

# Tajikistan

Population: 8 734 951 | Income group: Middle | Gross national income per capita: US\$ 1 110



## INSTITUTIONAL FRAMEWORK

Lead agency	Department of the State Automobile Inspection, Ministry of Internal Affairs
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	—

## SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	Yes
Design standards for the safety of pedestrians / cyclists	Partial
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	439 972
Cars and 4-wheeled light vehicles	380 496
Motorized 2- and 3-wheelers	4 546
Heavy trucks	39 261
Buses	15 669
Other	0
Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No
Motorcycle anti-lock braking system	No

## POST-CRASH CARE

National emergency care access number	National, single number
Trauma registry	National
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	No

## DATA

Reported road traffic fatalities (2016)	427 <sup>a</sup> (72% M, 28% F)
Reported rate per 100 000 population (2016)	4.9 <sup>a</sup>
WHO estimated road traffic fatalities (2016)	1 577 (95% CI 1 449 - 1 704) <sup>b</sup>
WHO estimated rate per 100 000 population (2016)	18.1 <sup>b</sup>

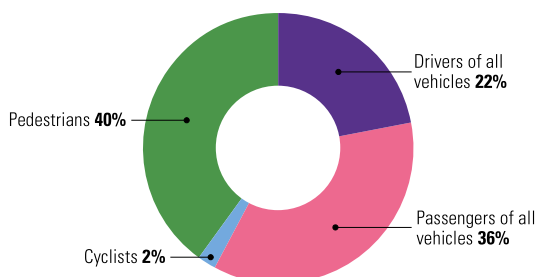
<sup>a</sup> Department of the State Automobile Inspection, Ministry of Internal Affairs. Died within 7 days of crash  
<sup>b</sup> WHO's method to obtain comparable country estimates: Group 4. Countries/areas without eligible death registration data. See explanatory note 3 in *Global status report 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	No
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
Predominant type of enforcement	Manual
National drink-driving law	Yes <sup>c</sup>
BAC limit – general population	— <sup>c</sup>
BAC limit – young or novice drivers	— <sup>c</sup>
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	4% <sup>d</sup>
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	Yes
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	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Children seated in front seat	Allowed in a child restraint <sup>e</sup>
Child restraint required	— <sup>f</sup>
Child restraint standard referred to and/or specified	—
Self-reported enforcement	—
% 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

<sup>c</sup> Not based on BAC  
<sup>d</sup> 2016, Department of the State Automobile Inspection, Ministry of Internal Affairs.  
<sup>e</sup> Front seating of children under 12 years allowed if a child restraint is being used  
<sup>f</sup> Legislation refers to child restraints or "other means" to secure children under 12 years but allows the transport of children under 12 years on the knees of an adult passenger seated in the back with the seat belt fastened

Deaths by road user category



Source: 2016, Department of the State Automobile Inspection, Ministry of Internal Affairs

Trends in reported road traffic deaths



Source: Department of the State Automobile Inspection, Ministry of Internal Affairs.