

SAN MARINO



Population: 31 533

Income group: High

Gross national income per capita: US\$ 50 400

INSTITUTIONAL FRAMEWORK

| | |
|--------------------------------------|--------------------------------|
| Lead agency | Working Group on Road Security |
| Funded in national budget | No |
| National road safety strategy | Yes |
| Funding to implement strategy | Yes, fully funded |
| Fatality reduction targets set | No |
| Fatality reduction target | No |

SAFER ROADS AND MOBILITY

| | |
|---|-----|
| Formal audits required for new road construction | 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 to protect VRUs | Yes |

SAFER VEHICLES

| | |
|---|----------------|
| Total registered vehicles (2011) | 56 190 |
| Cars and 4-wheeled light vehicles | 40 212 |
| Motorized 2- and 3-wheelers | 14 272 |
| Heavy trucks | 402 |
| Buses | 84 |
| Other | 1 220 |
| Vehicle standards applied | |
| UN World forum on harmonization of vehicles standards | No |
| New car assessment programme | No |
| Vehicle regulations | |
| Front and rear seat-belts required in all new cars | — ^a |
| Front and rear seat-belts required all imported cars | Yes |

^a No car manufacturers/assemblers.

DATA

| | |
|---|----------------|
| Reported road traffic fatalities (2010) | 0 ^b |
| Estimated GDP lost due to road traffic crashes | — |

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

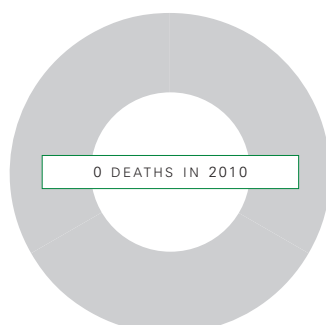
SAFER ROAD USERS

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

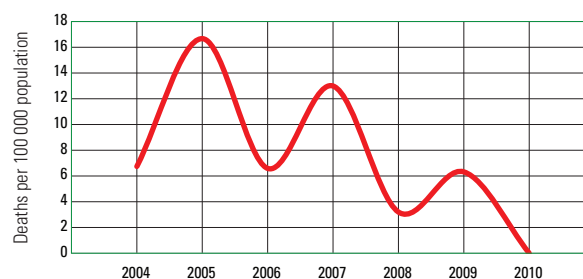
POST-CRASH CARE

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

DEATHS BY ROAD USER CATEGORY



TRENDS IN ROAD TRAFFIC DEATHS



Source: Police records.

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