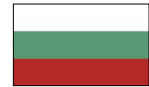


Bulgaria

Population: 7 131 494 | Income group: Middle | Gross national income per capita: US\$ 7 470

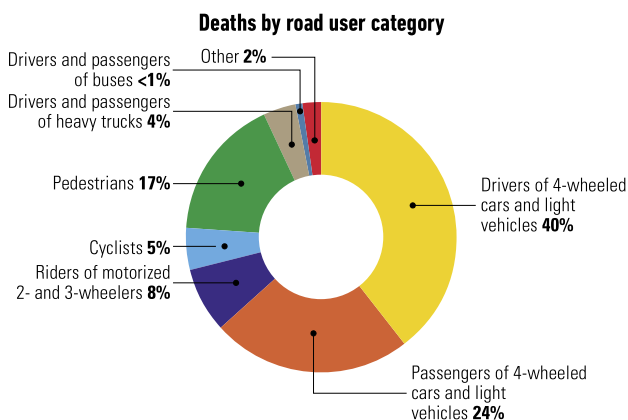


INSTITUTIONAL FRAMEWORK	
Lead agency	State-public Consultative Commission on the Problems of Road Safety
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2011-2020)
SAFER ROADS AND MOBILITY	
Audits or star rating required for new road infrastructure	Partial
Design standards for the safety of pedestrians / cyclists	Yes
Inspections / star rating of existing roads	No
Investments to upgrade high risk locations	No
Policies & investment in urban public transport	Yes
SAFER VEHICLES	
Total registered vehicles for 2016	4 031 748
Cars and 4-wheeled light vehicles	3 637 961
Motorized 2- and 3-wheelers	174 487
Heavy trucks	196 372
Buses	22 928
Other	0
Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes
Motorcycle anti-lock braking system	Yes
POST-CRASH CARE	
National emergency care access number	National, single number
Trauma registry	None
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	No
DATA	
Reported road traffic fatalities (2016)	708 ^a (78% M, 22% F)
Reported rate per 100 000 population (2016)	10.0 ^a
WHO estimated road traffic fatalities (2016)	730 ^b
WHO estimated rate per 100 000 population (2016)	10.2 ^b

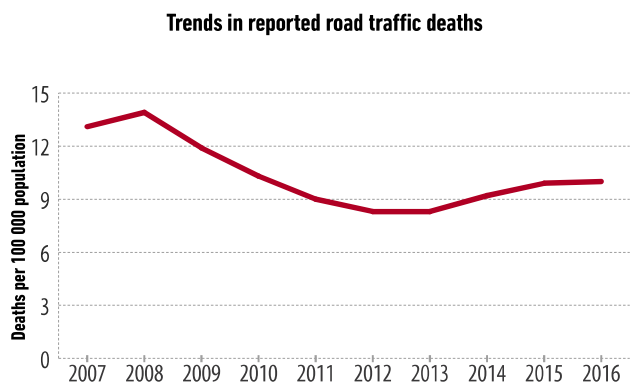
^a Chief Directorate "National Police", Ministry of Interior; National Statistical Institute. Died within 30 days of crash
^b WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	140 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	≤ 0.05 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	<1% ^c
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	80% Drivers ^d , 30% 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	80% All occupants ^f
National child restraint law	Yes
Children seated in front seat	Allowed in a child restraint ^f
Child restraint required	Up to 150 cm
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 2016, Chief Directorate "National Police", Ministry of Interior; National Statistical Institute
^d 2010, Traffic police monitoring
^e 2010-2013, Surveys of knowledge and attitudes towards behavioral change and healthy lifestyle skills
^f Provided that airbag is deactivated if child is in a rear-facing child restraint system



Source: 2016, Chief Directorate "National Police", Ministry of Interior; National Statistical Institute



Source: Chief Directorate "National Police", Ministry of Interior and National Statistical Institute