

# CROATIA



Population: 4 403 330  
 Income group: High  
 Gross national income per capita: US\$ 13 890

INSTITUTIONAL FRAMEWORK	
<b>Lead agency</b>	No
Funded in national budget	—
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Yes, fully funded
Fatality reduction targets set	Yes (2011–2020)
Fatality reduction target	50%

SAFER ROADS AND MOBILITY	
<b>Formal audits required for new road construction</b>	Yes
<b>Regular inspections of existing road infrastructure</b>	Parts of network
<b>Policies to promote walking or cycling</b>	Subnational
<b>Policies to encourage investment in public transport</b>	Subnational
<b>Policies to separate road users to protect VRUs</b>	Subnational

SAFER VEHICLES	
<b>Total registered vehicles (2010)</b>	1 969 587
Cars and 4-wheeled light vehicles	1 511 045
Motorized 2- and 3-wheelers	176 773
Heavy trucks	162 135 <sup>a</sup>
Buses	4 877
Other	114 757
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>b</sup>
Front and rear seat-belts required all imported cars	Yes

<sup>a</sup> Includes utility vehicles.  
<sup>b</sup> No car manufacturers/assemblers.

DATA	
<b>Reported road traffic fatalities (2010)</b>	426 <sup>c</sup> ; 76%M, 24%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>c</sup> Police records. Defined as died within 30 days of crash.

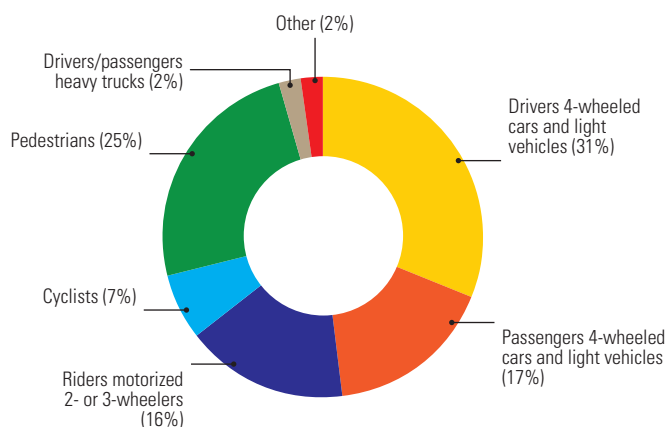
SAFER ROAD USERS	
<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0 g/dl
BAC limit – professional/commercial drivers	0 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	30% <sup>d</sup>
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	50% Drivers <sup>e</sup>
<b>National seat-belt law</b>	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	83% Front seats <sup>e</sup> 52% Rear seats <sup>e</sup>
<b>National child restraint law</b>	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

<sup>d</sup> 2010, Ministry of Interior.  
<sup>e</sup> 2009, A study carried out as part of the National Road Safety Program 2006–2010: Impact of various factors on the safety of road traffic – phone survey on a sample of 3 000 persons.

POST-CRASH CARE	
<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	Yes
<b>Emergency access telephone number(s)</b>	112
<b>Seriously injured transported by ambulance</b>	11–49%
<b>Permanently disabled due to road traffic crash</b>	0.5% <sup>f</sup>
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	No

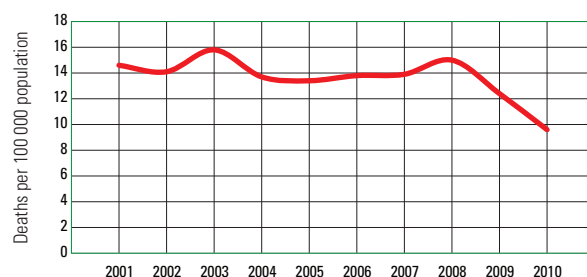
<sup>f</sup> National Disabilities Registry

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Ministry of Interior.

## TRENDS IN ROAD TRAFFIC DEATHS



Source: Ministry of Interior.

Further data on each country can be found in the statistical annex.