

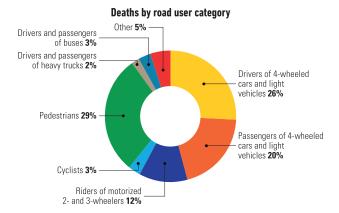
INSTITUTIONAL FRAMEWORK	
Lead agency Is	rael National Road Safety Authority (RSA)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	_
SAFER ROADS AND MOBILIT	Υ
Audits or star rating required for new road infrastructure	Yes
Design standards for the safety of pedestriar cyclists	is / Partial
Inspections / star rating of existing roads	Yes
Investments to upgrade high risk locations	Yes
Policies & investment in urban public transp	ort Yes
SAFER VEHICLES	
Total registered vehicles for 2016	3 239 305
Cars and 4-wheeled light vehicles	2 726 835
Motorized 2- and 3-wheelers	130 442
Heavy trucks	92 817
Buses	20 212
Other	268 999
Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	Yes <sup>a</sup>
Electronic stability control	Yes <sup>a</sup>
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 syst	ems No
DATA	
Reported road traffic fatalities (2016)	335 b (76% M, 24% F)
Reported rate per 100 000 population (2016	3.9°
WHO estimated road traffic fatalities (2016)	345°
WHO estimated rate per 100 000 population	2016) 4.2°
A Description of Community and Community and Community of	

- Required for cars made under US regulations for European cars, no requirements further than ESC
  Central Bureau of Statistic, Jerusalem, Israel. Died within 30 days of crash
  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	50 km/h
Max rural speed limit	80 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	≤ 0.05 g/dl
BAC limit – young or novice drivers	≤ 0.01 g/dl
Random breath testing carried out	Yes
Testing carried out in case of fatal crash	All drivers tested
Self-reported enforcement	0123456 7 8910
% road traffic deaths involving alcohol	4% 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	Not restricted
Self-reported enforcement	012345678 (9) 10
Helmet wearing rate	98% Drivers e, 98% Passengers e
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Self-reported enforcement	0123456 7 8910
Seat-belt wearing rate	89% Front seats <sup>f</sup> , 70% Rear seats <sup>f</sup>
National child restraint law	Yes
Children seated in front seat	Allowed in a child restraint
Child restraint required	Up to 8 yrs <sup>g</sup>
Child restraint standard referred to and/or specific	ed Yes
Self-reported enforcement	012345 6 78910
% children using child restraints	52% h
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

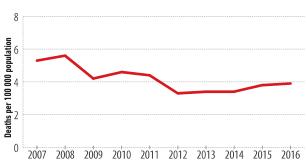
- National drug-driving law

- 2016, Israeli police
  2011, Israel National Road Safety authority
  2016, Israel National Road Safety Authority
  3016, Israel National Road Safety Authority
  For children under 3 years, a child restraint is required (and a rear-facing child restraint for children under one year) while for children aged 3-8 years the legislation refers either to child restraint or booster seat
- h Observational survey (Figure for children aged 0-15 years buckled in accordance with the law)



Source: 2016, Central Bureau of Statistics, Jerusalem, Israel and Israeli Police data

## Trends in reported road traffic deaths



Source: Central Bureau of Statistics, Jerusalem, Israel

Yes