

Croatia

Population: 4 213 265 | Income group: Middle | Gross national income per capita: US\$ 12 110



| INSTITUTIONAL FRAMEWORK | |
|-------------------------------|-----------------|
| Lead agency | No |
| Funded in national budget | — |
| National road safety strategy | Yes |
| Funding to implement strategy | Fully 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 | Yes |
| Investments to upgrade high risk locations | Yes |
| Policies & investment in urban public transport | Yes |

| SAFER VEHICLES | |
|------------------------------------|-----------|
| Total registered vehicles for 2016 | 1 996 056 |
| Cars and 4-wheeled light vehicles | 1 551 819 |
| Motorized 2- and 3-wheelers | 150 478 |
| Heavy trucks | 159 542 |
| Buses | 5 514 |
| Other | 128 703 |

| 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) | 307 ^a (79% M, 21% F) |
| Reported rate per 100 000 population (2016) | 7.3 ^a |
| WHO estimated road traffic fatalities (2016) | 340 ^b |
| WHO estimated rate per 100 000 population (2016) | 8.1 ^b |

^a Ministry of Interior. 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

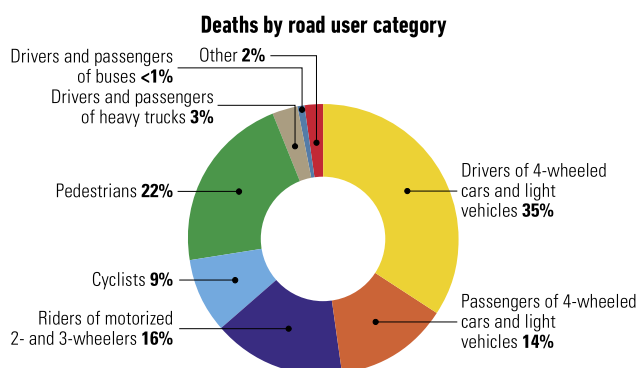
| SAFER ROAD USERS | |
|---|--|
| National speed limit law | Yes |
| Max urban speed limit | 50 km/h ^c |
| Max rural speed limit | 90 km/h |
| Max motorway speed limit | 130 km/h |
| Local authorities can modify limits | Yes |
| Self-reported enforcement | 0 1 2 3 4 5 6 ⑦ 8 9 10 |
| Predominant type of enforcement | Manual and automated |
| National drink-driving law | Yes |
| BAC limit – general population | ≤ 0.05 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 | Some drivers tested |
| Self-reported enforcement | 0 1 2 3 4 5 6 7 ⑧ 9 10 |
| % road traffic deaths involving alcohol | 24% ^d |
| 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 | 95% Drivers ^e , 95% Passengers ^e |
| National seat-belt law | Yes |
| Applies to front and rear seat occupants | Yes |
| Self-reported enforcement | 0 1 2 3 4 5 ⑩ 7 8 9 10 |
| Seat-belt wearing rate | 62% Front seats ^f , 14% Rear seats ^f |
| National child restraint law | Yes |
| Children seated in front seat | Prohibited under 150 cm |
| Child restraint required | Up to 135/150 cm ^f |
| Child restraint standard referred to and/or specified | No |
| 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 Can be increased up to 80 km/h

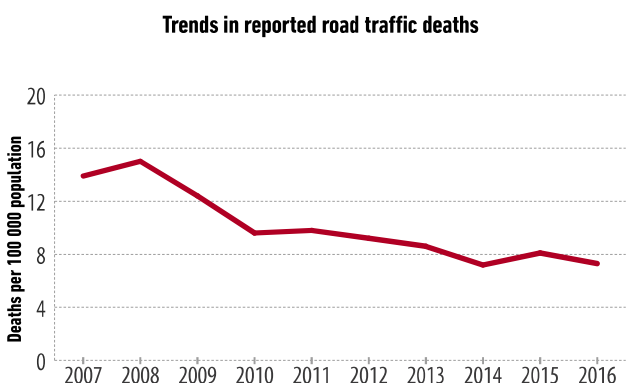
^d 2016, Ministry of Interior

^e 2015, Faculty of Transport and Traffic Sciences, University of Zagreb

^f A child of height 135-150 cm can be restrained with an adult seat belt only provided that this child sits in the rear of the car



Source: 2016, Ministry of Interior



Source: Ministry of Interior