

# Armenia

Population: 2 924 816 | Income group: Middle | Gross national income per capita: US\$ 3 760



## INSTITUTIONAL FRAMEWORK

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

## SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	Yes
Design standards for the safety of pedestrians / cyclists	Partial
Inspections / star rating of existing roads	Yes
Investments to upgrade high risk locations	Yes
Policies & investment in urban public transport	Yes

## SAFER VEHICLES

Total registered vehicles	—
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No
Motorcycle anti-lock braking system	No

## POST-CRASH CARE

National emergency care access number	National, single number
Trauma registry	National
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	No

## DATA

Reported road traffic fatalities (2016)	267 <sup>a</sup> (81% M, 19% F)
Reported rate per 100 000 population (2016)	9.1 <sup>a</sup>
WHO estimated road traffic fatalities (2016)	461 <sup>b</sup>
WHO estimated rate per 100 000 population (2016)	15.8 <sup>b</sup>

<sup>a</sup> Annual statistics report, based on death compiled by provincial vital statistics authorities. Died within 30 days of crash

<sup>b</sup> WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

## SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	90 km/h <sup>c</sup>
Max rural speed limit	90 km/h
Max motorway speed limit	110 km/h
Local authorities can modify limits	No
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
Predominant type of enforcement	Automated
National drink-driving law	Yes
BAC limit – general population	≤ 0.04 g/dl
BAC limit – young or novice drivers	≤ 0.04 g/dl
Random breath testing carried out	Yes <sup>d</sup>
Testing carried out in case of fatal crash	All drivers tested
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	2% <sup>e</sup>
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	Yes
Helmet standard referred to and/or specified	No
Children passengers on motorcycles	Prohibited under 12 yrs
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	95% Drivers <sup>e</sup> , 90% Passengers <sup>e</sup>
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	70% Drivers <sup>e</sup> , 70% Front seats <sup>e</sup>
National child restraint law	No
Children seated in front seat	Allowed in a child restraint <sup>f</sup>
Child restraint required	—
Child restraint standard referred to and/or specified	—
Self-reported enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

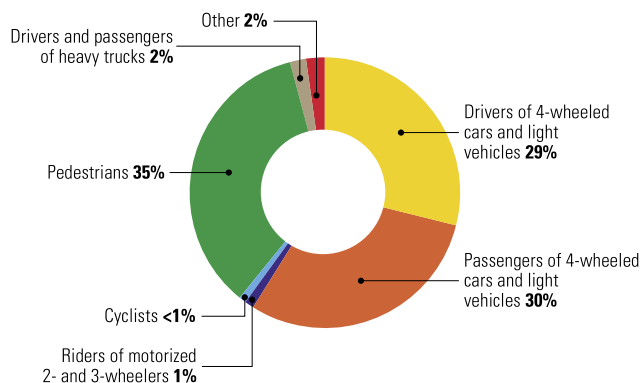
<sup>c</sup> The limit in residential area is reduced to 60 km/h

<sup>d</sup> Legislation requires probable cause to test drivers

<sup>e</sup> 2016, Road police data

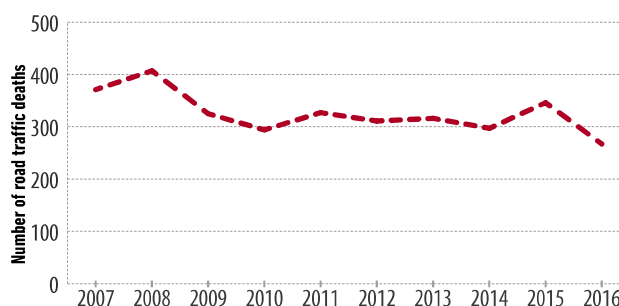
<sup>f</sup> Transport of children under 12 years in the front seat shall be made in a "child protecting device"

Deaths by road user category



Source: 2016, Road police data

Trends in reported road traffic deaths



Source: Road police and vital registration data