



INSTITUTIONAL FRAMEWORK

Lead agency	The Governmental Commission on Road Safety
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	Reduce deaths by 8 000 (2012-2020)

SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	Yes
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	54 014 259
Cars and 4-wheeled light vehicles	44 698 592
Motorized 2- and 3-wheelers	2 237 218
Heavy trucks	3 179 460
Buses	865 897
Other	3 033 092

Vehicle standards applied (UNECE WP.29)

Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes
Motorcycle anti-lock braking system	No

POST-CRASH CARE

National emergency care access number	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)	20 308 ^a (72% M, 25% F)
Reported rate per 100 000 population (2016)	13.9 ^a
WHO estimated road traffic fatalities (2016)	20 938 ^b
WHO estimated rate per 100 000 population (2016)	14.5 ^b

^a Ministry of Internal Affairs of the Russian Federation. Died within 30 days of crash. Estimates included off-road traffic fatalities.

^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	Yes ^c
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	≤ 0.03 g/dl ^d
BAC limit – young or novice drivers	≤ 0.03 g/dl ^d
Random breath testing carried out	Yes ^e
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	23% ^f
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	66–83% Front seats ^g , 20–50% Rear seats ^g
National child restraint law	Yes ^h
Children seated in front seat	Allowed in a child restraint ⁱ
Child restraint required	Up to 7 yrs ⁱ
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	49–52% ^g
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 Local authorities can modify national speed limits through the posting of speed signs

^d Law based on breath alcohol concentration (≤0.16 mg/l), values converted on BAC, however, since March 2018, legal sanctions for BAC was established at 0.03 g/dl and above

^e Legislation requires probable cause to test drivers

^f 2016, Ministry of Internal Affairs of the Russian Federation

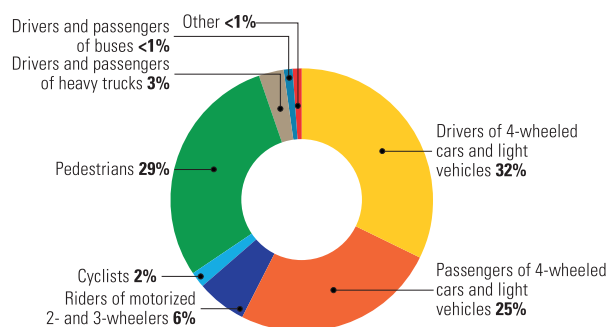
^g 2016, Survey performed by the Russian Public Opinion Research Center, 2016

^h Since 2017, child restraint systems are the only form of restraint allowed for children under 7 years (before the 2017 revision, children under 12 years were to be restrained either in a child restraint or by "other means")

ⁱ Children up to 11 years (included) while sitting in the front shall be placed in a child restraint, children aged 12 years and more can sit in the front without a child restraint

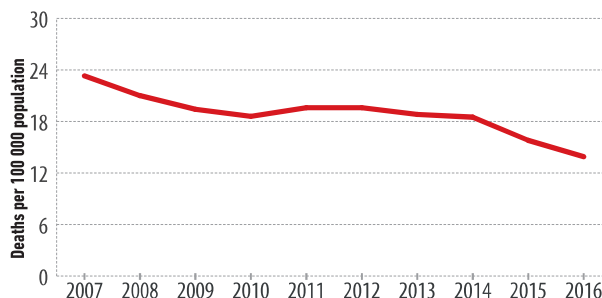
^j For children aged 7–11 years old (included) sitting in the rear, child restraint or seat belt can be used

Deaths by road user category



Source: 2016, Ministry of Internal Affairs of the Russian Federation

Trends in reported road traffic deaths



Source: Ministry of Internal Affairs of the Russian Federation