



## INSTITUTIONAL FRAMEWORK

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

## SAFER ROADS AND MOBILITY

|  |         |
|--|---------|
| Audits or star rating required for new road infrastructure | Partial |
| Design standards for the safety of pedestrians / cyclists  | Partial |
| Inspections / star rating of existing roads                | Yes     |
| Investments to upgrade high risk locations                 | No      |
| Policies & investment in urban public transport            | Yes     |

## SAFER VEHICLES

|                                    |           |
|------------------------------------|-----------|
| Total registered vehicles for 2016 | 1 330 551 |
| Cars and 4-wheeled light vehicles  | 1 136 983 |
| Motorized 2- and 3-wheelers        | 3 290     |
| Heavy trucks                       | 141 525   |
| Buses                              | 30 958    |
| Other                              | 17 795    |

## 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 | No                      |
| National assessment of emergency care systems  | No                      |

## DATA

|  |                                 |
|--|---------------------------------|
| Reported road traffic fatalities (2016)          | 759 <sup>a</sup> (77% M, 23% F) |
| Reported rate per 100 000 population (2016)      | 7.8 <sup>a</sup>                |
| WHO estimated road traffic fatalities (2016)     | 845 <sup>b</sup>                |
| WHO estimated rate per 100 000 population (2016) | 8.7 <sup>b</sup>                |

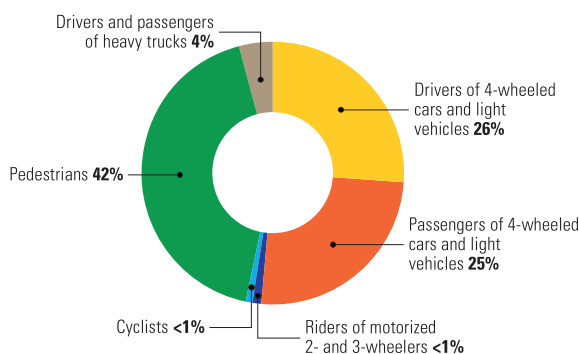
<sup>a</sup> State Statistical Committee and State Road Police. Died within 7 days of crash  
<sup>b</sup> WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

## SAFER ROAD USERS

|   |  |
|---|--|
| National speed limit law                              | Yes  |
| Max urban speed limit                                 | 60 km/h  |
| Max rural speed limit                                 | 90km/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 <sup>c</sup>   |
| BAC limit – general population                        | —  |
| BAC limit – young or novice drivers                   | —  |
| Random breath testing carried out                     | Yes  |
| 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               | 15% <sup>d</sup>   |
| National motorcycle helmet law                        | Yes  |
| Applies to drivers and passengers                     | Yes  |
| Helmet fastening required                             | No   |
| 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                                   | —  |
| National seat-belt law                                | Yes  |
| Applies to front and rear seat occupants              | No <sup>e</sup>  |
| Self-reported enforcement                             | 0 1 2 3 4 5 6 7 8 9 10                                     |
| Seat-belt wearing rate                                | 40% Front seats <sup>d</sup> , 20% Rear seats <sup>d</sup> |
| National child restraint law                          | No <sup>e</sup>  |
| 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  |

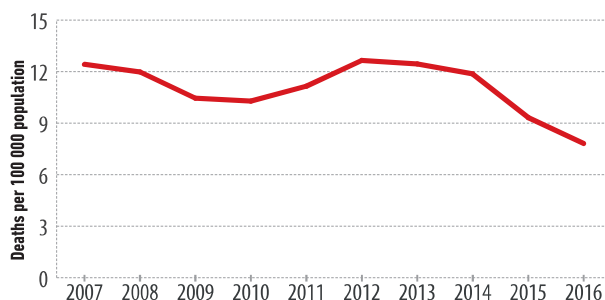
<sup>c</sup> Law not based on BAC/BrAC  
<sup>d</sup> 2016, Internal statistical data of State Road Police  
<sup>e</sup> The obligation to use seat belt does not apply in residential areas nor for children under 12 years  
<sup>f</sup> Child restraint systems are only required for children under 12 years seated in the front

Deaths by road user category



Source: 2016, Internal statistical data of State Road Police

Trends in reported road traffic deaths



Source: Azerbaijan national statistics (online)