



## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Ministry of Health and Medical Industry of Turkmenistan
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Fully funded
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	No
Investments to upgrade high risk locations	Yes
Policies & investment in urban public transport	Yes

## SAFER VEHICLES

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

## POST-CRASH CARE

<b>National emergency care access number</b>	National, single number
Trauma registry	Some facilities
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	No

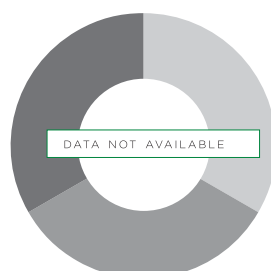
## DATA

Reported road traffic fatalities (2016)	543 <sup>a</sup> (66% M, 34% F)
Reported rate per 100 000 population (2016)	9.6 <sup>a</sup>
WHO estimated road traffic fatalities (2016)	823 (95% CI 765 - 880) <sup>b</sup>
WHO estimated rate per 100 000 population (2016)	14.5 <sup>b</sup>

<sup>a</sup> Statistical report of the State Committee on Statistics. Died within 7 days of crash

<sup>b</sup> WHO's method to obtain comparable country estimates: Group 4. Countries/areas without eligible death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

### Deaths by road user category



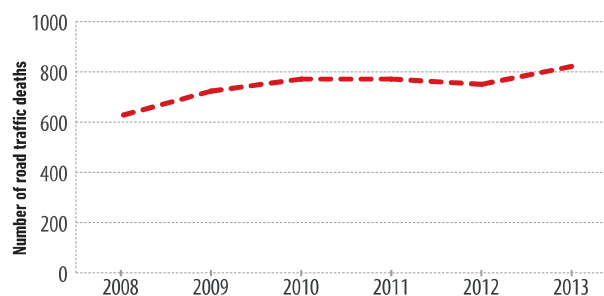
## SAFER ROAD USERS

<b>National speed limit law</b>	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	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 (10)
Predominant type of enforcement	Manual and automated
<b>National drink-driving law</b>	Yes
BAC limit – general population	< 0.05 g/dl
BAC limit – young or novice drivers	< 0.05 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	—
<b>National motorcycle helmet law</b>	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	—
<b>National seat-belt law</b>	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	—
<b>National child restraint law</b>	No
Children seated in front seat	Allowed in a child restraint <sup>c</sup>
Child restraint required	— <sup>d</sup>
Child restraint standard referred to and/or specified	—
Self-reported enforcement	—
% children using child restraints	—
<b>National law on mobile phone use while driving</b>	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	Yes
<b>National drug-driving law</b>	No

<sup>c</sup> Law does not specifically refer to child restraint system but to "special seating equipment" for children under 12 years

<sup>d</sup> Special seating equipment for children under 12 years is mentioned only in relation with front seating

### Trends in reported road traffic deaths



Source: Traffic Police, Ministry of Internal Affairs, Report 1-accident *Report on road traffic accidents*

Legislative review conducted by WHO. Vehicle safety data from UNECE WP.29. Other data collected by questionnaire and cleared by Ministry of Health and Medical Industry.