

Belarus

Population: 9 480 042 | Income group: Middle | Gross national income per capita: US\$ 5 600



INSTITUTIONAL FRAMEWORK

Lead agency	The Permanent Commission of the Ensuring Traffic Safety under the Council of Ministers of the Republic of Belarus
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	20% (2016-2020)

SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	No
Design standards for the safety of pedestrians / cyclists	Yes
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 for 01.01.2017	4 192 291
Cars and 4-wheeled light vehicles	3 067 501
Motorized 2- and 3-wheelers	415 761
Heavy trucks	414 364
Buses	43 602
Other	251 063

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	None
Formal certification for prehospital providers	No
National assessment of emergency care systems	No

DATA

Reported road traffic fatalities (2016)	588 ^a (69% M, 31% F)
Reported rate per 100 000 population (2016)	6.2 ^a
WHO estimated road traffic fatalities (2016)	841 ^b
WHO estimated rate per 100 000 population (2016)	8.9 ^b

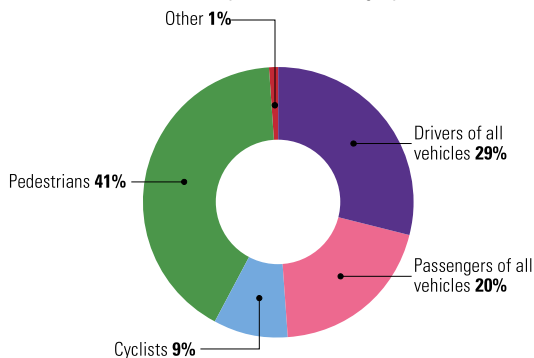
^a Ministry of Internal Affairs, State Automobile Inspection Department. Died within 30 days of crash
^b WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	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	Manual and automated
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 ^c
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	14% (Drivers) ^d
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	Yes
Helmet standard referred to and/or specified	Yes
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	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	–
National child restraint law	Yes
Children seated in front seat	Allowed in a child restraint ^e
Child restraint required	Up to 5 yrs ^f
Child restraint standard referred to and/or specified	Yes
Self-reported 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
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

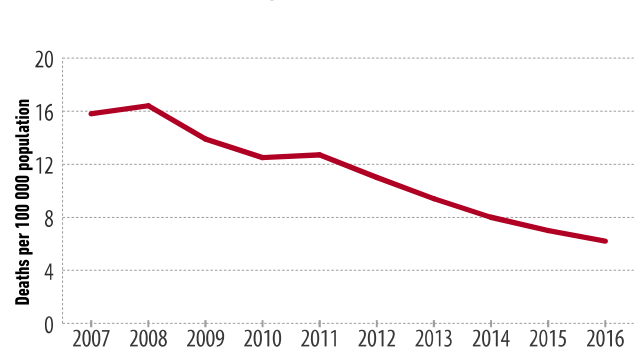
^c Legislation requires probable cause to test drivers
^d 2016, Ministry of Internal Affairs, State Automobile Inspection Department
^e If rear-facing child restraints, airbag shall be deactivated
^f For children aged 5-12 years, either CRS or "other means" (than CRS) can be used to secure the child using the seat belt

Deaths by road user category



Source: 2016, Information about the State of Road Traffic Accidents in the Republic of Belarus in 2016

Trends in reported road traffic deaths



Source: Information about the State of Road Traffic Accidents in the Republic of Belarus in 2016