRENDS IN ROAD TRAFFIC DEATHS



Source: The National Statistics Institute (INE)

REGISTERED VEHICLES

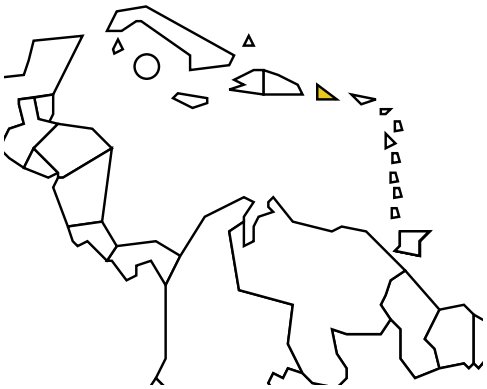
5 948 269 total (2006)

Motorcars	**88%**
Motorized 2- and 3-wheelers	**9%**
Trucks	**2%**
Buses	**<1%**

Data cleared by the Ministry of Health.

PUERTO RICO[a,b]

[a] Associate WHO Member State.
[b] Questionnaire completed by National Data Coordinator (no consensus meeting).



Population: 3 991 000

Income group: High

Gross national income per capita: $14 720

INSTITUTIONAL FRAMEWORK

Lead agency	**Department of Transportation and Public Works**
Funded in national budget	**Yes**
National road safety strategy	**Multiple**
Measurable targets	**n/a**
Funded	**n/a**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**40 km/h**
Enforcement[c]	—
Drink–driving law	**Yes**
BAC limit – general population	**0.08 g/dl**
BAC limit – young or novice drivers	**0.0 g/dl**
Random breath testing and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**42%**[d]
Enforcement[c]	—
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**Yes**
Helmet wearing rate	—
Enforcement[c]	—
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**93%**[e]
Enforcement[c]	—
Child restraints law	**Yes**
Enforcement[c]	—

[c] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[d] 2007, US DOT/NHTSA Fatality Analysis Reporting System (FARS).
[e] 2006, US Department of Transportation/National Highway Traffic Safety Administration.

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**Yes**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

DATA

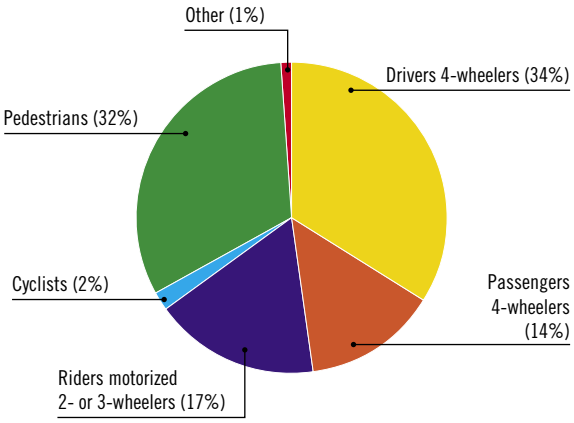
Reported road traffic fatalities (2007)
452[f] (81% males, 19% females)

Reported non-fatal road traffic injuries
39 888[g] (July 2007–July 2008)

Costing study available
Yes (deaths and injuries)

[f] Police data, defined as died within 30 days of the crash.
[g] Automobile Accident Compensation Administration data.

DEATHS BY ROAD USER CATEGORY



Source: 2007 Annual Report, Traffic Department, Puerto Rico Police

TRENDS IN ROAD TRAFFIC DEATHS

Source: Institute of Forensic Science of Puerto Rico; Age-adjusted death rates per 100 000 population, Puerto Rico 2000 Census population

REGISTERED VEHICLES

3 165 543 total (July 2006 – July 2007)

Motorcars	**90%**
Motorized 2- and 3-wheelers	**4%**
Trucks	**2%**
Buses	**<1%**
Other	**3%**

— Data not available.
n/a Data not required/not applicable.

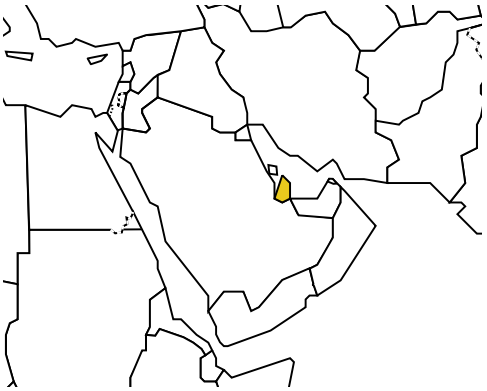
Data cleared by the Department of Health.

QATAR

Population: 840 635

Income group: High

Gross national income per capita: $66 063



INSTITUTIONAL FRAMEWORK

Lead agency	**No**
Funded in national budget	**n/a**
National road safety strategy	**No**
Measurable targets	**n/a**
Funded	**n/a**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**100 km/h**
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
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 and/or police checkpoints	**No**
Road traffic deaths involving alcohol	—
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**No**
Helmet wearing rate	**90%**[b]
Enforcement[a]	0 1 2 3 4 **5** 6 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**No**
Seat-belt wearing rate	**50% Front**[c]
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Child restraints law	**No**
Enforcement[a]	**n/a**

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2007, Traffic and Patrols Department.
[c] 2008, Traffic and Patrols Department study.

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**Yes**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

DATA

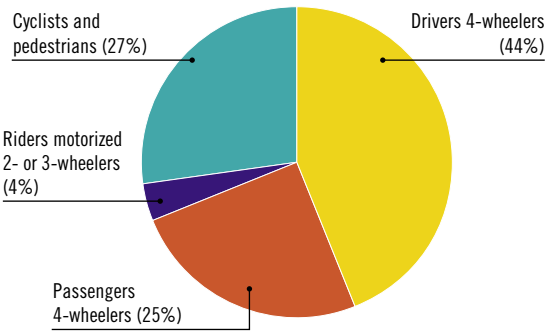
Reported road traffic fatalities (2007)
199[d] (93% males, 7% females)

Reported non-fatal road traffic injuries (2007)
1 053[e]

Costing study available
Yes (deaths and injuries)

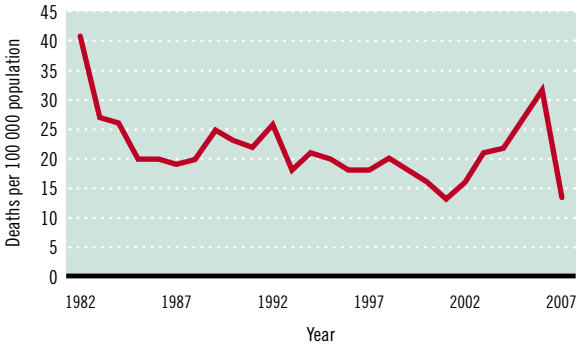
[d] Hamad Medical Corporation and Police data, defined as died within 30 days of the crash.
[e] Hamad Medical Corporation data.

DEATHS BY ROAD USER CATEGORY



Source: 2007, Traffic and Patrols Department

TRENDS IN ROAD TRAFFIC DEATHS



Source: Traffic and Patrols Department

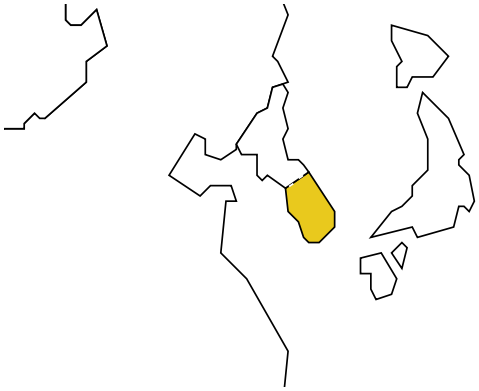
REGISTERED VEHICLES

605 699 total (2007)
Registered vehicle types: data not available

— Data not available.
n/a Data not required/not applicable.

Data cleared by the Ministry of Health.

REPUBLIC OF KOREA



Population: 48 223 853

Income group: High

Gross national income per capita: $19 690

INSTITUTIONAL FRAMEWORK

Lead agency	**Ministry of Land, Transport and Maritime Affairs**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**Yes**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**60 km/h**
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**16%**[b]
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Motorcycle helmet law[c]	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**Yes**
Helmet wearing rate	**85%**[c]
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**77% Front**[d]
Enforcement[a]	0 1 2 3 4 5 6 7 **8** 9 10
Child restraints law	**Yes**
Enforcement[a]	0 1 **2** 3 4 5 6 7 8 9 10

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2007, Traffic Accidents in Korea 2007, Road Traffic Authority.
[c] 2007, National Police Agency. Observational study in 33 cities, drivers and passengers.
[d] 2005, Korea National Health and Nutrition Examination Survey.

VEHICLE STANDARDS

Car manufacturers required to adhere to standards on	
Fuel consumption	**Yes**
Seat-belt installation for all seats	**Yes**

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**Yes**
National policies to promote public transportation	**Yes**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

DATA

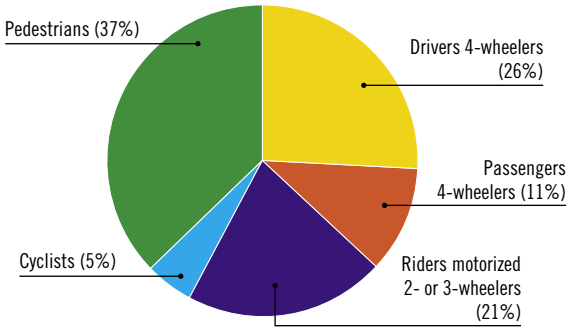
Reported road traffic fatalities (2007)
6 166[e] (73% males, 27% females)

Reported non-fatal road traffic injuries (2007)
335 906[f]

Costing study available
Yes (deaths and injuries)

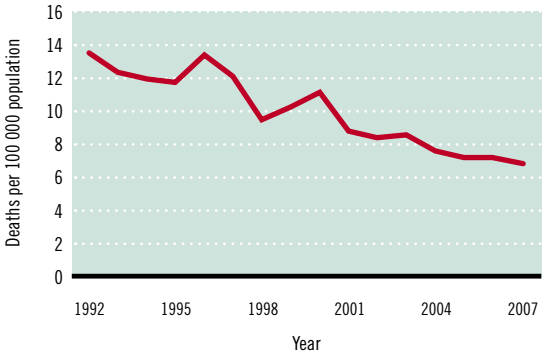
[e] Transport data, defined as died within 30 days of the crash.
[f] Transport data.

DEATHS BY ROAD USER CATEGORY



Source: "Road Traffic Accidents in Korea 2007," Road Traffic Authority

TRENDS IN ROAD TRAFFIC DEATHS



Source: Road Traffic Authority

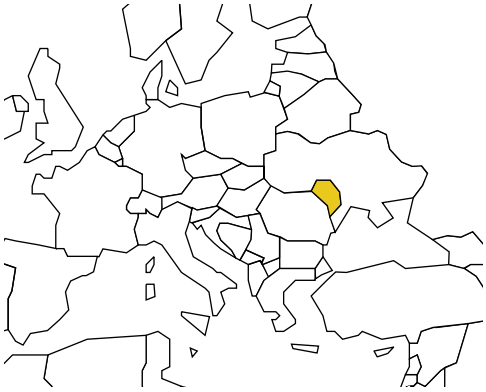
REGISTERED VEHICLES

18 213 228 total (2007)

Motorcars	**66%**
Motorized 2- and 3-wheelers	**10%**
Minibuses, vans, etc. (seating <20)	**6%**
Trucks	**17%**
Buses	**<1%**

Data cleared by the Ministry for Health, Welfare and Family Affairs.

REPUBLIC OF MOLDOVA



Population: 3 793 604

Income group: Middle

Gross national income per capita: $1 260

INSTITUTIONAL FRAMEWORK

Lead agency	**National Traffic Safety Board**
Funded in national budget	**No**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**Yes**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**60 km/h**
Enforcement[a]	**No consensus**
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**17%**[b]
Enforcement[a]	0 1 **(2)** 3 4 5 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**No**
Helmet wearing rate	—
Enforcement[a]	0 **(1)** 2 3 4 5 6 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	—
Enforcement[a]	**No consensus**
Child restraints law	**No**
Enforcement[a]	**n/a**

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2007, Traffic police database (traffic deaths with alcohol detected / number of road traffic deaths per year).

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

DATA

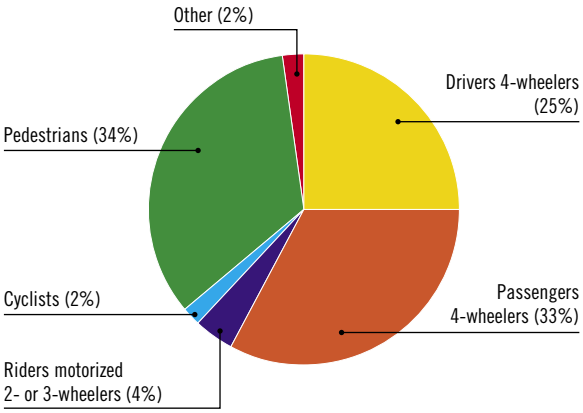
Reported road traffic fatalities (2007)
589[c] (74% males, 26% females)

Reported non-fatal road traffic injuries (2007)
2 985[d]

Costing study available
No

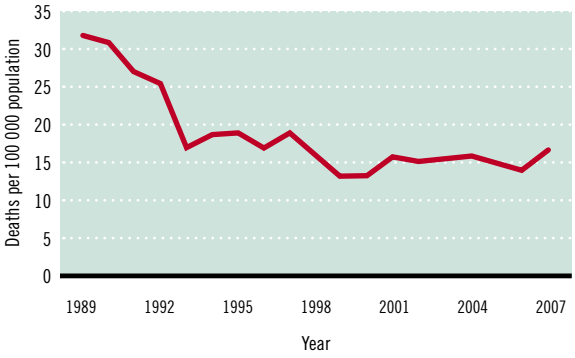
[c] National Bureau for Statistics (compiles Police and Health data), defined as died within 1 year of the crash.
[d] National Bureau for Statistics data.

DEATHS BY ROAD USER CATEGORY



Source: 2007, Traffic Police database

TRENDS IN ROAD TRAFFIC DEATHS



Source: Country questionnaire

REGISTERED VEHICLES

448 202 total (2007)

Motorcars	**74%**
Motorized 2- and 3-wheelers	**6%**
Minibuses, vans, etc. (seating <20)	**3%**
Trucks	**16%**
Buses	**1%**

— Data not available.
n/a Data not required/not applicable.

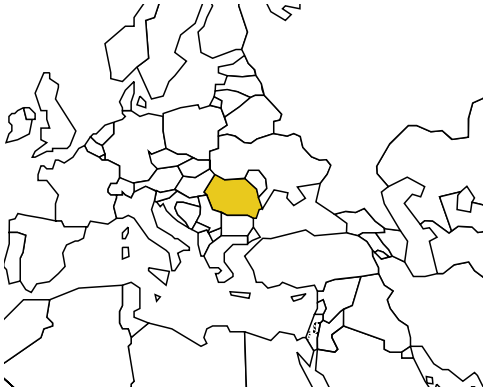
Data cleared by the Ministry of Health.

ROMANIA

Population: 21 437 887

Income group: Middle

Gross national income per capita: $6 150



INSTITUTIONAL FRAMEWORK

Lead agency	**The Interministerial Council for Road Safety**
Funded in national budget	**Yes**
National road safety strategy	**Yes**[a]
Measurable targets	**n/a**
Funded	**n/a**

[a] Not formally endorsed by government.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**50 km/h**
Enforcement[b]	0 1 2 3 4 **(5)** 6 7 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**2%**[c]
Enforcement[b]	0 1 2 3 4 5 6 7 **(8)** 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**Yes**
Helmet wearing rate	**90% Drivers, 65% Passengers**[d]
Enforcement[b]	0 1 2 3 4 5 **(6)** 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**80% Front, 20% Rear**[c]
Enforcement[b]	0 1 2 3 4 **(5)** 6 7 8 9 10
Child restraints law	**Yes**
Enforcement[b]	0 1 2 **(3)** 4 5 6 7 8 9 10

[b] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[c] 2007, National Road Traffic Police Directorate.
[d] 2007/2008, Unofficial Road Traffic Police estimation for motorcycle riders.

VEHICLE STANDARDS

Car manufacturers required to adhere to standards on	
Fuel consumption	**Yes**
Seat-belt installation for all seats	**Yes**

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**Yes**
National policies to promote public transportation	**Yes**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

DATA

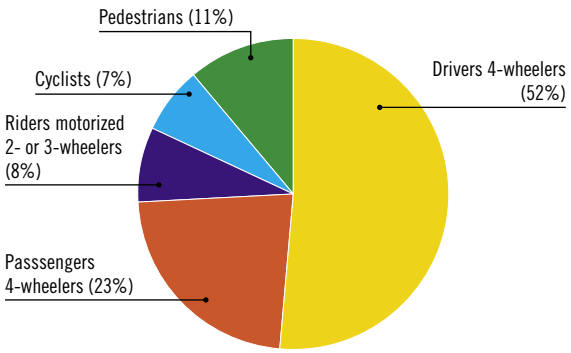
Reported road traffic fatalities (2007)
2 712[e] (86% males, 14% females)

Reported non-fatal road traffic injuries (2007)
29 832[f]

Costing study available
Yes (deaths and injuries)

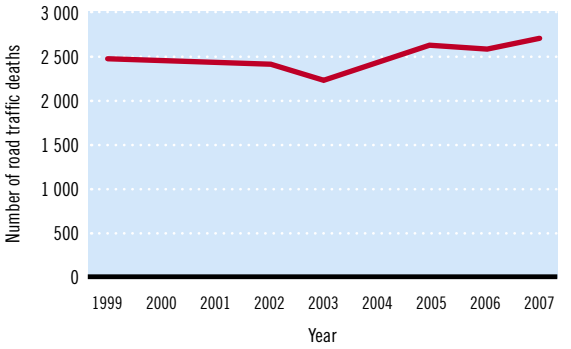
[e] Police data, defined as died within 30 days of the crash.
[f] Police data.

DEATHS BY ROAD USER CATEGORY



Source: 2007, National Road Traffic Police Directorate

TRENDS IN ROAD TRAFFIC DEATHS



Source: National Road Traffic Police Directorate

REGISTERED VEHICLES

4 611 362 total (2008)

Motorcars	**79%**
Motorized 2- and 3-wheelers	**1%**
Minibuses, vans, etc. (seating <20)	**11%**
Trucks	**3%**
Buses	**<1%**
Non-motorized vehicles	**4%**
Other	**2%**

n/a Data not required/not applicable.

Data cleared by the Ministry of Health.

RUSSIAN FEDERATION

Population: 142 498 532

Income group: Middle

Gross national income per capita: $7 560

INSTITUTIONAL FRAMEWORK

Lead agency	**The Commission of the Government of Russian Federation for Road Safety**
Funded in national budget	**No**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**Yes**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**60 km/h**
Enforcement[a]	0 1 2 3 4 5 **(6)** 7 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**10%**[b]
Enforcement[a]	0 1 2 3 4 5 **(6)** 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**Yes**
Helmet wearing rate	**No consensus**
Enforcement[a]	0 1 2 3 4 5 **(6)** 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**33% Front**[b]
Enforcement[a]	0 1 2 3 4 5 6 **(7)** 8 9 10
Child restraints law	**Yes**
Enforcement[a]	0 1 2 3 4 5 6 7 **(8)** 9 10

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2007, The Road Safety Department of the Ministry of Internal Affairs.

VEHICLE STANDARDS

Car manufacturers required to adhere to standards on	
Fuel consumption	**Yes**
Seat-belt installation for all seats	**Yes**

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

DATA

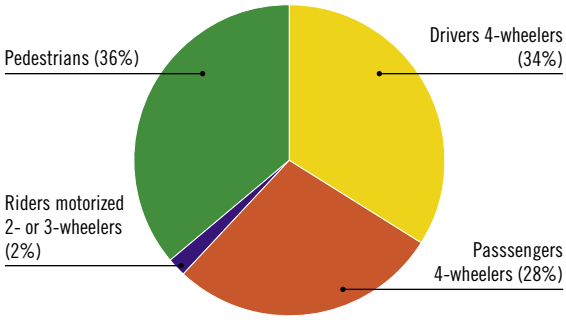
Reported road traffic fatalities (2007)
33 308[c] (74% males, 26% females)

Reported non-fatal road traffic injuries (2007)
292 206[d]

Costing study available
Yes (deaths and injuries)

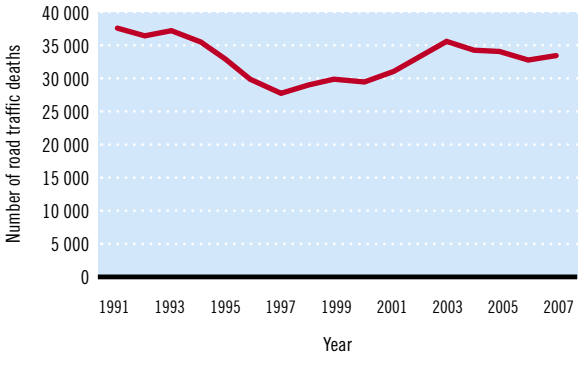
[c] Ministry of Internal Affairs data, defined as died within 7 days of the crash.
[d] Ministry of Internal Affairs data.

DEATHS BY ROAD USER CATEGORY



Source: 2007, The Road Safety Department of the Ministry of Internal Affairs

TRENDS IN ROAD TRAFFIC DEATHS



Source: The Road Safety Department of the Ministry of Internal Affairs

REGISTERED VEHICLES

38 695 996 total (2007)

Motorcars	**72%**
Motorized 2- and 3-wheelers	**8%**
Trucks	**13%**
Buses	**2%**
Other	**5%**

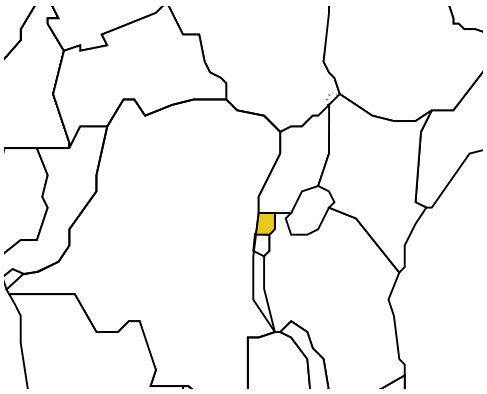
Data cleared by the Ministry of Internal Affairs.

RWANDA

Population: 9 724 577

Income group: Low

Gross national income per capita: $320



INSTITUTIONAL FRAMEWORK

Lead agency	**National Road Safety Commission**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**Yes**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**30–40 km/h**
Enforcement[a]	0 1 2 3 4 5 6 7 8 **(9)** 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	—
Enforcement[a]	0 1 2 3 4 5 6 7 **(8)** 9 10
Motorcycle helmet law	**No**[b]
Applies to all riders	**n/a**
Helmet standards mandated	**n/a**
Helmet wearing rate	—
Enforcement[a]	**n/a**
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**80%**[c]
Enforcement[a]	0 1 2 3 4 5 6 7 8 **(9)** 10
Child restraints law	**No**
Enforcement[a]	**n/a**

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] No law, but a police directive requires helmet use by all drivers and passengers of motorized 2-wheeled vehicles.
[c] Estimation by consensus group.

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**No**
National universal access number	**n/a**

DATA

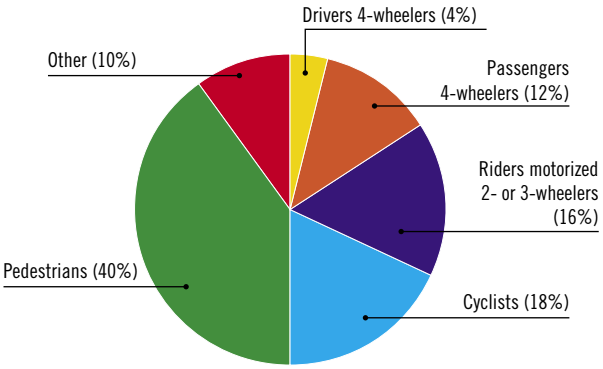
Reported road traffic fatalities (2007)
308[d]

Reported non-fatal road traffic injuries (2007)
2 158[e]

Costing study available
No

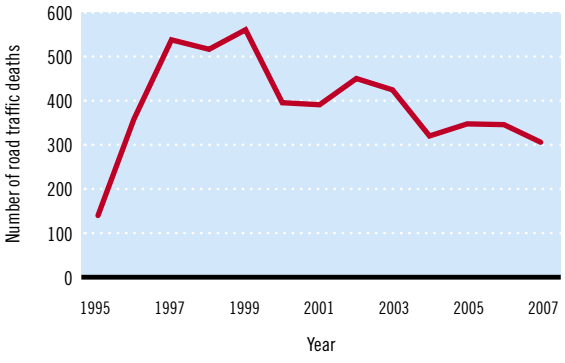
[d] Police data, defined as died within 30 days of the crash.
[e] Police data.

DEATHS BY ROAD USER CATEGORY



Source: Traffic Police

TRENDS IN ROAD TRAFFIC DEATHS



Source: *Service de Sécurité Routière*

REGISTERED VEHICLES

61 000 total (2008)

Motorcars	**35%**
Motorized 2- and 3-wheelers	**37%**
Minibuses, vans, etc. (seating <20)	**22%**
Trucks	**4%**
Buses	**1%**
Other	**1%**

Data cleared by the Ministry of Infrastructure.

— Data not available.
n/a Data not required/not applicable.

SAINT LUCIA

Population: 164 924

Income group: Middle

Gross national income per capita: $5 349

INSTITUTIONAL FRAMEWORK

Lead agency	**Road Transport Board**
Funded in national budget	**No**
National road safety strategy	**No**
Measurable targets	**n/a**
Funded	**n/a**

DATA

Reported road traffic fatalities (2007)
30[b] (83% males, 17% females)

Reported non-fatal road traffic injuries (2006)
590[c]

Costing study available
Yes (deaths and injuries)

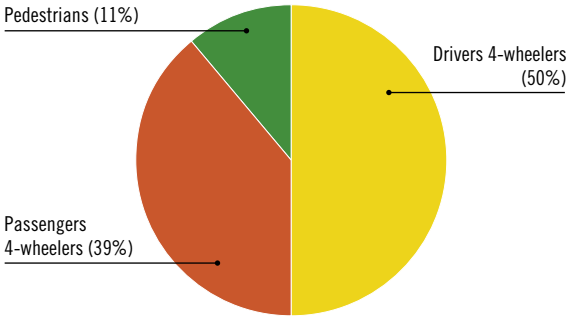
[b] Traffic Department (Police), defined as died within 1 year of the crash.
[c] Traffic Police.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**32 km/h**
Enforcement[a]	0 1 2 3 4 5 6 7 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	—
Enforcement[a]	0 1 2 3 4 5 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	—
Helmet wearing rate	—
Enforcement[a]	0 1 2 3 4 5 6 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**No**
Seat-belt wearing rate	—
Enforcement[a]	0 1 2 3 4 5 6 7 8 9 10
Child restraints law	**No**
Enforcement[a]	**n/a**

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.

DEATHS BY ROAD USER CATEGORY



Source: Royal Saint Lucia Police Force

TRENDS IN ROAD TRAFFIC DEATHS

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

REGISTERED VEHICLES

49 700 total (2007)

Motorcars	**60%**
Motorized 2- and 3-wheelers	**2%**
Minibuses, vans, etc. (seating <20)	**13%**
Trucks	**23%**
Buses	**<1%**
Other	**2%**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

— Data not available.
n/a Data not required/not applicable.

Data cleared by the Ministry of Health, Wellness, Human Services, Family Affairs, National Mobilization and Gender Relations.

SAINT VINCENT & THE GRENADINES[a]

[a] Questionnaire completed by National Data Coordinator (no consensus meeting).

Population: 120 402

Income group: Middle

Gross national income per capita: $4 210

INSTITUTIONAL FRAMEWORK

Lead agency	**Ministry of National Security**
Funded in national budget	**Yes**
National road safety strategy	**No**
Measurable targets	**n/a**
Funded	**n/a**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**32 km/h**
Enforcement[b]	0 1 2 3 **(4)** 5 6 7 8 9 10
Drink–driving law	**Yes**
BAC limit – general population	**None**[c]
BAC limit – young or novice drivers	**None**[c]
Random breath testing and/or police checkpoints	—
Road traffic deaths involving alcohol	—
Enforcement[b]	—
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**Yes**
Helmet wearing rate	—
Enforcement[b]	0 1 2 3 4 5 6 7 8 **(9)** 10
Seat-belt law	**Yes**
Applies to all occupants	**No**
Seat-belt wearing rate	**90%**[d]
Enforcement[b]	0 1 2 3 4 5 6 7 8 **(9)** 10
Child restraints law	**Yes**
Enforcement[b]	0 1 2 3 4 5 **(6)** 7 8 9 10

[b] Enforcement score based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[c] Drink–driving not defined by BAC limit.
[d] Estimated by respondents.

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**No**
National universal access number	**n/a**

DATA

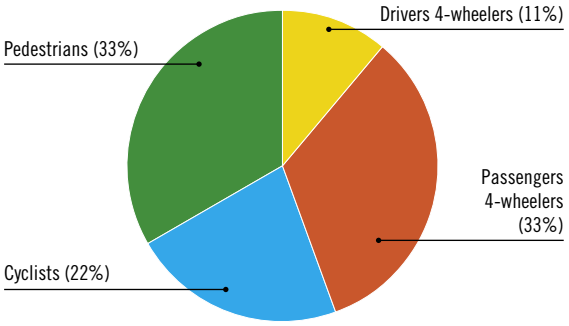
Reported road traffic fatalities (2007)
9[e] (86% males, 14% females)

Reported non-fatal road traffic injuries (2007)
168[f]

Costing study available
No

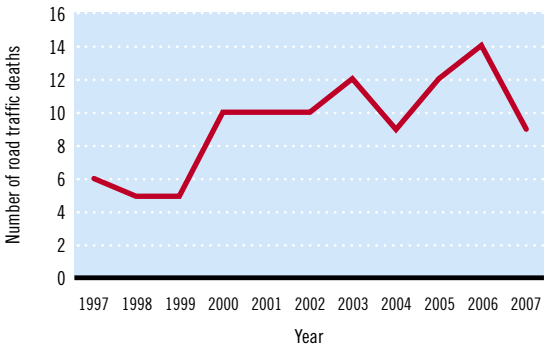
[e] Health data, defined as died within 1 year of the crash.
[f] Police Force, Traffic Department, Health Planning Unit, Statistical Unit.

DEATHS BY ROAD USER CATEGORY



Source: 2007, Police Force, Traffic Department

TRENDS IN ROAD TRAFFIC DEATHS



Source: Traffic Department, Police Headquarters

REGISTERED VEHICLES

24 334 total (2008)

Motorcars	**38%**
Motorized 2- and 3-wheelers	**5%**
Minibuses, vans, etc. (seating <20)	**44%**
Trucks	**9%**
Buses	**<1%**
Other	**3%**

— Data not available.
n/a Data not required/not applicable.

Data cleared by the Ministry of Health and the Environment.

SAMOA

Population: 187 023

Income group: Middle

Gross national income per capita: $2 430

INSTITUTIONAL FRAMEWORK

Lead agency	**Land Transport Authority**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**No**
Funded	**No**

DATA

Reported road traffic fatalities (average year)
20[c] (76% males, 24% females, 2004–2007)

Reported non-fatal road traffic injuries
(2006–2007)
178[d]

Costing study available
No

[c] Accident Compensation Corporation data, definition unknown.
[d] Health data.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**40 km/h**
Enforcement[a]	0 1 2 3 4 5 **(6)** 7 8 9 10
Drink–driving law	**Yes**
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**50%**[b]
Enforcement[a]	0 **(1)** 2 3 4 5 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**No**
Helmet wearing rate	—
Enforcement[a]	0 1 2 3 4 5 **(6)** 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**No**
Seat-belt wearing rate	—
Enforcement[a]	0 1 2 **(3)** 4 5 6 7 8 9 10
Child restraints law	**Yes**
Enforcement[a]	0 **(1)** 2 3 4 5 6 7 8 9 10

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2004-2007, Accident Compensation Corporation.

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS

Source: Accident Compensation Corporation

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

REGISTERED VEHICLES

15 903 total (2008)
Registered vehicle types: data not available

Data cleared by the Ministry of Health.

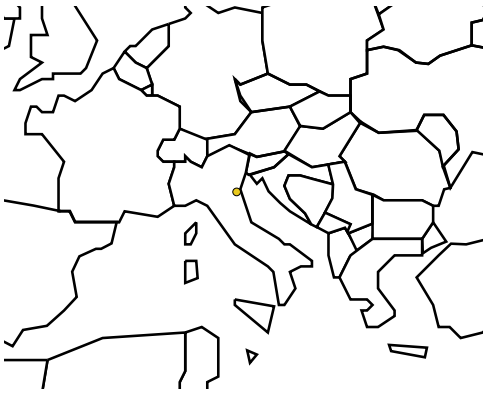
— Data not available.
n/a Data not required/not applicable.

SAN MARINO

Population: 30 926

Income group: High

Gross national income per capita: $41 044



INSTITUTIONAL FRAMEWORK

Lead agency	**Yes**
Funded in national budget	**No**
National road safety strategy	**Multiple**
Measurable targets	**n/a**
Funded	**n/a**

DATA

Reported road traffic fatalities (2007)
1[b]

Reported non-fatal road traffic injuries (2007)
431[c]

Costing study available
No

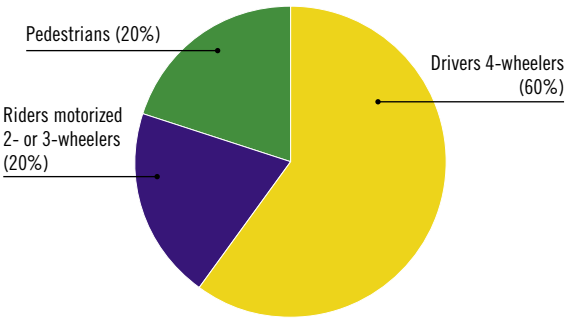
[b] Health data, defined as died within 30 days of the crash.
[c] Health data.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**50 km/h**
Enforcement[a]	0 1 2 3 4 **5** 6 7 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**—**
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**Yes**
Helmet wearing rate	**—**
Enforcement[a]	0 1 2 3 4 5 6 7 8 **9** 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**—**
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10
Child restraints law	**Yes**
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.

DEATHS BY ROAD USER CATEGORY



Source: 2004–2007 (5 deaths), Emergency Service

TRENDS IN ROAD TRAFFIC DEATHS

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**Yes**

REGISTERED VEHICLES

51 590 total (2007)

Motorcars	**66%**
Motorized 2- and 3-wheelers	**22%**
Trucks	**7%**
Buses	**<1%**
Other	**5%**

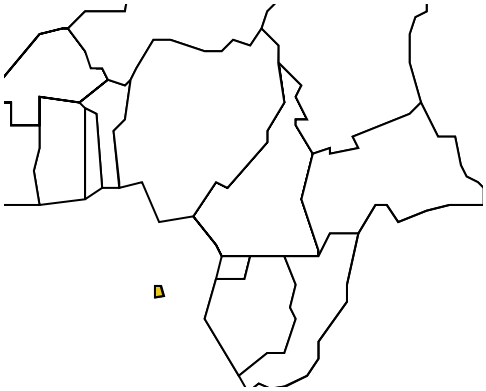
POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

— Data not available.
n/a Data not required/not applicable.

Data cleared by the Secretariat of State for Health and Social Security.

SAO TOME AND PRINCIPE



Population: 157 638

Income group: Low

Gross national income per capita: $870

INSTITUTIONAL FRAMEWORK

Lead agency	**Department of Land Transport**
Funded in national budget	**Yes**
National road safety strategy	**No**
Measurable targets	**n/a**
Funded	**n/a**

DATA

Reported road traffic fatalities (2007)
20[d] (80% males, 20% females)

Reported non-fatal road traffic injuries (2007)
408[e]

Costing study available
No

[d] Police data, defined as died within 30 days of the crash.
[e] Police and Health data.

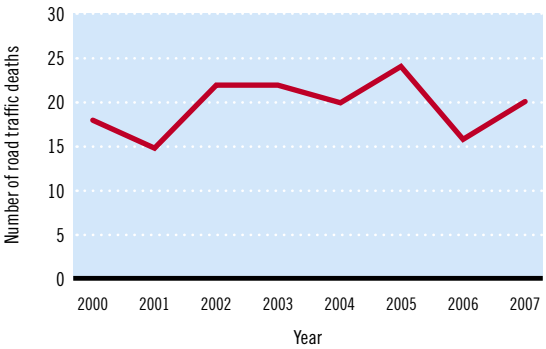
NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**30–40 km/h**
Enforcement[a]	0 1 2 **3** 4 5 6 7 8 9 10
Drink–driving law	**No**
BAC limit – general population	**n/a**
BAC limit – young or novice drivers	**n/a**
Random breath testing and/or police checkpoints	**n/a**
Road traffic deaths involving alcohol	—
Enforcement[a]	**n/a**
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**No**
Helmet wearing rate	—
Enforcement[a]	—[b]
Seat-belt law	**No**
Applies to all occupants	**n/a**
Seat-belt wearing rate	**<1%**[c]
Enforcement[a]	**n/a**
Child restraints law	**No**
Enforcement[a]	**n/a**

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] Law entered into force July 1, 2008, therefore enforcement could not be assessed at the time of the consensus meeting.
[c] Estimation by consensus group.

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS



Source: *Ministério da Defesa e Ordem Interna*

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**Yes**

REGISTERED VEHICLES

1 219 total (2007)

Motorcars	**25%**
Motorized 2- and 3-wheelers	**66%**
Minibuses, vans, etc. (seating <20)	**2%**
Trucks	**1%**
Other	**6%**

Data cleared by the Ministry of Health.

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**No**
National universal access number	**n/a**

— Data not available.
n/a Data not required/not applicable.

SAUDI ARABIA

Population: 24 734 533

Income group: High

Gross national income per capita: $15 440

INSTITUTIONAL FRAMEWORK

Lead agency	**High Council for Traffic**
Funded in national budget	**Yes**
National road safety strategy	**Multiple**
Measurable targets	**n/a**
Funded	**n/a**

DATA

Reported road traffic fatalities (2007)
6 358[b] (86% males, 14% females)

Reported non-fatal road traffic injuries (2007)
36 025[c]

Costing study available
Yes (deaths and injuries)

[b] Police data, defined as died within 30 days of the crash.
[c] Police data.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**80 km/h**
Enforcement[a]	0 1 2 3 4 **5** 6 7 8 9 10
Drink–driving law	**Yes**
BAC limit – general population	**0.0 g/dl**
BAC limit – young or novice drivers	**0.0 g/dl**
Random breath testing and/or police checkpoints	**No**
Road traffic deaths involving alcohol	—
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**No**
Helmet standards mandated	**No**
Helmet wearing rate	—
Enforcement[a]	0 1 **2** 3 4 5 6 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	—
Enforcement[a]	0 1 2 3 4 **5** 6 7 8 9 10
Child restraints law	**Yes**
Enforcement[a]	0 1 **2** 3 4 5 6 7 8 9 10

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS

YEAR	NUMBER OF DEATHS
2006	5 883
2007	6 358

VEHICLE STANDARDS

Car manufacturers required to adhere to standards on	
Fuel consumption	**Yes**
Seat-belt installation for all seats	**Yes**

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**Yes**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

REGISTERED VEHICLES

7 398 600 total (2007)
Registered vehicle types: data not available

— Data not available.
n/a Data not required/not applicable.

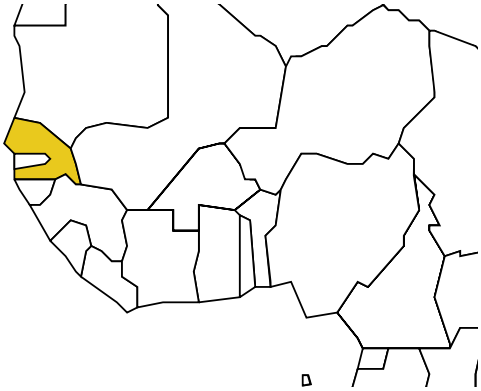
Data cleared by the Ministry of Health.

SENEGAL

Population: 12 378 532

Income group: Low

Gross national income per capita: $820



INSTITUTIONAL FRAMEWORK

Lead agency	**Directorate of Land Transport**
Funded in national budget	**Yes**
National road safety strategy	**No**
Measurable targets	**n/a**
Funded	**n/a**

DATA

Reported road traffic fatalities (2007)
320[b]

Reported non-fatal road traffic injuries
—

Costing study available
Yes (deaths and injuries)

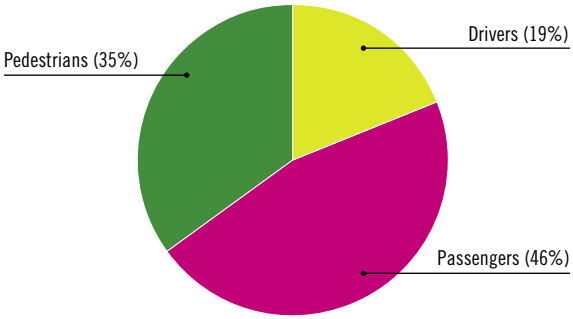
[b] Directorate of Land Transport data, defined as died within 7 days of the crash.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**50 km/h**
Enforcement[a]	0 1 2 3 **4** 5 6 7 8 9 10
Drink–driving law	**Yes**
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	—
Enforcement[a]	**0** 1 2 3 4 5 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**No**
Helmet wearing rate	—
Enforcement[a]	0 1 2 3 4 **5** 6 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**No**
Seat-belt wearing rate	—
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10
Child restraints law	**No**
Enforcement[a]	**n/a**

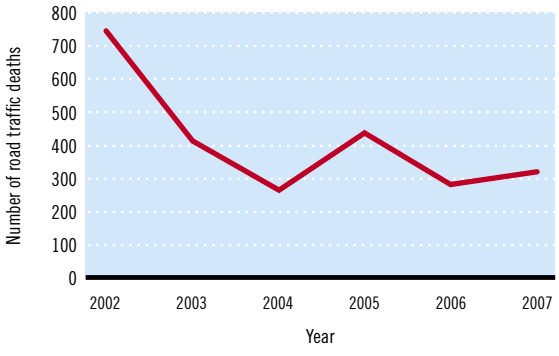
[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.

DEATHS BY ROAD USER CATEGORY



Source: 2007, Directorate of Land Transport

TRENDS IN ROAD TRAFFIC DEATHS



Source: Country questionnaire

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

REGISTERED VEHICLES

280 594 total (2008)

Motorcars	**67%**
Motorized 2- and 3-wheelers	**4%**
Minibuses, vans, etc. (seating <20)	**12%**
Trucks	**6%**
Buses	**5%**
Other	**6%**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

— Data not available.
n/a Data not required/not applicable.

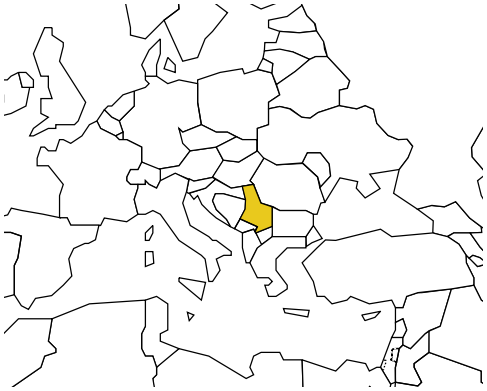
Data cleared by the Ministry of Health and Preventive Medicine.

SERBIA

Population: 9 858 424

Income group: Middle

Gross national income per capita: $4 730



INSTITUTIONAL FRAMEWORK

Lead agency	**No**
Funded in national budget	**n/a**
National road safety strategy	**Multiple**
Measurable targets	**n/a**
Funded	**n/a**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**60 km/h**
Enforcement[a]	0 1 2 3 **4** 5 6 7 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**6%**[b]
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**No**
Helmet wearing rate	**—**
Enforcement[a]	0 1 2 **3** 4 5 6 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**50–60% Front, 4–5% Rear**[c]
Enforcement[a]	0 1 2 3 **4** 5 6 7 8 9 10
Child restraints law	**No (subnational)**
Enforcement[a]	**n/a**

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2007, Statistics of the Serbian Ministry of the Interior.
[c] 2006, Pilot research of the Academy for Crime Prevention and Police Affairs, observational study.

VEHICLE STANDARDS

Car manufacturers required to adhere to standards on	
Fuel consumption	**No**
Seat-belt installation for all seats	**Yes**

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**Yes**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

DATA

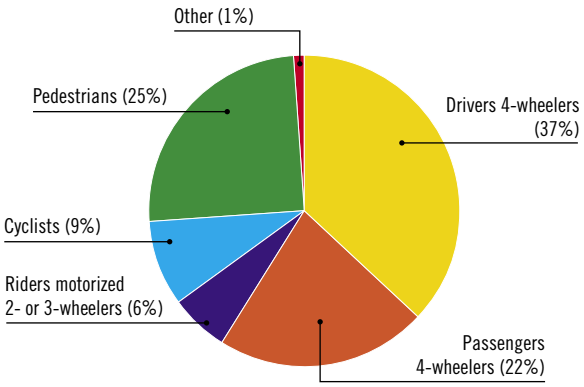
Reported road traffic fatalities (2007)
962[d] (78% males, 22% females)

Reported non-fatal road traffic injuries (2007)
22 201[e]

Costing study available
No

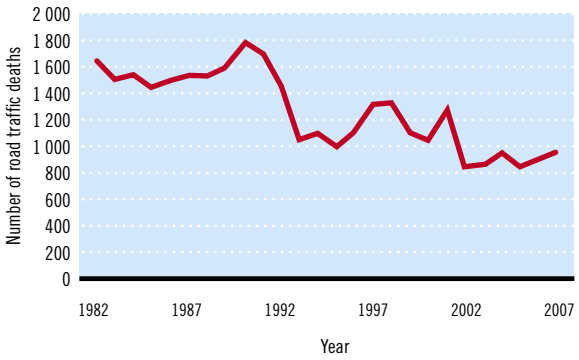
[d] Police data, defined as died within 30 days of the crash.
[e] Police data.

DEATHS BY ROAD USER CATEGORY



Source: 2007, Statistics of the Serbian Ministry of the Interior

TRENDS IN ROAD TRAFFIC DEATHS



Source: Statistics of the Serbian Ministry of the Interior (data from 1999 to 2007 exclude Kosovo)

REGISTERED VEHICLES

2 235 389 total (2007)

Motorcars	**68%**
Motorized 2- and 3-wheelers	**1%**
Minibuses, vans, etc. (seating <20)	**1%**
Trucks	**8%**
Buses	**<1%**
Other	**22%**

Data cleared by the Ministry of Health and the Ministry of Infrastructure.

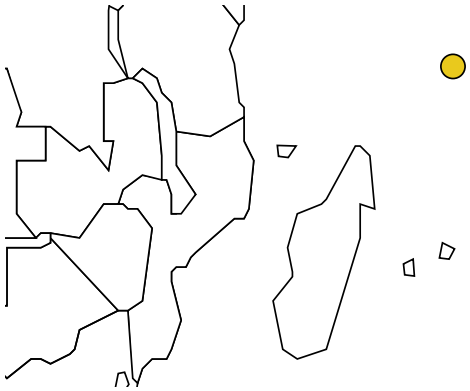
— Data not available.
n/a Data not required/not applicable.

SEYCHELLES

Population: 86 606

Income group: Middle

Gross national income per capita: $8 960



INSTITUTIONAL FRAMEWORK

Lead agency	**Land Transport Division**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**Yes**

DATA

Reported road traffic fatalities (2007)
14[c] (69% males, 31% females)

Reported non-fatal road traffic injuries (2006)
370[d]

Costing study available
Yes (deaths and injuries)

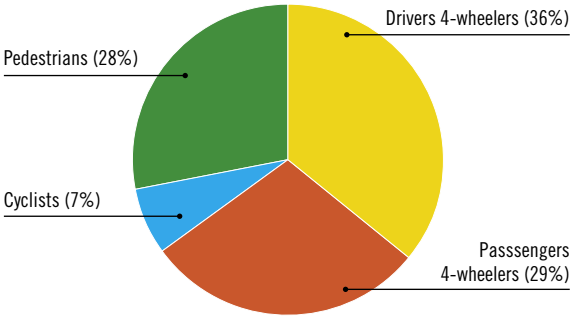
[c] Police and Health data, defined as died within 30 days of the crash.
[d] Police and Transport data.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**40 km/h**
Enforcement[a]	0 1 2 **3** 4 5 6 7 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**80%**[b]
Enforcement[a]	0 1 2 **3** 4 5 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**No**
Helmet wearing rate	**95%**[b]
Enforcement[a]	0 1 2 3 4 5 6 7 8 **9** 10
Seat-belt law	**Yes**
Applies to all occupants	**No**
Seat-belt wearing rate	**65%**[b]
Enforcement[a]	0 1 2 3 4 5 6 7 **8** 9 10
Child restraints law	**No**
Enforcement[a]	**n/a**

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2007, Police.

DEATHS BY ROAD USER CATEGORY



Source: 2007, Seychelles Police Department and Ministry of Health

TRENDS IN ROAD TRAFFIC DEATHS

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**Yes**

REGISTERED VEHICLES

14 880 total (2007)

Motorcars	**59%**
Motorized 2- and 3-wheelers	**1%**
Minibuses, vans, etc. (seating <20)	**29%**
Trucks	**10%**
Buses	**1%**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

n/a Data not required/not applicable.

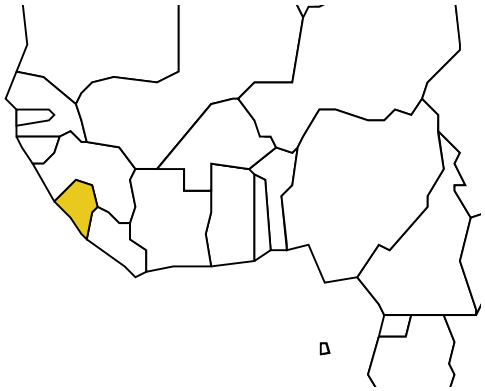
Data cleared by the Ministry of Health and Social Development and the Ministry of Environment, Natural Resources and Transport.

SIERRA LEONE

Population: 5 865 872

Income group: Low

Gross national income per capita: $260



INSTITUTIONAL FRAMEWORK

Lead agency	**Sierra Leone Road Transport Authority**
Funded in national budget	**Yes**
National road safety strategy	**No**
Measurable targets	**n/a**
Funded	**n/a**

DATA

Reported road traffic fatalities (2007)
71[d] (65% males, 35% females)

Reported non-fatal road traffic injuries (2007)
298[e]

Costing study available
No

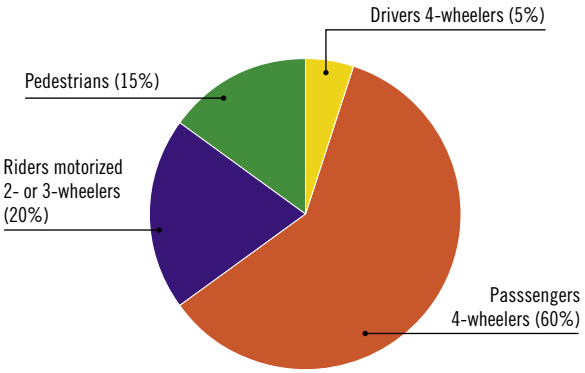
[d] Police data, defined as died within 1 year and 1 day of the crash.
[e] Police data.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**70 km/h**
Enforcement[a]	0 1 2 3 4 5 **(6)** 7 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	—
Enforcement[a]	0 1 **(2)** 3 4 5 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**No**[b]
Helmet standards mandated	**Yes**
Helmet wearing rate	—
Enforcement[a]	0 1 2 3 4 5 **(6)** 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**[c]
Seat-belt wearing rate	—
Enforcement[a]	0 **(1)** 2 3 4 5 6 7 8 9 10
Child restraints law	**Yes**
Enforcement[a]	0 **(1)** 2 3 4 5 6 7 8 9 10

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] No provision in law for child riders.
[c] Occupants over the age of 18 years.

DEATHS BY ROAD USER CATEGORY



Source: 2007, Sierra Leone Police Annual Statistical Analysis

TRENDS IN ROAD TRAFFIC DEATHS

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**Yes**

REGISTERED VEHICLES

39 038 total (2007)

Motorcars	**42%**
Motorized 2- and 3-wheelers	**21%**
Minibuses, vans, etc. (seating <20)	**32%**
Trucks	**4%**
Buses	**1%**
Other	**1%**

Data cleared by the Ministry of Transport and Aviation.

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**No**
National universal access number	**n/a**

— Data not available.
n/a Data not required/not applicable.

SINGAPORE[a]

[a] Questionnaire completed by National Data Coordinator (no consensus meeting).

Population: 4 436 281

Income group: High

Gross national income per capita: $32 470

INSTITUTIONAL FRAMEWORK

Lead agency	**Land Transport Authority/Traffic Police**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**Yes**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**40–70 km/h**
Enforcement[b]	0 1 2 3 4 5 6 7 **8** 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**7%**[c]
Enforcement[b]	0 1 2 3 4 5 6 7 **8** 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**[d]
Helmet standards mandated	**Yes**
Helmet wearing rate	**56%**[e]
Enforcement[b]	0 1 2 3 4 5 6 7 8 **9** 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**50%**[e]
Enforcement[b]	0 1 2 3 4 5 6 7 **8** 9 10
Child restraints law	**Yes**
Enforcement[b]	0 1 2 3 4 5 6 **7** 8 9 10

[b] Enforcement score represents professional opinion of NDC, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[c] 2007, Police data.
[d] With some exceptions.
[e] Source not specified.

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No (subnational)**
National policies to promote public transportation	**Yes**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

DATA

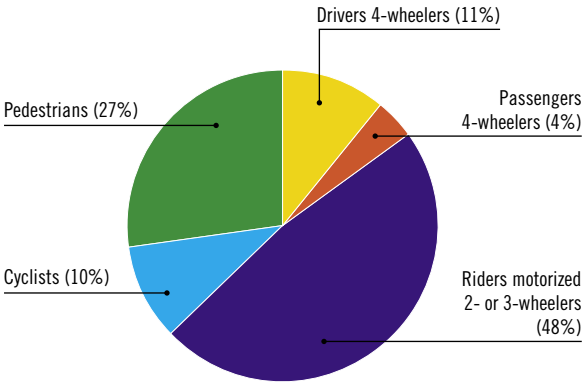
Reported road traffic fatalities (2007)
214[f] (80% males, 20% females)

Reported non-fatal road traffic injuries (2007)
10 352[g]

Costing study available
Yes (deaths and injuries)

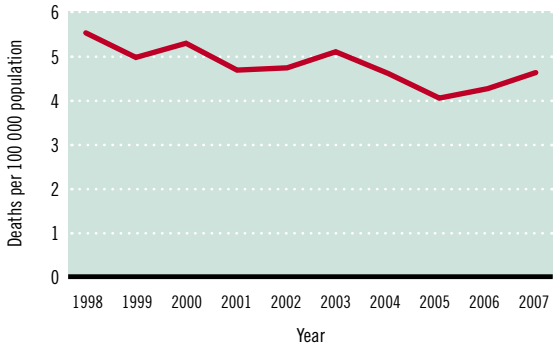
[f] Police data, defined as died within 30 days of the crash.
[g] Police data.

DEATHS BY ROAD USER CATEGORY



Source: 2007, Traffic Police Department

TRENDS IN ROAD TRAFFIC DEATHS



Source: "Monthly Digest of Statistics Singapore," May 2008

REGISTERED VEHICLES

851 336 total (2007)

Motorcars	**61%**
Motorized 2- and 3-wheelers	**17%**
Buses	**2%**
Other	**21%**

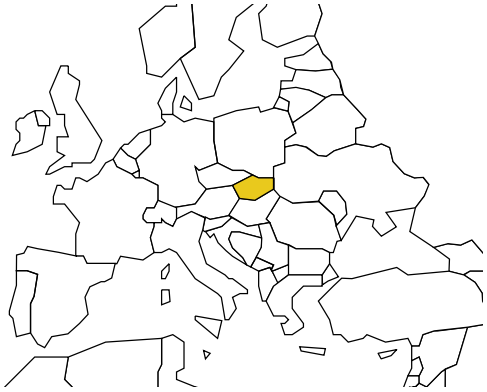
Data cleared by the Land Transport Authority.

SLOVAKIA

Population: 5 390 035

Income group: High

Gross national income per capita: $11 730



INSTITUTIONAL FRAMEWORK

Lead agency	**Road Safety Council**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**Yes**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**60 km/h**
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Drink–driving law	**Yes**
BAC limit – general population	**0.0 g/dl**
BAC limit – young or novice drivers	**0.0 g/dl**
Random breath testing and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**4%**[b]
Enforcement[a]	0 1 2 3 4 5 6 7 8 **9** 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**Yes**
Helmet wearing rate	—
Enforcement[a]	0 1 2 3 4 5 6 7 **8** 9 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	—
Enforcement[a]	0 1 2 3 4 5 6 7 **8** 9 10
Child restraints law	**Yes**
Enforcement[a]	0 1 2 3 4 5 6 7 8 **9** 10

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2007, Vehicle Register in the Slovak Republic, Ministry of Interior (SR).

VEHICLE STANDARDS

Car manufacturers required to adhere to standards on	
Fuel consumption	**Yes**
Seat-belt installation for all seats	**Yes**

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

— **Data not available.**

DATA

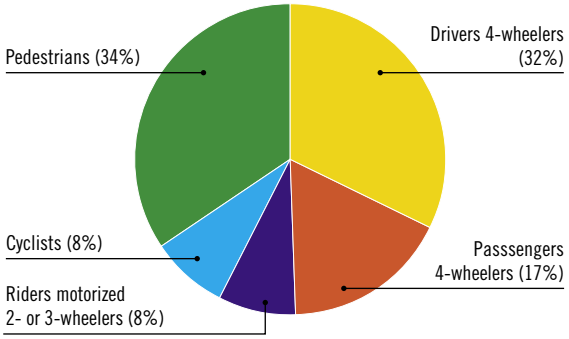
Reported road traffic fatalities (2007)
627[c] (76% males, 24% females)

Reported non-fatal road traffic injuries (2007)
11 310[d]

Costing study available
Yes (deaths and injuries)

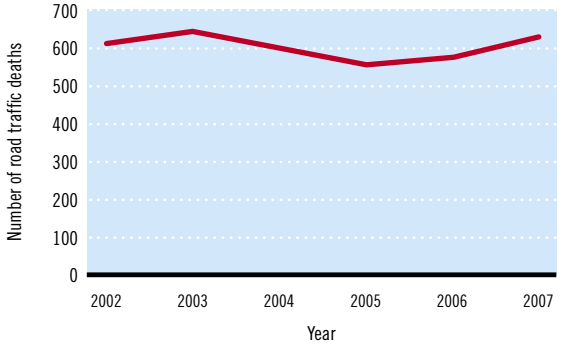
[c] Police data, defined as died within 24 hours of the crash.
[d] Police data.

DEATHS BY ROAD USER CATEGORY



Source: 2007, Statistical-evidence system of road traffic accidents, Ministry of Interior (SR)

TRENDS IN ROAD TRAFFIC DEATHS



Source: Statistical-evidence system of road traffic accidents, Ministry of Interior (SR)

REGISTERED VEHICLES

2 039 745 total (2007)

Motorcars	**72%**
Motorized 2- and 3-wheelers	**3%**
Minibuses, vans, etc. (seating <20)	**1%**
Trucks	**11%**
Buses	**<1%**
Other	**12%**

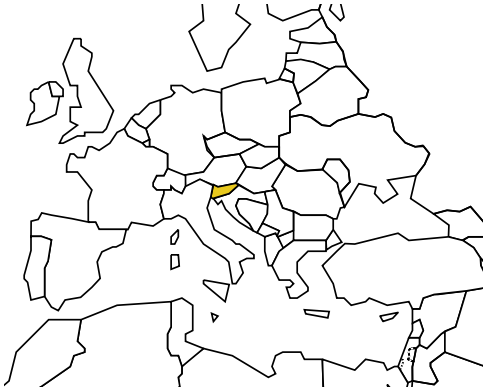
Data cleared by the Ministry of Health.

SLOVENIA

Population: 2 001 506

Income group: High

Gross national income per capita: $20 960



INSTITUTIONAL FRAMEWORK

Lead agency	**Interministerial Working Group on Road Traffic Safety**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**Yes**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**50 km/h**
Enforcement[a]	0 1 2 3 4 5 6 **(7)** 8 9 10
Drink–driving law	**Yes**
BAC limit – general population	**0.05 g/dl**
BAC limit – young or novice drivers	**0.0 g/dl**
Random breath testing and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**38%**[b]
Enforcement[a]	0 1 2 3 4 5 **(6)** 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**Yes**
Helmet wearing rate	—
Enforcement[a]	0 1 2 3 4 5 6 **(7)** 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**85% Front, 50% Rear**[c]
Enforcement[a]	0 1 2 3 4 5 6 **(7)** 8 9 10
Child restraints law	**Yes**
Enforcement[a]	0 1 2 3 4 5 **(6)** 7 8 9 10

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2007, Ministry of Interior, Police.
[c] 2007, Ministry of Transport, Slovenian Roads Agency, observational study.

VEHICLE STANDARDS

Car manufacturers required to adhere to standards on	
Fuel consumption	**No**
Seat-belt installation for all seats	**Yes**

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**Yes**
National policies to promote public transportation	**Yes**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

— **Data not available.**

DATA

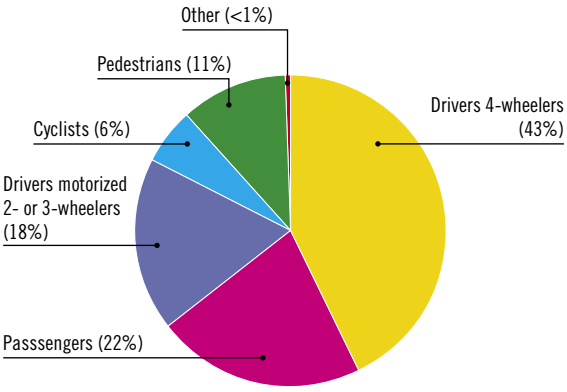
Reported road traffic fatalities (2007)
293[d] (79% males, 21% females)

Reported non-fatal road traffic injuries (2007)
16 449[e]

Costing study available
No

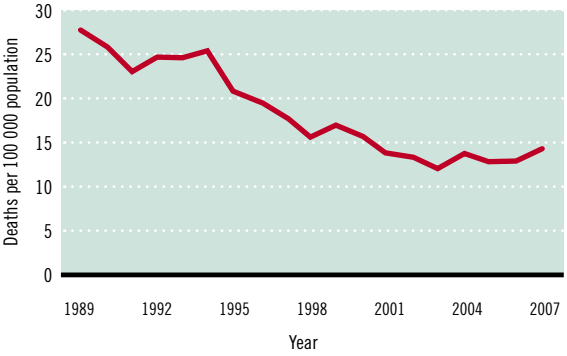
[d] Police data, defined as died within 30 days of the crash.
[e] Police data.

DEATHS BY ROAD USER CATEGORY



Source: 2008, Ministry of Interior, Police

TRENDS IN ROAD TRAFFIC DEATHS



Source: Statistical Office of the Republic of Slovenia

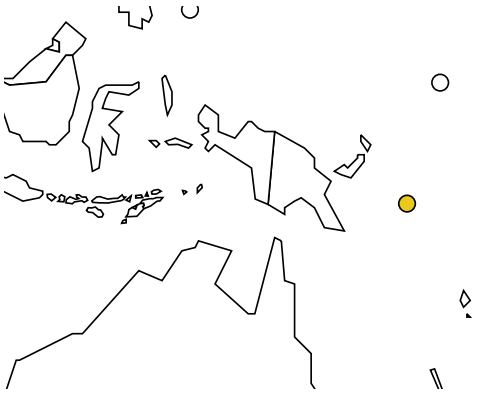
REGISTERED VEHICLES

1 286 903 total (2007)

Motorcars	**79%**
Motorized 2- and 3-wheelers	**6%**
Trucks	**6%**
Buses	**<1%**
Other	**9%**

Data cleared by the Ministry of Health.

SOLOMON ISLANDS



Population: 495 662

Income group: Low

Gross national income per capita: $730

INSTITUTIONAL FRAMEWORK

Lead agency	**Police – Traffic Division**
Funded in national budget	—
National road safety strategy	—
Measurable targets	—
Funded	—

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**60 km/h**
Enforcement[a]	0 1 2 3 4 **5** 6 7 8 9 10
Drink–driving law	**Yes**
BAC limit – general population	**None**[b]
BAC limit – young or novice drivers	**None**[b]
Random breath testing and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**55%**[c]
Enforcement[a]	0 1 2 **3** 4 5 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**Yes**
Helmet wearing rate	**100%**[d]
Enforcement[a]	0 1 2 **3** 4 5 6 7 8 9 10
Seat-belt law	**No**
Applies to all occupants	**n/a**
Seat-belt wearing rate	—
Enforcement[a]	**n/a**
Child restraints law	**No**
Enforcement[a]	**n/a**

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] Drink–driving not defined by BAC limit.
[c] Traffic Police estimate.
[d] Year and source not specified.

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**Yes**
National policies to promote public transportation	**No**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**No**
National universal access number	**n/a**

DATA

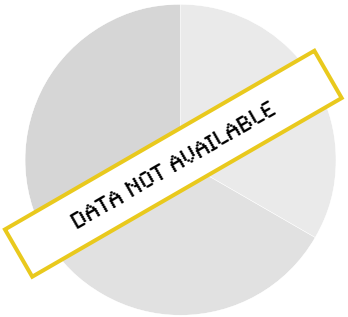
Reported road traffic fatalities (2007)
19[e] (74% males, 26% females)

Reported non-fatal road traffic injuries (2007)
606[f]

Costing study available
No

[e] Police data, defined as died at the crash scene or during (hospital) admission.
[f] Data for Honiara only, source not specified.

DEATHS BY ROAD USER CATEGORY



TRENDS IN ROAD TRAFFIC DEATHS

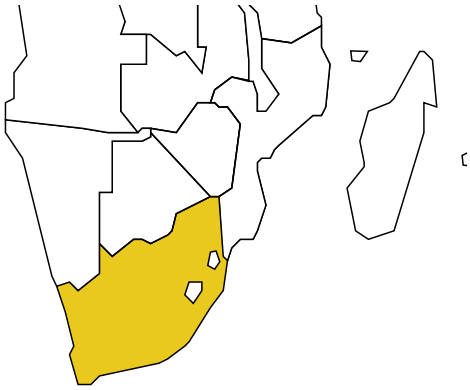
REGISTERED VEHICLES

10 000 total (2008)
Registered vehicle types: data not available

— Data not available.
n/a Data not required/not applicable.

Data cleared by the Ministry of Health.

SOUTH AFRICA



Population: 48 576 763

Income group: Middle

Gross national income per capita: $5 760

INSTITUTIONAL FRAMEWORK

Lead agency	**Road Traffic Management Corporation**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**Yes**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**60 km/h**
Enforcement[a]	0 1 2 **3** 4 5 6 7 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**60%**[b]
Enforcement[a]	0 1 **2** 3 4 5 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**[c]
Helmet standards mandated	**Yes**
Helmet wearing rate	**95% Drivers, 90% Passengers**[d]
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**50% Front, 8% Rear**[e]
Enforcement[a]	0 1 **2** 3 4 5 6 7 8 9 10
Child restraints law	**Yes**
Enforcement[a]	0 1 **2** 3 4 5 6 7 8 9 10

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2006, Department of Transport.
[c] BMW C1 motorcycle exempt due to design.
[d] 2008, Road Traffic Management Corporation.
[e] 2007, Road Traffic Management Corporation, observational study.

VEHICLE STANDARDS

Car manufacturers required to adhere to standards on	
Fuel consumption	**No**
Seat-belt installation for all seats	**Yes**

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**Yes**
National policies to promote public transportation	**Yes**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

DATA

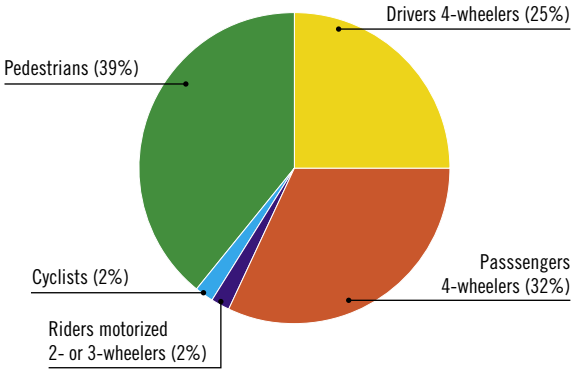
Reported road traffic fatalities (2007)
14 920[f] (76% males, 24% females)

Reported non-fatal road traffic injuries (2007)
219 978[g]

Costing study available
Yes (deaths and injuries)

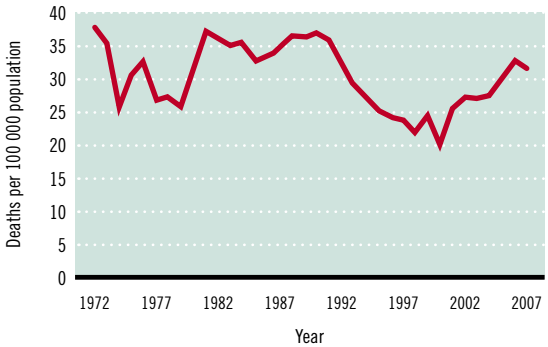
[f] Road Traffic Management Corporation data, defined as died within 7 days of the crash.
[g] Road Traffic Management Corporation and Medical Research Council data.

DEATHS BY ROAD USER CATEGORY



Source: 2007, Road Traffic Management Corporation

TRENDS IN ROAD TRAFFIC DEATHS



Source: Department of Transport

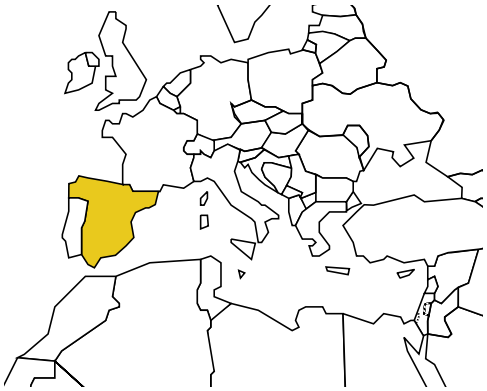
REGISTERED VEHICLES

9 237 574 total (2008)

Motorcars	**63%**
Motorized 2- and 3-wheelers	**4%**
Minibuses, vans, etc. (seating <20)	**26%**
Trucks	**4%**
Buses	**<1%**
Other	**3%**

Data cleared by the Ministry of Health.

SPAIN



Population: 44 279 180

Income group: High

Gross national income per capita: $29 450

INSTITUTIONAL FRAMEWORK

Lead agency	**General Directorate of Traffic**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**Yes**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**50 km/h**
Enforcement[a]	0 1 2 3 4 5 6 7 **8** 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	—
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**[b]
Helmet standards mandated	**Yes**
Helmet wearing rate	**98% Drivers, 92% Passengers**[c]
Enforcement[a]	0 1 2 3 4 5 6 7 **8** 9 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**89% Front, 69% Rear**[c]
Enforcement[a]	0 1 2 3 4 5 6 7 **8** 9 10
Child restraints law	**Yes**
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] Some exceptions.
[c] 2007, General Directorate of Traffic, observational study.

VEHICLE STANDARDS

Car manufacturers required to adhere to standards on	
Fuel consumption	**Yes**
Seat-belt installation for all seats	**Yes**

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No (subnational)**
National policies to promote public transportation	**Yes**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

DATA

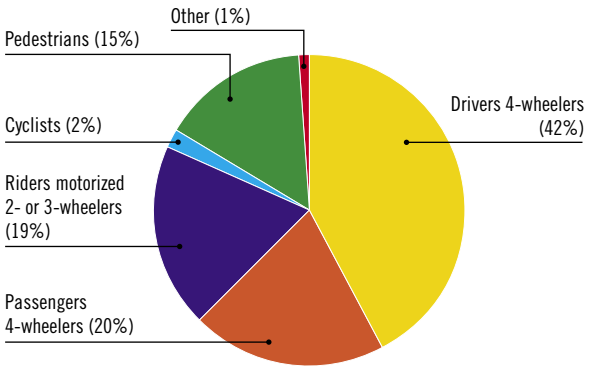
Reported road traffic fatalities (2006)
4 104[d] (78% males, 22% females)

Reported non-fatal road traffic injuries (2006)
143 450[e]

Costing study available
Yes (deaths and injuries)

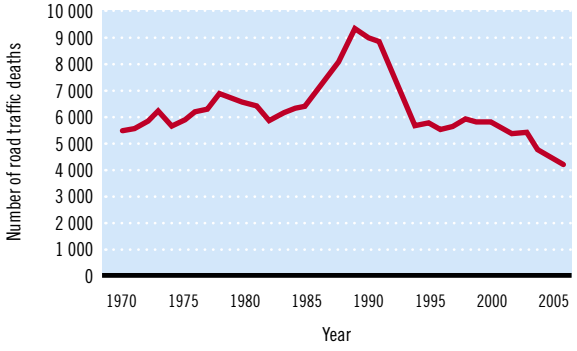
[d] General Directorate of Traffic estimate, defined as died within 30 days of the crash.
[e] General Directorate of Traffic data.

DEATHS BY ROAD USER CATEGORY



Source: 2006, General Directorate of Traffic database

TRENDS IN ROAD TRAFFIC DEATHS



Source: General Directorate of Traffic database

REGISTERED VEHICLES

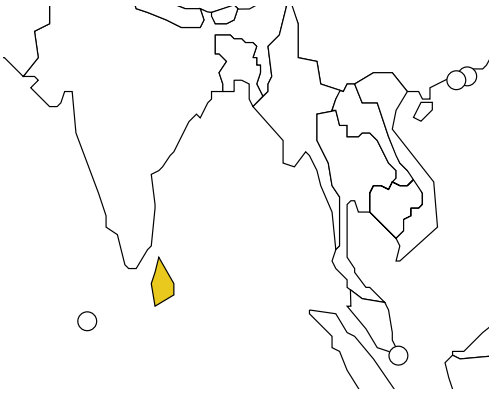
31 441 152 total (2006)

Motorcars	**67%**
Motorized 2- and 3-wheelers	**14%**
Minibuses, vans, etc. (seating <20)	**7%**
Trucks	**9%**
Buses	**<1%**
Other	**2%**

— Data not available.
n/a Data not required/not applicable.

Data cleared by the Ministry of Health and Consumer Affairs.

SRI LANKA



Population: 19 299 190

Income group: Middle

Gross national income per capita: $1 540

INSTITUTIONAL FRAMEWORK

Lead agency	**National Council for Road Safety**
Funded in national budget	**No**
National road safety strategy	**Yes**[a]
Measurable targets	**n/a**
Funded	**n/a**

[a] Not formally endorsed by government.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**50 km/h**
Enforcement[b]	0 1 2 3 4 **5** 6 7 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	—
Enforcement[b]	0 1 2 3 4 5 **6** 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**[c]
Helmet standards mandated	**Yes**
Helmet wearing rate	—
Enforcement[b]	0 1 2 3 4 5 6 **7** 8 9 10
Seat-belt law	**No**
Applies to all occupants	**n/a**
Seat-belt wearing rate	—
Enforcement[b]	**n/a**
Child restraints law	**No**
Enforcement[b]	**n/a**

[b] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[c] With some exceptions.

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**Yes**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**No**
National universal access number	**Yes**

DATA

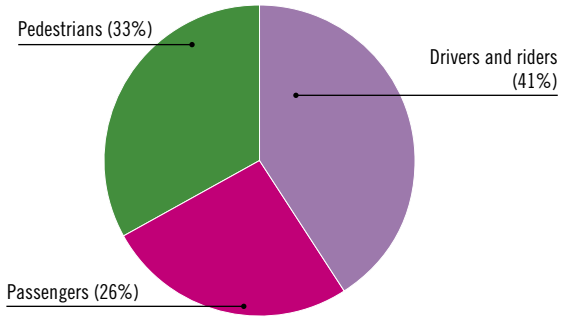
Reported road traffic fatalities (2007)
2 334[d] (82% males, 18% females)

Reported non-fatal road traffic injuries (2006)
31 688[e]

Costing study available
Yes (deaths and injuries)

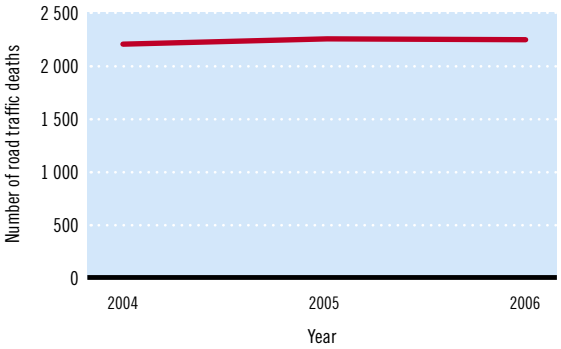
[d] Police data, defined as died within 30 days of the crash.
[e] Police data.

DEATHS BY ROAD USER CATEGORY



Source: Traffic Police, 2006

TRENDS IN ROAD TRAFFIC DEATHS



Source: Traffic Police

REGISTERED VEHICLES

3 125 794 total (2007)

Motorcars	**12%**
Motorized 2- and 3-wheelers	**63%**
Minibuses, vans, etc. (seating <20)	**6%**
Trucks	**8%**
Buses	**3%**
Other	**8%**

Data cleared by the Ministry of Healthcare and Nutrition.

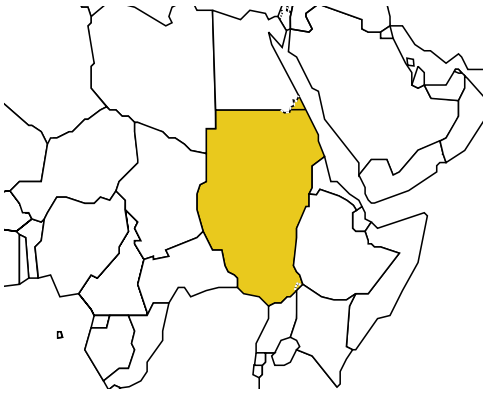
— Data not available.
n/a Data not required/not applicable.

SUDAN

Population: 38 560 488

Income group: Middle

Gross national income per capita: $960



INSTITUTIONAL FRAMEWORK

Lead agency	**No**
Funded in national budget	**n/a**
National road safety strategy	**No (subnational)**
Measurable targets	**n/a**
Funded	**n/a**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**50 km/h**
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Drink–driving law	**Yes**
BAC limit – general population	**0.0 g/dl**[b]
BAC limit – young or novice drivers	**0.0 g/dl**[b]
Random breath testing and/or police checkpoints	**No**
Road traffic deaths involving alcohol	—
Enforcement[a]	0 1 2 3 4 5 6 7 8 9 **10**
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**Yes**
Helmet wearing rate	—
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**No**
Seat-belt wearing rate	—
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Child restraints law	**No**
Enforcement[a]	**n/a**

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] Alcohol consumption prohibited by law.

VEHICLE STANDARDS

Car manufacturers required to adhere to standards on	
Fuel consumption	**Yes**
Seat-belt installation for all seats	**Yes**

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**No**
National universal access number	**n/a**

DATA

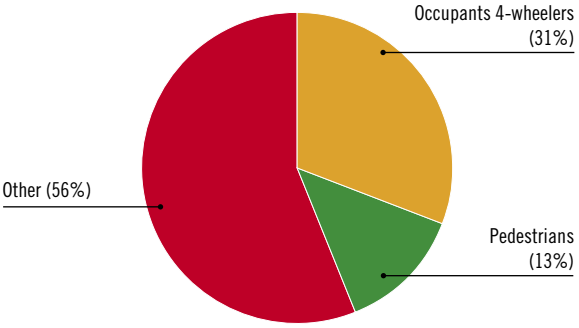
Reported road traffic fatalities (2007)
2 227[c] (76% males, 24% females)

Reported non-fatal road traffic injuries (2007)
21 329[d]

Costing study available
Yes (deaths and injuries)

[c] Police data, defined as doctor report states that death was due to the crash. Data exclude South Sudan states.
[d] Police data, exclude South Sudan states.

DEATHS BY ROAD USER CATEGORY



TRENDS IN ROAD TRAFFIC DEATHS

REGISTERED VEHICLES

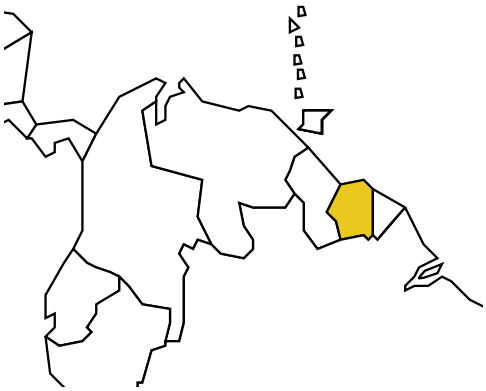
1 200 000 total (2007)

Motorcars	**64%**
Motorized 2- and 3-wheelers	**3%**
Minibuses, vans, etc. (seating <20)	**13%**
Trucks	**12%**
Buses	**1%**
Other	**7%**

— Data not available.
n/a Data not required/not applicable.

Data cleared by the Federal Ministry of Health.

SURINAME



Population: 457 964

Income group: Middle

Gross national income per capita: $4 730

INSTITUTIONAL FRAMEWORK

Lead agency	**No**
Funded in national budget	**n/a**
National road safety strategy	**No**
Measurable targets	**n/a**
Funded	**n/a**

DATA

Reported road traffic fatalities (2007)
90[c] (75% males, 25% females)

Reported non-fatal road traffic injuries
—

Costing study available
No

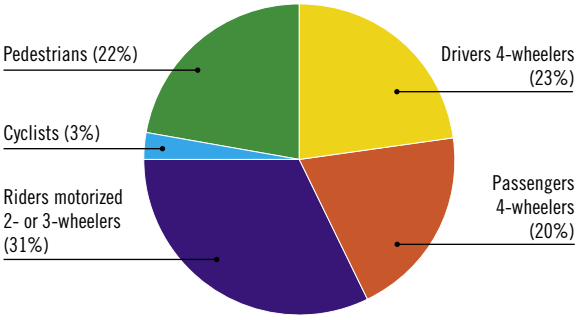
[c] Ministry of Justice and Police and Department of Health data, defined as died anytime after the crash.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**40 km/h**
Enforcement[a]	0 1 2 3 4 **5** 6 7 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	—
Enforcement[a]	0 1 2 3 **4** 5 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**No**
Helmet wearing rate	**90%**[b]
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**70% Front, 30% Rear**[b]
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Child restraints law	**Yes**
Enforcement[a]	0 1 2 **3** 4 5 6 7 8 9 10

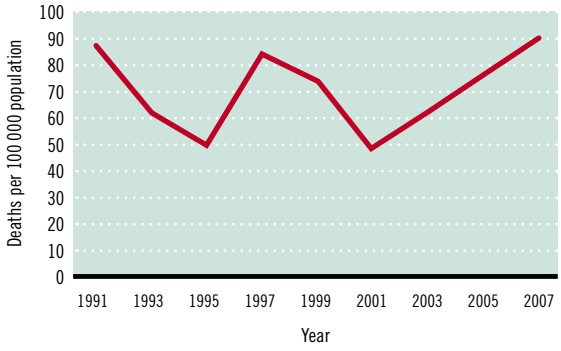
[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2007, Observational studies conducted by Ministry of Justice and Police.

DEATHS BY ROAD USER CATEGORY



Source: 2007, Ministry of Justice and Police (The Department of Traffic Information Education and Statistics)

TRENDS IN ROAD TRAFFIC DEATHS



Source: Ministry of Justice and Police (The Department of Traffic Information Education and Statistics)

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

REGISTERED VEHICLES

151 441 total (2006)

Motorcars	**54%**
Motorized 2- and 3-wheelers	**27%**
Minibuses, vans, etc. (seating <20)	**17%**
Buses	**2%**

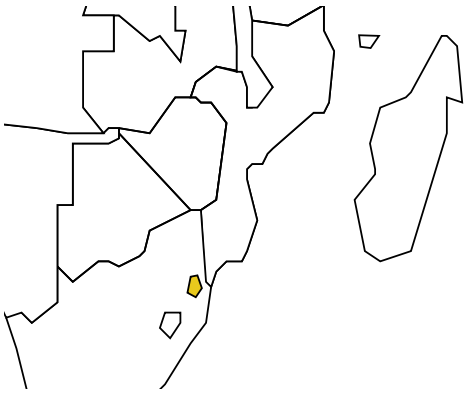
POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

— Data not available.
n/a Data not required/not applicable.

Data cleared by the Ministry of Health and the Ministry of Justice and Police.

SWAZILAND



Population: 1 141 427

Income group: Middle

Gross national income per capita: $2 580

INSTITUTIONAL FRAMEWORK

Lead agency	**Swaziland Road Safety Council**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**No**
Funded	**Yes**

DATA

Reported road traffic fatalities (2007)
235[c] (72% males, 28% females)

Reported non-fatal road traffic injuries (2007)
4 584[d]

Costing study available
Yes (deaths and injuries)

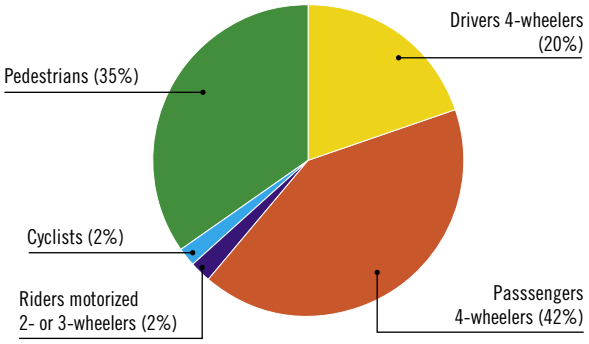
[c] Police data, defined as died within 1 year of the crash.
[d] Police data.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**60 km/h**
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**3%**[b]
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**No**
Helmet wearing rate	**80%**[b]
Enforcement[a]	0 1 2 3 4 **5** 6 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	—
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Child restraints law	**No**
Enforcement[a]	**n/a**

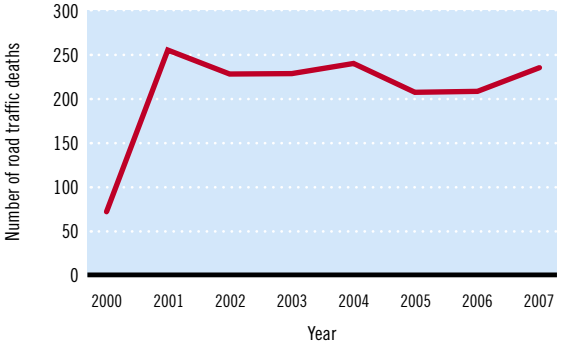
[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2007, Royal Swaziland Police.

DEATHS BY ROAD USER CATEGORY



Source: 2007, Royal Swaziland Police

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2007, Royal Swaziland Police

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

REGISTERED VEHICLES

116 050 total (2007)

Motorcars	**45%**
Motorized 2- and 3-wheelers	**3%**
Minibuses, vans, etc. (seating <20)	**30%**
Trucks	**6%**
Buses	**7%**
Non-motorized vehicles	**4%**
Unspecified	**5%**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

— Data not available.
n/a Data not required/not applicable.

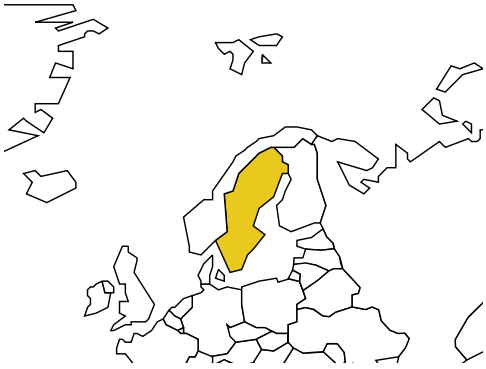
Data cleared by the Ministry of Health and Social Welfare.

SWEDEN

Population: 9 118 955

Income group: High

Gross national income per capita: $46 060



INSTITUTIONAL FRAMEWORK

Lead agency	**Swedish Road Administration**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**Yes**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**50 km/h**
Enforcement[a]	0 1 2 3 4 **5** 6 7 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**20%**[b]
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**[c]
Helmet standards mandated	**Yes**
Helmet wearing rate	**95%**[d]
Enforcement[a]	0 **1** 2 3 4 5 6 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**96% Front, 90% Rear**[e]
Enforcement[a]	0 1 2 **3** 4 5 6 7 8 9 10
Child restraints law	**Yes**
Enforcement[a]	0 1 **2** 3 4 5 6 7 8 9 10

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2006, Estimate based on autopsies of drivers killed in crashes.
[c] Some exceptions.
[d] 2007, Estimate provided by consensus group.
[e] 2006, Swedish Road and Transport Research Institute observational studies.

VEHICLE STANDARDS

Car manufacturers required to adhere to standards on	
Fuel consumption	**Yes**
Seat-belt installation for all seats	**Yes**

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**Yes**
National policies to promote public transportation	**Yes**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

DATA

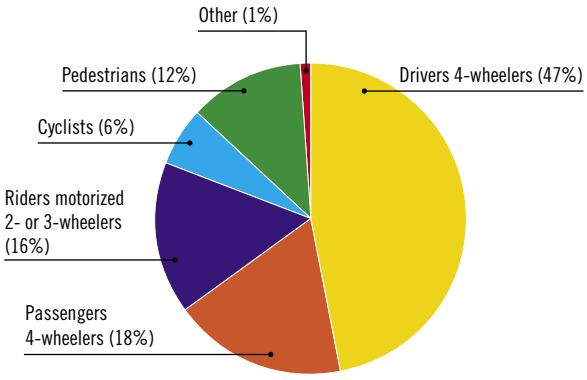
Reported road traffic fatalities (2007)
471[f] (75% males, 25% females)

Reported non-fatal road traffic injuries (2006)
26 636[g]

Costing study available
Yes (deaths and injuries)

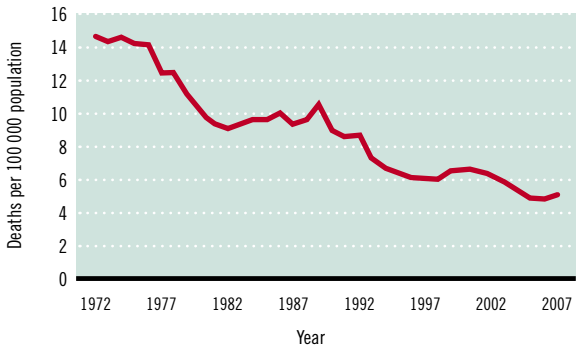
[f] Transport data, defined as died within 30 days of the crash.
[g] Police data.

DEATHS BY ROAD USER CATEGORY



Source: Swedish Institute for Transport and Communication Analyses, Road Traffic Injuries 2006 (*Vägtrafikskador* 2006)

TRENDS IN ROAD TRAFFIC DEATHS



Source: Swedish Institute for Transport and Communication Analyses, Road Traffic Injuries 2007 (*Vägtrafikskador* 2007)

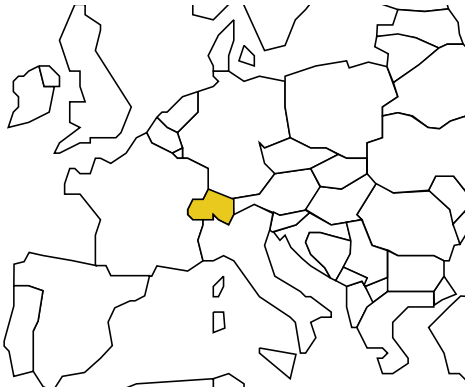
REGISTERED VEHICLES

5 500 000 total (2007)

Motorcars	**77%**
Motorized 2- and 3-wheelers	**8%**
Trucks	**9%**
Buses	**<1%**
Other	**6%**

Data cleared by the Swedish Road Administration.

SWITZERLAND



Population: 7 483 973

Income group: High

Gross national income per capita: $59 880

INSTITUTIONAL FRAMEWORK

Lead agency	**Federal Roads Agency**
Funded in national budget	**Yes**
National road safety strategy	**Yes**[a]
Measurable targets	**n/a**
Funded	**n/a**

[a] Not formally endorsed by government.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**50 km/h**
Enforcement[b]	0 1 2 3 4 5 6 **7** 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**16%**[c]
Enforcement[b]	0 1 2 3 4 5 **6** 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**[d]
Helmet standards mandated	**Yes**
Helmet wearing rate	**100%**[e]
Enforcement[b]	0 1 2 3 4 5 6 7 8 **9** 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**86% Front, 61% Rear**[f]
Enforcement[b]	0 1 2 3 4 5 6 **7** 8 9 10
Child restraints law	**Yes**
Enforcement[b]	0 1 2 3 4 5 6 7 **8** 9 10

[b] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[c] 2007, Swiss Council for Accident Prevention.
[d] Some exceptions.
[e] 2006, *Sinus-Report 2007 der bfu*, motorcycle drivers.
[f] 2006, Swiss Council for Accident Prevention.

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No (subnational)**
National policies to promote public transportation	**Yes**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

DATA

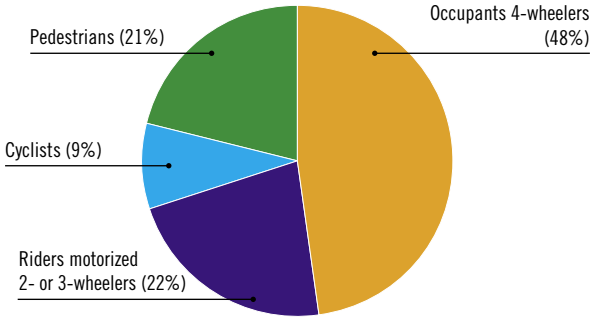
Reported road traffic fatalities (2006)
370[g] (76% males, 24% females)

Reported non-fatal road traffic injuries (2006)
26 718[h]

Costing study available
Yes (deaths and injuries)

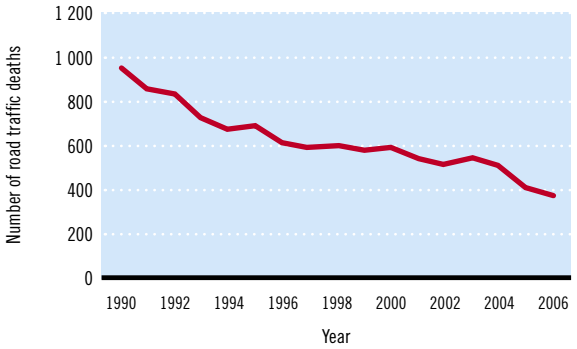
[g] Police data, defined as died within 30 days of the crash.
[h] Swiss Council for Accident Prevention data.

DEATHS BY ROAD USER CATEGORY



Source: 2006, Swiss Council for Accident Prevention

TRENDS IN ROAD TRAFFIC DEATHS



Source: *Unfallgeschehen in der Schweiz, bfu-Statistik* 2007

REGISTERED VEHICLES

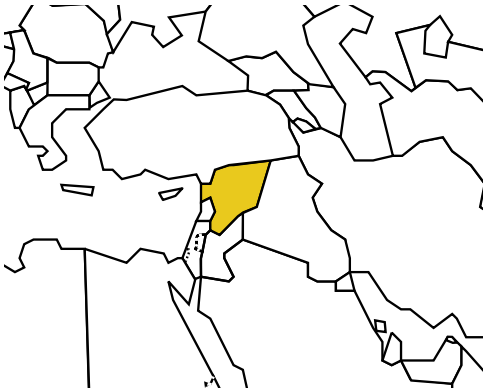
5 356 000 total (2007)

Motorcars	**72%**
Motorized 2- and 3-wheelers	**14%**
Trucks	**10%**
Buses	**1%**
Other	**3%**

n/a Data not required/not applicable.

Data cleared by the Federal Office of Public Health.

SYRIAN ARAB REPUBLIC



Population: 19 928 516

Income group: Middle

Gross national income per capita: $1 760

INSTITUTIONAL FRAMEWORK

Lead agency	**National Committee for Road Safety**
Funded in national budget	**No**
National road safety strategy	**Multiple**
Measurable targets	**n/a**
Funded	**n/a**

DATA

Reported road traffic fatalities (2007)
2 818[c]

Reported non-fatal road traffic injuries (2007)
16 145[d]

Costing study available
Yes (deaths and injuries)

[c] Police data, defined as died at the crash scene or in hospital.
[d] Police data.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**45–60 km/h**
Enforcement[a]	0 1 2 3 4 5 6 7 **(8)** 9 10
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 and/or police checkpoints	**No**
Road traffic deaths involving alcohol	**—**
Enforcement[a]	0 1 2 3 4 5 6 7 **(8)** 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**No**
Helmet wearing rate	**—**
Enforcement[a]	0 1 2 3 **(4)** 5 6 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**No**
Seat-belt wearing rate	**81% Front**[b]
Enforcement[a]	0 1 2 3 4 5 6 7 8 **(9)** 10
Child restraints law	**No**
Enforcement[a]	**n/a**

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2007, Syrian Society for Road Accident Prevention.

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS

Source: Country questionnaire

VEHICLE STANDARDS

Car manufacturers required to adhere to standards on	
Fuel consumption	**Yes**
Seat-belt installation for all seats	**No**

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**Yes**

REGISTERED VEHICLES

1 389 346 total (2007)

Motorcars	**55%**
Motorized 2- and 3-wheelers	**9%**
Minibuses, vans, etc. (seating <20)	**25%**
Trucks	**7%**
Buses	**3%**
Non-motorized vehicles	**1%**

Data cleared by the Ministry of Health.

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

— Data not available.
n/a Data not required/not applicable.

TAJIKISTAN

Population: 6 735 996

Income group: Low

Gross national income per capita: $460

INSTITUTIONAL FRAMEWORK

Lead agency	**Department of the State Automobile Inspection (Ministry of Internal Affairs)**
Funded in national budget	**Yes**
National road safety strategy	**Multiple**
Measurable targets	**n/a**
Funded	**n/a**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**60 km/h**
Enforcement[a]	0 1 2 3 4 5 6 7 **(8)** 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**5%**[b]
Enforcement[a]	0 1 2 3 4 5 6 7 8 **(9)** 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**No**
Helmet wearing rate	—
Enforcement[a]	0 1 2 3 4 5 **(6)** 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	—
Enforcement[a]	0 1 2 **(3)** 4 5 6 7 8 9 10
Child restraints law	**Yes**
Enforcement[a]	0 **(1)** 2 3 4 5 6 7 8 9 10

[a] **Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.**
[b] **2007, Department of the State Automobile Inspection of the Ministry of Internal Affairs of the Republic of Tajikistan.**

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No (subnational)**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

DATA

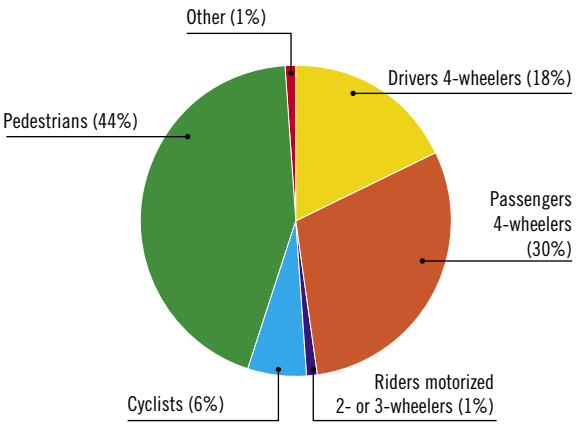
Reported road traffic fatalities (2007)
464[c] (78% males, 22% females)

Reported non-fatal road traffic injuries (2007)
2 048[d]

Costing study available
No

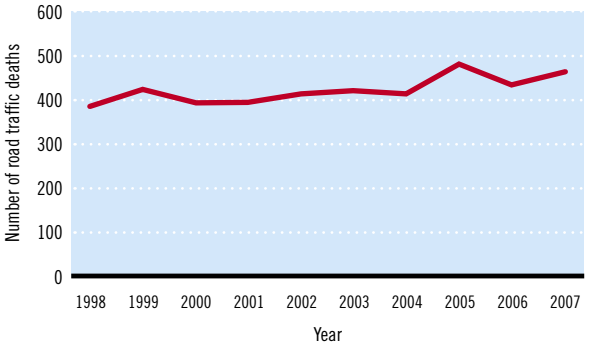
[c] **Department of the State Automobile Inspection of the Ministry of Internal Affairs data, defined as died within 30 days of the crash.**
[d] **Department of the State Automobile Inspection of the Ministry of Internal Affairs data.**

DEATHS BY ROAD USER CATEGORY



Source: Department of the State Automobile Inspection of the Ministry of Internal Affairs of Republic of Tajikistan

TRENDS IN ROAD TRAFFIC DEATHS



Source: Department of the State Automobile Inspection of the Ministry of Internal Affairs of Republic of Tajikistan

REGISTERED VEHICLES

268 018 total (2007)

Motorcars	**72%**
Motorized 2- and 3-wheelers	**4%**
Minibuses, vans, etc. (seating <20)	**7%**
Trucks	**15%**
Buses	**2%**

— **Data not available.**
n/a **Data not required/not applicable.**

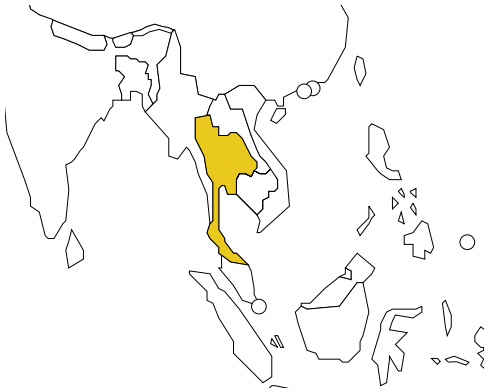
Data cleared by the Ministry of Public Health.

THAILAND

Population: 63 883 662

Income group: Middle

Gross national income per capita: $3 400



INSTITUTIONAL FRAMEWORK

Lead agency	**Road Safety Operation Center**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**Yes**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**80 km/h**
Enforcement[a]	0 1 **(2)** 3 4 5 6 7 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**4%**[b]
Enforcement[a]	0 1 2 3 4 **(5)** 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**[c]
Helmet standards mandated	**Yes**
Helmet wearing rate	**27%**[d]
Enforcement[a]	0 1 2 3 **(4)** 5 6 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**No**
Seat-belt wearing rate	**56% Front, 3% Rear**[e]
Enforcement[a]	0 1 2 3 4 **(5)** 6 7 8 9 10
Child restraints law	**No**
Enforcement[a]	**n/a**

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2007, Based on sentinel surveillance. Deaths in hospital only, does not include deaths at the crash scene.
[c] Some exceptions.
[d] 2005, Behavioural Risk Factor Surveillance System.
[e] 2005, Behavioural Risk Factor Surveillance System (data for front-seat occupants); 2005, Asian Institute of Technology (data for rear-seat occupants).

VEHICLE STANDARDS

Car manufacturers required to adhere to standards on	
Fuel consumption	**No**
Seat-belt installation for all seats	**No**

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No (subnational)**
National policies to promote public transportation	**Yes**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

n/a Data not required/not applicable.

DATA

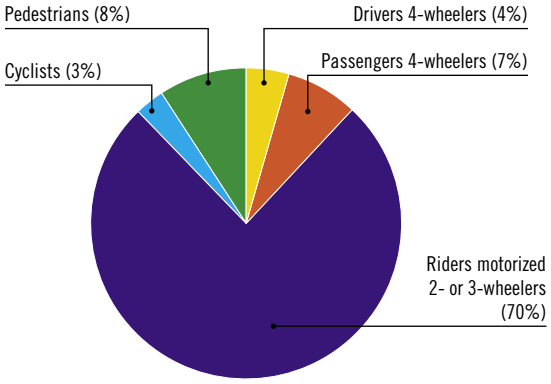
Reported road traffic fatalities (2007)
12 492[f] (78% males, 22% females)

Reported non-fatal road traffic injuries (2006)
973 104[g]

Costing study available
Yes (deaths and injuries)

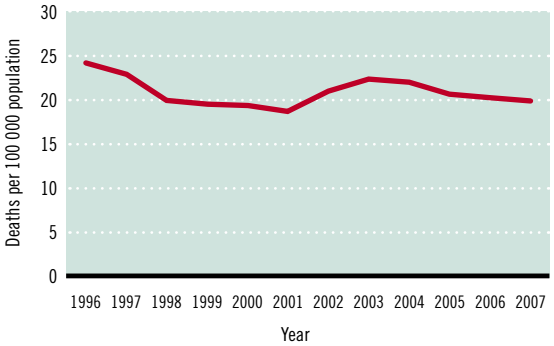
[f] Police data, defined as died at the crash scene.
[g] Health data.

DEATHS BY ROAD USER CATEGORY



Source: 2007, Injury Surveillance (sentinel sites), Bureau of Epidemiology, Ministry of Public Health

TRENDS IN ROAD TRAFFIC DEATHS



Source: Police Information System Center, Royal Thai Police

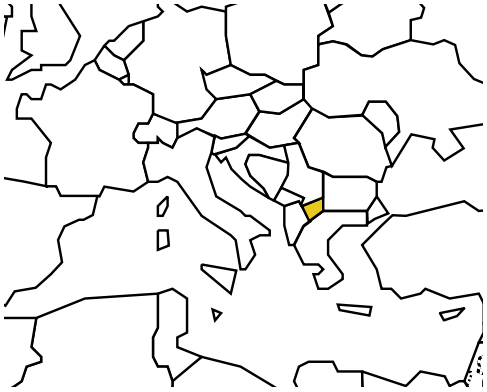
REGISTERED VEHICLES

25 618 447 total (2007)

Motorcars	**14%**
Motorized 2- and 3-wheelers	**63%**
Minibuses, vans, etc. (seating <20)	**19%**
Trucks	**3%**
Buses	**<1%**
Other	**1%**

Data cleared by the Ministry of Public Health.

THE FORMER YUGOSLAV REPUBLIC OF MACEDONIA



Population: 2 038 464

Income group: Middle

Gross national income per capita: $3 460

INSTITUTIONAL FRAMEWORK

Lead agency	**Republic's Council for Road Traffic Safety**
Funded in national budget	**Yes**
National road safety strategy	**No**
Measurable targets	**n/a**
Funded	**n/a**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**60 km/h**
Enforcement[a]	0 1 2 3 **4** 5 6 7 8 9 10
Drink–driving law	**Yes**
BAC limit – general population	**0.05 g/dl**
BAC limit – young or novice drivers	**0.0 g/dl**
Random breath testing and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**5%**[b]
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**No**
Helmet wearing rate	**2%**[c]
Enforcement[a]	0 1 **2** 3 4 5 6 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**No**
Seat-belt wearing rate	**16%**[d]
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10
Child restraints law	**No**
Enforcement[a]	**n/a**

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2007, Ministry of Interior- Sector for Analysis, Research and Documentation.
[c] 2007, Ministry of Interior- Sector for Information Technology, data relate to motorcycle riders involved in a crash.
[d] 2002, PhD thesis by F. Tozija, survey of injured drivers and passengers treated in hospital.

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

DATA

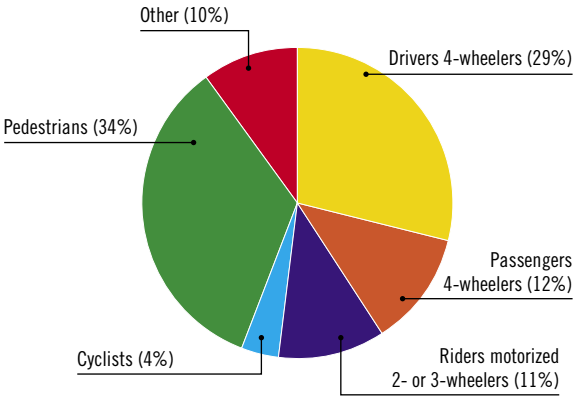
Reported road traffic fatalities (2006)
140[e] (83% males, 17% females)

Reported non-fatal road traffic injuries (2007)
6 133[f]

Costing study available
Yes (deaths and injuries)

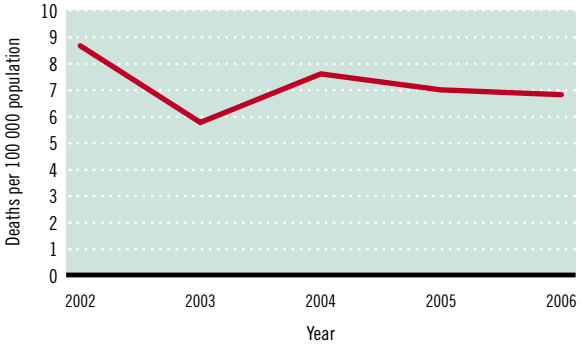
[e] State Statistical Office data, defined as died within 30 days of the crash.
[f] Police data.

DEATHS BY ROAD USER CATEGORY



Source: 2006, State Statistical Office

TRENDS IN ROAD TRAFFIC DEATHS



Source: State Statistical Office

REGISTERED VEHICLES

259 421 total (2007)

Motorcars	**86%**
Motorized 2- and 3-wheelers	**2%**
Trucks	**8%**
Buses	**1%**
Other	**3%**

n/a Data not required/not applicable.

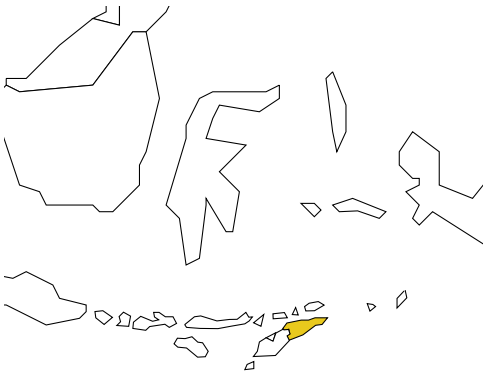
Data cleared by the Ministry of Health.

TIMOR-LESTE

Population: 1 154 775

Income group: Middle

Gross national income per capita: $1 510



INSTITUTIONAL FRAMEWORK

Lead agency	**National Directorate of Land Transport**
Funded in national budget	**Yes**
National road safety strategy	**Multiple**
Measurable targets	**n/a**
Funded	**n/a**

DATA

Reported road traffic fatalities (2007)
46[d]

Reported non-fatal road traffic injuries (2007)
1 686[e]

Costing study available
No

[d] Police data, defined as died as a result of injuries sustained in crash.
[e] Health data.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**50 km/h**
Enforcement[a]	**0** 1 2 3 4 5 6 7 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	—
Enforcement[a]	**0** 1 2 3 4 5 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**No**
Helmet wearing rate	**70% Drivers, 30% Passengers**[b]
Enforcement[a]	0 1 2 3 4 **5** 6 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**5–10% Front, <1% Rear**[c]
Enforcement[a]	**0** 1 2 3 4 5 6 7 8 9 10
Child restraints law	**Yes**
Enforcement[a]	**0** 1 2 3 4 5 6 7 8 9 10

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 70% drivers, 30% passengers, consensus group estimate, 2007.
[c] Consensus group estimate, 2007.

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

REGISTERED VEHICLES

26 649 total (2008)

Motorcars	**6%**
Motorized 2- and 3-wheelers	**72%**
Minibuses, vans, etc. (seating <20)	**14%**
Buses	**<1%**
Trucks	**8%**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

— Data not available.
n/a Data not required/not applicable.

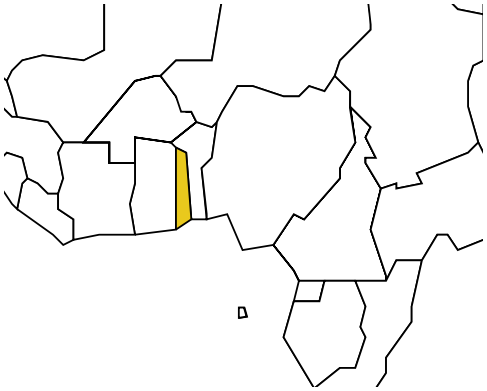
Data cleared by the Ministry of Health.

TOGO

Population: 6 585 147

Income group: Low

Gross national income per capita: $360



INSTITUTIONAL FRAMEWORK

Lead agency	**No**
Funded in national budget	n/a
National road safety strategy	**No**
Measurable targets	n/a
Funded	n/a

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	No
Maximum limit urban roads	40 km/h
Enforcement[a]	0 1 2 3 **4** 5 6 7 8 9 10
Drink–driving law	**No**
BAC limit – general population	n/a
BAC limit – young or novice drivers	n/a
Random breath testing and/or police checkpoints	n/a
Road traffic deaths involving alcohol	—
Enforcement[a]	n/a
Motorcycle helmet law	**No**[b]
Applies to all riders	Yes
Helmet standards mandated	No
Helmet wearing rate	1%[c]
Enforcement[a]	0 1 **2** 3 4 5 6 7 8 9 10
Seat-belt law	**No**
Applies to all occupants	n/a
Seat-belt wearing rate	0%[d]
Enforcement[a]	n/a
Child restraints law	**No**
Enforcement[a]	n/a

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] No law, but there is a regulation that is enforced.
[c] 1998, Road Safety Togo.
[d] Estimation by consensus group.

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	Yes
Regular audits of existing road infrastructure	No

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	No
National policies to promote public transportation	No

POST-CRASH CARE

Formal, publicly available pre-hospital care system	Yes
National universal access number	Yes

— Data not available.
n/a Data not required/not applicable.

DATA

Reported road traffic fatalities (2007)
472[e]

Reported non-fatal road traffic injuries (2007)
1 824[f]

Costing study available
No

[e] Police data, defined as died at the crash scene.
[f] Police data.

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS

REGISTERED VEHICLES

48 234 total (2007)

Motorcars	22%
Motorized 2- and 3-wheelers	71%
Minibuses, vans, etc. (seating <20)	4%
Trucks	<1%
Buses	<1%
Other	2%

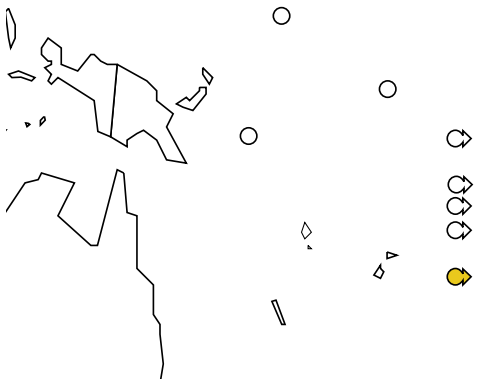
Data cleared by the Ministry of Health and the Togolese Road Safety Organization.

TONGA

Population: 100 336

Income group: Middle

Gross national income per capita: $2 320



INSTITUTIONAL FRAMEWORK

Lead agency	**Traffic Department, Ministry of Police**
Funded in national budget	**Yes**
National road safety strategy	**No**
Measurable targets	**n/a**
Funded	**n/a**

DATA

Reported road traffic fatalities (2007)
8[e] (75% males, 25% females)

Reported non-fatal road traffic injuries
—

Costing study available
No

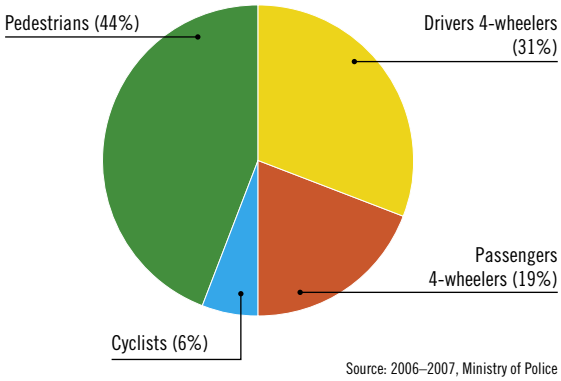
[e] Police data, defined as died within 1 year and one day of the crash.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**40 km/h**
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Drink–driving law	**Yes**
BAC limit – general population	**None**[b]
BAC limit – young or novice drivers	**None**[b]
Random breath testing and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**25%**[c]
Enforcement[a]	0 1 2 3 4 **5** 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**No**
Helmet wearing rate	—
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Seat-belt law	**No**
Applies to all occupants	**n/a**
Seat-belt wearing rate	**<1%**[d]
Enforcement[a]	**n/a**
Child restraints law	**No**
Enforcement[a]	**n/a**

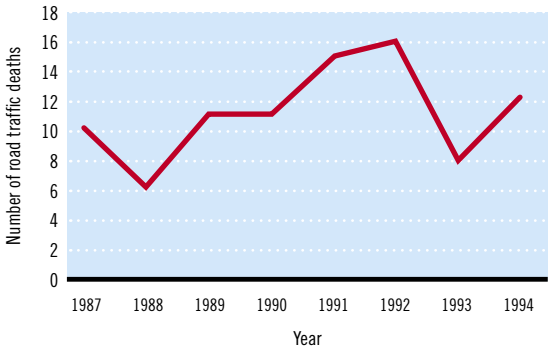
[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] Drink–driving not defined by BAC limit.
[c] 2007 Police data.
[d] 2003, Ministry of Health and World Health Organization observational study.

DEATHS BY ROAD USER CATEGORY



Source: 2006–2007, Ministry of Police

TRENDS IN ROAD TRAFFIC DEATHS



Source: Report by Dr G. Anthony Ryan: WHO STC to Tonga, 1995

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

REGISTERED VEHICLES

2 226 total (2007)

Motorcars	**36%**
Motorized 2- and 3-wheelers	**1%**
Minibuses, vans, etc. (seating <20)	**57%**
Trucks	**<1%**
Buses	**<1%**
Other	**5%**

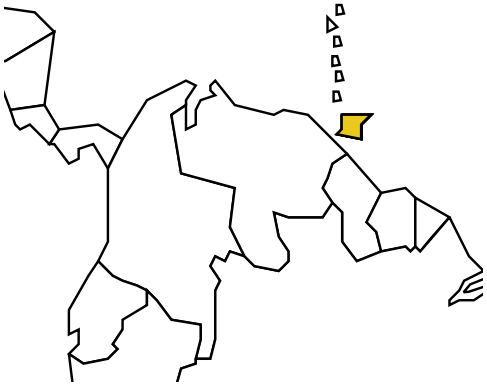
Data cleared by the Ministry of Health.

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**No**
National universal access number	**n/a**

— Data not available.
n/a Data not required/not applicable.

TRINIDAD AND TOBAGO



Population: 1 333 272

Income group: High

Gross national income per capita: $14 100

INSTITUTIONAL FRAMEWORK

Lead agency	—
Funded in national budget	—
National road safety strategy	**Multiple**
Measurable targets	n/a
Funded	n/a

DATA

Reported road traffic fatalities (2007)
214[b] (77% males, 23% females)

Reported non-fatal road traffic injuries (2007)
2 918[c]

Costing study available
No

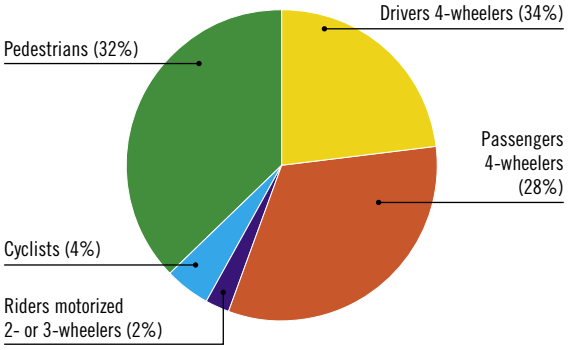
[b] Traffic and Highway Patrol Branch, Trinidad and Tobago Police Service, defined as died within 1 year of the crash.
[c] Traffic and Highway Patrol Branch, Trinidad and Tobago Police Service.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**50 km/h**
Enforcement[a]	0 1 2 **3** 4 5 6 7 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	—
Enforcement[a]	0 1 **2** 3 4 5 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**Yes**
Helmet wearing rate	—
Enforcement[a]	0 1 2 3 4 5 6 7 8 **9** 10
Seat-belt law	**Yes**
Applies to all occupants	**No**
Seat-belt wearing rate	—
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10
Child restraints law	**Yes**
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10

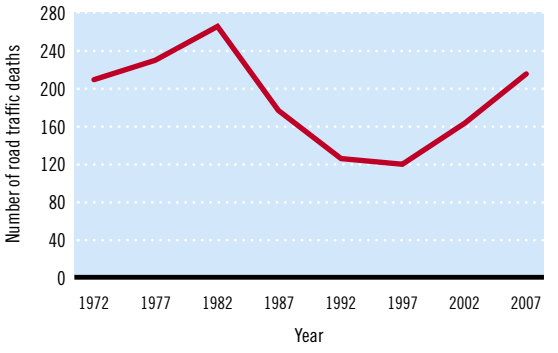
[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.

DEATHS BY ROAD USER CATEGORY



Source: 2007, Traffic and Highway Patrol Branch, Trinidad and Tobago Police Service

TRENDS IN ROAD TRAFFIC DEATHS



Source: Traffic and Highway, Patrol Branch

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

REGISTERED VEHICLES

490 987 total (2007)
Registered vehicle types: data not available

— Data not available.
n/a Data not required/not applicable.

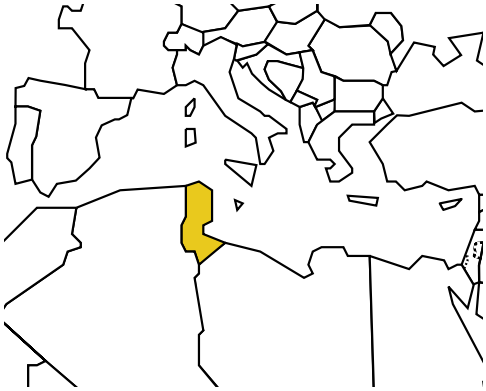
Data cleared by the Ministry of Health.

TUNISIA

Population: 10 327 285

Income group: Middle

Gross national income per capita: $3 200



INSTITUTIONAL FRAMEWORK

Lead agency	**National Observatory for Information, Training, Documentation and Study on Road Safety**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**Yes**

DATA

Reported road traffic fatalities (2007)
1 497[c] (82% males, 18% females)

Reported non-fatal road traffic injuries (2007)
14 559[d]

Costing study available
Yes (deaths and injuries)

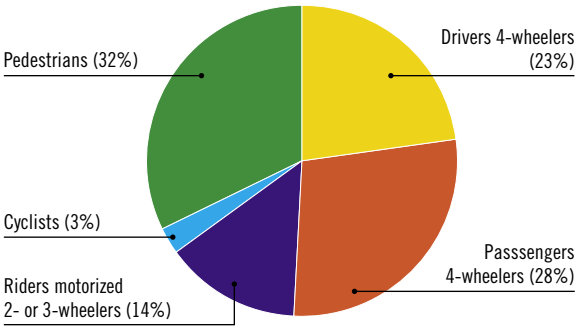
[c] Police data, defined as died within 30 days of the crash.
[d] Lead Agency and Police data.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**50 km/h**
Enforcement[a]	0 1 2 3 4 **(5)** 6 7 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**1%**[b]
Enforcement[a]	0 1 2 **(3)** 4 5 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**Yes**
Helmet wearing rate	—
Enforcement[a]	0 1 2 3 4 **(5)** 6 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**No**
Seat-belt wearing rate	—
Enforcement[a]	0 1 **(2)** 3 4 5 6 7 8 9 10
Child restraints law	**No**
Enforcement[a]	**n/a**

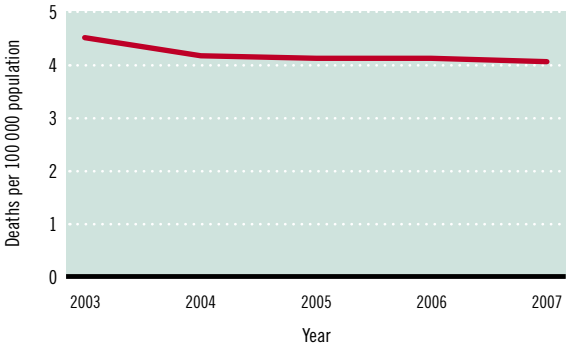
[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2007, Ministry of Interior and Local Development.

DEATHS BY ROAD USER CATEGORY



Source: 2007, Ministry of Interior and Local Development

TRENDS IN ROAD TRAFFIC DEATHS



Source: "Statitiscs of Road Accidents", Ministry of Interior and Local Development

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**Yes**

REGISTERED VEHICLES

1 244 918 total (2007)

Motorcars	**62%**
Motorized 2- and 3-wheelers	**1%**
Minibuses, vans, etc. (seating <20)	**24%**
Trucks	**4%**
Buses	**1%**
Non-motorized vehicles	**8%**
Other	**1%**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

— Data not available.
n/a Data not required/not applicable.

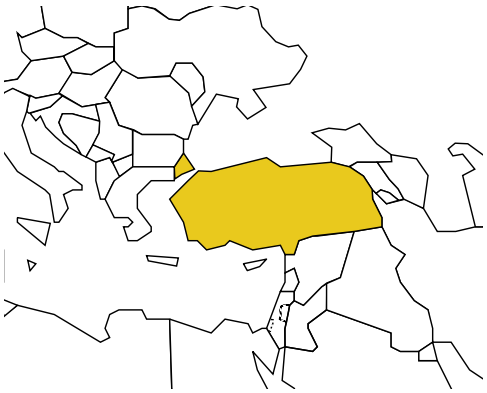
Data cleared by the Ministry of Public Health.

TURKEY

Population: 74 876 695

Income group: Middle

Gross national income per capita: $8 020



INSTITUTIONAL FRAMEWORK

Lead agency	**Board of Road Traffic Safety**
Funded in national budget	**Yes**
National road safety strategy	**Multiple**
Measurable targets	**n/a**
Funded	**n/a**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**50 km/h**
Enforcement[a]	0 1 2 3 4 5 6 7 **8** 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**2%**[b]
Enforcement[a]	0 1 2 3 4 5 6 7 8 **9** 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**Yes**
Helmet wearing rate	**12% Drivers**[b]
Enforcement[a]	0 1 2 3 4 **5** 6 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**70%**[c]
Enforcement[a]	0 1 2 3 4 5 6 7 **8** 9 10
Child restraints law	**Yes**
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2005–2007, Security Directorate.
[c] 2007, Security Directorate, intercity (rural) roads only. For urban roads, 20%.

VEHICLE STANDARDS

Car manufacturers required to adhere to standards on	
Fuel consumption	**Yes**
Seat-belt installation for all seats	**Yes**

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No (subnational)**
National policies to promote public transportation	**Yes**

POST-CRASH CARE

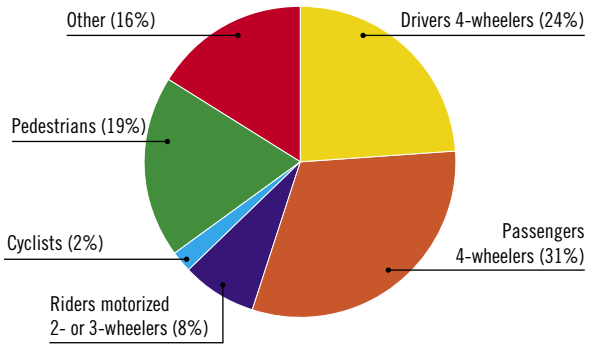
Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

DATA

Reported road traffic fatalities (2006)	
4 633[d] (77% males, 23% females)	
Reported non-fatal road traffic injuries (2007)	
169 080[e]	
Costing study available	
Yes (deaths and injuries)	

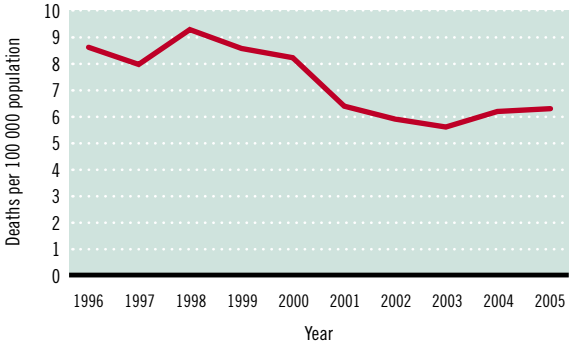
[d] Turkish Statistical Institute data, defined as died at the crash scene.
[e] Turkish Statistical Institute data.

DEATHS BY ROAD USER CATEGORY



Source: 2006, Security General Directorate

TRENDS IN ROAD TRAFFIC DEATHS



Source: Turkish Statistical Institute, "Traffic Accident Statistics (Road) 2007"

REGISTERED VEHICLES

13 311 000 total (2008)

Motorcars	**50%**
Motorized 2- and 3-wheelers	**15%**
Minibuses, vans, etc. (seating <20)	**18%**
Trucks	**6%**
Buses	**2%**
Non-motorized vehicles	**1%**
Other	**9%**

n/a Data not required/not applicable.

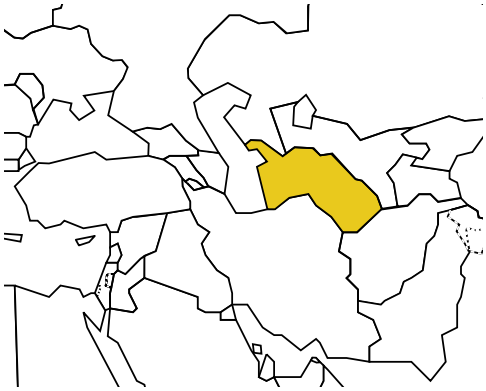
Data cleared by the Ministry of Health.

TURKMENISTAN

Population: 4 965 278

Income group: Middle

Gross national income per capita: $1 234



INSTITUTIONAL FRAMEWORK

Lead agency	**No**
Funded in national budget	**n/a**
National road safety strategy	**Multiple**
Measurable targets	**n/a**
Funded	**n/a**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**60 km/h**
Enforcement[a]	0 1 2 3 4 5 6 7 8 **9** 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**7%**[b]
Enforcement[a]	0 1 2 3 4 5 6 7 8 9 **10**
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**No**
Helmet wearing rate	—
Enforcement[a]	0 1 2 3 4 5 6 7 **8** 9 10
Seat-belt law	**Yes**
Applies to all occupants	**No**
Seat-belt wearing rate	—
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Child restraints law	**No**
Enforcement[a]	**n/a**

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2008, Department of Road Police Supervision of the Ministry of Internal Affairs.

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	—
National policies to promote public transportation	**Yes**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

DATA

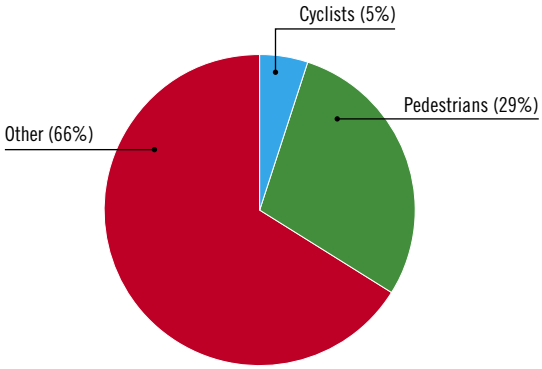
Reported road traffic fatalities (2006)
650[c]

Reported non-fatal road traffic injuries (2006)
1 606[d]

Costing study available
No

[c] Data of the Department of Police Road Supervision of the Ministry of Internal Affairs, defined as died within 7 days of the crash.
[d] Data of the Department of Police Road Supervision of the Ministry of Internal Affairs.

DEATHS BY ROAD USER CATEGORY



Source: Department of Police Road Supervision of the Ministry of Internal Affairs

TRENDS IN ROAD TRAFFIC DEATHS

REGISTERED VEHICLES

651 564 total (2008)

Motorcars	**62%**
Motorized 2- and 3-wheelers	**18%**
Trucks	**16%**
Buses	**4%**

— Data not available.
n/a Data not required/not applicable.

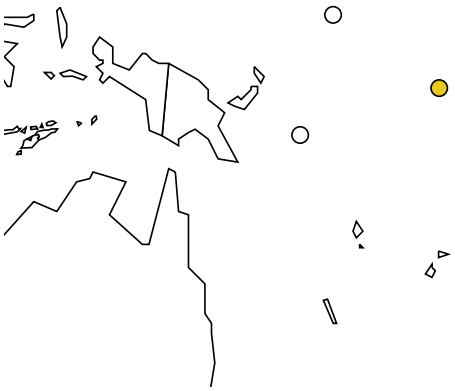
Data cleared by the Ministry of Foreign Affairs.

TUVALU

Population: 10 530

Income group: Middle

Gross national income per capita: $2 441



INSTITUTIONAL FRAMEWORK

Lead agency	**No**
Funded in national budget	**n/a**
National road safety strategy	**Yes**
Measurable targets	**No**
Funded	**No**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**64 km/h**
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10
Drink–driving law	**Yes**
BAC limit – general population	**None**[b]
BAC limit – young or novice drivers	**None**[b]
Random breath testing and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	—
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10
Motorcycle helmet law	**No**
Applies to all riders	**n/a**
Helmet standards mandated	**n/a**
Helmet wearing rate	**0%**[c]
Enforcement[a]	**n/a**
Seat-belt law	**No**
Applies to all occupants	**n/a**
Seat-belt wearing rate	**0%**[c]
Enforcement[a]	**n/a**
Child restraints law	**No**
Enforcement[a]	**n/a**

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] Drink–driving not defined by BAC limit.
[c] 2000–2007, Police data.

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

DATA

Reported road traffic fatalities (2003–2006)
1 per year[d] (all males)

Reported non-fatal road traffic injuries
~12 per year[e]

Costing study available
No

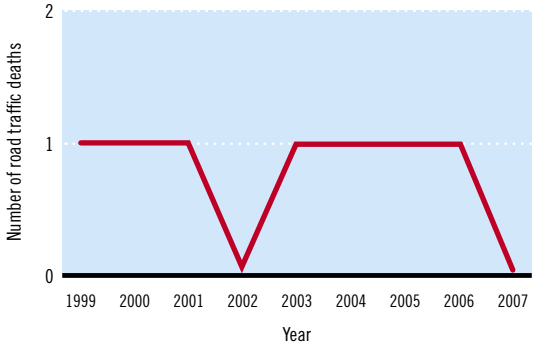
[d] Health data, defined as died within 24 hours of the crash.
[e] Police estimate.

DEATHS BY ROAD USER CATEGORY

YEAR	DEATHS
2003	1 pedestrian
2004	1 pedestrian
2005	1 pedestrian
2006	1 pedestrian

Source: Princess Margaret Hospital, Ministry of Health

TRENDS IN ROAD TRAFFIC DEATHS



Source: Country questionnaire

REGISTERED VEHICLES

906 total (2005–2008)

Motorcars	**7%**
Motorized 2- and 3-wheelers	**66%**
Minibuses, vans, etc. (seating <20)	**5%**
Trucks	**4%**
Buses	**1%**
Non-motorized vehicles	**17%**

— Data not available.
n/a Data not required/not applicable.

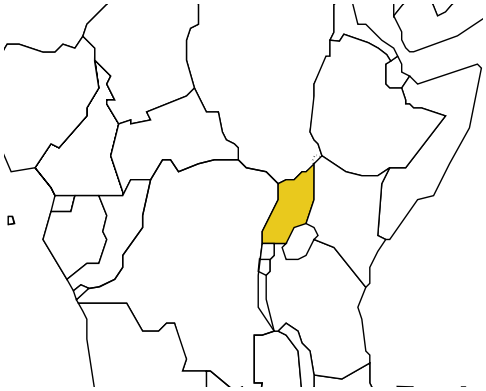
Data cleared by the Ministry of Health.

UGANDA

Population: 30 883 805

Income group: Low

Gross national income per capita: $340



INSTITUTIONAL FRAMEWORK

Lead agency	**National Road Safety Council**
Funded in national budget	**Yes**
National road safety strategy	**Multiple**
Measurable targets	**n/a**
Funded	**n/a**

DATA

Reported road traffic fatalities (2006–2007)
2 838[b] (78% males, 22% females)

Reported non-fatal road traffic injuries (2006–2007)
12 058[c]

Costing study available
Yes (deaths and injuries)

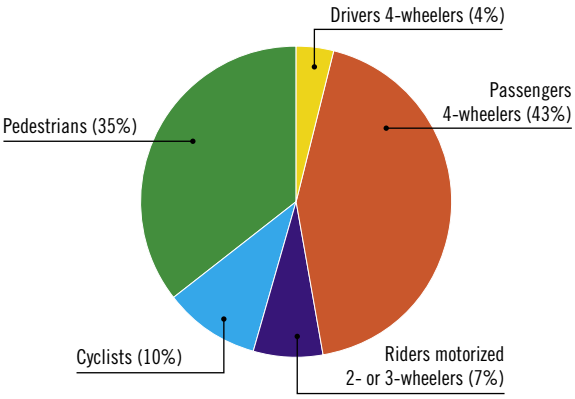
[b] **Police data, defined as died within 30 days of the crash. Data collected by financial year.**
[c] **Police data, collected by financial year.**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**50 km/h**
Enforcement[a]	0 1 **(2)** 3 4 5 6 7 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	—
Enforcement[a]	0 1 2 **(3)** 4 5 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**No**
Helmet wearing rate	—
Enforcement[a]	0 1 2 **(3)** 4 5 6 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	—
Enforcement[a]	0 1 **(2)** 3 4 5 6 7 8 9 10
Child restraints law	**No (subnational)**
Enforcement[a]	**n/a**

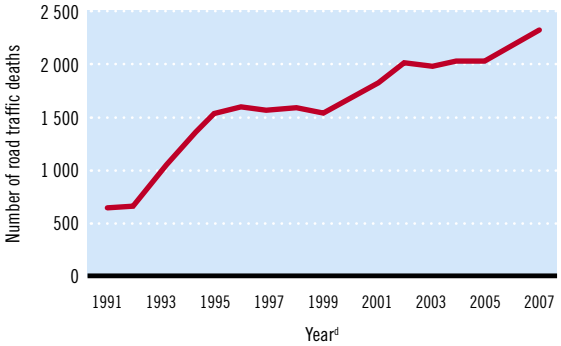
[a] **Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.**

DEATHS BY ROAD USER CATEGORY



Source: 2006-2007 (financial year), Uganda Police

TRENDS IN ROAD TRAFFIC DEATHS



[d] Methodology for data collection changed in 2006
Source: Uganda Police

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**No**
National universal access number	**n/a**

REGISTERED VEHICLES

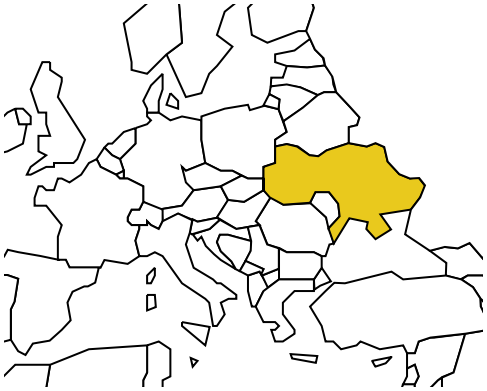
363 658 total (2007)
Registered vehicle types: data not available

Data cleared by the Ministry of Works and Transport.

— **Data not available.**
n/a **Data not required/not applicable.**

UKRAINE[a]

[a] Questionnaire completed by National Data Coordinator (no consensus meeting).



Population: 46 205 382

Income group: Middle

Gross national income per capita: $2 550

INSTITUTIONAL FRAMEWORK

Lead agency	**Ministry of Public Health**
Funded in national budget	**Yes**
National road safety strategy	**Multiple**
Measurable targets	**n/a**
Funded	**n/a**

DATA

Reported road traffic fatalities (2007)
9 921[c] (76% males, 24% females)

Reported non-fatal road traffic injuries (2007)
40 887[d]

Costing study available
No

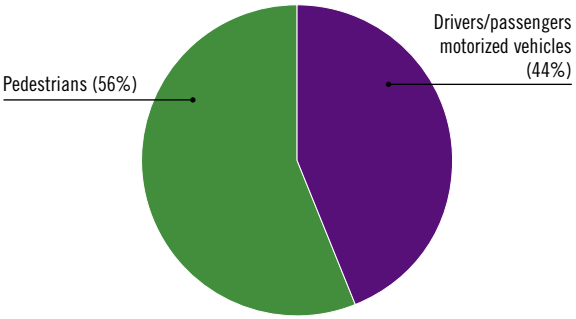
[c] Health data, defined as died within 30 days of the crash.
[d] Data source not specified.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**60 km/h**
Enforcement[b]	—
Drink–driving law	**Yes**
BAC limit – general population	**0.0 g/dl**
BAC limit – young or novice drivers	**0.0 g/dl**
Random breath testing and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	—
Enforcement[b]	—
Motorcycle helmet law	**No**
Applies to all riders	**n/a**
Helmet standards mandated	**n/a**
Helmet wearing rate	—
Enforcement[b]	**n/a**
Seat-belt law	**Yes**
Applies to all occupants	**No**
Seat-belt wearing rate	—
Enforcement[b]	—
Child restraints law	**No**
Enforcement[b]	**n/a**

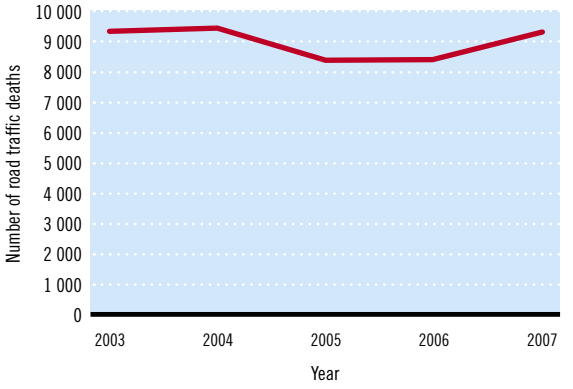
[b] Enforcement score represents professional opinion of NDC, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.

DEATHS BY ROAD USER CATEGORY



Source: State Medical Statistics Centre

TRENDS IN ROAD TRAFFIC DEATHS



Source: State Medical Statistics Centre

VEHICLE STANDARDS

Car manufacturers required to adhere to standards on	
Fuel consumption	**No**
Seat-belt installation for all seats	**No**

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No (subnational)**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

REGISTERED VEHICLES

Data not available

— Data not available.
n/a Data not required/not applicable.

Data were not cleared by the government of the Ukraine in time for publication of this report.

UNITED ARAB EMIRATES

Population: 4 380 439

Income group: High

Gross national income per capita: $41 082

INSTITUTIONAL FRAMEWORK

Lead agency	**Ministry of Interior and National Transport Authority**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**Yes**

DATA

Reported road traffic fatalities (2007)
1 056[c] (87% males, 13% females)

Reported non-fatal road traffic injuries (2007)
11 155[d]

Costing study available
Yes (deaths only)

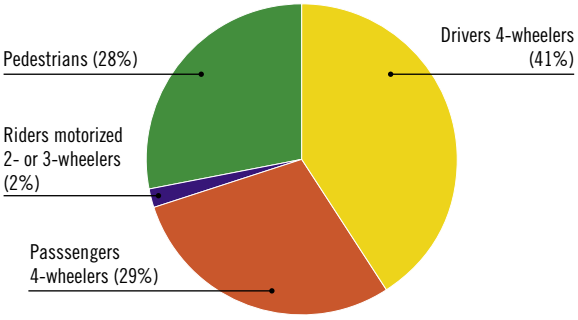
[c] Police data, defined as died within 30 days of the crash.
[d] Police data.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**60 km/h**
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	—
Enforcement[a]	0 1 2 3 4 5 6 7 **8** 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**No**
Helmet wearing rate	—
Enforcement[a]	0 1 2 3 4 5 6 7 **8** 9 10
Seat-belt law	**Yes**
Applies to all occupants	**No**
Seat-belt wearing rate	**61% Front**[b]
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Child restraints law	**No**
Enforcement[a]	**n/a**

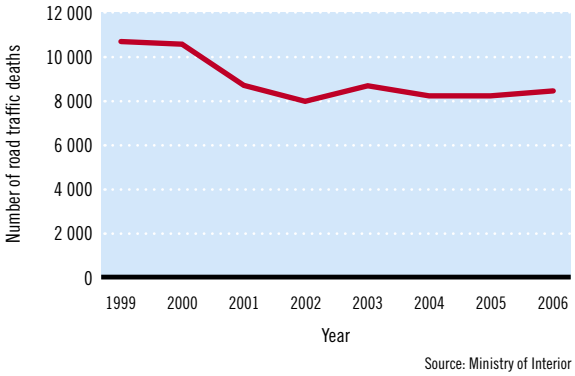
[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2006, Abu Dhabi National Campaign for seat-belt use.

DEATHS BY ROAD USER CATEGORY



Source: 2007, Ministry of Interior

TRENDS IN ROAD TRAFFIC DEATHS



Source: Ministry of Interior

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**Yes**
National policies to promote public transportation	**Yes**

REGISTERED VEHICLES

1 754 420 total (2007)

Motorcars	**86%**
Motorized 2- and 3-wheelers	**1%**
Minibuses, vans, etc. (seating <20)	**2%**
Trucks	**7%**
Buses	**2%**
Other	**3%**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

— Data not available.
n/a Data not required/not applicable.

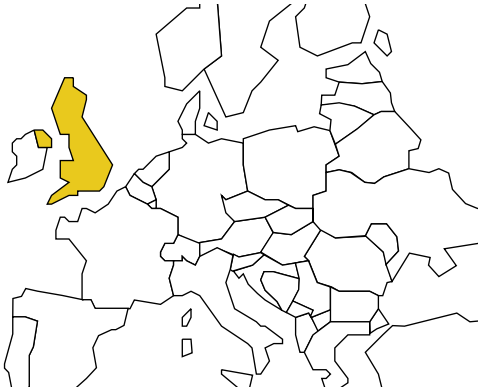
Data cleared by the Ministry of Health.

UNITED KINGDOM

Population: 60 768 946

Income group: High

Gross national income per capita: $42 740



INSTITUTIONAL FRAMEWORK	
Lead agency	**No**
Funded in national budget	**n/a**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**Yes**

NATIONAL LEGISLATION	
Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**48 km/h**
Enforcement[a]	**No consensus**
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 and/or police checkpoints	**No**
Road traffic deaths involving alcohol	**17%**[b]
Enforcement[a]	**No consensus**
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**[c]
Helmet standards mandated	**Yes**
Helmet wearing rate	**98%**[d]
Enforcement[a]	**No consensus**
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**91% Front, 84–90% Rear**[e]
Enforcement[a]	**No consensus**
Child restraints law	**Yes**
Enforcement[a]	**No consensus**

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] "Road Casualties Great Britain: 2006 Annual Report."
[c] Some exceptions.
[d] 2006 Estimation by Department for Transport.
[e] 2006–2007, Department for Transport, observational studies.

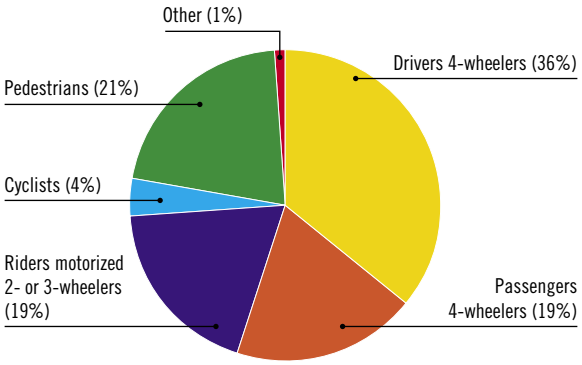
VEHICLE STANDARDS	
Car manufacturers required to adhere to standards on	
Fuel consumption	**Yes**
Seat-belt installation for all seats	**Yes**
ROAD SAFETY AUDITS	
Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**
PROMOTING ALTERNATIVE TRANSPORT	
National policies to promote walking or cycling	**Yes**
National policies to promote public transportation	**Yes**

POST-CRASH CARE	
Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

DATA
Reported road traffic fatalities (2006)
3 298[f] (76% males, 24% females)
Reported non-fatal road traffic injuries (2006)
264 288[g]
Costing study available
Yes (deaths and injuries)

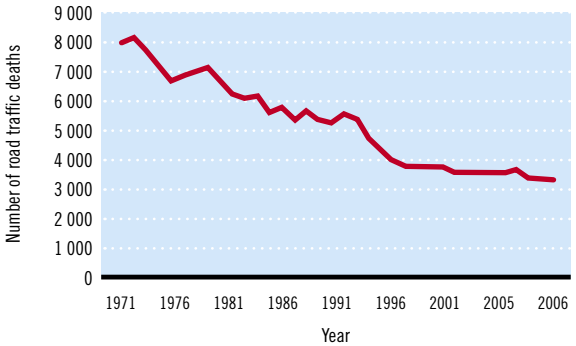
[f] Police data, defined as died within 30 days of the crash.
[g] Police data.

DEATHS BY ROAD USER CATEGORY



Source: "Road Casualties Great Britain: 2006 Annual Report"
"Road Traffic Collision Statistics (Northern Ireland) Annual Report 2006"

TRENDS IN ROAD TRAFFIC DEATHS



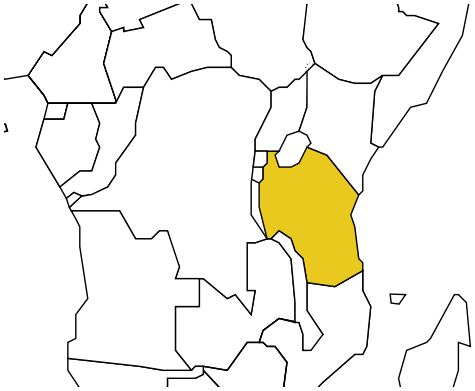
Source: "Road Casualties Great Britain: 2006 Annual Report"
"Road Traffic Collision Statistics (Northern Ireland) Annual Report 2006"

REGISTERED VEHICLES	
34 327 520 total (2006)	
Motorcars	**84%**
Motorized 2- and 3-wheelers	**4%**
Minibuses, vans, etc. (seating <20)	**9%**
Trucks	**1%**
Buses	**1%**
Other	**2%**

n/a Data not required/not applicable.

Data cleared by the Department for Transport.

UNITED REPUBLIC OF TANZANIA



Population: 40 453 513

Income group: Low

Gross national income per capita: $400

INSTITUTIONAL FRAMEWORK

Lead agency	**National Road Safety Council of Tanzania**
Funded in national budget	**No**
National road safety strategy	**Yes**[a]
Measurable targets	**n/a**
Funded	**n/a**

[a] Not formally endorsed by government.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**50 km/h**
Enforcement[b]	0 1 2 **3** 4 5 6 7 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**2%**[c]
Enforcement[b]	0 1 **2** 3 4 5 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**No**
Helmet standards mandated	**No**
Helmet wearing rate	—
Enforcement[b]	0 1 2 3 **4** 5 6 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**No**
Seat-belt wearing rate	**30% Front, 5% Rear**[c]
Enforcement[b]	0 1 2 **3** 4 5 6 7 8 9 10
Child restraints law	**No**
Enforcement[b]	**n/a**

[b] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[c] 2007, Tanzania Police.
[d] Estimation by consensus group.

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**No**
National universal access number	**n/a**

DATA

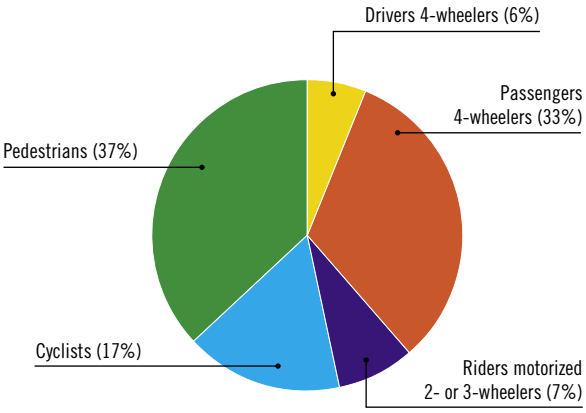
Reported road traffic fatalities (2007)
2 595[e] (78% males, 22% females)

Reported non-fatal road traffic injuries (2007)
16 308[f]

Costing study available
Yes (deaths and injuries)

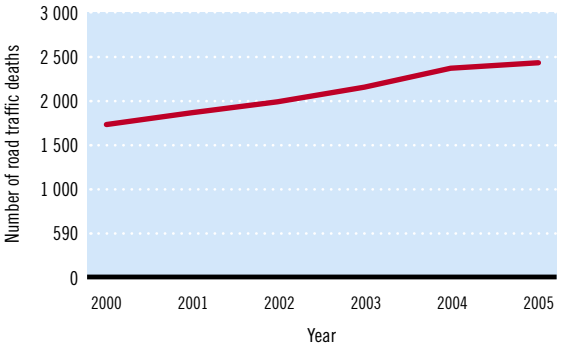
[e] Police data, defined as died within 30 days of the crash.
[f] Police data.

DEATHS BY ROAD USER CATEGORY



Source: 2007, Tanzania Police

TRENDS IN ROAD TRAFFIC DEATHS



Source: Surface and Marine Transport Regulatory Authority

REGISTERED VEHICLES

577 949 total (2007)

Motorcars	**14%**
Motorized 2- and 3-wheelers	**9%**
Minibuses, vans, etc. (seating <20)	**57%**
Trucks	**7%**
Buses	**4%**
Other	**9%**

— Data not available.
n/a Data not required/not applicable.

Data cleared by the Ministry of Health and Social Welfare.

UNITED STATES OF AMERICA

Population: 305 826 246

Income group: High

Gross national income per capita: $46 040

INSTITUTIONAL FRAMEWORK

Lead agency	**National Highway Traffic Safety Administration (US DOT/NHTSA)**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**Yes**

NATIONAL LEGISLATION

Speed limits set nationally	**No (subnationally)**
Local authorities can set lower limits	**n/a**
Maximum limit urban roads	**n/a**
Enforcement[a]	**n/a**
Drink–driving law	**No (subnational)**
BAC limit – general population	**0.08 g/dl**[b]
BAC limit – young or novice drivers	**0.0–0.02 g/dl**[c]
Random breath testing and/or police checkpoints	**n/a**
Road traffic deaths involving alcohol	**32%**[d]
Enforcement[a]	**n/a**
Motorcycle helmet law	**No (subnational)**
Applies to all riders	**n/a**
Helmet standards mandated	**n/a**
Helmet wearing rate	**58%**[e]
Enforcement[a]	**n/a**
Seat-belt law	**No (subnational)**
Applies to all occupants	**n/a**
Seat-belt wearing rate	**82% Front, 76% Rear**[e]
Enforcement[a]	**n/a**
Child restraints law	**No (subnational)**
Enforcement[a]	**n/a**

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] No national BAC limit, but all states and the District of Colombia have a BAC limit of 0.08 for general population.
[c] No national BAC limit, but all states and the District of Colombia specify BAC limits of 0.02 or less for young/novice drivers.
[d] 2006, US DOT/NHTSA study.
[e] 2007, US DOT/NHTSA National Occupant Protection Use Survey.

VEHICLE STANDARDS

Car manufacturers required to adhere to standards on	
Fuel consumption	**Yes**
Seat-belt installation for all seats	**Yes**

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**Yes**
National policies to promote public transportation	**Yes**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

n/a Data not required/not applicable.

DATA

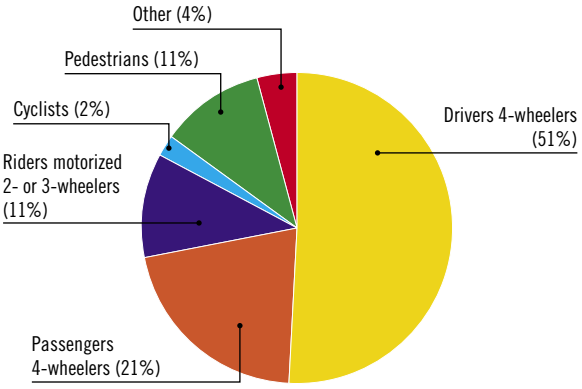
Reported road traffic fatalities (2006)
42 642[f] (70% males, 30% females)

Reported non-fatal road traffic injuries (2006)
3 305 237[g]

Costing study available
Yes (deaths and injuries)

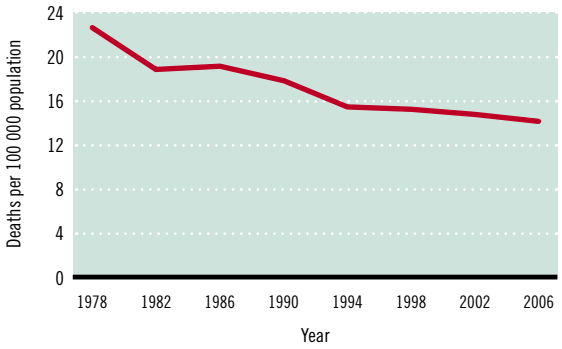
[f] US DOT/NHTSA Fatality Analysis Reporting System, defined as died within 30 days of the crash.
[g] Health data.

DEATHS BY ROAD USER CATEGORY



Source: 2006, US DOT/NHTSA Fatality Analysis Reporting System

TRENDS IN ROAD TRAFFIC DEATHS



Source: US DOT/NHTSA Fatality Analysis Reporting System

REGISTERED VEHICLES

251 422 509 total (2006)

Motorcars	**54%**
Motorized 2- and 3-wheelers	**3%**
Minibuses, vans, etc. (seating <20)	**39%**
Trucks	**4%**
Buses	**<1%**

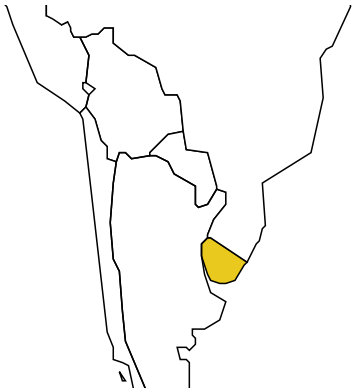
Data cleared by the Department of Health and Human Services and the Department of Transport's National Highway Traffic Safety Administration.

URUGUAY

Population: 3 339 700

Income group: Middle

Gross national income per capita: $6 380



INSTITUTIONAL FRAMEWORK

Lead agency	**National Road Safety Agency (UNASEV)**
Funded in national budget	**Yes**
National road safety strategy	**Yes**[a]
Measurable targets	**n/a**
Funded	**n/a**

[a] Not formally endorsed by government.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**45–75 km/h**
Enforcement[b]	0 **1** 2 3 4 5 6 7 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**38%**[c]
Enforcement[b]	0 **1** 2 3 4 5 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**No**
Helmet wearing rate	**50%**[d]
Enforcement[b]	0 1 2 3 4 **5** 6 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**—**
Enforcement[b]	0 1 2 **3** 4 5 6 7 8 9 10
Child restraints law	**Yes**
Enforcement[b]	0 **1** 2 3 4 5 6 7 8 9 10

[b] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[c] 2006, Faculty of Humanities – Technical Forensics Institute.
[d] Study by Advanced Trauma Life Support Course in Uruguay.

VEHICLE STANDARDS

Car manufacturers required to adhere to standards on	
Fuel consumption	**No**
Seat-belt installation for all seats	**No**

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**No**
National universal access number	**n/a**

DATA

Reported road traffic fatalities (2006)
427[e] (78% males, 22% females)

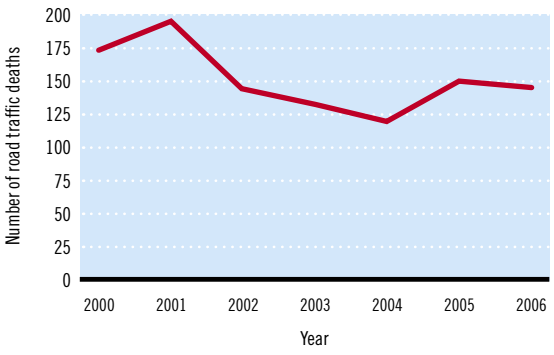
Reported non-fatal road traffic injuries (2007)
20 729[f]

Costing study available
Yes (deaths and injuries)

[e] Police data, defined as died within 30 days of the crash.
[f] Police and Health data.

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS



Source: National Highway Administration Directorate, based on information from Departmental Police Headquarters

REGISTERED VEHICLES

952 000 total (2007)

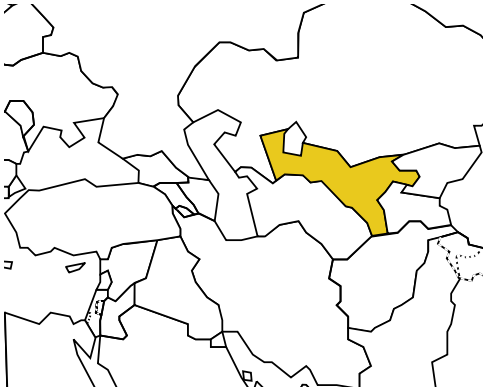
Motorcars	**48%**
Motorized 2- and 3-wheelers	**44%**
Minibuses, vans, etc. (seating <20)	**1%**
Trucks	**7%**

Data cleared by the Ministry of Public Health.

— Data not available.
n/a Data not required/not applicable.

UZBEKISTAN[a]

[a] Questionnaire completed by National Data Coordinator (no consensus meeting).



Population: 27 372 260

Income group: Low

Gross national income per capita: $730

INSTITUTIONAL FRAMEWORK

Lead agency	The State Motor-Vehicle Inspectorate, Ministry of Internal Affairs
Funded in national budget	Yes
National road safety strategy	Yes
Measurable targets	Yes
Funded	—

DATA

Reported road traffic fatalities (2006)
2 034[c]

Reported non-fatal road traffic injuries
—

Costing study available
No

[c] Ministry of Internal Affairs data, defined as died at the crash scene.

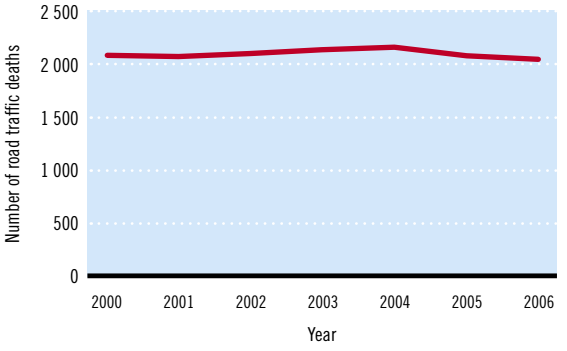
NATIONAL LEGISLATION

Speed limits set nationally	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	70 km/h
Enforcement[b]	0 1 2 3 4 5 6 **7** 8 9 10
Drink–driving law	Yes
BAC limit – general population	None
BAC limit – young or novice drivers	None
Random breath testing and/or police checkpoints	Yes
Road traffic deaths involving alcohol	—
Enforcement[b]	0 1 2 3 4 5 6 7 8 **9** 10
Motorcycle helmet law	Yes
Applies to all riders	Yes
Helmet standards mandated	No
Helmet wearing rate	—
Enforcement[b]	0 1 2 3 4 5 6 7 8 **9** 10
Seat-belt law	Yes
Applies to all occupants	Yes
Seat-belt wearing rate	—
Enforcement[b]	0 1 2 3 4 5 6 7 8 9 **10**
Child restraints law	—
Enforcement[b]	—

[b] Enforcement score represents professional opinion of NDC, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS



Source: Ministry of Internal Affairs

VEHICLE STANDARDS

Car manufacturers required to adhere to standards on	
Fuel consumption	Yes
Seat-belt installation for all seats	Yes

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	Yes
Regular audits of existing road infrastructure	Yes

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	—
National policies to promote public transportation	—

POST-CRASH CARE

Formal, publicly available pre-hospital care system	Yes
National universal access number	Yes

REGISTERED VEHICLES

Data not available

— Data not available.
n/a Data not required/not applicable.

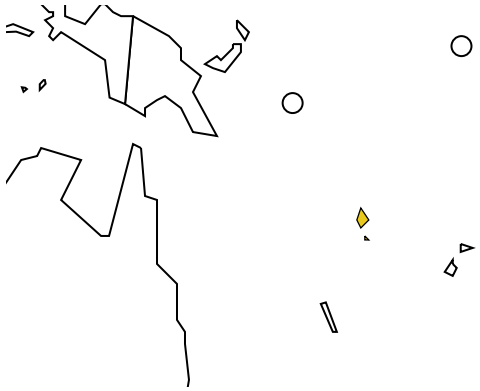
Data cleared by the Ministry of Health.

VANUATU

Population: 226 180

Income group: Middle

Gross national income per capita: $1 840



INSTITUTIONAL FRAMEWORK

Lead agency	**No**
Funded in national budget	n/a
National road safety strategy	**Multiple**
Measurable targets	n/a
Funded	n/a

DATA

Reported road traffic fatalities (2007)
8[c]

Reported non-fatal road traffic injuries (2005)
52[d]

Costing study available
No

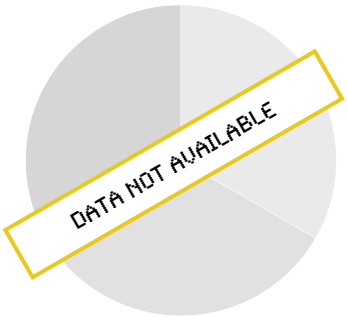
[c] Police data, defined as died within 1 year of the crash.
[d] Health data.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	Yes
Maximum limit urban roads	35–60 km/h
Enforcement[a]	0 1 2 **3** 4 5 6 7 8 9 10
Drink–driving law	**Yes**
BAC limit – general population	None[b]
BAC limit – young or novice drivers	None[b]
Random breath testing and/or police checkpoints	Yes
Road traffic deaths involving alcohol	—
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	Yes
Helmet standards mandated	No
Helmet wearing rate	—
Enforcement[a]	0 1 2 3 4 5 6 7 **8** 9 10
Seat-belt law	**Yes**
Applies to all occupants	No
Seat-belt wearing rate	—
Enforcement[a]	0 **1** 2 3 4 5 6 7 8 9 10
Child restraints law	**No**
Enforcement[a]	n/a

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] Drink–driving not defined by BAC limit.

DEATHS BY ROAD USER CATEGORY



TRENDS IN ROAD TRAFFIC DEATHS

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	No
Regular audits of existing road infrastructure	Yes

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	No
National policies to promote public transportation	No

POST-CRASH CARE

Formal, publicly available pre-hospital care system	Yes
National universal access number	Yes

REGISTERED VEHICLES

15 461 total (2008)
Registered vehicle types: data not available

— Data not available.
n/a Data not required/not applicable.

Data cleared by the Ministry of Health.

VENEZUELA
(Bolivarian Republic of)

Population: 27 656 832

Income group: Middle

Gross national income per capita: $7 320

INSTITUTIONAL FRAMEWORK

Lead agency	**People's Ministry of Infrastructure (MINFRA)**
Funded in national budget	**Yes**
National road safety strategy	**Multiple**
Measurable targets	**n/a**
Funded	**n/a**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**40 km/h**
Enforcement[a]	0 1 2 3 **4** 5 6 7 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	—
Enforcement[a]	0 1 2 3 4 5 6 **7** 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**Yes**
Helmet wearing rate	**55%**[b]
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	—
Enforcement[a]	0 1 2 3 4 5 **6** 7 8 9 10
Child restraints law	**Yes**
Enforcement[a]	0 1 2 3 4 **5** 6 7 8 9 10

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2007, People's Ministry of Infrastructure (MINFRA).

VEHICLE STANDARDS

Car manufacturers required to adhere to standards on	
Fuel consumption	**Yes**
Seat-belt installation for all seats	**Yes**

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**Yes**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

— Data not available.
n/a Data not required/not applicable.

DATA

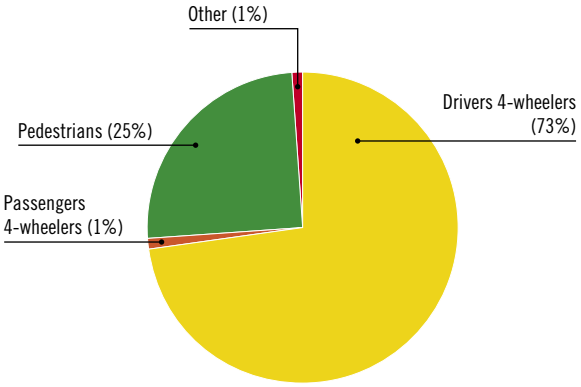
Reported road traffic fatalities (2006)
6 218[c] (79% males, 21% females)

Reported non-fatal road traffic injuries (2007)
40 968[d]

Costing study available
No

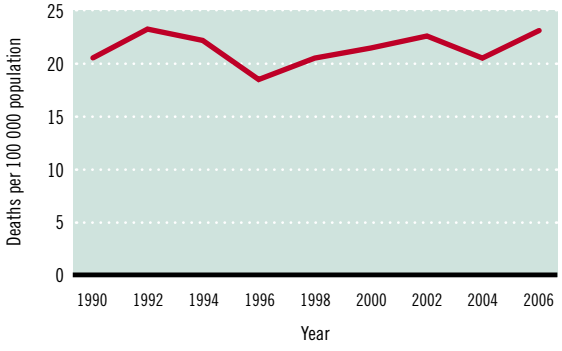
[c] Health data, defined as died within 1 year of the crash.
[d] People's Ministry of Infrastructure.

DEATHS BY ROAD USER CATEGORY



Source: 2007, People's Ministry of Infrastructure

TRENDS IN ROAD TRAFFIC DEATHS



Source: People's Ministry of Health

REGISTERED VEHICLES

4 044 013 total (2007)

Motorcars	**73%**
Minibuses, vans, etc. (seating <20)	**7%**
Trucks	**19%**
Buses	**1%**

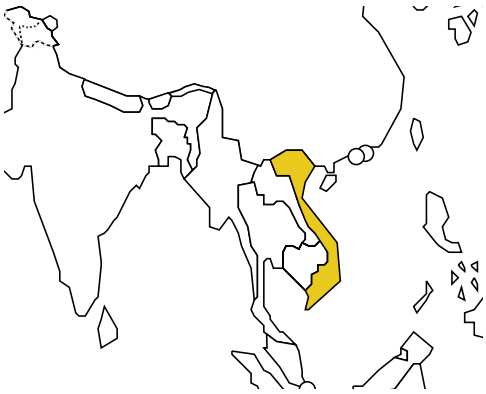
Data cleared by the Ministry of People's Power for Health and Social Welfare.

VIET NAM

Population: 87 375 196

Income group: Low

Gross national income per capita: $790



INSTITUTIONAL FRAMEWORK

Lead agency	**National Traffic Safety Committee**
Funded in national budget	**Yes**
National road safety strategy	**Yes**[a]
Measurable targets	**n/a**
Funded	**n/a**

[a] Not formally endorsed by government.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**50 km/h**
Enforcement[b]	0 1 2 3 4 5 **6** 7 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**34%**[c]
Enforcement[b]	0 1 2 **3** 4 5 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**Yes**
Helmet wearing rate	**85%**[d]
Enforcement[b]	0 1 2 3 4 5 6 **7** 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**No**
Seat-belt wearing rate	**—**
Enforcement[b]	0 1 2 **3** 4 5 6 7 8 9 10
Child restraints law	**No**
Enforcement[b]	**n/a**

[b] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[c] 2001, Forensic Medicine data.
[d] 2008, National Traffic Safety Committee estimate.

VEHICLE STANDARDS

Car manufacturers required to adhere to standards on	
Fuel consumption	**Yes**
Seat-belt installation for all seats	**Yes**

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**Yes**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

DATA

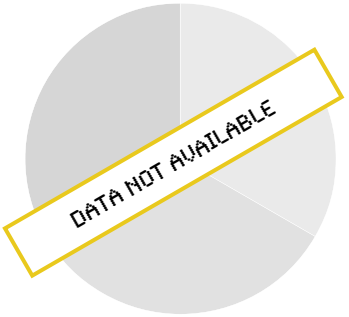
Reported road traffic fatalities (2007)
12 800[e] (79% males, 21% females)

Reported non-fatal road traffic injuries (2007)
10 266[f]

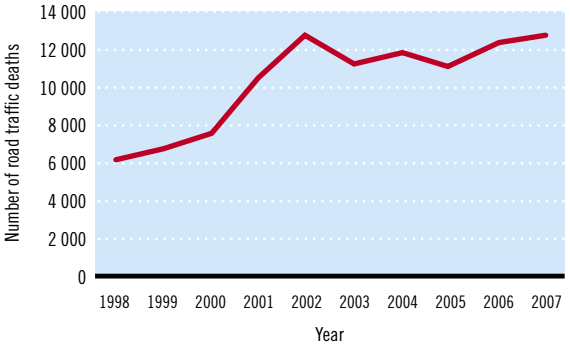
Costing study available
Yes (deaths and injuries)

[e] Police data, defined as died within 24 hours of the crash.
[f] Police data. Health data reports 445 048 non-fatal road traffic injuries in 2007.

DEATHS BY ROAD USER CATEGORY



TRENDS IN ROAD TRAFFIC DEATHS



Source: 2007, National Traffic Safety Committee

REGISTERED VEHICLES

22 926 230 total (2007)

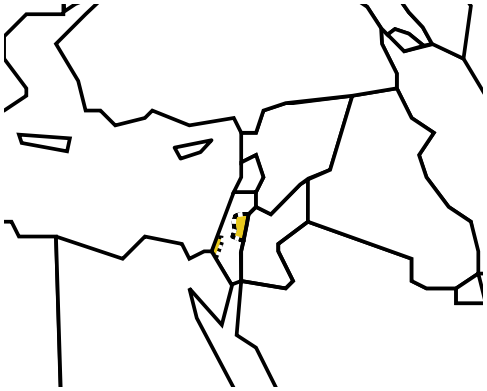
Motorcars	**5%**
Motorized 2- and 3-wheelers	**95%**

— Data not available.
n/a Data not required/not applicable.

Data cleared by the Ministry of Health.

WEST BANK AND GAZA STRIP[a]

[a] Non WHO member-area.



Population: 4 018 000

Income group: Middle

Gross national income per capita: $1 422

INSTITUTIONAL FRAMEWORK

Lead agency	**No**
Funded in national budget	**n/a**
National road safety strategy	**No (subnational)**
Measurable targets	**n/a**
Funded	**n/a**

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**No**
Maximum limit urban roads	**50 km/h**
Enforcement[b]	0 1 2 **3** 4 5 6 7 8 9 10
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 and/or police checkpoints	**No**
Road traffic deaths involving alcohol	**—**
Enforcement[b]	0 **1** 2 3 4 5 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**[c]
Helmet standards mandated	**No**
Helmet wearing rate	**—**
Enforcement[b]	0 1 2 **3** 4 5 6 7 8 9 10
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	**—**
Enforcement[b]	0 1 2 **3** 4 5 6 7 8 9 10
Child restraints law	**Yes**
Enforcement[b]	0 **1** 2 3 4 5 6 7 8 9 10

[b] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[c] Some exceptions.

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**No**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

DATA

Reported road traffic fatalities (2006)
188[d] (76% males, 23% females)[e]

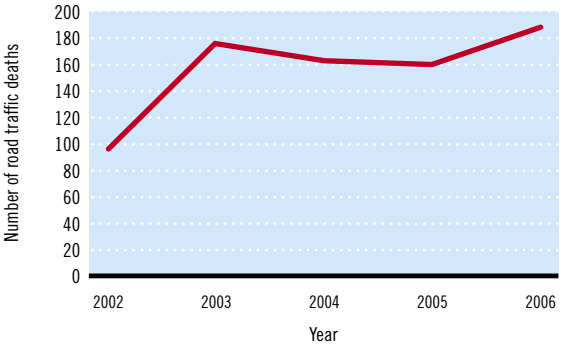
Reported non-fatal road traffic injuries (2006)
5 838[f]

Costing study available
No

[d] Police data, defined as died within 30 days of the crash.
[e] Health data 2007.
[f] Central Bureau of Statistics, Government of Palestine.

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS



Source: General Commissariat of the Palestinian Police, data for remaining West Bank and Gaza Strip

REGISTERED VEHICLES

78 609 total (2008)

Motorcars	**76%**
Motorized 2- and 3-wheelers	**<1%**
Minibuses, vans, etc. (seating <20)	**6%**
Trucks	**15%**
Buses	**1%**
Non-motorized vehicles	**<1%**
Other	**1%**

Data cleared by the Ministry of Health.

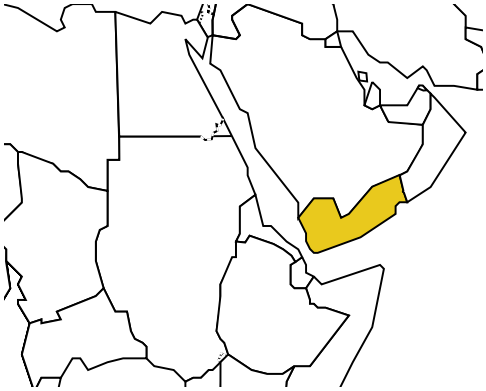
— Data not available.
n/a Data not required/not applicable.

YEMEN

Population: 22 389 169

Income group: Low

Gross national income per capita: $870



INSTITUTIONAL FRAMEWORK

Lead agency	**The National Committee for Road Safety**
Funded in national budget	**No**
National road safety strategy	**Multiple**
Measurable targets	**n/a**
Funded	**n/a**

DATA

Reported road traffic fatalities (2007)
2 781[c] (86% males, 14% females)

Reported non-fatal road traffic injuries (2007)
19 253[d]

Costing study available
No

[c] Police data, defined as died within 7 days of the crash.
[d] Police data.

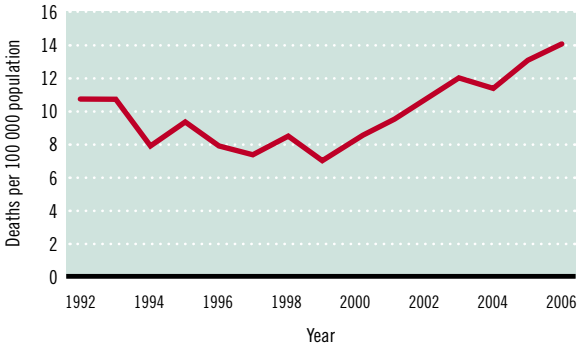
NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	—
Enforcement[a]	0 1 2 **3** 4 5 6 7 8 9 10
Drink–driving law	**Yes**
BAC limit – general population	**0.0 g/dl**[b]
BAC limit – young or novice drivers	**0.0 g/dl**[b]
Random breath testing and/or police checkpoints	—
Road traffic deaths involving alcohol	—
Enforcement[a]	—
Motorcycle helmet law	**No**
Applies to all riders	**n/a**
Helmet standards mandated	**n/a**
Helmet wearing rate	—
Enforcement[a]	**n/a**
Seat-belt law	**No**
Applies to all occupants	**n/a**
Seat-belt wearing rate	—
Enforcement[a]	**n/a**
Child restraints law	**No**
Enforcement[a]	**n/a**

[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] Alcohol consumption prohibited by law.

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS



Source: Country questionnaire

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**No**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

REGISTERED VEHICLES

777 734 total (2007)
Registered vehicle types: data not available

— Data not available.
n/a Data not required/not applicable.

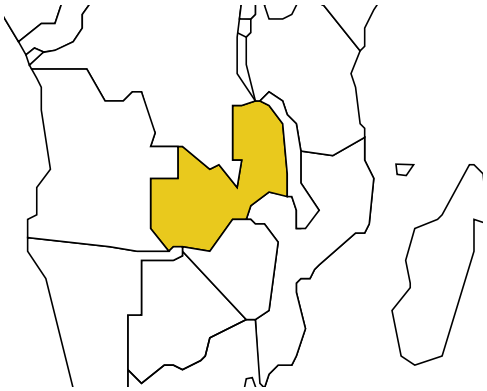
Data cleared by the Ministry of Public Health and Population.

ZAMBIA

Population: 11 921 999

Income group: Low

Gross national income per capita: $800



INSTITUTIONAL FRAMEWORK

Lead agency	**Road Transport and Safety Agency**
Funded in national budget	**Yes**
National road safety strategy	**Yes**
Measurable targets	**Yes**
Funded	**Yes**

DATA

Reported road traffic fatalities (2007)
1 266[d]

Reported non-fatal road traffic injuries (2007)
9 258[e]

Costing study available
No

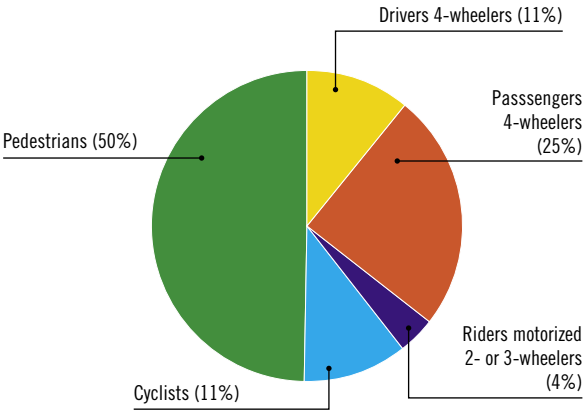
[d] Police data, defined as died within 24 hours of the crash.
[e] Police data.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**50 km/h**
Enforcement[a]	0 1 2 3 4 **5** 6 7 8 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**50%**[b]
Enforcement[a]	0 **1** 2 3 4 5 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**No**
Helmet wearing rate	**100%**[c]
Enforcement[a]	0 1 2 3 4 5 6 7 8 9 **10**
Seat-belt law	**Yes**
Applies to all occupants	**Yes**
Seat-belt wearing rate	—
Enforcement[a]	0 1 2 3 4 **5** 6 7 8 9 10
Child restraints law	**No**
Enforcement[a]	**n/a**

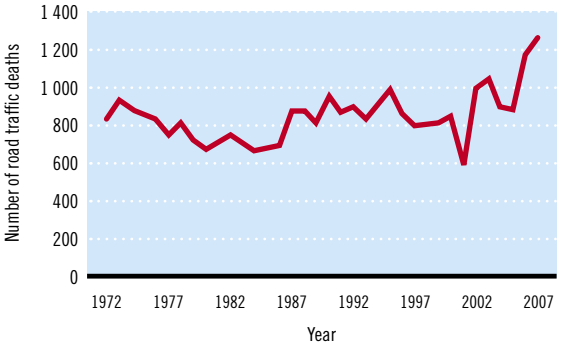
[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2007, Zambia Police Service and Road Transport and Safety Agency.
[c] 2007, Zambia Road Transport and Safety Agency.

DEATHS BY ROAD USER CATEGORY



Source: 2007, Zambia Police Service

TRENDS IN ROAD TRAFFIC DEATHS



Source: Zambia Police Service

VEHICLE STANDARDS

No car manufacturers

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	—
National policies to promote public transportation	**No**

REGISTERED VEHICLES

222 188 total (2007)

Motorcars	**59%**
Motorized 2- and 3-wheelers	**3%**
Minibuses, vans, etc. (seating <20)	**21%**
Trucks	**13%**
Buses	**2%**
Other	**2%**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

— Data not available.
n/a Data not required/not applicable.

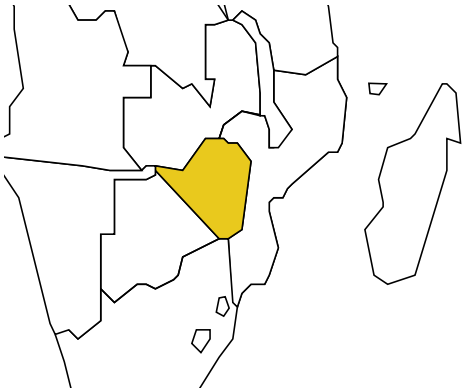
Data cleared by the Ministry of Health.

ZIMBABWE

Population: 13 349 434

Income group: Low

Gross national income per capita: $131



INSTITUTIONAL FRAMEWORK

Lead agency	**Traffic Safety Council of Zimbabwe**
Funded in national budget	**No**
National road safety strategy	**Multiple**
Measurable targets	**n/a**
Funded	**n/a**

DATA

Reported road traffic fatalities (2006)
1 037[c] (71% males, 29% females)

Reported non-fatal road traffic injuries (2006)
13 819[d]

Costing study available
No

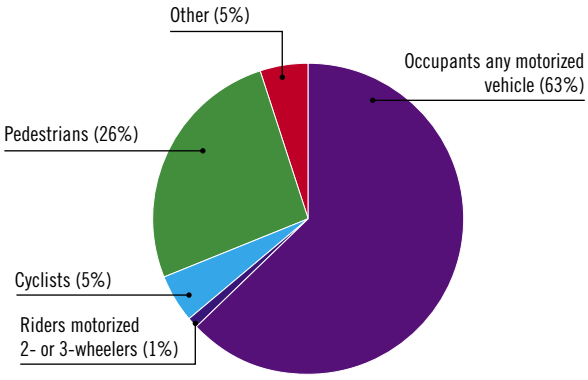
[c] Police data, defined as died within 24 hours of the crash.
[d] Police and Health data.

NATIONAL LEGISLATION

Speed limits set nationally	**Yes**
Local authorities can set lower limits	**Yes**
Maximum limit urban roads	**60 km/h**
Enforcement[a]	0 1 2 3 4 5 6 7 **8** 9 10
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 and/or police checkpoints	**Yes**
Road traffic deaths involving alcohol	**<1%[b]**
Enforcement[a]	0 1 2 **3** 4 5 6 7 8 9 10
Motorcycle helmet law	**Yes**
Applies to all riders	**Yes**
Helmet standards mandated	**—**
Helmet wearing rate	**—**
Enforcement[a]	0 1 2 3 4 5 6 7 8 **9** 10
Seat-belt law	**Yes**
Applies to all occupants	**No**
Seat-belt wearing rate	**—**
Enforcement[a]	0 1 2 3 4 5 6 7 **8** 9 10
Child restraints law	**No**
Enforcement[a]	**n/a**

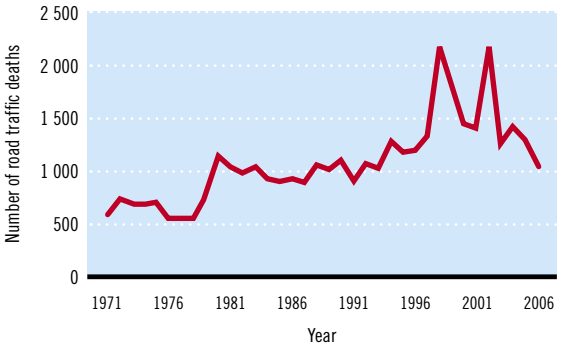
[a] Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
[b] 2006, Zimbabwe Republic Police.

DEATHS BY ROAD USER CATEGORY



Source: 2006, Zimbabwe Police

TRENDS IN ROAD TRAFFIC DEATHS



Source: Zimbabwe Police General Headquarters, Planning and Development Statistics Bureau

VEHICLE STANDARDS

Car manufacturers required to adhere to standards on	
Fuel consumption	**No**
Seat-belt installation for all seats	**No**

ROAD SAFETY AUDITS

Formal audits required for major new road construction projects	**Yes**
Regular audits of existing road infrastructure	**Yes**

PROMOTING ALTERNATIVE TRANSPORT

National policies to promote walking or cycling	**No**
National policies to promote public transportation	**No**

REGISTERED VEHICLES

1 556 586 total (2007)

Motorcars	**78%**
Motorized 2- and 3-wheelers	**7%**
Minibuses, vans, etc. (seating <20)	**5%**
Trucks	**7%**
Buses	**1%**
Other	**2%**

POST-CRASH CARE

Formal, publicly available pre-hospital care system	**Yes**
National universal access number	**Yes**

— Data not available.
n/a Data not required/not applicable.

Data cleared by the Ministry of Health and Child Welfare.

Statistical annex

1. Explanatory notes
    - Background
    - Data processing
    - Types of data utilized
        - Reported data
        - Adjusted data
        - Modelled data
    - References

2. Tables

A.1 National data coordinators by country/area and WHO region

A.2 Vehicles, road traffic deaths and proportion of road users by country/area

A.3 Drinking and driving laws, enforcement and road traffic deaths attributed to alcohol by country/area

A.4 Seat-belt and child restraint laws, enforcement and wearing rates by country/area

A.5 Speed laws and enforcement by country/area

A.6 Helmet laws, enforcement and wearing rates by country/area

A.7 Road safety management, strategies and policies by country/area

A.8 Pre-hospital care systems by country/area

Explanatory notes

Background

The data presented in the following pages were obtained through a self-administered questionnaire implemented in the 178 countries and areas that participated in the first global survey on road safety in 2008. The survey focused on the recommendations of the *World report on road traffic injury prevention (1)* as the basis for its structure and content. Most countries used the same methodology for data collection, as outlined in a survey protocol developed for the study. In over 95% of the countries, the implementation of the survey was coordinated by a National Data Coordinator (NDC) identified by the country, and was completed by teams of 6–8 key respondents including the NDC. The NDCs were trained in the methodology and coordinated the collection, validation and clearance of data, as well as the data entry, in the countries concerned. The survey instrument, 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 the local language and then back-translated them for the data entry which was done in English. More details on the methodology used for data collection can be found at www.who.int/violence_injury_prevention/road_safety_status/2009.

The following sections contain country-by-country data obtained from the survey.

- Table A.1 includes the list of NDCs who, in collaboration with national authorities, played a key part in conducting the survey.
- Table A.2 provides detailed data on the 30-day adjusted number and rates per population of road traffic deaths, and on the proportion of road users by country/area. The table also includes modelled road traffic death numbers which have been generated. A short description of the process is presented below.
- Tables A.3–A.6 provide information on the status of laws, the enforcement of laws, and the coverage/wearing rates relating to the five road traffic risk factors (alcohol, seat-belts, child restraints, speed, and helmets).
- Table A.7 contains data on policy-related responses.
- Table A.8 includes information related to the availability of pre-hospital care.

The following section gives a brief description of the data processing, the comments on the obtained results (specifically on the reported, adjusted and modelled country-level death data) and the method used to develop the model.

Data processing

The data processing involved completion of the survey instrument and data entry at a country level, and validation at a regional level. Data cleaning, analysis and report-writing were done at WHO headquarters in Geneva.

Reporting of country-level data

The final country responses were entered by NDCs into an online database specially prepared by WHO for this project. NDCs also uploaded supporting documents where applicable and available. Data were then validated at a regional level. Once finalized and approved by Regional Data Coordinators (RDCs), the data were then exported into Microsoft Excel for cleaning. At this stage, each country's data were examined for accuracy, consistency and validity on a question-by-question basis. Where necessary, NDCs were contacted and additional supporting documents were requested to clarify inconsistencies. A copy of the survey instrument and study protocol can be found at www.who.int/violence_injury_prevention/road_safety_status/2009.

As part of the data cleaning and validation process, exploratory analysis was done using STATA *(2)*. The same software was used for all analysis and results presented in the earlier sections of this report.

Types of data utilized

Three types of data are used in this report:

- reported data from countries and secondary sources;
- data adjusted for the 30-day definition of a road traffic death in order to facilitate comparability;
- modelled numbers.

Reported data

In addition to the data obtained directly from countries, secondary data sources were used to:

- classify countries into income categories;
- generate road safety indicators such as the adjusted road traffic deaths and modelled road traffic death rates (with a 90% confidence interval) as reported in Table A.2.

Population and income data from the United Nations Population Division *(3)* and the World Bank *(4)* were used for this analysis.

Population estimates for 2007 are reported in Table A.2. Where there was no estimate available for a country for that year, published data for the latest year were used. For the modelling process, population estimates corresponding to the year of reporting were used *(4)*.

In Table A.2, World Bank (Atlas method) gross national income per capita (GNI) for 2007 *(5)* (or latest available year) was used to categorize countries into:

- low-income = $935 or less;
- middle-income = $936 to $11 455;
- high-income = $11 456 or more.

More detailed subgroupings were used in the modelling process.

Adjusted data

As discussed in the first section of this report (see page 28), underreporting has been acknowledged for many years as an important reason for the difficulty in comparing road traffic crash data between countries. Additionally, the lack of harmonized definitions for road traffic deaths, the use of different data sources, and the quality of the reporting system have also been documented. Consequently a number of mechanisms were employed to address some of these issues in order to make data more comparable. This global survey employed the following two methods:

- the Europepean Conference of Ministers of Transport (ECMT) standardized 30-day road crash fatality factors *(6)* to adjust all reported country/area data;
- a model using negative binomial regression (see page 233).

The "reported" data in Table A.2 have been adjusted to this 30-day definition (see Table 1 for adjustment factors) and the new adjusted number is therefore used in the corresponding model and its result is presented in Table A.2.

Table 1. ECMT standardized 30-day road crash fatality adjustment factors

	30-DAY TOTAL	ADJUSTMENT FACTOR
ON THE SCENE/1 DAY	77%	1.30
3 DAYS	87%	1.15
6 DAYS	92%	1.09
7 DAYS	93%	1.08
30 DAYS	100%	1.00
365 DAYS	103%	0.97

Modelled data

Developing a model

Before the modelling exercise, simple exploratory analyses were done to evaluate the distribution of the reported data, to identify potential outliers and to determine the extent of missing data. Decisions as to whether to include these outliers in the analyses, or whether to exclude them, were taken at several stages of the analysis. Where appropriate, imputation was done to compensate for missing information.

Completeness of data

Having adjusted the reported data to a 30-day definition to facilitate comparability, the next step in the process was to explore the completeness of the reported death data on the basis of reported vital registration (VR) data. Information on the completeness of VR data was obtained from previous WHO published reports *(7, 8)* and was updated with the latest information from the WHO mortality database. This information was then used to classify countries into two groups, namely:

Group 1: countries with VR completeness greater or equal to 85% and external causes of death coded to undetermined intent less than 30% (Table 2);
Group 2: countries with VR completeness less than 85% or external causes of death coded to undetermined intent greater than 30%.

Group 1 countries include 37 high-income, 36 middle-income and 2 low-income countries (Table 2). Data from these countries were used as a reference in constructing the negative binomial model. As such, no estimation was done for these countries.

Group 2 countries include 3 high-income, 48 middle-income and 43 low-income countries. Estimated data based on the prediction model described above are provided for these countries.

Countries/areas with populations of less than 100 000 and which thus have low numbers of deaths were also excluded from the modelling process (Table 3).

Table A.2 gives the 30-day adjusted number of deaths for all countries, and for group 2 countries the modelled number of deaths with a 90% confidence interval. Those without a range are Group 1 and the countries in Table 3 where no modelling was done.

Table 2. Countries/areas in Group 1

COUNTRY/AREA	INCOME LEVEL
Argentina	MIC
Australia	HIC
Austria	HIC
Bahamas	HIC
Bahrain	HIC
Barbados	MIC
Belarus	MIC
Belgium	HIC
Belize	MIC
Bosnia and Herzegovina	MIC
Brazil	MIC
Brunei Darussalam	HIC
Bulgaria	MIC
Canada	HIC
Chile	MIC
Colombia	MIC
Costa Rica	MIC
Croatia	MIC
Cuba	MIC
Cyprus	HIC
Czech Republic	HIC
Estonia	HIC
Fiji	MIC
Finland	HIC
France	HIC
Georgia	MIC
Germany	HIC
Greece	HIC
Hungary	HIC
Iceland	HIC
Ireland	HIC
Israel	HIC
Italy	HIC
Japan	HIC
Kazakhstan	MIC
Kuwait	HIC
Kyrgyzstan	LIC
Latvia	MIC
Lithuania	MIC
Malaysia	MIC
Malta	HIC
Mauritius	MIC
Mexico	MIC
Montenegro	MIC
Netherlands	HIC
New Zealand	HIC
Norway	HIC
Panama	MIC
Poland	MIC
Portugal	HIC
Qatar	HIC
Republic of Korea	HIC
Republic of Moldova	MIC
Romania	MIC
Russian Federation	MIC
Saint Lucia	MIC
Saint Vincent and the Grenadines	MIC
Serbia	MIC
Singapore	HIC
Slovakia	HIC
Slovenia	HIC
South Africa	MIC
Spain	HIC
Sweden	HIC
Switzerland	HIC
Thailand	MIC
The former Yugoslav Republic of Macedonia	MIC
Tonga	MIC
Trinidad and Tobago	HIC
Ukraine	MIC
United Kingdom	HIC
United States of America	HIC
Uruguay	MIC
Uzbekistan	LIC
Venezuela (Bolivarian Republic of)	MIC

LIC = low-income countries
MIC = middle-income countries
HIC = high-income countries

Table 3. Countries/areas with population size less than 100 000

COUNTRY/AREA	INCOME LEVEL
British Virgin Islands[a]	HIC
Cook Islands	HIC
Kiribati	MIC
Marshall Islands	MIC
Nauru	MIC
Palau	MIC
San Marino	HIC
Seychelles	MIC
Tuvalu	MIC

[a] Non-member area.
MIC = middle-income countries
HIC = high-income countries

Variables used in the model

Table 4 summarizes the independent variables used in the model and the data source.

Table 4. Independent variables used in modelling process

VARIABLE	SOURCE OF INFORMATION	COMMENTS
Income (GNI)	World Bank *(4,5)*	
Income level	World Bank *(5)*	Grouping used: low, middle, lower middle, upper middle, high. Designation based on 2000–2004 World Bank data, corresponding to year of income level used
Population		Estimated figures from UN Population Division *(3)*
Vehicle density: Number of cars per population	Number of vehicles: This GSRRS survey Population: World Bank *(3)*	
Road density: Total road per land area	2000–2006 World Road Statistics, International Road Federation, 2008 *(9)*	Total road/land km^2 Corresponding or latest year data
Existence of national helmet law	This GSRRS survey	WHO questionnaire
National policies that encourage walking and/or cycling	This GSRRS survey	WHO questionnaire
National policies that support investment in public transport	This GSRRS survey	WHO questionnaire
National speed limits on urban roads	This GSRRS survey	WHO questionnaire
National speed limits on rural roads	This GSRRS survey	WHO questionnaire
Alcohol consumption	World Health Statistics, 2008 *(10)*	Alcohol consumption among adults aged $\geq$15 years for 2003
Strength of health system	World Health Statistics, 2008 *(10)*	Hospital beds (per 10 000 population)

GSRRS = Global Status Report on Road Safety
GNI = Gross National Income per capita

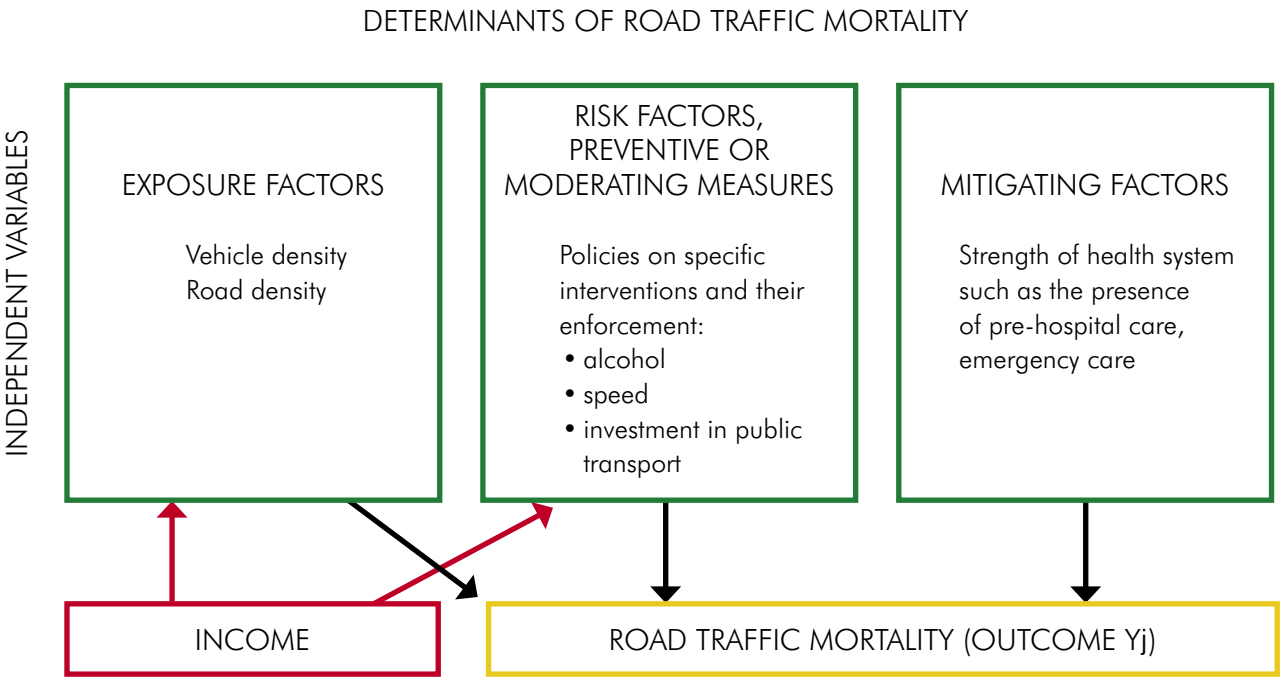
Estimation method

The third stage used data from Group 1 countries to develop a statistical model to predict road traffic deaths (point estimates) for Group 2 countries including 90% confidence limits. The framework used to predict road traffic mortality was constructed using selected variables (identified through a literature review) which have direct relationship to the outcome variable (road traffic death). These variables were later grouped into three categories: exposure factors (Ej), risk or preventive factors (Rj), and mitigating factors (Mj). Gross national income (Ij) has an influence on the first two categories (Figure 1).

In this framework, the road traffic mortality outcome (Yj) is a function of a set of independent variables described as exposure factors (Ej), risk or preventive factors (Rj), mitigating factors (Mj) and gross national income (Ij). This can be expressed as follows: $Yj = f(Rj, Mj, Ij, Ej)$.

The relationship between the outcome and the independent variables is a nonlinear function. The number of deaths (Yj) is a non-negative integer count data; thus the standard approach *(11)* to be used is the Poisson regression or another form of regression based on the Poisson. The most commonly used regression model for count data treats the response Y as a Poisson variable. In the Poisson regression model, the mean equals the variance, conditional on explanatory variables. In practice, however, this assumption was not satisfied. For this reason, a negative binomial regression model was chosen where the assumption for the dependent variance and Poisson's particular case of negative binomial model are adequately satisfied.

Figure 1. Framework for determinants of road traffic mortality



At the end, a negative binomial regression modelling technique using STATA software *(2)* was used to predict the number of road traffic fatalities with population size as an exposure factor. The model was constructed on the basis of reported data from the 75 Group 1 countries/areas mentioned in Table 2.

The full in-depth description of the methodology and formulas for the modelling process are available at the following website: www.who.int/violence_injury_prevention/road_safety_status/2009

References

1. Peden M et al., eds. *World report on road traffic injury prevention*. Geneva, World Health Organization, 2004 (http://www.who.int/violence_injury_prevention/publications/ road_traffic/world_report/en/index.html, accessed 7 April 2009).
2. *STATA – Data analysis and statistical software* (http://www.stata.com, accessed 14 April 2009).
3. *World population prospects: the 2006 Revision. Highlights*. New York, United Nations Population Division, 2007.
4. *World development indicators*. Washington, DC, International Bank for Reconstruction and Development/ The World Bank, 2007.
5. *GNI per capita 2007: Atlas method and PPP*. Washington, DC, The World Bank, 2007 (http://siteresources. worldbank.org/DATASTATISTICS/Resources/GNIPC.pdf, accessed 9 April 2009).
6. Jacobs G, Thomas AA, Astrop A. *Estimating global road fatalities* (TRL Report 445). Crowthorne, Transport Research Laboratory, 2000 (http://www.transport-links.org/transport_links/filearea/publications/1_329_ TRL445.pdf, accessed 22 January 2008).
7. *Global Burden of Disease, 2004 update*. Geneva, World Health Organization, 2008 (http://www.who.int/ healthinfo/global_burden_disease/ 2004_report_update/en/index.html, accessed 14 April 2009).
8. Mathers CD et al. Counting the dead and what they died from: an assessment of the global status of cause of death data. *Bulletin of the World Health Organization*, 2005, 83:171–177.
9. *World road statistics 2008*. Geneva, International Road Federation, 2008.
10. *World health statistics 2008*. Geneva, World Health Organization, 2008 (http://www.who.int/whosis/ whostat/2008/en/index.html, accessed 14 April 2009).
11. Cameron AC, Trivedi PK. *Regression analysis of count data*. Econometric Society Monograph, No. 30. New York, Cambridge University Press, 1998.

Table A.1: National data coordinators by country/area and WHO region

COUNTRY/AREA	WHO REGION	NAME OF NATIONAL DATA COORDINATOR(S)
Afghanistan	Eastern Mediterranean	Qarizadah, Wassima
Albania	Europe	Bozo, Maksim
Angola	Africa	Chicola, Felix
Argentina	Americas	Abriata, Graciela
Armenia	Europe	Avetisyan, Lilit
Australia	Western Pacific	Goldsworthy, John
Austria	Europe	Kisser, Rupert
Azerbaijan	Europe	Talishinskiy, Rustam
Bahamas (the)	Americas	Rolle, Garlon
Bahrain	Eastern Mediterranean	Obeid, Amjad
Bangladesh	South-East Asia	Rahman, AKM Fazlur
Barbados	Americas	Taylor, Denise Carter
Belarus	Europe	Pikirenia, Ivan
Belgium	Europe	Meerkens, Anne
Belize	Americas	Andrewin, Aisha
Benin	Africa	Imorou Karimou, Yacoubou
Bhutan	South-East Asia	Karma, Doma
Bolivia (Plurinational State of)	Americas	Angulo Martinez, Augusto
Bosnia and Herzegovina	Europe	Kovacevic, Jasminka; Seranic, Alen
Botswana	Africa	Mmutle, Marvin Golekoamang
Brazil	Americas	Alves da Silva, Marta Maria
British Virgin Islands[a]	Americas	George, Ivy
Brunei Darussalam	Western Pacific	Saidon, Rozaly
Bulgaria	Europe	Kovacheva, Irina
Burkina Faso	Africa	Cisse, Ahmad Nassourou
Burundi	Africa	Nzeyimana, Claire
Cambodia	Western Pacific	Raingsey, Prak Piseth
Cameroon	Africa	Missimikim, Martial
Canada	Americas	Jonah, Brian
Cape Verde	Africa	Santos, Antonio
Central African Republic (the)	Africa	Gondamovo, Paul
Chad	Africa	Gocké, Mahamat
Chile	Americas	Rajs, Danuta
China	Western Pacific	Duan, Leilei
Colombia	Americas	Gaitán Rodríguez, Yazmín
Comoros (the)	Africa	Yahaia, Mohamed
Congo (the)	Africa	Kouni-Okogna, Jean Roger
Cook Islands	Western Pacific	Herman, Josephine
Costa Rica	Americas	Guzmán Duarte, Teresita
Croatia	Europe	Brkic Biloš, Ivana
Cuba	Americas	Valdés Lazo, Francisco
Cyprus	Europe	Antoniades, Costas; Kalakouta, Olga
Czech Republic (the)	Europe	Benesova, Veronika
Democratic Republic of the Congo (the)	Africa	Musafiri, Masuga
Dominican Republic	Americas	Pérez, Simon Luis
Ecuador	Americas	Naranjo, Sara
Egypt	Eastern Mediterranean	Saad, Rania

COUNTRY/AREA	WHO REGION	NAME OF NATIONAL DATA COORDINATOR(S)
El Salvador	Americas	Morán de García, Silvia
Eritrea	Africa	Abraham Tesfamichael, Ghirmay
Estonia	Europe	Kedars, Ursel
Ethiopia	Africa	Asrat, Abebe
Fiji	Western Pacific	Tuiketei, Timaima
Finland	Europe	Jääskeläinen, Petri
France	Europe	Laumon, Bernard
Gambia (the)	Africa	Camara, Abdoulie
Georgia	Europe	Kheladze, Kakha
Germany	Europe	Schleh, Rosemarie[b]
Ghana	Africa	Afukaar, Francis
Greece	Europe	Efthymiadis, Dimitrios
Guatemala	Americas	Morales Sandoval, Salvador
Guinea-Bissau	Africa	Vera Cruz De Oliveira, Golda Sayonara
Guyana	Americas	Anderson, Lucy
Honduras	Americas	Cerrato Cruz, Orlin Javier
Hungary	Europe	Bényi, Mária
Iceland	Europe	Thorsteinsdóttir, Rósa
India	South-East Asia	Kumar, Ashok
Indonesia	South-East Asia	Yusharmen
Iran (Islamic Republic of)	Eastern Mediterranean	Moghisi, Alireza
Iraq	Eastern Mediterranean	Khalil, Sundus Shoki
Ireland	Europe	Hayes, Declan
Israel	Europe	Peleg, Kobi; Levi, Sarit
Italy	Europe	Lecce, Maria Giuseppina
Jamaica	Americas	Grant, Andriene
Japan	Western Pacific	Nakahara, Shinji
Jordan	Eastern Mediterranean	Mujahed, Jamil
Kazakhstan	Europe	Batpenov, Nurlan
Kenya	Africa	Githinji, Wilfred Mwai
Kiribati	Western Pacific	Rubeiariki, Mweritonga
Kuwait	Eastern Mediterranean	Al-Otaibi, Hamed
Kyrgyzstan	Europe	Toimatov, Samatbek
Lao People's Democratic Republic (the)	Western Pacific	Phoutsavath, Phisith
Latvia	Europe	Feldmane, Jana
Lebanon	Eastern Mediterranean	Akl, Ziad
Lesotho	Africa	Rangoako, Thabiso
Liberia	Africa	Kekula, Joseph
Libyan Arab Jamahiriya (the)	Eastern Mediterranean	Jabeal, Ibrahim Ali
Lithuania	Europe	Meižienė, Ramunė
Madagascar	Africa	Rasamilalao, Désiré
Malawi	Africa	Chirwa, James Mathewes
Malaysia	Western Pacific	Ramly, Rosnah
Maldives	South-East Asia	Naaz, Aishath
Mali	Africa	Sylla, Assa
Malta	Europe	Calleja, Neville; Galea, Audrey
Marshall Islands (the)	Western Pacific	Edwards, Russell

(Table A.1 continued)

COUNTRY/AREA	WHO REGION	NAME OF NATIONAL DATA COORDINATOR(S)
Mauritania	Africa	Traoré, Abdallah Mohamed Khairou
Mauritius	Africa	Jewon, Mahmad Saeed
Mexico	Americas	Rosas Osuna, Rodrigo
Micronesia (Federated States of)	Western Pacific	Skilling, Vita
Mongolia	Western Pacific	Sakhiya, Ariuntuya
Montenegro	Europe	Stojanovic, Svetlana
Morocco	Eastern Mediterranean	Boulaajoul, Benaceur
Mozambique	Africa	Sithoe, Paulo Jorge
Myanmar	South-East Asia	Lwin, Thit
Namibia	Africa	Shigwedha, Laina
Nauru	Western Pacific	Dowiyogo, David
Nepal	South-East Asia	Baral, Prabha
Netherlands (the)	Europe	Vis, Martijn
New Zealand	Western Pacific	Brown, Jennifer
Nicaragua	Americas	Torres Araica, Francisca
Niger (the)	Africa	Bagoudou, Chekarao
Nigeria	Africa	Labinjo, Mariam
Norway	Europe	Linhave, Jakob; Vind, Signe
Oman	Eastern Mediterranean	Al-Wahaibi, Salim
Pakistan	Eastern Mediterranean	Khan, Shahzad Ali
Palau	Western Pacific	Aguon, Ismael
Panama	Americas	Castañedas, Enrique
Papua New Guinea	Western Pacific	Kanguma, Peri
Paraguay	Americas	Maldonado de González Cabello, Mercedes
Peru	Americas	Loayza, Manuel
Philippines (the)	Western Pacific	Magturo, Theodora Cecile
Poland	Europe	Król, Barbara
Portugal	Europe	Amann, Gregória Paixão von
Puerto Rico[c]	Americas	Lopez Charneco, Magdalena
Qatar	Eastern Mediterranean	Almusleh, Abdulwahab
Republic of Korea (the)	Western Pacific	Kim, Young-Taek
Republic of Moldova (the)	Europe	Gornea, Filip
Romania	Europe	Arafat, Raed
Russian Federation (the)	Europe	Kipor, Gennady
Rwanda	Africa	Rurangirwa, Dominique
Saint Lucia	Americas	Jaime, Alina
Saint Vincent and the Grenadines	Americas	Duncan, Roger
Samoa	Western Pacific	Vasa, Ponifasio
San Marino	Europe	Gualtieri, Andrea
Sao Tome and Principe	Africa	Lima, Antonio
Saudi Arabia	Eastern Mediterranean	Al Enizy, Faisal
Senegal	Africa	Coulibaly, Siaka
Serbia	Europe	Paunovic, Milena
Seychelles	Africa	André, Patrick
Sierra Leone	Africa	Yansaneh, Ahmed
Singapore	Western Pacific	Ho, Seng Tim; Lee, Alvin
Slovakia	Europe	Smrek, Martin
Slovenia	Europe	Košir, Matej
Solomon Islands	Western Pacific	Ogaoga, Divinol
South Africa	Africa	Mosako, Magdeline

COUNTRY/AREA	WHO REGION	NAME OF NATIONAL DATA COORDINATOR(S)
Spain	Europe	Lizarbe, Vicenta
Sri Lanka	South-East Asia	Jayatillaka, Jayalath Pushpakumara
Sudan (the)	Eastern Mediterranean	Idries, Amjad
Suriname	Americas	Forster, Allan
Swaziland	Africa	Maphanga, Muzi
Sweden	Europe	Lekander, Thomas
Switzerland	Europe	Graz, Bertrand
Syrian Arab Republic (the)	Eastern Mediterranean	Hamdan, Ahmad
Tajikistan	Europe	Razzakov, Abduvali
Thailand	South-East Asia	Siriphanich, Tairjing
The former Yugoslav Republic of Macedonia	Europe	Tozija, Fimka
Timor-Leste	South-East Asia	Ximenes, Rafael dos Santos
Togo	Africa	Fatonzoun, Innocent Mawutoe
Tonga	Western Pacific	Akau'ola, Siale
Trinidad and Tobago	Americas	Ruiz, Carla
Tunisia	Eastern Mediterranean	Somrani, Naoufel; Frigui, Afif
Turkey	Europe	Inan, Huseyin Fazil
Turkmenistan	Europe	Ovezklichev, Begklich
Tuvalu	Western Pacific	Kaitu, Kakee Pese
Uganda	Africa	Kwamusi, Paul
Ukraine	Europe	Fedenko, Irina
United Arab Emirates (the)	Eastern Mediterranean	Altair, Yousef
United Kingdom (the)	Europe	Bellis, Mark; Hughes, Sara
United Republic of Tanzania (the)	Africa	Mang'enya, Rosa
United States of America (the)	Americas	Dellinger, Ann
Uruguay	Americas	Borba, Norberto
Uzbekistan	Europe	Azizov, Mirhakim; Kasimova, Gulnora
Vanuatu	Western Pacific	Taura, Ben
Venezuela (Bolivarian Republic of)	Americas	Hernández, Fedor
Viet Nam	Western Pacific	Nguyen, Thi Hong Tu
West Bank and Gaza Strip[a]	Eastern Mediterranean	Naji, Basem
Yemen	Eastern Mediterranean	Alraiby, Jamila
Zambia	Africa	Mwali, Mutaba
Zimbabwe	Africa	Magirigide, Nyasha

[a] Non member-area.
[b] Questionnaire completed by the Federal Highway Research Institute (BASt).
[c] Associate WHO Member State.

Table A.2: Vehicles, road traffic deaths and proportion of road users by country/area

	GENERAL INFORMATION			VEHICLES
COUNTRY/AREA	Population numbers[a] for 2007	GNI per capita[b] for 2007 in US dollars	Income level[c]	Number of registered vehicles
Afghanistan	27 145 275	319[f]	Low	731 607
Albania	3 190 012	3 290	Middle	349 646
Angola	17 024 084	2 560	Middle	671 060
Argentina	39 531 115	6 050	Middle	12 399 887
Armenia	3 002 271	2 640	Middle	366 836
Australia	20 743 179	35 960	High	14 774 921
Austria	8 360 746	42 700	High	5 796 973
Azerbaijan	8 467 167	2 550	Middle	784 018
Bahamas (the)	331 278	18 570[f]	High	27 058
Bahrain	752 648	20 610[f]	High	382 977
Bangladesh	158 664 959	470	Low	1 054 057
Barbados	293 891	11 290[f]	Middle	126 262
Belarus	9 688 795	4 220	Middle	3 147 625
Belgium	10 457 343	40 710	High	6 362 161
Belize	287 699	3 800	Middle	54 225
Benin	9 032 787	570	Low	222 850
Bhutan	658 479	1 770	Middle	35 703
Bolivia (Plurinational State of)	9 524 568	1 260	Middle	699 646
Bosnia and Herzegovina	3 934 816	3 790	Middle	675 063
Botswana	1 881 504	5 840	Middle	293 755
Brazil	191 790 929	5 910	Middle	49 644 025
British Virgin Islands[h]	23 000[f]	43 686[f]	High	14 505
Brunei Darussalam	390 056	30 580[f]	High	304 432
Bulgaria	7 638 831	4 590	Middle	2 628 680
Burkina Faso	14 784 291	430	Low	515 453
Burundi	8 508 232	110	Low	59 486
Cambodia	14 443 679	540	Low	154 389
Cameroon	18 549 176	1 050	Middle	312 259
Canada	32 876 047	39 420	High	20 065 000
Cape Verde	530 437	2 430	Middle	54 158
Central African Republic (the)	4 342 735	380	Low	5 834
Chad	10 780 571	540	Low	124 088
Chile	16 634 760	8 350	Middle	2 824 570
China	1 336 317 116	2 360	Middle	145 228 994
Colombia	46 155 958	3 250	Middle	4 951 225
Comoros (the)	839 187	680	Low	22 378
Congo (the)	3 768 086	1 540	Middle	100 000
Cook Islands	13 325	13 098[f]	Middle	10 692
Costa Rica	4 467 625	5 560	Middle	797 902
Croatia	4 555 398	10 460	Middle	1 949 936
Cuba	11 267 883	4 571[f]	Middle	658 003
Cyprus	854 671	24 940	High	592 480
Czech Republic (the)	10 186 330	14 450	High	5 455 110

ROAD TRAFFIC DEATHS				ROAD USER DEATHS (%)				
	Modelled number of road traffic deaths[e]		Estimated road traffic death rate per 100 000 population[e]	Drivers/ passengers of 4-wheeled vehicles	Drivers/ passengers of motorized 2- or 3-wheelers	Cyclists	Pedestrians	Other or unspecified users
Reported number of traffic deaths[d]	Point estimate	90% Confidence interval						
1 779	10 593	6 234–22 894	39.0					
499	445	366–522	13.9	45.3	9.0	5.7	40.0	
2 358	6 425	4 376–9 803	37.7					
5 281	5 427		13.7	41.7	9.5	6.2	19.4	23.2
371	417	352–489	13.9	60.3		0.3	39.4	
1 616	1 616		7.8	70.2	14.8	2.5	12.5	
691	691		8.3	59.0	17.4	5.4	15.6	2.6
1 195	1 099	900–1 319	13.0	59.7	1.2	0.9	38.1	0.1
48	48		14.5	64.0	14.0	22.0	0.0	
91	91		12.1	59.4	5.5	6.6	28.6	
4 108	20 038	14 882–29 155	12.6	26.2	8.2	2.6	53.7	9.3
36	36		12.2	73.7	7.9	0.0	18.4	
1 517	1 517		15.7	47.3	3.8	9.1	39.8	
1 067	1 067		10.2	56.0	15.2	8.2	9.7	11.0
65	45		15.6	63.8[g]	0.0	12.8	23.4	
653	2 815	2 080–3 871	31.2	35.0	37.0	3.0	25.0	
111	95	72–115	14.4					
1 394	1 594	1 214–2 348	16.7	59.0	4.0	1.0	35.0	1.0
428	428		10.9	61.0	4.7	5.8	23.7	4.8
482	636	425–968	33.8	70.9	0.8	1.6	26.0	0.7
35 155	35 155		18.3	9.8	20.0	4.6	27.9	37.7
5	5		21.7	83.0	17.0	0.0	0.0	
54	54		13.8	75.8	11.1	1.9	9.2	2.1
1 006	1 006		13.2	65.0	0.0	4.5	26.3	4.2
804	4 595	3 241–5 937	31.1	53.0			34.0	13.0
63	1 989	1 425–2 898	23.4					
1 668	1 749	1 385–2 410	12.1	14.9	62.8	4.7	13.3	4.2
1 069	5 206	4 060–6 880	28.1	55.0	17.0	18.0	10.0	
2 889	2 889		8.8	76.3	7.3	2.5	13.2	0.7
49	133	96–187	25.1					
565[i]	1 399	975–2 091	32.2					
814	3 696	2 549–5 482	34.3					
2 280	2 280		13.7	24.3	2.6	6.5	40.1	26.6
96 611	220 783	183 428–333 623	16.5	22.6	28.1	9.5	26.0	13.8
5 409	5 409		11.7	17.2	36.1	7.7	33.6	5.5
15	254	163–602	30.3	75.0	8.0		17.0	
207	1 084	752–1 575	28.8					
6	6		45.0		60.0		40.0	
688	688		15.4	38.3	20.0	8.6	33.1	
619	619		13.6	49.9	18.8	4.5	20.0	6.8
964	964		8.6	18.0	12.0	14.0	33.0	23.0
89	89		10.4	50.6	28.1	3.4	18.0	
1 222	1 222		12.0	59.4	11.4	9.5	19.2	0.5

(Table A.2 continued)

COUNTRY/AREA	GENERAL INFORMATION			VEHICLES
	Population numbers[a] for 2007	GNI per capita[b] for 2007 in US dollars	Income level[c]	Number of registered vehicles
Democratic Republic of the Congo (the)	62 635 723	140	Low	311 781
Dominican Republic	9 759 664	3 550	Middle	2 121 244
Ecuador	13 341 197	3 080	Middle	961 556
Egypt	75 497 913	1 580	Middle	4 300 000
El Salvador	6 857 328	2 850	Middle	630 638
Eritrea	4 850 763	230	Low	60 849
Estonia	1 335 333	13 200	High	708 794
Ethiopia	83 099 190	220	Low	244 257
Fiji	838 698	3 800	Middle	78 833
Finland	5 276 892	44 400	High	4 656 370
France	61 647 375	38 500	High	39 926 000
Gambia (the)	1 708 681	320	Low	14 450
Georgia	4 395 420	2 120	Middle	567 900
Germany	82 599 471	38 860	High	55 511 374
Ghana	23 478 394	590	Low	931 642
Greece	11 146 918	29 630	High	7 212 236
Guatemala	13 353 911	2 305[f]	Middle	1 613 796
Guinea-Bissau	1 695 043	200	Low	57 839
Guyana	737 906	1 300	Middle	127 825
Honduras	7 106 001	1 600	Middle	786 682
Hungary	10 029 683	11 570	High	3 625 386
Iceland	301 006	54 100	High	293 299
India	1 169 015 509	950	Low	72 718 000
Indonesia	231 626 978	1 650	Middle	63 318 522
Iran (Islamic Republic of)	71 208 384	3 470	Middle	17 000 000
Iraq	28 993 374	1 646[f]	Middle	2 242 269
Ireland	4 300 902	48 140	High	2 444 159
Israel	6 927 677	21 900	High	2 283 634
Italy	58 876 834	33 540	High	43 262 992
Jamaica	2 713 779	3 710	Middle	320 000
Japan	127 966 709	37 670	High	91 378 636
Jordan	5 924 245	2 850	Middle	841 933
Kazakhstan	15 421 861	5 060	Middle	3 105 954
Kenya	37 537 716	680	Low	1 004 243
Kiribati	95 067	1 170	Middle	16 000
Kuwait	2 851 144	40 114[f]	High	1 364 790
Kyrgyzstan	5 316 543	590	Low	318 581
Lao People's Democratic Republic (the)	5 859 393	580	Low	641 081
Latvia	2 277 040	9 930	Middle	1 062 935
Lebanon	4 099 115	5 770	Middle	1 400 000
Lesotho	2 007 833	1 000	Middle	—
Liberia	3 750 261	150	Low	11 086
Libyan Arab Jamahiriya (the)	6 160 483	9 010	Middle	1 826 533
Lithuania	3 389 937	9 920	Middle	1 781 686
Madagascar	19 683 358	320	Low	197 981
Malawi	13 925 070	250	Low	130 000
Malaysia	26 571 879	6 540	Middle	16 825 150

ROAD TRAFFIC DEATHS				ROAD USER DEATHS (%)				
	Modelled number of road traffic deaths[c]							
Reported number of traffic deaths[d]	Point estimate	90% Confidence interval	Estimated road traffic death rate per 100 000 population[e]	Drivers/ passengers of 4-wheeled vehicles	Drivers/ passengers of motorized 2- or 3-wheelers	Cyclists	Pedestrians	Other or unspecified users
365	20 183	14 263–29 458	32.2	40.0			59.0	1.0
1 838	1 691	1 375–2 058	17.3	87.0	8.0		5.0	
2 341	1 559	1 198–2 119	11.7	13.5	0.8	0.5	43.2	42.0
15 983	31 439	19 411–47 668	41.6	47.5	0.1	1.9	20.1	30.4
1 493	865	727–1 051	12.6	26.4	2.5	4.2	63.1	3.8
81	2 350	1 301–3 961	48.4					
196	196		14.7	66.0	6.0	9.0	19.0	
2 441	29 114	19 562–44 710	35.0	42.8	1.3	0.5	54.8	0.6
59	59		7.0	75.0			25.0	
380	380		7.2	70.3	10.8	5.8	12.6	0.5
4 620	4 620		7.5	59.2	25.0	3.1	12.1	0.6
54	625	420–897	36.6					
737	737		16.8		0.0	0.3	27.7	72.0
4 949	4 949		6.0	58.0	18.0	10.0	14.0	1.0
1 856	6 942	5 129–9 892	29.6	46.0	5.0	4.5	42.0	2.5
1 657	1 657		14.9	50.3	30.2	1.3	16.1	2.1
755	1 968	1 701–2 446	14.7	77.5[g]		0.0	22.6	
152	583	383–1 209	34.4					
207	147	104–198	19.9	34.7	15.9	15.9	30.0	3.4
1 266	959	794–1 187	13.5	72.0	5.0	5.0	9.0	9.0
1 232	1 232		12.3	54.4	10.1	11.7	22.7	1.1
30	30		10.0	85.0	5.0		10.0	
105 725	196 445	155 727–266 999	16.8	15.1	27.4	4.3	12.6	40.5
16 548	37 438	29 785–65 158	16.2	7.0	61.0	13.0	15.0	4.0
22 918	25 491	18 726–34 337	35.8	44.9	11.4		33.3	11.0
1 932	11 059	6 933–21 500	38.1					
365	365		8.5	61.9	7.9	2.5	20.0	7.7
398	398		5.7	57.6	9.3	1.5	31.6	
5 669	5 669		9.6	49.0	26.0	5.5	13.4	6.1
350	334	270–397	12.3	52.0	9.0	8.0	31.0	
6 639	6 639		5.0	37.1	17.6	12.8	32.3	0.2
992	2 027	1 407–3 188	34.2	75.2	0.1		24.7	
4 714	4 714		30.6				16.2	83.8
3 760	12 918	7 459–29 191	34.4	42.8	1.2	9.0	47.0	
7	7		7.4	51.0	44.0		6.0	
482	482		16.9					
1 214	1 214		22.8	55.0[g]		1.0	43.0	1.0
656	1 075	864–1 328	18.3					
407	407		17.9	50.4	4.2	8.1	37.3	
536	1 170	837–1 625	28.5					
402	537	407–728	26.7	17.6	0.2	0.0	34.0	48.2
—	1 235	770–2 668	32.9					
2 138	2 497	1 518–3 760	40.5	60.0		5.0	15.0	20.0
759	759		22.4	53.7	4.5	6.9	31.9	3.0
594	6 641	4 680–9 859	33.7					
839	3 614	2 599–5 064	26.0	36.0	0.8	18.0	45.0	0.2
6 282	6 282		23.6	23.3	58.0	3.0	10.1	5.6

(Table A.2 continued)

COUNTRY/AREA	GENERAL INFORMATION			VEHICLES
	Population numbers[a] for 2007	GNI per capita[b] for 2007 in US dollars	Income level[c]	Number of registered vehicles
Maldives	305 556	3 200	Middle	33 807
Mali	12 336 799	500	Low	167 245
Malta	406 582	14 575[f]	High	346 118
Marshall Islands (the)	59 286	3 070	Middle	2 487
Mauritania	3 123 813	840	Low	350 000
Mauritius	1 261 641	5 450	Middle	334 125
Mexico	106 534 880	8 340	Middle	24 970 879
Micronesia (Federated States of)	111 117	2 470	Middle	4 217
Mongolia	2 628 840	1 290	Middle	161 989
Montenegro	597 983	5 180	Middle	199 014
Morocco	31 224 137	2 250	Middle	2 284 060
Mozambique	21 396 916	320	Low	258 680
Myanmar	48 798 212	281[f]	Low	1 045 105
Namibia	2 074 146	3 360	Middle	239 612
Nauru	10 152	7 842[f]	Middle	—
Nepal	28 195 994	340	Low	617 305
Netherlands (the)	16 418 824	45 820	High	8 862 935
New Zealand	4 178 525	28 780	High	3 189 131
Nicaragua	5 603 190	980	Middle	382 707
Niger (the)	14 225 521	280	Low	76 061
Nigeria	148 092 542	930	Low	7 600 000
Norway	4 698 097	76 450	High	2 599 712
Oman	2 595 133	11 275[f]	Middle	629 670
Pakistan	163 902 405	870	Low	5 287 152
Palau	20 314	8 210	Middle	5 530
Panama	3 343 374	5 510	Middle	671 085
Papua New Guinea	6 331 010	850	Low	59 645
Paraguay	6 127 077	1 670	Middle	576 167
Peru	27 902 760	3 450	Middle	1 442 387
Philippines (the)	87 960 117	1 620	Middle	5 515 576
Poland	38 081 971	9 840	Middle	18 035 047
Portugal	10 623 031	18 950	High	5 948 269
Puerto Rico[i]	3 991 000[f]	14 720	High	3 165 543
Qatar	840 635	66 063[f]	High	605 699
Republic of Korea (the)	48 223 853	19 690	High	18 213 228
Republic of Moldova (the)	3 793 604	1 260	Middle	448 202
Romania	21 437 887	6 150	Middle	4 611 362
Russian Federation (the)	142 498 532	7 560	Middle	38 695 996
Rwanda	9 724 577	320	Low	61 000
Saint Lucia	164 924	5 349[f]	Middle	49 700
Saint Vincent and the Grenadines	120 402	4 210	Middle	24 334
Samoa	187 023	2 430	Middle	15 903
San Marino	30 926	41 044[f]	High	51 590
Sao Tome and Principe	157 638	870	Low	1 219
Saudi Arabia	24 734 533	15 440	High	7 398 600
Senegal	12 378 532	820	Low	280 594
Serbia	9 858 424	4 730	Middle	2 235 389

ROAD TRAFFIC DEATHS				ROAD USER DEATHS (%)				
	Modelled number of road traffic deaths[c]							
Reported number of traffic deaths[d]	Point estimate	90% Confidence interval	Estimated road traffic death rate per 100 000 population[e]	Drivers/ passengers of 4-wheeled vehicles	Drivers/ passengers of motorized 2- or 3-wheelers	Cyclists	Pedestrians	Other or unspecified users
10	56	37–105	18.3	0.0	75.0	25.0	0.0	
711	3 959	2 695–5 936	32.1					
14	14		3.4	35.7	28.6	0.0	35.7	
1	1		1.7	100.0				
262	1 109	760–1 595	35.5					
140	140		11.1	25.0		36.4	9.3	29.3
22 103	22 103		20.7	67.9	5.5	4.4	21.2	1.1
2	16	12–20	14.4	90.0			10.0	
562	507	366–719	19.3	64.9	16.7	0.4	17.9	
122	122		20.4	75.4	4.1	0.0	20.5	0.1
3 838	8 850	6 273–12 783	28.3	45.7	16.3	7.1	27.9	3.0
1 952	7 432	5 161–10 872	34.7	31.9			68.1	
1 638	11 422	6 905–16 883	23.4	46.7	9.6	11.5	30.3	1.9
368	594	424–667	28.6					
1	1		9.9					
962	4 245	3 453–5 288	15.1					
791	791		4.8	46.0	18.0	24.0	12.0	
423	423		10.1	76.0	9.0	2.0	10.0	3.0
506	797	627–1 004	14.2	44.0	13.0	8.0	35.0	
570	5 357	3 645–8 074	37.7	67.0[g]			33.0	
4 532	47 865	34 165–78 249	32.3					
233	233		5.0	67.0	17.0	3.0	10.0	3.0
798	553	347–920	21.3					
7 234	41 494	28 379–76 695	25.3					
3	3		14.8	66.7			33.3	
425	425		12.7	48.3	1.2	3.9	46.1	0.5
308	901	684–1 249	14.2	59.9	0.0	0.8	39.3	
854	1 206	896–1 710	19.7	2.8	24.2	1.1	36.9	35.0
3 510	6 001	3 872–8 672	21.5	18.0		3.0	78.0	1.0
1 185	17 557	12 457–33 741	20.0					
5 583	5 583		14.7	51.0	5.0	9.0	35.0	
1 110	1 110		10.4	54.6	22.1	3.5	16.1	3.7
452	511	404–665	12.8	48.2	17.3	1.6	31.9	1.1
199	199		23.7	69.0[g]	4.0	27.0[k]		
6 166	6 166		12.8	36.6	20.7	4.9	37.4	0.5
571	571		15.1	57.3	4.1	2.4	34.3	1.9
2 712	2 712		12.7	74.5	8.0	6.8	10.8	
35 972	35 972		25.2	62.0	2.1		35.9	
308	3 077	1 972–7 079	31.6	16.0	15.8	18.5	40.0	9.7
29	29		17.6	89.3			10.7	
8	8		6.6	44.0	0.0	22.0	33.0	1.0
19	24	20–29	12.8					
1	1		3.2	60.0	20.0		20.0	
20	52	34–72	33.0					
6 358	7 166	5 535–9 544	29.0					
345	4 023	2 797–6 034	32.5	65.3[g]			34.7	
962	962		9.8	58.6	5.6	9.2	25.1	1.5

(Table A.2 continued)

COUNTRY/AREA	GENERAL INFORMATION			VEHICLES
	Population numbers[a] for 2007	GNI per capita[b] for 2007 in US dollars	Income level[c]	Number of registered vehicles
Seychelles	86 606	8 960	Middle	14 880
Sierra Leone	5 865 872	260	Low	39 038
Singapore	4 436 281	32 470	High	851 336
Slovakia	5 390 035	11 730	High	2 039 745
Slovenia	2 001 506	20 960	High	1 286 903
Solomon Islands	495 662	730	Low	10 000
South Africa	48 576 763	5 760	Middle	9 237 574
Spain	44 279 180	29 450	High	31 441 152
Sri Lanka	19 299 190	1 540	Middle	3 125 794
Sudan (the)	38 560 488	960	Middle	1 200 000
Suriname	457 964	4 730	Middle	151 441
Swaziland	1 141 427	2 580	Middle	116 050
Sweden	9 118 955	46 060	High	5 500 000
Switzerland	7 483 973	59 880	High	5 356 000
Syrian Arab Republic (the)	19 928 516	1 760	Middle	1 389 346
Tajikistan	6 735 996	460	Low	268 018
Thailand	63 883 662	3 400	Middle	25 618 447
The former Yugoslav Republic of Macedonia	2 038 464	3 460	Middle	259 421
Timor-Leste	1 154 775	1 510	Middle	26 649
Togo	6 585 147	360	Low	48 234
Tonga	100 336	2 320	Middle	2 226
Trinidad and Tobago	1 333 272	14 100	High	490 987
Tunisia	10 327 285	3 200	Middle	1 244 918
Turkey	74 876 695	8 020	Middle	13 311 000
Turkmenistan	4 965 278	1 234[f]	Middle	651 564
Tuvalu	10 530	2 441[f]	Middle	906
Uganda	30 883 805	340	Low	363 658
Ukraine	46 205 382	2 550	Middle	—
United Arab Emirates (the)	4 380 439	41 082[f]	High	1 754 420
United Kingdom (the)	60 768 946	42 740	High	34 327 520
United Republic of Tanzania (the)	40 453 513	400	Low	577 949
United States of America (the)	305 826 246	46 040	High	251 422 509
Uruguay	3 339 700	6 380	Middle	952 000
Uzbekistan	27 372 260	730	Low	—
Vanuatu	226 180	1 840	Middle	15 461
Venezuela (Bolivarian Republic of)	27 656 832	7 320	Middle	4 044 013
Viet Nam	87 375 196	790	Low	22 926 230
West Bank and Gaza Strip[h]	4 018 000[f]	1 422[f]	Middle	78 609
Yemen	22 389 169	870	Low	777 734
Zambia	11 921 999	800	Low	222 188
Zimbabwe	13 349 434	131[f]	Low	1 556 586

[a] Population Division of the Department of Economic and Social Affairs of the United Nations Secretariat (2007). *World population prospects: The 2006 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, revised 17 October 2008.
[c] World Development Indicators database: Low-income is $935 or less, middle-income is $936 to $11 455, high-income is $11 456 or more.
[d] Adjusted for 30-day definition of a road traffic death.
[e] Modelled using negative binomial regression. Data from countries with complete vital registration and countries with a population of less than 100 000 were not included in the model (see explanatory notes on page 231).
[f] 2007 data not available. Latest available used from http://data.un.org/
[g] Passengers and drivers of any motorized vehicle; includes category "unspecified".
[h] Non-member area.
[i] For capital city only.
[j] Associate WHO Member State.
[k] Cyclists and pedestrians.
— Data not available.

ROAD TRAFFIC DEATHS				ROAD USER DEATHS (%)				
Reported number of traffic deaths[d]	Modelled number of road traffic deaths[e]		Estimated road traffic death rate per 100 000 population[e]	Drivers/ passengers of 4-wheeled vehicles	Drivers/ passengers of motorized 2- or 3-wheelers	Cyclists	Pedestrians	Other or unspecified users
	Point estimate	90% Confidence interval						
16	16		18.5	65.0		7.0	28.0	
68	1 661	1 207–2 441	28.3	65.0	20.0		15.0	
214	214		4.8	14.9	47.7	10.3	27.1	
815	815		15.1	49.6	8.0	8.5	33.9	
293	293		14.6	64.5[g]	18.1	5.8	11.3	0.3
19	84	64–118	16.9					
16 113	16 113		33.2	56.8	1.8	2.3	39.1	
4 104	4 104		9.3	62.0	19.0	2.0	15.0	1.0
2 334	2 603	2 185–3 097	13.5		65.2		32.8	2.0
2 227	13 362	8 820–19 143	34.7	31.5			12.7	55.8
90	84	63–120	18.3	43.3	31.1	3.3	22.2	0.1
235	300	218–405	26.3	62.0	2.0	2.0	35.0	
471	471		5.2	65.0	16.0	6.0	12.0	1.0
370	370		4.9	48.0	22.0	9.0	21.0	
3 663	6 552	5 024–8 684	32.9					
464	951	767–1 196	14.1	48.7	1.1	6.0	43.6	0.7
12 492	12 492		19.6	11.0	69.7	2.8	8.3	8.2
140	140		6.9	41.4	10.7	3.6	34.3	10.0
49	186	143–255	16.1					
613	1 851	1 298–2 557	28.1					
7	7		7.0	50.0		6.3	43.8	
207	207		15.5	62.2	1.9	3.7	32.2	
1 497	3 568	2 555–4 948	34.5	50.8	14.4	2.6	32.0	0.3
6 022	10 066	8 394–11 839	13.4	55.0	8.0	1.8	18.9	16.3
702	926	694–1 343	18.6			4.6	28.9	66.5
1	1		9.5					
2 838	7 634	5 578–11 007	24.7	47.2	7.0	10.4	35.3	0.1
9 921	9 921		21.5	44.3			55.7	
1 056	1 626	912–2 570	37.1	70.0	1.5		28.5	
3 298	3 298		5.4	55.0	19.0	4.0	21.0	1.0
2 595	13 886	9 596–21 504	34.3	38.3	7.2	16.8	36.8	0.9
42 642	42 642		13.9	71.6	11.3	1.8	11.2	4.1
145	145		4.3					
2 644	2 644		9.7					
7	42	29–58	18.6					
6 031	6 031		21.8	74.7			24.6	0.7
12 800	14 104	11 987–16 387	16.1					
188	896	627–1 287	4.9					
3 003	6 553	4 021–15 797	29.3					
1 645	3 056	2 194–4 291	25.6	35.4	4.2	10.6	49.8	
1 348	3 669	2 749–5 127	27.5	62.8[g]	1.0	5.3	26.0	4.9

Table A.3: Drinking and driving laws, enforcement and road traffic deaths attributed to alcohol by country/area

COUNTRY/AREA	NATIONAL DRINK–DRIVING LAW	HOW DRINK–DRIVING IS DEFINED		
		Blood alcohol concentration (BAC)	Physician certificate	Breath content
Afghanistan	Yes[a]	Yes	Yes	Yes
Albania	Yes	Yes	—	Yes
Angola	—	n/a	n/a	n/a
Argentina	Yes	Yes	—	—
Armenia	Yes	Yes	—	Yes
Australia	Subnational[b]	Yes	—	—
Austria	Yes	Yes	—	Yes
Azerbaijan	Yes	Yes	Yes	Yes
Bahamas (the)	Yes	—	—	Yes
Bahrain	Yes[a]	Yes	—	Yes
Bangladesh	Yes[a]	—	Yes	—
Barbados	Yes[c]	—	Yes	—
Belarus	Yes	Yes	Yes	Yes
Belgium	Yes	Yes	—	Yes
Belize	Yes	Yes	—	Yes
Benin	Yes[c]	—	—	Yes
Bhutan	Yes	Yes	—	Yes
Bolivia (Plurinational State of)	Yes[c]	—	—	—
Bosnia and Herzegovina	Yes	Yes	Yes	Yes
Botswana	Yes	Yes	—	Yes
Brazil	Yes	Yes	Yes	Yes
British Virgin Islands[d]	Yes	Yes	Yes	—
Brunei Darussalam	Yes	Yes	—	Yes
Bulgaria	Yes	Yes	Yes	Yes
Burkina Faso	Yes[c]	—	—	—
Burundi	Yes	Yes	—	Yes
Cambodia	Yes	Yes	—	Yes
Cameroon	Yes	Yes	—	—
Canada	Yes	Yes	—	—
Cape Verde	Yes	Yes	—	Yes
Central African Republic (the)	Yes	Yes	—	—
Chad	Yes	Yes	—	—
Chile	Yes	Yes	—	Yes
China	Yes	Yes	—	—
Colombia	Yes	Yes	—	—
Comoros (the)	Yes[a]	—	Yes	—
Congo (the)	Yes	Yes	—	—
Cook Islands	Yes	Yes	Yes	Yes
Costa Rica	Yes	Yes	—	—
Croatia	Yes	Yes	Yes	Yes
Cuba	Yes[c]	—	Yes	—
Cyprus	Yes	Yes	—	Yes
Czech Republic (the)	Yes	Yes	—	—
Democratic Republic of the Congo (the)	Yes	Yes	Yes	Yes

RANDOM BREATH TESTING OR POLICE CHECK POINTS USED FOR ENFORCEMENT	EFFECTIVENESS OF OVERALL ENFORCEMENT (RESPONDENT CONSENSUS) (SCALE 0–10)	NATIONAL MAXIMUM LEGAL BAC LEVELS			PROPORTION OF ROAD TRAFFIC DEATHS THAT ARE ATTRIBUTABLE TO ALCOHOL (%)
		For the general population (g/dl)	For young or novice drivers (g/dl)	For professional or commercial drivers (g/dl)	
Yes	10	0.00	0.00	0.00	—
Yes	8	0.05	0.05	0.05	5.2
—	n/a	n/a	n/a	n/a	—
Yes	3	0.05	0.05	0.00	—
Yes	5	0.08	0.08	0.08	6.1
Yes	n/a	0.05	0.02	0.05	30.0
Yes	9	0.05	0.01	0.01	8.1
Yes	9	0.00	0.00	0.00	2.7
Yes	3	0.08	0.08	0.08	5.0
No	4	0.00	0.00	0.00	7.7
—	1	0.00	0.00	0.00	—
Yes	2	—	—	—	—
Yes	7	0.05	0.05	0.05	12.9
Yes	3	0.05	0.05	0.05	—
Yes	3	0.08	0.08	0.08	—
Yes	5	—	—	—	—
No	3	0.08	0.08	0.08	—
Yes	4	—	—	—	—
Yes	6	0.03	0.00	0.00	6.7
Yes	7	0.08	0.08	0.08	0.8
Yes	6	0.02	0.02	0.02	—
Yes	—	0.08	0.08	0.08	4.0
Yes	6	0.08	0.08	0.08	3.7
Yes	7	0.05	0.05	0.05	4.7
—	1	—	—	—	—
Yes	1	0.10	0.10	0.10	70.0
—	—	0.05	0.05	0.05	—
Yes	3	0.08	0.08	0.08	—
Yes	4	0.08	0.04	0.08	30.0
Yes	3	0.08	0.08	0.08	—
Yes	4	0.08	0.08	0.08	—
Yes	0	0.08	0.08	0.08	—
Yes	3	0.05	0.05	0.05	20.9
Yes	8	0.02	0.02	0.02	4.2
Yes	5	0.04	0.04	0.04	2.6
Yes	4	0.00	0.00	0.00	4.0
—	—	0.08	0.08	0.08	—
—	4	0.04	0.04	0.04	—
Yes	6	0.05	0.05	0.05	—
Yes	7	0.05	0.00	0.00	30.0
Yes	4	—	—	—	30.0
Yes	4	0.05	0.05	0.05	18.0
Yes	9	0.00	0.00	0.00	3.4
Yes	5	0.05	0.05	0.05	—

(Table A.3 continued)

COUNTRY/AREA	NATIONAL DRINK–DRIVING LAW	HOW DRINK–DRIVING IS DEFINED		
		Blood alcohol concentration (BAC)	Physician certificate	Breath content
Dominican Republic	Yes[c]	—	Yes	Yes
Ecuador	Yes	Yes	—	—
Egypt	Yes[c]	—	—	—
El Salvador	Yes	Yes	—	—
Eritrea	Yes	Yes	Yes	Yes
Estonia	Yes	Yes	Yes	Yes
Ethiopia	Yes[c]	—	—	—
Fiji	Yes	Yes	Yes	Yes
Finland	Yes	Yes	—	Yes
France	Yes	Yes	—	Yes
Gambia (the)	Yes[c]	—	—	—
Georgia	Yes	Yes	Yes	Yes
Germany	Yes	Yes	—	Yes
Ghana	Yes	Yes	Yes	Yes
Greece	Yes	Yes	—	Yes
Guatemala	Subnational	n/a	n/a	n/a
Guinea-Bissau	Yes[c]	—	Yes	—
Guyana	Yes	Yes	Yes	Yes
Honduras	Yes	Yes	—	—
Hungary	Yes	Yes	—	Yes
Iceland	Yes	Yes	—	Yes
India	Yes	Yes	—	—
Indonesia	No	n/a	n/a	n/a
Iran (Islamic Republic of)	Yes[a]	Yes	Yes	Yes
Iraq	Yes	Yes	—	—
Ireland	Yes	Yes	—	—
Israel	Yes	Yes	—	—
Italy	Yes	Yes	—	Yes
Jamaica	Yes	Yes	—	Yes
Japan	Yes	Yes	—	Yes
Jordan	Yes	Yes	Yes	Yes
Kazakhstan	Yes[c]	—	Yes	—
Kenya	Yes[c]	—	Yes	—
Kiribati	Yes	Yes	Yes	Yes
Kuwait	Yes[a]	Yes	Yes	—
Kyrgyzstan	Yes[c]	—	Yes	Yes
Lao People's Democratic Republic (the)	Yes	Yes	—	—
Latvia	Yes	Yes	—	—
Lebanon	Yes	Yes	—	—
Lesotho	Yes	Yes	Yes	Yes
Liberia	Yes	Yes	Yes	Yes
Libyan Arab Jamahiriya (the)	Yes[a]	Yes	—	—
Lithuania	Yes	Yes	—	—
Madagascar	Yes	Yes	—	Yes
Malawi	Yes	Yes	Yes	Yes
Malaysia	Yes	Yes	—	Yes
Maldives	No	n/a	n/a	n/a

RANDOM BREATH TESTING OR POLICE CHECK POINTS USED FOR ENFORCEMENT	EFFECTIVENESS OF OVERALL ENFORCEMENT (RESPONDENT CONSENSUS) (SCALE 0–10)	NATIONAL MAXIMUM LEGAL BAC LEVELS			PROPORTION OF ROAD TRAFFIC DEATHS THAT ARE ATTRIBUTABLE TO ALCOHOL (%)
		For the general population (g/dl)	For young or novice drivers (g/dl)	For professional or commercial drivers (g/dl)	
Yes	2	—	—	—	—
Yes	5	0.08	0.08	0.08	9.1
No	4	—	—	—	—
Yes	5	0.05	0.05	0.05	3.5
Yes	6	0.05	0.05	0.03	1.2
Yes	8	0.02	0.02	0.02	48.0
No	1	—	—	—	10.0
Yes	7	0.08	0.00	0.00	27.0
Yes	8	0.05	0.05	0.05	23.9
Yes	4	0.05	0.05	0.05	27.0
Yes	4	—	—	—	—
No	9	0.02	0.02	0.02	37.0
Yes	—	0.05	0.00	0.05	12.0
Yes	2	0.08	0.00	0.08	—
Yes	7	0.05	0.02	0.02	7.2
n/a	n/a	Subnational	Subnational	Subnational	—
No	3	—	—	—	—
Yes	—	0.08	0.08	0.08	—
Yes	4	0.07	0.07	0.07	8.0
Yes	5	0.00	0.00	0.00	12.0
Yes	7	0.05	0.05	0.05	20.0
Yes	3	0.03	0.03	0.03	—
n/a	n/a	n/a	n/a	n/a	—
Yes	1	0.00	0.00	0.00	—
No	5	0.08	0.08	0.08	—
Yes	No consensus	0.08	0.08	0.08	37.0
Yes	6	0.05	0.05	0.05	7.5
Yes	7	0.05	0.05	0.05	No consensus
No	2	0.08	0.08	0.08	—
Yes	No consensus	0.03	0.03	0.03	8.3
—	3	0.08	0.08	0.08	—
Yes	10	—	—	—	3.2
No	2	—	—	—	—
Yes	2	0.08	0.08	0.08	30.0
Yes	9	0.00	0.00	0.00	—
Yes	4	—	—	—	—
Yes	3	0.08	0.08	0.08	48.0
Yes	7	0.05	0.02	0.05	20.6
Yes	1	0.05	0.05	0.05	—
Yes	5	0.10	0.10	0.10	—
Yes	3	0.05	0.05	0.05	—
No	5	0.00	0.00	0.00	2.0
Yes	6	0.04	0.02	0.02	11.7
Yes	5	0.08	0.08	0.08	—
Yes	4	0.08	0.08	0.08	—
Yes	6	0.08	0.08	0.08	—
—	n/a	n/a	n/a	n/a	—

(Table A.3 continued)

COUNTRY/AREA	NATIONAL DRINK–DRIVING LAW	HOW DRINK–DRIVING IS DEFINED		
		Blood alcohol concentration (BAC)	Physician certificate	Breath content
Mali	Yes[c]	—	Yes	Yes
Malta	Yes	Yes	—	Yes
Marshall Islands (the)	Yes[c]	—	—	—
Mauritania	Yes[a]	—	—	—
Mauritius	Yes	Yes	—	Yes
Mexico	Yes	Yes	Yes	Yes
Micronesia (Federated States of)	Subnational	n/a	n/a	n/a
Mongolia	Yes	Yes	—	Yes
Montenegro	Yes	Yes	Yes	Yes
Morocco	No[a]	n/a	n/a	n/a
Mozambique	Yes	Yes	—	Yes
Myanmar	Yes	Yes	—	Yes
Namibia	Yes	Yes	—	Yes
Nauru	Yes	Yes	—	—
Nepal	Yes[c]	—	—	—
Netherlands (the)	Yes	Yes	—	Yes
New Zealand	Yes	Yes	—	Yes
Nicaragua	Yes	Yes	—	Yes
Niger (the)	Yes[c]	—	—	—
Nigeria	Yes	Yes	Yes	Yes
Norway	Yes	Yes	—	Yes
Oman	Yes	Yes	Yes	Yes
Pakistan	Yes[a]	—	Yes	—
Palau	Yes	Yes	—	Yes
Panama	Yes	Yes	Yes	Yes
Papua New Guinea	Yes	Yes	—	Yes
Paraguay	Subnational	n/a	n/a	n/a
Peru	Yes	Yes	—	—
Philippines (the)	No	n/a	n/a	n/a
Poland	Yes	Yes	—	Yes
Portugal	Yes	Yes	—	—
Puerto Rico[f]	Yes	Yes	—	Yes
Qatar	Yes	Yes	—	—
Republic of Korea (the)	Yes	Yes	—	—
Republic of Moldova (the)	Yes	Yes	Yes	Yes
Romania	Yes	Yes	Yes	Yes
Russian Federation (the)	Yes	Yes	—	Yes
Rwanda	Yes	Yes	—	Yes
Saint Lucia	Yes	Yes	—	Yes
Saint Vincent and the Grenadines	Yes[c]	—	—	—
Samoa	Yes	Yes	Yes	—
San Marino	Yes	Yes	—	—
Sao Tome and Principe	No	n/a	n/a	n/a
Saudi Arabia	Yes	Yes	Yes	—
Senegal	Yes	Yes	—	—
Serbia	Yes	Yes	Yes	Yes
Seychelles	Yes	Yes	Yes	Yes

RANDOM BREATH TESTING OR POLICE CHECK POINTS USED FOR ENFORCEMENT	EFFECTIVENESS OF OVERALL ENFORCEMENT (RESPONDENT CONSENSUS) (SCALE 0–10)	NATIONAL MAXIMUM LEGAL BAC LEVELS			PROPORTION OF ROAD TRAFFIC DEATHS THAT ARE ATTRIBUTABLE TO ALCOHOL (%)
		For the general population (g/dl)	For young or novice drivers (g/dl)	For professional or commercial drivers (g/dl)	
Yes	3	—	—	—	—
No	4	0.08	0.08	0.08	—
Yes	6	—	—	—	70.0
—	5	0.00	0.00	0.00	—
Yes	5	0.05	0.05	0.05	24.3
Yes	3	Subnational	Subnational	Subnational	—
n/a	n/a	Subnational	Subnational	Subnational	90.0
Yes	6	0.05	0.05	0.05	3.7
Yes	6	0.05	0.05	0.00	—
—	n/a	n/a	n/a	n/a	3.0
Yes	7	0.06	0.06	0.06	—
Yes	5	0.07	0.07	0.07	—
Yes	5	0.08	0.08	0.08	—
Yes	—	0.05	0.05	0.05	—
Yes	6	—	—	—	—
Yes	No consensus	0.05	0.02	0.05	25.0
Yes	6	0.08	0.03	0.08	31.0
Yes	3	0.05	0.05	0.05	12.0
No	3	—	—	—	1.0
Yes	2	0.05	0.05	0.05	<10.0
Yes	4	0.02	0.02	0.02	20.0–30.0
Yes	4	0.08	0.08	0.08	—
Yes	4	0.00	0.00	0.00	—
Yes	4	0.10	0.00	0.00	100.0[e]
Yes	6	0.01	0.01	0.01	—
Yes	5	—	—	—	66.0
n/a	3	Subnational	Subnational	Subnational	—
Yes	2	0.05	0.05	0.05	10.8
n/a	n/a	n/a	n/a	n/a	—
Yes	7	0.02	0.02	0.02	14.0
Yes	8	0.05	0.05	0.05	31.4
Yes	—	0.08	0.00	0.02	41.7
No	6	0.00	0.00	0.00	—
Yes	7	0.05	0.05	0.05	16.1
Yes	2	0.05	0.05	0.05	17.0
Yes	8	0.00	0.00	0.00	1.5
Yes	6	0.03	0.03	0.03	9.7
Yes	8	0.08	0.08	0.08	—
Yes	1	0.08	0.08	0.08	—
—	—	—	—	—	—
Yes	1	—	—	—	50.0
Yes	6	0.05	0.05	0.05	—
n/a	n/a	n/a	n/a	n/a	—
No	7	0.00	0.00	0.00	—
Yes	0	—	—	—	—
Yes	7	0.05	0.05	0.00	6.0
Yes	3	0.08	0.08	0.08	80.0

(Table A.3 continued)

COUNTRY/AREA	NATIONAL DRINK–DRIVING LAW	HOW DRINK–DRIVING IS DEFINED		
		Blood alcohol concentration (BAC)	Physician certificate	Breath content
Sierra Leone	Yes	Yes	—	Yes
Singapore	Yes	Yes	—	Yes
Slovakia	Yes	Yes	—	Yes
Slovenia	Yes	Yes	—	Yes
Solomon Islands	Yes[c]	—	—	—
South Africa	Yes	Yes	Yes	Yes
Spain	Yes	Yes	—	Yes
Sri Lanka	Yes	Yes	Yes	Yes
Sudan (the)	Yes[a]	—	Yes	Yes
Suriname	Yes	Yes	Yes	Yes
Swaziland	Yes	Yes	Yes	Yes
Sweden	Yes	Yes	—	Yes
Switzerland	Yes	Yes	—	—
Syrian Arab Republic (the)	Yes	Yes	—	Yes
Tajikistan	Yes	Yes	Yes	Yes
Thailand	Yes	Yes	—	—
The former Yugoslav Republic of Macedonia	Yes	Yes	—	—
Timor-Leste	Yes	Yes	—	Yes
Togo	No	n/a	n/a	n/a
Tonga	Yes[c]	—	Yes	—
Trinidad and Tobago	Yes	Yes	Yes	—
Tunisia	Yes	Yes	—	—
Turkey	Yes	Yes	—	Yes
Turkmenistan	Yes	Yes	Yes	Yes
Tuvalu	Yes[c]	—	—	—
Uganda	Yes	Yes	—	Yes
Ukraine	Yes	Yes	—	Yes
United Arab Emirates (the)	Yes	Yes	Yes	—
United Kingdom (the)	Yes	Yes	—	—
United Republic of Tanzania (the)	Yes	Yes	Yes	Yes
United States of America (the)	Subnational[b]	Yes	—	—
Uruguay	Yes	Yes	—	—
Uzbekistan	Yes	Yes	Yes	Yes
Vanuatu	Yes[c]	—	—	—
Venezuela (Bolivarian Republic of)	Yes	Yes	—	Yes
Viet Nam	Yes	Yes	—	Yes
West Bank and Gaza Strip[d]	Yes	Yes	Yes	—
Yemen	Yes[a]	—	Yes	—
Zambia	Yes	Yes	Yes	Yes
Zimbabwe	Yes	Yes	—	Yes

[a] Alcohol is prohibited.
[b] Laws set subnationally, but they all have the same limits.
[c] Not defined by BAC or no standardized definition.
[d] Non-member area.
[e] Refers to only 3 deaths.
[f] Associate WHO Member State.
— Data not available.
n/a Data not applicable.

RANDOM BREATH TESTING OR POLICE CHECK POINTS USED FOR ENFORCEMENT	EFFECTIVENESS OF OVERALL ENFORCEMENT (RESPONDENT CONSENSUS) (SCALE 0–10)	NATIONAL MAXIMUM LEGAL BAC LEVELS			PROPORTION OF ROAD TRAFFIC DEATHS THAT ARE ATTRIBUTABLE TO ALCOHOL (%)
		For the general population (g/dl)	For young or novice drivers (g/dl)	For professional or commercial drivers (g/dl)	
Yes	2	0.08	0.08	0.08	—
Yes	8	0.08	0.08	0.08	7.0
Yes	9	0.00	0.00	0.00	4.3
Yes	6	0.05	0.00	0.00	38.4
Yes	3	—	—	—	55.0
Yes	2	0.05	0.05	0.02	60.0
Yes	7	0.05	0.03	0.03	—
Yes	6	0.08	0.08	0.08	—
No	10	0.00	0.00	0.00	—
Yes	4	0.05	0.05	0.05	—
Yes	6	0.05	0.05	0.05	3.0
Yes	6	0.02	0.02	0.02	20.0
Yes	6	0.05	0.05	0.05	16.0
No	8	0.05	0.05	0.05	—
Yes	9	0.03	0.03	0.03	5.0
Yes	5	0.05	0.05	0.05	4.0
Yes	6	0.05	0.00	0.00	4.6
Yes	0	0.05	0.05	0.05	—
n/a	n/a	n/a	n/a	n/a	—
Yes	5	—	—	—	25.0
Yes	2	0.08	0.08	0.08	—
Yes	3	0.05	0.05	0.05	0.7
Yes	9	0.05	0.05	0.00	2.0
Yes	10	0.05	0.05	0.05	7.4
Yes	6	—	—	—	—
Yes	3	0.08	0.08	0.00	—
Yes	—	0.00	0.00	0.00	—
Yes	8	0.10	0.10	0.10	—
Yes	No consensus	0.08	0.08	0.08	17.0
Yes	2	0.08	0.08	0.00	1.8
Yes	—	0.08	0.02	0.04	32.0
Yes	1	0.08	0.08	0.08	38.0
Yes	9	—	—	—	—
Yes	6	—	—	—	—
Yes	7	0.08	0.08	0.08	—
Yes	3	0.08	0.08	0.08	34.0
No	1	0.05	0.05	0.05	—
—	—	0.00	0.00	0.00	—
Yes	1	0.08	0.08	0.08	50.0
Yes	3	0.08	0.08	0.08	0.2

Table A.4: Seat-belt and child restraint laws, enforcement and wearing rates by country/area

	SEAT-BELTS		
COUNTRY/AREA	There is a national seat-belt law	The law applies to all occupants	Enforcement is applied to the following occupants
Afghanistan	No	n/a	n/a
Albania	Yes	Yes	All occupants
Angola	No	n/a	n/a
Argentina	Yes	Yes	All occupants
Armenia	Yes	Yes	All occupants
Australia	Subnational	Yes	All occupants
Austria	Yes	Yes	All occupants
Azerbaijan	Yes	Yes	All occupants
Bahamas (the)	Yes	Yes	All occupants
Bahrain	Yes	No	Front seat occupants only
Bangladesh	No	n/a	n/a
Barbados	Yes	Yes	All occupants
Belarus	Yes	Yes	—
Belgium	Yes	Yes	All occupants
Belize	Yes	No	Front seat occupants only
Benin	Subnational	n/a	n/a
Bhutan	Yes	Yes	All occupants
Bolivia (Plurinational State of)	No	n/a	n/a
Bosnia and Herzegovina	Yes	Yes	All occupants
Botswana	Yes	No	Front seat occupants only
Brazil	Yes	Yes	All occupants
British Virgin Islands[a]	Yes	Yes	All occupants
Brunei Darussalam	Yes	No	Front seat occupants only
Bulgaria	Yes	Yes	All occupants
Burkina Faso	No	n/a	n/a
Burundi	Subnational	n/a	n/a
Cambodia	Yes	No	—
Cameroon	Yes	No	Front seat occupants only
Canada	Subnational	Yes	All occupants
Cape Verde	Yes	No	Front seat occupants only
Central African Republic (the)	Yes	No	Front seat occupants only
Chad	Yes	Yes	All occupants
Chile	Yes	Yes	All occupants
China	Yes	Yes	All occupants
Colombia	Yes	Yes	All occupants
Comoros (the)	No	n/a	n/a
Congo (the)	Yes	No	Front seat occupants only
Cook Islands	No	n/a	n/a
Costa Rica	Yes	Yes	All occupants
Croatia	Yes	Yes	All occupants
Cuba	Yes	No	Front seat occupants only
Cyprus	Yes	Yes	All occupants
Czech Republic (the)	Yes	Yes	All occupants
Democratic Republic of the Congo (the)	Yes	No	Front seat occupants only

SEAT-BELTS		CHILD RESTRAINTS	
Effectiveness of seat-belt law enforcement (Respondent consensus) (Scale 0–10)	National seat-belt wearing rate	There is a national child restraint law	Effectiveness of child restraint law enforcement (Respondent consensus) (Scale 0–10)
n/a	—	No	n/a
9	30% front seats	Yes	8
n/a	—	No	n/a
3	48%	No	n/a
3	—	Yes	5
n/a	97% front seats, 92% rear seats	Subnational	n/a
7	89% front seats, 49% rear seats	Yes	9
9	—	Yes	9
0	—	Yes	0
4	22%	No	n/a
n/a	—	No	n/a
8	—	Yes	7
7	—	Yes	6
3	79% drivers, 46% rear seats	Yes	6
4	—	No	n/a
n/a	—	No	n/a
4	—	No	n/a
n/a	—	No	n/a
7	—	Yes	5
7	74% drivers, 79% rear seats	No	n/a
6	88% front seats, 11% rear seats	Yes	4
7	80%	Yes	5
7	70% front seats	Yes	4
8	—	Yes	4
n/a	—	No	n/a
8	95% front seats, 0% rear seats	No	n/a
1	0%	Yes	0
3	—	No	n/a
7	93% front seats, 87% rear seats	Subnational	8
8	80%	Yes	6
3	—	Subnational	n/a
1	1% front seats, <1% rear seats	No	n/a
5	50% front seats, 42% rear seats	Yes	4
No consensus	50%[b]	No	n/a
7	82%	Yes	3
n/a	—	No	n/a
3	—	No	n/a
n/a	—	No	n/a
7	82%	Yes	6
7	45%	Yes	5
8	70% front seats	No	n/a
7	81% front seats, 9% rear seats	Yes	3
8	90% front seats, 80% rear seats	Yes	7
7	80% front seats, 40% rear seats	No	n/a

(Table A.4 continued)

COUNTRY/AREA	SEAT-BELTS		
	There is a national seat-belt law	The law applies to all occupants	Enforcement is applied to the following occupants
Dominican Republic	Yes	No	Driver only
Ecuador	Yes	Yes	Front seat occupants only
Egypt	Yes	No	Front seat occupants only
El Salvador	Yes	No	Driver only
Eritrea	Yes	Yes	All occupants
Estonia	Yes	Yes	All occupants
Ethiopia	Subnational	n/a	n/a
Fiji	Yes	Yes	All occupants
Finland	Yes	Yes	All occupants
France	Yes	Yes	All occupants
Gambia (the)	Yes	Yes	All occupants
Georgia	Yes	No	Front seat occupants only
Germany	Yes	Yes	All occupants
Ghana	Yes	Yes	All occupants
Greece	Yes	Yes	All occupants
Guatemala	Yes	No	Front seat occupants only
Guinea-Bissau	No	n/a	n/a
Guyana	Yes	No	Front seat occupants only
Honduras	Yes	Yes	Front seat occupants only
Hungary	Yes	Yes	All occupants
Iceland	Yes	Yes	All occupants
India	Yes	Yes	Front seat occupants only
Indonesia	Yes	No	Front seat occupants only
Iran (Islamic Republic of)	Yes	Yes	Front seat occupants only
Iraq	Yes	Yes	Front seat occupants only
Ireland	Yes	Yes	All occupants
Israel	Yes	Yes	All occupants
Italy	Yes	Yes	All occupants
Jamaica	Yes	Yes	All occupants
Japan	Yes	Yes	All occupants
Jordan	Yes	No	Front seat occupants only
Kazakhstan	Yes	Yes	Driver only
Kenya	Yes	Yes	—
Kiribati	Yes	Yes	Driver only
Kuwait	Yes	No	Front seat occupants only
Kyrgyzstan	Yes	No	Front seat occupants only
Lao People's Democratic Republic (the)	Yes	Yes	Not yet enforced
Latvia	Yes	Yes	All occupants
Lebanon	Yes	No	Front seat occupants only
Lesotho	Yes	No	Front seat occupants only
Liberia	No[d]	No	Front seat occupants only
Libyan Arab Jamahiriya (the)	Yes	Yes	All occupants
Lithuania	Yes	Yes	All occupants
Madagascar	Yes	No	Front seat occupants only
Malawi	Yes	No	Front seat occupants only
Malaysia	Yes	No	Front seat occupants only
Maldives	No	n/a	n/a

SEAT-BELTS		CHILD RESTRAINTS	
Effectiveness of seat-belt law enforcement (Respondent consensus) (Scale 0–10)	National seat-belt wearing rate	There is a national child restraint law	Effectiveness of child restraint law enforcement (Respondent consensus) (Scale 0–10)
6	55%–60% front seats	No	n/a
3	30% front seats, 10% rear seats	No	n/a
7	70% driver only	No	n/a
7	—	Yes	0
9	—	Yes	2
7	90% front seats, 68% rear seats	Yes	8
n/a	20%	No	n/a
9	95% front seats, 70% rear seats	Yes	5
7	89% front seats, 80% rear seats	Yes	7
8	98% front seats, 83% rear seats	Yes	5
4	—	No	n/a
8	—	Yes	7
—	95%–96% front seats, 88% rear seats	Yes	—
2	—	Yes	0
7	75% front seats, 42% rear seats	Yes	6
5	—	No	n/a
n/a	—	No	n/a
7	—	Yes	0
7	80% front seats, 10% rear seats	No	n/a
4	71% front seats, 40% rear seats	Yes	4
8	88% front seats, 68% rear seats	Yes	8
2	—	No	n/a
7	85%[c]	No	n/a
8	75%–80%	No	n/a
8	—	No	n/a
No consensus	86% front seats, 63% rear seats	Yes	No consensus
8	88%–94% front seats, 45% rear seats	Yes	5
7	65% front seats, 10% rear seats	Yes	7
5	69% drivers, 62% front passengers	Yes	4
No consensus	91%–96% front seats, 9%–14% rear seats	Yes	No consensus
5	65% drivers, 10% front passenger	No	n/a
7	—	Yes	7
3	—	No	n/a
1	—	Yes	0
3	—	No	n/a
5	—	No	n/a
—	—	No	n/a
7	77% front seats, 32% rear seats	Yes	6
4	15%	No	n/a
5	—	No	n/a
5	—	No	n/a
4	5%	No	n/a
6	—	Yes	5
6	—	No	n/a
6	45%	No	n/a
6	70%	No	n/a
n/a	—	No	n/a

(Table A.4 continued)

COUNTRY/AREA	SEAT-BELTS		
	There is a national seat-belt law	The law applies to all occupants	Enforcement is applied to the following occupants
Mali	Yes	Yes	All occupants
Malta	Yes	Yes	All occupants
Marshall Islands (the)	No	n/a	n/a
Mauritania	Yes	Yes	All occupants
Mauritius	Yes	Yes	Front seat occupants only
Mexico	Yes	Yes	All occupants
Micronesia (Federated States of)	No	n/a	n/a
Mongolia	Yes	Yes	Front seat occupants only
Montenegro	Yes	Yes	All occupants
Morocco	Yes	Yes	Driver only
Mozambique	Yes	No	Front seat occupants only
Myanmar	—	—	—
Namibia	Yes	Yes	All occupants
Nauru	No	n/a	n/a
Nepal	Yes	No	Front seat occupants only
Netherlands (the)	Yes	Yes	All occupants
New Zealand	Yes	Yes	All occupants
Nicaragua	Yes	No	Front seat occupants only
Niger (the)	No	n/a	n/a
Nigeria	Yes	Yes	Front seat occupants only
Norway	Yes	Yes	All occupants
Oman	Yes	No	Front seat occupants only
Pakistan	Yes	No	Driver only
Palau	No	n/a	n/a
Panama	Yes	Yes	All occupants
Papua New Guinea	Yes	Yes	All occupants
Paraguay	Yes	Yes	Front seat occupants only
Peru	Yes	Yes	All occupants
Philippines (the)	Yes	Yes	All occupants
Poland	Yes	Yes	All occupants
Portugal	Yes	Yes	All occupants
Puerto Rico[g]	Yes	Yes	All occupants
Qatar	Yes	No	Front seat occupants only
Republic of Korea (the)	Yes	Yes	Front seat occupants only
Republic of Moldova (the)	Yes	Yes	All occupants
Romania	Yes	Yes	All occupants
Russian Federation (the)	Yes	Yes	All occupants
Rwanda	Yes	Yes	All occupants
Saint Lucia	Yes	No	Front seat occupants only
Saint Vincent and the Grenadines	Yes	No	Front seat occupants only
Samoa	Yes	No	Front seat occupants only
San Marino	Yes	Yes	All occupants
Sao Tome and Principe	No	n/a	n/a
Saudi Arabia	Yes	Yes	All occupants
Senegal	Yes	No	Front seat occupants only
Serbia	Yes	Yes	Front seat occupants only
Seychelles	Yes	No	Front seat occupants only

SEAT-BELTS		CHILD RESTRAINTS	
Effectiveness of seat-belt law enforcement (Respondent consensus) (Scale 0–10)	National seat-belt wearing rate	There is a national child restraint law	Effectiveness of child restraint law enforcement (Respondent consensus) (Scale 0–10)
5	—	Yes	2
8	96% front seats, 21% rear seats	Yes	6
n/a	5% front seats, 0% rear seats	No	n/a
1	—	Yes	1
8	94% front seats, 10% rear seats	No	n/a
5	—	Yes	1
n/a	100% front seats, 0% rear seats	No	n/a
7	70%–80% drviers	Yes	2
6	—	No	n/a
8	75% front seats, 19% rear seats	No	n/a
—	—	No	n/a
—	—	—	—
6	55% front seats, 1% rear seats	Yes	2
n/a	—	No	n/a
4	—	No	n/a
No consensus	94% front seats, 73% rear seats	Yes	No consensus
9	95% front seats, 87% rear seats	Yes	8
5	—	Yes	3
n/a	—	No	n/a
6	70% front seats	No	n/a
6	93% front seats, 85% rear seats	Yes	9
9	95% front seats, 1% rear seats	No	n/a
3	—	No	n/a
n/a	—	No	n/a
7	—	Yes	3
6	—	No	n/a
5	31% front passengers[e]	No	n/a
7	85% front seats, 25% rear seats	No	n/a
3	52% drivers only	No	n/a
7	74% front seats, 45% rear seats	Yes	6
9	86%[f] front seats, 28%[f] rear seats	Yes	8
—	93%	Yes	No consensus
7	50% front seats	No	n/a
8	77% front seats	Yes	2
No consensus	—	No	n/a
5	80% front seats, 20% rear seats	Yes	3
7	33% front seats	Yes	8
9	80%	No	n/a
7	—	No	n/a
9	90%	Yes	6
3	—	Yes	1
6	—	Yes	6
n/a	<1%	No	n/a
5	—	Yes	2
6	—	No	n/a
4	50%–60% front seats, 4%–5% rear seats	Subnational	n/a
8	65%	No	n/a

(Table A.4 continued)

COUNTRY/AREA	SEAT-BELTS		
	There is a national seat-belt law	The law applies to all occupants	Enforcement is applied to the following occupants
Sierra Leone	Yes	Yes[h]	All occupants[h]
Singapore	Yes	Yes	All occupants
Slovakia	Yes	Yes	All occupants
Slovenia	Yes	Yes	All occupants
Solomon Islands	No	n/a	n/a
South Africa	Yes	Yes	Driver only
Spain	Yes	Yes	All occupants
Sri Lanka	No	n/a	n/a
Sudan (the)	Yes	No	Front seat occupants only
Suriname	Yes	Yes	All occupants
Swaziland	Yes	Yes	All occupants
Sweden	Yes	Yes	All occupants
Switzerland	Yes	Yes	All occupants
Syrian Arab Republic (the)	Yes	No	Front seat occupants only
Tajikistan	Yes	Yes	All occupants
Thailand	Yes	No	Front seat occupants only
The former Yugoslav Republic of Macedonia	Yes	No	Front seat occupants only
Timor-Leste	Yes	Yes	All occupants
Togo	No	n/a	n/a
Tonga	No	n/a	n/a
Trinidad and Tobago	Yes	No	Front seat occupants only
Tunisia	Yes	No	Front seat occupants only
Turkey	Yes	Yes	All occupants
Turkmenistan	Yes	No	Front seat occupants only
Tuvalu	No	n/a	n/a
Uganda	Yes	Yes	All occupants
Ukraine	Yes	No	Front seat occupants only
United Arab Emirates (the)	Yes	No	Front seat occupants only
United Kingdom (the)	Yes	Yes	All occupants
United Republic of Tanzania (the)	Yes	No	Driver only
United States of America (the)	Subnational	n/a	n/a
Uruguay	Yes	Yes	All occupants
Uzbekistan	Yes	Yes	All occupants
Vanuatu	Yes	No	—
Venezuela (Bolivarian Republic of)	Yes	Yes	Driver only
Viet Nam	Yes	No	Front seat occupants only
West Bank and Gaza Strip[a]	Yes	Yes	All occupants
Yemen	No	n/a	n/a
Zambia	Yes	Yes	Front seat occupants only
Zimbabwe	Yes	No	Front seat occupants only

[a] Non-member area.
[b] Guangzhou and Nanning cities only.
[c] Jakarta only.
[d] No law but national regulations apply.
[e] Asunción only.
[f] On urban roads only.
[g] Associate WHO Member State.
[h] Over the age of 18 years.
— Data not available.
n/a Data not applicable.

SEAT-BELTS		CHILD RESTRAINTS	
Effectiveness of seat-belt law enforcement (Respondent consensus) (Scale 0–10)	National seat-belt wearing rate	There is a national child restraint law	Effectiveness of child restraint law enforcement (Respondent consensus) (Scale 0–10)
1	—	Yes	1
8	50%	Yes	7
8	—	Yes	9
7	85% front seats, 51% rear seats	Yes	6
n/a	—	No	n/a
2	50% front seats, 8% rear seats	Yes	2
8	89% front seats, 69% rear seats	Yes	7
n/a	—	No	n/a
7	—	No	n/a
7	70% front seats, 30% rear seats	Yes	3
7	—	No	n/a
3	96% front seats, 90% rear seats	Yes	2
7	86% front seats, 61% rear seats	Yes	8
9	81% front seats	No	n/a
3	—	Yes	1
5	56% front seats, 3% rear seats	No	n/a
6	16%	No	n/a
0	5%–10% front seats, ≤1% rear seats	Yes	0
0	0%	No	n/a
n/a	<1%	No	n/a
6	—	Yes	6
2	—	No	n/a
8	70%	Yes	7
7	—	No	n/a
n/a	0%	No	n/a
2	—	Subnational	n/a
—	—	No	n/a
7	61% front seats	No	n/a
No consensus	91% front seats, 84%–90% rear seats	Yes	No consensus
3	30% front seats, 5% rear seats	No	n/a
n/a	82% front seats, 76% rear seats	Subnational	n/a
3	—	Yes	1
10	—	—	—
1	—	No	n/a
6	—	Yes	5
3	—	No	n/a
3	—	Yes	1
n/a	—	No	n/a
5	—	No	n/a
8	—	No	n/a

Table A.5: 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	LEGISLATION DIFFERS BY VEHICLE TYPE	MAXIMUM SPEED		EFFECTIVENESS OF OVERALL ENFORCEMENT (RESPONDENT CONSENSUS) (SCALE 0–10)
				On urban roads (km/h)	On rural roads (km/h)	
Afghanistan	Yes	Yes	Yes	50	90	10
Albania	Yes	Yes	Yes	40	80	9
Angola	Yes	Yes	Yes	60	90	5
Argentina	Yes	Yes	Yes	40–60	110	3
Armenia	Yes	Yes	Yes	60	60	5
Australia	Subnational	Yes	Yes	50	100	Subnational
Austria	Yes	Yes	Yes	50	100	7
Azerbaijan	Yes	Yes	Yes	60	90	9
Bahamas (the)	Yes	No	Yes	48	72	5
Bahrain	Yes	No	Yes	50	80	4
Bangladesh	Yes	No	Yes	25	40	0
Barbados	Yes	No	Yes	60	60	5
Belarus	Yes	No	Yes	60	—	6
Belgium	Yes	Yes	Yes	50	90	5
Belize	Yes	No	Yes	40	—	1
Benin	Yes	No	No	50	—	2
Bhutan	Yes	No	Yes	30	50	3
Bolivia (Plurinational State of)	Yes	No	No	40	80	3
Bosnia and Herzegovina	Yes	Yes	Yes	60	—	6
Botswana	Yes	Yes	Yes	60	120	8
Brazil	Yes	Yes	Yes	60–80	60	6
British Virgin Islands[a]	Yes	No	No	32	64	6
Brunei Darussalam	Yes	No	Yes	80	65	7
Bulgaria	Yes	Yes	Yes	50	90	6
Burkina Faso	Yes	Yes	Yes	50	—	3
Burundi	Yes	No	Yes	60	90	5
Cambodia	Yes	No	Yes	40	90	1
Cameroon	Yes	Yes	Yes	60	60	4
Canada	Subnational	Yes	No	70	80	5
Cape Verde	Yes	Yes	Yes	50	90	7
Central African Republic (the)	Yes	Yes	Yes	40–60	60–90	4
Chad	Yes	No	No	50	80	2
Chile	Yes	Yes	Yes	60	100	5
China	Yes	Yes	Yes	30–50	40–70	8
Colombia	Yes	No	No	60	80	4
Comoros (the)	Yes	No	No	30	70	3
Congo (the)	Yes	Yes	Yes	40–60	50–110	3
Cook Islands	Yes	No	No	50	50	4
Costa Rica	Yes	No	No	40	40	6
Croatia	Yes	Yes	Yes	50	90	6
Cuba	Yes	No	Yes	50	90	5
Cyprus	Yes	Yes	No	50	80	6
Czech Republic (the)	Yes	Yes	Yes	50	90	5
Democratic Republic of the Congo (the)	Yes	Yes	Yes	60	90	5

COUNTRY/AREA	SPEED LIMITS ARE SET AT A NATIONAL LEVEL	SPEED LIMITS ARE MODIFIABLE AT A LOCAL LEVEL	LEGISLATION DIFFERS BY VEHICLE TYPE	MAXIMUM SPEED		EFFECTIVENESS OF OVERALL ENFORCEMENT (RESPONDENT CONSENSUS) (SCALE 0–10)
				On urban roads (km/h)	On rural roads (km/h)	
Dominican Republic	Yes	No	No	35	60	2
Ecuador	Yes	No	Yes	50	100	3
Egypt	Yes	No	Yes	60	60	7
El Salvador	Yes	No	Yes	50	—	4
Eritrea	Yes	No	Yes	60	35	7
Estonia	Yes	Yes	No	50	90	6
Ethiopia	Yes	Yes	Yes	60	70	2
Fiji	Yes	No	Yes	50	60	7
Finland	Yes	Yes	Yes	50	80	7
France	Yes	Yes	Yes	50	90	7
Gambia (the)	Yes	No	No	50	30	3
Georgia	Yes	Yes	Yes	60	60	8
Germany	Yes	No	Yes	50	100	—
Ghana	Yes	No	No	50	80	2
Greece	Yes	Yes	Yes	50	90	6
Guatemala	Yes	Yes	Yes	10–90	40–80	3
Guinea-Bissau	Yes	Yes	Yes	60	60	4
Guyana	Yes	No	No	48	64	4
Honduras	Yes	Yes	No	40	—	3
Hungary	Yes	Yes	Yes	50	90	4
Iceland	Yes	Yes	Yes	50	80–90	7
India	Subnational	Yes	Yes	—	—	4
Indonesia	Yes	Yes	Yes	70	100	3
Iran (Islamic Republic of)	Yes	No	Yes	50	60	6
Iraq	Yes	No	Yes	100	—	5
Ireland	Yes	Yes	Yes	50	80	No consensus
Israel	Yes	Yes	Yes	50	80–90	5
Italy	Yes	Yes	Yes	50	90	7
Jamaica	Yes	No	Yes	50	—	3
Japan	Yes	Yes	Yes	n/a[b]	n/a[b]	No consensus
Jordan	Yes	Yes	Yes	50–80	80–120	6
Kazakhstan	Yes	No	No	60	60	5
Kenya	Yes	Yes	Yes	50	100	4
Kiribati	Yes	No	No	40	60	6
Kuwait	Yes	Yes	Yes	45	80	6
Kyrgyzstan	Yes	Yes	—	60	60	7
Lao People's Democratic Republic (the)	Yes	No	Yes	40	50	5
Latvia	Yes	Yes	Yes	50	90	7
Lebanon	Yes	Yes	Yes	100	60	4
Lesotho	Yes	No	No	50	80	5
Liberia	Yes	No	No	40	72	2
Libyan Arab Jamahiriya (the)	Yes	No	Yes	50	70	3
Lithuania	Yes	Yes	Yes	50	90	6
Madagascar	Yes	Yes	Yes	50	—	—

(Table A.5 continued)

COUNTRY/AREA	SPEED LIMITS ARE SET AT A NATIONAL LEVEL	SPEED LIMITS ARE MODIFIABLE AT A LOCAL LEVEL	LEGISLATION DIFFERS BY VEHICLE TYPE	MAXIMUM SPEED		EFFECTIVENESS OF OVERALL ENFORCEMENT (RESPONDENT CONSENSUS) (SCALE 0–10)
				On urban roads (km/h)	On rural roads (km/h)	
Malawi	Yes	No	Yes	50	80	5
Malaysia	Yes	Yes	Yes	50	90	6
Maldives	Yes	No	Yes	30	30	5
Mali	Yes	Yes	Yes	50	—	4
Malta	Yes	No	Yes	50	80	5
Marshall Islands (the)	Yes	No	No	40	40	5
Mauritania	Yes	Yes	Yes	80	80	4
Mauritius	Yes	No	Yes	40–80	40–80	4
Mexico	Yes	Yes	Yes	40–80	60–90	4
Micronesia (Federated States of)	Subnational	No	No	32	40	6
Mongolia	Yes	Yes	Yes	60	80	4
Montenegro	Yes	Yes	Yes	50	80	6
Morocco	Yes	Yes	Yes	60	100	5
Mozambique	Yes	Yes	Yes	60	70	9
Myanmar	Yes	Yes	Yes	40	40	5
Namibia	Yes	Yes	Yes	60	100–120	4
Nauru	Yes	No	No	40	40	—
Nepal	Yes	No	Yes	40	—	5
Netherlands (the)	Yes	Yes	Yes	50	80	No consensus
New Zealand	Yes	Yes	Yes	50	100	7
Nicaragua	Yes	Yes	No	45	100	3
Niger (the)	Yes	Yes	Yes	50	90	2
Nigeria	Yes	Yes	Yes	50	50	4
Norway	Yes	Yes	Yes	50	80	6
Oman	Yes	No	Yes	120	120	6
Pakistan	Yes	Yes	Yes	70	—	4
Palau	Yes	No	No	40	50	5
Panama	Yes	No	Yes	80	—	7
Papua New Guinea	Yes	No	No	60	75	1
Paraguay	Yes	Yes	Yes	50	80	3
Peru	Yes	No	Yes	60	60	1
Philippines (the)	Yes	No	Yes	40	40	3
Poland	Yes	Yes	Yes	50	90	5
Portugal	Yes	Yes	Yes	50	90	8
Puerto Rico[c]	Yes	No	Yes	40	73	—
Qatar	Yes	No	No	100	60	7
Republic of Korea (the)	Yes	Yes	Yes	60	80	7
Republic of Moldova (the)	Yes	No	Yes	60	60	No consensus
Romania	Yes	Yes	Yes	50	50	5
Russian Federation (the)	Yes	Yes	Yes	60	60	6
Rwanda	Yes	Yes	Yes	30–40	50–60	9
Saint Lucia	Yes	No	Yes	32	64	0
Saint Vincent and the Grenadines	Yes	No	Yes	32	64	4
Samoa	Yes	No	No	40	56	6
San Marino	Yes	No	Yes	50	70	5
Sao Tome and Principe	Yes	No	Yes	30–40	40–50	3
Saudi Arabia	Yes	No	No	80	—	5

COUNTRY/AREA	SPEED LIMITS ARE SET AT A NATIONAL LEVEL	SPEED LIMITS ARE MODIFIABLE AT A LOCAL LEVEL	LEGISLATION DIFFERS BY VEHICLE TYPE	MAXIMUM SPEED		EFFECTIVENESS OF OVERALL ENFORCEMENT (RESPONDENT CONSENSUS) (SCALE 0–10)
				On urban roads (km/h)	On rural roads (km/h)	
Senegal	Yes	No	Yes	50	90	4
Serbia	Yes	Yes	Yes	60	80	4
Seychelles	Yes	No	No	40	65	3
Sierra Leone	Yes	No	No	70	100	6
Singapore	Yes	No	No	40–70	n/a	8
Slovakia	Yes	Yes	Yes	60	90	7
Slovenia	Yes	Yes	Yes	50	90	7
Solomon Islands	Yes	No	No	60	n/a	5
South Africa	Yes	Yes	Yes	60	100	3
Spain	Yes	Yes	Yes	50	90	8
Sri Lanka	Yes	No	Yes	50	70	5
Sudan (the)	Yes	Yes	Yes	50	—	7
Suriname	Yes	No	Yes	40	80	5
Swaziland	Yes	Yes	Yes	60	80	6
Sweden	Yes	Yes	Yes	50	70	5
Switzerland	Yes	Yes	Yes	50	80	7
Syrian Arab Republic (the)	Yes	Yes	Yes	45–60	45–60	8
Tajikistan	Yes	Yes	Yes	60	90	8
Thailand	Yes	Yes	Yes	80	90	2
The former Yugoslav Republic of Macedonia	Yes	No	Yes	60	80	4
Timor-Leste	Yes	No	Yes	50	90	0
Togo	Yes	No	No	40	60	4
Tonga	Yes	No	No	40	65	7
Trinidad and Tobago	Yes	No	Yes	50	50	3
Tunisia	Yes	Yes	Yes	50	50	5
Turkey	Yes	Yes	Yes	50	90	8
Turkmenistan	Yes	No	No	60	90	9
Tuvalu	Yes	No	No	64	—	6
Uganda	Yes	No	Yes	50	80	2
Ukraine	Yes	No	No	60	40	—
United Arab Emirates (the)	Yes	Yes	Yes	60	40	7
United Kingdom (the)	Yes	Yes	Yes	50	100	No consensus
United Republic of Tanzania (the)	Yes	No	Yes	50	—	3
United States of America (the)	Subnational	n/a	n/a	n/a	n/a	n/a
Uruguay	Yes	No	Yes	45–75	—	1
Uzbekistan	Yes	No	Yes	70	70	7
Vanuatu	Yes	Yes	Yes	35–60	n/a	3
Venezuela (Bolivarian Republic of)	Yes	No	Yes	40	—	4
Viet Nam	Yes	No	Yes	50	80	6
West Bank and Gaza Strip[a]	Yes	No	Yes	50	80	3
Yemen	Yes	Yes	Yes	—	—	3
Zambia	Yes	Yes	Yes	50	80	5
Zimbabwe	Yes	Yes	Yes	60	80	8

[a] Non-member area.
[b] Different road classification used.
[c] Associate WHO Member State.
— Data not available.
n/a Data not applicable.

Table A.6: 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		
		Drivers	Adult passengers	Child passengers
Afghanistan	No	n/a	n/a	n/a
Albania	Yes	Yes	Yes	Yes
Angola	Yes	Yes	Yes	Yes
Argentina	Yes	Yes	Yes	Yes
Armenia	Yes	Yes	Yes	Yes
Australia	Subnational	Yes	Yes	Yes
Austria	Yes	Yes	Yes	Yes
Azerbaijan	Yes	Yes	Yes	Yes
Bahamas (the)	Yes	Yes	Yes	Yes
Bahrain	Yes	Yes	Yes	Yes
Bangladesh	Yes	Yes	Yes	Yes
Barbados	Yes	Yes	Yes	Yes
Belarus	Yes	Yes	Yes	Yes
Belgium	Yes	Yes	Yes	Yes
Belize	Yes	Yes	Yes	Yes
Benin	Yes	Yes	Yes	Yes
Bhutan	Yes	Yes	Yes	Yes
Bolivia (Plurinational State of)	Yes[a]	Yes	Yes	Yes
Bosnia and Herzegovina	Yes	Yes	Yes	Yes
Botswana	Yes	Yes	Yes	Yes
Brazil	Yes	Yes	Yes	Yes
British Virgin Islands[b]	Yes	—	—	—
Brunei Darussalam	Yes	Yes	Yes	Yes
Bulgaria	Yes	Yes	Yes	Yes
Burkina Faso	Yes	Yes	Yes	Yes
Burundi	Yes	Yes	Yes	Yes
Cambodia	Yes	Yes	No	No
Cameroon	Yes	Yes	Yes	Yes
Canada	Subnational	Yes	Yes	Yes
Cape Verde	Yes	Yes	Yes	No
Central African Republic (the)	Yes	Yes	Yes	Yes
Chad	Yes	Yes	Yes	Yes
Chile	Yes	Yes	Yes	Yes
China	Yes	Yes	Yes	Yes
Colombia	Yes	Yes	Yes	Yes
Comoros (the)	No	n/a	n/a	n/a
Congo (the)	Yes	Yes	Yes	Yes
Cook Islands	No	n/a	n/a	n/a
Costa Rica	Yes	Yes	Yes	Yes
Croatia	Yes	Yes	Yes	Yes
Cuba	Yes	Yes	Yes	Yes
Cyprus	Yes	Yes	Yes	Yes
Czech Republic (the)	Yes	Yes	Yes	Yes
Democratic Republic of the Congo (the)	Yes	Yes	Yes	Yes

EXCEPTIONS TO LAW			EFFECTIVENESS OF OVERALL ENFORCEMENT (RESPONDENT CONSENSUS) (SCALE 0–10)	THERE ARE HELMET STANDARDS	ESTIMATED NATIONAL HELMET WEARING RATE (%)
There are exceptions to the helmet law	The helmet law applies to all road types	The helmet law applies to all engine types			
n/a	n/a	n/a	n/a	n/a	—
—	Yes	Yes	10	Yes	—
No	Yes	—	5	Yes	—
No	No	No	1	Yes	13
No	Yes	Yes	5	No	—
No	Yes	Yes	n/a	Yes	—
Yes	Yes	Yes	9	Yes	95
No	Yes	Yes	9	No	—
No	Yes	Yes	3	Yes	10–15
No	Yes	Yes	5	No	—
No	Yes	Yes	3	No	—
No	Yes	Yes	8	Yes	—
No	Yes	No	9	Yes	—
Yes	Yes	Yes	8	Yes	—
Yes	Yes	Yes	3	Yes	—
No	Yes	Yes	1	No	—
No	Yes	Yes	9	Yes	—
No	No	No	No consensus	No	—
No	Yes	Yes	6	No	—
No	Yes	Yes	9	Yes	—
No	Yes	Yes	7	Yes	—
No	Yes	Yes	3	No	—
No	Yes	Yes	9	Yes	98
No	Yes	Yes	7	Yes	—
No	Yes	Yes	1	Yes	—
No	Yes	Yes	5	No	—
Yes	Yes	Yes	2	No	21[c]
No	Yes	No	1	No	—
No	Yes	Yes	10	Yes	99
Yes	Yes	Yes	9	No	90
Yes	Yes	No	3	Yes	—
No	Yes	Yes	4	No	51
No	Yes	Yes	3	Yes	100[d]
No	Yes	Yes	No consensus	Yes	16[e]
—	Yes	Yes	6	Yes	70
n/a	n/a	n/a	n/a	n/a	—
No	Yes	Yes	4	Yes	—
n/a	n/a	n/a	n/a	n/a	—
No	Yes	Yes	6	No	—
No	Yes	Yes	6	No	—
No	Yes	Yes	8	No	95
Yes	Yes	Yes	5	Yes	68[a]
No	Yes	Yes	9	Yes	97[f]
No	Yes	Yes	7	No	—

(Table A.6 continued)

COUNTRY/AREA	THERE IS A NATIONAL HELMET LAW	THE LAW APPLIES TO THE FOLLOWING ROAD USERS		
		Drivers	Adult passengers	Child passengers
Dominican Republic	Yes	Yes	—	—
Ecuador	Yes	Yes	Yes	Yes
Egypt	Yes	Yes	No	No
El Salvador	Yes	Yes	Yes	Yes
Eritrea	Yes	Yes	Yes	Yes
Estonia	Yes	Yes	Yes	Yes
Ethiopia	Subnational	n/a	n/a	n/a
Fiji	Yes	Yes	Yes	Yes
Finland	Yes	Yes	Yes	Yes
France	Yes	Yes	Yes	Yes
Gambia (the)	Yes	Yes	Yes	Yes
Georgia	Yes	Yes	Yes	Yes
Germany	Yes	Yes	Yes	Yes
Ghana	Yes	Yes	Yes	Yes
Greece	Yes	Yes	Yes	Yes
Guatemala	Yes	Yes	Yes	Yes
Guinea-Bissau	No	n/a	n/a	n/a
Guyana	Yes	Yes	Yes	Yes
Honduras	Yes	Yes	Yes	Yes
Hungary	Yes	Yes	Yes	Yes
Iceland	Yes	Yes	Yes	Yes
India	Yes	Yes	Yes	Yes
Indonesia	Yes	Yes	Yes	Yes
Iran (Islamic Republic of)	Yes	Yes	Yes	Yes
Iraq	No	n/a	n/a	n/a
Ireland	Yes	Yes	Yes	Yes
Israel	Yes	Yes	Yes	Yes
Italy	Yes	Yes	Yes	Yes
Jamaica	Yes	Yes	Yes	Yes
Japan	Yes	Yes	Yes	Yes
Jordan	Yes	Yes	Yes	Yes
Kazakhstan	Yes	Yes	Yes	Yes
Kenya	No	n/a	n/a	n/a
Kiribati	No	n/a	n/a	n/a
Kuwait	Yes	Yes	Yes	Yes
Kyrgyzstan	Yes	Yes	Yes	Yes
Lao People's Democratic Republic (the)	Yes	Yes	Yes	Yes
Latvia	Yes	Yes	Yes	Yes
Lebanon	Yes	Yes	Yes	Yes
Lesotho	Yes	Yes	Yes	Yes
Liberia	No[i]	Yes	Yes	Yes
Libyan Arab Jamahiriya (the)	Yes	Yes	—	—
Lithuania	Yes	Yes	Yes	Yes
Madagascar	Yes	Yes	Yes	—
Malawi	Yes	Yes	Yes	Yes
Malaysia	Yes	Yes	Yes	Yes
Maldives	No	n/a	n/a	n/a

EXCEPTIONS TO LAW			EFFECTIVENESS OF OVERALL ENFORCEMENT (RESPONDENT CONSENSUS) (SCALE 0–10)	THERE ARE HELMET STANDARDS	ESTIMATED NATIONAL HELMET WEARING RATE (%)
There are exceptions to the helmet law	The helmet law applies to all road types	The helmet law applies to all engine types			
No	Yes	Yes	2	Yes	—
No	Yes	Yes	2	No	—
Yes	Yes	Yes	6	No	70%
No	Yes	Yes	6	No	—
Yes	Yes	Yes	9	No	—
No	Yes	Yes	9	Yes	—
n/a	n/a	n/a	n/a	n/a	60
No	Yes	Yes	10	Yes	90
Yes	Yes	Yes	9	Yes	95[f]
Yes	Yes	Yes	7	Yes	95
No	Yes	Yes	4	Yes	—
No	Yes	Yes	6	No	—
No	Yes	Yes	—	Yes	97[f]
No	Yes	Yes	3	Yes	—
Yes	Yes	Yes	7	Yes	58[f]
No	Yes	Yes	3	No	—
n/a	n/a	n/a	n/a	n/a	—
Yes	Yes	Yes	5	No	—
No	Yes	Yes	5	No	60
No	Yes	Yes	9	Yes	95
No	Yes	Yes	8	No	95
Yes	Yes	Yes	2	Yes	—
Yes	Yes	Yes	7	Yes	93[g]
No	Yes	Yes	6	Yes	13–15
n/a	n/a	n/a	n/a	n/a	—
No	Yes	Yes	No consensus	—	—
No	Yes	Yes	9	No	95
Yes	Yes	Yes	7	Yes	60
No	Yes	Yes	3	Yes	7[f]
No	Yes	Yes	No consensus	Yes	—
No	Yes	Yes	4	No	—
—	Yes	No	5	No	—
n/a	n/a	n/a	n/a	n/a	—
n/a	n/a	n/a	n/a	n/a	—
No	Yes	Yes	3	No	—
No	Yes	Yes	7	No	—
Yes	Yes	Yes	6	No	77[f]
No	Yes	Yes	6	No	93[h]
No	Yes	Yes	2	No	—
No	Yes	Yes	6	No	—
No	Yes	Yes	2	No	—
Yes	Yes	No	7	No	—
No	Yes	Yes	6	No	—
No	Yes	Yes	6	Yes	—
No	Yes	Yes	7	Yes	—
Yes	Yes	Yes	6	Yes	90[f]
n/a	n/a	n/a	n/a	n/a	—

(Table A.6 continued)

COUNTRY/AREA	THERE IS A NATIONAL HELMET LAW	THE LAW APPLIES TO THE FOLLOWING ROAD USERS		
		Drivers	Adult passengers	Child passengers
Mali	Yes	Yes	Yes	Yes
Malta	Yes	Yes	Yes	Yes
Marshall Islands (the)	Yes	Yes	Yes	Yes
Mauritania	Yes	Yes	Yes	Yes
Mauritius	Yes	Yes	Yes	Yes
Mexico	Yes	Yes	Yes	Yes
Micronesia (Federated States of)	Subnational	n/a	n/a	n/a
Mongolia	Yes	Yes	Yes	Yes
Montenegro	Yes	Yes	Yes	Yes
Morocco	Yes	Yes	Yes	No
Mozambique	Yes	Yes	Yes	Yes
Myanmar	Yes	Yes	Yes	Yes
Namibia	Yes	Yes	Yes	Yes
Nauru	No	n/a	n/a	n/a
Nepal	Yes	Yes	Yes	Yes
Netherlands (the)	Yes	Yes	Yes	Yes
New Zealand	Yes	Yes	Yes	Yes
Nicaragua	Yes	Yes	Yes	—
Niger (the)	Yes	Yes	Yes	Yes
Nigeria	Yes	Yes	Yes	Yes
Norway	Yes	Yes	Yes	Yes
Oman	Yes	Yes	Yes	Yes
Pakistan	Yes	Yes	Yes	No
Palau	Yes	Yes	Yes	Yes
Panama	Yes	Yes	Yes	Yes
Papua New Guinea	Yes	Yes	Yes	Yes
Paraguay	Subnational	Yes	Yes	Yes
Peru	Yes	Yes	Yes	Yes
Philippines (the)	Subnational	n/a	n/a	n/a
Poland	Yes	Yes	Yes	Yes
Portugal	Yes	Yes	Yes	Yes
Puerto Rico[j]	Yes	Yes	Yes	Yes
Qatar	Yes	Yes	Yes	Yes
Republic of Korea (the)	Yes	Yes	Yes	Yes
Republic of Moldova (the)	Yes	Yes	Yes	Yes
Romania	Yes	Yes	Yes	Yes
Russian Federation (the)	Yes	Yes	Yes	Yes
Rwanda	No	n/a	n/a	n/a
Saint Lucia	Yes	Yes	Yes	Yes
Saint Vincent and the Grenadines	Yes	Yes	Yes	Yes
Samoa	Yes	Yes	Yes	Yes
San Marino	Yes	Yes	Yes	Yes
Sao Tome and Principe	Yes	Yes	Yes	Yes
Saudi Arabia	Yes	Yes	No	No
Senegal	Yes	Yes	Yes	Yes
Serbia	Yes	Yes	Yes	Yes
Seychelles	Yes	Yes	Yes	Yes

EXCEPTIONS TO LAW			EFFECTIVENESS OF OVERALL ENFORCEMENT (RESPONDENT CONSENSUS) (SCALE 0–10)	THERE ARE HELMET STANDARDS	ESTIMATED NATIONAL HELMET WEARING RATE (%)
There are exceptions to the helmet law	The helmet law applies to all road types	The helmet law applies to all engine types			
No	Yes	No	2	Yes	—
No	Yes	Yes	9	No	—
Yes	Yes	Yes	7	No	95
No	Yes	Yes	4	No	50[f]
No	Yes	Yes	9	Yes	—
No	Yes	Yes	3	Yes	—
n/a	n/a	n/a	n/a	n/a	100
—	Yes	Yes	3	No	—
No	Yes	Yes	6	No	—
Yes	Yes	Yes	4	Yes	67[f]
No	Yes	Yes	7	No	—
Yes	Yes	Yes	6	Yes	60
No	Yes	Yes	8	Yes	—
n/a	n/a	n/a	n/a	n/a	—
No	Yes	Yes	9	No	—
Yes	Yes	No	No consensus	Yes	92[f]
Yes	Yes	Yes	9	Yes	—
No	Yes	No	3	No	—
No	Yes	Yes	1	No	—
Yes	Yes	Yes	2	Yes	<5
No	Yes	Yes	9	Yes	100
No	Yes	Yes	7	No	—
Yes	Yes	Yes	4	No	—
Yes	Yes	Yes	8	Yes	—
No	Yes	Yes	9	No	—
No	Yes	Yes	7	Yes	—
No	Yes	Yes	5	No	—
No	Yes	Yes	1	Yes	—
n/a	n/a	n/a	n/a	n/a	34
Yes	Yes	Yes	8	Yes	—
No	Yes	Yes	9	Yes	—
No	Yes	Yes	—	Yes	—
No	Yes	Yes	5	No	90
No	Yes	Yes	7	Yes	85
No	Yes	No	1	No	—
No	Yes	Yes	6	Yes	90[f]
Yes	Yes	Yes	6	Yes	No consensus
n/a	n/a	n/a	n/a	n/a	—
No	Yes	Yes	8	—	—
No	Yes	Yes	9	Yes	—
No	Yes	Yes	6	No	—
No	Yes	Yes	9	Yes	—
No	Yes	Yes	—	No	—
Yes	Yes	Yes	2	No	—
No	Yes	Yes	5	No	—
No	Yes	Yes	3	No	—
No	Yes	Yes	9	No	95

(Table A.6 continued)

COUNTRY/AREA	THERE IS A NATIONAL HELMET LAW	THE LAW APPLIES TO THE FOLLOWING ROAD USERS		
		Drivers	Adult passengers	Child passengers
Sierra Leone	Yes	Yes	Yes	No
Singapore	Yes	Yes	Yes	Yes
Slovakia	Yes	Yes	Yes	Yes
Slovenia	Yes	Yes	Yes	Yes
Solomon Islands	Yes	Yes	Yes	Yes
South Africa	Yes	Yes	Yes	Yes
Spain	Yes	Yes	Yes	Yes
Sri Lanka	Yes	Yes	Yes	Yes
Sudan (the)	Yes	Yes	Yes	Yes
Suriname	Yes	Yes	Yes	Yes
Swaziland	Yes	Yes	Yes	Yes
Sweden	Yes	Yes	Yes	Yes
Switzerland	Yes	Yes	Yes	Yes
Syrian Arab Republic (the)	Yes	Yes	Yes	Yes
Tajikistan	Yes	Yes	Yes	Yes
Thailand	Yes	Yes	Yes	Yes
The former Yugoslav Republic of Macedonia	Yes	Yes	Yes	Yes
Timor-Leste	Yes	Yes	Yes	Yes
Togo	No[i]	Yes	Yes	Yes
Tonga	Yes	Yes	Yes	Yes
Trinidad and Tobago	Yes	Yes	Yes	Yes
Tunisia	Yes	Yes	Yes	Yes
Turkey	Yes	Yes	Yes	Yes
Turkmenistan	Yes	Yes	Yes	Yes
Tuvalu	No	n/a	n/a	n/a
Uganda	Yes	Yes	Yes	Yes
Ukraine	No	n/a	n/a	n/a
United Arab Emirates (the)	Yes	Yes	Yes	Yes
United Kingdom (the)	Yes	Yes	Yes	Yes
United Republic of Tanzania (the)	Yes	Yes	No	No
United States of America (the)	Subnational	n/a	n/a	n/a
Uruguay	Yes	Yes	Yes	Yes
Uzbekistan	Yes	Yes	Yes	Yes
Vanuatu	Yes	Yes	Yes	Yes
Venezuela (Bolivarian Republic of)	Yes	Yes	Yes	Yes
Viet Nam	Yes	Yes	Yes	Yes
West Bank and Gaza Strip[b]	Yes	Yes	Yes	Yes
Yemen	No	n/a	n/a	n/a
Zambia	Yes	Yes	Yes	Yes
Zimbabwe	Yes	Yes	Yes	Yes

[a] Law lax or not enforced.
[b] Non-member area.
[c] Phnom Penh only.
[d] Metropolitan area only.
[e] Guangxi province only.
[f] Drivers only.
[g] Survey conducted in 10 provinces and 31 cities.
[h] Riga only.
[i] No law, but regulations enforced.
[j] Associate WHO Member State.
[k] Montevideo only.
— Data not available.
n/a Data not applicable.

EXCEPTIONS TO LAW			EFFECTIVENESS OF OVERALL ENFORCEMENT (RESPONDENT CONSENSUS) (SCALE 0–10)	THERE ARE HELMET STANDARDS	ESTIMATED NATIONAL HELMET WEARING RATE (%)
There are exceptions to the helmet law	The helmet law applies to all road types	The helmet law applies to all engine types			
Yes	Yes	Yes	6	Yes	—
Yes	Yes	Yes	9	Yes	56
No	Yes	Yes	8	Yes	—
No	Yes	No	7	Yes	—
No	Yes	Yes	3	Yes	100
Yes	Yes	Yes	6	Yes	95[f]
Yes	Yes	Yes	8	Yes	98[f]
Yes	Yes	No	7	Yes	—
No	Yes	Yes	7	Yes	—
No	No	Yes	7	No	90
No	Yes	Yes	5	No	80
Yes	Yes	Yes	1	Yes	95
Yes	Yes	Yes	9	Yes	100
No	Yes	Yes	4	No	—
No	Yes	No	6	No	—
Yes	Yes	Yes	4	Yes	27
No	Yes	Yes	2	No	2[f]
No	Yes	Yes	5	No	70[f]
No	Yes	Yes	2	No	1
No	Yes	Yes	7	No	—
No	Yes	Yes	9	Yes	—
No	Yes	Yes	5	Yes	—
No	Yes	Yes	5	Yes	12[f]
No	Yes	No	8	No	—
n/a	n/a	n/a	n/a	n/a	—
No	Yes	Yes	3	No	—
n/a	n/a	n/a	n/a	n/a	—
No	Yes	Yes	8	No	—
Yes	Yes	Yes	No consensus	Yes	98
Yes	Yes	No	4	No	—
n/a	n/a	n/a	n/a	n/a	58
No	Yes	Yes	5	No	50[k]
No	Yes	Yes	9	No	—
No	Yes	Yes	8	No	—
No	Yes	Yes	6	Yes	55
Yes	Yes	Yes	7	Yes	85
Yes	No	No	3	No	—
n/a	n/a	n/a	n/a	n/a	—
No	Yes	Yes	10	No	100
No	Yes	Yes	9	—	—

Table A.7: Road safety management, strategies and policies by country/area

	LEAD AGENCY			STRATEGIES		
COUNTRY/AREA	A lead agency is present	Lead agency status	The lead agency is funded	There is a national road safety strategy	The strategy includes measurable national targets	The strategy is funded
Afghanistan	Yes	Governmental	Yes	No	n/a	n/a
Albania	Yes	Interministerial	No	No	n/a	n/a
Angola	Yes	Governmental	Yes	Yes[a]	n/a	n/a
Argentina	Yes	Governmental	Yes	Yes	Yes	No
Armenia	Yes	Other	Yes	No	n/a	n/a
Australia	Yes	Governmental	Yes	Yes	Yes	Yes
Austria	Yes	Governmental	Yes	Yes	Yes	No
Azerbaijan	Yes	Governmental	Yes	Yes	Yes	Yes
Bahamas (the)	Yes	Governmental	Yes	Yes	Yes	Yes
Bahrain	Yes	Governmental	Yes	Multiple strategies	n/a	n/a
Bangladesh	Yes	Interministerial	No	Yes	Yes	No
Barbados	No	n/a	n/a	Multiple strategies	n/a	n/a
Belarus	Yes	Interministerial	No	Yes	Yes	Yes
Belgium	Yes	Interministerial	Yes	Yes	Yes	Yes
Belize	Yes	Interministerial	No	Yes	Yes	No
Benin	Yes	Governmental	Yes	Multiple strategies	n/a	n/a
Bhutan	Yes	Governmental	Yes	No	n/a	n/a
Bolivia (Plurinational State of)	Yes	Interministerial	No	Yes	Yes	No
Bosnia and Herzegovina	Yes	Governmental	Yes	Yes	Yes	Yes
Botswana	Yes	Governmental	Yes	Multiple strategies	n/a	n/a
Brazil	Yes	Governmental	Yes	Multiple strategies	n/a	n/a
British Virgin Islands[b]	No	n/a	n/a	Subnational	n/a	n/a
Brunei Darussalam	Yes	Governmental	—	Multiple strategies	n/a	n/a
Bulgaria	Yes	Interministerial	Yes	Yes	Yes	Yes
Burkina Faso	Yes	Governmental	Yes	Yes	Yes	Yes
Burundi	No	n/a	n/a	No	n/a	n/a
Cambodia	Yes	Interministerial	Yes	Yes[a]	n/a	n/a
Cameroon	Yes	Governmental	Yes	Yes	No	Yes
Canada	Yes	Governmental	Yes	Yes	Yes	Yes
Cape Verde	Yes	Governmental	Yes	Yes	No	Yes
Central African Republic (the)	Yes	Governmental	Yes	Yes[a]	n/a	n/a
Chad	Yes	Interministerial	Yes	Yes[a]	n/a	n/a
Chile	Yes	Interministerial	Yes	Yes	No	Yes
China	Yes	Interministerial	Yes	Yes	No	Yes
Colombia	Yes	Governmental	Yes	Yes	Yes	Yes
Comoros (the)	Yes	Governmental	Yes	No	n/a	n/a
Congo (the)	Yes	Governmental	Yes	No	n/a	n/a
Cook Islands	Yes	Governmental	Yes	No	n/a	n/a
Costa Rica	Yes	Governmental	Yes	Yes	Yes	Yes
Croatia	Yes	Interministerial	Yes	Yes	Yes	Yes
Cuba	Yes	Interministerial	No	Multiple strategies	n/a	n/a
Cyprus	Yes	Interministerial	Yes	Yes	Yes	Yes
Czech Republic (the)	Yes	Governmental	Yes	Yes	Yes	No

POLICIES		AUDITS		DRIVING TESTS			
There are national policies to promote walking and cycling	There are national policies to promote investment in public transportation	Formal audits on new roads	Regular audits on existing roads	Written	Practical	Medical	VEHICLE INSURANCE REQUIRED
No	No	Yes	Yes	Yes	Yes	—	No
No	Yes	Yes	No	Yes	Yes	—	Yes
No	Yes	Yes	Yes	Yes	Yes	—	Yes
Subnational	No	No	No	Yes	Yes	Yes	Yes
No	No	Yes	Yes	Yes	Yes	—	No
Yes	Yes	Yes	Yes	Yes	Yes	—	Yes
Yes	Yes	No	Yes	Yes	Yes	—	Yes
No	Yes	Yes	Yes	Yes	Yes	Yes	Yes
No	No	Yes	Yes	Yes	Yes	—	Yes
No	Yes	Yes	Yes	—	Yes	—	Yes
No	No	No	No	Yes	Yes	—	Yes
No	No	No	No	Yes	Yes	—	Yes
Yes	Yes	Yes	Yes	Yes	Yes	—	Yes
Yes	Yes	No	No	Yes	Yes	—	Yes
No	No	Yes	Yes	Yes	Yes	—	Yes
No	Yes	No	No	Yes	Yes	—	No
No	No	No	No	Yes	Yes	—	Yes
No	No	No	No	Yes	Yes	Yes	Yes
No	No	Yes	Yes	Yes	Yes	—	Yes
No	Subnational	Yes	Yes	Yes	Yes	Yes	No
Yes	Yes	No	No	Yes	Yes	Yes	Yes
No	No	—	—	Yes	Yes	—	Yes
No	—	No	No	Yes	Yes	—	Yes
Subnational	Yes	Yes	Yes	Yes	Yes	—	Yes
No	Yes	Yes	Yes	Yes	Yes	—	Yes
No	No	Yes	No	Yes	Yes	—	Yes
No	No	No	No	Yes	Yes	—	No
No	Yes	No	Yes	Yes	Yes	Yes	Yes
Subnational	Subnational	No	Yes	Yes	Yes	Yes	Yes
No	Yes	—	—	Yes	Yes	—	Yes
No	No	Yes	Yes	Yes	Yes	—	Yes
No	No	Yes	Yes	Yes	Yes	—	Yes
Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
No	Yes	No	No consensus	Yes	Yes	—	Yes
Yes	Yes	No	Yes	Yes	Yes	—	Yes
No	No	No	No	Yes	Yes	—	Yes
No	No	Yes	Yes	Yes	Yes	—	Yes
No	No	No	No	Yes	Yes	—	No
No	No	No	Yes	Yes	Yes	—	Yes
No	No	Yes	Yes	Yes	Yes	Yes	Yes
Yes	No	No	No	Yes	Yes	Yes	No
Yes	Yes	No	Yes	Yes	Yes	—	Yes
Yes	Subnational	No	No	Yes	Yes	—	Yes

(Table A.7 continued)

COUNTRY/AREA	LEAD AGENCY			STRATEGIES		
	A lead agency is present	Lead agency status	The lead agency is funded	There is a national road safety strategy	The strategy includes measurable national targets	The strategy is funded
Democratic Republic of the Congo (the)	Yes	Governmental	Yes	No	n/a	n/a
Dominican Republic	No	n/a	n/a	No	n/a	n/a
Ecuador	Yes	Governmental	Yes	—	—	—
Egypt	Yes	Interministerial	Yes	Yes	No	No
El Salvador	Yes	Governmental	Yes	Yes	No	No
Eritrea	Yes	Governmental	Yes	Yes	Yes	Yes
Estonia	Yes	Interministerial	Yes	Yes	Yes	Yes
Ethiopia	Yes	Governmental	Yes	Yes	Yes	Yes
Fiji	Yes	Interministerial	Yes	Yes	Yes	Yes
Finland	Yes	Governmental	Yes	Yes	Yes	Yes
France	Yes	Interministerial	Yes	Yes	Yes	Yes
Gambia (the)	Yes	Other	Yes	No	n/a	n/a
Georgia	Yes	Other	—	Yes	Yes	Yes
Germany	Yes	—	Yes	Yes	No	Yes
Ghana	Yes	Governmental	Yes	Yes	Yes	Yes
Greece	No	n/a	n/a	Yes	Yes	No
Guatemala	Yes	Governmental	Yes	Subnational	n/a	n/a
Guinea-Bissau	No	n/a	n/a	No	n/a	n/a
Guyana	Yes	Other	Yes	No	n/a	n/a
Honduras	Yes	Interministerial	Yes	Multiple strategies	n/a	n/a
Hungary	Yes	Interministerial	Yes	Yes	Yes	Yes
Iceland	Yes	Governmental	Yes	Yes	Yes	Yes
India	Yes	Governmental	Yes	Yes[a]	n/a	n/a
Indonesia	Yes	Other	Yes	Multiple strategies	n/a	n/a
Iran (Islamic Republic of)	Yes	Other	Yes	Multiple strategies	n/a	n/a
Iraq	Yes	Governmental	No	Subnational	n/a	n/a
Ireland	Yes	Other	Yes	Yes	Yes	—
Israel	Yes	Other	Yes	Yes	Yes	Yes
Italy	Yes	Governmental	Yes	Yes	Yes	Yes
Jamaica	Yes	Other	Yes	Yes	Yes	Yes
Japan	Yes	Governmental	Yes	Yes	Yes	Yes
Jordan	Yes	Interministerial	No	Yes[a]	n/a	n/a
Kazakhstan	Yes	Governmental	Yes	Yes	No	Yes
Kenya	Yes	Governmental	Yes	Yes	Yes	Yes
Kiribati	Yes	Governmental	No	Yes	Yes	No
Kuwait	No	n/a	n/a	No	n/a	n/a
Kyrgyzstan	Yes	Interministerial	No	Multiple strategies	n/a	n/a
Lao People's Democratic Republic (the)	Yes	Governmental	No	Yes	Yes	No
Latvia	Yes	Interministerial	Yes	Yes	Yes	Yes
Lebanon	No	n/a	n/a	Yes[a]	n/a	n/a
Lesotho	Yes	Governmental	Yes	Yes[a]	n/a	n/a
Liberia	No	n/a	n/a	No	n/a	n/a
Libyan Arab Jamahiriya (the)	No	n/a	n/a	No	n/a	n/a
Lithuania	Yes	Interministerial	No	Yes	Yes	Yes
Madagascar	No	n/a	n/a	Yes	Yes	No
Malawi	Yes	Governmental	Yes	No	n/a	n/a

POLICIES		AUDITS		DRIVING TESTS			
There are national policies to promote walking and cycling	There are national policies to promote investment in public transportation	Formal audits on new roads	Regular audits on existing roads	Written	Practical	Medical	VEHICLE INSURANCE REQUIRED
No	No	Yes	Yes	Yes	Yes	—	Yes
No	Yes	No	No	Yes	Yes	—	Yes
No	No	No	No	Yes	Yes	—	Yes
No	Yes	Yes	Yes	Yes	Yes	—	Yes
No	No	Yes	No	Yes	Yes	Yes	Yes
Subnational	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Yes	Yes	No	Yes	Yes	Yes	—	Yes
No	No	No	No	Yes	Yes	—	Yes
No	No	Yes	Yes	Yes	Yes	—	Yes
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Subnational	Yes	Yes	No	Yes	Yes	—	Yes
No	Yes	Yes	Yes	—	Yes	—	Yes
No	Subnational	Yes	Yes	Yes	Yes	—	No
Yes	Yes	No	Yes	Yes	Yes	—	Yes
No	Yes	Yes	No	Yes	Yes	Yes	Yes
Yes	Yes	Yes	—	Yes	Yes	—	Yes
No	Subnational	No	No	Yes	Yes	Yes	Yes
No	No	No	No	Yes	Yes	Yes	Yes
No	No	No	Yes	Yes	Yes	—	Yes
No	No	Yes	Yes	Yes	Yes	—	No
Yes	Subnational	No	Yes	Yes	Yes	—	Yes
Subnational	Subnational	Yes	No	Yes	Yes	—	Yes
Yes	Yes	No	No	Yes	Yes	Yes	Yes
Yes	Yes	No	No	Yes	Yes	—	Yes
Yes	Yes	Yes	Yes	Yes	Yes	—	Yes
No	Yes	No	No	Yes	Yes	—	Yes
No	Yes	Yes	Yes	Yes	Yes	—	Yes
Subnational	Yes	Yes	Yes	Yes	Yes	—	Yes
Yes	Yes	Yes	Yes	Yes	Yes	—	Yes
Yes	Yes	No	No	Yes	Yes	—	Yes
No consensus	Yes	No	No	Yes	Yes	Yes	Yes
No	Yes	No	No	Yes	Yes	—	Yes
Yes	Yes	Yes	Yes	Yes	Yes	—	Yes
No	Yes	No	No	Yes	Yes	—	Yes
No	No	Yes	Yes	Yes	Yes	—	No
No	No	No	No	Yes	Yes	Yes	Yes
No	Yes	Yes	Yes	Yes	Yes	—	No
No	Yes	Yes	Yes	Yes	Yes	—	Yes
Subnational	Subnational	Yes	Yes	Yes	Yes	—	Yes
No	No	Yes	No	Yes	Yes	—	Yes
No	No	—	Yes	Yes	Yes	—	No
No	No	No	No	Yes	Yes	—	Yes
No	Subnational	No	No	—	Yes	—	Yes
Yes	Subnational	Yes	Yes	Yes	Yes	—	Yes
No	No	No	No	Yes	Yes	—	Yes
No	No	Yes	Yes	Yes	Yes	—	Yes

(Table A.7 continued)

COUNTRY/AREA	LEAD AGENCY			STRATEGIES		
	A lead agency is present	Lead agency status	The lead agency is funded	There is a national road safety strategy	The strategy includes measurable national targets	The strategy is funded
Malaysia	Yes	Interministerial	Yes	Yes	Yes	Yes
Maldives	Yes	Governmental	No	Yes	Yes	Yes
Mali	Yes	Governmental	Yes	Yes	Yes	Yes
Malta	Yes	Governmental	Yes	Multiple strategies	n/a	n/a
Marshall Islands (the)	Yes	Governmental	Yes	Yes[a]	n/a	n/a
Mauritania	Yes	Governmental	Yes	No	n/a	n/a
Mauritius	Yes	Governmental	Yes	Yes[a]	n/a	n/a
Mexico	Yes	Interministerial	Yes	Yes	Yes	Yes
Micronesia (Federated States of)	No	n/a	n/a	Subnational	No	No
Mongolia	Yes	Other	Yes	Yes	Yes	Yes
Montenegro	No	n/a	n/a	No	n/a	n/a
Morocco	Yes	Interministerial	No	Yes	Yes	Yes
Mozambique	Yes	Governmental	Yes	No	n/a	n/a
Myanmar	Yes	Interministerial	No	Yes	Yes	Yes
Namibia	Yes	Governmental	Yes	No	n/a	n/a
Nauru	Yes	—	Yes	Multiple strategies	n/a	n/a
Nepal	Yes	Governmental	Yes	Yes[a]	n/a	n/a
Netherlands (the)	Yes	Governmental	Yes	Yes	Yes	Yes
New Zealand	Yes	Governmental	Yes	Yes	Yes	Yes
Nicaragua	Yes	Governmental	Yes	Yes	Yes	Yes
Niger (the)	Yes	Interministerial	No	Multiple strategies	n/a	n/a
Nigeria	Yes	Other	No	Multiple strategies	n/a	n/a
Norway	Yes	Governmental	Yes	Yes	Yes	Yes
Oman	Yes	Interministerial	Yes	No	n/a	n/a
Pakistan	Yes	Governmental	No	Multiple strategies	n/a	n/a
Palau	Yes	Governmental	Yes	Yes	Yes	No
Panama	Yes	Governmental	Yes	—	—	—
Papua New Guinea	Yes	Governmental	No	Subnational	n/a	n/a
Paraguay	No	n/a	n/a	No	n/a	n/a
Peru	Yes	Governmental	Yes	Yes	Yes	No
Philippines (the)	Yes	Governmental	No	Yes	Yes	Yes
Poland	Yes	Governmental	Yes	Yes	Yes	Yes
Portugal	Yes	Governmental	Yes	Yes	Yes	Yes
Puerto Rico[d]	Yes	Governmental	Yes	Multiple strategies	n/a	n/a
Qatar	No	n/a	n/a	No	n/a	n/a
Republic of Korea (the)	Yes	Governmental	Yes	Yes	Yes	Yes
Republic of Moldova (the)	Yes	Interministerial	No	Yes	Yes	Yes
Romania	Yes	Interministerial	Yes	Yes[a]	n/a	n/a
Russian Federation (the)	Yes	Interministerial	No	Yes	Yes	Yes
Rwanda	Yes	Interministerial	Yes	Yes	Yes	Yes
Saint Lucia	Yes	Governmental	No	No	n/a	n/a
Saint Vincent and the Grenadines	Yes	Governmental	Yes	No	n/a	n/a
Samoa	Yes	Interministerial	Yes	Yes	No	No
San Marino	Yes	Interministerial	No	Multiple strategies	n/a	n/a
Sao Tome and Principe	Yes	Governmental	Yes	No	n/a	n/a
Saudi Arabia	Yes	Interministerial	Yes	Multiple strategies	n/a	n/a

POLICIES		AUDITS		DRIVING TESTS			
There are national policies to promote walking and cycling	There are national policies to promote investment in public transportation	Formal audits on new roads	Regular audits on existing roads	Written	Practical	Medical	VEHICLE INSURANCE REQUIRED
Yes	Yes	Yes	Yes	Yes	Yes	—	Yes
No	No	No	No	Yes	Yes	—	No
No	No	Yes	Yes	Yes	Yes	—	Yes
No	Yes	No	No	Yes	Yes	—	Yes
No	No	No	No	Yes	Yes	—	Yes
No	No	Yes	Yes	Yes	Yes	—	Yes
No	Yes	Yes	Yes	Yes	Yes	—	Yes
Subnational	Subnational	No	Yes	Yes	Yes	—	No[c]
No	No	Yes	No	Yes	Yes	—	No
Yes	Yes	Yes	Yes	Yes	Yes	—	No
No	No	Yes	Yes	Yes	Yes	—	Yes
No	Yes	No	Yes	Yes	Yes	—	Yes
No	No	Yes	No	Yes	Yes	—	Yes
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
No	No	No	No	Yes	Yes	—	No
Yes	No	No	No	—	Yes	—	Yes
No	No	No	No	Yes	Yes	—	Yes
Yes	Yes	No	No	Yes	Yes	—	Yes
Yes	Yes	Yes	Yes	Yes	Yes	—	No
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
No	Yes	No	Yes	Yes	Yes	—	Yes
No	No	Yes	Yes	Yes	Yes	—	Yes
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
No	No	Yes	Yes	Yes	Yes	—	Yes
No	No	No	No	Yes	Yes	—	Yes
Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
No	No	Yes	Yes	Yes	Yes	Yes	Yes
—	—	No	No	Yes	Yes	—	Yes
No	Subnational	No	No	Yes	Yes	Yes	No
No	Subnational	No	No	Yes	Yes	Yes	Yes
Subnational	Yes	Yes	Yes	Yes	Yes	—	Yes
Yes	Subnational	Yes	Yes	Yes	Yes	—	Yes
Subnational	Yes	No	No	Yes	Yes	—	Yes
No	Yes	No	No	Yes	Yes	—	Yes
No	Yes	Yes	Yes	Yes	Yes	—	Yes
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
No	No	Yes	Yes	Yes	Yes	—	Yes
Yes	Yes	Yes	Yes	Yes	Yes	—	Yes
No	No	Yes	Yes	Yes	Yes	—	Yes
No	No	Yes	Yes	Yes	Yes	—	Yes
No	No	No	No	Yes	Yes	—	Yes
No	No	No	No	Yes	Yes	—	Yes
No	No	Yes	Yes	Yes	Yes	—	No
No	Yes	No	Yes	Yes	Yes	—	Yes
No	Yes	Yes	Yes	Yes	Yes	—	Yes
No	Yes	Yes	Yes	Yes	Yes	—	Yes

(Table A.7 continued)

COUNTRY/AREA	LEAD AGENCY			STRATEGIES		
	A lead agency is present	Lead agency status	The lead agency is funded	There is a national road safety strategy	The strategy includes measurable national targets	The strategy is funded
Senegal	Yes	Governmental	Yes	No	n/a	n/a
Serbia	No	n/a	n/a	Multiple strategies	n/a	n/a
Seychelles	Yes	Governmental	Yes	Yes	Yes	Yes
Sierra Leone	Yes	Other	Yes	No	n/a	n/a
Singapore	Yes	Interministerial	Yes	Yes	Yes	Yes
Slovakia	Yes	Governmental	Yes	Yes	Yes	Yes
Slovenia	Yes	Interministerial	Yes	Yes	Yes	Yes
Solomon Islands	Yes	Governmental	—	—	—	—
South Africa	Yes	Other	Yes	Yes	Yes	Yes
Spain	Yes	Governmental	Yes	Yes	Yes	Yes
Sri Lanka	Yes	Governmental	No	Yes[a]	n/a	n/a
Sudan (the)	No	n/a	n/a	Subnational	n/a	n/a
Suriname	No	n/a	n/a	No	n/a	n/a
Swaziland	Yes	Governmental	Yes	Yes	No	Yes
Sweden	Yes	Governmental	Yes	Yes	Yes	Yes
Switzerland	Yes	Governmental	Yes	Yes[a]	n/a	n/a
Syrian Arab Republic (the)	Yes	Interministerial	No	Multiple strategies	n/a	n/a
Tajikistan	Yes	Governmental	Yes	Multiple strategies	n/a	n/a
Thailand	Yes	Interministerial	Yes	Yes	Yes	Yes
The former Yugoslav Republic of Macedonia	Yes	Other	Yes	No	n/a	n/a
Timor-Leste	Yes	Governmental	Yes	Multiple strategies	n/a	n/a
Togo	No	n/a	n/a	No	n/a	n/a
Tonga	Yes	Governmental	Yes	No	n/a	n/a
Trinidad and Tobago	—	—	—	Multiple strategies	n/a	n/a
Tunisia	Yes	Governmental	Yes	Yes	Yes	Yes
Turkey	Yes	Interministerial	Yes	Multiple strategies	n/a	n/a
Turkmenistan	No	n/a	n/a	Multiple strategies	n/a	n/a
Tuvalu	No	n/a	n/a	Yes	No	No
Uganda	Yes	Governmental	Yes	Multiple strategies	n/a	n/a
Ukraine	Yes	Governmental	Yes	Multiple strategies	n/a	n/a
United Arab Emirates (the)	Yes	Governmental	Yes	Yes	Yes	Yes
United Kingdom (the)	No	n/a	n/a	Yes	Yes	Yes
United Republic of Tanzania (the)	Yes	Interministerial	No	Yes[a]	n/a	n/a
United States of America (the)	Yes	Governmental	Yes	Yes	Yes	Yes
Uruguay	Yes	Other	Yes	Yes[a]	n/a	n/a
Uzbekistan	Yes	Governmental	Yes	Yes	Yes	—
Vanuatu	No	n/a	n/a	Multiple strategies	n/a	n/a
Venezuela (Bolivarian Republic of)	Yes	Governmental	Yes	Multiple strategies	n/a	n/a
Viet Nam	Yes	Governmental	Yes	Yes[a]	n/a	n/a
West Bank and Gaza Strip[b]	No	n/a	n/a	Subnational	n/a	n/a
Yemen	Yes	Interministerial	No	Multiple strategies	n/a	n/a
Zambia	Yes	Other	Yes	Yes	Yes	Yes
Zimbabwe	Yes	Governmental	No	Multiple strategies	n/a	n/a

[a] Not formally endorsed by government.
[b] Non-member area.
[c] Required in some States.
[d] Associate WHO Member State.
— Data not available.
n/a Data not applicable.

POLICIES		AUDITS		DRIVING TESTS			
There are national policies to promote walking and cycling	There are national policies to promote investment in public transportation	Formal audits on new roads	Regular audits on existing roads	Written	Practical	Medical	VEHICLE INSURANCE REQUIRED
No	No	No	No	Yes	Yes	—	Yes
No	Yes	Yes	Yes	Yes	Yes	—	Yes
No	Yes	Yes	Yes	Yes	Yes	Yes	Yes
No	Yes	No	No	Yes	Yes	—	Yes
Subnational	Yes	Yes	Yes	Yes	Yes	Yes	Yes
No	No	Yes	Yes	Yes	Yes	—	Yes
Yes	Yes	No	No	Yes	Yes	—	Yes
Yes	No	Yes	No	—	Yes	—	Yes
Yes	Yes	No	No	Yes	Yes	—	No
Subnational	Yes	Yes	Yes	Yes	Yes	—	Yes
No	Yes	No	No	Yes	Yes	—	Yes
No	No	Yes	Yes	Yes	Yes	—	Yes
No	No	No	Yes	Yes	Yes	—	Yes
No	No	Yes	Yes	Yes	Yes	—	No
Yes	Yes	No	No	Yes	Yes	—	Yes
Subnational	Yes	Yes	Yes	Yes	Yes	—	Yes
No	Yes	Yes	Yes	Yes	Yes	—	Yes
No	Subnational	Yes	Yes	Yes	Yes	—	Yes
Subnational	Yes	No	No	Yes	Yes	—	Yes
No	No	Yes	Yes	Yes	Yes	Yes	Yes
No	No	Yes	No	Yes	Yes	—	Yes
No	No	Yes	No	Yes	Yes	—	Yes
No	No	Yes	Yes	Yes	Yes	—	No
No	No	No	No	Yes	Yes	—	Yes
No	Yes	No	Yes	Yes	Yes	—	Yes
Subnational	Yes	Yes	Yes	Yes	Yes	—	Yes
—	Yes	Yes	Yes	Yes	Yes	—	Yes
No	No	No	No	Yes	Yes	—	No
No	No	Yes	Yes	Yes	Yes	Yes	Yes
No	Subnational	Yes	No	Yes	Yes	—	Yes
Yes	Yes	Yes	Yes	Yes	Yes	—	Yes
Yes	Yes	Yes	Yes	Yes	Yes	—	Yes
No	No	No	No	Yes	Yes	—	Yes
Yes	Yes	No	Yes	Yes	Yes	—	No[c]
No	No	Yes	Yes	Yes	Yes	Yes	No
—	—	Yes	Yes	Yes	Yes	—	Yes
No	No	No	Yes	Yes	Yes	—	Yes
No	Yes	Yes	Yes	Yes	Yes	Yes	Yes
No	Yes	Yes	Yes	Yes	Yes	—	Yes
No	No	No	No	Yes	Yes	Yes	Yes
No	No	No	Yes	Yes	Yes	—	Yes
—	No	Yes	Yes	Yes	Yes	—	Yes
No	No	Yes	Yes	Yes	Yes	—	Yes

Table A.8: Pre-hospital care systems by country/area

COUNTRY/AREA	FORMAL PRE-HOSPITAL CARE SYSTEM	UNIVERSAL ACCESS TELEPHONE NUMBER		TELEPHONE NUMBER(S)
		National	Regional	
Afghanistan	No	n/a	n/a	—
Albania	Yes	No	Yes	2253364
Angola	No	n/a	n/a	—
Argentina	Yes	No	Yes	—
Armenia	Yes	Yes	—	103
Australia	Yes	Yes	—	000
Austria	Yes	Yes	—	144
Azerbaijan	Yes	Yes	Yes	103
Bahamas (the)	—	—	—	—
Bahrain	Yes	Yes	—	999
Bangladesh	No	n/a	n/a	—
Barbados	Yes	Yes	—	511
Belarus	Yes	Yes	—	103
Belgium	Yes	Yes	—	100
Belize	Yes	Yes	—	911
Benin	No	n/a	n/a	—
Bhutan	No	Yes[a]	n/a	112
Bolivia (Plurinational State of)	Yes	Yes	—	110
Bosnia and Herzegovina	Yes	Yes	Yes	124
Botswana	Yes	Yes	—	997
Brazil	Yes	Yes	—	192
British Virgin Islands[b]	Yes	Yes	—	911
Brunei Darussalam	Yes	Yes	—	—
Bulgaria	Yes	Yes	—	150
Burkina Faso	Yes	Yes	—	18
Burundi	No	n/a	n/a	—
Cambodia	Yes	Yes	—	119
Cameroon	Yes	Yes	—	19, 119
Canada	Yes	Yes	Yes	911
Cape Verde	No	n/a	n/a	—
Central African Republic (the)	No	n/a	n/a	—
Chad	No	n/a	n/a	—
Chile	Yes	Yes	—	131
China	Yes	Yes	—	120
Colombia	Yes	—	—	—
Comoros (the)	No	n/a	n/a	—
Congo (the)	No	n/a	n/a	—
Cook Islands	No	n/a	n/a	—
Costa Rica	Yes	Yes	—	911
Croatia	Yes	Yes	—	112
Cuba	Yes	Yes	Yes	106
Cyprus	Yes	Yes	Yes	199, 112
Czech Republic (the)	Yes	Yes	—	112, 155
Democratic Republic of the Congo (the)	No	n/a	n/a	—
Dominican Republic	Yes	Yes	—	911

COUNTRY/AREA	FORMAL PRE-HOSPITAL CARE SYSTEM	UNIVERSAL ACCESS TELEPHONE NUMBER		TELEPHONE NUMBER(S)
		National	Regional	
Ecuador	No	n/a	n/a	—
Egypt	Yes	Yes	—	123
El Salvador	No	n/a	n/a	—
Eritrea	No	n/a	n/a	—
Estonia	Yes	Yes	—	112
Ethiopia	No	n/a	n/a	—
Fiji	Yes	Yes	—	000
Finland	Yes	Yes	—	112
France	Yes	Yes	—	112
Gambia (the)	Yes	Yes	—	116
Georgia	Yes	Yes	—	03
Germany	Yes	Yes	Yes	112
Ghana	Yes	Yes	—	193
Greece	Yes	Yes	—	166
Guatemala	No	n/a	n/a	—
Guinea-Bissau	Yes	Yes	—	118
Guyana	Yes	No	Yes	913
Honduras	Yes	No	—	—
Hungary	Yes	Yes	—	112
Iceland	Yes	Yes	—	112
India	Yes	Yes	Yes	102
Indonesia	Yes	Yes	—	118
Iran (Islamic Republic of)	Yes	Yes	—	115
Iraq	Yes	Yes	—	122
Ireland	Yes	Yes	—	999,112
Israel	Yes	Yes	—	101
Italy	Yes	Yes	—	118
Jamaica	No	n/a	n/a	—
Japan	Yes	Yes	—	119
Jordan	Yes	Yes	—	199
Kazakhstan	Yes	Yes	—	03
Kenya	No	n/a	—	—
Kiribati	Yes	Yes	—	28100
Kuwait	Yes	Yes	—	777
Kyrgyzstan	Yes	Yes	—	103
Lao People's Democratic Republic (the)	No	n/a	n/a	—
Latvia	Yes	Yes	—	112
Lebanon	No	n/a	—	—
Lesotho	No	n/a	n/a	—
Liberia	No	n/a	n/a	—
Libyan Arab Jamahiriya (the)	Yes	No	Yes	151,191,193
Lithuania	Yes	Yes	—	112
Madagascar	No	n/a	n/a	—
Malawi	No	n/a	n/a	—
Malaysia	Yes	Yes	—	999

(Table A.8 continued)

COUNTRY/AREA	FORMAL PRE-HOSPITAL CARE SYSTEM	UNIVERSAL ACCESS TELEPHONE NUMBER		TELEPHONE NUMBER(S)
		National	Regional	
Maldives	No	n/a	n/a	—
Mali	Yes	Yes	—	18, 112
Malta	Yes	Yes	—	112
Marshall Islands (the)	Yes	Yes	—	6258444
Mauritania	No	n/a	n/a	—
Mauritius	Yes	Yes	—	114
Mexico	Yes	No	Yes	066
Micronesia (Federated States of)	No	n/a	n/a	—
Mongolia	Yes	Yes	Yes	103
Montenegro	Yes	Yes	—	124
Morocco	Yes	Yes	—	115
Mozambique	No	n/a	n/a	—
Myanmar	Yes	No	Yes	01500005
Namibia	Yes	Yes	Yes	2033282, 10111
Nauru	Yes	Yes	—	4443883
Nepal	No	n/a	n/a	—
Netherlands (the)	Yes	Yes	—	112
New Zealand	Yes	Yes	—	111
Nicaragua	Yes	Yes	Yes	128, 115
Niger (the)	Yes	Yes	—	18, 17
Nigeria	Yes	No	Yes	—
Norway	Yes	Yes	—	113
Oman	Yes	Yes	—	9999
Pakistan	Yes	Yes	—	15
Palau	Yes	Yes	—	911
Panama	Yes	No	Yes	—
Papua New Guinea	Yes	Yes	—	111
Paraguay	Yes	No	Yes	206206, 911, 132
Peru	No	n/a	n/a	—
Philippines (the)	Yes	No	Yes	—
Poland	Yes	Yes	—	112
Portugal	Yes	Yes	—	112
Puerto Rico[c]	Yes	Yes	—	911
Qatar	Yes	Yes	—	999
Republic of Korea (the)	Yes	Yes	—	119
Republic of Moldova (the)	Yes	Yes	—	903
Romania	Yes	Yes	—	112
Russian Federation (the)	Yes	Yes	—	03
Rwanda	No	n/a	n/a	n/a
Saint Lucia	Yes	Yes	—	911
Saint Vincent and the Grenadines	No	n/a	n/a	n/a
Samoa	Yes	Yes	—	996, 995
San Marino	Yes	Yes	—	118
Sao Tome and Principe	No	n/a	n/a	n/a
Saudi Arabia	Yes	Yes	—	997
Senegal	Yes	Yes	—	1515, 1516, 1517, 1518
Serbia	Yes	Yes	Yes	94

COUNTRY/AREA	FORMAL PRE-HOSPITAL CARE SYSTEM	UNIVERSAL ACCESS TELEPHONE NUMBER		TELEPHONE NUMBER(S)
		National	Regional	
Seychelles	Yes	Yes	—	—
Sierra Leone	No	n/a	n/a	n/a
Singapore	Yes	Yes	—	995
Slovakia	Yes	Yes	Yes	112
Slovenia	Yes	Yes	—	112
Solomon Islands	No	n/a	n/a	n/a
South Africa	Yes	Yes	—	10177, 112
Spain	Yes	Yes	—	112
Sri Lanka	No[d]	No	Yes	110
Sudan (the)	No	n/a	n/a	n/a
Suriname	Yes	Yes	—	113
Swaziland	Yes	Yes	—	933
Sweden	Yes	Yes	—	112
Switzerland	Yes	Yes	—	144
Syrian Arab Republic (the)	Yes	Yes	—	110
Tajikistan	Yes	Yes	—	03
Thailand	Yes	Yes	—	1669
The former Yugoslav Republic of Macedonia	Yes	Yes	—	194
Timor-Leste	Yes	Yes	—	110
Togo	Yes	Yes	—	17, 18
Tonga	No	n/a	n/a	n/a
Trinidad and Tobago	Yes	Yes	—	811
Tunisia	Yes	Yes	—	198
Turkey	Yes	Yes	—	112
Turkmenistan	Yes	Yes	—	03
Tuvalu	Yes	Yes	—	911
Uganda	No	n/a	n/a	n/a
Ukraine	Yes	Yes	—	03
United Arab Emirates (the)	Yes	Yes	—	999
United Kingdom (the)	Yes	Yes	—	999
United Republic of Tanzania (the)	No	n/a	n/a	n/a
United States of America (the)	Yes	Yes	—	911
Uruguay	No	n/a	Yes	n/a
Uzbekistan	Yes	Yes	—	03
Vanuatu	Yes	Yes	—	112
Venezuela (Bolivarian Republic of)	Yes	Yes	—	171
Viet Nam	Yes	Yes	—	115
West Bank and Gaza Strip[b]	Yes	Yes	—	101
Yemen	Yes	Yes	Yes	195
Zambia	Yes	Yes	—	991
Zimbabwe	Yes	Yes	—	991

[a] Free ambulance service only.
[b] Non-member area.
[c] Associate WHO Member State.
[d] Some areas have a pre-hospital care system.
— Data not available.
n/a Data not applicable.