



INSTITUTIONAL FRAMEWORK

Lead agency	Coordination Body for Road Traffic Safety
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2011-2020)

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	No
Investments to upgrade high risk locations	Yes
Policies & investment in urban public transport	Yes

SAFER VEHICLES

Total registered vehicles for 2016	2 282 401
Cars and 4-wheeled light vehicles	1 908 449
Motorized 2- and 3-wheelers	63 587
Heavy trucks	208 925
Buses	9 709
Other	91 731

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, multiple numbers
Trauma registry	Some facilities
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	Yes

DATA

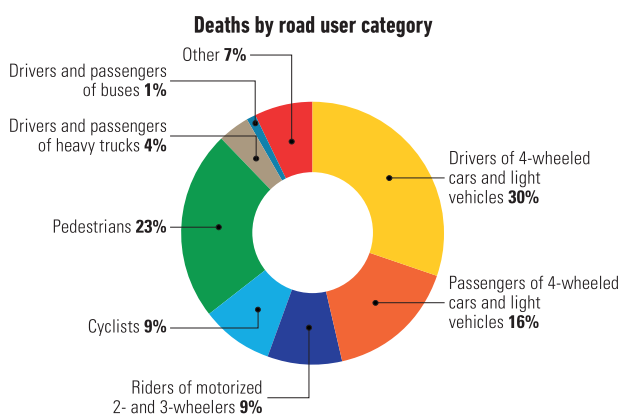
Reported road traffic fatalities (2016)	607 ^a (82% M, 18% F)
Reported rate per 100 000 population (2016)	8.6 ^a
WHO estimated road traffic fatalities (2016)	649 ^b
WHO estimated rate per 100 000 population (2016)	7.4 ^b

^a Database of the Ministry of Interior on road traffic accidents. 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

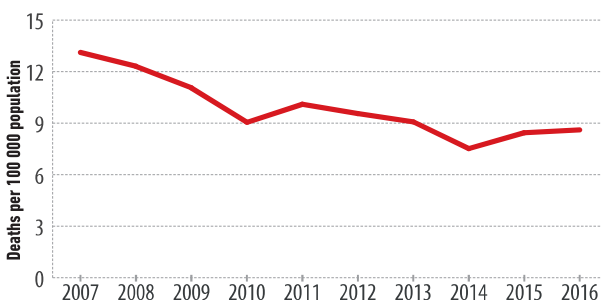
National speed limit law	Yes
Max urban speed limit	50 km/h ^c
Max rural speed limit	100 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
Predominant type of enforcement	Manual
National drink-driving law	Yes
BAC limit – general population	≤ 0.03 g/dl
BAC limit – young or novice drivers	0.00 g/dl
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	17% ^d
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	86% Drivers ^e , 74-87% Passengers ^e
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	75% Front seats ^e , 10% Rear seats ^e
National child restraint law	Yes
Children seated in front seat	Prohibited under 12 yrs ^f
Child restraint required	Up to 3 yrs
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	28% ^d
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 Can be increased to 80 km/h
^d 2016, Database of the Ministry of Interior on road traffic accidents
^e 2016, Road Traffic Safety Agency of Republic of Serbia (percentages for helmet wearing are for mopeds and motorcycles, respectively)
^f Except for children under 3 years if airbag is deactivated



Source: 2016, Database of the Ministry of Interior on road traffic accidents

Trends in reported road traffic deaths



Source: Statistical Office of the Republic of Serbia and Database of the Ministry of Interior on road traffic accidents