



INSTITUTIONAL FRAMEWORK

| | |
|-------------------------------|---|
| Lead agency | Higher Board of Road Safety, Ministry of Interior |
| Funded in national budget | No |
| 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 | 21 090 424 |
| Cars and 4-wheeled light vehicles | 17 040 996 |
| Motorized 2- and 3-wheelers | 3 003 733 |
| Heavy trucks | 825 334 |
| Buses | 220 361 |
| Other | 0 |

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 | Yes |

DATA

| | |
|--|-----------------------------------|
| Reported road traffic fatalities (2016) | 7 300 ^a (78% M, 22% F) |
| Reported rate per 100 000 population (2016) | 4.4 ^a |
| WHO estimated road traffic fatalities (2016) | 7 488 ^b |
| WHO estimated rate per 100 000 population (2016) | 9.4 ^b |

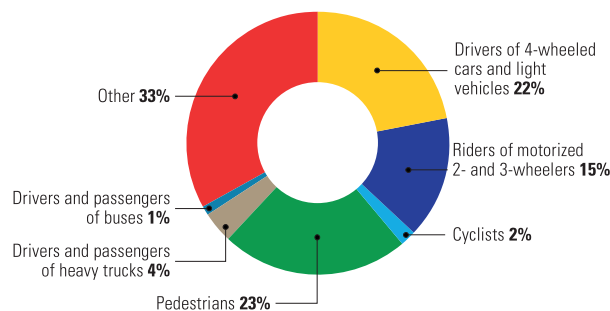
^a Directorate General For Security. Died within 30 days of crash
^b WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

SAFER ROAD USERS

| | |
|---|---|
| National speed limit law | Yes |
| Max urban speed limit | 50 km/h |
| Max rural speed limit | 110 km/h ^c |
| Max motorway speed limit | 120 km/h ^c |
| 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 | ≤ 0.05 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 | 3% ^d |
| National motorcycle helmet law | Yes |
| Applies to drivers and passengers | Yes |
| Helmet fastening required | No |
| Helmet standard referred to and/or specified | Yes |
| Children passengers on motorcycles | Not restricted |
| Self-reported enforcement | 0 1 2 3 4 5 6 7 8 9 10 |
| Helmet wearing rate | 75% All riders ^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 | 50% Drivers ^f , 41% Front seats ^f |
| National child restraint law | Yes |
| Children seated in front seat | Allowed in a child restraint ^g |
| Child restraint required | Up to 36 kg/135 cm ^h |
| 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 | Yes |
| National drug-driving law | Yes |

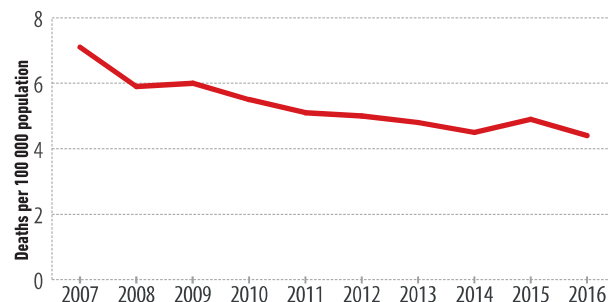
^c Ministry of Interior can increase speed limits by 20 km/h for automobiles
^d 2012, Turkish National Police
^e 2016, Directorate General for Security
^f 2013, 2016 - Turkey Analysis: Follow-up study on driver and front seat-belt use
^g Provided that airbag is deactivated for children travelling in a rear-facing restraint
^h Child restraints are required for children under 150cm, by exception children of height 135-150 cm can be restrained by a seat belt only if they sit in the back

Deaths by road user category



Source: 2016, Accident Reporting Database

Trends in reported road traffic deaths



Source: Directorate General for Security