

Kazakhstan

Population: 17 987 736 | Income group: Middle | Gross national income per capita: US\$ 8 710



INSTITUTIONAL FRAMEWORK

Lead agency	Internal Affairs Ministry of the Republic of Kazakhstan
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	≤ 12 fatalities per 100 000 population by 2020 (2011-2020)

SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	Yes
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	4 383 120
Cars and 4-wheeled light vehicles	3 835 609
Motorized 2- and 3-wheelers	9 692
Heavy trucks	439 167
Buses	98 652
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)	2 625 ^a (74% M, 26% F)
Reported rate per 100 000 population (2016)	14.7 ^a
WHO estimated road traffic fatalities (2016)	3 158 ^b
WHO estimated rate per 100 000 population (2016)	17.6 ^b

^a Combined sources, including Committee on Statistics of the Ministry of National Economy of the Republic of Kazakhstan. 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

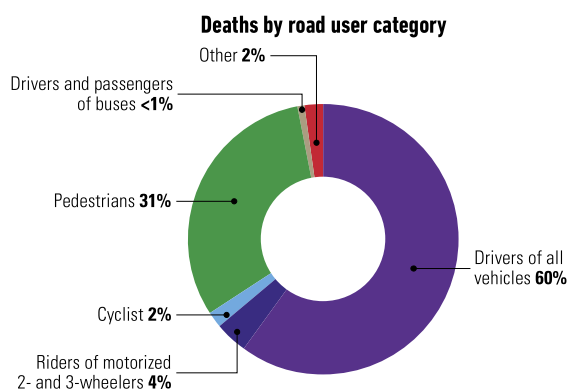
National speed limit law	Yes
Max urban speed limit	60 km/h ^c
Max rural speed limit	110 km/h
Max motorway speed limit	140 km/h
Local authorities can modify limits	No
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
Predominant type of enforcement	Automated
National drink-driving law	Yes
BAC limit – general population	< 0.05 g/dl ^d
BAC limit – young or novice drivers	< 0.05 g/dl ^d
Random breath testing carried out	No
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	<1% ^e
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	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	–
National child restraint law	Yes
Children seated in front seat	Allowed in a child restraint
Child restraint required	– ^f
Child restraint standard referred to and/or specified	Yes ^f
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 90 km/h

^d Different ranges are provided to characterize the degree of intoxication with the 0.05 to <0.15g/dl range corresponding to light intoxication

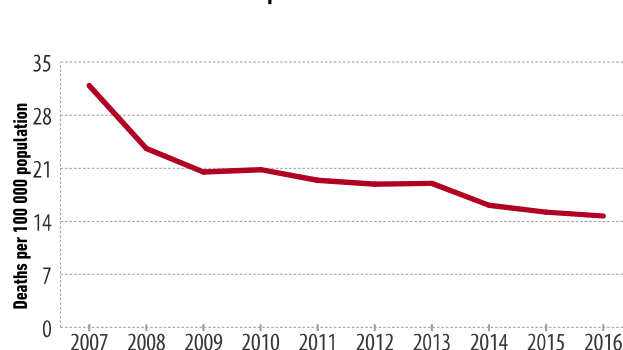
^e 2016, Committee on Statistics of the Ministry of National Economy of the Republic of Kazakhstan

^f The legislation requires that children under 12 years be placed in a child restraint or "other means" used in conjunction with a seat belt



Source: 2016, Committee on Statistics of the Ministry of National Economy of the Republic of Kazakhstan

Trends in reported road traffic deaths



Source: Committee on Statistics of the Ministry of National Economy of the Republic of Kazakhstan