



# ROAD SAFETY COUNTRIES PROFILES-2015

PRI MEMBERS

Based on the GLOBAL STATUS REPORT ON  
ROAD SAFETY 2015 of World Health  
Organization

# ALGERIA



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

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

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

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

<sup>a</sup> UNECE WP29.

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

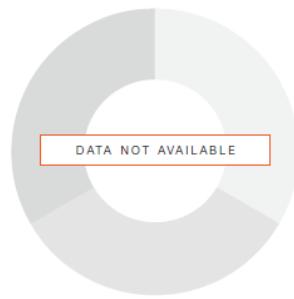
DATA	
Reported road traffic fatalities (2013)	4 540 <sup>b</sup> (82% M)
WHO estimated road traffic fatalities	9 337 (95%CI 7 985–10 689)
WHO estimated rate per 100 000 population	23.8
Estimated GDP lost due to road traffic crashes	—

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

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

<sup>c</sup> National Centre for Prevention and Road Safety (CNPSR) (data from 2013).

## DEATHS BY ROAD USER CATEGORY



## TRENDS IN REPORTED ROAD TRAFFIC DEATHS



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

# ARGENTINA

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



## INSTITUTIONAL FRAMEWORK

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

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

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

<sup>a</sup> UNECE WP29.

## POST-CRASH CARE

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

## DATA

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

<sup>b</sup> National Direction of Road Safety Observatory, ANSV. Defined as died within 30 days of crash.

<sup>c</sup> Cost of Road Traffic Crashes in Argentina - ANSV-PAHO/ARG.

## SAFER ROAD USERS

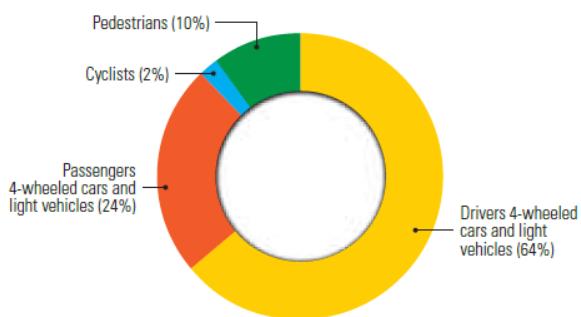
National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	110 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes <sup>d</sup>
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young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

<sup>d</sup> ≤0.02 g/dl for motorcycle drivers.

<sup>e</sup> ANSV.

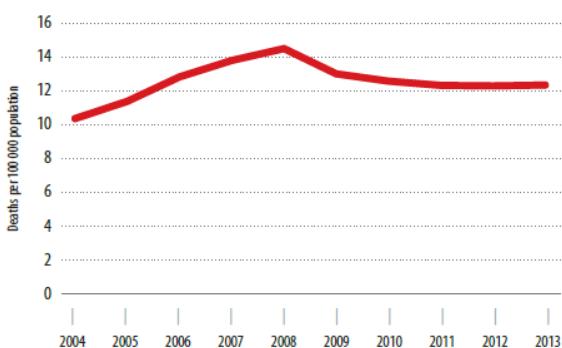
<sup>f</sup> 2013, Third observational study in Argentina about behavior and road culture. National Direction of Road Safety Observatory.

## DEATHS BY ROAD USER CATEGORY



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

## TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: National Direction of Road Safety Observatory, ANSV.

# BAHRAIN

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



INSTITUTIONAL FRAMEWORK	
Lead agency	Supreme Council of Traffic
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Not funded
Fatality reduction target	No
SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	No
SAFER VEHICLES	
Total registered vehicles for 2013	545 155
Cars and 4-wheeled light vehicles	475 625
Motorized 2- and 3-wheelers	11 435
Heavy trucks	45 972
Buses	12 123
Other	0
Vehicle standards applied <sup>a</sup>	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No
POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	999
Permanently disabled due to road traffic crash	—
DATA	
Reported road traffic fatalities (2013)	86 <sup>b</sup> (85% M, 15% F)
WHO estimated road traffic fatalities	107
WHO estimated rate per 100 000 population	8.0
Estimated GDP lost due to road traffic crashes	—

<sup>a</sup> UNECE WP.29.

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

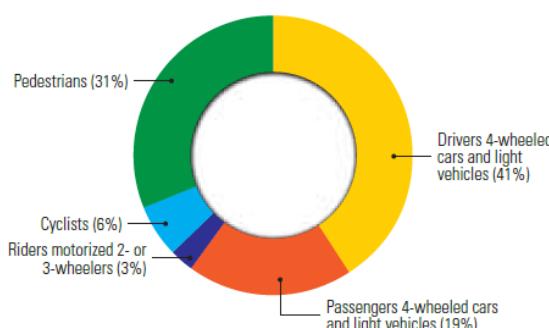
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	100 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink-driving law	Yes <sup>c</sup>
BAC limit – general population	—
BAC limit – young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

<sup>c</sup> Law is not based on BAC.

<sup>d</sup> General Traffic Directorate, Ministry of Interior (data from 2013).

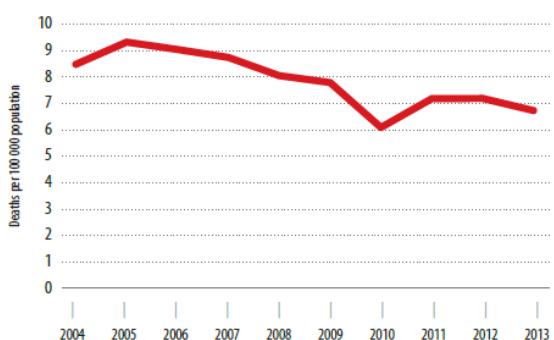
<sup>e</sup> 2014, Use of "Smart Phones" While Driving: Challenges and Conceptual Remedy Design", Graduation Study project conducted by Bahrain University Engineering College.

## DEATHS BY ROAD USER CATEGORY



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

## TRENDS IN REPORTED ROAD TRAFFIC DEATHS



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

# BENIN

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



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

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

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

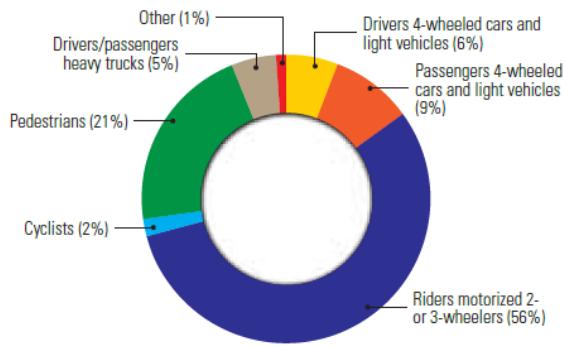
<sup>a</sup> UNECE WP29.

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

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

<sup>b</sup> CNSR Database. Defined as died within 7 days of crash.

## DEATHS BY ROAD USER CATEGORY

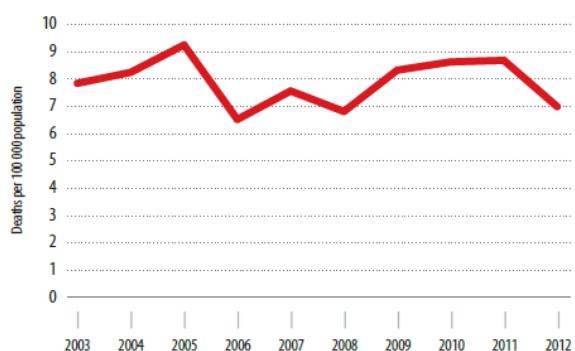


Source: CNSR database (data from 2012).

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

<sup>c</sup> 2013, Study by Handicap International and Alinagon.

## TRENDS IN REPORTED ROAD TRAFFIC DEATHS



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

# CAMEROON

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



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

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

SAFER VEHICLES	
Total registered vehicles	—
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied <sup>a</sup>	—
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

<sup>a</sup> UNECE WP29.

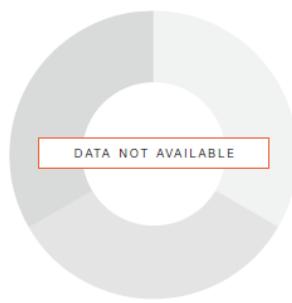
POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	119
Permanently disabled due to road traffic crash	—

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

<sup>b</sup> Police Records. Defined as unlimited time period following crash.

<sup>c</sup> 2008, Ministry of Transport, National Strategy Report, p. 10.

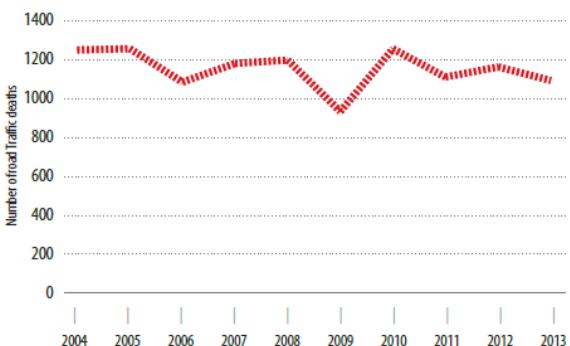
## DEATHS BY ROAD USER CATEGORY



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

<sup>d</sup> There are no motorways in Cameroon.

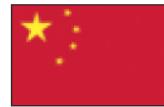
## TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Police Records.

# CHINA

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



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

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

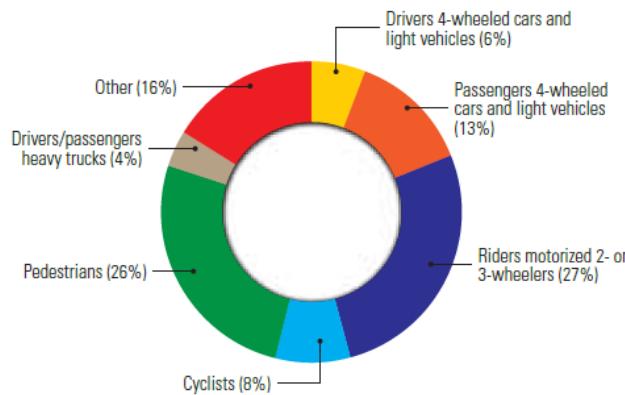
SAFER VEHICLES	
Total registered vehicles for 2013	250 138 212
Cars and 4-wheeled light vehicles	137 406 846
Motorized 2- and 3-wheelers	95 326 138
Heavy trucks	5 069 292
Buses	-
Other	12 335 936
Vehicle standards applied <sup>a</sup>	
Frontal impact standard	Yes
Electronic stability control	No
Pedestrian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

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

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

<sup>a</sup> Ministry of Public Security, Annual statistics report on road traffic accident. Defined as died within 7 days of crash.

## DEATHS BY ROAD USER CATEGORY



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

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

<sup>c</sup> Speeds may not exceed the sign-posted speed limit.

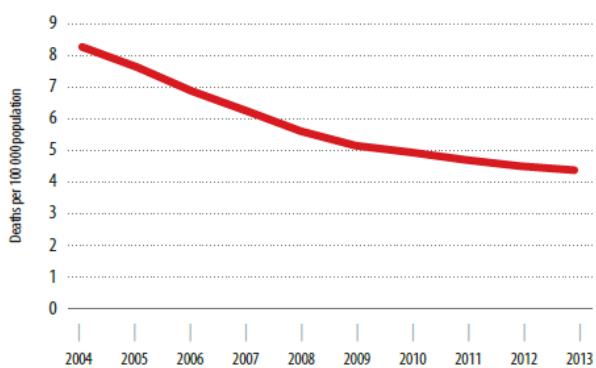
<sup>d</sup> 2013, Ministry of Public Security, Annual statistics report on road traffic accident.

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

<sup>f</sup> Annual report on development of auto society in China (2012–2013).

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

## TRENDS IN REPORTED ROAD TRAFFIC DEATHS



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

# FRANCE

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



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

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

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

<sup>a</sup> UNECE WP29.

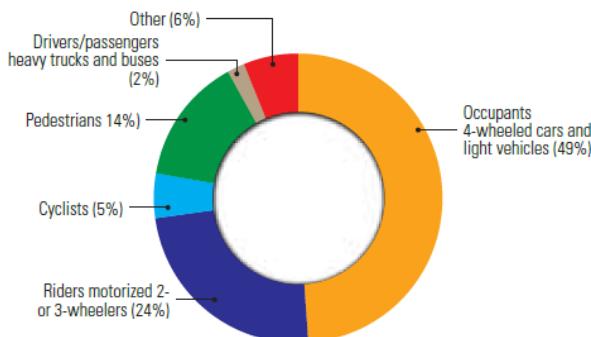
POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	—

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

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

<sup>c</sup> ONISR.

## DEATHS BY ROAD USER CATEGORY

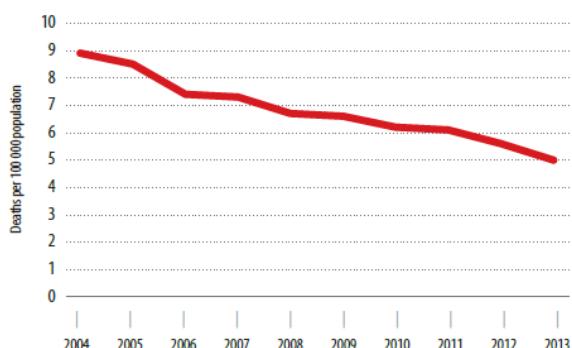


Source: 2013, ONISR.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 7 8 ⑨ 10
National drink-driving law	Yes
BAC limit – general population	< 0.05 g/dl
BAC limit – young or novice drivers	< 0.05 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 ⑧ 9 10
% road traffic deaths involving alcohol	29% <sup>d</sup>
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 ⑨ 10
Helmet wearing rate	98% Drivers <sup>d</sup> , 92% Passengers <sup>d</sup>
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 ⑨ 10
Seat-belt wearing rate	99% Front seats <sup>d</sup> , 87% Rear seats <sup>d</sup>
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Weight/Height
Enforcement	0 1 2 3 4 5 6 7 ⑧ 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

<sup>d</sup> 2013, ONISR.

## TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: ONISR.

# GABON

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



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

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

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

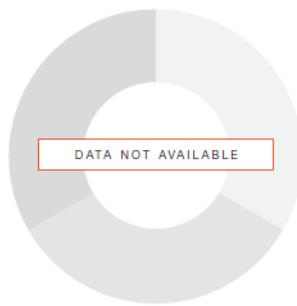
<sup>a</sup> UNECE WP29.

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

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

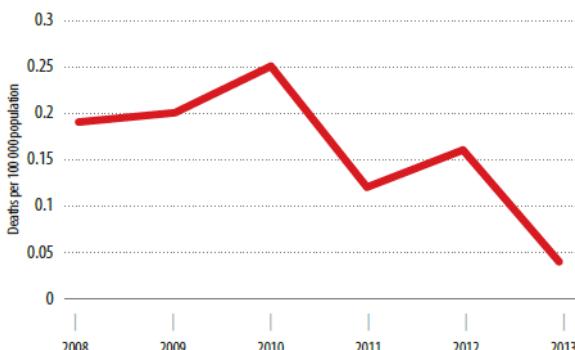
<sup>b</sup> General Directorate of Road Safety (DGSR). Data from 7 out of 10 provinces. Defined as died within 30 days of crash.

## DEATHS BY ROAD USER CATEGORY



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

## TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: General Directorate of Road Safety (DGSR).

# INDIA

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



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

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

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

<sup>a</sup> UNECE WP29.

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

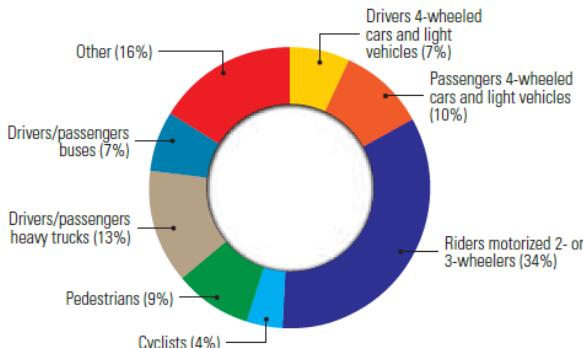
## DATA

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

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

<sup>c</sup> 2009, 10th 5 Year Plan, Volume 2.

## DEATHS BY ROAD USER CATEGORY



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

SAFER ROAD USERS	
National speed limit law	Yes <sup>d</sup>
Max urban speed limit	No
Max rural speed limit	No
Max motorway speed limit	No
Local authorities can modify limits	Yes
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
National drink-driving law	Yes
BAC limit – general population	≤ 0.03 g/dl
BAC limit – young or novice drivers	≤ 0.03 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
% road traffic deaths involving alcohol	5% <sup>e</sup>
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes <sup>f</sup>
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
Helmet wearing rate	20–80% All riders <sup>g</sup> , 60% Drivers <sup>g</sup>
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
Seat-belt wearing rate	26% Drivers (in Bangalore) <sup>h</sup> , 26% Front seats <sup>h</sup>
National child restraint law	No <sup>i</sup>
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug-driving law	Yes

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

<sup>e</sup> Road Accidents in India, Transport Research Wing (TRW), MORTH (data from 2013).

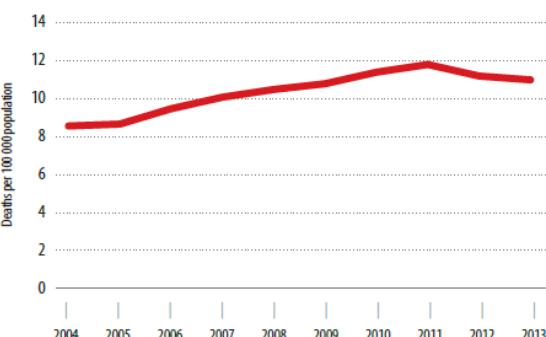
<sup>f</sup> Under the Motor Vehicles Act, state governments in India have the authority to adopt rules creating exemptions to the national motorcycle helmet requirements.

<sup>g</sup> Bangalore Road Safety Programme (data from 2011–2012).

<sup>h</sup> Bangalore Road Safety Programme (data from 2011).

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

## TRENDS IN REPORTED ROAD TRAFFIC DEATHS



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

# ITALY

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



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

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

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

<sup>a</sup> UNECE WP29.

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

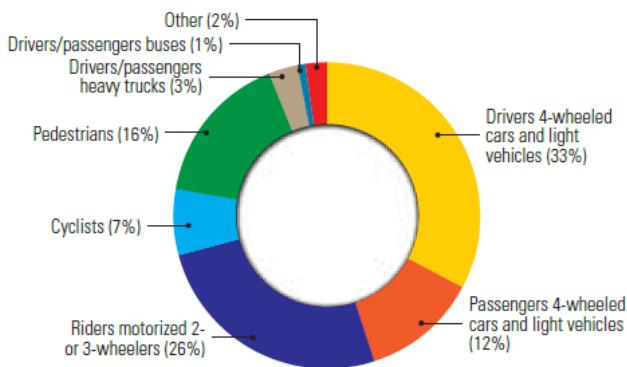
<sup>b</sup> 2011, SINIACA-IDB.

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

<sup>c</sup> Italian National Institute of Statistics. Defined as died within 30 days of crash.

<sup>d</sup> 2011, Ministry of Infrastructure and Transport.

## DEATHS BY ROAD USER CATEGORY



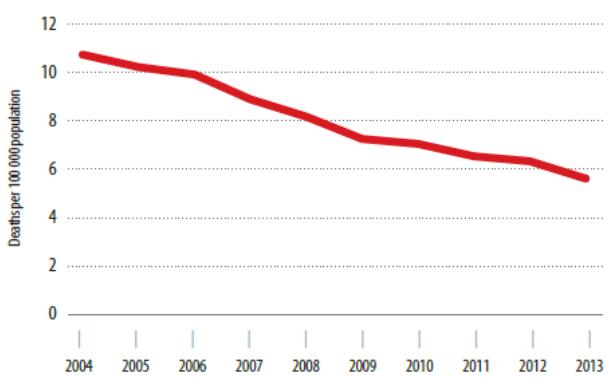
Source: 2013, Italian National Institute of Statistics.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	150 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	0.00 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	25% <sup>e</sup>
National motorcycle helmet law	
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	90% All riders <sup>f</sup>
National seat-belt law	
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	64% Front seats <sup>f</sup> , 10% Rear seats <sup>f</sup>
National child restraint law	
Restrictions on children sitting in front seat	No
Child restraint law based on	Weight/Height
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	

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

<sup>f</sup> 2011, Ministry of Infrastructure and Transport.

## TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Italian National Institute of Statistics.

# JAPAN

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



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

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

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

<sup>a</sup> As of April 2013

<sup>b</sup> UNECE WP29.

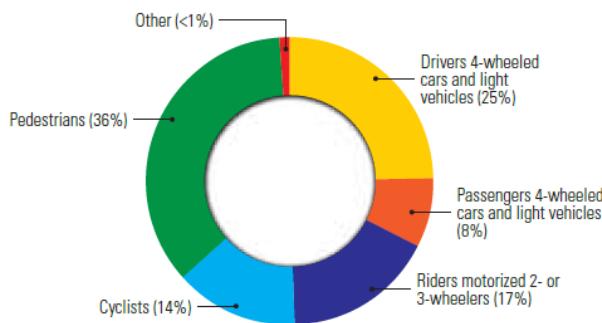
POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	119
Permanently disabled due to road traffic crash	—

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

<sup>c</sup> National Police Agency. Defined as died within 24 hours of crash.

<sup>d</sup> March 2012, Investigative Study for Economic Losses Caused by Road Traffic Accidents.

## DEATHS BY ROAD USER CATEGORY



Source: 2013, National Police Agency.

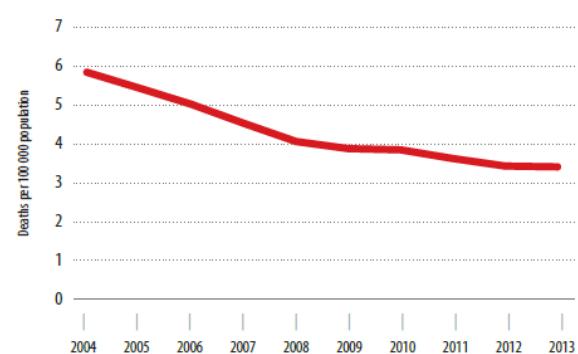
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	60 km/h
Max motorway speed limit	100 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink-driving law	Yes
BAC limit – general population	< 0.03 g/dl
BAC limit –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

<sup>e</sup> 2013, National Police Agency

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

<sup>g</sup> 2013, Joint study by Japan Automobile Federation (JAF) and National Police Agency.

## TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: National Police Agency

# JORDAN

Population: 7 273 799 • Income group: Middle • Gross national income per capita: US\$ 4 950



INSTITUTIONAL FRAMEWORK	
Lead agency	Department of Traffic Safety
Funded in national budget	No
National road safety strategy	Multiple Strategies
Funding to implement strategy	Partially funded
Fatality reduction target	1 death per 10 000 vehicle (2014–2016)

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

SAFER VEHICLES	
Total registered vehicles for 2013	1 263 754
Cars and 4-wheeled light vehicles	912 172
Motorized 2- and 3-wheelers	6 792
Heavy trucks	139 679
Buses	137 814
Other	67 297
Vehicle standards applied <sup>a</sup>	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

<sup>a</sup> UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	911
Permanently disabled due to road traffic crash	13.5% <sup>b</sup>

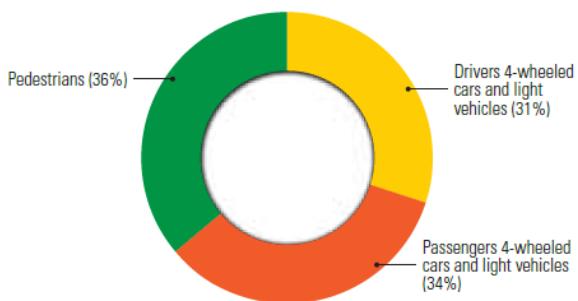
<sup>b</sup> Traffic crashes in Jordan, Traffic Institute (data from 2013).

DATA	
Reported road traffic fatalities (2013)	768 <sup>c</sup> (81% M, 19% F)
WHO estimated road traffic fatalities	1 913 (95%CI 1 633–2 193)
WHO estimated rate per 100 000 population	26.3
Estimated GDP lost due to road traffic crashes	1.2% <sup>d</sup>

<sup>c</sup> Traffic crashes in Jordan, Traffic Institute. Defined as died within 30 days of crash.

<sup>d</sup> Traffic crashes in Jordan, Traffic Institute and General Statistics Department (data from 2013).

## DEATHS BY ROAD USER CATEGORY



Source: Traffic crashes in Jordan, Traffic Institute (data from 2013).

## SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	90 km/h
Max rural speed limit	120 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 ⑥ 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	< 0.08 g/dl
BAC limit – young or novice drivers	< 0.08 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 ⑥ 7 8 9 10
Seat-belt wearing rate	42% Drivers <sup>e</sup>
National child restraint law	No
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug–driving law	Yes

<sup>e</sup> 2003, Elmosaly and Elsabah study.

## TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Traffic crashes in Jordan, Traffic Institute (data from 2013).

# REPUBLIC OF KOREA

Population: 49 262 698 • Income group: High • Gross national income per capita: US\$ 25 920



INSTITUTIONAL FRAMEWORK	
Lead agency	Ministry of Land, Infrastructure and Transport
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	< 4 000 deaths per year by 2017

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

SAFER VEHICLES	
Total registered vehicles for 2013	23 150 619
Cars and 4-wheeled light vehicles	15 078 354
Motorized 2- and 3-wheelers	2 117 035
Heavy trucks	970 805
Buses	4 984 425
Other	0
Vehicle standards applied <sup>a</sup>	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

<sup>a</sup> UNECE WP29.

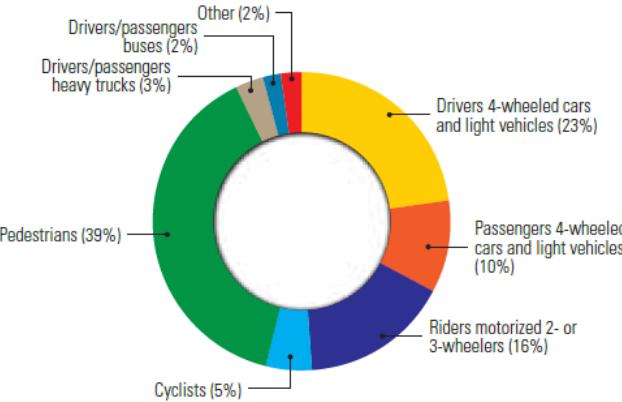
POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	119
Permanently disabled due to road traffic crash	0.4% <sup>b</sup>

<sup>b</sup> 2012, Korea Insurance Development Institute.

DATA	
Reported road traffic fatalities (2013)	5 092 <sup>c</sup> , (72% M, 28% F)
WHO estimated road traffic fatalities	5 931
WHO estimated rate per 100 000 population	12
Estimated GDP lost due to road traffic crashes	1% <sup>d</sup>

<sup>c</sup> Korean National Police Agency. Defined as died within 30 days of crash.  
<sup>d</sup> 2013, Evaluation and estimation of the road accident cost, KoRoad.

## DEATHS BY ROAD USER CATEGORY



Source: 2013, Korean National Police Agency.

## SAFER ROAD USERS

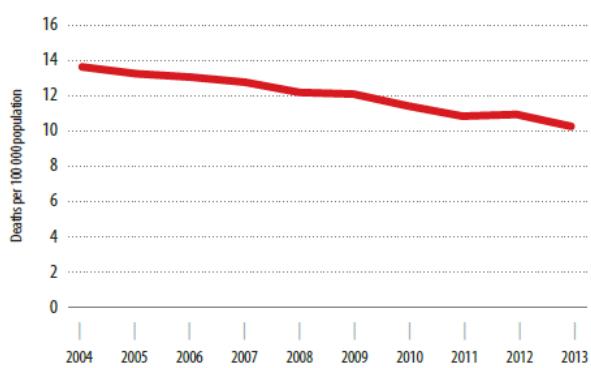
National speed limit law	Yes
Max urban speed limit	80 km/h <sup>e</sup>
Max rural speed limit	80 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 7 ⑧ 9 10
National drink-driving law	Yes
BAC limit – general population	< 0.05 g/dl
BAC limit – young or novice drivers	< 0.05 g/dl
Random breath testing carried out	No
Enforcement	0 1 2 3 4 5 6 7 ⑧ 9 10
% road traffic deaths involving alcohol	14% <sup>f</sup>
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 ⑥ 7 8 9 10
Helmet wearing rate	74% All riders <sup>g</sup>
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 ⑦ 8 9 10
Seat-belt wearing rate	84% Front seats <sup>h</sup> , 19% Rear seats <sup>g</sup>
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	
% children using child restraints	34% <sup>i</sup>
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

<sup>e</sup> Maximum speed limit can increase to 90km/h on roads exclusively for use by automobiles.

<sup>f</sup> 2013, Korean National Police Agency.

<sup>g</sup> On motorways, lower on other roads. 2013 Korea Transportation Safety Authority (KOTSA), Transport Culture Index.

## TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Korean National Police Agency.

# KUWAIT

Population: 3 368 572 • Income group: High • Gross national income per capita: US\$ 45 130



INSTITUTIONAL FRAMEWORK	
Lead agency	General Directorate of Traffic
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	15% (2006–2015)

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

SAFER VEHICLES	
Total registered vehicles for 2013	1 841 416
Cars and 4-wheeled light vehicles	1 670 540
Motorized 2- and 3-wheelers	15 185
Heavy trucks	96 598
Buses	35 410
Other	23 683
Vehicle standards applied <sup>a</sup>	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

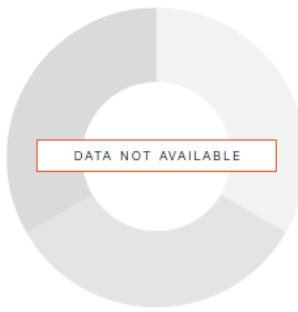
<sup>a</sup> UNECE WP29.

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

DATA	
Reported road traffic fatalities (2012)	487 <sup>b</sup> (88% M, 12% F)
WHO estimated road traffic fatalities	629
WHO estimated rate per 100 000 population	18.7
Estimated GDP lost due to road traffic crashes	—

<sup>b</sup> Ministry of Health. Defined as unlimited time period following crash.

## DEATHS BY ROAD USER CATEGORY

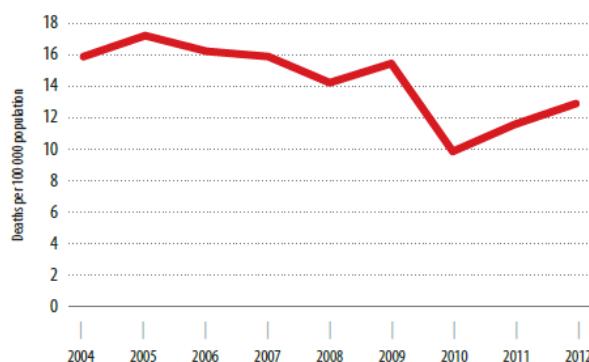


SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	45 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	80 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
National drink–driving law	Yes <sup>c,d</sup>
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 ⑦ 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	Yes
Child restraint law based on:	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

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

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

## TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: 2003–2013, Ministry of Health Report.

# THE FORMER YUGOSLAV REPUBLIC OF MACEDONIA

Population: 2 107 158 • Income group: Middle • Gross national income per capita: US\$ 4 870



## INSTITUTIONAL FRAMEWORK

Lead agency	Republic Council on Road Traffic Safety and Coordination Body of the Government
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% reduction and 0 child victims (2009–2014)

## SAFER ROADS AND MOBILITY

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

## SAFER VEHICLES

Total registered vehicles for 2013	403 339
Cars and 4-wheeled light vehicles	346 798
Motorized 2- and 3-wheelers	8 093
Heavy trucks	45 426
Buses	3 022
Other	0
Vehicle standards applied <sup>a</sup>	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

<sup>a</sup> UNECE WP29.

## POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	194
Permanently disabled due to road traffic crash	11.5% <sup>b</sup>

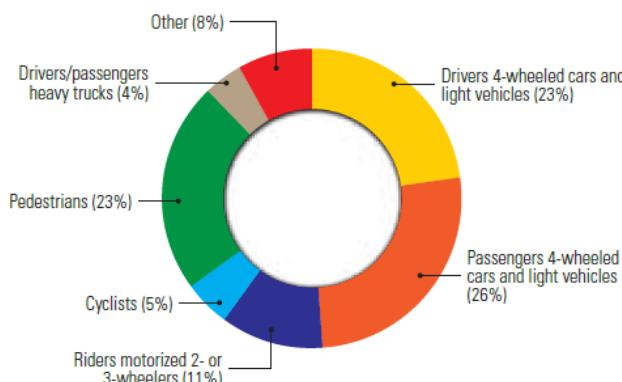
<sup>b</sup> 2008, Institute of Public Health, Community injury survey in Macedonia.

## DATA

Reported road traffic fatalities (2013)	198 <sup>c</sup> (78% M, 22% F)
WHO estimated road traffic fatalities	198
WHO estimated rate per 100 000 population	9.4
Estimated GDP lost due to road traffic crashes	—

<sup>c</sup> Sector for Analytics Research and Documentation in the Ministry of Interior, State Statistical Office. Defined as died within 30 days of crash.

## DEATHS BY ROAD USER CATEGORY



Source: 2013, Sector for Analytics Research and Documentation in the Ministry of Interior, State Statistical Office.

## SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	60 km/h <sup>d</sup>
Max rural speed limit	80 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
National drink-driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	0.00 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
% road traffic deaths involving alcohol	1% <sup>e</sup>
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Helmet wearing rate	50% All riders <sup>f</sup>
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Seat-belt wearing rate	60% Front seats <sup>g</sup> , 10% Rear seats <sup>g</sup>
National child restraint law	No
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

<sup>d</sup> Can be increased up to an unspecified limit.

<sup>e</sup> 2013, Ministry of Interior (Police records), State Statistical Office.

<sup>f</sup> 2013, Ministry of Interior (Police records).

## TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Sector for Analytics Research and Documentation in the Ministry of Interior, State Statistical Office.

# NIGERIA

Population: 173 615 345 • Income group: Middle • Gross national income per capita: US\$ 2 710



INSTITUTIONAL FRAMEWORK	
Lead agency	Federal Road Safety Corps
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% reduction in crash fatalities by 2015 (Accra Declaration); Reducing RTC fatalities by 2020 (UN Decade of Action); 25% annually for 2014 reduction in fatalities and 15% in RTC (-) (FRSC Nigeria)

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

SAFER VEHICLES	
Total registered vehicles for 2013	5 791 446
Cars and 4-wheeled light vehicles	3 267 139
Motorized 2- and 3-wheelers	2 524 307
Heavy trucks	—
Buses	—
Other	0
Vehicle standards applied <sup>a</sup>	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

<sup>a</sup> UNECE WP29.

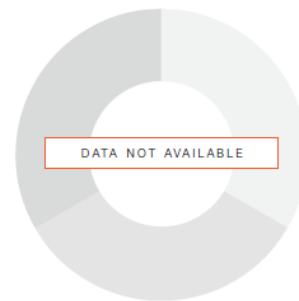
POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	6 450 <sup>b</sup> (75% M, 25% F)
WHO estimated road traffic fatalities	35 641 (95%CI 27 949–43 332)
WHO estimated rate per 100 000 population	20.5
Estimated GDP lost due to road traffic crashes	3.0% <sup>c</sup>

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

<sup>c</sup> 2011, National Road Safety Strategy (NRSS).

## DEATHS BY ROAD USER CATEGORY

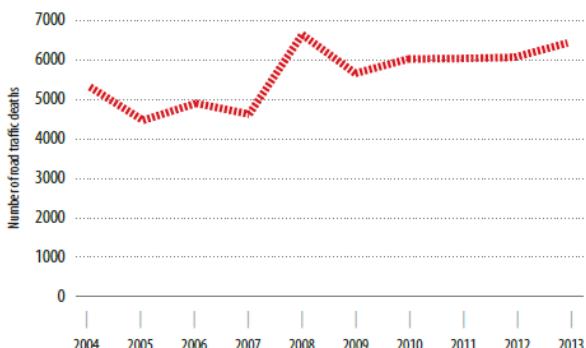


SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	100 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	≤ 0.08 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 (2) 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	1% <sup>c</sup>
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	87% Front seats <sup>d</sup> , 10% Rear seats <sup>d</sup>
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Age
Enforcement	0 1 (2) 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug–driving law	Yes

<sup>c</sup> Federal Road Safety Corps (data from 2013).

<sup>d</sup> Federal Road Safety Corps and Observatory (data from 2013).

## TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Federal Road Safety Corps (FRSC).

# OMAN

Population: 3 632 444 • Income group: High • Gross national income per capita: US\$ 25 150



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

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

SAFER VEHICLES	
Total registered vehicles for 2013	1 082 996
Cars and 4-wheeled light vehicles	914 533
Motorized 2- and 3-wheelers	5 896
Heavy trucks	52 549
Buses	33 489
Other	76 529
Vehicle standards applied <sup>a</sup>	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

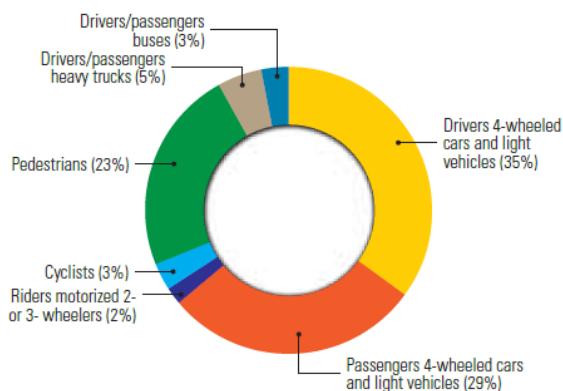
<sup>a</sup> UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	9999
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	913 <sup>b</sup> (86% M, 14% F)
WHO estimated road traffic fatalities	924
WHO estimated rate per 100 000 population	25.4
Estimated GDP lost due to road traffic crashes	—

<sup>b</sup> Statistics Unit, Traffic Department, Royal Oman Police. Defined as died within 30 days of crash.

## DEATHS BY ROAD USER CATEGORY



Source: Statistics unit- traffic department-Royal Oman police (data from 2013).

## SAFER ROAD USERS

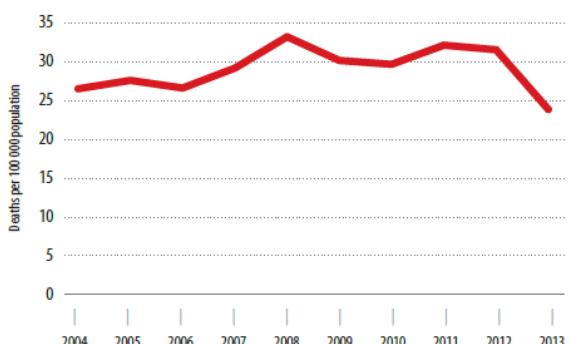
National speed limit law	Yes <sup>c</sup>
Max urban speed limit	—
Max rural speed limit	—
Max motorway speed limit	No
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes <sup>d</sup>
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	0.4% <sup>e</sup>
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	95% Drivers <sup>f</sup>
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	97% Drivers <sup>f</sup>
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Age
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug–driving law	Yes

<sup>c</sup> Urban and rural speed limits differ by terrain.

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

<sup>e</sup> 2013, Royal Oman Police.

## TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Statistics unit- traffic department-Royal Oman police.

# PORTUGAL

Population: 10 608 156 • Income group: High • Gross national income per capita: US\$ 21 260



INSTITUTIONAL FRAMEWORK	
Lead agency	National Authority for Road Safety
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Not funded
Fatality reduction target	31.9% meaning 62 deaths per 1 million population (2008–2015)

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

SAFER VEHICLES	
Total registered vehicles for 2012	6 056 856
Cars and 4-wheeled light vehicles	5 450 699
Motorized 2- and 3-wheelers	500 815
Heavy trucks	84 980
Buses	12 358
Other	8 004
Vehicle standards applied <sup>a</sup>	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

<sup>a</sup> UNECE WP29.

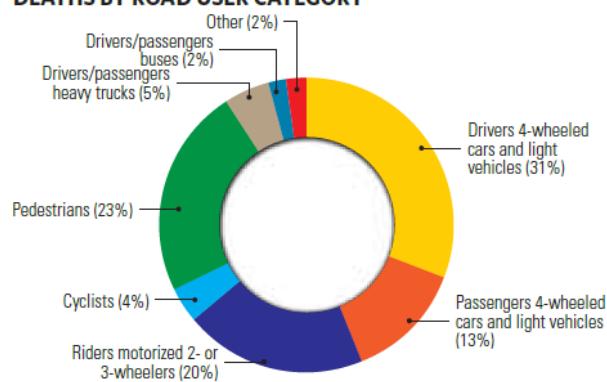
POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	637 <sup>b</sup> (79% M, 21% F)
WHO estimated road traffic fatalities	828
WHO estimated rate per 100 000 population	7.8
Estimated GDP lost due to road traffic crashes	1.2% <sup>c</sup>

<sup>b</sup> National Authority for Road Safety. Defined as died within 30 days of crash.

<sup>c</sup> 2010, Autonomous University of Lisbon.

## DEATHS BY ROAD USER CATEGORY



Source: 2013, National Authority for Road Safety.

## SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	< 0.05 g/dl
BAC limit – young or novice drivers	< 0.02 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	31%
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	99% Drivers <sup>d</sup> , 96% Passengers <sup>d</sup>
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	96% Front seats <sup>d</sup> , 77% Rear seats <sup>d</sup>
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/Weight/Height
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	85–88% <sup>e</sup>
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

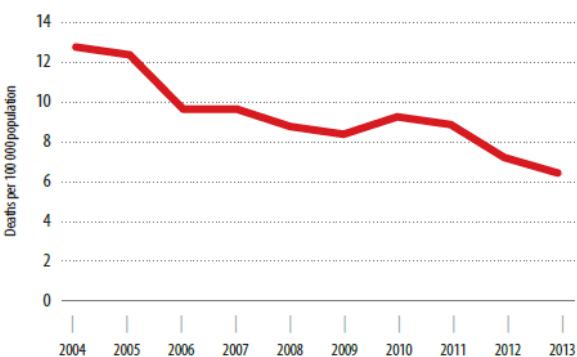
<sup>d</sup> 2012, National Institute of Legal Medicine and Forensic Science.

<sup>e</sup> 2012, National Authority for Road Safety.

<sup>f</sup> 2013, Road Safety Prevention Association.

<sup>g</sup> 2008–2012, 85% highway, 88% urban roads. Portuguese Association for Child Safety Promotion (APSI).

## TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: National Authority for Road Safety.

# ROMANIA

Population: 21 698 585 • Income group: Middle • Gross national income per capita: US\$ 9 060



INSTITUTIONAL FRAMEWORK	
Lead agency	Interministerial Council for Road Safety
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Not funded
Fatality reduction target	50% by 2020 (2014–2020)

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

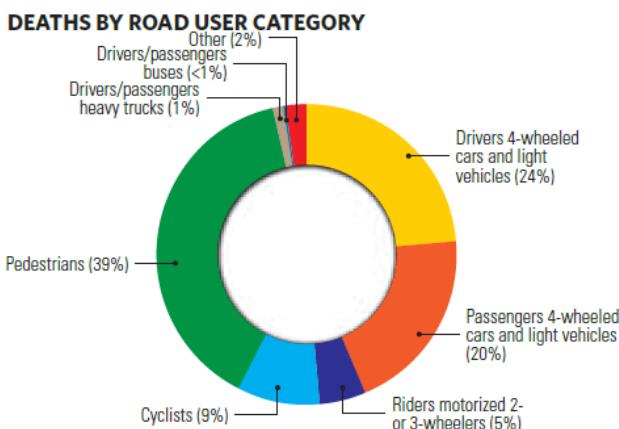
SAFER VEHICLES	
Total registered vehicles for 2013	5 985 085
Cars and 4-wheeled light vehicles	5 254 289
Motorized 2- and 3-wheelers	85 536
Heavy trucks	232 544
Buses	43 198
Other	369 518
Vehicle standards applied <sup>a</sup>	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

<sup>a</sup> UNECE WP29.

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

DATA	
Reported road traffic fatalities (2013)	1 861 <sup>b</sup> (74% M, 26% F)
WHO estimated road traffic fatalities	1 881
WHO estimated rate per 100 000 population	8.7
Estimated GDP lost due to road traffic crashes	—

<sup>b</sup> 2013, E.A.C. the Traffic Police Accidents Database. Defined as died within 30 days of crash.



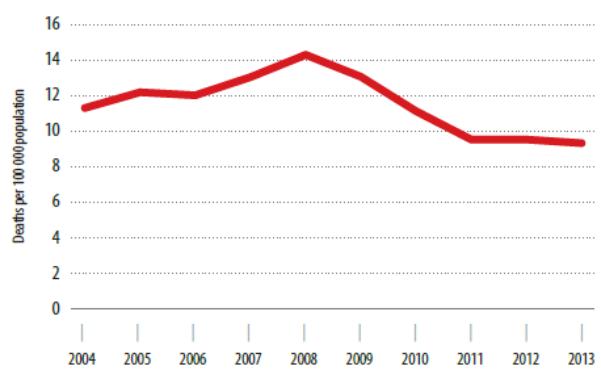
Source: 2013, E.A.C. the Traffic Police Accidents Database.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h <sup>c</sup>
Max rural speed limit	90 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	≤ 0.08 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	5% <sup>d</sup>
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

<sup>c</sup> Can be increased up to 80 km/h.

<sup>d</sup> 2013, E.A.C. the Traffic Police Accidents Database.

## TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: E.A.C. the Traffic Police Accidents Database, I.N.S. the National Institute of Statistic.

# SAUDI ARABIA



Population: 28 828 870 • Income group: High • Gross national income per capita: US\$ 26 260

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

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

SAFER VEHICLES	
Total registered vehicles for 2010	6 599 216
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied <sup>a</sup>	—
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

<sup>a</sup> UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	997
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	7 661 <sup>b</sup> (88% M, 12% F)
WHO estimated road traffic fatalities	7 898 (95%CI 7 002–8 795)
WHO estimated rate per 100 000 population	27.4
Estimated GDP lost due to road traffic crashes	—

<sup>b</sup> Annual Statistical Report of the Traffic Department. Defined as died within 30 days of crash.

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

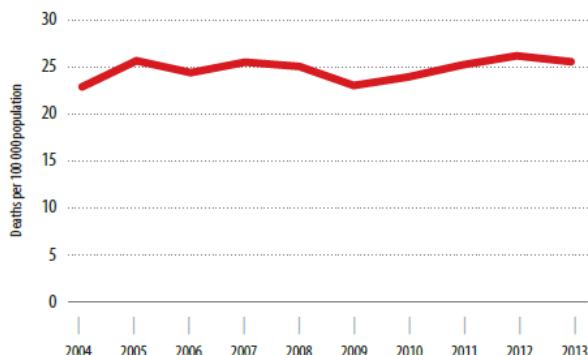
<sup>c</sup> Not based on BAC.

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

## DEATHS BY ROAD USER CATEGORY



## TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Annual Statistical Report of the Traffic Department.

# SERBIA

Population: 9 510 506 • Income group: Middle • Gross national income per capita: US\$ 6 050



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

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

SAFER VEHICLES	
Total registered vehicles for 2013	2 130 035
Cars and 4-wheeled light vehicles	1 884 712
Motorized 2- and 3-wheelers	58 384
Heavy trucks	69 368
Buses	9 018
Other	108 553
Vehicle standards applied <sup>a</sup>	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

<sup>a</sup> UNECE WP29.

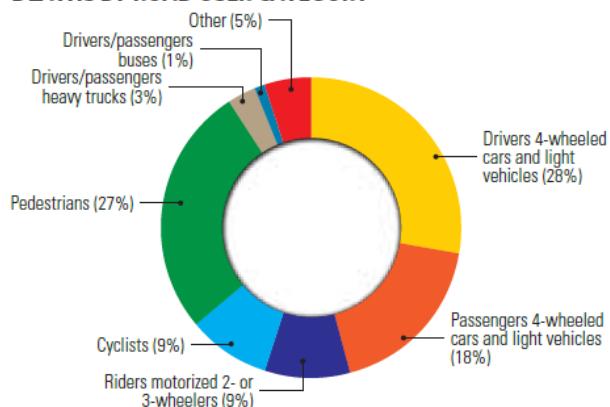
POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	650 <sup>b</sup> (78% M, 22% F)
WHO estimated road traffic fatalities	735
WHO estimated rate per 100 000 population	7.7
Estimated GDP lost due to road traffic crashes	2.0% <sup>c</sup>

<sup>b</sup> Database of the Ministry of Interior on road traffic accidents. Defined as died within 30 days of crash.

<sup>c</sup> 2011, The draft of the Road Safety Strategy of Republic of Serbia and Technical Report, LOUIS BERGER, 2012.

## DEATHS BY ROAD USER CATEGORY



Source: 2013, Database of the Ministry of Interior on road traffic accidents.

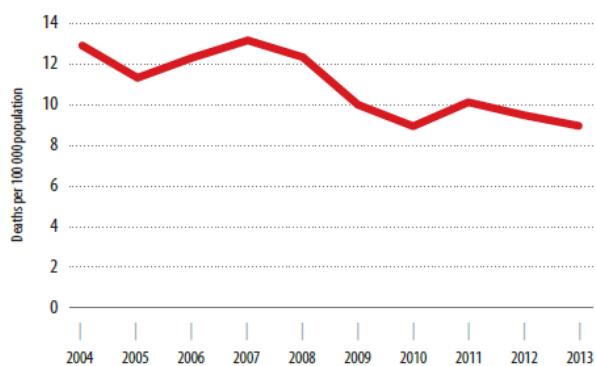
## SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	100 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
National drink-driving law	Yes
BAC limit – general population	≤ 0.03 g/dl
BAC limit – young or novice drivers	0.00 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 (5) 6 7 8 9 10
% road traffic deaths involving alcohol	7% <sup>d</sup>
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Helmet wearing rate	87% All riders <sup>e</sup>
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Seat-belt wearing rate	66% Front seats <sup>f</sup> , 3% Rear seats <sup>f</sup>
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age
Enforcement	0 1 (2) 3 4 5 6 7 8 9 10
% children using child restraints	18% <sup>g</sup>
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

<sup>d</sup> 2013, Database of the Ministry of Interior on road traffic accidents.

<sup>e</sup> 2013, Road Traffic Safety Agency.

## TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Statistical Office of the Republic of Serbia and the database of the Ministry of Interior on road traffic accidents.

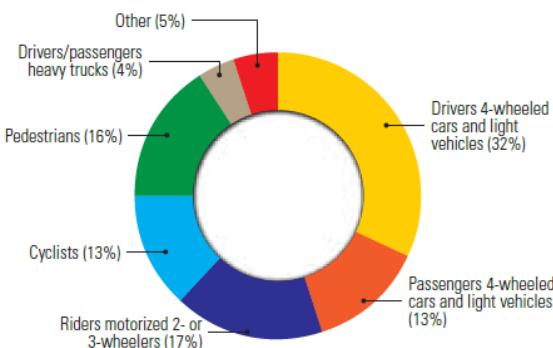
# SLOVENIA

Population: 2 071 997 • Income group: High • Gross national income per capita: US\$ 23 210



INSTITUTIONAL FRAMEWORK		SAFER ROAD USERS	
Lead agency	Slovenian Traffic Safety Agency	National speed limit law	Yes
Funded in national budget	Yes	Max urban speed limit	50 km/h <sup>d</sup>
National road safety strategy	Yes	Max rural speed limit	90 km/h
Funding to implement strategy	Partially funded	Max motorway speed limit	130 km/h
Fatality reduction target	50% (2013–2022)	Local authorities can modify limits	No
SAFER ROADS AND MOBILITY		Enforcement	
Formal audits required for new road construction projects	Yes	0 1 2 3 4 5 6 7 8 9 10	9 10
Regular inspections of existing road infrastructure	Yes	National drink-driving law	Yes
Policies to promote walking or cycling	Yes	BAC limit – general population	< 0.05 g/dl
Policies to encourage investment in public transport	Yes	BAC limit – young or novice drivers	0.00 g/dl
Policies to separate road users and protect VRUs	Yes	Random breath testing carried out	Yes
SAFER VEHICLES		Enforcement	
Total registered vehicles for 2013	1 395 704	0 1 2 3 4 5 6 7 8 9 10	9 10
Cars and 4-wheeled light vehicles	1 134 465	% road traffic deaths involving alcohol	30%
Motorized 2- and 3-wheelers	87 618	National motorcycle helmet law	Yes
Heavy trucks	27 176	Applies to drivers and passengers	Yes
Buses	2 444	Law requires helmet to be fastened	Yes
Other	144 001	Law refers to helmet standard	Yes
Vehicle standards applied <sup>a</sup>		Enforcement	0 1 2 3 4 5 6 7 8 9 10
Frontal impact standard	Yes	Helmet wearing rate	—
Electronic stability control	Yes	National seat-belt law	Yes
Pedestrian protection	Yes	Applies to front and rear seat occupants	Yes
<sup>a</sup> UNECE WP29.		Enforcement	0 1 2 3 4 5 6 7 8 9 10
POST-CRASH CARE		Seat-belt wearing rate	95% Front seats <sup>b</sup> , 66% Rear seats <sup>b</sup>
Emergency room injury surveillance system	Yes	National child restraint law	Yes
Emergency access telephone numbers	112	Restrictions on children sitting in front seat	No
Permanently disabled due to road traffic crash	—	Child restraint law based on	Age/Weight/Height
DATA		Enforcement	
Reported road traffic fatalities (2013)	125 <sup>b</sup> (75% M, 25% F)	0 1 2 3 4 5 6 7 8 9 10	9 10
WHO estimated road traffic fatalities	132	% children using child restraints	94% <sup>c</sup>
WHO estimated rate per 100 000 population	6.4	National law on mobile phone use while driving	Yes
Estimated GDP lost due to road traffic crashes	1.5% <sup>c</sup>	Law prohibits hand-held mobile phone use	Yes
<sup>b</sup> Police records. Defined as died within 30 days of crash.		Law also applies to hands-free phones	No
<sup>c</sup> 2012, Slovenian Traffic Safety Agency.		National drug-driving law	Yes
<sup>d</sup> Can be increased up to 70 km/h.			
<sup>e</sup> 2013, Police records.			
<sup>f</sup> 2011, Slovenian Traffic Safety Agency.			
<sup>g</sup> 2011, Children 0–7 years-old, University of Maribor.			

## DEATHS BY ROAD USER CATEGORY



Source: 2013, Police records.

## TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Slovenian Traffic Safety Agency.

# SOUTH AFRICA

Population: 52 776 130 • Income group: Middle • Gross national income per capita: US\$ 7 190



INSTITUTIONAL FRAMEWORK	
Lead agency	Road Traffic Management Corporation
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2011–2015)

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

SAFER VEHICLES	
Total registered vehicles for 2013	9 909 923
Cars and 4-wheeled light vehicles	8 894 239
Motorized 2- and 3-wheelers	367 231
Heavy trucks	350 498
Buses	54 494
Other	243 461
Vehicle standards applied <sup>a</sup>	
Frontal impact standard	No
Electronic stability control	Yes
Pedestrian protection	Yes

<sup>a</sup> UNECE WP29.

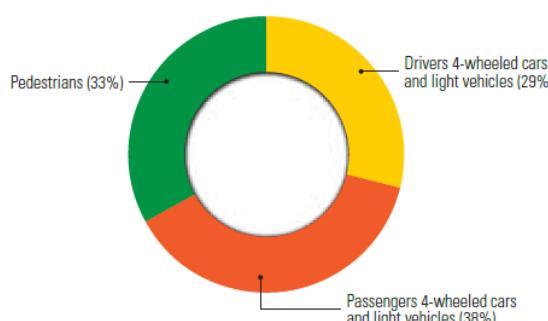
POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2010–2011)	13 802 <sup>b</sup> (76% M, 24% F)
WHO estimated road traffic fatalities	13 273
WHO estimated rate per 100 000 population	25.1
Estimated GDP lost due to road traffic crashes	7.8% <sup>c</sup>

<sup>b</sup> Road Traffic Management Corporation. Defined as died within 30 days of crash.

<sup>c</sup> Road Traffic Management Corporation and iRAP (data from 2013).

## DEATHS BY ROAD USER CATEGORY



Source: Road Traffic Management Corporation (data from 2010–2011).

## SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	100 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	< 0.05 g/dl
BAC limit – young or novice drivers	< 0.05 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
% road traffic deaths involving alcohol	58% <sup>d</sup>
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
Seat-belt wearing rate	33% Drivers <sup>e</sup> , 31% Front seats <sup>e</sup>
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

<sup>d</sup> National Injury Mortality Surveillance System (NIMSS) (data from 2010).

<sup>e</sup> Traffic Offence Survey RTMC (data from 2010).

## TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Road Traffic Management Corporation.

# SPAIN

Population: 46 926 963 • Income group: High • Gross national income per capita: US\$ 29 920



INSTITUTIONAL FRAMEWORK	
Lead agency	Direktorate General of Traffic
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	< 3.7 per 100 000 population (2011–2020)

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

SAFER VEHICLES	
Total registered vehicles for 2013	32 616 105
Cars and 4-wheeled light vehicles	26 574 614
Motorized 2- and 3-wheelers	4 998 320
Heavy trucks	520 098
Buses	59 892
Other	463 181
Vehicle standards applied*	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

\* UNECE WP29.

## POST-CRASH CARE

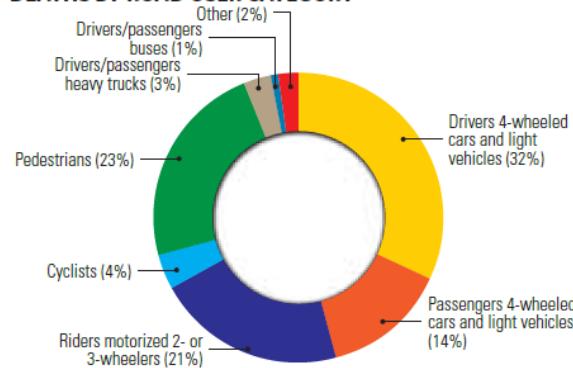
Emergency room injury surveillance system	No
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	—

## DATA

Reported road traffic fatalities (2013)	1 680 <sup>b</sup> (76% M, 23% F)
WHO estimated road traffic fatalities	1 730
WHO estimated rate per 100 000 population	3.7
Estimated GDP lost due to road traffic crashes	1.0% <sup>c</sup>

<sup>b</sup> Directorate General of Traffic. Defined as died within 30 days of crash.  
<sup>c</sup> 2012, Directorate General of Traffic.

## DEATHS BY ROAD USER CATEGORY



Source: 2013, Directorate General of Traffic.

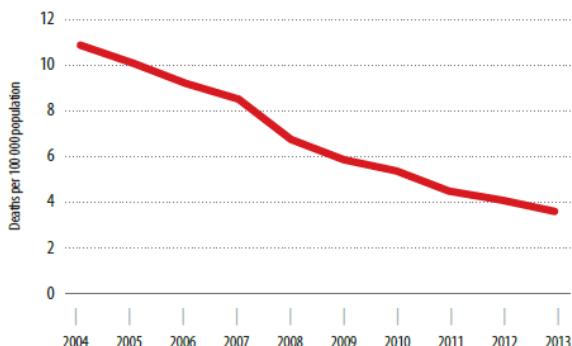
## SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink-driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	≤ 0.03 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	7–17% <sup>d</sup>
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	99% Drivers <sup>e</sup> , 99% Passengers <sup>e</sup>
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	91% Front seats <sup>f</sup> , 81% Rear seats <sup>f</sup>
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/Weight/Height
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	88% <sup>g</sup>
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

<sup>d</sup> 2012, 17% Males, 7% Females. WHO Global status report on alcohol and health 2014.

<sup>e</sup> 2012, Directorate General of Traffic.

## TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Directorate General of Traffic.

# BOSNIA AND HERZEGOVINA

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



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

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

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

<sup>a</sup> UNECE WP29.

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

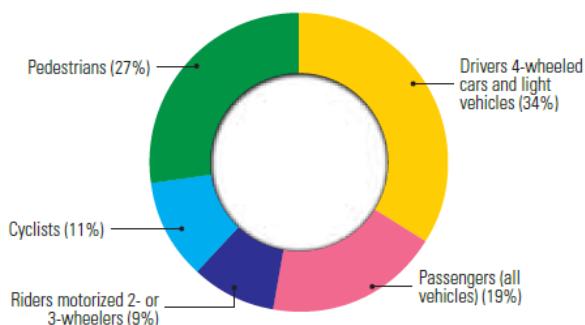
DATA	
Reported road traffic fatalities (2013)	334 <sup>b</sup>
WHO estimated road traffic fatalities	676 (95%CI 607–745)
WHO estimated rate per 100 000 population	17.7
Estimated GDP lost due to road traffic crashes	2.0% for RS; 5.8% for FB&H <sup>c</sup>

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

<sup>c</sup> 2011, Institute for Economics of the RS.

<sup>d</sup> 2011, Federal Ministry of Internal Affairs FB&H.

## DEATHS BY ROAD USER CATEGORY



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

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

<sup>e</sup> Can be increased up to an unspecified speed.

<sup>f</sup> 2013, Ministry of Interior of the RS.

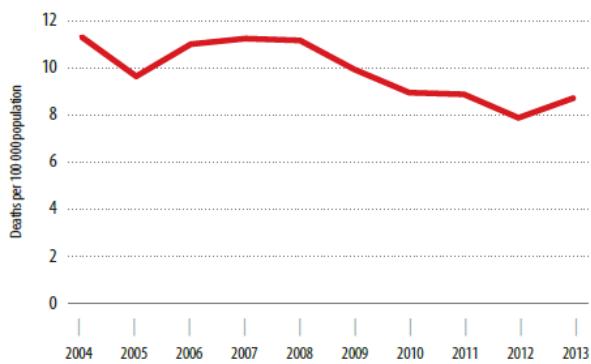
<sup>g</sup> 2011, Federal Ministry of Internal Affairs FB&H.

<sup>h</sup> Records of road traffic accident injuries in BD.

<sup>i</sup> 2013, Automoto Association of the RS (subnational data).

<sup>j</sup> 2011, SweRoad (subnational data).

## TRENDS IN REPORTED ROAD TRAFFIC DEATHS



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

# SWITZERLAND

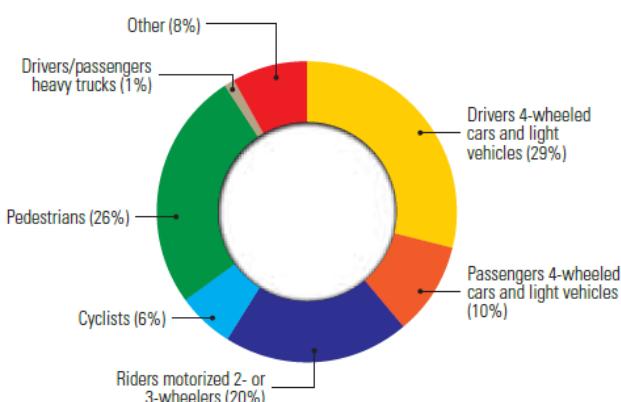
Population: 8 077 833 • Income group: High • Gross national income per capita: US\$ 90 760



INSTITUTIONAL FRAMEWORK		SAFER ROAD USERS	
Lead agency	Federal Roads Office	National speed limit law	Yes
Funded in national budget	Yes	Max urban speed limit	50 km/h
National road safety strategy	Yes	Max rural speed limit	80 km/h
Funding to implement strategy	Partially funded	Max motorway speed limit	120 km/h
Fatality reduction target	No	Local authorities can modify limits	No
SAFER ROADS AND MOBILITY		Enforcement	0 1 2 3 4 5 6 7 8 9 10
Formal audits required for new road construction projects	Yes	National drink-driving law	Yes
Regular inspections of existing road infrastructure	Yes	BAC limit – general population	< 0.05 g/dl
Policies to promote walking or cycling	Yes	BAC limit – young or novice drivers	< 0.01 g/dl
Policies to encourage investment in public transport	Yes	Random breath testing carried out	Yes
Policies to separate road users and protect VRUs	Yes	Enforcement	0 1 2 3 4 5 6 7 8 9 10
SAFER VEHICLES		% road traffic deaths involving alcohol	16% <sup>d</sup>
Total registered vehicles for 2013	5 693 642	National motorcycle helmet law	Yes
Cars and 4-wheeled light vehicles	4 320 885	Applies to drivers and passengers	Yes
Motorized 2- and 3-wheelers	687 990	Law requires helmet to be fastened	No
Heavy trucks	371 361	Law refers to helmet standard	Yes
Buses	60 151	Enforcement	0 1 2 3 4 5 6 7 8 9 10
Other	253 255	Helmet wearing rate	96–100% Drivers <sup>e</sup>
Vehicle standards applied <sup>a</sup>		National seat-belt law	Yes
Frontal impact standard	Yes	Applies to front and rear seat occupants	Yes
Electronic stability control	Yes	Enforcement	0 1 2 3 4 5 6 7 8 9 10
Pedestrian protection	Yes	Seat-belt wearing rate	91–92% Front seats <sup>f</sup> , 72% Rear seats <sup>f</sup>
POST-CRASH CARE		National child restraint law	Yes
Emergency room injury surveillance system	No	Restrictions on children sitting in front seat	No
Emergency access telephone numbers	144	Child restraint law based on	Age/Height
Permanently disabled due to road traffic crash	—	Enforcement	0 1 2 3 4 5 6 7 8 9 10
DATA		% children using child restraints	
Reported road traffic fatalities (2013)	269 <sup>b</sup> (71% M, 29% F)	National law on mobile phone use while driving	Yes
WHO estimated road traffic fatalities	269	Law prohibits hand-held mobile phone use	Yes
WHO estimated rate per 100 000 population	3.3	Law also applies to hands-free phones	No
Estimated GDP lost due to road traffic crashes	1.0% <sup>c</sup>	National drug-driving law	Yes

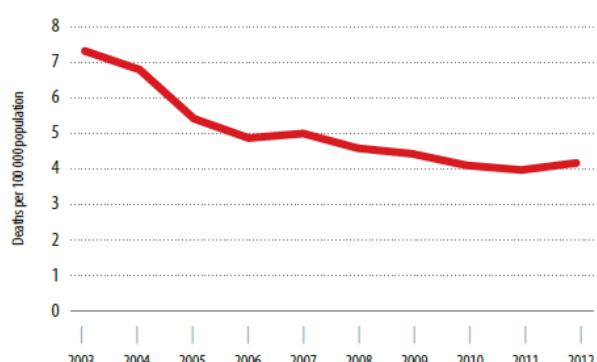
<sup>a</sup> UNECE WP29.  
<sup>b</sup> Data warehouse of the Federal Roads Office (FEDRO). Defined as died within 30 days of crash.  
<sup>c</sup> 2010, Federal Roads Office (FEDRO).  
<sup>d</sup> 2013, Data warehouse of the Federal Roads Office (FEDRO).  
<sup>e</sup> 2012, 100% motorcycles, 96% mopeds. Swiss Council for Accident Prevention.  
<sup>f</sup> 2013, Front seats: 92% Drivers, 91% Passengers; Rear seats: 72%. Swiss Council for Accident Prevention.

## DEATHS BY ROAD USER CATEGORY



Source: 2013, Data warehouse of the Federal Roads Office (FEDRO).

## TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Data warehouse of the Federal Roads Office (FEDRO), Swiss Statistics.

# TOGO

Population: 6 816 982 • Income group: Low • Gross national income per capita: US\$ 530



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

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

SAFER VEHICLES	
Total registered vehicles for 2011	58 111
Cars and 4-wheeled light vehicles	11 739
Motorized 2- and 3-wheelers	41 838
Heavy trucks	4 440
Buses	94
Other	0
Vehicle standards applied <sup>a</sup>	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

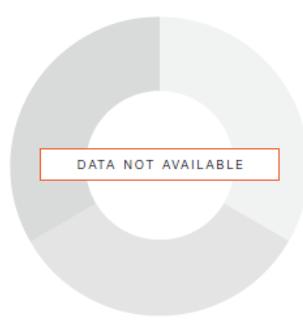
<sup>a</sup> UNECE WP.29.

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

DATA	
Reported road traffic fatalities (2013)	971 <sup>b</sup> (84% M, 16% F)
WHO estimated road traffic fatalities	2 123 (95%CI 1 719–2 526)
WHO estimated rate per 100 000 population	31.1
Estimated GDP lost due to road traffic crashes	—

<sup>b</sup> Ministry of Public Works and Transport. Defined as died within 7 days of crash.

## DEATHS BY ROAD USER CATEGORY



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

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

## TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Ministry of Transport (note: figures for 2007, 2008, 2009 do not include data from Ministry of Security).

# TUNISIA

Population: 10 996 515 • Income group: Middle • Gross national income per capita: US\$ 4 200



INSTITUTIONAL FRAMEWORK	
Lead agency	National Observatory for Information, Training, Documentation and Studies on Road Safety
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	No

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

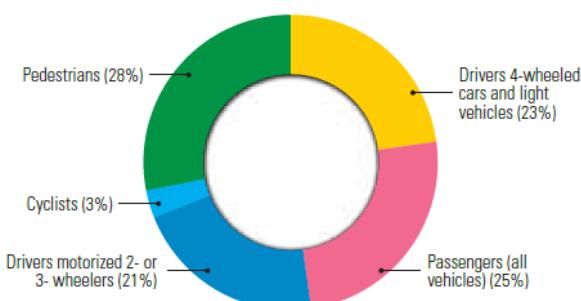
SAFER VEHICLES	
Total registered vehicles for 2013	1 735 339
Cars and 4-wheeled light vehicles	1 467 504
Motorized 2- and 3-wheelers	7 916
Heavy trucks	51 523
Buses	18 409
Other	189 987
Vehicle standards applied <sup>a</sup>	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

<sup>a</sup> UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	—
DATA	
Reported road traffic fatalities (2013)	1 505 <sup>b</sup> (84% M, 16% F)
WHO estimated road traffic fatalities	2 679 (95%CI 2 346–3 012)
WHO estimated rate per 100 000 population	24.4
Estimated GDP lost due to road traffic crashes	—

<sup>b</sup> General Directorate of the National Guard, Ministry of Interior (data from 2013). Defined as died within 30 days of crash.

## DEATHS BY ROAD USER CATEGORY



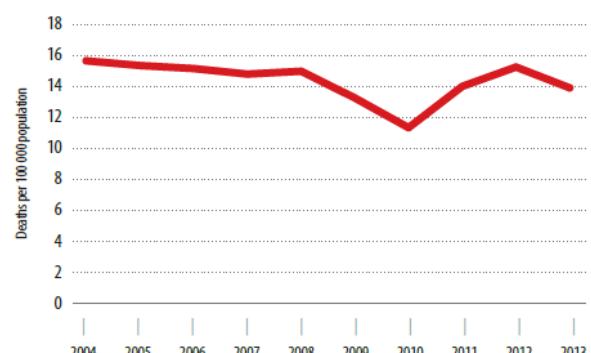
Source: General Directorate of the National Guard, Ministry of Interior (data from 2013).

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	110 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	< 0.05 g/dl
BAC limit – young or novice drivers	< 0.05 g/dl
Random breath testing carried out	No
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
% road traffic deaths involving alcohol	1% <sup>c</sup>
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes <sup>d</sup>
Applies to front and rear seat occupants	No
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

<sup>c</sup> General Directorate of the National Guard, Ministry of Interior (data from 2013).

<sup>d</sup> Law applies only outside urban areas.

## TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: General Directorate of the National Guard, Ministry of Interior.

# UNITED ARAB EMIRATES

Population: 9 346 129 • Income group: High • Gross national income per capita: US\$ 38 360



INSTITUTIONAL FRAMEWORK	
Lead agency	Traffic Coordination Department, Ministry of Interior
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	3 deaths per 100 000 population (2013–2021)

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

SAFER VEHICLES	
Total registered vehicles for 2013	2 674 894
Cars and 4-wheeled light vehicles	2 425 630
Motorized 2- and 3-wheelers	38 620
Heavy trucks	126 832
Buses	83 812
Other	0
Vehicle standards applied <sup>a</sup>	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

<sup>a</sup> UNECE WP29.

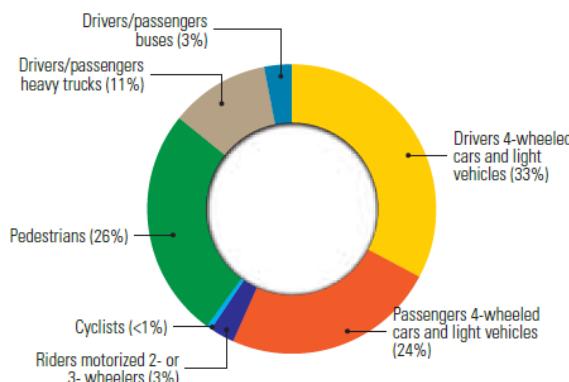
POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	999
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	651 <sup>b</sup> (86% M, 14% F)
WHO estimated road traffic fatalities	1 021 (95%CI 845–1 198)
WHO estimated rate per 100 000 population	10.9
Estimated GDP lost due to road traffic crashes	1.3% <sup>c</sup>

<sup>b</sup> Traffic Coordination Department, Ministry of Interior. Defined as died within 30 days of crash.

<sup>c</sup> Department of Economic Development (data from 2011).

## DEATHS BY ROAD USER CATEGORY



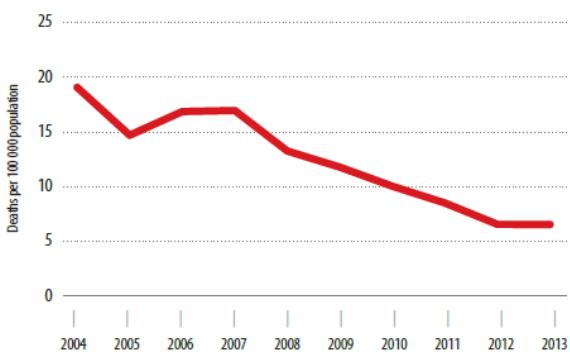
Source: Traffic Coordination Department, Ministry of Interior (data from 2013).

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

<sup>d</sup> Speed limit varies by Emirate.

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

## TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Traffic Coordination Department, Ministry of Interior.

# MOROCCO

Population: 33 008 150 • Income group: Middle • Gross national income per capita: US\$ 3 020



INSTITUTIONAL FRAMEWORK	
Lead agency	Directorate of Road Transport and Road Safety, Ministry Works, Transport and Logistics
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	No

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

SAFER VEHICLES	
Total registered vehicles for 2013	3 286 421
Cars and 4-wheeled light vehicles	2 314 826
Motorized 2- and 3-wheelers	38 792
Heavy trucks	818 168
Buses	10 579
Other	104 056
Vehicle standards applied <sup>a</sup>	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

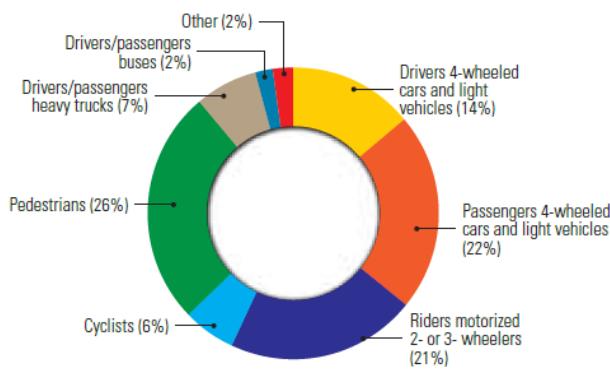
<sup>a</sup> UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	141
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	3 832 <sup>b</sup> (83% M, 17% F)
WHO estimated road traffic fatalities	6 870 (95%CI 5 831–7 910)
WHO estimated rate per 100 000 population	20.8
Estimated GDP lost due to road traffic crashes	2.0% <sup>c</sup>

<sup>b</sup> Directorate of Roads, Ministry of Works, Transport and Logistics. Defined as died within 30 days of crash.  
<sup>c</sup> 2012, « Bilan décennal des accidents de la circulation au Maroc 2000–2010 », National Committee for Traffic Accidents (CNPAC).

## DEATHS BY ROAD USER CATEGORY



Source: Directorate of Roads, Ministry of Works, Transport and Logistics (data from 2013).

## SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	100 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 (6) 7 8 9 10
National drink–driving law	Yes <sup>d</sup>
BAC limit – general population	< 0.02 g/dl
BAC limit – young or novice drivers	< 0.02 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 (2) 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	3% <sup>e</sup>
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 5 4 6 7 (8) 9 10
Helmet wearing rate	43% Drivers <sup>f</sup> , 8% Passengers <sup>f</sup>
National seat-belt law	Yes
Applies to front and rear seat occupants	No <sup>g</sup>
Enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Seat-belt wearing rate	50% Drivers <sup>f</sup> , 46% Front seats <sup>f</sup>
National child restraint law	No
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

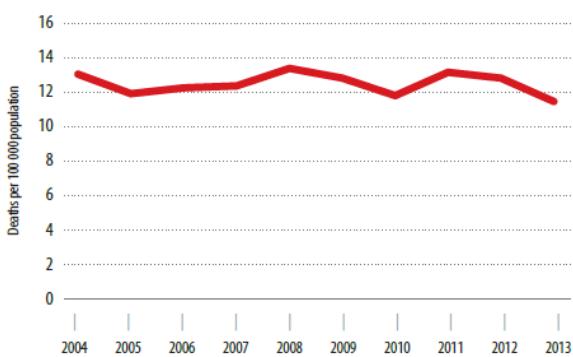
<sup>d</sup> Alcohol consumption legally prohibited.

<sup>e</sup> Directorate of Roads, Ministry of Works, Transport and Logistics (data from 2011).

<sup>f</sup> 2011, Study on the Measurement of Behavioural Indicators of Road Users, National Committee for the Prevention of Traffic Accidents.

<sup>g</sup> Law applies to rear seats only outside urban areas.

## TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Ministry of Equipment, Transport and Logistics.

# NETHERLANDS



Population: 16 759 229 • Income group: High • Gross national income per capita: US\$ 51 060

INSTITUTIONAL FRAMEWORK		SAFER ROAD USERS	
Lead agency	Ministry of Infrastructure and the Environment	National speed limit law	Yes
Funded in national budget	Yes	Max urban speed limit	50 km/h
National road safety strategy	Yes	Max rural speed limit	80 km/h
Funding to implement strategy	Partially funded	Max motorway speed limit	130 km/h
Fatality reduction target	≤ 140 fatalities by 2020 (2010–2020)	Local authorities can modify limits	No
SAFER ROADS AND MOBILITY		Enforcement	0 1 2 3 4 5 6 7 8 9 10
Formal audits required for new road construction projects	Yes	National drink-driving law	Yes
Regular inspections of existing road infrastructure	Yes	BAC limit – general population	< 0.05 g/dl
Policies to promote walking or cycling	Yes	BAC limit – young or novice drivers	< 0.02 g/dl
Policies to encourage investment in public transport	Yes	Random breath testing carried out	Yes
Policies to separate road users and protect VRUs	Yes	Enforcement	0 1 2 3 4 5 6 7 8 9 10
SAFER VEHICLES		% road traffic deaths involving alcohol	19% <sup>c</sup>
Total registered vehicles for 2013	9 612 273	National motorcycle helmet law	Yes
Cars and 4-wheeled light vehicles	8 747 734	Applies to drivers and passengers	Yes
Motorized 2- and 3-wheelers	653 245	Law requires helmet to be fastened	Yes
Heavy trucks	137 518	Law refers to helmet standard	No
Buses	10 464	Enforcement	0 1 2 3 4 5 6 7 8 9 10
Other	63 312	Helmet wearing rate	94–100% Drivers <sup>d</sup> , 84% Passengers <sup>d</sup>
Vehicle standards applied <sup>a</sup>		National seat-belt law	Yes
Frontal impact standard	Yes	Applies to front and rear seat occupants	Yes
Electronic stability control	Yes	Enforcement	0 1 2 3 4 5 6 7 8 9 10
Pedestrian protection	Yes	Seat-belt wearing rate	97% Front seats <sup>e</sup> , 82% Rear seats <sup>e</sup>

<sup>a</sup> UNECE WP29.

## POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	5.0–8.0% <sup>b</sup>

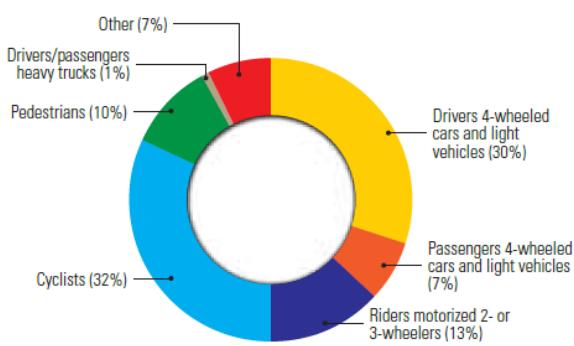
<sup>b</sup> 2006–2013, Injuries and Physical Activities in the Netherlands survey (OBIN), Institute for Road Safety Research (SWOV).

## DATA

Reported road traffic fatalities (2013)	570 <sup>c</sup> (74% M, 26% F)
WHO estimated road traffic fatalities	574
WHO estimated rate per 100 000 population	3.4
Estimated GDP lost due to road traffic crashes	2.2% <sup>d</sup>

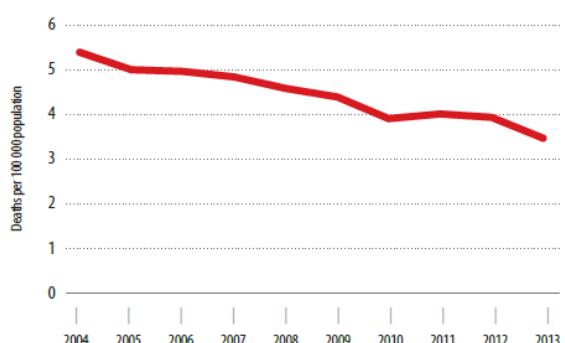
<sup>c</sup> Ministry of Infrastructure and the Environment, Statistics Netherlands (CBS). Defined as died within 30 days of crash.  
<sup>d</sup> 2009, Institute for Road Safety Research (SWOV).

## DEATHS BY ROAD USER CATEGORY



Source: 2013, Ministry of Infrastructure and the Environment, Statistics Netherlands (CBS).

## TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Statistics Netherlands (CBS).

# HUNGARY



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

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

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

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

<sup>a</sup> UNECE WP29.

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

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

<sup>b</sup> Hungarian Central Statistical Office. Defined as died within 30 days of crash.

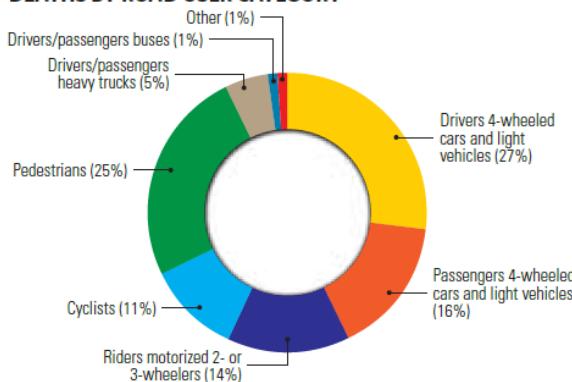
<sup>c</sup> 2013, Institute for Transport Sciences Non-profit Ltd.

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

<sup>d</sup> 2013, Hungarian Central Statistical Office.

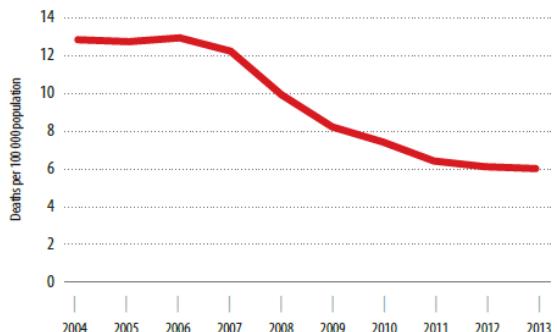
<sup>e</sup> 2013, Institute for Transport Sciences Non-profit Ltd.

## DEATHS BY ROAD USER CATEGORY



Source: 2013, Hungarian Central Statistical Office.

## TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Hungarian Central Statistical Office.

# CZECH REPUBLIC

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



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

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

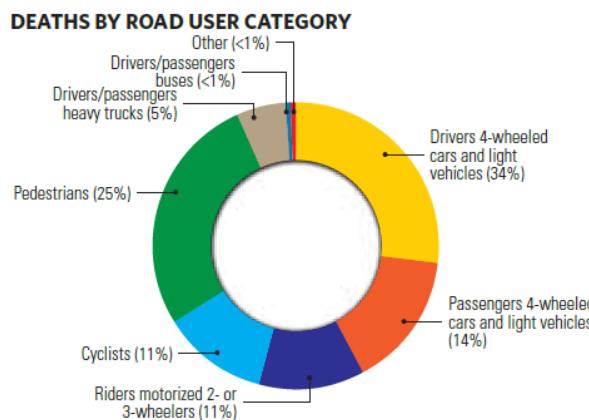
SAFER VEHICLES	
Total registered vehicles for 2013	7 689 730
Cars and 4-wheeled light vehicles	5 298 537
Motorized 2- and 3-wheelers	980 358
Heavy trucks	95 896
Buses	19 228
Other	1 295 711
Vehicle standards applied <sup>a</sup>	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian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

<sup>a</sup> UNECE WP.29.

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

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

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



Source: 2013, Police Directorate.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h <sup>c</sup>
Max rural speed limit	90 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink-driving law	Yes
BAC limit – general population	≤ 0.03 g/dl
BAC limit – young or novice drivers	≤ 0.03 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	99% <sup>d</sup>
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	95% Drivers <sup>e</sup> , 85% Passengers <sup>f</sup>
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	95% Front seats <sup>g</sup> , 80% Rear seats <sup>h</sup>
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/Weight/Height
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

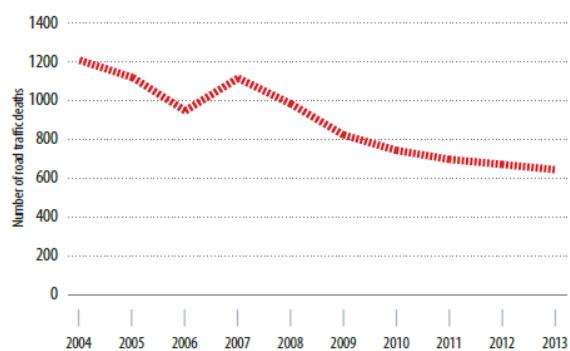
<sup>c</sup> Can be increased up to 80 km/h.

<sup>d</sup> 2013, Police of the Czech Republic.

<sup>e</sup> 2013, Centre for Traffic Research.

<sup>f</sup> 2012, Centre for Traffic Research.

## TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Police Directorate.