

Turkey

Population: 79 512 424 | Income group: Middle | Gross national income per capita: US\$ 11 180



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)	9 782 ^b
WHO estimated rate per 100 000 population (2016)	12.3 ^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

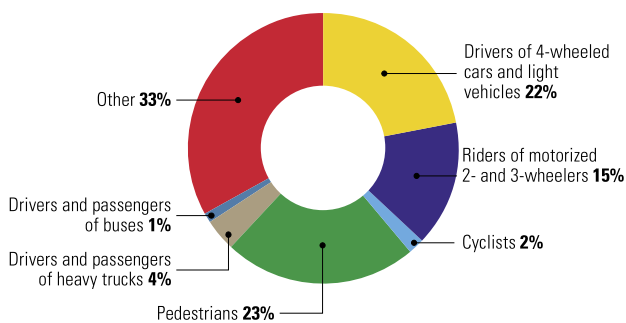
^e 2016, Directorate General for Security

^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

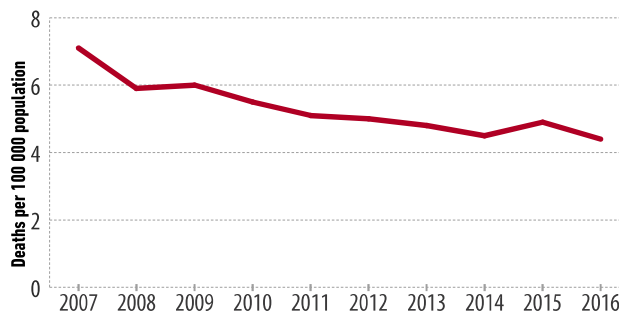
^h Child restraints are required for children under 150cm, by exception children of height 135-150 cm can be restrained by a seat belt only if they sit in the back

Deaths by road user category



Source: 2016, Accident Reporting Database

Trends in reported road traffic deaths



Source: Directorate General for Security