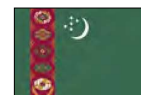


# Turkmenistan

Population: 5 662 544 | Income group: Middle | Gross national income per capita: US\$ 6 670



## INSTITUTIONAL FRAMEWORK

Lead agency	Ministry of Health and Medical Industry of Turkmenistan
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully 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	No
Investments to upgrade high risk locations	Yes
Policies & investment in urban public transport	Yes

## SAFER VEHICLES

Total registered vehicles	—
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
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	Some facilities
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	No

## DATA

Reported road traffic fatalities (2016)	543 <sup>a</sup> (66% M, 34% F)
Reported rate per 100 000 population (2016)	9.6 <sup>a</sup>
WHO estimated road traffic fatalities (2016)	823 (95% CI 765 - 880) <sup>b</sup>
WHO estimated rate per 100 000 population (2016)	14.5 <sup>b</sup>

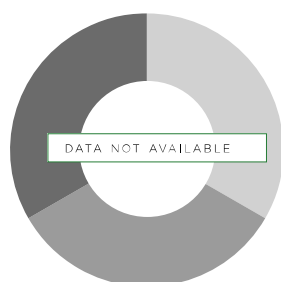
<sup>a</sup> Statistical report of the State Committee on Statistics. Died within 7 days of crash  
<sup>b</sup> WHO's method to obtain comparable country estimates: Group 4. Countries/areas without eligible death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

## SAFER ROAD USERS

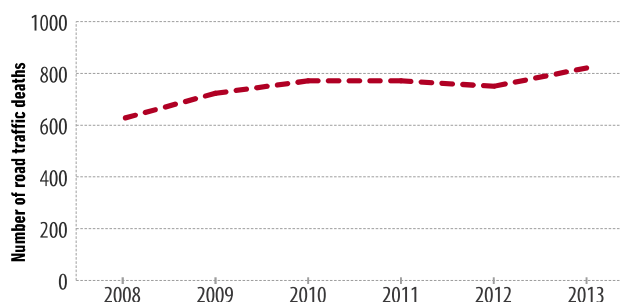
National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	110 km/h
Local authorities can modify limits	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
Predominant type of enforcement	Manual and automated
National drink-driving law	Yes
BAC limit – 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	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	No
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	Yes
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>c</sup>
Child restraint required	— <sup>d</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	Yes
National drug-driving law	No

<sup>c</sup> Law does not specifically refer to child restraint system but to "special seating equipment" for children under 12 years  
<sup>d</sup> Special seating equipment for children under 12 years is mentioned only in relation with front seating

Deaths by road user category



Trends in reported road traffic deaths



Source: Traffic Police, Ministry of Internal Affairs, Report 1-accident *Report on road traffic accidents*