

EUROPEAN COUNTRY PROFILES AND THE *GLOBAL STATUS REPORT* *ON ROAD SAFETY 2015*



**EUROPEAN COUNTRY PROFILES
AND THE *GLOBAL STATUS REPORT*
*ON ROAD SAFETY 2015***

Abstract

This publication presents country profiles from the *Global status report on road safety 2015* for 52 of 53 Member States of the WHO European Region. It is a companion to the regional data presented in *European facts and the global status report on road safety 2015* and the global status report and adds a country-level perspective to allow individual countries to: assess their own status with regards to road traffic fatality and policy indicators; examine the comprehensiveness of legislation on established behavioural risk factors of speeding, drink-driving, and not using motorcycle helmets, seat-belts and child car restraints; assess road safety audits, policies on mobility and vehicle safety standards; and take stock of progress towards achieving road safety for all road users.

Keywords

ACCIDENTS, TRAFFIC – STATISTICS AND NUMERICAL DATA

ACCIDENTS, TRAFFIC – TRENDS

WOUNDS AND INJURIES – EPIDEMIOLOGY

SAFETY

DATA COLLECTION

EUROPE

ISBN: 978 92 890 5190 3

Address requests about publications of the WHO Regional Office for Europe to:

Publications

WHO Regional Office for Europe

UN City, Marmorvej 51

DK-2100 Copenhagen Ø, Denmark

Alternatively, complete an online request form for documentation, health information, or for permission to quote or translate, on the Regional Office website (<http://www.euro.who.int/pubrequest>).

© World Health Organization 2016

All rights reserved. The Regional Office for Europe of the World Health Organization welcomes requests for permission to reproduce or translate its publications, in part or in full.

The designations employed and the presentation of the material in this publication do not imply the expression of any opinion whatsoever on the part of the World Health Organization concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontiers or boundaries. Dotted lines on maps represent approximate border lines for which there may not yet be full agreement.

The mention of specific companies or of certain manufacturers' products does not imply that they are endorsed or recommended by the World Health Organization in preference to others of a similar nature that are not mentioned. Errors and omissions excepted, the names of proprietary products are distinguished by initial capital letters.

All reasonable precautions have been taken by the World Health Organization to verify the information contained in this publication. However, the published material is being distributed without warranty of any kind, either express or implied. The responsibility for the interpretation and use of the material lies with the reader. In no event shall the World Health Organization be liable for damages arising from its use. The views expressed by authors, editors, or expert groups do not necessarily represent the decisions or the stated policy of the World Health Organization.

Cover photo: WHO/Faith Vorting

Contents

Acknowledgements.....	iv
Introduction.....	1
Methodology.....	1
The magnitude of the challenge in the Region.....	1
References.....	2
Country profiles.....	3
Annex 1. National data coordinators in countries in the WHO European Region.....	55

Acknowledgements

The country profiles presented in this report were first published in the *Global status report on road safety 2015*, which was coordinated by Tamitza Toroyan supported by the following colleagues in WHO headquarters: Kacem Iaych, Margie Peden and Etienne Krug.

Country-level data could not have been obtained without the invaluable support of: the heads and staff of WHO country offices; national data coordinators; all respondents and attendees of the consensus meetings in countries; and government officials who supported the project and provided official clearance for the information to be included in the country profiles. Training and support for the data collection and validation were provided

by the European regional data coordinators, Francesco Mitis and Tomasz Szymanski. Joelle Auert, Leslie Zellers and Marine Perraudin helped with interpreting road safety laws. Dinesh Sethi and Josephine Jackisch, WHO Regional Office for Europe, compiled and wrote the publication, with assistance from Yongjie Yon. Mathias Muijen, Meleckidzedek Khayesi and Margaret Peden reviewed the document and Gauden Galea supported its publication.

Finally, WHO wishes to thank Bloomberg Philanthropies for its generous financial support for the development of the *Global status report on road safety 2015* and publication of this report.

Introduction

In 2014, 52 of the 53 Member States of the WHO European Region participated in the data collection for the *Global status report on road safety 2015*, which was published in October 2015 (1). The regional factsheet *European facts and the global status report on road safety 2015* analysed the reported data and concluded that road traffic injuries are still a major health challenge in the WHO European Region (2). This publication presents 52 country profiles from the *Global status report on road safety 2015* and is a companion to *European facts and the global status report on road safety 2015*. It presents national data collected using a standardized methodology and will allow individual countries to:

1. assess their own status with regards to road traffic fatality and policy indicators;
2. examine the comprehensiveness of legislation on established behavioural risk factors of speeding, drink-driving, and not using motorcycle helmets, seat-belts and child car restraints;
3. assess road safety audits, policies on mobility and vehicle safety standards; and
4. take stock of progress towards achieving better road safety for all road users.

Methodology

The country profiles were compiled with the support of national data coordinators (Annex 1) who facilitated data collection from a number of sectors and stakeholders in each country. National data coordinators were nominated by their governments and trained by WHO in the project methodology. Road safety experts from different sectors in their countries reached consensus to complete a self-administered questionnaire under the guidance of the national data coordinator (1). Data on legislation on the behavioural risk

factors were verified using national legislative documents and an independent analysis of laws. Additional data relating to vehicle standards were obtained from the database of the United Nations Economic Commission for Europe (UNECE) (3).¹ Data reported for populations were extracted from the United Nations Population Division database (4), while gross national income per capita for the year 2013 came from World Bank estimates (5). All data were validated by national and WHO experts.

The magnitude of the challenge in the Region

Road traffic injuries are the leading cause of premature death in young people aged 5–29 years. Despite a fall of about 8% in the number of road traffic deaths in the Region when compared to 2010, almost 85 000 people died from road traffic injuries in 2013, representing more than 230 deaths every day. The risk of mortality varies greatly across countries and the risk of dying is almost nine times higher in the country with the highest rate than in that with the lowest. Death rates in low- and middle-income countries are 1.4 times higher than in high-income countries, even though they have fewer vehicles. Most countries have reported a fall in road traffic crash deaths since the last assessment in 2010, but it is of concern that eight countries report an increase. In total, 39% of road traffic crash deaths are found among vulnerable road users, comprising pedestrians (26%), cyclists (4%) and motorcyclists (9%). For every person who dies from a road crash, at least 23 have non-fatal injuries requiring hospitalization and many more require emergency room attendances. The economic costs borne by countries are very high and pose a threat to sustainable development (6).

This publication presents in alphabetical order 52 country profiles on road safety. The profiles provide a selection of core information about

road safety, including statistics on road traffic fatality for 2013, key policy indicators, legislation on the established behavioural risk factors of speeding, drink-driving, and not using motorcycle helmets, seat-belts and child car restraints and others, and information on vehicle safety standards, safer roads and mobility.

Since 2010, six countries in the Region have aligned at least one of these laws with best practice. However, acceleration of political action is urgently needed in many countries to improve and enforce laws to achieve a 50% reduction in death and injuries from road crashes by 2020, as set out in target 3.6 of the 2030 Agenda for Sustainable Development (6). In addition, better protection of the most vulnerable road users from the impact of collisions, and developing transport policy that encourages a shift to more active modes of transport such as walking and cycling, will have added health and environmental benefits, and prevent the development of obesity, noncommunicable diseases and climate change. A whole-of-society approach is needed to overcome this major public health concern in the WHO European Region (7). It is hoped that these country profiles will act as a catalyst to spur such action.

¹The vehicle standards applied throughout the country profiles are the UNECE World Forum for Harmonization of Vehicle Regulations (WP.29).

References

1. Global status report on road safety 2015. Geneva: World Health Organization; 2015 (http://www.who.int/violence_injury_prevention/road_safety_status/2015/en/, accessed 13 April 2016).
2. Jackisch J, Sethi D, Mitis F, Szymanski T, Arra I. European facts and the global status report on road safety 2015. Copenhagen: WHO Regional Office for Europe; 2015 (<http://www.euro.who.int/en/health-topics/disease-prevention/violence-and-injuries/publications/2015/european-facts-and-the-global-status-report-on-road-safety-2015>, accessed 13 April 2016).
3. United Nations Economic Commission for Europe. Glossary for transport statistics. Document prepared by the intersecretariat working group on transport statistics, third edition. Luxembourg: Office for Official Publications of the European Communities; 2003 (<http://ec.europa.eu/eurostat/documents/3859598/5885021/KS-BI-03-002-EN.PDF/475a08e8-cbdf-4fe4-b4eb-4e7f9bff9e2c>, accessed 13 April 2016).
4. World population prospects: the 2012 revision. Highlights and advance tables. New York (NY): United Nations; 2013 (https://esa.un.org/unpd/wpp/publications/Files/WPP2012_HIGHLIGHTS.pdf, accessed 13 April 2016).
5. World development indicators database [online database]. Washington (DC): World Bank; 2015 (<http://databank.worldbank.org/data/reports.aspx?source=world-development-indicators>, accessed 13 April 2016).
6. Transforming our world: the 2030 agenda for sustainable development [website]. New York (NY): United Nations; 2015 (<https://sustainabledevelopment.un.org/topics>, accessed 10 August 2016).
7. Health 2020: the European policy framework for supporting action across government and society for health and well-being. Copenhagen: WHO Regional Office for Europe; 2012 (EUR/RC62/9; http://www.euro.who.int/__data/assets/pdf_file/0009/169803/RC62wd09-Eng.pdf, accessed 10 August 2016).

ALBANIA



Population: 3 173 271 • Income group: Middle • Gross national income per capita: US\$ 4 710

INSTITUTIONAL FRAMEWORK

Lead agency	Inter-ministerial Committee for Road Safety
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	30–50% (2016–2020)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Subnational
Policies to separate road users and protect VRUs	Subnational

SAFER VEHICLES

Total registered vehicles for 2013	445 956
Cars and 4-wheeled light vehicles	372 511
Motorized 2- and 3-wheelers	26 774
Heavy trucks	40 874
Buses	5 797
Other	0
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	127
Permanently disabled due to road traffic crash	—

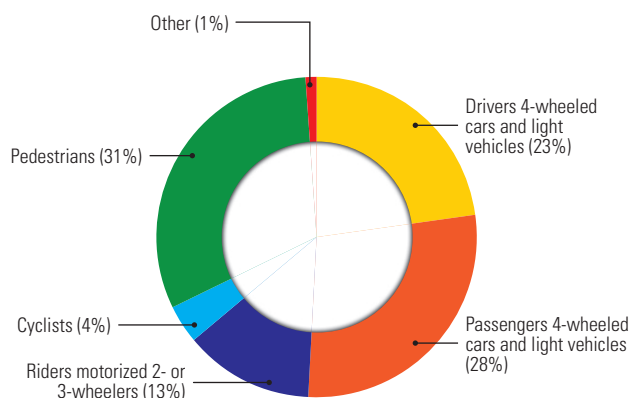
DATA

Reported road traffic fatalities (2013)	295 ^b (80% M, 20% F)
WHO estimated road traffic fatalities	478 (95%CI 435–521)
WHO estimated rate per 100 000 population	15.1
Estimated GDP lost due to road traffic crashes	1.6% ^c

^b Ministry of Transport and Infrastructure, Ministry of Interior (System of Accidents Information). Defined as died within 30 days of crash.

^c 2012, Road Safety report.

DEATHS BY ROAD USER CATEGORY



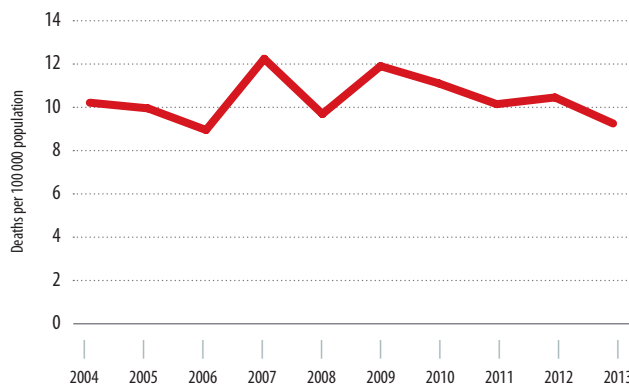
Source: 2013, Ministry of Transport and Infrastructure, Ministry of Interior (System of Accidents Information).

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	40 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	110 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
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
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	6% ^d
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	18% All riders ^d
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	24% Drivers ^d , 16% Front seats ^d
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age
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
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^d 2013, Ministry of Transport and Infrastructure, Ministry of Interior (System of Accidents Information).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Ministry of Transport and Infrastructure.

ANDORRA



Population: 79 218 • Income group: High • Gross national income per capita: US\$ 43 110

INSTITUTIONAL FRAMEWORK

Lead agency	Unit for Mobility ("Àrea de Mobilitat")
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategies	Partially funded
Fatality reduction target	Yes (not specified)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Subnational
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles for 2013	76 394
Cars and 4-wheeled light vehicles	56 635
Motorized 2- and 3-wheelers	12 985
Heavy trucks	809
Buses	219
Other	5 746
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	No
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	2 ^b (50% M, 50% F)
WHO estimated road traffic fatalities	6
WHO estimated rate per 100 000 population	7.6
Estimated GDP lost due to road traffic crashes	—

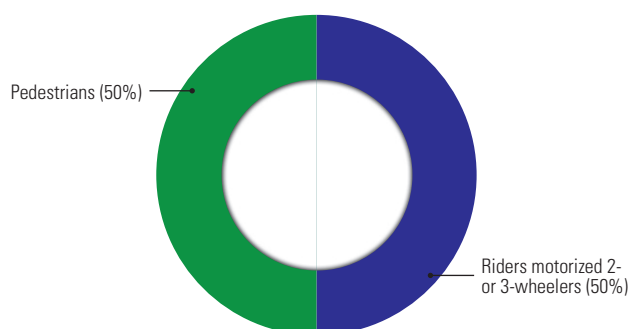
^b Police Department. Defined as died at scene of crash.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
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
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	0% ^c
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	98% Drivers ^c , 98% Passengers ^c
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	70% Front seats ^c , 10% Rear seats ^c
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Age
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
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

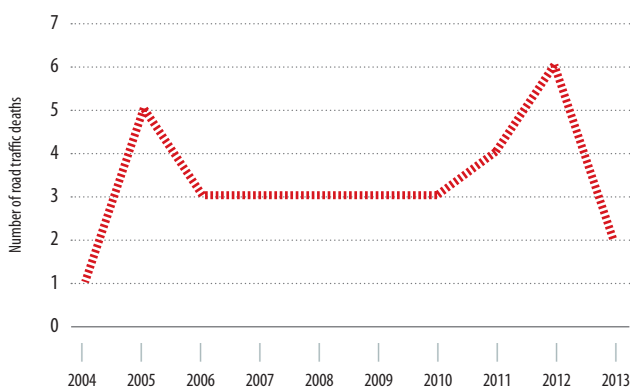
^c 2013, Police Department.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Police Department.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Police Department.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Health and Welfare.

ARMENIA



Population: 2 976 566 • Income group: Middle • Gross national income per capita: US\$ 3 800

INSTITUTIONAL FRAMEWORK

Lead agency	National Road Safety Council or Republic of Armenia
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	10% (2009–2014)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	No

SAFER VEHICLES

Total registered vehicles	—
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	No
Emergency access telephone numbers	911
Permanently disabled due to road traffic crash	—

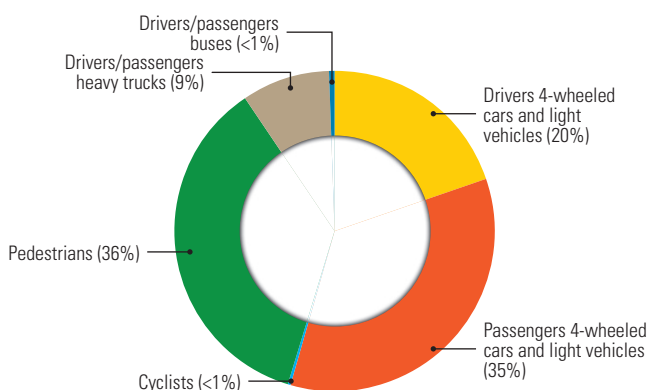
DATA

Reported road traffic fatalities (2013)	316 ^b (83% M, 17% F)
WHO estimated road traffic fatalities	546 (95%CI 503–588)
WHO estimated rate per 100 000 population	18.3
Estimated GDP lost due to road traffic crashes	1.0% ^c

^b Road Police of the Republic of Armenia. Defined as died within 30 days of crash.

^c 2006, Road Safety Management Capacity and Investment needs, European and Central Asian Sustainable Social Development (ECSSD), World Bank.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Road Police of Republic of Armenia.

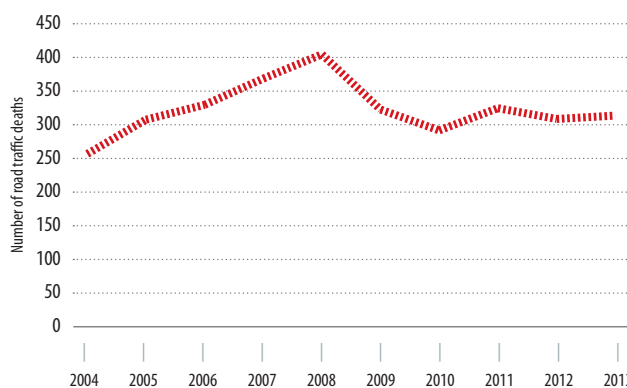
SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	90 km/h ^d
Max rural speed limit	90 km/h
Max motorway speed limit	110 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	≤ 0.08 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	2% ^e
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	No
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
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^d The limit in residential areas is reduced to 60 km/h.

^e 2013, Road Police of Republic of Armenia.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Road Police of Republic of Armenia.

AUSTRIA



Population: 8 495 145 • Income group: High • Gross national income per capita: US\$ 50 430

INSTITUTIONAL FRAMEWORK	
Lead agency	Federal Ministry for Transport, Innovation and Technology
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2011–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	Subnational

SAFER VEHICLES	
Total registered vehicles for 2013	6 384 971
Cars and 4-wheeled light vehicles	4 641 308
Motorized 2- and 3-wheelers	743 648
Heavy trucks	870 412
Buses	9 579
Other	120 024
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	3.5% ^b

^b 2011, Austrian Road Safety Board.

DATA	
Reported road traffic fatalities (2013)	455 ^c (75% M, 25% F)
WHO estimated road traffic fatalities	455
WHO estimated rate per 100 000 population	5.4
Estimated GDP lost due to road traffic crashes	3.3% ^d

^c Statistics Austria. Defined as died within 30 days of crash.

^d 2012, Austrian Ministry for Transport, Innovation and Technology and Statistics Austria.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	100 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 ⑦ 8 9 10
National drink–driving law	Yes
BAC limit – general population	< 0.05 g/dl
BAC limit – young or novice drivers	< 0.01 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 ⑧ 9 10
% road traffic deaths involving alcohol	7% ^e
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 ⑨ 10
Helmet wearing rate	> 95% All riders ^f
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 ⑩ 7 8 9 10
Seat-belt wearing rate	86% Front seats ^g , 65% Rear seats ^g
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Age/Weight/Height
Enforcement	0 1 2 3 4 5 6 7 ⑩ 9 10
% children using child restraints	45% ^h
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

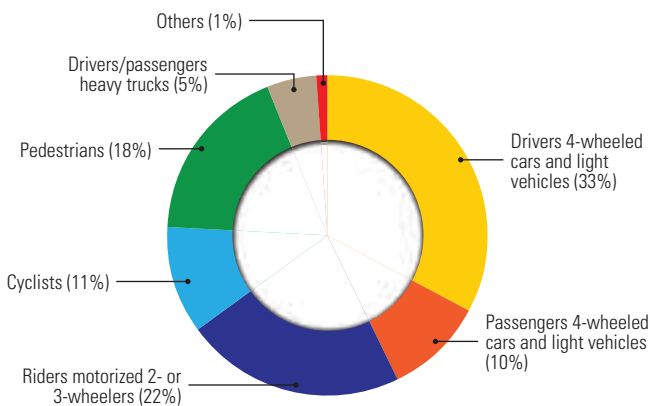
^e 2013, Statistics Austria.

^f 2007, Austrian Road Safety Board.

^g 2008–10, Austrian Road Safety Board.

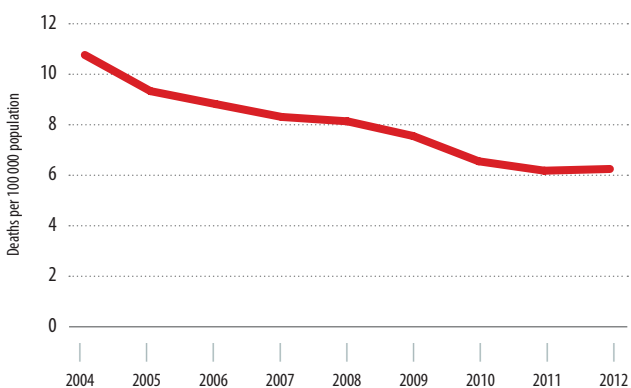
^h 2011, Austrian Road Safety Board.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Statistics Austria.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Statistics Austria.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Transport, Innovation and Technology.

AZERBAIJAN



Population: 9 413 420 • Income group: Middle • Gross national income per capita: US\$ 7 350

INSTITUTIONAL FRAMEWORK

Lead agency	State Road Police
Funded in national budget	Yes
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	No
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users and protect VRUs	Subnational

SAFER VEHICLES

Total registered vehicles for 2012	1 135 936
Cars and 4-wheeled light vehicles	958 594
Motorized 2- and 3-wheelers	2 067
Heavy trucks	130 019
Buses	29 647
Other	15 609
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	103
Permanently disabled due to road traffic crash	2.5% ^b

^b 2010, Information Department of the Ministry of Health.

DATA

Reported road traffic fatalities (2012)	1 168 ^c (80% M, 20% F)
WHO estimated road traffic fatalities	943
WHO estimated rate per 100 000 population	10.0
Estimated GDP lost due to road traffic crashes	—

^c State Statistical Committee. Defined as died within 7 days of crash.

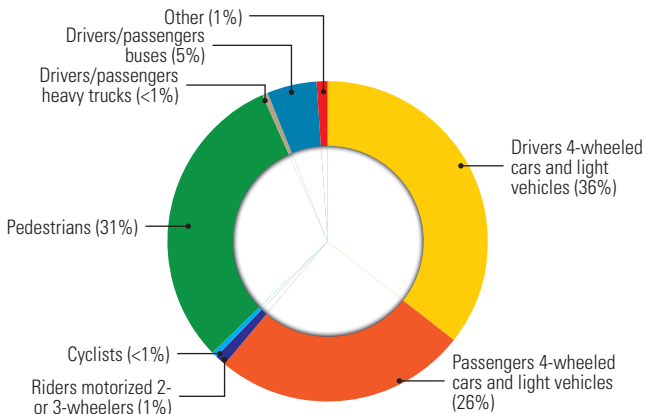
SAFER ROAD USERS

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
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink-driving law	Yes ^d
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	31% ^e
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	No
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
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Age
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
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^d Not based on BAC.

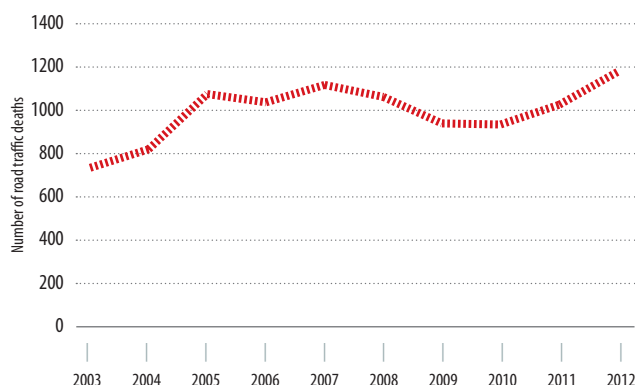
^e 2010, State Road Police.

DEATHS BY ROAD USER CATEGORY



Source: 2012, State Statistical Committee.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: State Statistical Committee.

BELARUS



Population: 9 356 678 • Income group: Middle • Gross national income per capita: US\$ 6 730

INSTITUTIONAL FRAMEWORK

Lead agency	The Permanent Commission of the Ensuring Traffic Safety under the Council of Ministers of the Republic of Belarus	
Funded in national budget	No	
National road safety strategy	Yes	
Funding to implement strategy	Partially funded	
Fatality reduction target	500 people (2006–2015)	

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles for 2013	3 900 442
Cars and 4-wheeled light vehicles	2 670 567
Motorized 2- and 3-wheelers	376 984
Heavy trucks	175 857
Buses	10 876
Other	666 158
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE

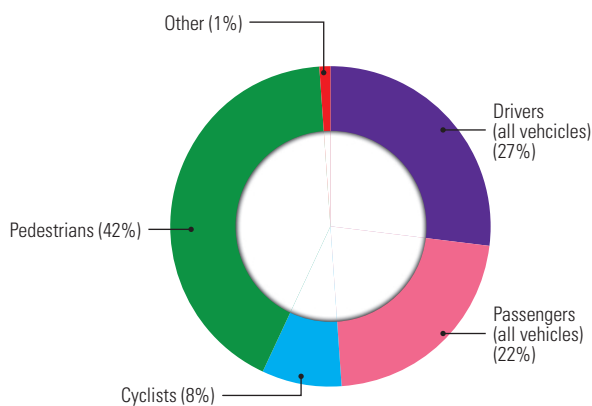
Emergency room injury surveillance system	No
Emergency access telephone numbers	103
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	894 ^b (73% M, 27% F)
WHO estimated road traffic fatalities	1 282
WHO estimated rate per 100 000 population	13.7
Estimated GDP lost due to road traffic crashes	—

^b State Traffic Police of the Ministry of Internal Affairs. Defined as died within 30 days of crash.

DEATHS BY ROAD USER CATEGORY



Source: 2013, State Traffic Police of the Ministry of Internal Affairs.

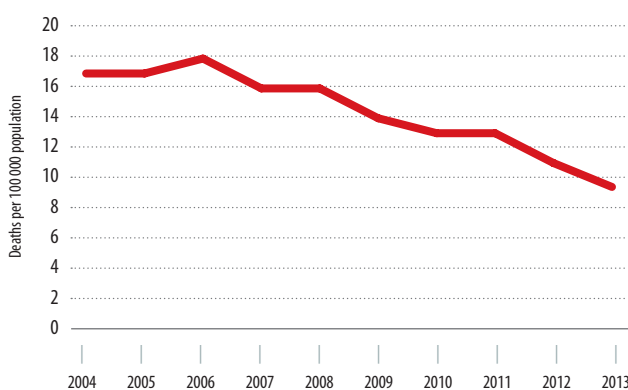
SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	60 km/h ^c
Max rural speed limit	90 km/h
Max motorway speed limit	110 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink-driving law	Yes
BAC limit – general population	< 0.03 g/dl
BAC limit – young or novice drivers	< 0.03 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	14% ^d
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	No
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
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Age/Weight/Height
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
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^c Refers to built-up areas.

^d 2013, State Traffic Police of the Ministry of Internal Affairs.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: State Traffic Police of the Ministry of Internal Affairs.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Health.

BELGIUM



Population: 11 104 476 • Income group: High • Gross national income per capita: US\$ 46 290

INSTITUTIONAL FRAMEWORK	
Lead agency	The Inter-ministerial Committee for Road Safety
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2010–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	Subnational

SAFER VEHICLES	
Total registered vehicles for 2013	6 993 767
Cars and 4-wheeled light vehicles	6 130 455
Motorized 2- and 3-wheelers	427 707
Heavy trucks	102 419
Buses	15 822
Other	317 364
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	724 ^b (76% M, 24% F)
WHO estimated road traffic fatalities	746
WHO estimated rate per 100 000 population	6.7
Estimated GDP lost due to road traffic crashes	—

^b Directorate General Statistics and Economic Information. Defined as died within 30 days of crash.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h ^c
Max rural speed limit	90 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
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
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	25% ^d
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	99% Drivers ^e , 99% Passengers ^e
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	86% Front seats ^e
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Age/Height
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	52% ^f
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

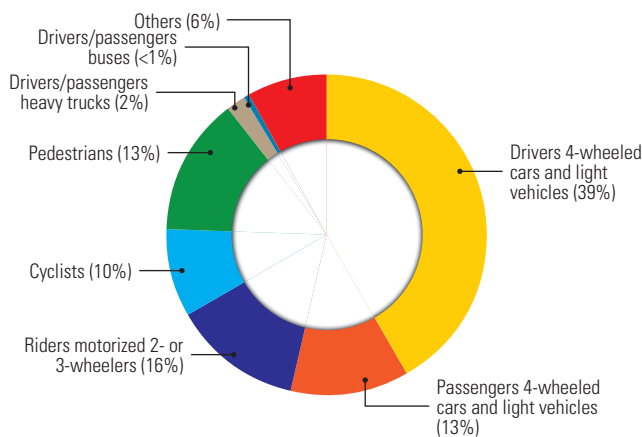
^c Can be increased up to an unspecified limit.

^d 2012, Directorate General Statistics and Economic Information.

^e 2012, Belgian Institute for Road Safety - Road Safety Knowledge Centre.

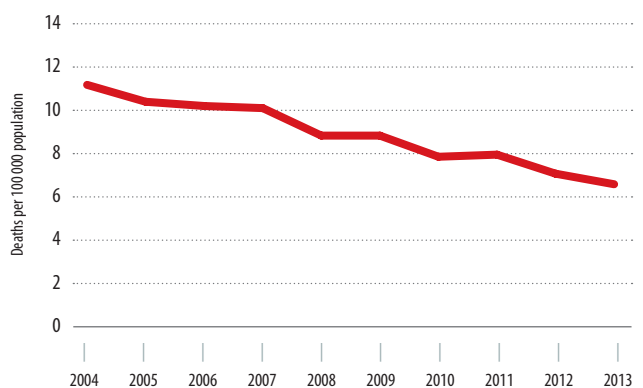
^f 2011, Belgian Institute for Road Safety - Road Safety Knowledge Centre.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Directorate General Statistics and Economic Information.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Directorate General Statistics and Economic Information.

BOSNIA AND HERZEGOVINA



Population: 3 829 307 • Income group: Middle • Gross national income per capita: US\$ 4 780

INSTITUTIONAL FRAMEWORK

Lead agency	Agency for Traffic Safety of the Republic of Srpska
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategies	Partially funded
Fatality reduction target	50% (2013–2022) for RS; 30% (2008–2013) for FB&H

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Subnational
Policies to encourage investment in public transport	No
Policies to separate road users and protect VRUs	Subnational

SAFER VEHICLES

Total registered vehicles for 2013	881 200
Cars and 4-wheeled light vehicles	751 968
Motorized 2- and 3-wheelers	15 317
Heavy trucks	82 806
Buses	3 589
Other	27 520
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	No
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	—

DATA

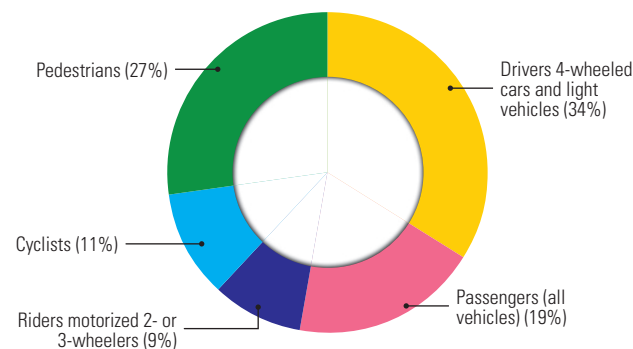
Reported road traffic fatalities (2013)	334 ^b
WHO estimated road traffic fatalities	676 (95%CI 607–745)
WHO estimated rate per 100 000 population	17.7
Estimated GDP lost due to road traffic crashes	2.0% for RS ^c ; 5.8% for FB&H ^d

^b Federal Ministry of Internal Affairs Federation of Bosnia and Herzegovina (FB&H), Ministry of Interior of the Republic of Srpska (RS) and Annual report for 2013 of Brčko District (BD) - Traffic Police Unit. Defined as died within 30 days of crash.

^c 2011, Institute for Economics of the RS.

^d 2011, Federal Ministry of Internal Affairs FB&H.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Federal Ministry of Internal Affairs FB&H, Ministry of Interior of the RS and Annual report for 2013 of BD - Traffic Police Unit. Data refer to RS, BD.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h ^e
Max rural speed limit	80 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink-driving law	Yes
BAC limit – general population	≤ 0.03 g/dl
BAC limit – young or novice drivers	0.00 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	15% for RS ^f ; 6% for FB&H ^g ; 3% for BD ^h
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	No
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
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	Front seats: 52% for RS ⁱ ; 18% for FB&H ^j ; Rear seats: 5% for RS ⁱ ; 15% for FB&H ^j
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	24% for RS ⁱ
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^e Can be increased up to an unspecified speed.

^f 2013, Ministry of Interior of the RS.

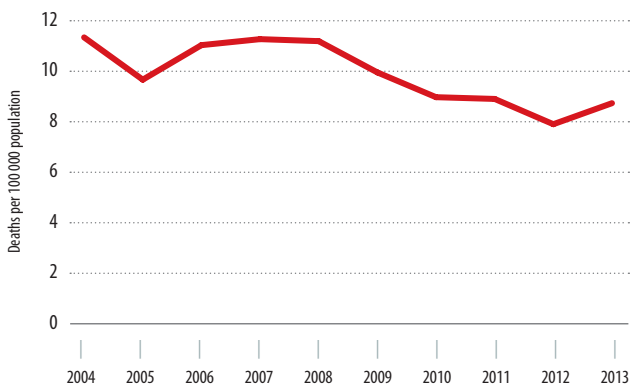
^g 2011, Federal Ministry of Internal Affairs FB&H.

^h Records of road traffic accident injuries in BD.

ⁱ 2013, Automoto Association of the RS (subnational data).

^j 2011, SweRoad (subnational data).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Federal Ministry of Internal Affairs FB&H, Ministry of Interior of the RS and Annual report for 2013 of BD - Traffic Police Unit, Agency for Statistics of Bosnia and Herzegovina, Public Health Institute of the FB&H.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Civil Affairs.

BULGARIA



Population: 7 222 943 • Income group: Middle • Gross national income per capita: US\$ 7 360

INSTITUTIONAL FRAMEWORK	
Lead agency	State-public Consultative Commission on the Problems of Road Safety
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2011–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2013	3 502 771
Cars and 4-wheeled light vehicles	2 910 235
Motorized 2- and 3-wheelers	147 960
Heavy trucks	421 784
Buses	22 792
Other	0
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

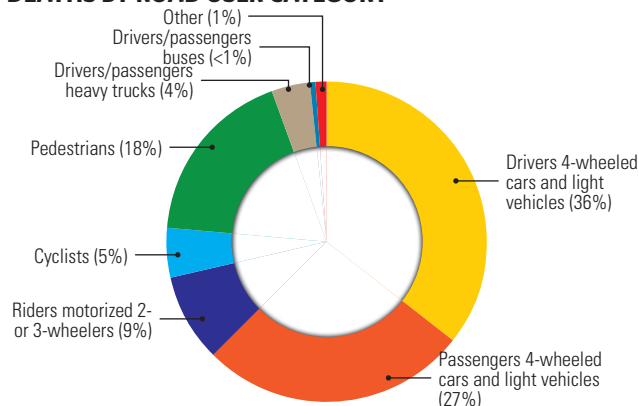
POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	601 ^b (79% M, 21% F)
WHO estimated road traffic fatalities	601
WHO estimated rate per 100 000 population	8.3
Estimated GDP lost due to road traffic crashes	2.0% ^c

^b Chief Directorate "National Police" - Ministry of Interior. Defined as died within 30 days of crash.

^c National Strategy for the Improvement of Road Safety in The Republic of Bulgaria 2011–2020.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Chief Directorate "National Police" - Ministry of Interior.

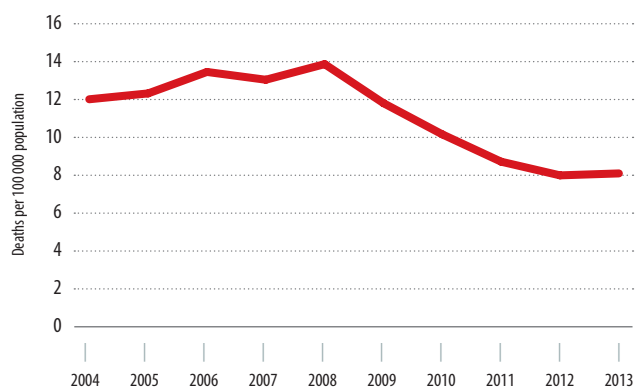
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	140 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink-driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	≤ 0.05 g/dl
Random breath testing carried out	Yes
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
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	80% Drivers ^e , 30% Passengers ^e
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	80% All occupants ^f
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/Weight/Height
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
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^d 2013, Chief Directorate "National Police" - Ministry of Interior.

^e 2010, Monitoring of Traffic Police.

^f 2010–2013, Ministry of Health.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Chief Directorate "National Police" - Ministry of Interior.

CROATIA



Population: 4 289 714 • Income group: High • Gross national income per capita: US\$ 13 430

INSTITUTIONAL FRAMEWORK	
Lead agency	No
Funded in national budget	—
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	50% (2011–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Subnational
Policies to encourage investment in public transport	Subnational
Policies to separate road users and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2013	1 869 370
Cars and 4-wheeled light vehicles	1 446 620
Motorized 2- and 3-wheelers	154 782
Heavy trucks	141 491
Buses	4 789
Other	121 688
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	0.5% ^b

^b 2014, National Disabilities Registry.

DATA	
Reported road traffic fatalities (2013)	368 ^c (77% M, 23% F)
WHO estimated road traffic fatalities	395
WHO estimated rate per 100 000 population	9.2
Estimated GDP lost due to road traffic crashes	—

^c Ministry of Interior. Defined as died within 30 days of crash.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h ^d
Max rural speed limit	90 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	0.00 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	19% ^e
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	50% Drivers ^f
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	65% Front seats ^g , 30% Rear seats ^g
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/Height
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
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

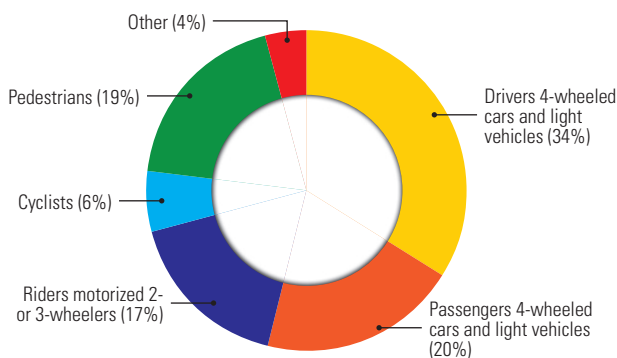
^d Can be increased up to 80 km/h.

^e 2013, Ministry of Interior.

^f 2009, National Road Safety Program 2006–2010 - Impact of various factors on the safety of road traffic.

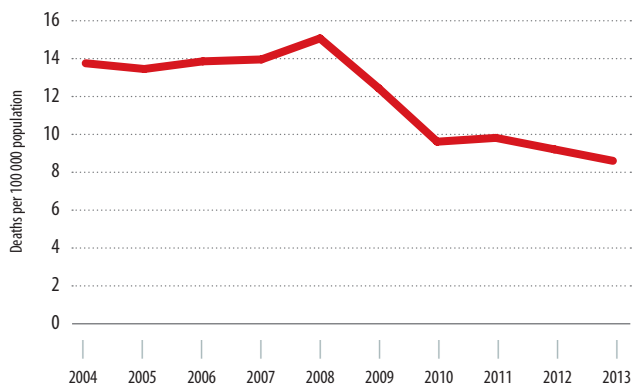
^g 2014, Faculty of Transport and Traffic Sciences, University of Zagreb.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Ministry of Interior.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Ministry of Interior.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Health.

CYPRUS



Population: 1 141 166 • Income group: High • Gross national income per capita: US\$ 25 210

INSTITUTIONAL FRAMEWORK

Lead agency	Road Safety Unit
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% reduction by 2020 (2012–2020)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles for 2013	644 068
Cars and 4-wheeled light vehicles	474 561
Motorized 2- and 3-wheelers	39 969
Heavy trucks	126 043
Buses	3 495
Other	0
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	No
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	44 ^b (80% M, 20% F)
WHO estimated road traffic fatalities	59
WHO estimated rate per 100 000 population	5.2
Estimated GDP lost due to road traffic crashes	1.0% ^c

^b Cyprus Police. Defined as died within 30 days of crash.

^c 2008, HEATCO.

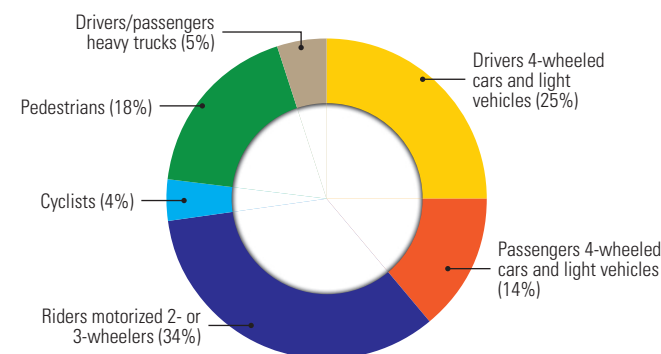
SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	65 km/h
Max rural speed limit	No
Max motorway speed limit	100 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
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
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	14% ^d
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	75% Drivers ^e , 68% Passengers ^e
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	86% Front seats ^e , 13% Rear seats ^e
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/Weight/Height
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
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^d 2008, Cyprus Police.

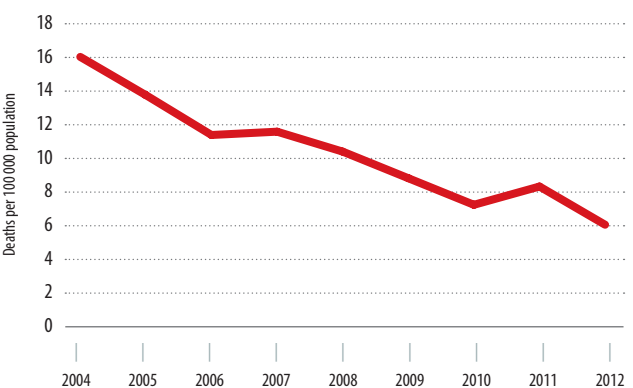
^e 2010, Cyprus Police.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Cyprus Police.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Cyprus Police and Statistical Service.

CZECH REPUBLIC



Population: 10 702 197 • Income group: High • Gross national income per capita: US\$ 18 950

INSTITUTIONAL FRAMEWORK

Lead agency	Czech Government Council for Road Safety
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	60% that is 360 fatalities (2011–2020)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles for 2013	7 689 730
Cars and 4-wheeled light vehicles	5 298 537
Motorized 2- and 3-wheelers	980 358
Heavy trucks	95 896
Buses	19 228
Other	1 295 711
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	No
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	654 ^b (77% M, 23% F)
WHO estimated road traffic fatalities	654
WHO estimated rate per 100 000 population	6.1
Estimated GDP lost due to road traffic crashes	—

^b Police Directorate. Defined as died within 30 days of crash.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h ^c
Max rural speed limit	90 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.03 g/dl
BAC limit – young or novice drivers	≤ 0.03 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	9% ^d
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	95% Drivers ^e , 85% Passengers ^e
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	95% Front seats ^f , 80% Rear seats ^f
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/Weight/Height
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
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

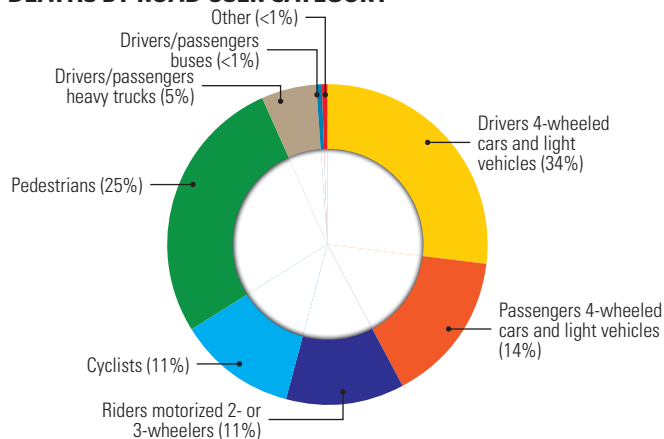
^c Can be increased up to 80 km/h.

^d 2013, Police of the Czech Republic.

^e 2013, Centre for Traffic Research.

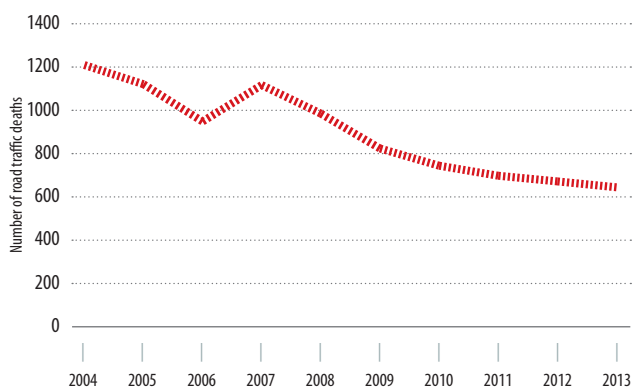
^f 2012, Centre for Traffic Research.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Police Directorate.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Police Directorate.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Health.

DENMARK



Population: 5 619 096 • Income group: High • Gross national income per capita: US\$ 61 680

INSTITUTIONAL FRAMEWORK	
Lead agency	No
Funded in national budget	—
National road safety strategy	Yes
Funding to implement strategy	Not funded
Fatality reduction target	≤ 120 fatalities by 2020 (2013–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	No
Policies to separate road users and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2013	2 911 147
Cars and 4-wheeled light vehicles	2 654 138
Motorized 2- and 3-wheelers	199 243
Heavy trucks	42 451
Buses	13 485
Other	1 830
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	191 ^b (66% M, 34% F)
WHO estimated road traffic fatalities	196
WHO estimated rate per 100 000 population	3.5
Estimated GDP lost due to road traffic crashes	—

^b National Statistics (Police data). Defined as died within 30 days of crash.

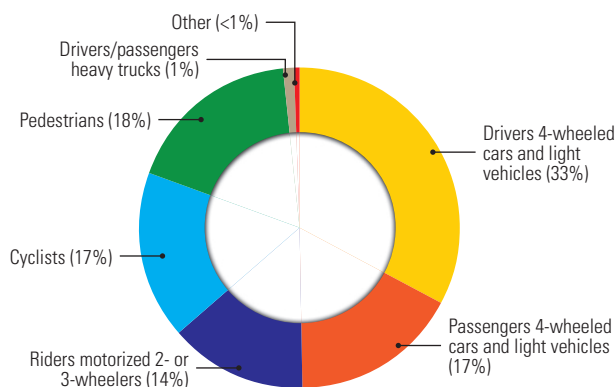
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h ^c
Max rural speed limit	80 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	Yes
Enforcement	—
National drink–driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	≤ 0.05 g/dl
Random breath testing carried out	Yes
Enforcement	—
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	—
Helmet wearing rate	96–99% All riders ^d
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	—
Seat-belt wearing rate	69-94% Drivers ^e , 81% Rear seats ^e
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/Weight/Height
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^c Can be increased up to 80 km/h.

^d 2010, 99% motorcycles, 96% mopeds. Danish Road Safety Council.

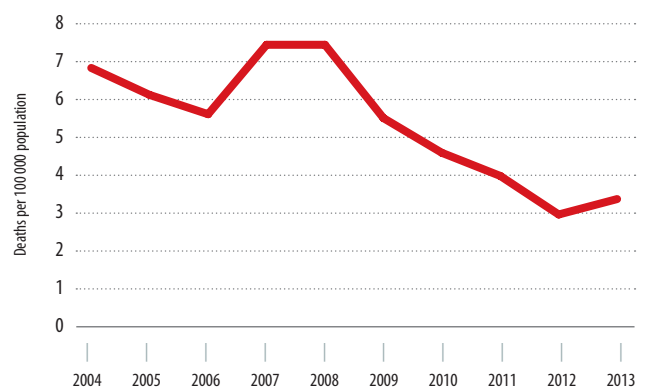
^e 2012, Drivers: 69% taxis, 83% vans, 94% cars. Rådet for Sikker Trafik.

DEATHS BY ROAD USER CATEGORY



Source: 2013, National Statistics (Police data).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: National Statistics (Police data).



Population: 1 287 251 • Income group: High • Gross national income per capita: US\$ 17 690

INSTITUTIONAL FRAMEWORK	
Lead agency	Traffic Safety Department in Estonian Road Administration
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	76% in 2011 updated to 19% (2003–2015)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2013	763 975
Cars and 4-wheeled light vehicles	628 565
Motorized 2- and 3-wheelers	38 732
Heavy trucks	92 182
Buses	4 496
Other	0
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	81 ^b (68% M, 32% F)
WHO estimated road traffic fatalities	90
WHO estimated rate per 100 000 population	7.0
Estimated GDP lost due to road traffic crashes	1.0% ^c

^b Traffic Accident Database. Defined as died within 30 days of crash.

^c 2011, Tallinn University of Technology.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h ^d
Max rural speed limit	90 km/h
Max motorway speed limit	No ^e
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink-driving law	Yes
BAC limit – general population	< 0.02 g/dl
BAC limit – young or novice drivers	< 0.02 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	25% ^f
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	No
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
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	95% Front seats ^g , 88% Rear seats ^g
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Weight/Height
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	97% ^g
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

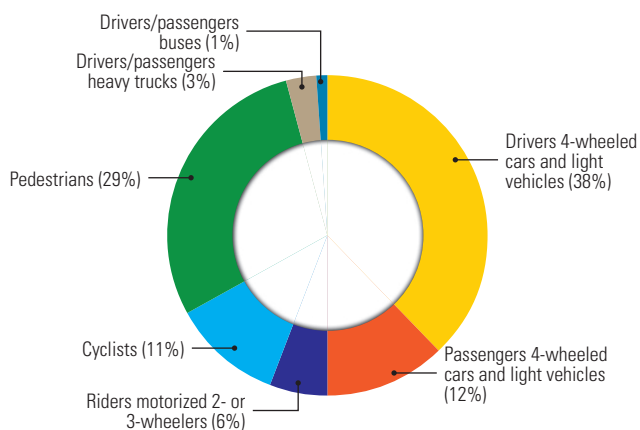
^d Can be increased up to 90 km/h. Refers to built-up areas.

^e No motorways in the country.

^f 2013, Police.

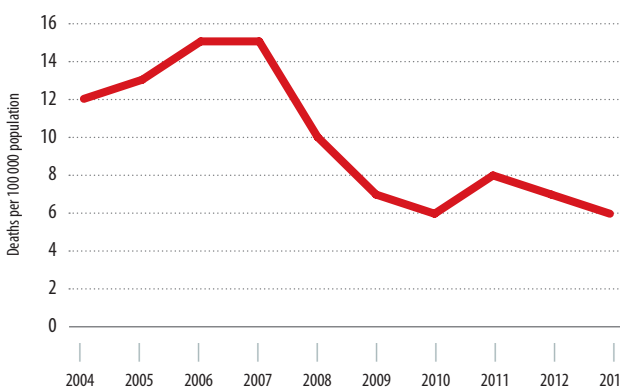
^g 2013, Traffic Behavior Monitoring.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Traffic Accident Database.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Traffic Accident Database and Statistics Estonia.

FINLAND



Population: 5 426 323 • Income group: High • Gross national income per capita: US\$ 48 820

INSTITUTIONAL FRAMEWORK	
Lead agency	Ministry of Transport and Communications of Finland
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	≤ 136 fatalities by 2020 (2010-2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2013	5 862 216
Cars and 4-wheeled light vehicles	3 562 463
Motorized 2- and 3-wheelers	555 240
Heavy trucks	134 146
Buses	15 536
Other	1 594 831
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	4.0% ^b

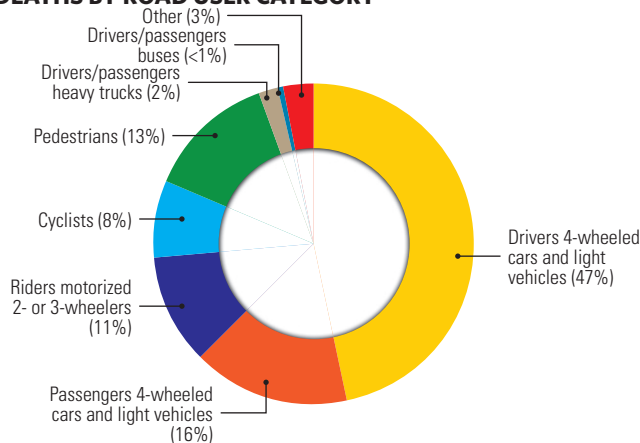
^b 2012, Finnish Motor Insurers Centre.

DATA	
Reported road traffic fatalities (2013)	258 ^c (74% M, 26% F)
WHO estimated road traffic fatalities	258
WHO estimated rate per 100 000 population	4.8
Estimated GDP lost due to road traffic crashes	2.2% ^d

^c Statistics Finland and Central Organization for Traffic Safety in Finland. Defined as died within 30 days of crash.

^d 2012, Finnish Information Centre of Automobile Sector and Statistics Finland.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Statistics Finland and Central Organization for Traffic Safety in Finland.

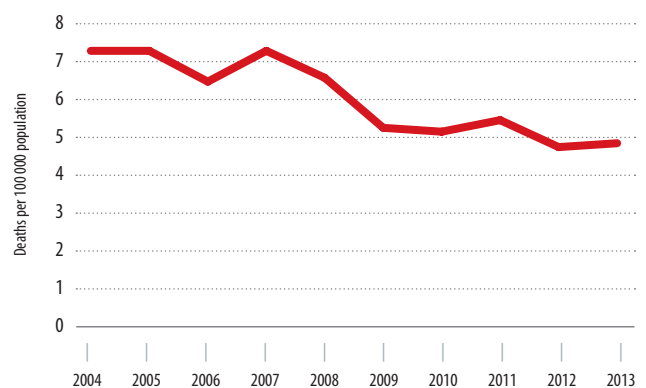
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h ^e
Max rural speed limit	80 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink-driving law	Yes
BAC limit – general population	< 0.05 g/dl
BAC limit – young or novice drivers	< 0.05 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	22% ^f
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	No
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
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	89% Front seats ^g , 86% Rear seats ^g
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Age/Height
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	97% ^g
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^e Can be increased up to 60 km/h.

^f 2013, Statistics Finland.

^g 2013, Central Organization for Traffic Safety in Finland.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Statistics Finland and Central Organization for Traffic Safety in Finland.

FRANCE



Population: 64 291 280 • Income group: High • Gross national income per capita: US\$ 43 460

INSTITUTIONAL FRAMEWORK

Lead agency	Interministerial Delegation for Road Safety
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% by 2020

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles for 2014	42 792 103
Cars and 4-wheeled light vehicles	38 028 826
Motorized 2- and 3-wheelers	4 138 800
Heavy trucks	532 209
Buses	92 268
Other	0
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	3 268 ^b (77% M, 23% F)
WHO estimated road traffic fatalities	3 268
WHO estimated rate per 100 000 population	5.1
Estimated GDP lost due to road traffic crashes	1.0% ^c

^b ONISR. Defined as died within 30 days of crash.

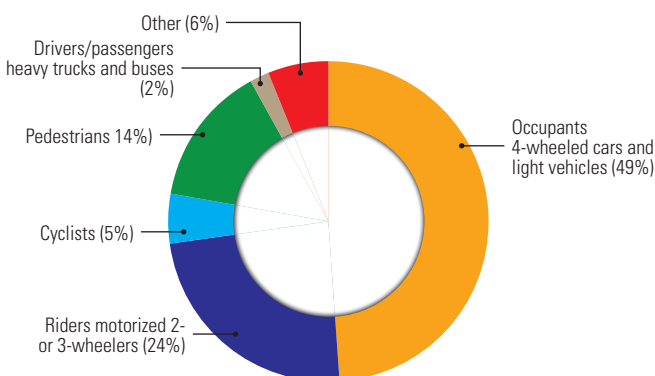
^c ONISR.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
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
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	29% ^d
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	98% Drivers ^d , 92% Passengers ^d
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	99% Front seats ^d , 87% Rear seats ^d
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Weight/Height
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
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

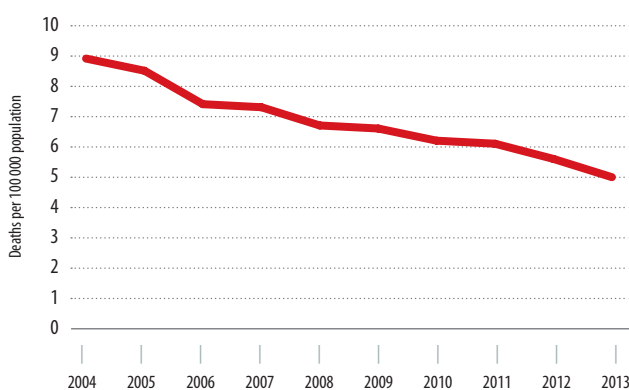
^d 2013, ONISR.

DEATHS BY ROAD USER CATEGORY



Source: 2013, ONISR.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: ONISR.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaires and cleared by Minister for the Interior, Overseas France, Overseas Local Authorities and Immigration.

GEORGIA



Population: 4 340 895 • Income group: Middle • Gross national income per capita: US\$ 3 570

INSTITUTIONAL FRAMEWORK	
Lead agency	Ministry of Regional Development and Infrastructure of Georgia
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	30% (2014–2019)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Subnational
Policies to encourage investment in public transport	Subnational
Policies to separate road users and protect VRUs	Subnational

SAFER VEHICLES	
Total registered vehicles for 2013	951 649
Cars and 4-wheeled light vehicles	774 453
Motorized 2- and 3-wheelers	4 830
Heavy trucks	151 057
Buses	21 309
Other	0
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	—

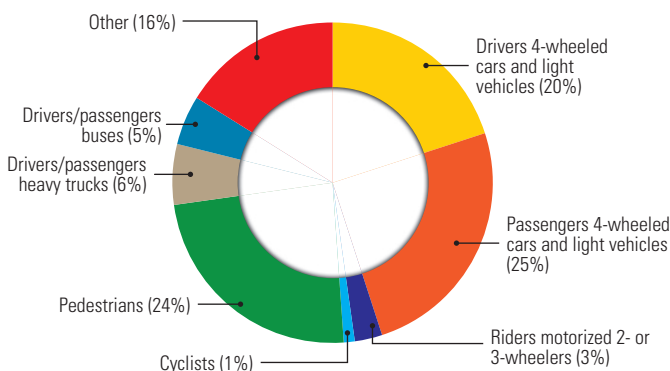
DATA	
Reported road traffic fatalities (2013)	514 ^b (54% M, 17% F)
WHO estimated road traffic fatalities	514
WHO estimated rate per 100 000 population	11.8
Estimated GDP lost due to road traffic crashes	—

^b National Statistics Office of Georgia – GEOSTAT. Defined as: died within 30 days of crash.

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
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	< 0.03 g/dl
BAC limit – young or novice drivers	< 0.03 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	5% ^c
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	No
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
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	80% Drivers ^c , 80% Front seats ^c
National child restraint law	No
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

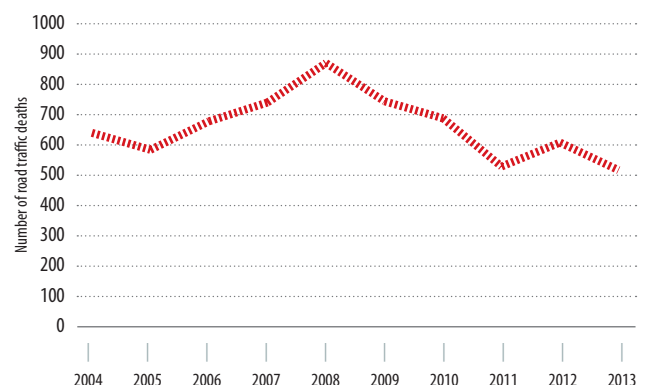
^c 2013, Ministry of Internal Affairs of Georgia.

DEATHS BY ROAD USER CATEGORY



Source: 2013, National Statistics Office of Georgia-GEOSTAT.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: National Statistics Office of Georgia-GEOSTAT.

GERMANY



Population: 82 726 626 • Income group: High • Gross national income per capita: US\$ 47 270

INSTITUTIONAL FRAMEWORK	
Lead agency	Federal Ministry of Transport and Digital Infrastructure
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	40% (2011–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2013	52 391 000
Cars and 4-wheeled light vehicles	43 431 000
Motorized 2- and 3-wheelers	3 983 000
Heavy trucks	4 631 000
Buses	76 000
Other	270 000
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	3 339 ^b (73% M, 27% F)
WHO estimated road traffic fatalities	3 540
WHO estimated rate per 100 000 population	4.3
Estimated GDP lost due to road traffic crashes	1.2% ^c

^b Federal Statistical Office. Defined as died within 30 days of crash.

^c 2012, Federal Highway Research Institute (BAST), Federal Statistical Office.

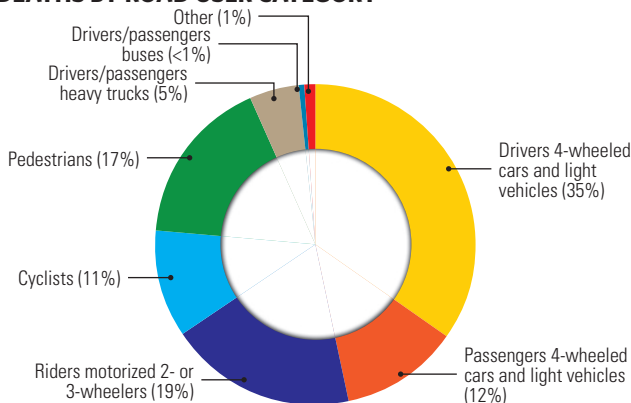
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	100 km/h
Max motorway speed limit	No
Local authorities can modify limits	Yes
Enforcement	—
National drink–driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	0.00 g/dl
Random breath testing carried out	Yes
Enforcement	—
% road traffic deaths involving alcohol	9% ^d
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	—
Helmet wearing rate	99% Drivers ^e , 99% Passengers ^e
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	—
Seat-belt wearing rate	98% Front seats ^e , 97% Rear seats ^e
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/Weight/Height
Enforcement	—
% children using child restraints	82–85% ^f
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^d 2013, Federal Statistical Office.

^e 2013, Federal Highway Research Institute (BAST).

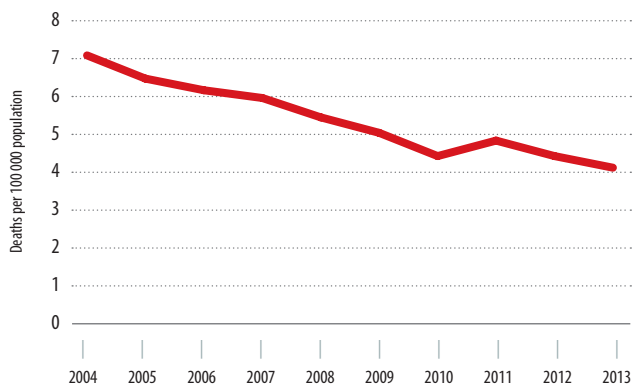
^f 2013, rural roads: 85%, built-up areas: 82%, Federal Highway Research Institute (BAST).

DEATHS BY ROAD USER CATEGORY



Source: 2013, Federal Statistical Office.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Federal Statistical Office.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire.



Population: 11 127 990 • Income group: High • Gross national income per capita: US\$ 22 690

INSTITUTIONAL FRAMEWORK	
Lead agency	Interministerial Road Safety Committee
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	880 fatalities less by 2015 (2010–2015) 50% (640 fatalities less) by 2020 (2010–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Subnational
Policies to encourage investment in public transport	Subnational
Policies to separate road users and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2013	8 035 423
Cars and 4-wheeled light vehicles	5 124 208
Motorized 2- and 3-wheelers	1 568 596
Heavy trucks	1 315 836
Buses	26 783
Other	0
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	10.0% ^b

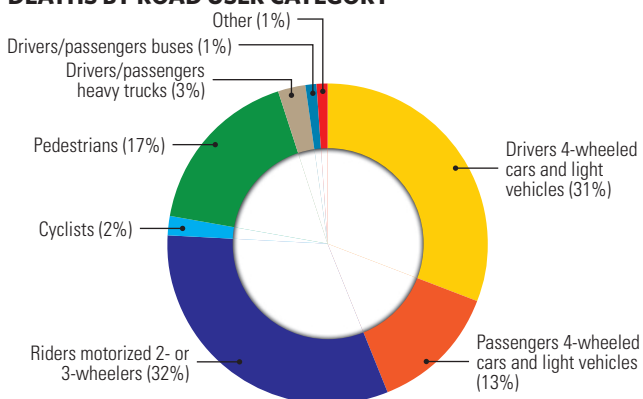
^b Hellenic Society of Trauma and Emergency Surgery.

DATA	
Reported road traffic fatalities (2013)	865 ^c (82% M, 18% F)
WHO estimated road traffic fatalities	1 013
WHO estimated rate per 100 000 population	9.1
Estimated GDP lost due to road traffic crashes	1.5% (5% if under-reporting is taken into account) ^d

^c Traffic police. Defined as died within 30 days of crash.

^d 2011, Hellenic Institute of Transportation Engineers, National Technical University of Athens.

DEATHS BY ROAD USER CATEGORY



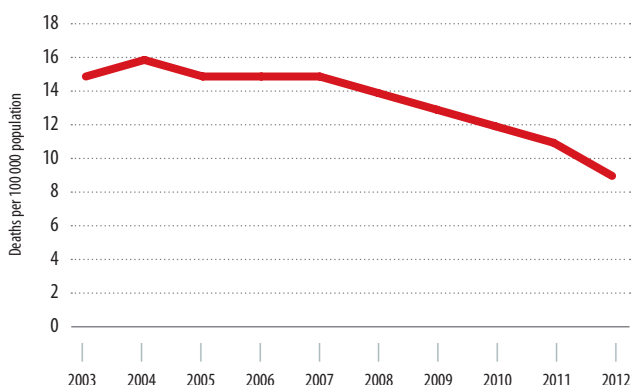
Source: 2012, Hellenic Statistical Authority (EL.STAT).

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h ^e
Max rural speed limit	90 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink-driving law	Yes
BAC limit – general population	≤ 0.049 g/dl
BAC limit – young or novice drivers	≤ 0.049 g/dl
Random breath testing carried out	Yes
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
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	75% Drivers ^f , 46% Passengers ^f
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	74% Front seats ^f , 23% Rear seats ^f
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	67% ^f
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^e Except if otherwise specifically marked.

^f 2009, National Technical University of Athens.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Hellenic Statistical Authority (EL.STAT).

HUNGARY



Population: 9 954 941 • Income group: Middle • Gross national income per capita: US\$ 13 260

INSTITUTIONAL FRAMEWORK	
Lead agency	No
Funded in national budget	—
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2010–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2013	3 690 599
Cars and 4-wheeled light vehicles	3 040 732
Motorized 2- and 3-wheelers	157 178
Heavy trucks	419 031
Buses	17 569
Other	56 089
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	591 ^b (73% M, 27% F)
WHO estimated road traffic fatalities	765
WHO estimated rate per 100 000 population	7.7
Estimated GDP lost due to road traffic crashes	1.5% ^c

^b Hungarian Central Statistical Office. Defined as died within 30 days of crash.

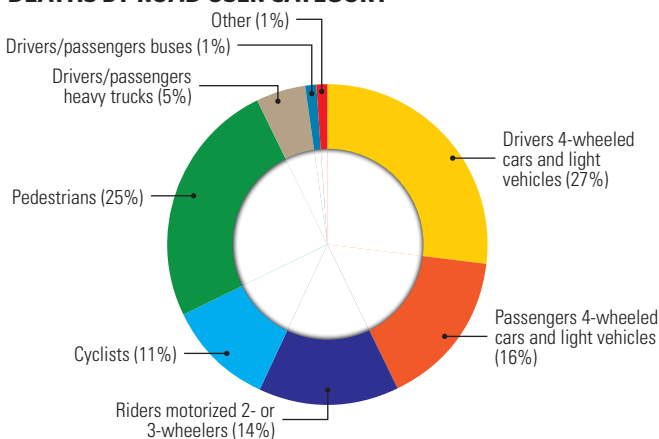
^c 2013, Institute for Transport Sciences Non-profit Ltd.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.00 g/dl
BAC limit – young or novice drivers	0.00 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	8% ^d
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
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
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	87% Front seats ^e , 57% Rear seats ^e
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/Height
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	83% ^e
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^d 2013, Hungarian Central Statistical Office.

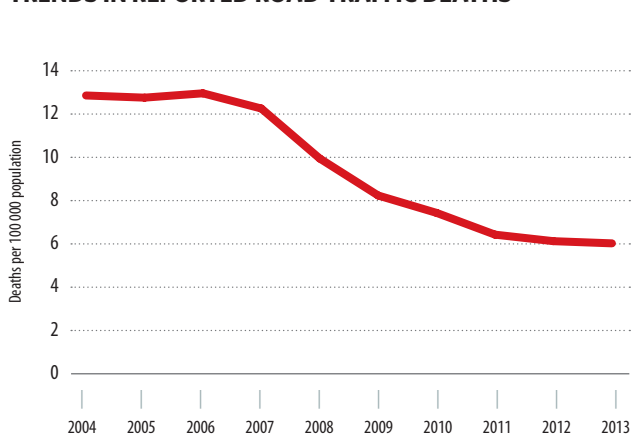
^e 2013, Institute for Transport Sciences Non-profit Ltd.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Hungarian Central Statistical Office.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Hungarian Central Statistical Office.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleaned by Ministry of Human Resources.

ICELAND



Population: 329 535 • Income group: High • Gross national income per capita: US\$ 46 400

INSTITUTIONAL FRAMEWORK	
Lead agency	The Icelandic Transport Authority
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	5% combined fatality and serious injury (2011-2022)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	Subnational

SAFER VEHICLES	
Total registered vehicles for 2013	245 949
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	15 ^b (47% M, 53% F)
WHO estimated road traffic fatalities	15
WHO estimated rate per 100 000 population	4.6
Estimated GDP lost due to road traffic crashes	2.2% ^c

^b The yearly traffic accident report of the Icelandic Transport Authority. Defined as died within 30 days of crash.

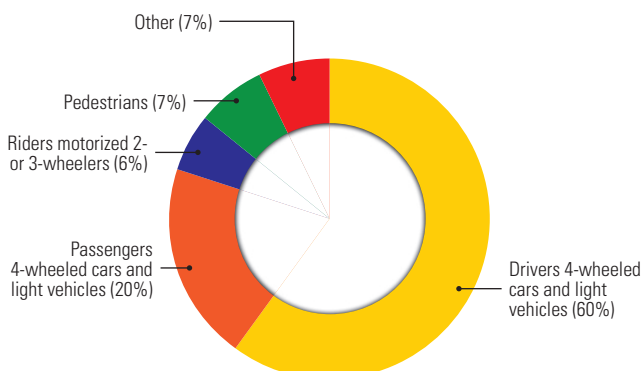
^c 2013, Statistics Iceland and a report on costs of traffic accidents from May 2014.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	100 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
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
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	20% ^d
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	No
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
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	87% Drivers ^e
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Age/Weight/Height
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
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^d 2004–2013, Icelandic Transport Authority.

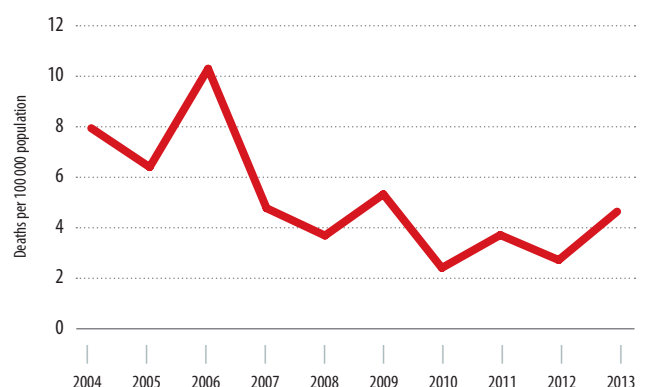
^e 2013, Icelandic Transport Authority.

DEATHS BY ROAD USER CATEGORY



Source: 2013, The yearly traffic accident report of the Icelandic Transport Authority.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: The yearly traffic accident report of the Icelandic Transport Authority and Statistics Iceland.

IRELAND



Population: 4 627 173 • Income group: High • Gross national income per capita: US\$ 43 110

INSTITUTIONAL FRAMEWORK	
Lead agency	Road Safety Authority
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	25 deaths per 1 million population by 2020 (2013–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Subnational
Policies to separate road users and protect VRUs	Subnational

SAFER VEHICLES	
Total registered vehicles for 2013	2 482 557
Cars and 4-wheeled light vehicles	2 225 612
Motorized 2- and 3-wheelers	40 445
Heavy trucks	61 161
Buses	11 659
Other	143 680
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	188 ^b (76% M, 24% F)
WHO estimated road traffic fatalities	188
WHO estimated rate per 100 000 population	4.1
Estimated GDP lost due to road traffic crashes	0.6% ^c

^b Garda Síochána (Police). Defined as died within 30 days of crash.

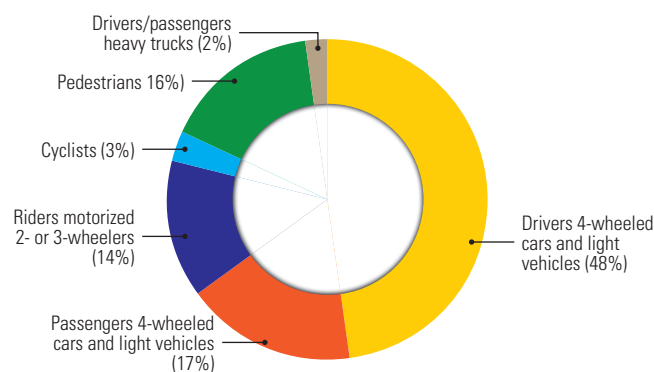
^c 2012, Road Safety Authority and Central Statistics Office.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	100 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes
Enforcement	—
National drink–driving law	Yes
BAC limit – general population	≤ 0.05 g/ dl
BAC limit – young or novice drivers	≤ 0.02 g/ dl
Random breath testing carried out	Yes
Enforcement	—
% road traffic deaths involving alcohol	16% ^d
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	—
Helmet wearing rate	98% All riders ^e , 98% Drivers ^e
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	—
Seat-belt wearing rate	94% Front seats ^e , 89% Rear seats ^e
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/Weight/Height
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^d 2007, Police Investigation Files, RSA study on Pre-Crash Behaviour 2010.

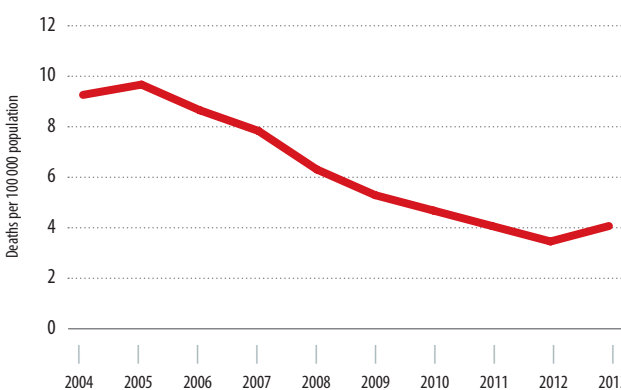
^e 2013, Road Safety Authority Annual Observational Study.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Garda Síochána (Police).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Road Safety Authority.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Department for Transport, Tourism and Sport.



Population: 7 733 144 • Income group: High • Gross national income per capita: US\$ 33 930

INSTITUTIONAL FRAMEWORK

Lead agency	Israel National Road Safety Authority
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	30% (2010–2020)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles for 2013	2 850 513
Cars and 4-wheeled light vehicles	2 618 684
Motorized 2- and 3-wheelers	121 218
Heavy trucks	82 973
Buses	27 638
Other	0
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE

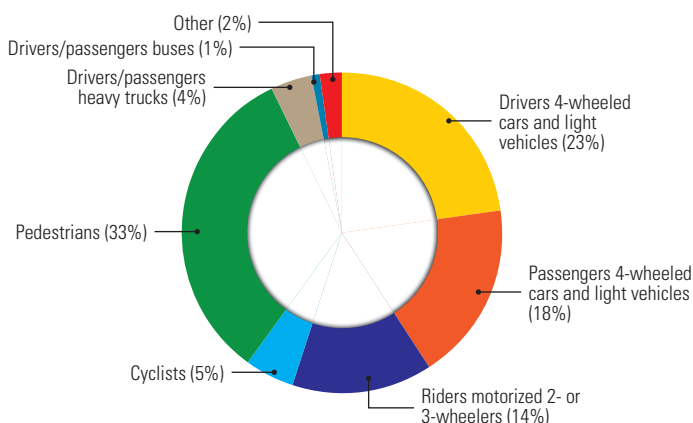
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	277 ^b (78% M, 22% F)
WHO estimated road traffic fatalities	277
WHO estimated rate per 100 000 population	3.6
Estimated GDP lost due to road traffic crashes	1.1% ^c

^b Central Bureau of Statistics. Defined as died within 30 days of crash.
^c 2012, MATAT Company, Ministry of Transport and Ministry of Finance.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Central Bureau of Statistics.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	110 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	≤ 0.01 g/dl
Random breath testing carried out	Yes
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
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	98% Drivers ^e , 98% Passengers ^e
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	95% Front seats ^f , 74% Rear seats ^f
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/Weight/Height
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	93% ^g
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

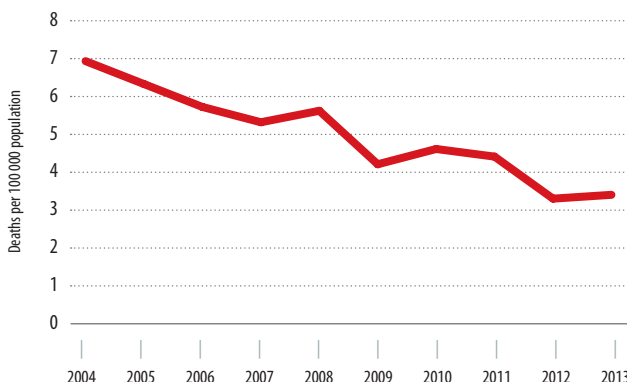
^d 2012, The Central Bureau of Statistics based on the data from the police.

^e 2011, Israel National Road Safety Authority.

^f 2013, Israel National Road Safety Authority.

^g 2012, National observational survey of the use of child safety restraints in private cars in Israel.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Central Bureau of Statistics.



Population: 60 990 277 • Income group: High • Gross national income per capita: US\$ 35 860

INSTITUTIONAL FRAMEWORK	
Lead agency	Ministry of Transport – Directorate General Road Safety
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2011–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Subnational
Policies to separate road users and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2013	51 269 218
Cars and 4-wheeled light vehicles	40 836 379
Motorized 2- and 3-wheelers	9 014 591
Heavy trucks	895 004
Buses	98 551
Other	424 693
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	118
Permanently disabled due to road traffic crash	2.5% ^b

^b 2011, SINIACA-IDB.

DATA	
Reported road traffic fatalities (2013)	3 385 ^c (79% M, 21% F)
WHO estimated road traffic fatalities	3 721
WHO estimated rate per 100 000 population	6.1
Estimated GDP lost due to road traffic crashes	1.8% ^d

^c Italian National Institute of Statistics. Defined as died within 30 days of crash.

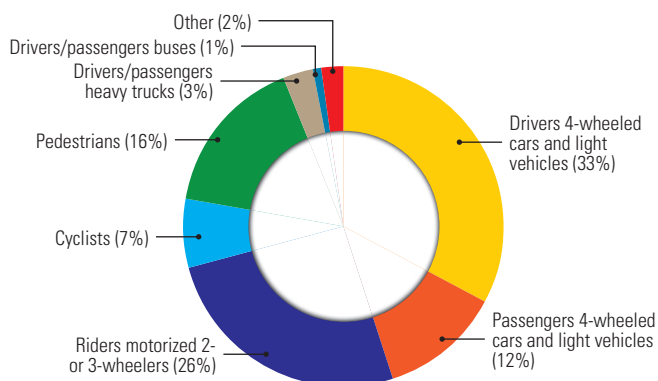
^d 2011, Ministry of Infrastructure and Transport.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	150 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	0.00 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	25% ^e
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	90% All riders ^f
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	64% Front seats ^f , 10% Rear seats ^f
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Weight/Height
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
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^e 2012, «Prevenzione primaria dell'evento traumatico. Trauma Care - La cura definitiva del Trauma maggiore.»

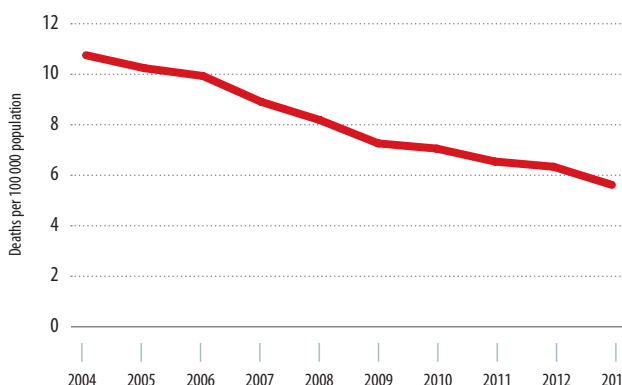
^f 2011, Ministry of Infrastructure and Transport.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Italian National Institute of Statistics.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Italian National Institute of Statistics.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleaned by Ministry of Health.

KAZAKHSTAN



Population: 16 440 586 • Income group: Middle • Gross national income per capita: US\$ 11 550

INSTITUTIONAL FRAMEWORK	
Lead agency	Committee Administrative Police of the Interior Ministry
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	From 15.5 to 14 per 100 000 (2012–2014)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2013	3 926 487
Cars and 4-wheeled light vehicles	3 190 057
Motorized 2- and 3-wheelers	74 762
Heavy trucks	398 753
Buses	94 417
Other	168 498
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	5.0% ^b

^b 2013, Inpatient Electronic Register (database, Ministry of Health).

DATA	
Reported road traffic fatalities (2013)	3 233 ^c (74% M, 26% F)
WHO estimated road traffic fatalities	3 983
WHO estimated rate per 100 000 population	24.2
Estimated GDP lost due to road traffic crashes	—

^c Agency of the Republic of Kazakhstan on Statistics. Defined as died within 30 days of crash.

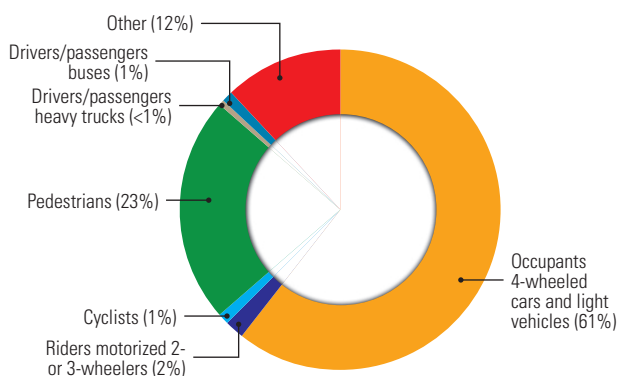
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	60 km/h ^d
Max rural speed limit	110 km/h
Max motorway speed limit	140 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes ^e
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	0.45% ^f
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	No
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
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Age
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
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^d Can be increased up to 90 km/h.

^e Not based on BAC.

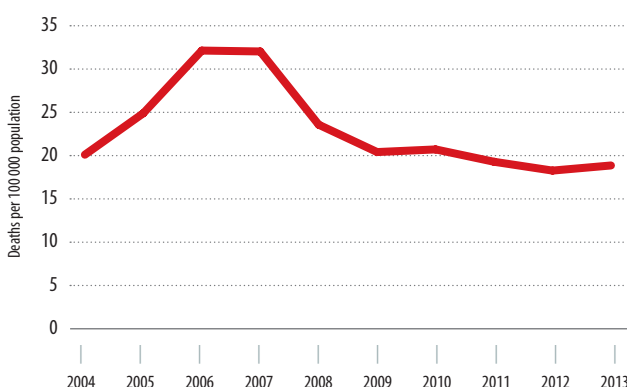
^f 2013, The Committee on Legal Statistics and Special Records of the General Prosecutor's Office.

DEATHS BY ROAD USER CATEGORY



Source: 2012, Agency of the Republic of Kazakhstan on Statistics.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Agency of the Republic of Kazakhstan on Statistics.



Population: 5 547 548 • Income group: Middle • Gross national income per capita: US\$ 1 210

INSTITUTIONAL FRAMEWORK	
Lead agency	Road Safety Secretariat Commission under the Government of the Kyrgyz Republic and Main Road Safety Department of Kyrgyz Republic
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	30% decrease and 2 times less during following 5 years (2011–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2013	958 187
Cars and 4-wheeled light vehicles	777 847
Motorized 2- and 3-wheelers	21 696
Heavy trucks	114 853
Buses	34 561
Other	9 230
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

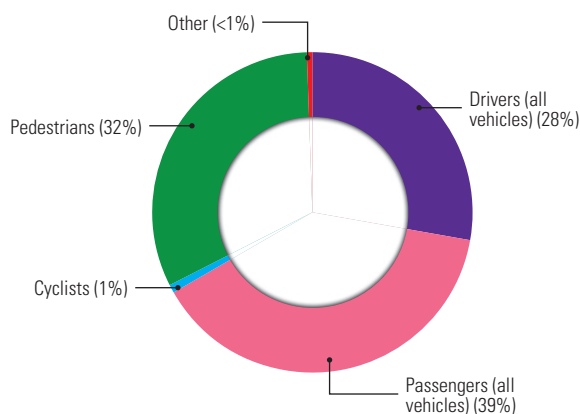
^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	103
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	1 220 ^b (74% M, 26% F)
WHO estimated road traffic fatalities	1 220
WHO estimated rate per 100 000 population	22.0
Estimated GDP lost due to road traffic crashes	—

^b Main Road Safety Department of Kyrgyz Republic. Defined as died within a year of crash.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Main Road Safety Department of Kyrgyz Republic.

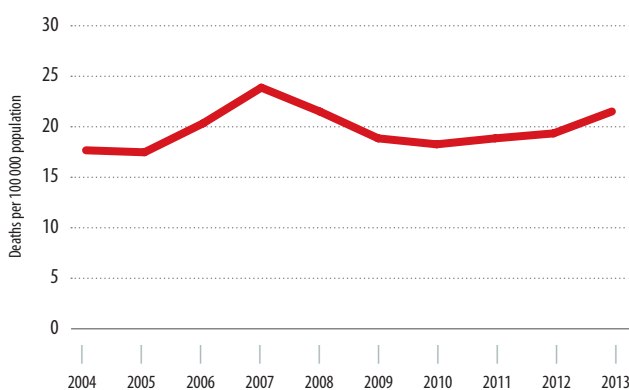
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	60 km/h ^c
Max rural speed limit	90 km/h
Max motorway speed limit	110 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes ^d
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	5% ^e
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	No
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
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^c Can be increased to an unspecified speed in certain cities.

^d Not based on BAC.

^e 2013, Main Road Safety Department of Kyrgyz Republic.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Main Road Safety Department of Kyrgyz Republic.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Health.



Population: 2 050 317 • Income group: High • Gross national income per capita: US\$ 15 280

INSTITUTIONAL FRAMEWORK

Lead agency	Road Traffic Safety Council
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	109 by 2020 (138 by 2016) (2014–2020)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users and protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles for 2013	826 469
Cars and 4-wheeled light vehicles	634 603
Motorized 2- and 3-wheelers	43 588
Heavy trucks	79 899
Buses	4 989
Other	63 390
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	176 ^b (78% M, 22% F)
WHO estimated road traffic fatalities	205
WHO estimated rate per 100 000 population	10.0
Estimated GDP lost due to road traffic crashes	—

^b Road Traffic Accidents Register (State police). Defined as died within 30 days of crash.

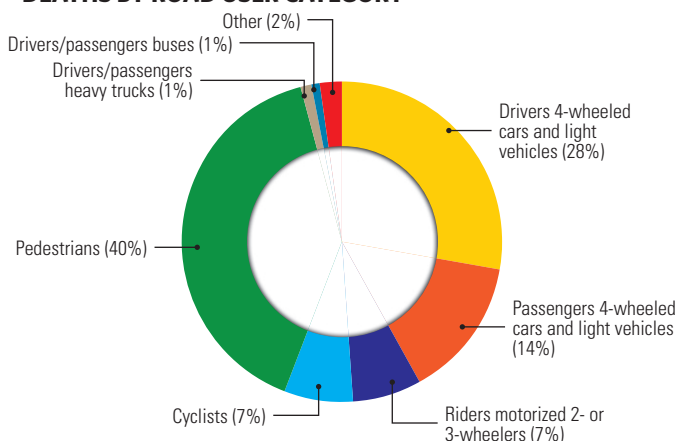
SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	≤ 0.02 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	6% ^c
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	No
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
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	83% Front seats ^d , 37% Rear seats ^d
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/Weight/Height
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
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug–driving law	Yes

^c 2013, Road Traffic Accidents Register (State police).

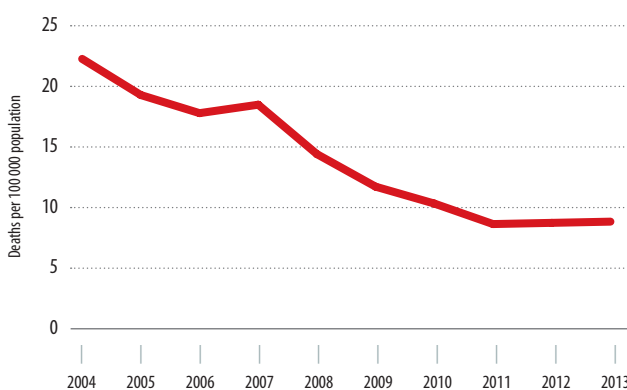
^d 2012, Health Behaviour Survey among Latvian adult population.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Road traffic accidents Register (State police).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Road traffic accidents Register (State police).

LITHUANIA



Population: 3 016 933 • Income group: High • Gross national income per capita: US\$ 14 900

INSTITUTIONAL FRAMEWORK

Lead agency	State Traffic Safety Commission
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	35% from 92 to 60 deaths per 1 million (2011–2017)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles for 2012	1 984 496
Cars and 4-wheeled light vehicles	1 753 407
Motorized 2- and 3-wheelers	64 249
Heavy trucks	138 935
Buses	13 107
Other	14 798
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	No
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	—

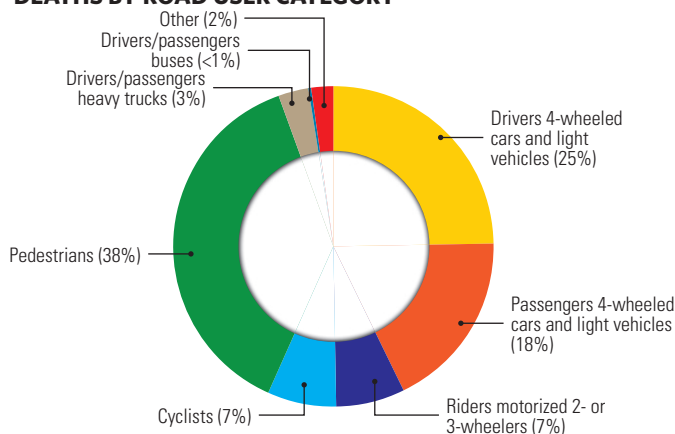
DATA

Reported road traffic fatalities (2013)	256 ^b (76% M, 24% F)
WHO estimated road traffic fatalities	320
WHO estimated rate per 100 000 population	10.6
Estimated GDP lost due to road traffic crashes	1.0% ^c

^b Registry of administrative law offences and road traffic accidents (Police Department under the Ministry of Interior). Defined as died within 30 days of crash.

^c 2013, Institute of Road and Transport Research.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Registry of administrative law offences and road traffic accidents (Police Department under the Ministry of Interior).

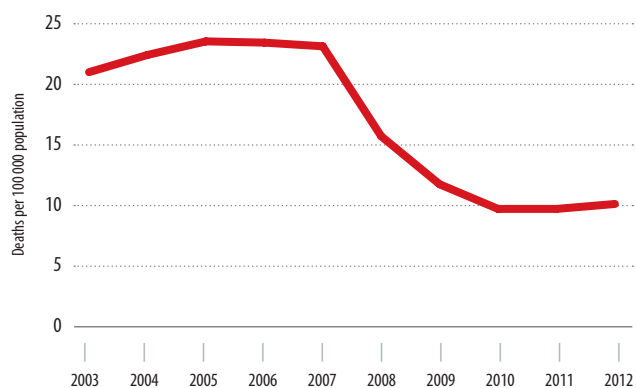
SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h ^d
Max rural speed limit	90 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	< 0.04 g/dl
BAC limit – young or novice drivers	0.00 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	16% ^e
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	No
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
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Weight/Height
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
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^d Can be increased up to an unspecified limit.

^e 2013, Registry of administrative law offences and road traffic accidents (Police Department under the Ministry of Interior).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Registry of administrative law offences and road traffic accidents (Police Department under the Ministry of Interior).

LUXEMBOURG



Population: 530 380 • Income group: High • Gross national income per capita: US\$ 69 900

INSTITUTIONAL FRAMEWORK	
Lead agency	Ministry of Sustainable Development and Infrastructure
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	50% (2010–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2014	431 245
Cars and 4-wheeled light vehicles	390 882
Motorized 2- and 3-wheelers	25 753
Heavy trucks	12 851
Buses	1 759
Other	0
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	3.7% ^b

^b 2010, Association of Accident Insurances.

DATA	
Reported road traffic fatalities (2013)	45 ^c (76% M, 24% F)
WHO estimated road traffic fatalities	46
WHO estimated rate per 100 000 population	8.7
Estimated GDP lost due to road traffic crashes	—

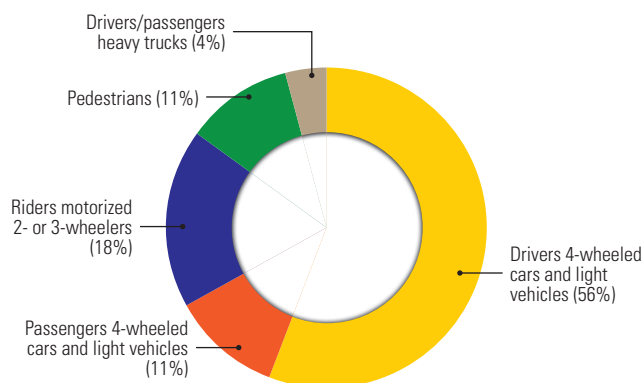
^c Statec-Police Grand-Ducale. Defined as died within 30 days of crash.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink-driving law	Yes
BAC limit – general population	< 0.05 g/dl
BAC limit – young or novice drivers	< 0.02 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	22% ^d
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
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
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	78% Front seats ^e , 60% Rear seats ^e
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age
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
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^d 2013, Statec-Police Grand-Ducale.

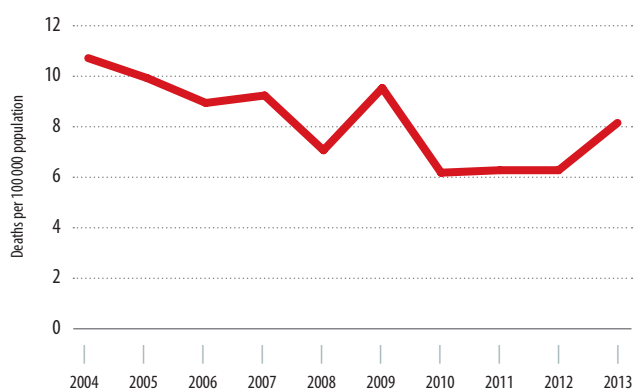
^e 2003, ILRES survey.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Statec-Police Grand-Ducale.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Statec-Police Grand-Ducale.



Population: 429 004 • Income group: High • Gross national income per capita: US\$ 20 980

INSTITUTIONAL FRAMEWORK

Lead agency	Transport Malta
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	30% (2014–2020)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users and protect VRUs	No

SAFER VEHICLES

Total registered vehicles for 2013	322 960
Cars and 4-wheeled light vehicles	288 552
Motorized 2- and 3-wheelers	16 901
Heavy trucks	10 926
Buses	1 705
Other	4 876
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	—

DATA

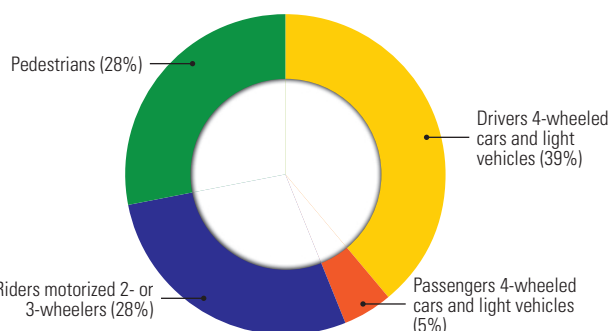
Reported road traffic fatalities (2013)	18 ^b (78% M, 22% F)
WHO estimated road traffic fatalities	22
WHO estimated rate per 100 000 population	5.1
Estimated GDP lost due to road traffic crashes	—

^b National Statistics Office. Defined as died within 30 days of crash.

SAFER ROAD USERS

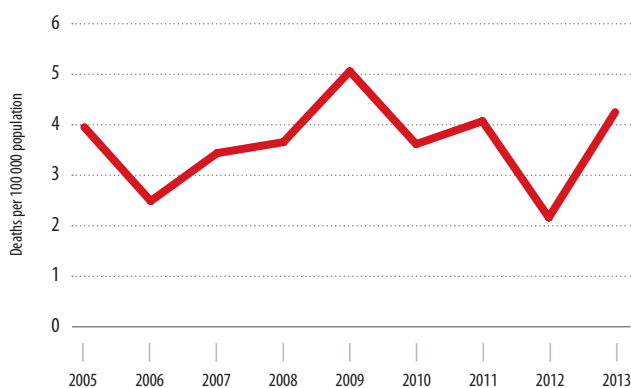
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	≤ 0.08 g/dl
Random breath testing carried out	Yes
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
Law requires helmet to be fastened	No
Law refers to helmet standard	No
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
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Age/Weight/Height
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
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2013, National Statistics Office.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: National Statistics Office.



Population: 37 831 • Income group: High • Gross national income per capita: US\$ 186 950

INSTITUTIONAL FRAMEWORK

Lead agency	Ministry of Public Works, the Environment and Urban Development
Funded in national budget	Yes
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	No

SAFER VEHICLES

Total registered vehicles for 2013	41 055
Cars and 4-wheeled light vehicles	30 453
Motorized 2- and 3-wheelers	9 295
Heavy trucks	962
Buses	122
Other	223
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	No
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	—

DATA

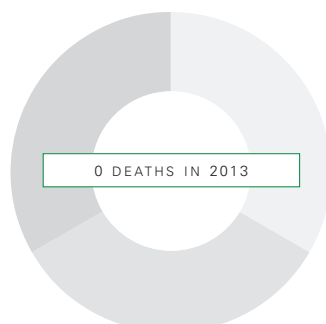
Reported road traffic fatalities (2013)	0 ^b
WHO estimated road traffic fatalities	0
WHO estimated rate per 100 000 population	0.0
Estimated GDP lost due to road traffic crashes	—

^b Police. Defined as died within 30 days of crash.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	70 km/h
Max rural speed limit	No
Max motorway speed limit	No
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
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
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
Law requires helmet to be fastened	Yes
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 7 8 ⑨ 10
Helmet wearing rate	100% All riders
National seat-belt law	No
Applies to front and rear seat occupants	—
Enforcement	—
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug-driving law	No

DEATHS BY ROAD USER CATEGORY



TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Police.

MONTENEGRO



Population: 621 383 • Income group: Middle • Gross national income per capita: US\$ 7 250

INSTITUTIONAL FRAMEWORK	
Lead agency	Coordination Body for Monitoring the Implementation of Strategy for the Improving of Road Safety
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% by 2019 (2010–2019)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	No
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Subnational
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2013	201 229
Cars and 4-wheeled light vehicles	179 621
Motorized 2- and 3-wheelers	5 046
Heavy trucks	15 093
Buses	1 246
Other	223
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	74 ^b (62% M, 14% F)
WHO estimated road traffic fatalities	74
WHO estimated rate per 100 000 population	11.9
Estimated GDP lost due to road traffic crashes	—

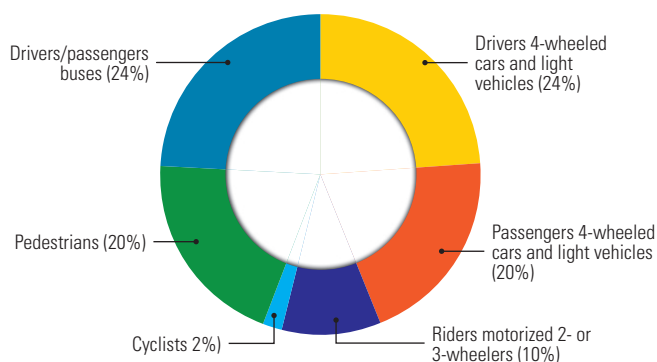
^b Police Directorate. Defined as died within 30 days of crash.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h ^c
Max rural speed limit	80 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.03 g/dl
BAC limit – young or novice drivers	≤ 0.03 g/dl
Random breath testing carried out	Yes
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
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	80% Drivers ^d , 50% Passengers ^d
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	40–50% Front seats ^d , 5% Rear seats ^d
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age
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
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug-driving law	Yes

^c Can be increased up to 80 km/h.

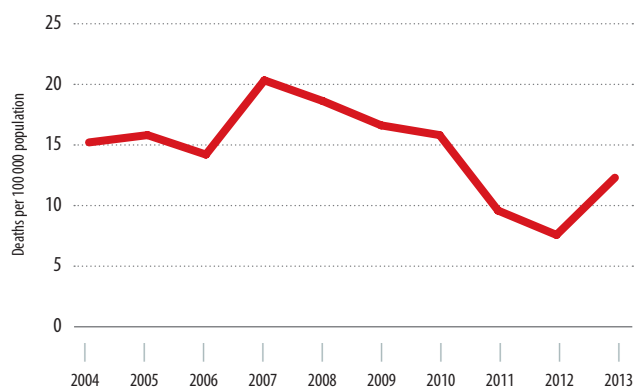
^d 2013, Police Directorate.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Police Directorate.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Police Directorate.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Health.

NETHERLANDS



Population: 16 759 229 • Income group: High • Gross national income per capita: US\$ 51 060

INSTITUTIONAL FRAMEWORK	
Lead agency	Ministry of Infrastructure and the Environment
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	≤ 140 fatalities by 2020 (2010–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2013	9 612 273
Cars and 4-wheeled light vehicles	8 747 734
Motorized 2- and 3-wheelers	653 245
Heavy trucks	137 518
Buses	10 464
Other	63 312
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	5.0–8.0% ^b

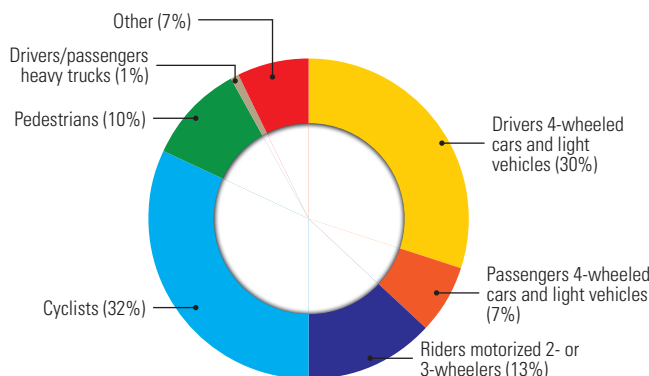
^b 2006–2013, Injuries and Physical Activities in the Netherlands survey (OBIN), Institute for Road Safety Research (SWOV).

DATA	
Reported road traffic fatalities (2013)	570 ^c (74% M, 26% F)
WHO estimated road traffic fatalities	574
WHO estimated rate per 100 000 population	3.4
Estimated GDP lost due to road traffic crashes	2.2% ^d

^c Ministry of Infrastructure and the Environment, Statistics Netherlands (CBS). Defined as died within 30 days of crash.

^d 2009, Institute for Road Safety Research (SWOV).

DEATHS BY ROAD USER CATEGORY



Source: 2013, Ministry of Infrastructure and the Environment, Statistics Netherlands (CBS).

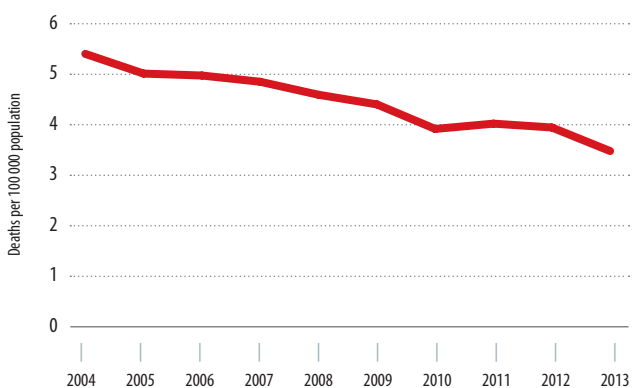
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink-driving law	Yes
BAC limit – general population	< 0.05 g/dl
BAC limit – young or novice drivers	< 0.02 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	19% ^e
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	94–100% Drivers ^f , 84% Passengers ^f
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	97% Front seats ^g , 82% Rear seats ^g
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/Height
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
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^e 2011, Ministry of Infrastructure and the Environment.

^f 2011, Drivers: 100% motorcycles, 94–95% mopeds. Passengers: 84% mopeds. PROV, BVOM.

^g 2010, BIA Report.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Statistics Netherlands (CBS).

NORWAY



Population: 5 042 671 • Income group: High • Gross national income per capita: US\$ 102 610

INSTITUTIONAL FRAMEWORK	
Lead agency	The Norwegian Public Roads Administration
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	Deaths and seriously injured ≤ 500 within 2024 (2014–2023)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2012	3 671 885
Cars and 4-wheeled light vehicles	2 906 397
Motorized 2- and 3-wheelers	405 213
Heavy trucks	79 857
Buses	18 220
Other	262 198
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	113
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	187 ^b (72% M, 28% F)
WHO estimated road traffic fatalities	192
WHO estimated rate per 100 000 population	3.8
Estimated GDP lost due to road traffic crashes	1.0% ^c

^b Statistics Norway. Defined as died within 30 days of crash.

^c 2013, Institute of Transport Economics Norway.

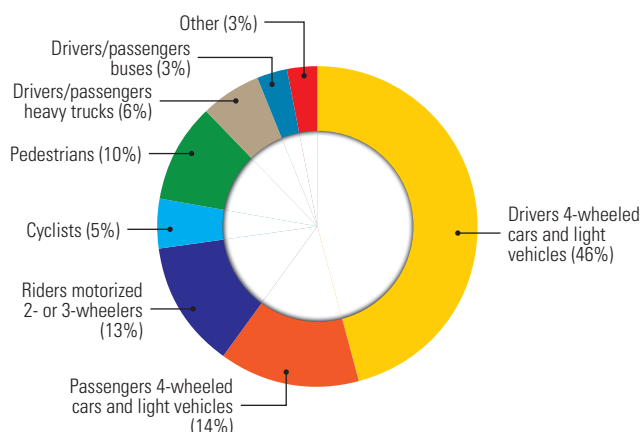
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	100 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	< 0.02 g/dl
BAC limit – young or novice drivers	< 0.02 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	17% ^d
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	99% Drivers ^e , 99% Passengers ^e
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	96–97% Drivers ^f , 94–96% Front seats ^f
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/Height
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
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^d 2012, Norwegian Public Roads Administration.

^e 2010, Statistics Norway.

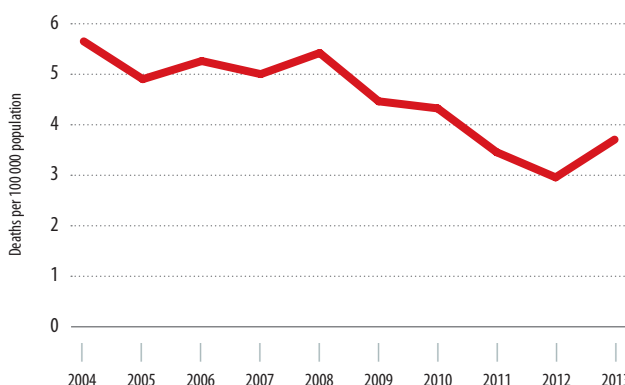
^f 2013, Drivers: 96% in urban areas and 97% outside urban areas. Front seats: 94% in urban areas and 96% outside urban areas. The Norwegian Public Roads Administration (NPRA).

DEATHS BY ROAD USER CATEGORY



Source: 2013, Statistics Norway.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Statistics Norway.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Norwegian Public Roads Administration.

POLAND



Population: 38 216 635 • Income group: High • Gross national income per capita: US\$ 13 240

INSTITUTIONAL FRAMEWORK	
Lead agency	National Road Safety Council
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2010–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2012	24 875 717
Cars and 4-wheeled light vehicles	18 744 412
Motorized 2- and 3-wheelers	1 107 260
Heavy trucks	3 178 005
Buses	99 858
Other	1 746 182
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	3 357 ^b (76% M, 24% F)
WHO estimated road traffic fatalities	3 931
WHO estimated rate per 100 000 population	10.3
Estimated GDP lost due to road traffic crashes	1.9% ^c

^b Polish National Police Headquarters (System of evidence of accidents and collisions). Defined as died within 30 days of crash.

^c 2012, Road and Bridge Research Institute, National Road Safety Council.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h ^d
Max rural speed limit	90 km/h
Max motorway speed limit	140 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	< 0.02 g/dl
BAC limit – young or novice drivers	< 0.02 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 ⑧ 9 10
% road traffic deaths involving alcohol	16% ^e
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 7 8 ⑨ 10
Helmet wearing rate	97% All riders ^f
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 ⑦ 8 9 10
Seat-belt wearing rate	84% Front seats ^f , 59% Rear seats ^f
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/Weight/Height
Enforcement	0 1 2 3 4 5 6 7 ⑧ 9 10
% children using child restraints	88–89% ^g
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

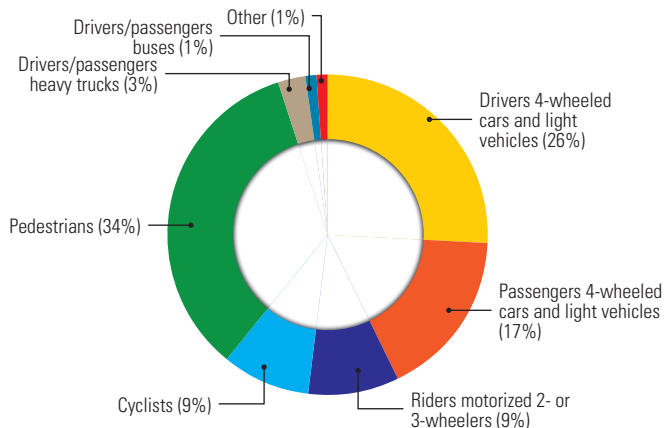
^d 60 km/h from 23:00–05:00.

^e 2013, Polish National Police Headquarters (System of evidence of accidents and collisions).

^f 2013, Foundation for the Development of Civil Engineering, Gdańsk University of Technology, Cracow University of Technology, Secretariat of the National Road Safety Council.

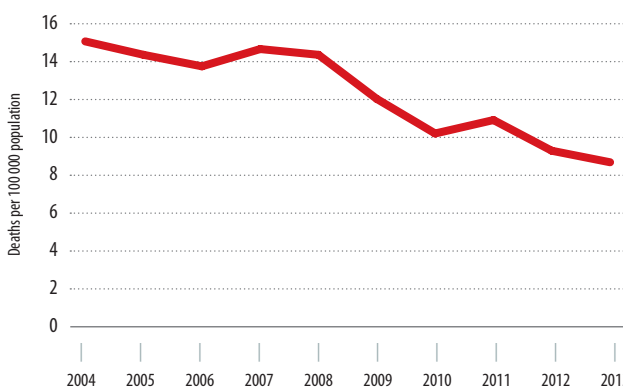
^g 2013, 89% - Front seats, 88% Rear seats. Foundation for the Development of Civil Engineering, Gdańsk University of Technology, Cracow University of Technology, Secretariat of the National Road Safety Council.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Polish National Police Headquarters (System of evidence of accidents and collisions).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: European Commission / Directorate General Energy and Transport.

PORTUGAL



Population: 10 608 156 • Income group: High • Gross national income per capita: US\$ 21 260

INSTITUTIONAL FRAMEWORK	
Lead agency	National Authority for Road Safety
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Not funded
Fatality reduction target	31.9% meaning 62 deaths per 1 million population (2008–2015)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	Subnational

SAFER VEHICLES	
Total registered vehicles for 2012	6 056 856
Cars and 4-wheeled light vehicles	5 450 699
Motorized 2- and 3-wheelers	500 815
Heavy trucks	84 980
Buses	12 358
Other	8 004
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	637 ^b (79% M, 21% F)
WHO estimated road traffic fatalities	828
WHO estimated rate per 100 000 population	7.8
Estimated GDP lost due to road traffic crashes	1.2% ^c

^b National Authority for Road Safety. Defined as died within 30 days of crash.

^c 2010, Autonomous University of Lisbon.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 ⑦ 8 9 10
National drink–driving law	Yes
BAC limit – general population	< 0.05 g/dl
BAC limit – young or novice drivers	< 0.02 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 ⑦ 8 9 10
% road traffic deaths involving alcohol	31% ^d
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 ⑨ 10
Helmet wearing rate	99% Drivers ^e , 96% Passengers ^e
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 ⑧ 9 10
Seat-belt wearing rate	96% Front seats ^f , 77% Rear seats ^f
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/Weight/Height
Enforcement	0 1 2 3 4 5 6 7 ⑧ 9 10
% children using child restraints	85–88% ^g
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

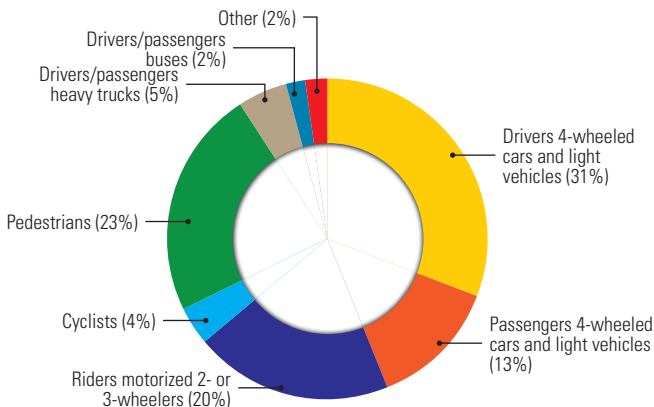
^d 2012, National Institute of Legal Medicine and Forensic Science.

^e 2012, National Authority for Road Safety.

^f 2013, Road Safety Prevention Association.

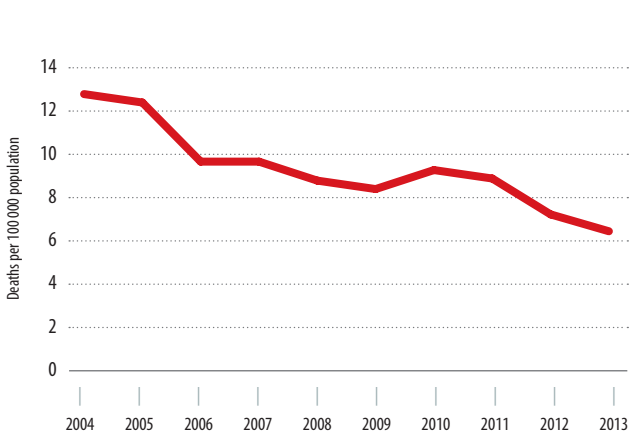
^g 2008–2012, 85% highway, 88% urban roads. Portuguese Association for Child Safety Promotion (APSI).

DEATHS BY ROAD USER CATEGORY



Source: 2013, National Authority for Road Safety.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: National Authority for Road Safety.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleaned by Directorate-General of Health.

REPUBLIC OF MOLDOVA



Population: 3 487 204 • Income group: Middle • Gross national income per capita: US\$ 2 470

INSTITUTIONAL FRAMEWORK	
Lead agency	The National Council on Traffic Safety
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2011–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Subnational
Policies to encourage investment in public transport	Subnational
Policies to separate road users and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2013	706 785
Cars and 4-wheeled light vehicles	487 418
Motorized 2- and 3-wheelers	32 731
Heavy trucks	165 292
Buses	21 344
Other	0
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	302 ^b (84% M, 16% F)
WHO estimated road traffic fatalities	437
WHO estimated rate per 100 000 population	12.5
Estimated GDP lost due to road traffic crashes	1.9% ^c

^b Ministry of Internal Affairs. Defined as died within 30 days of crash.

^c 2009, National Road Safety Strategy, approved by Government Resolution number 1214 of 24 December 2010.

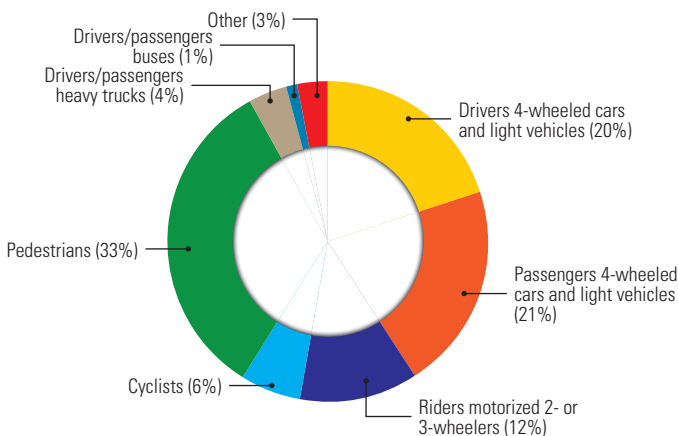
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h ^d
Max rural speed limit	110 km/h
Max motorway speed limit	110 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.03 g/dl
BAC limit – young or novice drivers	≤ 0.03 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	12% ^e
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	No
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
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	62% Front seats ^f , 18% Rear seats ^f
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/Weight/Height
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	50% ^f
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^d Can be increased up to 80 km/h.

^e 2013, Ministry of Internal Affairs.

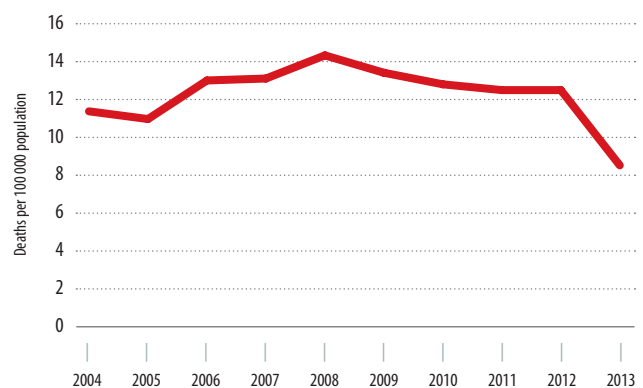
^f 2012, Joint Report on statistics and public attitudes to road safety in Chisinau and Tiraspol.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Statistics of Ministry of Internal Affairs.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Statistics of Ministry of Internal Affairs, National Statistics Office.

ROMANIA



Population: 21 698 585 • Income group: Middle • Gross national income per capita: US\$ 9 060

INSTITUTIONAL FRAMEWORK

Lead agency	Interministerial Council for Road Safety
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Not funded
Fatality reduction target	50% by 2020 (2014–2020)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	Subnational

SAFER VEHICLES

Total registered vehicles for 2013	5 985 085
Cars and 4-wheeled light vehicles	5 254 289
Motorized 2- and 3-wheelers	85 536
Heavy trucks	232 544
Buses	43 198
Other	369 518
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	No
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	1 861 ^b (74% M, 26% F)
WHO estimated road traffic fatalities	1 881
WHO estimated rate per 100 000 population	8.7
Estimated GDP lost due to road traffic crashes	—

^b 2013, E.A.C. the Traffic Police Accidents Database. Defined as died within 30 days of crash.

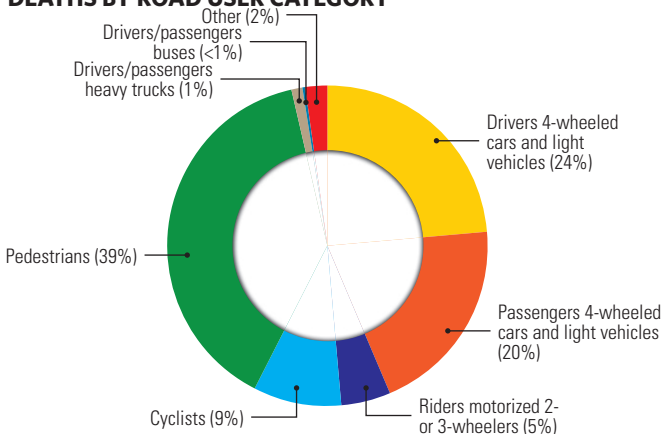
SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h ^c
Max rural speed limit	90 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
National drink-driving law	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	≤ 0.08 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 ⑧ 9 10
% road traffic deaths involving alcohol	5% ^d
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	No
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
Enforcement	0 1 2 3 4 5 6 ⑦ 8 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age
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
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^c Can be increased up to 80 km/h.

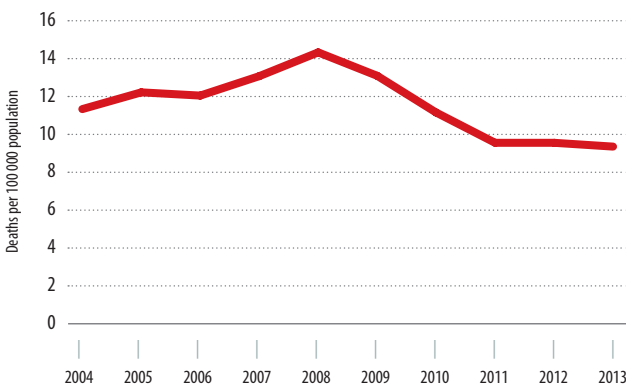
^d 2013, E.A.C. the Traffic Police Accidents Database.

DEATHS BY ROAD USER CATEGORY



Source: 2013, E.A.C. the Traffic Police Accidents Database.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: E.A.C. the Traffic Police Accidents Database, I.N.S. the National Institute of Statistic.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Internal Affairs.

RUSSIAN FEDERATION



Population: 142 833 689 • Income group: High • Gross national income per capita: US\$ 13 850

INSTITUTIONAL FRAMEWORK	
Lead agency	Road Safety Commission of Government of Russian Federation
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	8 000 reduction by 2020 (2012–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Subnational
Policies to encourage investment in public transport	Subnational
Policies to separate road users and protect VRUs	Subnational

SAFER VEHICLES	
Total registered vehicles for 2013	50 616 163
Cars and 4-wheeled light vehicles	41 224 527
Motorized 2- and 3-wheelers	2 484 550
Heavy trucks	6 020 185
Buses	886 901
Other	0
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	27 025 ^b (75% M, 25% F)
WHO estimated road traffic fatalities	27 025
WHO estimated rate per 100 000 population	18.9
Estimated GDP lost due to road traffic crashes	2.2–2.6% ^c

^b Ministry of Internal Affairs. Defined as died within 30 days of crash.

^c 2000–2004, Federal Targeted Programme "Improving Road Safety 2006–2012".

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
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.03 g/dl ^d
BAC limit – young or novice drivers	0.03 g/dl ^d
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	9% ^e
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
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
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	70% Front seats ^f , 24% Rear seats ^f
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/Weight/Height
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	21–51% ^g
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

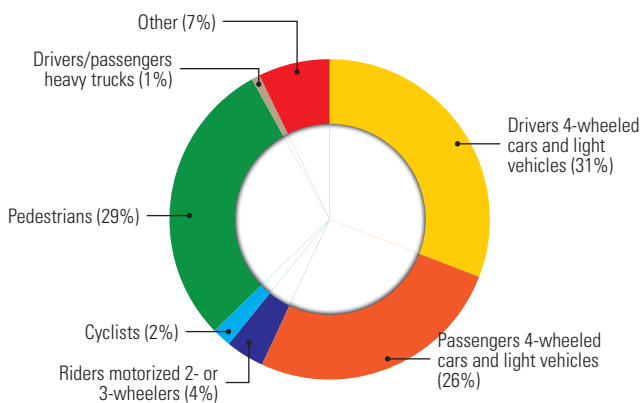
^d Law based on breath alcohol concentration, values converted to BAC.

^e 2013, Ministry of Internal Affairs.

^f 2013, Quantitative study of the campaign to promote road safety "Seat belts".

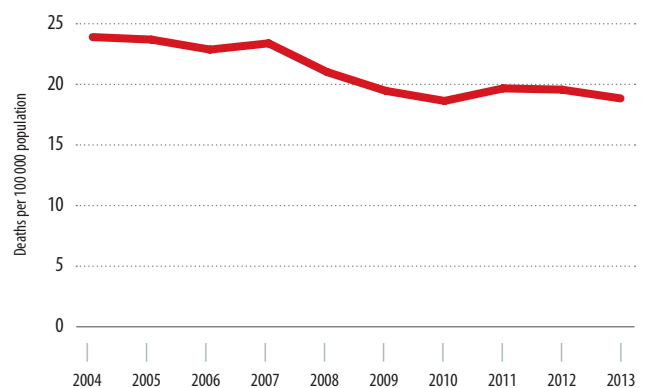
^g 2013, 21% non-owned car, 51% own car. Quantitative study of the campaign to promote road safety "Seat belts".

DEATHS BY ROAD USER CATEGORY



Source: 2013, Ministry of Internal Affairs.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Ministry of Internal Affairs.

SAN MARINO



Population: 31 448 • Income group: High • Gross national income per capita: US\$ 51 470

INSTITUTIONAL FRAMEWORK	
Lead agency	Working Group on Road Security
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	No

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Subnational
Policies to encourage investment in public transport	No
Policies to separate road users and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2013	54 606
Cars and 4-wheeled light vehicles	40 514
Motorized 2- and 3-wheelers	13 840
Heavy trucks	172
Buses	80
Other	0
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	0.6% ^b

^b 2013, Social Security Institute (ISS - Istituto Sicurezza Sociale), ufficio Accertamenti Sanitari Individuali.

DATA	
Reported road traffic fatalities (2013)	1 ^c (100% M, 0% F)
WHO estimated road traffic fatalities	1
WHO estimated rate per 100 000 population	3.2
Estimated GDP lost due to road traffic crashes	0.6% ^d

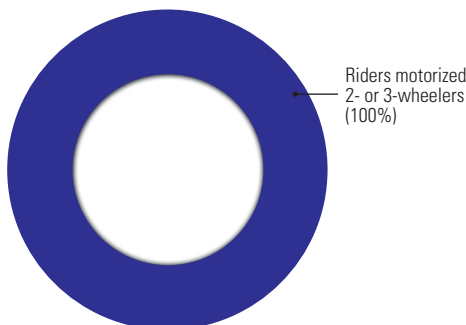
^c Police. Defined as died within 30 days of crash.

^d 2013, Estimate based on data from the Italian Ministry of Transportation and International Monetary Fund.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	70 km/h
Max rural speed limit	70 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
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
Enforcement	0 1 2 3 4 5 6 ⑦ 8 9 10
% road traffic deaths involving alcohol	0% ^e
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 ⑩
Helmet wearing rate	100% Drivers ^e , 100% Passengers ^e
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 ⑦ 8 9 10
Seat-belt wearing rate	60% Front seats ^e , 5% Rear seats ^e
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Weight/Height
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
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

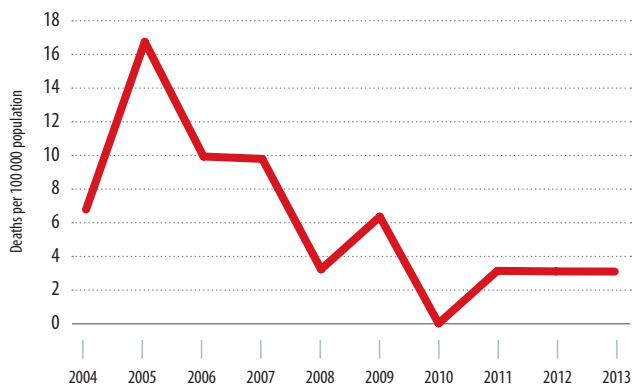
^e 2013, Police.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Police.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Police.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleaned by Secretariat of State for Health and Social Security.

SERBIA



Population: 9 510 506 • Income group: Middle • Gross national income per capita: US\$ 6 050

INSTITUTIONAL FRAMEWORK	
Lead agency	Road Traffic Safety Agency
Funded in national budget	No
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	No
Regular inspections of existing road infrastructure	No
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2013	2 130 035
Cars and 4-wheeled light vehicles	1 884 712
Motorized 2- and 3-wheelers	58 384
Heavy trucks	69 368
Buses	9 018
Other	108 553
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	650 ^b (78% M, 22% F)
WHO estimated road traffic fatalities	735
WHO estimated rate per 100 000 population	7.7
Estimated GDP lost due to road traffic crashes	2.0% ^c

^b Database of the Ministry of Interior on road traffic accidents. Defined as died within 30 days of crash.

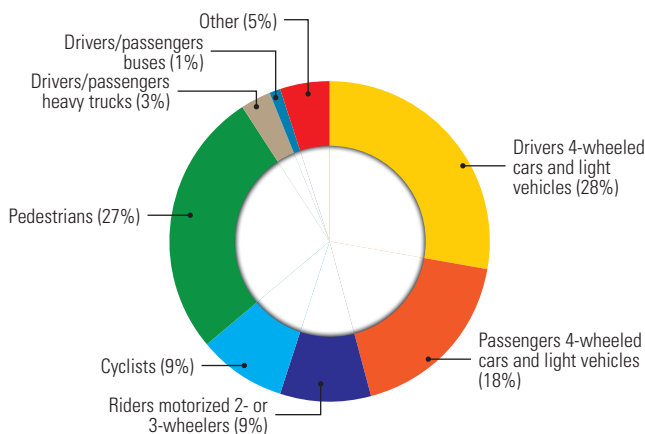
^c 2011, The draft of the Road Safety Strategy of Republic of Serbia and Technical Report, LOUIS BERGER, 2012.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	100km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 ⑥ 7 8 9 10
National drink-driving law	Yes
BAC limit – general population	≤ 0.03 g/dl
BAC limit – young or novice drivers	0.00 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
% road traffic deaths involving alcohol	7% ^d
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 7 ⑧ 9 10
Helmet wearing rate	87% All riders ^e
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 ⑥ 7 8 9 10
Seat-belt wearing rate	66% Front seats ^e , 3% Rear seats ^e
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
% children using child restraints	18% ^e
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^d 2013, Database of the Ministry of Interior on road traffic accidents.

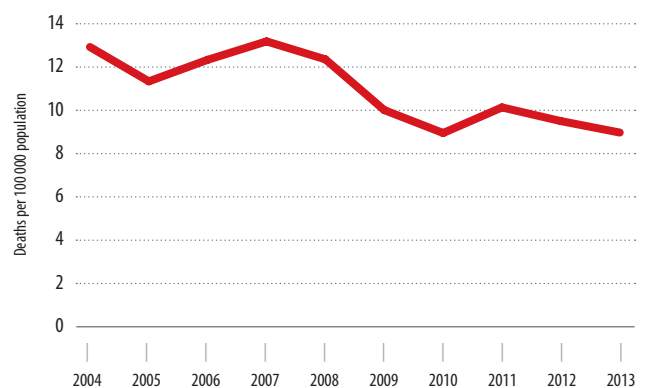
^e 2013, Road Traffic Safety Agency.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Database of the Ministry of Interior on road traffic accidents.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Statistical Office of the Republic of Serbia and the database of the Ministry of Interior on road traffic accidents.

SLOVAKIA



Population: 5 450 223 • Income group: High • Gross national income per capita: US\$ 17 810

INSTITUTIONAL FRAMEWORK	
Lead agency	Road Safety Department, Ministry of Transport, Construction and Regional Development
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2011–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2013	2 622 939
Cars and 4-wheeled light vehicles	2 105 510
Motorized 2- and 3-wheelers	105 922
Heavy trucks	54 969
Buses	8 821
Other	347 717
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	≤ 5.0% ^b

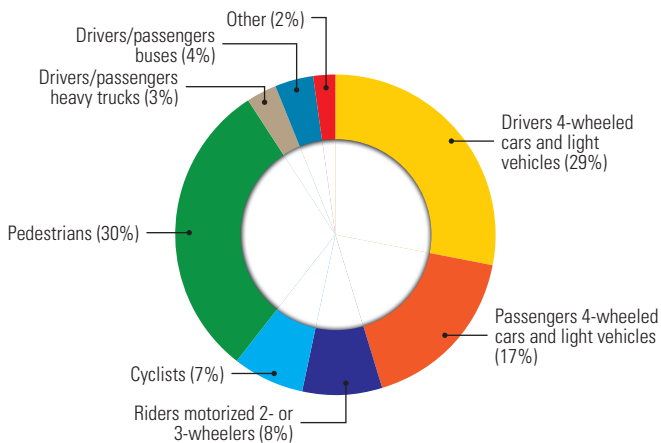
^b 2013, Social Insurance Agency.

DATA	
Reported road traffic fatalities (2013)	251 ^c (75% M, 25% F)
WHO estimated road traffic fatalities	360
WHO estimated rate per 100 000 population	6.6
Estimated GDP lost due to road traffic crashes	1.4% ^d

^c Road Accident Database (ISDN). Defined as died within 30 days of crash.

^d 2010, Statistical Office.

DEATHS BY ROAD USER CATEGORY



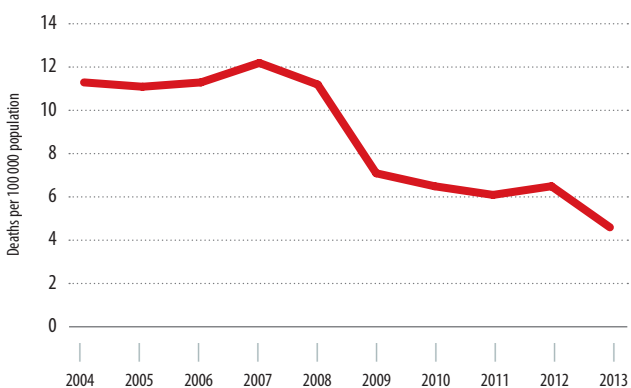
Source: 2013, Road Accident Database (ISDN).

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 ⑦ 8 9 10
National drink–driving law	Yes ^e
BAC limit – general population	0.00 g/dl
BAC limit – young or novice drivers	0.00 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 ⑦ 8 9 10
% road traffic deaths involving alcohol	23% ^f
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	No
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
Enforcement	0 1 2 3 4 5 6 7 ⑧ 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/Weight/Height
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
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^e Not based on BAC.

^f 2013, Road Accident Database (ISDN).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Road Accident Database (ISDN), Road Accident Database (SEDN), Statistical Office.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleaned by Ministry of Interior.

SLOVENIA



Population: 2 071 997 • Income group: High • Gross national income per capita: US\$ 23 210

INSTITUTIONAL FRAMEWORK	
Lead agency	Slovenian Traffic Safety Agency
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2013–2022)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2013	1 395 704
Cars and 4-wheeled light vehicles	1 134 465
Motorized 2- and 3-wheelers	87 618
Heavy trucks	27 176
Buses	2 444
Other	144 001
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	125 ^b (75% M, 25% F)
WHO estimated road traffic fatalities	132
WHO estimated rate per 100 000 population	6.4
Estimated GDP lost due to road traffic crashes	1.5% ^c

^b Police records. Defined as died within 30 days of crash.

^c 2012, Slovenian Traffic Safety Agency.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h ^d
Max rural speed limit	90 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	< 0.05 g/dl
BAC limit – young or novice drivers	0.00 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	30% ^e
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
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
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	95% Front seats ^f , 66% Rear seats ^f
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Age/Weight/Height
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	94% ^g
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

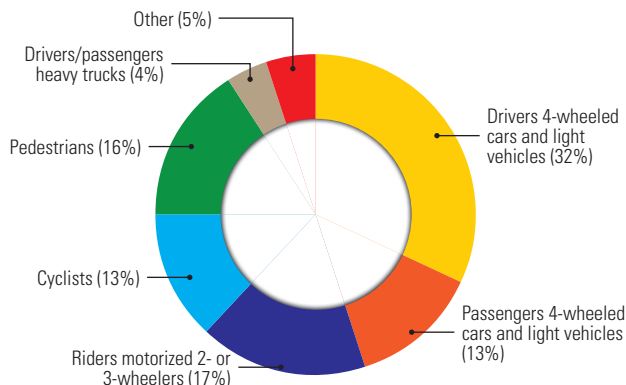
^d Can be increased up to 70 km/h.

^e 2013, Police records.

^f 2011, Slovenian Traffic Safety Agency.

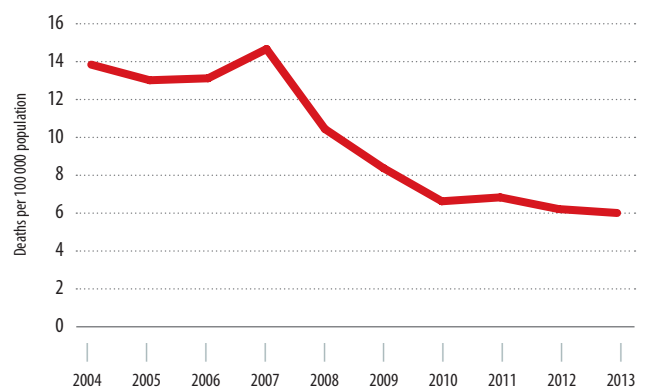
^g 2011, Children 0–7 years-old. University of Maribor.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Police records.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Slovenian Traffic Safety Agency.

SPAIN



Population: 46 926 963 • Income group: High • Gross national income per capita: US\$ 29 920

INSTITUTIONAL FRAMEWORK

Lead agency	Directorate General of Traffic
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	< 3.7 per 100 000 population (2011–2020)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles for 2013	32 616 105
Cars and 4-wheeled light vehicles	26 574 614
Motorized 2- and 3-wheelers	4 998 320
Heavy trucks	520 098
Buses	59 892
Other	463 181
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	No
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	1 680 ^b (76% M, 23% F)
WHO estimated road traffic fatalities	1 730
WHO estimated rate per 100 000 population	3.7
Estimated GDP lost due to road traffic crashes	1.0% ^c

^b Directorate General of Traffic. Defined as died within 30 days of crash.

^c 2012, Directorate General of Traffic.

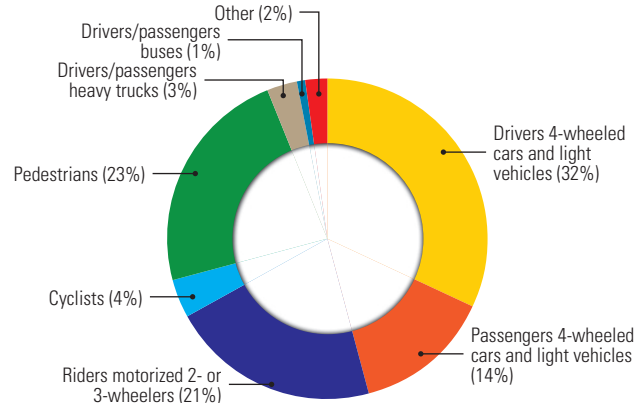
SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 ⑦ 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	≤ 0.03 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 ⑧ 9 10
% road traffic deaths involving alcohol	7–17% ^d
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 ⑨ 10
Helmet wearing rate	99% Drivers ^e , 99% Passengers ^e
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 ⑩ 10
Seat-belt wearing rate	91% Front seats ^e , 81% Rear seats ^e
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/Weight/Height
Enforcement	0 1 2 3 4 5 6 7 ⑧ 9 10
% children using child restraints	88% ^e
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^e 2012, 17% Males, 7% Females. WHO Global status report on alcohol and health 2014.

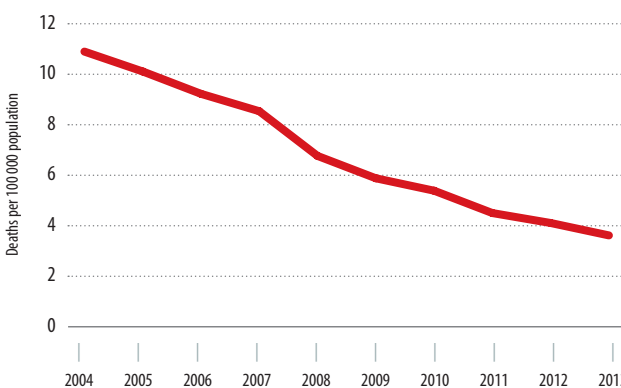
^d 2012, Directorate General of Traffic.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Directorate General of Traffic.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Directorate General of Traffic.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleaned by Ministry of Health, Social Services and Equality.

SWEDEN



Population: 9 571 105 • Income group: High • Gross national income per capita: US\$ 61 760

INSTITUTIONAL FRAMEWORK	
Lead agency	Swedish Transport Agency and Swedish Transport Administration
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2007–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2013	5 755 952
Cars and 4-wheeled light vehicles	4 981 525
Motorized 2- and 3-wheelers	358 145
Heavy trucks	79 130
Buses	13 986
Other	323 166
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	10.0% ^b

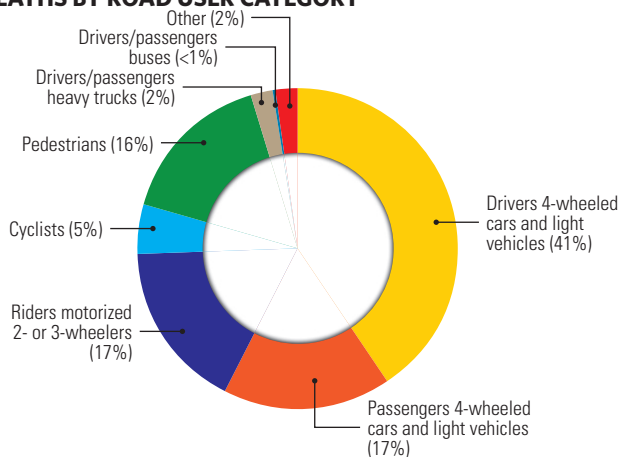
^b 2013, STRADA hospital data, Swedish Transport Agency.

DATA	
Reported road traffic fatalities (2013)	260 ^c (75% M, 25% F)
WHO estimated road traffic fatalities	272
WHO estimated rate per 100 000 population	2.8
Estimated GDP lost due to road traffic crashes	< 1.0% ^d

^c Transport Analysis. Defined as died within 30 days of crash.

^d 2010, International Traffic Safety Data and Analysis Group (IRTAD) Road Safety Annual Report 2011.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Transport Analysis.

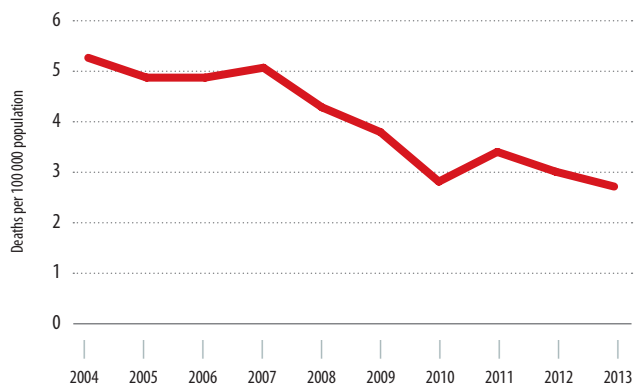
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	110 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink-driving law	Yes
BAC limit – general population	0.02 g/dl
BAC limit – young or novice drivers	0.02 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	19% ^e
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	90–97% Drivers ^f , 90–97% Passengers ^f
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	98% Front seats ^g , 84% Rear seats ^g
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Age/Height
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	96% ^g
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	No
Law also applies to hands-free phones	No
National drug-driving law	Yes

^e 2013, Swedish Transport Administration.

^f 2003, The Swedish National Road and Transport Research Institute (VTI), Travel Survey (Resor i Sverige).

^g 2013, The Swedish National Road and Transport Research Institute (VTI), The use of seat belts in Sweden 2013.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Transport analysis.

SWITZERLAND



Population: 8 077 833 • Income group: High • Gross national income per capita: US\$ 90 760

INSTITUTIONAL FRAMEWORK	
Lead agency	Federal Roads Office
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	No

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2013	5 693 642
Cars and 4-wheeled light vehicles	4 320 885
Motorized 2- and 3-wheelers	687 990
Heavy trucks	371 361
Buses	60 151
Other	253 255
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	144
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	269 ^b (71% M, 29% F)
WHO estimated road traffic fatalities	269
WHO estimated rate per 100 000 population	3.3
Estimated GDP lost due to road traffic crashes	1.0% ^c

^b Data warehouse of the Federal Roads Office (FEDRO). Defined as died within 30 days of crash.

^c 2010, Federal Roads Office (FEDRO).

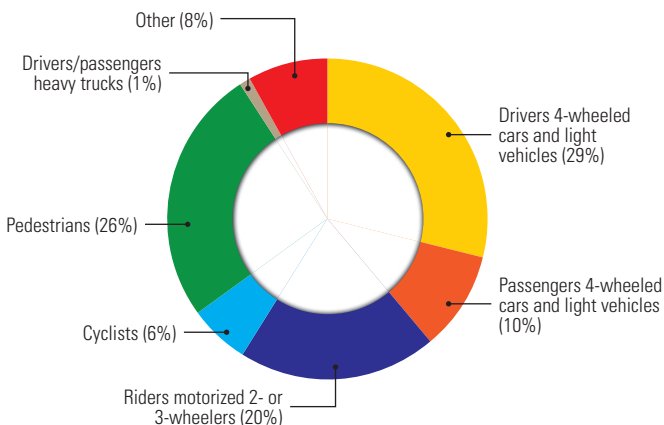
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink-driving law	Yes
BAC limit – general population	< 0.05 g/dl
BAC limit – young or novice drivers	< 0.01 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	16% ^d
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	96–100% Drivers ^e
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	91–92% Front seats ^f , 72% Rear seats ^f
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Age/Height
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
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^d 2013, Data warehouse of the Federal Roads Office (FEDRO).

^e 2012, 100% motorcycles, 96% mopeds. Swiss Council for Accident Prevention.

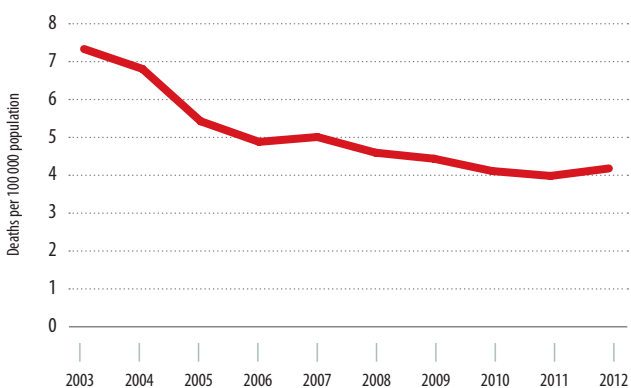
^f 2013, Front seats: 92% Drivers, 91% Passengers; Rear seats: 72%. Swiss Council for Accident Prevention.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Data warehouse of the Federal Roads Office (FEDRO).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Data warehouse of the Federal Roads Office (FEDRO), Swiss Statistics.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Federal Department of the Environment, Transport, Energy and Communications.

TAJIKISTAN



Population: 8 207 834 • Income group: Low • Gross national income per capita: US\$ 990

INSTITUTIONAL FRAMEWORK	
Lead agency	State Automobile Inspectorate of the Ministry of Internal Affairs
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	No

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Subnational
Policies to separate road users and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2013	411 548
Cars and 4-wheeled light vehicles	353 919
Motorized 2- and 3-wheelers	4 925
Heavy trucks	36 942
Buses	15 762
Other	0
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	03
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	472 ^b (74% M, 26% F)
WHO estimated road traffic fatalities	1 543 (95%CI 1 387–1 699)
WHO estimated rate per 100 000 population	18.8
Estimated GDP lost due to road traffic crashes	—

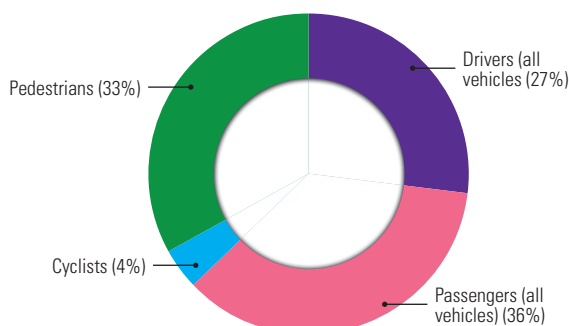
^b State Automobile Inspectorate of the Ministry of Internal Affairs, Analytical review of the events on the roads of the Republic of Tajikistan in 2013. Defined as died within 7 days of crash.

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
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink-driving law	Yes ^c
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	Yes
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
Law requires helmet to be fastened	Yes
Law refers to helmet standard	No
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
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^c Not based on BAC.

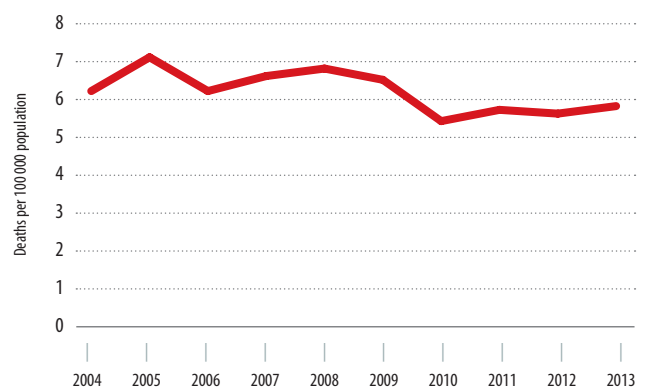
^d 2013, State Automobile Inspectorate of the Ministry of Internal Affairs, Analytical review of the events on the roads of the Republic of Tajikistan in 2013.

DEATHS BY ROAD USER CATEGORY



Source: 2013, State Automobile Inspectorate of the Ministry of Internal Affairs, Analytical review of the events on the roads of the Republic of Tajikistan in 2013.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: State Automobile Inspectorate of the Ministry of Internal Affairs, Analytical review of the events on the roads of the Republic of Tajikistan in 2013.

THE FORMER YUGOSLAV REPUBLIC OF MACEDONIA

Population: 2 107 158 • Income group: Middle • Gross national income per capita: US\$ 4 870



INSTITUTIONAL FRAMEWORK

Lead agency	Republic Council on Road Traffic Safety and Coordination Body of the Government
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% reduction and 0 child victims (2009–2014)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	Yes

SAFER VEHICLES

Total registered vehicles for 2013	403 339
Cars and 4-wheeled light vehicles	346 798
Motorized 2- and 3-wheelers	8 093
Heavy trucks	45 426
Buses	3 022
Other	0
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	194
Permanently disabled due to road traffic crash	11.5% ^b

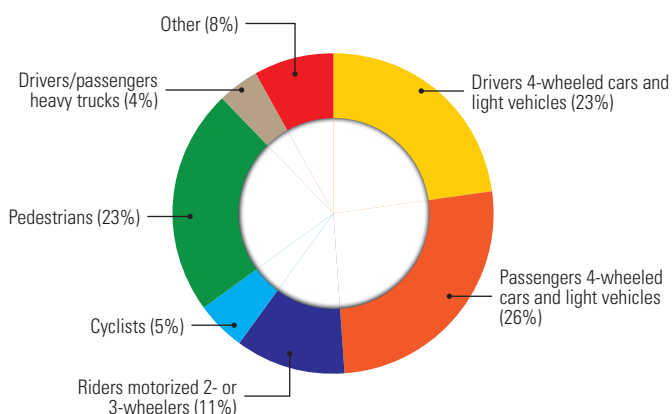
^b 2008, Institute of Public Health, Community injury survey in Macedonia.

DATA

Reported road traffic fatalities (2013)	198 ^c (78% M, 22% F)
WHO estimated road traffic fatalities	198
WHO estimated rate per 100 000 population	9.4
Estimated GDP lost due to road traffic crashes	—

^c Sector for Analytics Research and Documentation in the Ministry of Interior, State Statistical Office. Defined as died within 30 days of crash.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Sector for Analytics Research and Documentation in the Ministry of Interior, State Statistical Office.

SAFER ROAD USERS

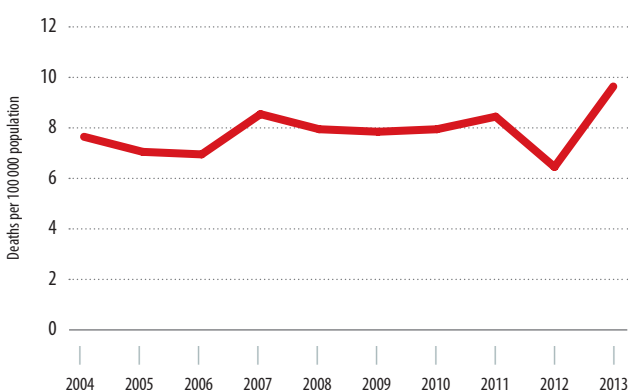
National speed limit law	Yes
Max urban speed limit	60 km/h ^d
Max rural speed limit	80 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	0.00 g/dl
Random breath testing carried out	Yes
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
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	50% All riders ^f
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	60% Front seats ^f , 10% Rear seats ^f
National child restraint law	No
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^d Can be increased up to an unspecified limit.

^e 2013, Ministry of Interior (Police records), State Statistical Office.

^f 2013, Ministry of Interior (Police records).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Sector for Analytics Research and Documentation in the Ministry of Interior, State Statistical Office.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Health.

TURKEY



Population: 74 932 641 • Income group: Middle • Gross national income per capita: US\$ 10 970

INSTITUTIONAL FRAMEWORK	
Lead agency	Road Traffic Safety Strategy Coordination Council and Road Traffic Safety Council
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2012–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Subnational
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2013	17 939 447
Cars and 4-wheeled light vehicles	14 240 786
Motorized 2- and 3-wheelers	2 722 826
Heavy trucks	755 950
Buses	219 885
Other	0
Vehicle standards applied ^a	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	112
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	3 685 ^b (77% M, 23% F)
WHO estimated road traffic fatalities	6 687
WHO estimated rate per 100 000 population	8.9
Estimated GDP lost due to road traffic crashes	—

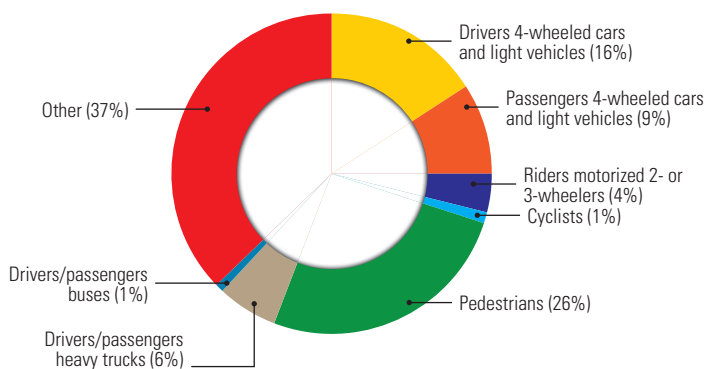
^b Turkish Statistical Institute. Defined as died at scene of crash.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	110 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
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
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	3% ^c
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	No
Law refers to helmet standard	Yes
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
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
Seat-belt wearing rate	44% Drivers ^d , 36% Front seats ^d
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/Weight/Height
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
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug-driving law	Yes

^c 2012, Turkish National Police.

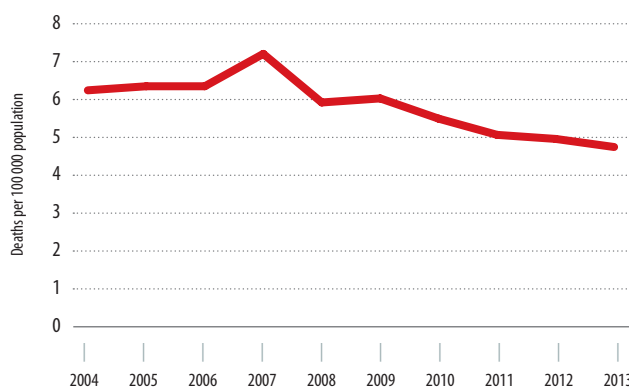
^d 2013, Turkish National Police. Final report of safety belts usage for drivers and front seat passengers.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Turkish Statistical Institute, Turkish National Police.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Turkish Statistical Institute.

TURKMENISTAN



Population: 5 240 072 • Income group: Middle • Gross national income per capita: US\$ 6 880

INSTITUTIONAL FRAMEWORK	
Lead agency	The Cabinet of Ministers of Turkmenistan
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	No

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles for 2014	847 874
Cars and 4-wheeled light vehicles	676 622
Motorized 2- and 3-wheelers	37 275
Heavy trucks	114 004
Buses	19 973
Other	0
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	None
Permanently disabled due to road traffic crash	—

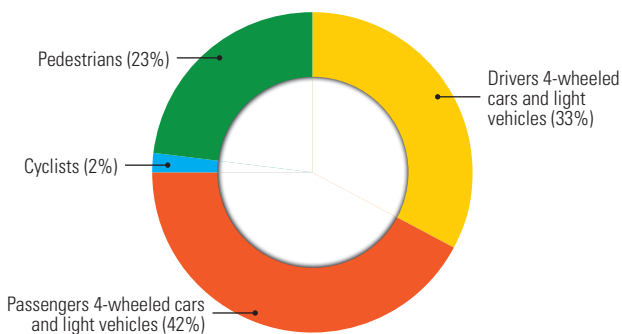
DATA	
Reported road traffic fatalities (2013)	821 ^b (67% M, 21% F)
WHO estimated road traffic fatalities	914 (95%CI 844–983)
WHO estimated rate per 100 000 population	17.4
Estimated GDP lost due to road traffic crashes	—

^b Traffic Police, Ministry of Internal Affairs. Report 1-accident "Report on road traffic accidents". Defined as died within 7 days of crash.

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
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink-driving law	Yes
BAC limit – general population	≤ 0.03 g/dl
BAC limit – young or novice drivers	≤ 0.03 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	2% ^c
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	No
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
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug-driving law	Yes

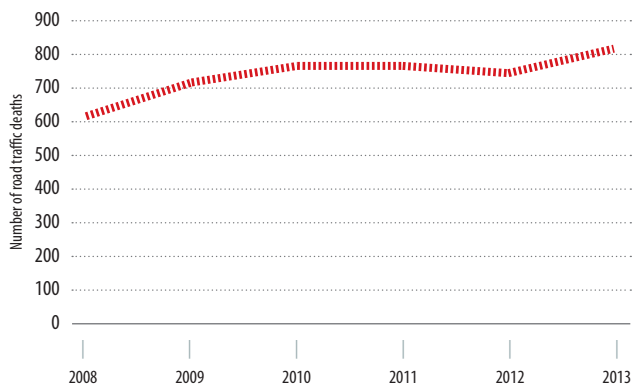
^c 2013, Traffic Police, Ministry of Internal Affairs.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Traffic Police, Ministry of Internal Affairs. Report 1-accident "Report on road traffic accidents".

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



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

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Health and Medical Industry.

UNITED KINGDOM



Population: 63 136 265 • Income group: High • Gross national income per capita: US\$ 41 680

INSTITUTIONAL FRAMEWORK	
Lead agency	Department for Transport (Great Britain), Department of the Environment (Northern Ireland), Department for Economy, Science and Transport (Wales), Transport Scotland (Scotland)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	Between 37–60% (by 2020) ^a

^a Great Britain Strategy 37%–46%; Wales: 40%; Northern Ireland: 60%; Scotland: 40%.

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	Subnational

SAFER VEHICLES	
Total registered vehicles for 2012	35 582 650
Cars and 4-wheeled light vehicles	32 978 351
Motorized 2- and 3-wheelers	1 252 102
Heavy trucks	483 000
Buses	172 132
Other	697 065
Vehicle standards applied ^b	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

^b UNECE WP29.

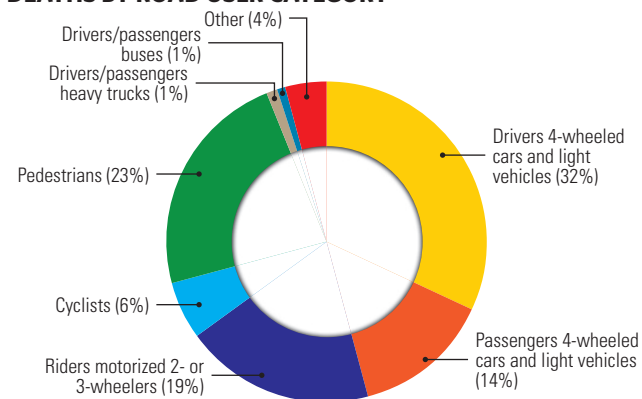
POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	999
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	1 770 ^c (74% M, 26% F)
WHO estimated road traffic fatalities	1 827
WHO estimated rate per 100 000 population	2.9
Estimated GDP lost due to road traffic crashes	1.0% ^d

^c Department for Transport, Road accidents and safety statistics (Great Britain), Police Service of Northern Ireland, Police Recorded Injury Road Traffic Collision Statistics, 2013 Key Statistics Report (Northern Ireland). Defined as died within 30 days of crash.

^d 2012, Department for Transport: Road accidents and safety statistics, Reported Road Casualties in Great Britain: 2012 Annual Report. HM Treasury: GDP deflators at market prices, and money GDP: December 2013. Data refer to Great Britain.

DEATHS BY ROAD USER CATEGORY



Source: 2013, Department for Transport, Road accidents and safety statistics (Great Britain), Police Service, Northern Ireland Statistics (Northern Ireland).

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	48 km/h
Max rural speed limit	96 km/h
Max motorway speed limit	112 km/h
Local authorities can modify limits	Yes
Enforcement	—
National drink–driving law	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	≤ 0.08 g/dl
Random breath testing carried out	Yes
Enforcement	—
% road traffic deaths involving alcohol	16% ^e for Great Britain 17% ^f for Northern Ireland
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	Yes
Enforcement	—
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	—
Seat-belt wearing rate	Front seats: 95% ^g for Great Britain; 98% ^h for Northern Ireland Rear seats: 88% ^g for Great Britain; 95% ^h for Northern Ireland
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/Height
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

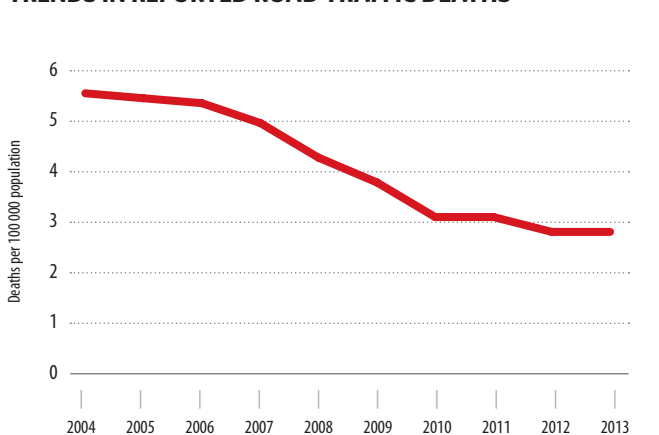
^e 2012, Department for Transport, Reported road casualties in Great Britain: Estimates for accidents involving illegal alcohol levels.

^f 2012, Police Service, Northern Ireland Statistics (Northern Ireland).

^g 2013, Department for Transport, Think! Campaign Team's Annual Survey Report.

^h 2013, Northern Ireland Statistics and Research Agency, Northern Ireland Survey of Seat Belt Wearing 2013.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Department for Transport, Road accidents and safety statistics (Great Britain), Population and Migration Estimates Northern Ireland 2013 - Statistical Report, Police Service of Northern Ireland, Police Recorded Injury Road Traffic Collision Statistics, 2013 Key Statistics Report (Northern Ireland).

UZBEKISTAN



Population: 28 934 102 • Income group: Middle • Gross national income per capita: US\$ 1 880

INSTITUTIONAL FRAMEWORK

Lead agency	Central Administrative Board of Traffic Safety
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	No

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users and protect VRUs	No

SAFER VEHICLES

Total registered vehicles	—
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	2 298 ^b (82% M, 18% F)
WHO estimated road traffic fatalities	3 240
WHO estimated rate per 100 000 population	11.2
Estimated GDP lost due to road traffic crashes	—

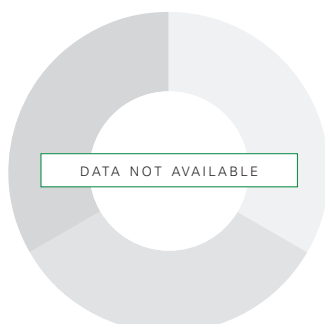
^b Forensic institutions. Defined as unlimited time period following crash.

SAFER ROAD USERS

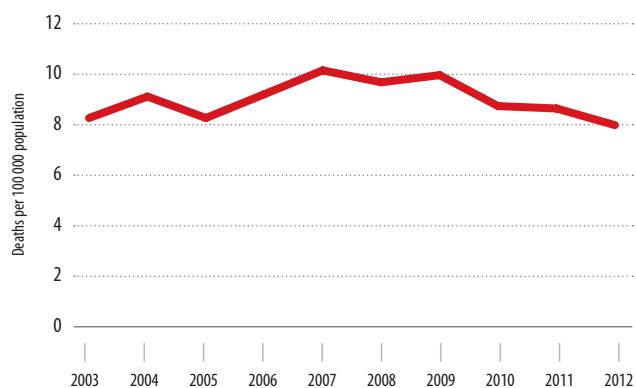
National speed limit law	Yes
Max urban speed limit	70 km/h
Max rural speed limit	100 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink-driving law	Yes ^c
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	Yes
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
Law requires helmet to be fastened	Yes
Law refers to helmet standard	No
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
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	Yes
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug-driving law	Yes

^c Not based on BAC.

DEATHS BY ROAD USER CATEGORY



TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Forensic institutions.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Health.

Annex 1. National data coordinators in countries in the WHO European Region

COUNTRY/AREA	NAME OF NATIONAL DATA COORDINATOR(S)
Albania	Gentiana Qirjako
Andorra	Moisés Tomàs Rubio
Armenia	Kristina Gyurjyan
Austria	Martin Labuda
Azerbaijan	Rustam Talinshinskiy
Belarus	Alexandr Beletski
Belgium	Wouter Van den Berghe
Bosnia and Herzegovina	Alen Šeranić, Elma Begović Sokić
Bulgaria	Pavlina Tsenova
Croatia	Ivana Brkić Biloš
Cyprus	Pavlos Pavlou, Pistoulla Kiprianou
Czech Republic	Veronika Benešová
Denmark	Stig Hemdorff
Estonia	Reigo Ude
Finland	Petri Jääskeläinen
France	Joël Valmain
Georgia	Tamar Chachava
Germany ^a	
Greece	Spiridon Papanikolau
Hungary	Péter Varsányi
Iceland	Haraldur Sigbórsson
Ireland	Nicola Hayes
Israel	Kobi Peleg
Italy	Maria Giuseppina Lecce
Kazakhstan	Nurlan Batpenov
Kyrgyzstan	Bektur Anarkulov
Latvia	Jana Feldmane
Lithuania	Diana Mekšriūnaitė
Luxembourg	Serge Krippler
Malta	Audrey Galea
Monaco	Christian Palmaro, Robin Mullot
Montenegro	Svetlana Stojanovic
Netherlands	Rob Methorst
Norway	Ivar Haldorsen
Poland	Borys Burzawa
Portugal	Gregória Paixão von Amann
Republic of Moldova	Tatiana Zatic
Romania	Calin Alexandru
Russian Federation	Sergey Alexandrovich Ryzhov
San Marino	Andrea Gualtieri
Serbia	Milena Paunović
Slovakia	Zora Brucháčová
Slovenia	Vesna Marinko, Andraž Murkovič

COUNTRY/AREA	NAME OF NATIONAL DATA COORDINATOR(S)
Spain	Vicenta Lizarbe
Sweden	Marie Skyving
Switzerland	Christoph Jahn
The former Yugoslav Republic of Macedonia	Fimka Tozija
Tajikistan	Abduvali Razzakov
Turkey	Emine Tahhan, Hakan Tutum, Mehmet Akif Gulec
Turkmenistan	Muhammet Ergeshov, Ata Boppyev
United Kingdom	Katharine Ford, Mark Bellis
Uzbekistan	Erkin Valiev, Mirkhakim Azizov
^a Questionnaire completed by the Federal Highway Research Institute (BAST).	

The WHO Regional Office for Europe

The World Health Organization (WHO) is a specialized agency of the United Nations created in 1948 with the primary responsibility for international health matters and public health. The WHO Regional Office for Europe is one of six regional offices throughout the world, each with its own programme geared to the particular health conditions of the countries it serves.

Member States

Albania
Andorra
Armenia
Austria
Azerbaijan
Belarus
Belgium
Bosnia and Herzegovina
Bulgaria
Croatia
Cyprus
Czech Republic
Denmark
Estonia
Finland
France
Georgia
Germany
Greece
Hungary
Iceland
Ireland
Israel
Italy
Kazakhstan
Kyrgyzstan
Latvia
Lithuania
Luxembourg
Malta
Monaco
Montenegro
Netherlands
Norway
Poland
Portugal
Republic of Moldova
Romania
Russian Federation
San Marino
Serbia
Slovakia
Slovenia
Spain
Sweden
Switzerland
Tajikistan
The former Yugoslav
Republic of Macedonia
Turkey
Turkmenistan
Ukraine
United Kingdom
Uzbekistan

EUROPEAN COUNTRY PROFILES AND THE *GLOBAL STATUS REPORT* *ON ROAD SAFETY 2015*



World Health Organization Regional Office for Europe

UN City, Marmorvej 51, DK-2100 Copenhagen Ø, Denmark

Tel.: +45 45 33 70 00 Fax: +45 45 33 70 01 Email: euwhocontact@who.int

Website: www.euro.who.int