GUIDE FOR
ROAD SAFETY OPPORTUNITIES AND CHALLENGES:
LOW-AND MIDDLE-INCOME COUNTRY PROFILES
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The report draws significantly on several sources, which are most gratefully acknowledged and detailed in the report, including especially:

- Global Status Reports on Road Safety, World Health Organization (WHO)
- Road Infrastructure Assessments and Investment Cases, International Road Assessment Programme (iRAP).
- Used Vehicle Studies, United Nations Environment Programme (UNEP).

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Every year, 1.35 million lives are lost and 50 million people are seriously injured in traffic crashes. This is a continuing challenge facing particularly Low- and Middle-income Countries (LMICs) where 93% of deaths occur. The UN Decade of Action for Road Safety 2011–2020 has seen significant progress. Nonetheless, the targets set in 2011 are far from being realized with the decade ending this year. As we enter a next decade, it is critical to take stock of our past achievements as well as lessons learned in order to tackle this global challenge in stabilizing and reducing the traffic fatalities and serious injuries.

This Guide for Road Safety Opportunities and Challenges: Low- and middle-income Country Profiles, is a very important tool to facilitate that. It is the first data report to cover all 125 LMICs with comprehensive road safety country profiles. The profiles present information on each pillar of road safety—management, roads, speed, vehicles, road users, and post-crash care—, to help countries and development practitioners identify challenges and opportunities, and monitor of progress. The guide gives a precise assessment on the magnitude and complexity of road safety challenges faced by LMICs and helps policy makers understand the road safety framework in context of their own country systems and performance.

This valuable report responds to the critical need for collecting and documenting accurate road safety performance data. It assembles information from multiple important and high-quality sources to take stock of any given country’s past achievements on road safety, establishing a baseline for the next decade of action across many areas of policy and performance.

The guide was developed by the Global Road Safety Facility (GRSF) together with the World Bank, with funding support from UK Aid and the World Bank. GRSF has been vigorously pushing the global road safety agenda and plays a vital role in providing guidance, leadership, and funding to LMICs, international partner organizations, academia, and NGOs via a wide range of research studies, guidance documents and technical support.

As the road safety challenge moves into a new decade, I encourage you to take full advantage of the information provided in this guide and utilize it for policy dialogue and strategic planning at the local, regional and national levels. The guide is meant as a living document, that will be continuously updated and improved, to serve as a tool that promotes and guides sustainable improvement in road safety outcomes in LMICs.

Sincerely,

Guangzhe Chen
Global Director, Transport Global Practice,
World Bank
EXECUTIVE SUMMARY

Low- and middle-income countries (LMICs) are facing a major challenge in road safety. Each year, 1.35 million people are killed on the world’s roads, and a further 50 million are injured, with the vast majority of these (over 90 percent) occurring in LMICs. There is an upward trend in road crash fatalities and injuries, causing human suffering, grief, and loss, and retarding the economic growth of LMICs.

One major barrier to improving this situation is a lack of understanding of the current problem due to deficient information. Many vital metrics of road safety performance are not measured effectively in most LMICs, including critical intermediate outcomes which guide road safety interventions and the most fundamental outcome measures: actual number of road crash fatalities and injuries. This situation generates limitations in every aspect of road safety management and delivery, including resource allocation, advocacy, intervention selection, and prioritization of resources.

The globally accepted best-practice approach to addressing the road safety crisis is the Safe System approach. This consists of a system of “pillars” working together to eliminate death and serious injury. Information is required on progress against each of these pillars in order to understand current deficiencies and opportunities in road safety activity, to plan a response to the crisis, to help set ambitious targets for improvement, and to monitor progress towards these targets and thus develop advocacy for and commitment to the interventions which work. This report provides country profiles with information across each Safe System pillar from LMICs in order to directly address these issues. The data to provide these reports were collected from multiple sources, as documented in this report, and are provided for each LMIC and region where available.

Country profiles contain information on the scale of the road safety problem in each country and region, including information on fatalities, estimates of serious injuries, and the estimated cost of these severe outcomes, including costs as a percentage of gross domestic product (GDP). Comparison information is also provided on the relative performance on these issues against peer groups.

Further information is provided on each of the Safe System pillars, including:

- Road safety management activity (presence of a lead agency, and development of road safety targets and strategy);
- Safe roads and roadsides (road audit and star rating scores and investment potential to improve roads in a cost-effective manner);
- Safe speeds (application of speed limits and their enforcement, as well as infrastructure to support compliance with these speeds);
- Safe vehicles (vehicle registration, standards, and regulations);
- Safe road users (laws relating to seat belt use, helmet wearing, and drink driving); and
- Post-crash care (access to care and health coverage).
The need for a larger set of indicators is acknowledged and identified for future development.

Some of the key findings from analysis of country profile data include:

- Road crashes in LMICs result in more than 19.63 million deaths and serious injuries, and cost economies 1.7 trillion dollars and over 6.5 percent of GDP;
- Less than three-quarters of LMICs have a funded lead agency for road safety, while a similar proportion have a national road safety strategy (though only about half of low-income countries (LICs) have a strategy. Only half of LMICs have road safety targets;
- More than three-quarters of LMICs have some form of audit or star rating for safety of new roads, but only about half have inspections or star ratings for existing roads. About two-thirds have investment allocated to upgrade high-risk locations;
- Most LMICs have national speed limit laws, but most of these are set above recommended limits;
- Many LMICs (70 percent) have regulations on import of used vehicles, but very few LMICs have periodic vehicle inspections or are fully compliant with United Nations (UN) vehicle safety regulations;
- Most LMICs have some form of seatbelt law (90 percent), but only half have laws covering all occupants. Around three quarters of LMICs have blood alcohol content (BAC)-based drink driving laws and similar numbers have random breath testing in some form;
- About three-quarters of LMICs have a national access number to alert medical responders, while slightly fewer (68 percent) have a trauma registry system; and
- Across nearly all these measures, MICs perform substantially better than LICs.

Along with information on the current status for each country and region, extensive information is provided on key risk factors, issues and opportunities. As with the country profile material, this guidance is presented by each of the Safe System pillars (one chapter for each). For those who have specific problem areas that need addressing, clear advice and references to further information are provided on robust policies and other interventions. This information allows countries to take direct action to address priority issues and seize identified opportunities, highlighting the interventions that work.

The information collated, analyzed, and presented is evolving and advancing. This guide is a living document, intended as a baseline for monitoring as well as guiding progress across a range of potential pillars of action. The intention is to update, and as opportunities arise expand, the information provided in future years. This will enable countries themselves and international agencies to monitor LMIC progress in road safety and to put in place actions that will lead to sustainable improvements in fatal and serious crash outcomes.

The Country Profiles report can also be found on the GRSF website: bit.ly/GlobalRoadSafetyFacility. Country Profile data may be updated in future. Further details will be announced on the GRSF website.
1. INTRODUCTION

Background

Low- and middle-income countries (LMICs) are facing a major challenge in road safety: the upward trend of road crash fatalities and injuries, causing human suffering, grief, and loss, and retarding the economic growth of LMICs.\(^1\) Efforts to implement road safety interventions are largely fragmented, lack coordination, and are often not data-driven or evidence-based. A clear understanding of the current road safety situation is a critical step in the reduction of road crash fatalities and injuries through data-driven evidence-based interventions.

Many vital metrics of road safety performance are not measured effectively in developing countries: this includes the actual number of road crash fatalities and injuries, specific road safety problems (for example, helmet wearing, speed, hazardous roadsides, and pedestrians without footpaths), and the current capacities of societies and authorities.\(^2\)

The absence of valid, representative data presents profound challenges to developing an understanding of the nature of the problem and to developing and implementing the necessary countermeasures and implementation strategies to address the actual burden of road crash fatalities and injuries.

Based on World Health Organization (WHO) estimates of deaths for each country, on average official data in low-income countries (LICs) globally are missing 84 percent of the deaths occurring in the LICs, and 51 percent for middle-income countries (MICs). Based on estimates made in this report, the omission of serious injuries is often even larger, ranging from 20 to 80 percent.\(^3\)

This situation generates limitations for every aspect of road safety management and delivery, including resource allocation, advocacy, intervention selection (type and location), prioritization of resources, and determining the impact of interventions.

These considerations, along with the need for better global monitoring, are among the many reasons for the World Bank’s and the Global Road Safety Facility’s commitments to develop Road Safety Observatories, which aim to help all LMICs develop and share better data systems (also see Chapter 3).

Objectives of the Country Profiles for LMICs

Based on multiple sources of information, this document brings together key metrics for determining road safety activity, performance and monitoring of progress. For each LMIC and respective regions, a two page “Country Profile” report has been created. The format for these profiles is aligned to the Safe System pillars. The Safe System is the globally accepted best-practice approach to addressing the road safety crisis and has been accepted by key international institutions (for example, the World Bank, WHO, the

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Organisation for Economic Co-operation and Development International Transport Forum (OECD-ITF), and PIARC, the World Road Association) and by many countries as the required approach to effectively address road trauma. The approach consists of a system of “pillars” all working together to help eliminate death and serious injury. Information is required on progress against each of these pillars in order to understand current risks and deficiencies in road safety activity, to plan a response to these risks, to help set ambitious targets for improvement, and to monitor progress towards these targets.

The country profiles contain information on the scale of the road safety problem in each country and region as well as key metrics for each of the Safe System pillars. Comparative data for peer groups is provided, along with information on trends. These country profiles:

- Cover progress against all pillars of road safety systematically, to the extent of accessible data available in comparable form for many LMICs;
- Present a snapshot of road safety challenges and opportunities for improvement for LMICs;
- Provide a code to identify the sources of the information, calculation of new metrics, and guidelines on the interpretation of the snapshots;
- Provide a regional snapshot of road safety, aggregating individual country data to assess the performance of the regions; and
- Offer commentaries on all pillars of road safety based on these analyses, providing references to resources that can be utilized by LMICs for improvements under each pillar.

As well as improving and guiding road safety activity, the information presented in this report may be used to increase the appreciation of the value for road safety of sound crash and other data. Although the ultimate aim is for every country to collect required road safety data, until such time as this occurs, the information provided here provides an important summary of the current situation. These profiles are designed to be living documents, delivering a breadth of monitoring of progress across a range of final outcome and intermediate outcome measures, through regular updates as policies, programs, and performance evolve. Further, as road safety monitoring increases in sophistication and agreed uniformity, the range of factors being measured and monitored for progress will expand.

The report draws on, and gratefully acknowledges, the many data sources from which information was obtained, especially including the 2018 WHO Global Status of Road Safety Report, the Institute for Health Metrics and Evaluation (IHME) Global Burden of Disease data, the International Road Assessment Programme (iRAP) Vaccines for Roads Big Data Tool, and used-vehicle data from the United Nations Environment Programme (UNEP), in addition to many other sources.

In addition to providing country profile information, this report also provides comprehensive information on each of the Safe System pillars. One chapter is provided on each of the Safe System pillars. This information identifies the key risks relating to each pillar, as well as key interventions that have been

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shown to be effective for improving road safety outcomes. This information can be used in combination with the country profile findings to help countries and relevant agencies identify the most effective solutions for addressing high priority issues.

Given this content this report is designed for a wide audience. This includes senior policy makers and officials within LMICs who have a role in addressing road safety issues, such as those in health and transport, police, treasury, and other parts of governments. It will also be a valuable resource for those working outside of government to facilitate advocacy within countries or across regions. Beyond the individual country content, the information provided in this document provides a useful resource and will be of high interest to those working to improve road safety at regional and global levels.

**Structure of this report**

Following this introduction, an overview is provided on road safety (Chapter 2). This provides an introduction to the Safe System approach and its individual pillars, providing structure to the later chapters as well as to the individual country profiles. It also provides details on the issues of under-reporting of road crash fatalities and injuries (of importance when interpreting the country profile results); the relationship between fatalities and serious injury (used to calculate figures in the country profiles); and the burden of road death and injury. Chapters 3 to 8 cover key pillars of the Safe System as follows:

- Chapter 3 – Road Safety Management Pillar
- Chapter 4 – Safe Roads and Roadsides Pillar
- Chapter 5 – Safe Speeds Pillar
- Chapter 6 – Safe Vehicles Pillar
- Chapter 7 – Safe Road Users Pillar
- Chapter 8 – Post-crash Care Pillar

The content of these chapters on Safe System pillars provides vital information on successful implementation of road safety as this relates to each pillar, provides interpretative guidance on issues highlighted in the country profiles, and offers solutions to address key risks that have been identified.

Chapter 9 provides guidance on interpreting the country profiles, with information on the sources of information as well as definitions. Chapters 10 and 11 provide profiles for World Bank regions and countries respectively.

An overall summary of the World Bank GRSF program is contained in Box 1.1 below.
### Box 1.1: The World Bank and the Global Road Safety Facility (GRSF)

The World Bank, alongside its twin goals of ending extreme poverty and promoting shared prosperity, is working to promote sustainable mobility around the world, focusing on four priority goals:

- Improve the access of all to economic and social opportunities through greater mobility
- Increase the efficiency of mobility solutions
- Improve the safety of mobility, especially road safety, which contributes 97 percent of all transport-related injury deaths\(^7\)
- Respond to the climate imperative—as set out in the Paris Agreement on climate change—by reducing the carbon footprint of the sector (mitigation) and enhancing climate resilience (adaptation).

World Bank transport commitments from the International Bank for Reconstruction and Development/International Development Association (IBRD/IDA) overall as of financial year 2019 were 180 active Bank projects with total net commitments of $37.5 billion, representing over 14.8 percent of the Bank’s total lending portfolio.\(^7\)

GRSF has been hosted at the World Bank since its inception. The objective of GRSF is to help address the growing crisis of road crash deaths and injuries in low- and middle-income countries (LMICs). GRSF delivers funding and knowledge development through research, knowledge transfer, advocacy, and technical assistance to scale-up and improve road safety delivery in LMICs. The present report and analyses of countries’ road safety status and opportunities are funded by the World Bank and by GRSF (employing donor funding from UK Aid).

The World Bank’s long-standing concern with global road safety has been reinvigorated through a series of key developments in recent years. First, there is increasing appreciation of the significant impacts of road crash fatalities and injuries on economic growth for LMICs based on the GRSF analysis of these impacts (for details see Section 2.4 below), and the role of crashes in driving families into poverty resulting from the loss of the family income earner due to fatality or disability. Thus, road crashes directly impact the Bank’s twin goals of reducing poverty and increasing shared prosperity, as well as its focus on growing human capital.

Second, road safety is part of the Environmental and Social Framework of the Bank (ESF) through the Environmental and Social Standard 4 (ESS4). The ESF, which took effect in October 2018, requires that road safety is considered in projects and addressed wherever it is relevant.

Third, a Good Practice Note has been prepared to guide the implementation of the road safety requirements of the ESF.\(^8\)

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Fourth, the Transport Global Practice of the Bank has recently expanded the road safety requirements for relevant projects. The requirement for a road safety indicator (monitoring the road safety components of the project) in road projects was expanded in 2019 to include urban mobility projects.

Finally, the Transport Global Practice and GRSF have also developed two tools to facilitate the delivery of road safety in collaboration with the International Road Assessment Programme (iRAP). GRSF partnered with iRAP to develop the Star Rating for Designs tool,\(^9\) which was launched in November 2018 and is available for use at no charge. This tool was developed to enable Star Rating to be easily incorporated into the road design process.

The second tool, the Road Safety Screening & Appraisal Tool (RSSAT), allows assessment of the road safety impacts of planned projects early in project development, allowing for refinement of projects to improve road safety delivery before the project is well advanced and road safety interventions are more challenging to include. The Transport Global Practice has implemented a policy requiring the use of RSSAT on roads and urban mobility projects.

\(^9\) [https://www.irap.org/project/star-rating-for-designs/](https://www.irap.org/project/star-rating-for-designs/)
2. ROAD SAFETY OVERVIEW

Introduction

The first part of this chapter provides context concerning the global road safety problem. This content is followed by a summary of the Safe System approach with its underlying pillars. These pillars form the basis of the country profiles, so it is important to understand what each covers in order to fully interpret these summaries. The following chapters within this document use these pillars to outline key risks and solutions that can be read in association with the results from the country profiles.

The Safe System content is followed by a discussion on the under-reporting of crash data, particularly in LMICs. This highlights the deficiencies with existing crash-based data, and the need for alternatives to better manage safety until such time that systems can be improved.

A section is also provided within this chapter on “serious” injury. There is little objective data on the extent of serious injury in LMICs, and so information is provided on this issue, and an estimate is made of the ratio of crash fatalities (where there are reliable estimates) and serious injuries. Along with information on under-reporting, this is of importance in determining total severe road trauma and costs.

The last part of this chapter provides information on the cost burden of fatal and serious injuries in LMICs. Every year, more than 1.35 million lives are lost, and more than 50 million people are injured. As of 2016, road crash injuries became the number one cause of fatalities for children and young adults in the age group of 5 to 29.\textsuperscript{4,10} Road crash fatalities and injuries not only devastate families emotionally and financially, but they also take a toll on the path to development for many LMICs. Ninety-three percent of road crash fatalities occur in LMICs. These crashes and injuries disproportionately affect the young, economically productive age groups which make up a significant proportion of the population in LMICs – nearly 90 percent of the global population under 30 years of age live in LMICs.\textsuperscript{11} It is quite clear that road safety is a key development challenge.

The Global Plan of Action for Road Safety

The Global Plan for the Decade of Action for Road Safety 2011-2020 sets out five pillars for action: (i) building capacity in road safety management; (ii) improving the safety of road infrastructure and broader transport networks; (iii) further developing the safety of vehicles; (iv) enhancing the behavior of road users; and (v) improving post-crash response and developed indicators to measure the progress.\textsuperscript{5}

Safe Speed - The Additional Necessary Pillar

Speed is a vital aspect of road safety, which must be at the forefront of global actions for road safety. In this regard, the World Bank/GRSF suggests the inclusion of “Safe Speed” as an additional pillar in the future global planning of action on road safety. High-quality studies have consistently revealed the significant impacts of

speed on road safety – with syntheses of the research showing that each 1 percent decrease in speed generates a 4 percent decrease in deaths and a 3 percent decrease in serious crash risk.\textsuperscript{12,13}

Speed management offers at a low cost more rapidly implementable effective interventions for road safety than do most areas of action.\textsuperscript{14} A distinct pillar for safe speeds allows for the full range of interventions which can be implemented to manage speeds, including road engineering (such as speed humps, roundabouts, and raised platform crossings), vehicle measures (such as speed limiting and intelligent speed adaptation), as well as the usual focus on road users through enforcement and promotion.\textsuperscript{14}

Vital opportunities for the management of speed are not visible in many plans because speed management is presented as just one element of the Safe Road Users Pillar, resulting in focusing interventions on education, enforcement, and other methods for changing road user behavior, and downplaying road and vehicle engineering opportunities.

With this addition, the six pillars of road safety action are:

1. Road Safety Management
2. Safe Roads
3. Safe Speed
4. Safe Vehicles
5. Safe Road Users
6. Post-crash Response

\textsuperscript{13} Cameron, M. H., & Elvik, R. (2010). Nilsson’s Power Model connecting speed and road trauma: Applicability by road type and alternative models for urban roads. Accident Analysis & Prevention, 42(6), 1908-1915.

Road Safety Trends

Despite progress, which has greatly flattened the increase in road crash fatalities, there is general agreement that neither the Decade of Action target nor the Sustainable Development Goal (SDG) Target 3.6, of halving fatalities by 2020, will be met.\textsuperscript{15} Road safety interventions require more funding and must be more rigorously selected based on sound evidence for success.

The flattening of road crash fatalities is a substantial achievement, saving hundreds of thousands of lives. At the beginning of the decade, the toll by 2020 was projected to be 1.9 million fatalities, but projecting the increase from 2013 to 2016 (the latest available data from WHO) produces an estimate of less than 1.6 million fatalities. This is not sufficient progress, though it is progress pointing to our capacity to manage the issue globally. The result should be a redoubling of efforts and increased commitment of resources rather than abandoning the fight.

Analysis of the trend of road crash fatalities per 100,000 population in developing countries between 2013 and 2016 shows an average reduction of 3.5 percent in road crash fatalities. However, some countries have increasing road crash fatality trends as high 25 percent. Figure 2.1 shows the road crash fatality trends in developing countries according to the regions covered in this report.

Vulnerable Road Users

Vulnerable road users (pedestrians, cyclists, and motorcyclists) account for more than half of the road safety targets. Journal of the Australasian College of Road Safety, May 2016, 65-70.

global road crash fatalities. Road infrastructure in many countries worldwide is still designed without consideration of these vulnerable groups, prioritizing cars and other motorized transport. Developing countries have the highest proportion of fatalities for vulnerable road users as shown in the comparison in Figure 2.2. The actual burden of road crashes on vulnerable users is unknown because of the significant under-reporting of road crash data in LMICs (see Section 2.2). However, the lower reporting rate of vulnerable road user crashes means that the actual proportion of fatalities is likely to be significantly higher than 50 percent.
Figure 2.1: Road Safety Trends in Low- and Middle-Income Countries

Note: Trend calculated from a comparison of the GBD estimated road crash fatalities between 2013 and 2016
Figure 2.2: Distribution of Road Crash Fatalities in Low- and Middle-Income Countries

Note: Developed using Global Burden of Disease data (IHME), 2016
2.1. The Safe Systems Approach to Road Safety

Introduction

The Safe System approach to road safety, conceptualized in Sweden as a road safety policy tool “Vision Zero”, is based on the ethical imperative that no fatalities and serious injuries are acceptable as people move through the transport system.\(^\text{16}\)

Over recent decades, the Safe System approach to road safety has been continuously improved and refined through intervention monitoring and evaluation processes in the regions, countries, and cities that have adopted a Safe System approach to road safety, for example, Sweden, Netherlands, Australia, New Zealand, New York City, and Mexico City.\(^\text{17}\)

The Safe System approach shifts the blame of road crash fatalities and injuries from road user behavior and choices to a system of shared responsibility with human fragility at the center. All the elements of the road system should be “forgiving” to road users who are accepted as being prone to error. The approach places focus on four critical causal factors that determine the forces during the crash to reduce the severity of the crash outcome: safe roads and roadsides, safe speeds, safe vehicles, and safe road users (as shown in Figure 2.3 and Figure 2.4).\(^\text{18}\)

The Safe System approach is more effective in the reduction of road crash fatalities and injuries compared to the traditional approach which primarily focused on narrowly-implemented

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interventions such as education and enforcement, leaving out design, infrastructure, and systemic issues. This narrow approach significantly inhibited the effectiveness of road safety measures, leading to a misguided understanding of the relationship between road safety measures and their outcomes.

The Safe System approach supports a broader approach implemented in a multifaceted manner for maximal effectiveness. Figure 2.5 shows the principles, core elements, and action areas of the Safe Systems Approach.

Developing Countries - Current Practices

The traditional approach to road safety has had limited success in reducing road crash fatalities and injuries in developing countries. A systematic review of road safety interventions in LMICs\textsuperscript{19} found that approximately 90 percent of all comprehensive studies on road safety interventions were based on legislation and education strategies. Barriers to the adoption of the Safe System approach have been identified along with recommendations on how to overcome these barriers.

It is therefore critical for developing countries to adopt a Safe System approach using internationally developed knowledge, to complement it with region- or country-specific factors\textsuperscript{20} (cost, feasibility, sustainability, and barriers) informed by evidence-based research, and to stop implementation of unproven interventions.\textsuperscript{21} This approach has been successful in developed countries that had a high burden of road crash fatalities and injuries but managed to reduce it through well-developed, organized, and continuous efforts through a Safe

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System approach tailored to their specific road safety challenges.

Interventions should be multifaceted, not only focusing on one aspect of road safety but using a clearly defined Safe System approach, closely monitored and evaluated to refine the approach’s responsiveness to road safety challenges in LMICs - thereby increasing the impact in the reduction of road crash fatalities and injuries.

This report provides an in-depth, cross-cutting analysis of the core elements and actions of a Safe System approach to road safety in the context of LMICs. One of the identified barriers to adoption of the Safe System is the perception that it is prohibitively expensive, and indeed, no high income country (HIC) has yet spent the resources to achieve a safe road system. Messages to address this barrier may include:

1. The principles of a Safe System are correct and valuable for road safety, even if the resources to fully deliver a Safe System are not (yet) available.

2. Even with limited resources, Safe System principles can guide sound investments for better road safety outcomes. Examples of strong successes arising from selected investments in road engineering for safety, rather than a continuing unwarranted focus on education and behavior change, can be persuasive.

3. The multiple and often unknown behavioral contributors to crashes which must be addressed, versus the singularity of an engineering solution for many locations, can be compelling as a core argument. For example, multiple serious crashes with cars leaving the road on the outside of a curve on a rural highway may be caused by speeding, fatigue, misjudgment of the curve, drink-driving, drug driving, inattention/distraction, medical episodes, or in rarer cases vehicle problems. To address all of these is a huge undertaking, yet all these crashes, regardless of cause, may be addressed by installing an effective safety barrier on the outside of the curve.

Adopting Evidence

The raison d’être of the World Bank is the eradication of poverty and the promotion of shared prosperity. Thus, this report is focused on LMICs. This generates an important discussion on the issues related to acceptance and use of evidence in road safety. Commonly, in LMICs and sometimes in HICs, the extensive scientific evidence base of road safety interventions is not employed in vital decisions regarding road safety. The successful Safe System approach is often not adopted, and the irrefutable evidence of the road safety value of lowering speeds, using speed cameras, employing traffic calming, and exercising general deterrence is often ignored. There is also clear evidence for weak or non-existent effects on road safety from skills-based driver training and general school-based education.

One of the reasons most commonly offered for this is the belief that evidence from other countries, especially HIC, is not applicable in LMICs. Most of the available evidence on what works in road safety comes from HICs. As we see in this report, crash data and other data are often not available or not reliably reported in LMICs. Thus, it is difficult to provide rigorous scientific evidence about which interventions worked and which did not in LMICs. Nonetheless, there are sound studies in LMICs to which this report refers where we have found them. However, potentially valuable generalizability from HICs to LMICs is often dismissed based on quick judgments that there are clear differences. This debate deserves further attention.
Indeed, a case for the lack of generalizability can be made in a fundamental sense, although deeper analysis shows that this basis is often misleading. There are immediately obvious differences between LICs and HICs on road safety: HICs have better vehicles, more effective enforcement processes including unavoidable penalties delivering general deterrence, better roads, better post-crash care with well-equipped well-funded ambulances and emergency departments, and more comprehensive education systems. In addition, each country does have distinct cultural features, often combined with distinct geographical, political, and religious differences. These are commonly presented as a sound basis for not considering the adoption of solutions known to work in other countries, especially HICs.

The dismissal of proven solutions from other countries may be too hasty. Many vital factors run counter to this dismissal, essentially because in road safety, despite all our wonderful diversity, we have more in common than separates us.

Most fundamental to road safety are the universal laws of physics which determine crash forces, and the effects of speed. All countries have speeds of travel that allow for physical forces which can cause deaths or disabilities in the event of a crash. All countries have roads that mix vehicles and vulnerable road users, and roads that allow head-on crashes by separating oncoming traffic with only thin lines of paint or even less.

Humans are fundamentally similar: we are all vulnerable to physical force which may kill or disable us in crashes, we all make mistakes, and we are all vulnerable to the impairing effects of drugs, alcohol, fatigue, and distraction. Most of us are optimistic about our futures and overconfident of our driving, generating feelings of invulnerability to serious crashes. For this reason, messages based on crash risk have limited impact, whereas strong general deterrence (through effective enforcement) is effective in changing behavior.

Thus, regardless of all our differences, some changes inevitably improve road safety, including reducing speeds (especially where vulnerable road users are present), separating oncoming traffic with barriers, and using general deterrence to change behavior. To achieve these interventions, all countries must provide genuine funding for road safety.22

Nonetheless, culture, religion, geography, and other distinctive circumstances remain vitally relevant to road safety. The art in developing and implementing strong road safety policy and programs lies in accepting vital evidence from elsewhere, using that evidence to prioritize the interventions most effective in addressing local road safety challenges, understanding the distinctive local circumstances, and refining implementation, narratives, and communications to address these distinctive local circumstances. Interventions must be chosen based on evidence, but the interventions and/or the messages employed to support them in the community must be tailored to local culture and beliefs.

As indicated above, the Safe System pillars form the basic structure for the country profiles (Chapters 10 and 11). Details on how to interpret the content (including risks) for each pillar, as well as information on interventions to reduce any risks identified, can be found in the following chapters relevant to each pillar (Chapters 3 to 9).

---

### 2.2. Under-reporting and Systemic Omissions of Road Crash Fatalities and Injuries

#### Introduction

The under-reporting of road crash fatalities and injuries is a significant problem globally – affecting both developed and developing countries. It is a critical inhibiting factor in understanding the scale and impact of the road safety challenge, more so with the rising trend of fatalities and serious injuries globally.\(^4\) Not only does the under-reporting cause under-estimates of the problem, but it also causes systematic errors in the nature and location of the problem because unreported crashes and fatalities differ systematically from reported crashes.

Under-reporting impacts the identification of vulnerable road users, the setting of priorities among public health issues, and the development and implementation of cost-effective interventions for promoting road safety.\(^23\) It significantly increases the uncertainty of the effects of road safety interventions in reducing road crash fatalities and injuries.\(^3\)

For countries to reduce the burden of road crash fatalities and injuries in line with the goals and targets in the UN Decade of Action for Road Safety, it is a vital step to analyze and create a framework to eliminate the disproportionate gap between reported and unreported road crash fatalities and injuries.

#### Cases of Under-reporting and Omissions

A comparison between government-reported road crash fatalities and WHO-estimated fatalities in 2016\(^4\) indicates profound under-reporting, with the highest under-reporting occurring in LMICs, as shown in Table 2.1.

Surveys and studies in both developed and developing countries give a substantial account of the disparity of reported and unreported data. The studies also investigated the existence of factors creating a bias in the reporting trends in the various countries. The probability of reporting of road crash fatalities and injuries is proportionate to the severity of the injuries and the rate of motorization, irrespective of the country’s development level. The less severe the injuries, the less likely they will be reported; and the higher the rate of motorization in a country, the higher the fatalities and injuries under-reporting gap.\(^3\)

<table>
<thead>
<tr>
<th>Country Classification</th>
<th>Percentage Under-reporting of Road Crash Fatalities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low-Income</td>
<td>84%</td>
</tr>
<tr>
<td>Middle-Income</td>
<td>51%</td>
</tr>
<tr>
<td>High-Income</td>
<td>11%</td>
</tr>
</tbody>
</table>

The reporting levels of hospital-treated injuries in 13 high-income countries vary from 21 percent to 88 percent, which shows that many injuries – from serious to minor – go unreported. There was a small reporting bias for vehicle occupants and a serious reporting bias for cyclist-related crashes, especially single vehicle-cyclist crashes. In the

European Union (EU), police records only capture approximately 70 percent of the vulnerable road user casualties because of high under-reporting for cyclists, pedestrians, and motorcyclists.\(^\text{24}\) Males, young people, and injured victims from road crashes occurring in remote and inner regional areas are also likely to be under-reported. This is a critical under-reporting bias since rural areas experience approximately twice the fatal crash incidence density of road crashes as compared to urban areas – even with the lower human and vehicle population.\(^\text{25}\)

Comparisons between data from traffic police and hospital registries (using a “capture-recapture” method\(^\text{26}\)) showed that both sources of data did not provide accurate coverage of road crash fatalities and injuries. Both systems need to be strengthened to increase the accuracy of reported data. The main difference between data from the police and the hospital registry was that the police crash data were more likely to involve multiple vehicle crashes, vehicle driver casualties, males, and pedestrians as compared to vehicle passenger victims. In some cases, road crash incidences were 60 percent higher than the calculated incidences from police crash and hospital registry data.\(^\text{27,28}\)

**Discussion**

LMICs rely heavily on police recorded road crash fatalities and injuries data, as indicated in the reviewed studies. Police recorded data are limited quantitatively and qualitatively (Figure 2.6), due to other conflicting duties police must perform and to reporting biases, including biases in what is reported to the police. However, police recorded road crash data are essential in providing an overall outlook of road crash fatalities, including details of crash locations and other information which can only be determined by attending the scene for the crash. Thus, health-based crash data cannot inform road safety management to the same extent as sound police data. However, linkages to other data sources, such as health-based systems, improve the accuracy, completeness, and quality of road crash fatalities and injuries data in a country.\(^\text{29,30}\)

![Figure 2.6: Sources of Error and Data Loss in Official Crash Records](image)

The sole use of incomplete police road crash fatalities and injuries data misguides transport professionals during the critical stage of prioritizing road safety interventions. Transport experts draw incomplete conclusions on road crash causal factors leading to the selection of ineffective road safety interventions.\(^\text{31}\) For example, officials often underestimate the positive


impact in seat belt use for vehicle occupants – which is recommended as a best practice because seat belts greatly reduce the fatality risk for all vehicle occupants.\(^{33,34}\)

The extent of under-reporting in developing countries is also difficult to estimate since most countries lack an organized trauma care system, which is critical in the review of police-recorded road crash fatalities and injuries data. Trauma care systems that have prompt communications and responses and that have exhaustive documentation of injury data are an essential complementary tool in the process of reducing the under-reporting gap.\(^{28}\)

**Next Steps**

Based on the experience with the nature of the problem and guidance\(^{29}\) on under-reporting, the key steps recommended as being critical in the context of developing countries include:

1. Dedication of necessary financial and human resources to the traffic police and including as part of their mandate registration and follow-up of all serious road crash for within 30 days;

2. Training of police in the importance of crash data and processes to collect it accurately;

3. Contingencies which increase the motivation of the community to report all injury and fatal crashes to police;

4. Estimation of the proportion of road crash fatalities reported by the traffic police using complementary sources such as death certificates and hospital injury data; and

5. Developing linkage frameworks and a single platform with the institutions handling the supplementary sources of information (that is, health and justice institutions) to improve the completeness and quality of the data.

Under-reporting of crash data, particularly in LMICs, is a significant issue and impedes the successful management of road safety. This section has identified the deficiencies with existing crash-based data. This highlights the need for requirements for improved crash data, as well as the need for alternative sources of data to better manage safety until such time that systems can be improved.

---


2.3. The Relationship between Road Crash Fatalities and Serious Injuries

Introduction

Over the last decade, monitoring of road crash fatalities has been at the forefront of road safety activities – significant proportions of road crash data and activity around the world are focused only on road crash fatalities, giving little significance to road crash serious injuries. The greater accuracy and suffering generally occasioned by fatalities warrants that these should be a point of focus. However, the much larger numbers and economic costs of serious injuries are neglected. The actual burden of road crash serious injuries is unknown in many developed and developing countries. The most viable (though imperfect) solution is to estimate injuries from fatalities. Relating road crash serious injuries to road crash fatalities is therefore essential, given that data on road crash fatalities is more accurate and complete. Establishing an estimate of the burden of road crash serious injuries will enable countries to better appreciate the nature and extent of the problem, better allocate resources, and develop more effective strategies to address the challenge.

The road crash fatality data from WHO are estimated by supplementing the government-reported fatalities with data from the Ministries of Health of the individual countries in which the health data are ascertained to be of high quality. In countries without valid complementing sources of data, the road crash fatality estimates are based on various covariates (that is, from surveys and published sources).

Road crash injuries are difficult to estimate since it is difficult to identify any complementing data that can be used in determining the proportion of unreported injuries in trauma centers. This challenge is amplified in developing countries, especially because of the poor state or lack of trauma registries in those countries, whereas injury surveillance systems are important parts of well-developed and distributed trauma centers.

Estimation of Serious Injuries

A report on the valuation of life and the cost of serious injuries suggested that serious injuries could be estimated as ten times the number of fatalities. This methodology is supported by the inference made in a systematic analysis of population health data that for every fatality there are 20 injured persons in need of medical treatment. However, in developed countries, this ratio is estimated to be as high as 50. Given that serious injuries are a proportion of all injuries, it follows that the ratio of fatalities to serious injuries

26 There are various definitions for serious injury in road safety, although it often refers to more severe injuries that involve hospitalization. This can range from relatively minor and short-lived incapacitation, through to permanent life altering injury. For a detailed discussion on definitions, see ref.
will be lower as compared to the ratio of fatalities to all injuries.

Limitations in Serious Injuries Data Collection

The limitations in the collection of road crash serious injuries data are three-fold: 42

1. Variation in definition of serious injuries (in both developing and developed countries);
2. Low reliability of serious injuries data (quantitatively and qualitatively); and
3. Misrepresentation of the severity of injuries in countries with inadequate data collection systems and those with a higher distribution of pedestrians, cyclists, and motorcyclists.

The common variation between the definition of serious injuries also arises from the difference in methodologies used in obtaining the number of maximum abbreviated injury scale (MAIS3+) 43 injuries in different countries and regions.

Recent Studies on Serious Injuries

There is a disparity between the rate of reduction of fatalities and the rate of decrease in serious injuries. In some countries, road crash fatalities are on a downward trend, while serious injuries are on an upward trend, especially for vulnerable road users – further emphasizing the need to investigate and understand the relation between road crash fatalities and serious injuries. 44

A review of the road crash fatalities and injuries in a sample of OECD 45 countries reveals that the rate of reduction of road crash fatalities is approximately twice the rate of reduction of road crash injuries and six times that of hospitalized injuries. This shows that the decline in road crash fatalities is not proportional to the decrease in road crash injuries (Table 2.2). An examination of Disability-Adjusted Life Years (DALYs), Years of Life Lost (YLL), and Years Lost due to Disability (YLDs) due to road crashes across 187 countries for 20 years concludes that the relationship is indeed non-linear, and that further research is required to develop more effective road safety interventions. The disparity in the reduction of fatalities and serious injuries is a global issue and is not limited to developed or developing countries. 46

Analysis of the relation between road crash fatalities and injuries in 23 OECD countries (Table 2.3) shows the scale of the burden of road crash injuries. On average, 46 road crash injuries occur for every road crash fatality, and six serious road crash injuries occur for every road crash fatality.

The actual ratio may be significantly higher because of the under-reporting and lack of complete data, especially for injuries (see Section 2.2).

Table 2.2: Percentage Change in Road Crash Fatalities and Injuries in a sample of OECD Countries (Analysis of OECD IRTAD 2019 Road Safety Annual Report by GRSF)

<table>
<thead>
<tr>
<th>Change from 2010 to 2015/6/7</th>
<th>Fatalities</th>
<th>All Injuries</th>
<th>Hospitalized Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mean</td>
<td>-19%</td>
<td>-10%</td>
<td>-3%</td>
</tr>
</tbody>
</table>

43 Serious road injuries are defined as nonfatal road traffic casualties with an injury severity level of MAIS3+ (Maximum Abbreviated Injury Scale)
Table 2.3: Ratio of Road Crash Fatalities to Injuries in 23 OECD Countries (Analysis of OECD IRTAD 2018 Road Safety Annual Report by GRSF)

<table>
<thead>
<tr>
<th>Ratio of Road Crash Fatalities to -</th>
<th>All Injuries</th>
<th>Hospitalized Injuries/National Definitions</th>
<th>Injuries with MAIS3+</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mean</td>
<td>46</td>
<td>9</td>
<td>6</td>
</tr>
<tr>
<td>Upper Limit</td>
<td>96</td>
<td>31</td>
<td>18</td>
</tr>
<tr>
<td>Lower Limit</td>
<td>5</td>
<td>2</td>
<td>2</td>
</tr>
</tbody>
</table>

Serious Injuries in Developing Countries

There are few national and regional studies undertaken to establish the burden of road crash serious injuries for developing countries because the coverage of surveillance systems is limited in LMICs, mostly covering urban areas with only limited coverage of rural areas.\(^{47}\) Many studies on road crash serious injuries are not undertaken at a national level but at a lower level - in some cases at a trauma center level. These studies, as critical as they are in showing the magnitude of serious injuries in developing countries, may be limited in their applicability at a national and regional level.

The estimated ratio of road crash fatalities to injuries in developing countries ranges from 1:66 to 1:4.\(^{48,49}\) In some regions with hospitalized crash casualty data, the estimated ratio of road crash fatalities to the hospitalized road crash casualties was approximately 1:8. The more significant under-reporting of injuries compared to fatalities, combined with the treatment of injuries outside the hospital setting, means that these ratios are an under-estimate. In both cases, a large proportion of crashes involved vulnerable road users.

The significant difference in ratios can be attributed to the variation of under-reporting of crash injuries, the nonuniform definition of serious injuries in different countries,\(^{50}\) and the lack of proper post-crash care systems (see Chapter 8).

Conclusions

Changes in the nature of motorization and the numbers of deaths in recent years point to the necessity of re-estimating the ratio between road crash fatalities and serious injuries, and possibly developing separate ratios for different country classifications, to give a clearer picture of the magnitude and impact of road crash injuries globally.

The data reveals a wide variation of the relation of road crash fatalities and serious injuries in developed countries. If some national definitions of serious injuries are of the same accuracy as the MAIS3+ definition, the relation may be as high as 31 serious injuries for each fatality (Table 2.3) and even significantly higher considering the under-reporting of road crash injuries.

Given that the actual burden of serious injuries is difficult to estimate for both HICs and LMICs, an approximate estimate may be developed using data from 23 OECD countries, considering the under-reporting of road crash fatalities that exists. We can develop two estimates using the different levels of under-reporting in HICs, ranging from 30 percent to 50 percent (See Section 2.2), and applying it to the average ratio of road crash fatalities to serious injuries.

For this estimate, we will consider national definitions of hospitalized injuries to be serious

injuries in the 23 OECD countries that have this data. Applying a correction for under-reporting of 30 percent and 50 percent places the mean ratio of 9:1 between 13:1 and 18:1 respectively. Taking this into account, the ratio of road crash fatalities to serious injuries of 15:1 is a reasonable estimate.

Next Steps in Estimation of Serious Injuries

There are significant limitations in serious injury reporting arising from a number of sources, including under-reporting and systemic omissions in police recorded data (refer to Section 2.2), and the inadequate health infrastructure/trauma registration systems in developing countries. The recommendations arising from this analysis are:

1. Recognition of the human, social, and economic significance of road crash injuries is needed, along with stronger efforts to collect sound data on this across LMICs and even HICs.

2. In the absence of sound crash data on serious injuries and in recognition of the extensive under-reporting of them, a reasonable estimate of the extent of serious injuries may be derived from employing a ratio of 15 serious injuries per fatality. This ratio is employed in the present report.

2.4. The Cost Burden of Road Crash Fatalities and Serious Injuries

Introduction

The actual burden of road crash fatalities and serious injuries in the world is unknown. It is difficult to estimate the extensive social and economic effects road crashes cause, more so because there are many intangible costs (indirect costs) which are difficult to determine as compared to tangible costs (direct costs). Some of the areas of costs are provided in Box 2.1. The high levels of underreporting further exacerbate the problem since a large proportion of road crashes and injuries go unreported, especially in LMICs (see Section 2.2).

It is critical to obtain the social and economic cost of road crashes, especially for developing countries, to raise the profile of road safety among policymakers. Understanding the economic implications of inaction in road safety will ensure prioritization and result in adequate reallocation of resources for road safety from a national to a regional level. Understanding the economic cost of crashes also improves the ability to conceptualize more cost-effective road safety measures.

An analysis was undertaken as part of this study across data from all LMICs. The results indicate that there were an estimated 19.63 million deaths and serious injuries in LMICs in 2016. These road crash fatalities and serious injuries cost developing counties approximately $1.7 trillion, which is in total more than 6.5 percent of the developing economies’ GDP. This is a significant challenge for countries which are in the process of growing their economies. It is forecast that more than 50 million fatalities and 500 million injuries will be attributed to road crash injuries between 2001 to 2050 if significant global efforts to solve the issue of road safety aren’t prioritized – showing that the cost of inaction is high.

The group of the population most affected by road crash fatalities and injuries is between the ages of 15 to 64 years. This economically active age group is on average involved in 72 percent of the road crash fatalities in developing countries. This causes a significant macroeconomic ripple effect in the developing countries’ economies, considering also that it affects males, who are the primary source of family income in some societies in developing countries, more than women at a ratio of 3:1.

Road crash serious injuries cause a greater impact on countries’ economies compared to road crash fatalities on average four times more in terms of aggregate cost. They cost developed countries up to 2.7 percent of their GDP because about 75 percent of the victims with MAIS3+ casualties take more than three years to fully recover - increasing the impact and burden of serious injuries. Given the underreporting of road crashes, the cost may be higher than estimated, and significantly higher for developing countries considering both underreporting and the poor state of post-crash care.

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54 GRSF Estimate using WHO data and iRAP Methodology
### Box 2.1: The Areas of Cost of Crashes

<table>
<thead>
<tr>
<th>Human costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loss of labor in workplace due to deaths</td>
</tr>
<tr>
<td>Loss of labor in workplace due to permanent and temporary disabilities</td>
</tr>
<tr>
<td>Additional labor in household</td>
</tr>
<tr>
<td>Reduced quality of life with pain, suffering, and disability</td>
</tr>
<tr>
<td>Workplace productivity losses and additional processes - hiring of new temporary or permanent employees, training</td>
</tr>
<tr>
<td>Funeral</td>
</tr>
<tr>
<td>Grief and associated disruptions</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Medical and rescue</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hospital and medical</td>
</tr>
<tr>
<td>Ambulance</td>
</tr>
<tr>
<td>Rehabilitation</td>
</tr>
<tr>
<td>Long term care</td>
</tr>
<tr>
<td>Fire and emergency services</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Legal costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Police</td>
</tr>
<tr>
<td>Coronial processes</td>
</tr>
<tr>
<td>Legal fees in civil and criminal proceedings</td>
</tr>
<tr>
<td>Correctional services/jail</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Vehicle costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Repairs</td>
</tr>
<tr>
<td>Unavailability/loss of vehicles</td>
</tr>
<tr>
<td>Towing</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>General costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Travel delays (human time, crash generated congestion, additional GHG emissions, health costs of pollution)</td>
</tr>
<tr>
<td>Insurance administration for property damage and injuries</td>
</tr>
<tr>
<td>Non vehicle property damage</td>
</tr>
<tr>
<td>Crash site clean up</td>
</tr>
</tbody>
</table>

### Methods of Costing Road Crash Fatalities and Injuries

There are different methods for costing road crashes, including for example, Willingness-To-Pay (WTP), Human Capital (HC), and General Equilibrium approaches (52).57,58 Worldwide, the WTP and HC methods are the most commonly used. The WTP method estimates the cost from the road user’s point of view using their willingness to pay to minimize/eliminate the potential risk of fatality, injuries, and property damage from a crash. The HC method estimates the cost of road crashes in terms of lost earnings resulting from the casualties and other costs.57

Both the WTP and HC methods have their limitations: the WTP method requires sophisticated survey techniques and data which are not readily available in developing countries, and the HC method lacks adequate strategies of measuring pain and suffering from road crash fatalities and injuries. The Human Capital method is preferred for developing countries because of its structured nature and cost categorization: the cost categorizations include property damage, administrative, and casualty-related costs.

A guide for estimating costs in the absence of comprehensive data, formulated by iRAP, uses data from both the HC and WTP methods as obtained from various countries to develop estimates reflecting the level of income of the specific country. The advantage of this approach is that it ensures consistency and avoids bias from surveys in different countries, making the estimates comparable. Table 2.4 summarizes iRAP’s economic appraisal model.38

---


Table 2.4: iRAP Economic Appraisal Model – Central Values

<table>
<thead>
<tr>
<th></th>
<th>Central Values</th>
</tr>
</thead>
<tbody>
<tr>
<td>Value of Fatality</td>
<td>$70 \times GDP/\text{Capita}$</td>
</tr>
<tr>
<td>Value of Serious Injury</td>
<td>$17.5 \times GDP/\text{Capita}$ (25% VSL)</td>
</tr>
<tr>
<td>Number of Serious Injuries to number of Fatalities</td>
<td>10*</td>
</tr>
</tbody>
</table>

*15 used herein- see text in Section 2.3

The GRSF estimates of the burden of road crash fatalities and injuries presented in this report are calculated employing WHO-estimated road crash fatalities and the iRAP economic appraisal model, except that the GRSF-estimated ratio of road crash fatalities to serious injuries of 1:15 is applied (see Section 2.3 for the rationale for this ratio). Figure 2.7 and Figure 2.8 show the distribution of road crash serious injuries and the economic burden of road crash fatalities and serious injuries in developing countries, respectively.

Next Steps in Estimating the Actual Burden of Road Crashes

In developing countries, few studies have been conducted to estimate the actual burden of road crash fatalities and injuries. Two typical limitations in the studies in developing countries are:

1. They are limited to a group of national/sub-national hospitals within the country; and
2. They do not include all costs, especially indirect costs and other direct costs, where there are scarce data sources.

These limitations make the estimated burden of road crash fatalities and injuries unsuitable for use in economic analysis, for prioritization of road safety interventions, and for comparison with other countries, since they do not represent the national burden of road crashes and have variations in the cost-related data inclusion.52

A guideline on the estimate of the costs of road crashes in developing countries53 recommends that the first step in estimating the burden of road crash fatalities and injuries should be the collation of national data on the total annual number of crashes and casualties for each severity of crash, with all data sources and assumptions indicated where necessary. This process should include the collection of official police data and comparison with other complementary data sources to consider any instances of under-reporting.

The calculation of the national annual crash costs can then be made using the crash-related costs and casualty-related costs with an additional cost to reflect human costs (that is, pain, grief, and suffering).

Each of the country profiles provides information on the cost of crashes. This includes information on the estimated cost of fatal and serious injuries as well as the cost as a percentage of GDP. Guidance on how to interpret this information, including sources of data, can be found in Chapter 9.
Figure 2.7: Road Crash Serious Injuries in Developing Countries
GRSF Estimate using a Revision of iRAP’s Relation of Road Crash Fatalities and Serious Injuries
Figure 2.8: Estimated Cost of Road Crash Fatalities and Serious Injuries in Developing Countries

These percentages and estimated cost of road crashes fatalities and injuries have been calculated with the iRAP methodology using 2016 World Bank GDP Data and the 2016 WHO-estimated road crash fatalities and serious injuries calculated assuming a ratio of 15:1 (15 serious injuries for every fatality). This estimate broadly falls in the range of 30:1 in high-income countries to possibly lower but generally unknown ratios in low- and middle-income countries, since crashes may tend to generate more fatalities in the latter context. The percentages have been weighted according to the population in each country.
3. ROAD SAFETY MANAGEMENT (PILLAR 1)

Introduction and Summary of Country Profile Data

This chapter, and the following chapters, provide information on specific Safe System pillars. This information is provided to help interpret the information in the country profiles, and to identify gaps or risks. It also provides details about effective interventions that can be used to address issues that are identified. This first chapter provides information on the Road Safety Management Pillar.

The summary below (Table 3.1) provides information from the country profiles on this issue. It is clear that improvements are required in regard to road safety management, and the remainder of this chapter provides advice on this issue.

Table 3.1: Summary from Country Profile Data

<table>
<thead>
<tr>
<th></th>
<th>LICs</th>
<th>MICs</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>% of countries with a funded lead agency</td>
<td>67%</td>
<td>74%</td>
<td>73%</td>
</tr>
<tr>
<td>% of countries with national road safety strategy</td>
<td>56%</td>
<td>82%</td>
<td>76%</td>
</tr>
<tr>
<td>% of countries with partial or full funding for national road safety strategy</td>
<td>52%</td>
<td>77%</td>
<td>71%</td>
</tr>
<tr>
<td>% of countries with road safety targets</td>
<td>30%</td>
<td>63%</td>
<td>56%</td>
</tr>
</tbody>
</table>

Road Safety Management

Road safety management is a systematic process aimed at reducing the number and severity of road-related crashes. Road safety management is often given a low priority, generating a fragmented, unsystematic approach to road safety. The building of institutional management capacity in developing countries is critical because the fragmented approach to road safety in most of these countries creates a structural barrier in implementation of systematic, sustained, and accountable road safety interventions. This in turn inhibits the development and implementation of effective, evidence-based, properly funded, and appropriately prioritized interventions to reduce road crash trauma.

Road safety is a manageable product, produced through a management system with three interrelated elements: (i) institutional management functions that (ii) produce interventions that (iii) deliver results. Figure 3.1 shows the version of the road safety management system model, refined and updated by the World Bank/GRSF to include “Leadership and Target Setting” as an additional institutional management function, and to also include the new intervention of “Safe Speeds”, which is a critical intervention with direct and measurable impacts on fatalities and injuries. A further revision is planned to include “minimizing road use” for a similar reason.

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60 Kavi Bhalla & Marc Shotten (2019) Building Road Safety Institutions in Low- and Middle-Income Countries: The Case of Argentina, Health Systems & Reform, 5:2, 121-133. DOI: 10.1080/23288604.2019.1668061
Effective Management of Road Safety

The success and effectiveness of road safety lead agencies (RSLAs) in coordinating preventative road safety interventions in developing countries is dependent on the following key elements:\(^{61,63,64}\)

- Lead agency which has full-time expert staff, legally endowed powers, permanent funding, political support, and access to relevant data
- Road safety strategies with clear intermediate and final targets and outcomes
- Funding dedicated to road safety
- Road crash and other complementary data
- Understanding of the causes and circumstances at the locations of road crashes

Data and the Regional Road Safety Observatories

Regional road safety observatories offer an opportunity for countries to improve their collection, storage, management, analysis, and use of crash databases and other road safety data. Improvement occurs through collaboration, learning from each other, learning from global experts in larger gatherings, increased appreciation of the size and nature of the problem, and the motivations created by friendly competition between the member countries.

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The evidence-based information developed by the road safety observatories should facilitate the design, implementation, and evaluation of road safety policies and interventions that will drive the reduction of road crash fatalities and injuries. An example of how the development of a road safety observatory has created successful results is in the European Union (EU), where there has been a rapid reduction of road crash fatalities within the last decade.

The protocols developed in the EU included harmonized methods to collate national level road crash data, disaggregated exposure data, safety performance indicators, and in-depth crash and injury data. Additionally, the program developed more advanced and accurate statistical processes to standardize road crash data analysis, which became a knowledge base for safety policy support, and improved the EU road crash database.

The World Bank and GRSF have supported the development of the now well-established road safety observatory for Latin America (called the Observatorio Iberoamericano de Seguridad Vial, or OISEVI) along with partners such as the International Transport Forum-International Traffic Safety Data and Analysis Group (ITF-IRTAD), the Development Bank of Latin America (CAF), the Inter-American Development Bank (IADB), and the Pan American Health Organization (PAHO). In addition, the World Bank, GRSF (with UK Aid funding), the Africa Transport Policy Program (SSATP), the International Automobile Federation (FIA), ITF-IRTAD, and the United Nations Economic Commission for Africa (UNECA) have partnered with many countries to successfully develop the Africa Road Safety Observatory, which was launched in South Africa in June 2019. Development is now underway for the World Bank and GRSF (again with UK Aid support) to support the development of a similar observatory for the Asia-Pacific region, along with partners UNESCAP, the Asian Development Bank (ADB), ITF-IRTAD, FIA, and WHO, among others. (See also the description in Box 3.1 of the World Bank/Philippines Data for Road Incident Visualization, Evaluation, and Reporting (DRIVER) system.)

Improvement of road crash data is one of the main objectives of road safety observatories. The EU’s Community Road Accident Database (CARE) and the OISEVI database are successful Regional Road Safety Observatory databases that collect data from participating member states and collate them into one database for identification and quantification of road safety problems, evaluation of the efficiency of road safety measures, and analysis to facilitate the exchange of experiences between the member states.

For countries to improve data quality, a situational assessment of the current data system needs to be undertaken. This should be done through stakeholder analysis, assessment of data sources, use of existing systems, end-user needs assessments, and environmental analysis. In addition to making these changes in policy, implementation of technology, assessments and training can be utilized to improve road safety data.

Safety data should include other data-sets other than road crash data in order to improve the overall effectiveness of the data. Transport

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professionals will be able to identify areas and strategies with high potential for road safety improvement. Examples of other complementary data-sets include crash volume data and road data, as shown in Figure 3.2.\textsuperscript{69} Crash data in this context should include road crash fatality and injury data from different complementary sources (that is police-recorded data, hospital-recorded injury data, and so forth).

Information on road safety management-related performance can be found in the country profiles. Key factors relating to the Road Safety Management Pillar include whether there is a funded lead agency, whether there is a national road safety strategy, and the existence of road safety targets. The information in the country profiles should be reviewed in conjunction with the information in this chapter, particularly for those profiles where there are gaps or deficiencies. Information on interpreting the information in the country reports can be found in Chapter 9 (see Part 2 for information on road safety management).

### Box 3.1: Data for Road Incident Visualization, Evaluation, and Reporting (DRIVER) system

The World Bank, working with the Philippines government, developed and deployed a web-based and open-source system for geospatially recording and analyzing road crashes - the Data for Road Incident Visualization, Evaluation, and Reporting (DRIVER) system.\textsuperscript{70}

The system links multiple agencies involved in recording road crash data (that is, local government units, the police, and the health system), standardizes terms and definitions for reporting, and provides analytical tools to support evidence-based investments and policies and monitoring of the impact of interventions. To access the platform and basic data, a simple login with a Google account is necessary.

DRIVER is currently being scaled-up to a national level in the Philippines, with support from the Bloomberg Initiative for Global Road Safety (BIGRS) and the Quality Infrastructure Investment (QII) Partnership between the World Bank and the Government of Japan. Based on requests from different cities and/or countries where funding was available, DRIVER pilots are currently under implementation in Laos, Mumbai (India), São Paulo, and Brazil.

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4. SAFE ROADS AND ROADSIDES (PILLAR 2)

Introduction and summary of country profile data

This chapter provides information on safe roads and roadsides, including describing risk-related factors and ways to mitigate them. The content should be read in conjunction with the Pillar 2 material of the country profiles. The following summary (Table 4.1) provides key information on this pillar from the country profile reports.

Table 4.1: Summary from Country Profile Data

<table>
<thead>
<tr>
<th></th>
<th>LICs</th>
<th>MICs</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>% of countries with partial audit/star rating for new roads</td>
<td>74%</td>
<td>82%</td>
<td>80%</td>
</tr>
<tr>
<td>% of countries with inspection/star rating for existing roads</td>
<td>44%</td>
<td>60%</td>
<td>57%</td>
</tr>
<tr>
<td>% of countries with investment allocated to upgrade high risk locations</td>
<td>48%</td>
<td>66%</td>
<td>62%</td>
</tr>
</tbody>
</table>

Safe roads and roadsides

Improved road safety infrastructure provides reliable, well-understood, and well-researched road crash and injury reduction outcomes and is critical for obtaining, consistent with the Safe Systems approach, sustainable reductions in road crash fatalities and reductions in injuries.

Well-designed and well-constructed roads and roadsides reduce crash risk and injury severity levels.71

Well-designed high performing infrastructure treatments can lead to a reduction of road crash fatalities by up to 90 percent,72,73,74 and investments in road safety infrastructure treatments have an average benefit-cost ratio of more than 15:1 in developing countries.75 Well-designed infrastructure addresses many aspects of road safety by reducing the risk of injury in the event of a crash, eliminating certain risky behaviors (by making them impossible), and reduces the risk of road user error.76

An assessment of 358,000 km of roads across 54 countries found that road features elevate the risk and severity of road crashes significantly, especially when designed without considerations of road safety aspects. Figure 4.1 shows the increased risk to vulnerable road users from unsafe road conditions.77

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Road Star Rating and the Business Case for Safer Road Infrastructure

iRAP provides road star ratings that give a simple and objective measure on the level of safety, which is “built-in” to the road for the road users. (See Box 4.1 on GRSF/iRAP developments). 5 Star roads are the safest, while 1 star roads are the least safe.

Star Ratings are embedded in the UN Global Road Safety Performance Targets, providing a common standard to benchmark the safety of the world’s roads. The two targets are:

1. All new roads are to achieve technical standards for all road users that take into account road safety, or meet a three-star rating or better; and
2. More than 75 percent of travel on existing roads is on roads that meet technical standards for all road users that consider road safety by 2030.

If the targets are met it is estimated that a total of 467,000 lives will be saved a year; 100 million deaths and serious injuries will be saved over 20 years, and $8 of savings will be made for every $1 invested in road safety infrastructure.\textsuperscript{75, 76, 77}

Developing countries have a significant deficiency in road safety infrastructure, mainly due to the lack of proper road safety management, which leads to the low prioritization of road safety as a national agenda and low resource allocation to road safety infrastructure interventions. This can be observed from the comparison of the road star ratings in low-income countries and high-income countries (Figure 4.2). Vulnerable road users have significantly increased exposure to high-risk roads during their travel.

\begin{figure}[h]
\centering
\includegraphics[width=\textwidth]{figure4.2.png}
\caption{Difference in Star Ratings between Low- and High-income Countries (Adopted from iRAP)}
\end{figure}

\begin{table}[h]
\centering
\begin{tabular}{|c|c|}
\hline
In low income countries & In high income countries \\
\hline
42.0 & 25.9 \\
\hline
25.9 & 22.0 \\
\hline
22.0 & 28.9 \\
\hline
18.4 & 13.5 \\
\hline
35.5 & 29.9 \\
\hline
\end{tabular}
\end{table}

\textbf{Box 4.1: GRSF/iRAP Developments to Improve Safe Road Infrastructure}

\textbf{Star Rating for Design (SR4D)}

SR4D is a web application developed by iRAP, through GRSF funding, to enable Star Ratings to be easily incorporated into the road design process.

The application empowers designers to assess the road safety of a design and improve its safety star rating before the road is constructed, thus saving lives and preventing serious injury from the onset.

SR4D enables road engineers and designers, municipalities, road authorities, funding agencies, and governments to carry out the coding of road designs for a length of road. The application further enables the user to submit the coding data to ViDA’s (Vaccines for Roads Big Data Tool) application programming interface (API) for a star rating to be generated. Any trained engineer or road safety practitioner can carry out a design Star Rating, ensuring improved safety at the design phase, and can thus maximize safety in road safety infrastructure. SR4D is available free of charge on the ViDA API.\textsuperscript{78}

It empowers designers to assess the safety of a road design and to improve its star rating.

\textsuperscript{78} https://vida.irap.org/
before the road is constructed, thus saving lives and preventing serious injury. Star Rating for Designs strengthens the road safety audit process, complementing it with an objective, replicable qualification of road user risk.

### The Road Safety Screening and Appraisal Tool (RSSAT)

The World Bank and GRSF, working with iRAP inputs, developed the Road Safety Screening and Appraisal Tool (RSSAT). The key objective of the tool is to guide and inform countries and World Bank teams of the projected safety implications due to the road infrastructure designs implemented during Bank projects.

RSSAT is simple and fast to use because it does not require video or photograph analysis. The results from RSSAT guide the adjustment of designs during project appraisal to ensure improved road safety outcomes. The tool takes into consideration the projected growth of traffic and changes in operating speeds and their projected impact on road safety. The tool can be used primarily during project planning to compare project scenarios with the baseline conditions and has the potential to be used as an evaluation tool to assess the project’s safety rating and overall safety benefit over a period of years.

### Road Infrastructure Safety Management (RISM)

RISM refers to procedures used by road authorities to inform decisions on road safety improvement of the road network in the country or region. The critical objective of road infrastructure safety management is risk identification in the planning, design, construction, and operation phases of road infrastructure to assess, remove, or mitigate the risks. The management of road safety infrastructure through road safety audits, assessments, inspections, and other strategies have cost-benefit ratios of up to 200 and road crash fatality reductions of up to 25 percent—showing they are effective in the reduction of road crash fatalities and injuries. Infrastructure engineering is a systematic approach to improve road infrastructure safety by:

- Applying **preventative** strategies
- Applying **reactive** strategies
- **Integrating safety** in all phases of planning design, and operation of road infrastructure

Preventative strategies are implemented to avert potential road crashes using evidence-based measures, while reactive strategies are implemented to prevent more crashes at high-risk locations of the road network, identified using actual crash data. Both preventative and reactive strategies are essential in assuring proper road infrastructure safety management at different phases of the life of road infrastructure.

A report on road infrastructure safety management in IRTAD countries documented the road safety procedures in each stage of the road infrastructure development process, as shown in Figure 4.3. A project in Nepal to install roadside crash barriers is described in Box 4.2

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82 GRSF Road Safety Training 2019
Box 4.2: Road Crash Barriers for Open Roads

In Nepal, under the World Bank Road Sector Development Project (RSDP) GRSF funded 73,000 meters of crash barriers installed on selected sections of the roads targeted under the project (based on the recommendations of a Road Safety Audit. (See Figure 4.4). These represented 76 percent of the high-risk locations under the project. UK Aid funding for this work is gratefully acknowledged.

It was estimated that the project would reduce the incidence of fatalities by 30 percent and that of serious injuries by 25 percent. A simplified impact evaluation conducted at project closure of the crash-barrier installations indicated that at least seven hits were recorded and that vehicles carrying a total of 270 passengers were protected from departing the roadway and potentially falling into the valley. Given the terrain, many of the 270 passengers would have died if these vehicles had left the road and fallen down the cliff. If similar rates continued in future years, it is estimated that 3,450 lives could be saved over a 20-year period.

The project substantially improved road safety, saved lives, and reduced poverty in vulnerable families among road users. It also highlighted the importance of road safety policy and decision making in Nepal.

Figure 4.3: Data, Procedure, and Purposes of Road Infrastructure Safety Management Tools

<table>
<thead>
<tr>
<th>DATA REQUIRED</th>
<th>RISM PROCEDURE</th>
<th>PURPOSE OF RISM PROCEDURES</th>
</tr>
</thead>
<tbody>
<tr>
<td>VOLUME DATA</td>
<td>Road Safety Impact Assessment (RSIA)</td>
<td>Compare different scenarios from a road safety point of view</td>
</tr>
<tr>
<td></td>
<td>Efficiency Assessment Tools (EAT)</td>
<td>NSA</td>
</tr>
<tr>
<td></td>
<td>Road Safety Audit (RSA)</td>
<td>RA</td>
</tr>
<tr>
<td>ROAD DATA</td>
<td>Network Safety Management (NSM)</td>
<td>RSM</td>
</tr>
<tr>
<td></td>
<td>Road Infrastructure Safety Performance Indicator (SPI)</td>
<td>SPI</td>
</tr>
<tr>
<td>CRASH DATA</td>
<td>Network Safety Ranking (NSR)</td>
<td>RAP</td>
</tr>
<tr>
<td></td>
<td>Road Assessment Programmes (RAP)</td>
<td>SAI</td>
</tr>
<tr>
<td>CRASH DATA</td>
<td>Road Safety Inspection (RSI)</td>
<td>II</td>
</tr>
<tr>
<td>CRASH DATA</td>
<td>Black Spot Management (BSM)</td>
<td>II</td>
</tr>
<tr>
<td>CRASH DATA</td>
<td>In-depth Investigations (II)</td>
<td>II</td>
</tr>
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<tr>
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<td>RSM</td>
</tr>
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<td></td>
<td>Road Infrastructure Safety Performance Indicator (SPI)</td>
<td>SPI</td>
</tr>
<tr>
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<td>Network Safety Ranking (NSR)</td>
<td>RAP</td>
</tr>
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</tr>
<tr>
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<td>Black Spot Management (BSM)</td>
<td>II</td>
</tr>
<tr>
<td>CRASH DATA</td>
<td>In-depth Investigations (II)</td>
<td>II</td>
</tr>
</tbody>
</table>
Figure 4.4: Roadside Barriers in Nepal. The GRSF funded construction of roadside barriers on cliff-side roads in Nepal, showing in order the road without barriers, during construction, at completion, as well as an example of a bus which was prevented from going over the cliff by the barrier.

Recommendations in developing RISM Tools

A global report on road infrastructure safety management recommends that each country should develop country- or region-specific RISM tools that will be effective in its context while using good practice knowledge to inform the development process. The report gives broad recommendations on the steps (Box 4.3) that road safety authorities need to follow to develop an effective and sustainable RISM system that will reduce the burden of road crash fatalities and injuries.
**Box 4.3: Recommendations to develop an effective RISM system (Adopted from IRTAD Research Report on RISM)**

1. Benchmark road infrastructure against good practices in other countries.
2. Implement new minimum safety standards for road infrastructure – in this case, 3 stars or better.
3. Continue evaluation and research to quantify the safety impacts of planning decisions.
4. Implement suitable Road Infrastructure Safety Management procedures for each stage of road development, including planning design, preopening, and full operation.
5. Make Road Infrastructure Safety Management procedures legally binding.
6. Involve both road and health authorities when developing road crash data boxes.
7. Assure adequate institutional management capacity and investment levels.
8. Use existing tools and guidelines; adopt second-best solutions where state-of-the-art solutions are not feasible.
9. Identify the Road Infrastructure Safety Management procedures that fit specific needs and identify barriers to implementation.
10. Share good practices of Road Infrastructure Safety Management procedures and intervention measures.
11. Monitor the safety performance of road infrastructure.
12. Develop self-explaining and forgiving roads.

---

**Road Safety Infrastructure Selection and Investment**

The selection of road safety infrastructure interventions should take into consideration all road users – with priority being given first to vulnerable road users. Interventions must be implemented to solve clearly identified problems through analysis of safety data or issues that were previously identified through a form of risk assessment.

The primary considerations in selecting and prioritizing road safety infrastructure interventions should include cost-effectiveness, maximum safety benefits, and minimum adverse effects. The benefits of the interventions should outweigh the costs and any adverse effects.\(^{63}\) The safety effect (that is expected reduction in target crashes or fatalities after implementation of the intervention) and the intervention implementation costs can be used to make a simple prioritization table and chart (Table 4.2). It should be noted that this should only guide the preliminary stages of selection. Selection and prioritization of the final interventions require mandatory consideration of country- or region-specific conditions and implementation costs in order to ensure maximum effectiveness of the interventions, which can only be achieved through in-depth optimization.

It is crucial to consider both the safety effect and the benefit-cost ratios of interventions to ensure that the interventions selected are cost-effective, which is an important factor in developing countries with limited resources.\(^{84}\)

Detailed information on safe roads and roadsides and related performance can be found in the country profiles. The information in the country profiles should be reviewed in conjunction with the information in this chapter, particularly for those

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where there are gaps or deficiencies on this issue. Information on interpreting the information in the country reports can be found in Chapter 9 (see Part 3 content for information on safe roads and roadsides).

**Table 4.2: Percentage Reduction in Crashes and Cost of Road Safety Infrastructure Interventions (Adopted from PIARC Catalogue of Design Safety Problems and Countermeasures)**

<table>
<thead>
<tr>
<th>Road Features</th>
<th>Cost</th>
<th>Percentage Reduction in Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Road Standard</td>
<td>$ - $$ $$</td>
<td>19% – 33%</td>
</tr>
<tr>
<td>Horizontal Alignment</td>
<td>$$$</td>
<td>20% - 80%</td>
</tr>
<tr>
<td>Vertical Alignment</td>
<td>$$$ - $$$</td>
<td>10% - 56%</td>
</tr>
<tr>
<td>Road Structure</td>
<td>$ - $$$</td>
<td>10% - 74%</td>
</tr>
<tr>
<td>Junction Design</td>
<td>$$$ - $$</td>
<td>10% - 95%</td>
</tr>
<tr>
<td>Traffic Control</td>
<td>$ - $$</td>
<td>10% - 92%</td>
</tr>
<tr>
<td>Visibility</td>
<td>$ - $</td>
<td>2% - 75%</td>
</tr>
<tr>
<td>Crash Amelioration</td>
<td>$ - $</td>
<td>14% - 60%</td>
</tr>
<tr>
<td>Pedestrian Facilities</td>
<td>$ - $</td>
<td>13% - 90%</td>
</tr>
<tr>
<td>Cycling Facilities</td>
<td>$ - $</td>
<td>10% - 56%</td>
</tr>
<tr>
<td>Rail Crossings</td>
<td>$ - $</td>
<td>73% - 93%</td>
</tr>
<tr>
<td>Traffic Calming</td>
<td>$$</td>
<td>10% - 80%</td>
</tr>
</tbody>
</table>
5. SAFE SPEEDS (PILLAR 3)

Introduction and Summary of Country Profile Data

Chapter 5 provides information on the importance of safe speeds, including risk-related factors and ways to mitigate these. The content should be read in conjunction with the Pillar 3 material of the country profiles. The summary below (Table 5.1) provides information on performance across all LMICs on this issue.

Table 5.1: Summary from Country Profile Data

<table>
<thead>
<tr>
<th></th>
<th>LICs</th>
<th>MICs</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>% of countries with national speed limit law</td>
<td>89%</td>
<td>97%</td>
<td>95%</td>
</tr>
<tr>
<td>% of countries with speed limits &lt;=30kph in urban roads</td>
<td>0%</td>
<td>3%</td>
<td>3%</td>
</tr>
<tr>
<td>% of countries with speed limits &lt;=70kph in rural roads</td>
<td>12%</td>
<td>17%</td>
<td>17%</td>
</tr>
<tr>
<td>% of countries with speed limits &lt;=90kph in motorways</td>
<td>33%</td>
<td>11%</td>
<td>14%</td>
</tr>
</tbody>
</table>

Safe Speeds

Safe speeds are a critical component of the Safe System approach offering powerful, inexpensive opportunities to save lives and debilitating injuries (Box 5.1). Higher speeds reliably and substantially increase crash severity, which is well recognized. Less well recognized is that higher speeds also increase crash probability through several mechanisms: by reducing the capacity to stop in time; by reducing maneuverability in evading a problem; by making it impossible to negotiate curves and corners at speeds which are too high for the friction available; and causing others to misjudge gaps. For example, a vehicle traveling above the speed limit allows pedestrians less of a gap to cross the road than expected for the distance between the pedestrian and the vehicle.85


Box 5.1: Features of Speed Management. Speed management offers a most powerful opportunity for road safety because it uniquely has all the following features (Adopted from Job & Sakashita, 2016)

1. Speed is the toxin in road crashes, contributing to both crash occurrence and crash severity.

2. The laws of physics apply in all countries, and thus there is no region, country, state, province, or municipality in which the effects of speed do not apply.

3. A focus on speed management is precisely aligned with the successful Safe System approach.

4. The beneficial effects of managing speed are immediate.

5. For management purposes, the benefits of speed reductions on deaths and injuries are sufficiently quantified by research to allow prediction of the level of change in travel speed required to deliver a specific road safety target.
6. Speed reductions provide strong benefits for all road users, including vulnerable road users who are at risk (pedestrians, cyclists, motorcyclists), allowing for advocacy by a wide range of stakeholders.

7. The management of speed entails all the pillars of the road safety management system, allowing for multiple targeted, effective actions by all stakeholders.

8. Substantial reductions in speed are possible within the limited budgets likely to be available and within tight timeframes.

9. Reduced speeds will provide synergistic benefits in other areas of global priority (reducing fossil fuel use, reducing emissions, reducing climate change effects of transport, reducing noise pollution, and increasing access and equity for those who cannot afford a car but must cross or walk along high-speed roads).

The management of speeds provides significant road safety benefits and sustainable transport co-benefits. Further support arises from the identification of speed as a factor in over 50 percent of road crashes in Africa especially noting that speed is often overlooked as a factor in crashes.

---

**Speed and its Relation to Crash Risk**

Several studies estimate the effect of changes in speed on road safety (exposure, risk, and consequences). Most notably, the Nilsson's Power Model was developed using many cross-sectional studies for validation. It describes the effect of change in average speeds on the crash frequency and severity using six equations with different exponent relations to estimate the number of fatal and injured casualties and the number of crashes involving fatal and injured casualties.

The Power Model was further refined through systematic studies that developed better exponential values for different crashes and injury severity, and considered different variations of road conditions, for example, urban, rural and inter-urban road conditions (Table 5.2). These studies demonstrate that speed and road safety have a law-like and causal relationship which is applicable universally, although not methodologically perfect, with the Power Model providing an appropriate estimate of the relationship (Figure 5.1).

---

Table 5.2: Nilsson’s Power Model Exponential Values for Different Road Conditions

<table>
<thead>
<tr>
<th>Crash/Injury Severity</th>
<th>Exponents for different crash environments</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Rural roads</td>
</tr>
<tr>
<td>Fatal crashes</td>
<td>4.1</td>
</tr>
<tr>
<td>Fatalities</td>
<td>4.6</td>
</tr>
<tr>
<td>Serious injury crashes</td>
<td>2.6</td>
</tr>
<tr>
<td>Seriously injured road users</td>
<td>3.5</td>
</tr>
<tr>
<td>All injury crashes</td>
<td>1.6</td>
</tr>
<tr>
<td>All injured road users</td>
<td>2.2</td>
</tr>
</tbody>
</table>

### Speed Limits and Effective Enforcement

Over 50 percent of the developing countries do not follow the Safe System approach in setting speed limits. The high speeds increase the overall crash risk eight-fold in some developing countries (GRSF Estimate using the Power Model).

Speed limits must be set based on harm reduction principles. Lower speeds are crucial in increasing hazard perception time, road users’ ability to judge vehicle speed, time to collision, and ability to possibly avoid the collision. Lower speeds also reduce reaction time and braking distances to hazards, the likelihood of loss of control, and the severity of impact forces in the event of a crash, thereby reducing injury severity.

### Speed Management - the Broader Picture

The significant variation in the objective rationalization of optimal speeds by road users makes a strong case for ensuring effective, structured, continuous, and network-wide speed management. Effective speed management should achieve optimal speeds appropriate for safety, keeping in mind road function, design, and use.\(^{100}\)\(^{101}\) It is ideally applied throughout the road network with the objective of reducing road crashes, fatalities, and severity of injuries.\(^{102}\)

The main action areas of speed management include:

- A robust and agreed-upon road classification system that reflects safe road use (including for vulnerable road users)
- Road infrastructure engineering
- Vehicle measures (for example Intelligent Speed Adaptation – ISA)
- Speed enforcement and adjudication
- Road user education and campaigns, especially those promoting the enforcement risk

---


Traffic Calming - Speed Reduction by Road Design

There is much that can be done to influence the speed of vehicles through appropriate design of the road network. This is most commonly seen through direct infrastructure measures to calm traffic. Traffic calming is one of the most effective strategies for reducing speed and thus road crashes, especially those involving vulnerable road users. Road engineering measures aimed at lowering speeds are applicable in both urban and some rural settings where vehicular traffic crash interacts with vulnerable road users.

There are two general approaches to traffic calming: localized calming (improving road safety in specific high-risk sections); and the area-wide approach (improving the whole road network environment).106

The localized approach is typically more effective in the reduction of speeds and severity of crash outcomes since its main focus is on concentrated improvements of road safety. The area-wide approach, which has a more holistic approach, focusing on improvement of the road environment, as well as road safety, has also achieved substantial collision reductions of up to 42 percent.107,108

There are now a large number of established traffic calming measures that have been successfully applied on local and arterial (high volume) roads, including at intersections (for instance, roundabouts and raised platforms), at curves, on approaches to townships (for example “gateway” treatments) and on routes (including road narrowing and centerline treatments).

Table 5.3 and Table 5.4 provide examples of possible traffic calming measures and their relative performance.107 Several of these measures are included in the country profile reports.

In summary, lower speeds reduce the likelihood and severity of road crash fatalities involving vulnerable road users, especially pedestrians and cyclists, because of increased peripheral vision and higher vulnerable user road crash survival rates. This allows pedestrians more time between vehicles to cross, increases maneuverability, and reduces stopping times. In addition to this, lower speed limits only marginally increase trip times, due to increased speed heterogeneity, and they foster healthier communities by creating a more comfortable environment for vulnerable road users.109,110

Broad reductions in travel speed often also reduce emissions and increase fuel efficiency (especially on high speed roads,\textsuperscript{111} but also in a stop-start setting). However, isolated reductions in speed through singular uses of traffic calming devices can increase emissions.

Information on country performances in relation to safe speeds can be found in the country profiles. This country profile information should be reviewed in conjunction with the information in this chapter, particularly for those profiles where there are gaps or deficiencies on this issue. Information on interpreting the information in the country reports can be found in Chapter 9 (see Part 4 content for information on safe speeds).

Table 5.3: Summary of Traffic Calming Measures and their Relative Performance
Adopted from Traffic Calming Local Transport Note, Department of Transport, Northern Ireland.\textsuperscript{107}

<table>
<thead>
<tr>
<th>Measures</th>
<th>Impact on</th>
<th>Traffic Speeds\textsuperscript{1}</th>
<th>Traffic Flow\textsuperscript{1}</th>
<th>Injury Crashes\textsuperscript{1}</th>
<th>Public acceptability\textsuperscript{2}</th>
<th>Impact on Emissions\textsuperscript{3}</th>
</tr>
</thead>
<tbody>
<tr>
<td>Narrowing: e.g., islands and pinch points</td>
<td></td>
<td>S - L</td>
<td>S - M</td>
<td>S - M</td>
<td>LA</td>
<td>SI</td>
</tr>
<tr>
<td>Vertical Deflections: e.g., road humps</td>
<td></td>
<td>M - L</td>
<td>L</td>
<td>M - L</td>
<td>MA - HA</td>
<td>MI – HI</td>
</tr>
<tr>
<td>Horizontal Deflections: e.g., chicanes and mini-roundabouts</td>
<td></td>
<td>M - L</td>
<td>S - M</td>
<td>M</td>
<td>LA - MA</td>
<td>MI - HI</td>
</tr>
<tr>
<td>Blocking or Restricting Access: e.g., street closures</td>
<td></td>
<td>M - L</td>
<td>M - L</td>
<td>M - L</td>
<td>LA</td>
<td>MI – HI</td>
</tr>
<tr>
<td>Road markings, signs, and furniture, e.g., colored surfacing</td>
<td></td>
<td>S</td>
<td>S</td>
<td>S</td>
<td>HA</td>
<td>-</td>
</tr>
</tbody>
</table>

Notes:
1. Small Reduction – S; Medium Reduction – M; Large Reduction – L
2. Low Acceptability – LA; Medium Acceptability – MA; High Acceptability – HA
3. Small Increase – SI; Medium Increase – MI; High Increase – HI

Table 5.4: Traffic Calming Measures and their Relative Performance
Adopted from Traffic Calming Local Transport Note, Department of Transport, Northern Ireland.107

<table>
<thead>
<tr>
<th>Type of measure</th>
<th>Impact on traffic speeds</th>
<th>Impact on traffic flows</th>
<th>Impact on injury accidents</th>
<th>Relative public acceptability</th>
<th>Impact on vehicle emissions</th>
</tr>
</thead>
<tbody>
<tr>
<td>** = largest reduction</td>
<td>** = most acceptable</td>
<td>** = smallest increase</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Road hump</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Round-top</td>
<td>**</td>
<td>**</td>
<td>**</td>
<td>**</td>
<td>**</td>
</tr>
<tr>
<td>Flat-top</td>
<td>**</td>
<td>**</td>
<td>**</td>
<td>**</td>
<td>*</td>
</tr>
<tr>
<td>Raised junction</td>
<td>*</td>
<td>**</td>
<td>**</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>Sinusoidal</td>
<td>**</td>
<td>**</td>
<td>**</td>
<td>**</td>
<td>*</td>
</tr>
<tr>
<td>‘H’ hump</td>
<td>**</td>
<td>**</td>
<td>**</td>
<td>**</td>
<td>*</td>
</tr>
<tr>
<td>‘S’ hump</td>
<td>**</td>
<td>**</td>
<td>**</td>
<td>**</td>
<td>*</td>
</tr>
<tr>
<td>Thump</td>
<td>**</td>
<td>**</td>
<td>**</td>
<td>**</td>
<td>*</td>
</tr>
<tr>
<td>Cushion</td>
<td>*</td>
<td>**</td>
<td>**</td>
<td>**</td>
<td>*</td>
</tr>
<tr>
<td>Rumble device</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Area</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>**</td>
<td>*</td>
</tr>
<tr>
<td>Strip</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>**</td>
<td>*</td>
</tr>
<tr>
<td>Narrowing</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Island</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>Pinch point/build-out</td>
<td>* to *</td>
<td>* to *</td>
<td>* to *</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>Chicane</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Single lane</td>
<td>**</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>Two-way</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>Gateway</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>Mini-roundabout</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>Vehicle activated device</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vehicle activated signs</td>
<td>**</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>Speed cameras</td>
<td>**</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>Road markings, traffic signs, and furniture</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Roundels</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>**</td>
<td>*</td>
</tr>
<tr>
<td>Colored surfacing</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>*</td>
</tr>
</tbody>
</table>
6. SAFE VEHICLES (PILLAR 4)

Introduction and Summary of Country Profile Data

This chapter addresses issues relating to the Safe Vehicles Pillar and provides information on related risk factors as well as ways to mitigate this risk. The information provides context to the material within country profiles on this issue, and should be read in association with content on performance for regions and countries. The summary below (Table 6.1) provides information from across all countries included in this study, highlighting some of the key issues relating to this pillar.

Table 6.1: Summary from Country Profile Data

<table>
<thead>
<tr>
<th></th>
<th>LICs</th>
<th>MICs</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>% of countries with regulation on import of used vehicles</td>
<td>52%</td>
<td>76%</td>
<td>70%</td>
</tr>
<tr>
<td>% of countries with periodic vehicle inspections</td>
<td>0%</td>
<td>4%</td>
<td>3%</td>
</tr>
<tr>
<td>% of countries fully compliant with UN vehicle safety regulations</td>
<td>0</td>
<td>3%</td>
<td>2%</td>
</tr>
</tbody>
</table>

Safe Vehicles

Motor vehicle crashes account for 97 percent of transport-related crash fatalities, surpassing crash deaths in all other transport modes. Vehicles are a critical contributor to risk factors before and during road crashes. Vehicles include safety features in four broad respects. First, they allow the driver to exercise control to avoid crashes through brakes, steering, and so forth. Second, they may actively engage to avoid a crash without driver action (for example, autonomous braking, electronic stability control, Intelligent Speed Adaptation-ISA). Third, vehicles may provide “passive” protection of occupants, and even those outside the vehicles, in the event of a crash. Examples include seat belts and anchorages, “crumple zones”, airbags, and pedestrian protection mechanisms, which soften impacts on pedestrians. Finally, vehicles may include emergency notification systems that alert rescue services when the vehicle is involved in a crash. The value of the latter depends on action by emergency services, which may be restricted by alerts that do not involve injury and the need for emergency services.

Failure to maintain these systems may lead to crashes and may also increase the severity of the crashes – inevitably sometimes causing fatalities.

The Global Plan for the UN Decade of Action for Road Safety 2011 – 2020 encourages the global adoption of improved vehicle safety technologies (passive and active) through harmonization of relevant global standards, consumer information schemes, and incentives to vehicle manufacturers and countries to accelerate the uptake of new technologies. Increasing standards for vehicle safety features is a powerful tool for road safety. The requirement recently adopted in Europe for vehicles to have an ISA system installed is an important safety step.

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Motorization - Impact on Road Safety

Motorization rates in the world are rapidly rising. The motorization rate in 2015, as reported by the International Organization of Motor Vehicle Manufacturers (OICA),\(^{115}\) was an average of 182 vehicles per 1,000 population, which was an increase of 27 percent from 2005. The most substantial increments are observed in developing regions: 141 percent in Asia, 60 percent in Latin America, and 35 percent in Africa.

In contrast, developed regions have the highest motorization rates but experience minimal increases compared to developing countries (Figure 6.1). On average developed countries have five times the motorization rate in developing countries, but developing countries are experiencing an increase of about four times that in developed countries.\(^{115}\)

Inadequate vehicle safety regulations and inadequate vehicle inspections in many LMICs are causing road crash fatalities and injuries. In some developing countries, vehicles with the lowest safety rating are the best-sellers in the market.\(^{52}\) Global New Car Assessment Programs (GlobalNCAP) are creating important gains in vehicle safety in LMICs.

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Two- and Three-wheeler - the New Challenge for LMICs

Motorcyclists have 16 to 26 times the risk of fatality in a road crash compared with vehicle occupants.\textsuperscript{116,117} Motorcycles are an inherently risky form of transport due to the combination of poor protection of occupants, high-speed capability, and instability, adding to crash risk. Thus, the trend of increasing motorcycle fleets compared with motor vehicles is an alarming road safety issue.

The increase in the number of two- and three-wheelers as a form of personal and commercial transport is a major emerging issue in developing countries. For example, two capital cities in Africa, Kampala (Uganda) and Lagos (Nigeria), have motorcycle modal share values of more than 40 percent - showing the increasing shift to use two- and three-wheelers in developing countries.\textsuperscript{118}

In Chile the motorcycle population has increased by 500 percent in the last decade compared to motor-vehicles, with an 84 percent increase.\textsuperscript{119} It is critical for national and local authorities in developing countries to recognize and address this issue. Opportunities for addressing the risk include providing improved regulation (including mandating anti-lock braking systems), stronger enforcement of helmet wearing, increasing the age required before being allowed to ride a motorcycle, and requiring use of daytime running lights. However, even with all these features, motorcycles remain much more dangerous than cars. Therefore, perhaps the most powerful measures are those which discourage motorcycle use, especially the use of motorcycles as taxis (mototaxis).

Interventions which may be used to reduce motorcycle use include the following: banning of mototaxis (which has occurred in many cities), banning motorcycles from cities (for example, the ban in Yangon is quite effective and should be sustained, as well as expanded to other cities); provision of viable mass transit opportunities for city commuting as an alternative to motorcycles (such as the many Bus Rapid Transit -BRT- systems being developed in LMICs); and better regulation and enforcement to prevent the parking of motorcycles on footpaths and other locations which maximize convenience to the motorcyclist but create inconvenience and risk for others, especially pedestrians who are forced to walk on the road in many LMIC cities.

Used vehicles - Are They Part of the Problem?

Used vehicle imports make up a large proportion of the vehicle fleet in developing countries; it is estimated that at least 8 out of 10 imported vehicles are used vehicles.\textsuperscript{120} The main factor driving the purchase of used vehicles by consumers in developing countries is affordability. The factors driving the export of used vehicles to developing countries are strict emission standards, vehicle inspections, road taxation, and the expensive recycling and disposal costs in developed countries, which make replacement of the current vehicle fleet more attractive than reconditioning of used vehicles.\textsuperscript{121} In part, this is also a result of the inadequate vehicle

manufacturing capability of developing countries, leading to high import rates.

The largely unregulated importation of used vehicles in developing countries leads to the importation of used vehicles with obsolete and outdated vehicle technology in terms of emission standards, and most relevant to current concerns, vehicle safety.\(^\text{122}\) Vehicle age is also a significant issue, with the average age of the vehicle fleet in many LMICs exceeding 15 to 20 years.

A UNEP report on the African used vehicle market, suggests four categories for the status of used vehicles:\(^\text{123}\) (i) banned; (ii) strong (age restrictions or high tax for vehicles over five years); (iii) fair (age restrictions or incremental tax for vehicles over nine years); and (iv) poor (age restrictions or graduated penalty for vehicles over ten years) or no regulations (no age limit). The classifications have been used to develop Figure 6.2, showing the import regulations in all developing countries.

From the chart, in total 30 percent of LMICs have no used vehicle regulations, and more than 65 percent of LMICs have either poor or no regulations for used vehicle import. Only 30 percent of LMICs have strong regulations or used vehicle bans in place. This shows that there is a large regulation gap, propagating the increased import of unsafe used vehicles into the vehicle fleets of LMICs.

The introduction of strict roadworthiness regulations is a critical first step in addressing the adverse effects of the used vehicle market. Exporting and importing countries need to ensure vehicles comply with the minimum safety requirements by:\(^\text{122}\)

1. Scrapping and banning of all zero-star NCAP rated vehicles;

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2. Banning export or import of vehicles with a history of crashes that affected the structural integrity of the vehicle;

3. Ensuring good functioning of key vehicle safety features (both passive and active safety features); and

4. Ensuring intact vehicle identifiers.

Other essential strategies include ensuring compliance with emissions policies, providing end-of-life recycling processes, setting vehicle age and mileage limits at both national and regional levels, and encouraging aftermarket support from dealers of exported or imported vehicles.

**Vehicle Inspection Schemes in Developing Countries**

Vehicle inspection schemes are vital in ensuring compliance with international standards of vehicles being imported into a country. Periodic inspections of the existing vehicle fleet are also important to ensure ongoing roadworthiness, and because a high proportion of vehicle owners do not periodically maintain their vehicles at a roadworthy standard. Box 6.1 describes the example of the vehicle inspection system instituted in Togo.

It is estimated that the role of vehicle defects in causing road crashes ranges from 3 percent to 50 percent. Strong inspection schemes can lead to a decrease in road crash rates of up to 8 percent. The creation of effective periodic inspections with regulatory consequences to motivate repairs will have significantly larger safety benefits in LMICs where vehicle maintenance is currently less effective. The roadworthiness of a vehicle affects the pre-crash, crash, and post-crash events since the vehicle safety features and standards must be functioning properly to reduce the risk of the crash (pre-crash) or severity of the crash and consequences (crash and post-crash).

Periodic inspection systems should be clearly defined to suit the country context. Figure 6.3 shows the different ways in which periodic inspection schemes can be achieved in assuring roadworthiness. Different measures should be used to ensure regulation and enforcement to prevent the entry and existence of unsafe vehicles in the country’s fleet.

Information on safe vehicles and related performance for regions and countries can be found in the country profiles. This information should be reviewed in conjunction with the guidance in this chapter, particularly for those where there are gaps or deficiencies on this issue. Information on interpreting the information in the country reports can be found in Chapter 9 (see Part 5 content for information on safe vehicles).

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130 Jakimovska, D. D. K., & Duboka, C. APPLICATION OF FUZZY AHP METHOD FOR VEHICLE ROADWORTHINESS EVALUATION.
The World Bank/GRSF, in recognition of the importance of vehicle inspection schemes, worked in collaboration with the International Motor Vehicle Inspection Committee (CITA) in piloting an Assessment of Vehicle Inspection System (AVIS) with the aim of upgrading the vehicle technical inspection system by assessing the current state of vehicle inspection and importation systems and in proposing a strategy to improve the systems.

A successful pilot study has already been conducted in Togo in 2017, where the current situation in Togo regarding vehicle inspection was analyzed. Resulting recommendations were divided into three categories of essential activity:

1. Imposing requirements for vehicles entering the country and carrying out inspections to check that these requirements are met;

2. Capacity-building for the government to manage periodic technical inspections; and

3. Upgrading of the existing inspection stations, including the expansion of the network.

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7. SAFE ROAD USERS (PILLAR 5)

Introduction and summary of country profile data

Chapter 7 provides information on safe road user issues, including risk-related factors and ways to mitigate them. The content should be read in conjunction with the Pillar 5 material of the country profiles. The summary below (Table 7.1) indicates some of the key issues faced by LMICs in relation to this pillar.

Table 7.1: Summary from Country Profile Data

<table>
<thead>
<tr>
<th></th>
<th>LICs</th>
<th>MICs</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>% of countries with a national seatbelt law</td>
<td>74%</td>
<td>95%</td>
<td>90%</td>
</tr>
<tr>
<td>% with national driver, front and back seatbelt laws</td>
<td>22%</td>
<td>56%</td>
<td>49%</td>
</tr>
<tr>
<td>% of countries with a BAC-based drink-driving law</td>
<td>63%</td>
<td>76%</td>
<td>73%</td>
</tr>
<tr>
<td>% of countries with a national helmet law</td>
<td>85%</td>
<td>97%</td>
<td>94%</td>
</tr>
<tr>
<td>% of countries with random breath testing</td>
<td>52%</td>
<td>82%</td>
<td>75%</td>
</tr>
</tbody>
</table>

Safe Road Users

Safe road user behavior is a critical factor in both crash occurrence and severity of crash outcomes. While road users would ideally operate within the boundaries set by the road system designers, as discussed in the section on Safe System, humans will always make mistakes. Thus, even when the key causal factor may be seen as human behavior, the best solution may not be aiming to change the behavior of human road users. For example, many serious leave-the-road car crashes occur on particular curves. One solution might be to aim to have drivers be less distracted while driving. Even if we could effectively address this risky behavior, it may only be a small proportion of the curve-related crashes. Other behavioral factors related to curve crashes include speeding, drink-driving, fatigue, drug driving, and misjudgment of the curves. We could attempt to address all these one by one over many years with quite limited success. However, the Safe System approach offers more effective solutions, such as installing safety barriers on the relevant curves. Crashes will still occur, but deaths and serious injuries will be virtually eliminated regardless of the behavioral factor which led the driver to go off the road.

Even if human behavior is identified as the main cause, we should not assume that fixing the human is the best (or even a viable) solution. Designing or fixing the system to accommodate human error is often less costly and more effective.

The critical behavioral risk factors for road crash injuries include speeding (which is addressed in the separate Safe Speed Pillar), drink driving, nonuse of helmets, seat belts, child restraints and other personal protective equipment (PPE), fatigue, distraction, and non-compliance with other road regulations (especially stop signs, Give Way or Yield signs, and red light signals).

This chapter briefly notes the evidence base for behavioral change interventions for road safety, then presents examples of two key behaviors to be addressed.
The Evidence Base for What Works and What Does Not in Behavior Change for Road Safety

Establishing and rigorously enforcing laws to address key risk behaviors is effective in reducing road crash fatalities and injuries. Enforcement is especially effective and more likely to be sustained if the laws are strongly promoted in the community in terms of their safety value, and if communications are adopted which increase general deterrence (such as promoting the high level of detection, the unpredictability of enforcement and genuinely deterring unavoidable penalties). Such communications have repeatedly been proven to be a vital part of the impact of enforcement, although the efficacy of these specific enforcement messages should not be used to minimize the broader importance of education and promotion of road safety generally.

Despite its intuitive logic, the education of road users, which aims to change behavior through the threat of a crash and its consequences, is consistently shown to have minimal value in affecting behavior change. For example, high fear events, such as a serious crash, are shown to fail completely or be less effective than low fear events, such as a fine, in changing behavior. Campaigns based on enforcement are well established in meta-analyses to be more effective than campaigns with messages not based on enforcement. Strong laws on drink-driving, combined with effective enforcement, have saved many thousands of lives as have laws on other aspects of road safety.

There is sound evidence on the psychological reasons for these counter-intuitive results. First, most drivers believe that they are better drivers than average and that they are therefore much less likely to cause a crash (even when they speed). This driver overconfidence is part of a broader psychological effect called “optimism bias”: the bias that most of us think we will have a better future than our peers. Most of us believe that we are less likely to have bad things happen to us than others (such as having cancer, or dying early of a heart attack, and so forth) and that we are more likely to have good things happen to us (such as winning an award or having a happy long term relationship). These psychological biases extend to driver overconfidence. When Australian drivers were asked if they are much better drivers than average, better than average, equal to average, worse than average, or much worse than average, most drivers reported believing that they are in the categories of better than average, with few reporting that they are worse than average. The results are shown in Figure 7.1.

---


These biases have profound effects on risk-perception and risk-taking.\textsuperscript{143,144} Over-confident drivers are unlikely to be influenced by messages about crashes because they do not believe that they will have a crash anyway (except if caused by some other – poorer - driver). In addition, these beliefs mean that they feel there is little need for precautions such as safety belt or helmet use. However, regardless of how safe drivers may think they are while speeding, or drink-driving, they may still be caught and punished. Thus, a key advantage of enforcement and messages about enforcement is that they can largely neutralize driver over-confidence. Driver over-confidence and optimism bias also have profound effects on driver training, as covered later in this chapter.

Finally, and even more oddly, for psychological reasons related to sensation-seeking and risk-taking, some road users may be more likely to take the exact risk we are aiming to remove when crash risk messages are shown.\textsuperscript{145}

These psychological effects lie behind the evidence that enforcement-related promotion is more effective than crash-related messaging.

**Seatbelt Laws - Beyond Legislation**

Vehicle occupants, on average, account for more than 45 percent of road crash fatalities. Seat belts are a vital aspect of vehicle safety. Consistent with Safe System principles, they both reduce the severity of injuries and prevent fatalities.\textsuperscript{146,147,148}

Front seat occupants wearing seat belts are at a 45-50 percent lower risk of fatality and serious injury, and rear seat occupants are at a 25 percent lower risk.\textsuperscript{149,150} Vehicle occupants not wearing seat belts are 30 times more likely to be ejected from a motor vehicle during a road crash event,


\textsuperscript{149}House, Darlene & Huffman, Gretchen & D.H. Walthall, Jennifer. (2012). Emergency Department Transport Rates of Children From the Scene of Motor Vehicle Collisions: Do Booster Seats Make a Difference?. Pediatric emergency care. 28. 10.1097/PEC.0b013e318271c0ef.

thereby reducing their probability of survival by more than 75 percent.\textsuperscript{151} Seat belts are estimated to have saved a total of 255,000 lives in the United States alone since 1975.\textsuperscript{146}

Ninety percent of developing countries have mandatory seat belt legislation,\textsuperscript{4} although these do not reliably include rear-seat passengers. Surveys of seat belt and child restraint use in LMICs typically show poor rates of people wearing seat belts and that children were commonly not restrained.\textsuperscript{152,153,154,155,156,157,158} Mandatory seat belt legislation, covering both front and rear seat occupants, must be accompanied by complementary efforts to ensure public compliance with the use of seat belts. Police leadership in sustained enforcement and focused public promotion campaigns (as opposed to singular trial events) are among the interventions that lead to an increase in rates of wearing seat belt. Other success factors include the introduction of strict vehicle inspection and maintenance systems, (which can also reduce the number of vehicles imported without seatbelts and also reduce the size of the vehicle fleet not having effective seat belts), and the use of enhanced seat belt reminders on all vehicles.\textsuperscript{159} A guide on best practice seat belt use allows for improved seat belt programs.\textsuperscript{160}

Primary enforcement laws (laws that allow a police officer to stop a vehicle solely because the occupants are not wearing seat belts) are more successful than secondary enforcement. Therefore, the increase in enforcement should be targeted at strengthening primary seat belt laws. Enhanced enforcement may involve the increase in police presence to find violators or the introduction of seat-belt checkpoints.\textsuperscript{161}

Although most of these approaches come from evidence and experience in developed countries, they are largely applicable in LMICs and are highly cost-effective.\textsuperscript{162}

**Helmet Laws - Beyond Legislation**

Motorcyclists are one of the most vulnerable groups of road users. Unlike vehicle occupants, who are significantly protected from harm by the vehicle’s crashworthiness and occupant protection characteristics in the event of a crash, motorcyclists have virtually no protective features from the motorcycle and are also at a greater risk of being separated from the motorcycle during a crash. In addition, motorcycles are less stable and less visible. These features increase the motorcycle injury rate by 12 to 28 times that of vehicle occupants.\textsuperscript{31,163,164}


Two and three-wheelers (motorcycles) currently account for approximately 13 percent of road crash fatalities in developing countries (according to reported crash data, noting the systematic bias that motorcycle crashes may be less reliably reported than car crashes). However, that proportion varies from region to region, with some countries in the Asian region having motorcyclists accounting for more than 25 percent of road crash fatalities.\textsuperscript{165} Given the increasing trend of both road crash fatalities and the motorcycle population in developing countries, it is likely that road crash fatalities and injuries involving motorcyclists will continue to increase unless effective interventions are widely implemented.

The use of motorcycle helmets is one of the most effective measures in reducing road crash fatalities and the severity of injuries involving motorcyclists. This is because head injuries cause more than 50 percent of motorcyclist road crash fatalities. Therefore, the correct use of a standard helmet would decrease the incidence of fatal head injuries and the severity of non-lethal head injuries among motorcyclists.\textsuperscript{166,167} Helmeted motorcyclists have a 28-73 percent lower fatality rate and a 46-85 percent reduced severity of injuries.\textsuperscript{168} Nonetheless, even with a helmet, motorcyclists still have many times the death rate of car drivers.

The adoption of national helmet laws is an essential step for countries in reducing motorcycle road crash fatalities and injuries. The adoption of helmet laws is directly related to an increase in helmet-wearing rates and a reduction of motorcyclists’ fatalities and injuries. This trend has been observed in developed countries, for example, in Spain and the United States.\textsuperscript{169} In developing countries, due to the lack of nationwide strict enforcement and possibly other region-specific factors, the increase in helmet-wearing rates and reduction of motorcyclist fatalities and injuries is only observed in some urban areas and not in smaller towns, on secondary roads, and in areas with lower enforcement.\textsuperscript{170,171,172}

With less than half of developing countries having fully adopted motorcycle laws and helmet standards, this can be one of the factors leading to the variations in motorcyclist fatalities and injuries. The legislation of helmet laws should be comprehensive and not partial. As suggested by the WHO, the laws should meet five criteria: the law should (i) be universal nationally; (ii) apply to both drivers and passengers; (iii) apply to all road and engine types; (iv) specify fastening of the helmets; and (v) specify standards for helmets.

Developing countries are facing two main challenges:

(i) Some countries which have adopted motorcycle helmet laws are not experiencing an increase in wearing rates and a reduction in fatalities and injuries, which indicates that laws without effective enforcement are of limited value; and

(ii) Countries that have successfully adopted helmet laws and have a higher wearing rate are still experiencing significant numbers of fatalities and injuries.\textsuperscript{173,174}

\textsuperscript{165} Mohan, D., Tsimhoni, O., Sivak, M., & Flannagan, M. J. (2009). Road safety in India: challenges and opportunities.
To tackle these challenges, developing countries may valuably complement the adoption of legislative laws on motorcycle helmets with additional region- or country-specific interventions. There is a significant information gap on motorcycle crash-related injury patterns and severity in developing countries, which limits the development of effective motorcycle safety interventions. Possible measures to improve motorcycle safety include: 175,176,177

- Strict enforcement of motorcycle safety, including helmets and their standards, driver licensing, vehicle registration, and maintenance, along with the promotion of enforcement. Investment in police and judicial infrastructure would also be needed to assure effectiveness.

- Research in the regional and national profiles of motorcycle-related injuries to inform additional intervention development.

- Introduction of motorcycle safety-oriented strategies, for example, infrastructure improvement and mandatory motorcycle safety systems requirements.

Driver Training and Licensing Systems - What Will Work in LMICs?

Formal driver licensing systems, and some quite specific forms of driver training, have been found to have significant road safety benefits, especially with younger drivers. The evidence indicates that ensuring that younger drivers have many hours of supervised on-road practice is the key to improving road safety via training. 178 Off-road, skid pan, and other forms of driver training have been shown to be ineffective, or even harmful to road safety. 179,180 This failure is most likely because skills training increases driver over-confidence and thus more risk-taking. 181 Motorcycle rider training is similarly ineffective in improving safety. 182 Policy on driver training must be based on actual evidence of what improves road safety, and not just on intuition, that certain forms of training might work. Similarly, evidence in the form of participants in training courses reporting that they liked the course or believe that they are now better drivers does not constitute evidence for safety benefits. This may be evidence for exactly the opposite - increased over-confidence.

The integration of graduated release from restrictions over a number of years for novice drivers (Graduated Driver Licensing) provides more significant benefits, as considered below. 183,184

The road safety challenge in many LMICs can in some part be attributed to unregulated driver licensing systems, leading to a significantly high population of young (sometimes under-age) novice drivers of motor vehicles and motorcycles who start their driving careers outside the system by obtaining licenses illegitimately, or even driving without a license. The problem is further exacerbated by the increasing use of motorcycles as a primary form of transport in many developing countries.
countries, with the laxity in motorcycle regulations making motorcycles more easily accessible to young novice riders.185

Young drivers are at greater risk not only due to inexperience but also due to age itself. Sixteen-year-old novices have three times the per-mile crash rate compared to 18-year-old drivers and ten times the crash rate compared to experienced adult drivers. It has been found that the majority of crashes involving young drivers are due to their failure to employ routine safe operating practices and their low awareness of the repercussions of doing so.186 Older licensing ages provide significant benefits to the reduction of road crash fatalities and injuries, reflecting the direct effect of age, not just experience.187 The safety benefits of age arise from brain development. Parts of the brain vital for impulse control may not be fully developed until the early 20s or even until age 25.188,189

Certain strict enforced driver licensing systems can be effective countermeasures to reduce the vulnerability of road users to crashes. The Graduated Driver Licensing (GDL) system, pioneered in Australia and now in use in USA, Canada and New Zealand190 improves safety by limiting novice drivers in terms of speeds, nighttime driving, and passengers until they are older and pass additional tests. This gives younger drivers a more extended period to gain experience driving compared with licensing policies that provide a full and unrestricted license as the first license.185 There has been a reduction in crash involvement in young novice drivers who have spent a longer period practicing, who have received adequate driver education with professional instruction in theory and practice, and who have gone through proper licensing tests.191 The GDL also means that drivers are older and thus their neural development is more complete by the time they are able to obtain an unrestricted license.

Figure 7.2 provides a schema of the highly successful GDL implemented in the state of New South Wales, Australia.192 The scheme begins with a knowledge test before a learner driver starts to drive, and requires that a total of four tests be passed before a full license is reached (at minimum at age 20 years). Each stage includes specific restrictions, including a maximum speed limit which is gradually increased, a zero blood alcohol limits, restrictions on the number of passengers at night, and zero tolerance of speeding (any speeding offense results in license suspension, as well as a fine). Consistent with the evidence noted above for crash reduction effects of on-road supervised practice, 120 hours of logged on-road supervised practice is required before a learner driver can sit for the test to move to the Provisional 1 license.

The GDL system focuses on practice and experience to improve higher-order skills of young novice drivers, helping them search the road environment and perceive hazards effectively. This contributes to reducing the number of road crash fatalities and injuries involving young drivers. Strong GDL programs have reduced road crash fatalities among young drivers by 7 percent to 20 percent, with the reduction being as high as 55 percent in Ontario, Canada.193,194

Information on safe people and related performance for regions and countries can be found in the country profiles. This information should be reviewed in conjunction with the guidance in this chapter, particular for those countries where there are gaps or deficiencies on this issue. Information on interpreting the information in the country reports can be found in Chapter 9 (see Part 6 content for information on safe people).


8. POST-CRASH CARE (PILLAR 6)

Introduction and Summary of Country Profile Data

This chapter provides information on the Post-crash Care Pillar of the Safe System, highlighting issues and risk-related factors as well as ways to mitigate these. The content should be read in conjunction with the Pillar 6 material of the country profiles. A summary across all of the data from LMICs on this pillar is provided below (Table 8.1).

Table 8.1: Summary from Country Profile Data

<table>
<thead>
<tr>
<th></th>
<th>LICs</th>
<th>MICs</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>% of countries with national access number(s)</td>
<td>56%</td>
<td>79%</td>
<td>74%</td>
</tr>
<tr>
<td>% of countries with a trauma registry system</td>
<td>74%</td>
<td>66%</td>
<td>68%</td>
</tr>
<tr>
<td>Average health service coverage from WHO health statistics</td>
<td>40%</td>
<td>61%</td>
<td>57%</td>
</tr>
<tr>
<td>Average expenditure on healthcare as a % of GDP</td>
<td>6.1%</td>
<td>6.1%</td>
<td>6.1%</td>
</tr>
</tbody>
</table>

Post-crash Care

Post-crash response is the chain of care provided after a road crash, with the aim of reducing the severity of the injury consequences sustained by the road users involved, including avoiding death. Figure 8.1 shows the key components of post-crash care, categorized into three phases:

(i) pre-hospital care (at the scene of the crash); (ii) hospital care (at the treatment facility); and (iii) follow up (after initial treatment). These components fit within the broader trauma system.

Improvement of trauma systems in developing countries is a critical step in the reduction of the burden of road crash fatalities and injuries. This should be done with evidence-based and systematically-implemented measures aimed at improving all phases of the system. It is estimated that more than a million lives, approximately 30 percent of all injury deaths, could be saved in developing countries through improvements in trauma care.

Pre-hospital Trauma Care

The morbidity outcome of road crash serious injuries in developing countries is high. A large proportion of the fatalities occur in the pre-hospital setting, which may be as high as 50 percent of casualties. The lack of well-developed emergency medical response systems is the leading cause of these fatalities, given that pre-hospital care and transportation to trauma centers in most crashes – in some countries more than 60 percent – are administered by other road users and bystanders.

The “Golden Hour”, the first hour after a road crash, is crucial for survival of road crash victims and for limiting the extent of injuries sustained by them. Severely injured road crash victims should be placed under advanced trauma care in an

---

appropriate facility within one hour after the road crash. However, this is not the case in many developing countries. Improved understanding of trauma care beyond the golden hour has led to an appreciation that every minute counts. Early effective treatment can not only increase survival but also reduce the extent of disability suffered by survivors. In Spain, a 10-minute reduction in response time may lead to a reduction in deaths by one-third.²⁰⁰

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It is therefore critical for systematic improvement of the pre-hospital care systems to limit the proportion of fatalities experienced in the pre-hospital setting. Pre-hospital care should be viewed as an integral part of the total trauma treatment system.\textsuperscript{201} Adequate training in prehospital care, scene management, rescue, stabilization, and transport are essential to achieve an improved prehospital trauma care system.

Reducing the time between a collision and the response from emergency services can be achieved in several ways, including establishment of a national call number, better logistical coordination of response, and improved telecommunications. Ensuring that those injured in collisions are provided appropriate care (that is, transport to an adequate trauma center, and development of detailed triage arrangements operating in hospitals and activated on the journey from roadside to the hospital) will also ensure that the appropriate level of trauma treatment is provided.

Given that many developing countries lack a formal Emergency Medical Service system, short-term improvements can be made to the pre-hospital trauma care system by building on existing, although informal, patterns of crash response and prehospital transport.\textsuperscript{202} This can be in the form of providing specific courses on first aid and road crash response to laypersons and the community at large. These short-term improvement measures should be done in parallel with the development of a structured and adequately resourced emergency medical service.\textsuperscript{203} “Good Samaritan” laws that protect bystanders who render assistance from lawsuits are also helpful in some LMICs.

### Trauma Centers in Developing Countries

In developing countries, trauma centers are experiencing approximately six times the mortality rate compared to developed countries. The main challenges facing trauma centers in developing countries are listed below.\textsuperscript{204,205,206,207,208}

- Lack of infrastructure within healthcare facilities
- Lack of vital medical equipment
- Lack of medical staff with trauma training
- Lack of research on the nature of trauma in developing countries
- Lack of adequate funding for the development of fully functional trauma centers

The inadequacies of the health infrastructure in developing countries not only put road crash casualties at a high risk of fatality, but also further exacerbates the problem in two ways: first, these inadequacies increase the burdens of disability since lack of prompt care being given to road crash casualties compromises their recovery and at times results in long-term disability; and second, they significantly reduce the quality of injury data collected in the trauma center.\textsuperscript{209,210}
Quality-improvement programs for trauma care systems, as piloted in a few developing countries, are widely applicable, have been effective, and have been offered at a low cost.\textsuperscript{203} Quality-improvement programs are a form of standardized trauma protocols which have been very successful in improving trauma care in developed countries. Quality-improvement considers the financial and logistical challenges facing developing countries in developing strategies to strengthen the spectrum of injury control that will be cost-effective and implementable with the local resources available. This can include both enhanced training and encouraging retention for those already skilled in trauma care.\textsuperscript{211,212}

The implementation of a trauma registry is also a critical component of making improvements in the overall trauma system. Context-appropriate trauma registry systems in resource-constrained settings are highly effective and provide critical data to inform better development and implementation of quality improvement programs.\textsuperscript{213}

Information on the post-crash care-related performance for different regions and countries can be found in the country profiles. This information should be reviewed in conjunction with the information in this chapter, particular for those countries where there are gaps or deficiencies on this topic. Information on interpreting the information in the country reports can be found in Chapter 9 (see Part 7 content for information on post-crash care).


9. Interpretation Guideline

The Country Profiles and Regional Profiles provided herein are designed to give a double-page snapshot of the road safety situation in each LMIC, covering key risks and opportunities across all pillars for remedial action. This chapter provides a key explaining how to interpret the information that is provided. Information is also provided on the calculations made, and the data sources employed for the country and regional profiles provided in this report.

Example data is presented as well as interpretations. Each “panel” from the country profile is presented in turn, along with a table indicating each element along with a description of it (in some cases quite detailed) and, where relevant, references.

The following key sources were extensively employed in the production of country profiles, and we are very grateful to authors and individuals for making this information available:

3. Serious injuries have been calculated assuming a ratio of 15:1 (15 serious injuries for every death). This estimate broadly falls in the range of 30:1 in high income countries and in the range of 10:1 in low- and middle-income countries since road crashes tend to be more fatal in those countries.
6. World Bank Databank for Development Indicators;
9. United Nations Environment Programme, UNEP (2016) ITC Background Paper on Used Vehicles: Global Overview and Various Media Sources (Wikipedia and vehicle import websites);
# Part 1: The Scale of the Road Safety Challenge

## Road Safety Country Profile

**Rwanda**

<table>
<thead>
<tr>
<th>Description</th>
<th>Ref./Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Country Population, 2016: 11,917,508</td>
<td>1</td>
</tr>
<tr>
<td>WHO Estimated Fatalities, 2016: 3,535</td>
<td>1</td>
</tr>
<tr>
<td>GBD Estimated Fatalities, 2016: 2,623</td>
<td>1</td>
</tr>
<tr>
<td>WHO Estimated Fatalities per 100,000 Pop., 2016: 29.70</td>
<td>2</td>
</tr>
<tr>
<td>GBD Estimated Fatalities per 100,000 Pop., 2016: 21.48</td>
<td>2</td>
</tr>
<tr>
<td>Estimated Serious Injuries, 2016: 53,025</td>
<td>3</td>
</tr>
<tr>
<td>Cost of Fatalities and Serious Injuries, 2016: $835.93 million</td>
<td>3</td>
</tr>
<tr>
<td>Cost as % of country GDP, 2016: 9.9%</td>
<td>3</td>
</tr>
</tbody>
</table>

### ROAD CRASH FATALITIES AND INJURIES SNAPSHOT

<table>
<thead>
<tr>
<th>Rwanda</th>
<th>Mean in Region</th>
<th>Mean in LICs</th>
</tr>
</thead>
<tbody>
<tr>
<td>3,535</td>
<td>29.7</td>
<td>21.5</td>
</tr>
</tbody>
</table>

### FATALITIES BY USER COMPARISON CHART

1. Percentage of Road Crash Fatalities and Injuries in the economically productive age groups (15 - 64 years): 62%
2. Ratio of Male to Female Fatalities with the 5 - 14 year age group being most vulnerable to fatalities: 3:1
3. 1,112 life yrs. affected due to disability from road crash injuries in a population of 100,000

### POSITIONING OF COUNTRY IN THE REGION (COMPARSED TO COUNTRIES WITH THE LOWEST TRAFFIC FATALITIES IN THE REGION AND GLOBERALLY)

<table>
<thead>
<tr>
<th>Country</th>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate, 100,000 (2013 - 2016)</th>
<th>Motorization Registered Vehicles/100,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rwanda</td>
<td>3,535</td>
<td>2,623</td>
<td>29.7</td>
<td>21.5</td>
<td>-6.4%</td>
<td>1,512</td>
</tr>
<tr>
<td>Mauritius</td>
<td>173</td>
<td>168</td>
<td>13.7</td>
<td>13.2</td>
<td>4.4%</td>
<td>40,224</td>
</tr>
<tr>
<td>Nigeria</td>
<td>39,802</td>
<td>19,710</td>
<td>21.4</td>
<td>9.9</td>
<td>0.8%</td>
<td>6,309</td>
</tr>
<tr>
<td>Switzerland</td>
<td>223</td>
<td>334</td>
<td>2.65</td>
<td>3.89</td>
<td>5.4%</td>
<td>71,182</td>
</tr>
<tr>
<td>Norway</td>
<td>143</td>
<td>215</td>
<td>2.72</td>
<td>4.09</td>
<td>2.4%</td>
<td>75,544</td>
</tr>
<tr>
<td>Singapore</td>
<td>155</td>
<td>197</td>
<td>2.76</td>
<td>3.53</td>
<td>4.9%</td>
<td>16,604</td>
</tr>
<tr>
<td>Sweden</td>
<td>278</td>
<td>390</td>
<td>2.83</td>
<td>3.88</td>
<td>-3.2%</td>
<td>62,037</td>
</tr>
</tbody>
</table>

### BEST PERFORMING COUNTRIES IN REGION

<table>
<thead>
<tr>
<th>Country</th>
<th>WHO Estimated Road Fatalities</th>
<th>GBD Estimated Road Fatalities</th>
<th>WHO Estimated Fatality Rate/100,000 pop.</th>
<th>GBD Estimated Fatality Rate/100,000 pop.</th>
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<td>9.9</td>
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</table>

### BEST PERFORMING COUNTRIES GLOBALLY

<table>
<thead>
<tr>
<th>Country</th>
<th>WHO Estimated Road Fatalities</th>
<th>GBD Estimated Road Fatalities</th>
<th>WHO Estimated Fatality Rate/100,000 pop.</th>
<th>GBD Estimated Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate, 100,000 (2013 - 2016)</th>
<th>Motorization Registered Vehicles/100,000 population</th>
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<tr>
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<td>390</td>
<td>2.83</td>
<td>3.88</td>
<td>-3.2%</td>
<td>62,037</td>
</tr>
</tbody>
</table>

### Estimating Serious Injuries

Estimating serious injuries from road crashes:

This is an estimate by GRSF using the WHO-estimated road crash fatalities and the relationship of 15 serious injuries for each 1 road crash fatality.

*Serious Injuries = 15 × WHO Estimated Road Crash Fatalities* (6)
### Cost of Road Crash Fatalities and Serious Injuries

Estimated cost of road crash fatalities and serious injuries. Calculated using iRAP methodology with WHO-estimated road crash fatalities (6) and estimated serious injuries adopted herein (10)

\[
\text{Cost of fatalities} = \text{No. of fatalities} \times 70 \times \text{Country GDP per Capita}
\]

\[
\text{Cost of serious injuries} = \text{No. of serious injuries} \times 17.5 \times \text{Country GDP per Capita}
\]

### Cost of Road Crash Fatalities and Serious Injuries Expressed as a Percentage of the Country’s GDP in 2016

Cost of road crash fatalities and serious injuries expressed as a percentage of the country’s GDP in 2016.

### Comparison Chart of Road Crash Fatalities by Road User Categories

Comparison chart of road crash fatalities by road user categories:

- 4-Wheeler
- 2/3-Wheeler or Motorcyclists
- Cyclists
- Pedestrians
- Other forms of transport – mostly from unclassified data in countries.

The chart compares this distribution of road crash fatalities for:

- The specific country
- Mean distribution in the region the county lies in
- Mean distribution in the income category of the country lies (LICs for Low-Income Countries and MICs for Middle-Income Countries)

### Percentage of Road Crash Fatalities and Injuries that Involve People in the Economically Productive Age Groups, Between 15 to 64 Years

Percentage of road crash fatalities and injuries that involve people in the economically productive age groups, between 15 to 64 years.

### The Ratio of Male to Female Road Crash Fatalities in the Country Using Estimated Fatality Data from GBD in the Year 2016

The ratio of male to female road crash fatalities in the country using estimated fatality data from GBD in the year 2016.

### Disability-Adjusted Life Years (DALYs) from Road Crash Injuries in the Country Per 100,000 Population

Disability-adjusted life years (DALYs) from road crash injuries in the country per 100,000 population.

### List of the Two Best Performing Countries in the Region the Country Lies in – According to the WHO-Estimated Fatality Rate

- a. List of the two best performing countries in the region the country lies in – according to the WHO-estimated fatality rate

### List of the Best Performing Countries Globally According to the WHO-Estimated Fatality Rates

- b. List of the best performing countries globally according to the WHO-estimated fatality rates. These are Switzerland, Norway, Singapore, and Sweden (standard in all country profiles)

### Trend in Road Crash Fatality Rate Per 100,000 Population from 2013 to 2016, Using WHO-Estimated Road Crash Fatality Rates

- c. Trend in road crash fatality rate per 100,000 population from 2013 to 2016, using WHO-estimated road crash fatality rates

### Motorization – Registered Vehicles Per 100,000 Population Using Data Submitted to WHO

- d. Motorization – Registered vehicles per 100,000 population using data submitted to WHO
### Part 2: PILLAR 1 - ROAD SAFETY MANAGEMENT

#### ROAD SAFETY MANAGEMENT

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Kenya has a lead agency present, National Road Safety Committee, which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has no known road safety target.

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Ref.</th>
</tr>
</thead>
</table>
| 1   | Name of road safety lead agency in the country  
• Green Tick: A national road safety lead agency is present in the country  
• Red Cross: No national road safety lead agency is present in the country | 1 |
| 2   | Status of funding for the road safety lead agency in the national budget | 1 |
| 3   | Presence of a road safety strategy in the country | 1 |
| 4   | Status of funding for the road safety strategy  
• Fully funded  
• Partially funded  
• Not funded | 1 |
| 5   | Function of the road safety lead agency  
• Coordination  
• Legislation  
• Monitoring and Evaluation | 1 |
| 6   | Presence of a road safety target and description of the target with the target years | 1 |

For further interpretation and guidance, see content in Chapter 3.
## Part 3: PILLAR 2 - SAFE ROADS AND ROADSIDES

### Road Infrastructure Star Rating Results

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Ref.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Availability of road assessment survey data from iRAP</td>
<td>5</td>
</tr>
<tr>
<td>2</td>
<td>Road assessment survey carriageway statistics:</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>• Percentage of surveyed network with no formal pedestrian footpaths</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Percentage of surveyed network with no pedestrian crossings</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Percentage of surveyed network with undivided carriageways with vehicle speeds of 80 km/h or more</td>
<td></td>
</tr>
</tbody>
</table>
### Road Safety Country Profiles

| **3** | Road user kilometers of travel covered in the road assessment survey  
|       | - Vehicle occupant travel kilometers covered by the road assessment survey  
|       | - Pedestrian travel kilometers covered by the road assessment survey  
|       | - Cyclist travel kilometers covered by the road assessment survey | 5 |

| **4** | Road assessment survey statistics from iRAP – presented in form of a multi-colored chart showing the star rating results for each road user group (Motor vehicle occupants, Motorized 2/3 wheelers, Cyclists, and Pedestrians)  
|       | - Star Rating 5 – Safest road for road user  
|       | - Star Rating 4  
|       | - Star Rating 3  
|       | - Star Rating 2  
|       | - Star Rating 1 – Least safe road for road user | 5 |

| **5** | Country data on procedures in design and maintenance of road infrastructure  
|       | - Requirement for audit/star rating for new road infrastructure  
|       | - Requirement for inspection/star rating for existing roads  
|       | - Allocation of investment to upgrade high risk locations | 1 |

| **6** | Business Case for Safer Roads – Benefit cost analysis for investment into road safety infrastructure  
|       | a. Required investment in road safety infrastructure and speed management to achieve safer roads (3 Star or better)  
|       | b. Annual investment required as a percentage of the country’s GDP between 2019 to 2030  
|       | c. Reduction in road crash fatalities (per year) resulting from the improvement of road infrastructure and speed management measures  
|       | d. Approximate reduction in road crash fatalities and serious injuries because of the road infrastructure improvement and speed management over a period of 20 years  
|       | e. Economic benefit from the reduction in road crash fatalities and serious injuries which would be achieved by bringing roads to 3 star safety rating  
|       | f. Benefit Cost Ratio of the road infrastructure improvements and speed management  

\[
Benefit\ Cost\ Ratio = \frac{Economic\ Benefit\ (6e)}{Infrastructure\ Investment\ Required\ (6a)}
\]

For further interpretation and guidance, see content in Chapter 4.
## Part 4: PILLAR 3 - SAFE SPEEDS

**SAFE SPEEDS**

Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

### Maximum Speed Limits and Enforcement

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Ref.</th>
</tr>
</thead>
</table>
| 1   | Presence of a national speed limit law in the country  
- Green Tick: National speed limit law present  
- Red Cross: No national speed limit law enacted in country | 1 |
| 2   | Maximum urban road speed limit enforced in the country | 1 |
| 3   | Maximum rural road speed limit enforced in the country | 1 |
| 4   | Maximum motorway/highway speed limits enforced in the country | 1 |
| 5   | Speed enforcement strategies widely used in the country  
- Manual Enforcement  
- Manual and Automated Enforcement  
- Automated Enforcement | 1 |
| 6   | Difference of speed limits with the recommended Safe System speeds  
- Recommended speed limit on urban roads – 30 km/h (except on Urban Arterials)  
- Recommended speed limit on rural roads – 70 km/h (rural undivided)  
- Recommended speed limit on motorways/highways – 90 km/h (divided) | 8 |
|     | If the speed is within the recommended speed limit it is marked as **"Appropriate"** | |
|     | If the speed is not within the recommended speed limit the speed difference is indicated (for example **"+50 km/h"**) | |
| 7   | Potential decrease in road crash fatalities from enforcement of the recommended speed limits  
Using calculation based on the Power Model\textsuperscript{13} relating speed and road trauma | 7 |
Potential factor decrease in fatalities = \( \left( \frac{\text{Current Speed Limit}}{\text{Recommended Speed Limit}} \right)^x \)

The value, \( x \), varies for different road conditions: 3.60 (Urban arterial); 5.90 (Rural highway); 4.84 (Residential road); (5.33) Freeway; and 4.26 (All areas).

If the speed is within the recommended speed limit it is marked as **“Low Risk”**

If the speed is not within the recommended speed limit, the potential crash risk reduction if the recommended safe speeds are adopted is calculated using the Power Model (for example **“19 times lower”**)

<table>
<thead>
<tr>
<th>Speed Calming Measures adopted widely in the country (from a review of Internet articles/media sources and any study evidence found)</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Used/not used or almost never used in narrowing speed calming infrastructure – includes lane narrowing by extending sidewalks, curb extensions and pedestrian refugees</td>
</tr>
<tr>
<td>b. Used/not used or almost never used in vertical deflection speed calming infrastructure – includes speed bumps, speed humps, speed cushions, speed tables, raised pedestrian crossings and variations in ride surfaces</td>
</tr>
<tr>
<td>c. Used/not used or almost never used in horizontal deflection speed calming infrastructure – used to make vehicles swerve slightly: include chicanes, pedestrian refuges and chokers</td>
</tr>
<tr>
<td>d. Used/not used or almost never used in blocking/restriction of access speed calming infrastructure – includes median diverters and closing of streets for creation of pedestrian zones and cul-de-sacs</td>
</tr>
</tbody>
</table>

* Green Tick: Speed calming measures are present
* Red Cross: Speed calming measures not present/almost not present

For further interpretation and guidance, see content in Chapter 5.
# Part 5: PILLAR 4 - SAFE VEHICLES

## VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Ref.</th>
</tr>
</thead>
</table>
| 1   | Total vehicles registered reported by the country as of 2016. This includes all types of vehicles:  
- Cars and 4-wheeled light vehicles  
- Motorized 2- and 3-wheelers  
- Heavy trucks  
- Buses.  
- Any other motorized form of transport | 1    |
| 2   | Percentage of 2- and 3-wheelers from the total registered vehicles (1)       | 1    |
| 3   | Country adoption of the UN Vehicle Safety Regulations.  
  a. Compliance/Non-compliance of frontal impact standards (Reg. 94)  
  b. Compliance/Non-compliance of motorcycle anti-lock braking system (Reg. 78)  
  c. Compliance/Non-compliance of pedestrian protection (Reg. 127)  
  d. Compliance/Non-compliance of electronic stability control (Reg. 140)  
  e. Compliance/Non-compliance of seat belts and anchorages (Reg. 16 and 14)  
  - Green Tick: UN vehicle safety regulations adopted  
  - Red Cross: UN vehicle safety regulations not adopted | 1    |
| 4   | Presence of regulations for the import of used vehicles into the country  
  - Banned: Import of used vehicles is prohibited in the country (Green Tick)  
  - Regulated: Import of used vehicles is regulated by age limit or taxation-based limits (Green Tick)  
  - Not Regulated: Import of used vehicles not regulated (Red Cross) | 9    |

## Import age limit as per the regulations of imported used cars in the country

- **Strong Regulations:** 3 Years and below (Green Tick)
- **Good Regulations:** 5 Years and below (Green Tick)
- **Fair Regulations:** 8 Years and below (Green Tick)
- **Poor Regulations:** 10 Years and below (Red Cross)
- **No Regulations:** No Age Limit (Red Cross)

## Presence/No presence of import inspections of vehicles being imported into the country

- **Green Tick:** Presence of import inspections of vehicle imports
- **Red Cross:** No presence of import inspections of vehicle imports

## Presence/No presence of periodic inspections of registered vehicles in the country

- **Green Tick:** Presence of periodic inspections of vehicle imports
- **Red Cross:** No presence of periodic inspections of vehicle imports

For further interpretation and guidance, see content in Chapter 6.
### Part 6: PILLAR 5 - SAFE ROAD USERS

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries. National seatbelt legislation in the country is described as follows:

#### National seatbelt legislation in the country

1. **Presence/No presence** of national seatbelt law in legislation of the country
2. Seatbelt law applies to vehicle driver (Yes/No)
3. Seatbelt law applies to vehicle front passengers (Yes/No)
4. Seatbelt law applies to vehicle back/rear passengers (Yes/No)

#### Motorcycle safety legislation in the country:

1. **Presence/No presence** of national motorcycle helmet law in the legislation of the country
2. **Presence/No Presence** of defined helmet standards in motorcycle laws
3. **Presence/No Presence** of motorcycle occupant age restriction in motorcycle laws

#### Legal minimum driving age for motor-vehicles in the country

- Recommended: Minimum driving age above 18 Years (Green Tick)
- Weak regulation: Minimum driving age below 18 Years (Red Cross)

#### National drink-driving legislation in the country

1. **Presence/No presence** of national drink-driving law in legislation of the country
2. Drink-driving law based on blood alcohol concentration (BAC) (Yes/No)
3. Blood alcohol concentration limits for general population (all drivers)
4. Blood alcohol concentration limits for young drivers (if present)
5. Blood alcohol concentration limits for professional and commercial drivers (if present)
6. **Presence/No presence** of random drink-driving tests by police in the country (Yes/No)
7. Percentage of road crashes reported with alcoholic involvement

- **Green Tick:** “Yes” or “Presence”
- **Red Cross:** “No” or “No Presence”

For further interpretation and guidance, see content in Chapter 7.
### Part 7: PILLAR 6 - POST-CRASH CARE

**POST CRASH CARE**

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Ref.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Presence/No presence of a national emergency care access number – emergency numbers casualties or any individual at the scene of the crash can reach to request an emergency response to the scene</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>• National, Multiple Numbers – Country has several emergency numbers (Police or Ambulance and General Emergency Numbers) that are functional nationally</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• National, Single Number – Country has one emergency number (General/Police/Ambulance) that is functional nationally</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Partial, Multiple Numbers – Country has several emergency numbers (Police or Ambulance and General Emergency Numbers) that are functional only in specific parts of the country</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Partial, Single Number – Country has one emergency number (General/Police/Ambulance) that is functional only in specific parts of the country</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• None – Country has no emergency number</td>
<td></td>
</tr>
<tr>
<td></td>
<td>List of specific country emergency numbers listed (Wikipedia, Various online sources)</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Ref.</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Presence/No presence of a trauma registry system in the country or hospitals within the country</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>• National – Country has a national trauma registry system, which receives road crash trauma information from all trauma centers in the country</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Sub-national – Country has a trauma registry system, covering only several trauma centers in the country or a whole sub-region within the country</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Some facilities – Country has a trauma registry system within some trauma facilities only, with no connection</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• None – Country does not have a trauma registry system</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>Country’s Health Coverage Index</td>
</tr>
<tr>
<td></td>
<td>The index is based on SDG indicator 3.8.1 - Coverage of essential health services, defined as the average coverage of essential services based on tracer interventions that include reproductive, maternal, newborn, and child health; infectious diseases; noncommunicable diseases; and service capacity and access; among the general and the most disadvantaged population.</td>
</tr>
</tbody>
</table>
It is presented on a scale of 0 to 100. High index values are associated with higher life expectancies as the index correlates with under-5 mortality rates, life expectancy and the Human Development Index. A country whose index is greater than or equal to 80 has this value presented as 80 since the current index does not adequately distinguish between countries with the highest level of service coverage provision.

<table>
<thead>
<tr>
<th>4</th>
<th>Country’s Expenditure on Healthcare (as a percentage of GDP)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Indicates the level of current health expenditure (healthcare goods and services consumed during each year) expressed as a percentage of GDP.</td>
</tr>
</tbody>
</table>

For further interpretation and guidance, see content in Chapter 8.
10. REGIONAL ROAD SAFETY PROFILES

The regional road safety profiles aggregate data from all the countries within the six World Bank regions and provide an overview of how the region is performing in all the six Safe System pillars according to the metrics used in the road safety country profiles.

The regional profiles are arranged (alphabetically) as follows:

<table>
<thead>
<tr>
<th></th>
<th>Region</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Africa Region (AFR)</td>
</tr>
<tr>
<td>2</td>
<td>East Asia and Pacific Region (EAP)</td>
</tr>
<tr>
<td>3</td>
<td>Europe and Central Asia Region (ECA)</td>
</tr>
<tr>
<td>4</td>
<td>Latin America and the Caribbean Region (LAC)</td>
</tr>
<tr>
<td>5</td>
<td>Middle East and North Africa Region (MENA)</td>
</tr>
<tr>
<td>6</td>
<td>South Asia Region (SAR)</td>
</tr>
</tbody>
</table>
**ROAD SAFETY REGION PROFILE**

**AFRICA (AFR)**

**THE SCALE OF THE ROAD SAFETY CHALLENGE**

**SNAPSHOT OF THE AFRICA REGION (AS PER COUNTRY PROFILES):**

<table>
<thead>
<tr>
<th>Category</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Region Total Population, 2016</td>
<td>1.01 billion</td>
</tr>
<tr>
<td>Government Reported Fatalities, 2016</td>
<td>57,856</td>
</tr>
<tr>
<td>WHO Estimated Fatalities, 2016</td>
<td>270,284</td>
</tr>
<tr>
<td>GBD Estimated Fatalities, 2016</td>
<td>166,620</td>
</tr>
<tr>
<td>WHO Est. Fatalities per 100,000 Pop., 2016</td>
<td>27.64</td>
</tr>
<tr>
<td>GBD Est. Fatalities per 100,000 Pop., 2016</td>
<td>19.72</td>
</tr>
<tr>
<td>Estimated Serious Injuries, 2016</td>
<td>4,054,260</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Region</th>
<th>Cost of Fatalities and Serious Injuries, 2016</th>
<th>Cost as % of region average GDP, 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>AFR</td>
<td>$128 billion</td>
<td>9.0 % of GDP</td>
</tr>
</tbody>
</table>

**65%** Percentage of Road Crash Fatalities and Injuries in the economically productive age group (15 - 64 years)

**1,149 life years** affected due to disability from road crash injuries in a population of 100,000 people

**POSITIONING OF THE AFRICA REGION COMPARED TO OTHER WORLD BANK GROUP REGIONS:**

<table>
<thead>
<tr>
<th>Region</th>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate/100,000 pop. (2013 - 2016)</th>
<th>Motorization Registered Vehicles/100,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>AFR</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Africa</td>
<td>270,284</td>
<td>166,620</td>
<td>27.64</td>
<td>19.72</td>
<td>-4.9%</td>
<td>6,920.5</td>
</tr>
<tr>
<td>ECA</td>
<td>Europe and Central Asia</td>
<td>60,024</td>
<td>57,535</td>
<td>12.53</td>
<td>11.02</td>
<td>-2.4%</td>
</tr>
<tr>
<td>SAR</td>
<td>South Asia</td>
<td>364,718</td>
<td>302,390</td>
<td>14.55</td>
<td>15.80</td>
<td>-4.5%</td>
</tr>
<tr>
<td>EAP</td>
<td>East Asia and Pacific</td>
<td>371,979</td>
<td>386,908</td>
<td>15.81</td>
<td>17.74</td>
<td>-2.4%</td>
</tr>
<tr>
<td>LAC</td>
<td>Latin America and the Caribbean</td>
<td>107,057</td>
<td>110,560</td>
<td>19.05</td>
<td>17.24</td>
<td>-1.4%</td>
</tr>
<tr>
<td>MENA</td>
<td>Middle East and North Africa</td>
<td>53,094</td>
<td>68,097</td>
<td>19.37</td>
<td>16.82</td>
<td>-5.8%</td>
</tr>
</tbody>
</table>

**YEARS OF LIFE LOST PER 100,000 POPULATION IN THE AFR REGION**

**VULNERABLE ROAD USERS - FATALITIES BY AGE AND SEX (REGIONAL AND GLOBAL COMPARISON)**

**ROAD SAFETY MANAGEMENT**

Regional road safety observatories are a key driver in successful implementation of road safety strategies in the region's countries. The World Bank in partnership with the Fédération Internationale de l'Automobile (FIA), the International Transport Forum (ITF) and other partners are working to establish the African Road Safety Observatory.

90% of countries report they have a lead agency, with 75% of them reporting to be fully funded.

85% of the agencies guide, implement and monitor road safety interventions.

40% of the agencies have a road safety target.

PILLAR 1

%
**SAFE SPEEDS**

Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures, such as establishing and enforcing speed limit laws, traffic calming through roadway design, and other measures, and vehicle technology need to be widely implemented.

<table>
<thead>
<tr>
<th>MAXIMUM SPEED LIMITS AND ENFORCEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>countries with national speed limit laws</td>
</tr>
<tr>
<td>countries with urban speed limits of 30 km/h or less; Range: 40 - 100 km/h; Mean - 57 km/h;</td>
</tr>
<tr>
<td>countries with rural speed limits of 70 km/h or less; Range: 56 - 120 km/h; Mean - 94 km/h;</td>
</tr>
<tr>
<td>countries with motorway speed limits of 90 km/h or less; Range: 72 - 120 km/h; Mean - 107 km/h;</td>
</tr>
</tbody>
</table>

The enforcement distribution in the Africa Region is: Manual Enforcement: 68%; Manual and Automated Enforcement: 7%; Fully Automated Enforcement: 2%; No Enforcement: 23%. 50% of local authorities can modify speeds in their jurisdiction.

**SAFE VEHICLES**

Regional bodies should supplement country efforts in deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes, and incentives to accelerate the uptake of new technologies to reduce road crash fatalities.

<table>
<thead>
<tr>
<th>VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>6,921 veh/100,000 people mean vehicle population</td>
</tr>
<tr>
<td>mean percentage of motorized 2/3 wheelers</td>
</tr>
<tr>
<td>countries with blocking or restriction of access</td>
</tr>
<tr>
<td>of countries have adopted the Global NCAP Standards</td>
</tr>
<tr>
<td>Countries with strong import regulations</td>
</tr>
<tr>
<td>countries with periodic inspection schemes</td>
</tr>
</tbody>
</table>

**SAFE ROAD USERS**

The key behavioral risk factors for road crash injuries are drink driving, non-use of helmets, seat-belts, or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

<table>
<thead>
<tr>
<th>NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)</th>
</tr>
</thead>
<tbody>
<tr>
<td>countries with a national seatbelt law</td>
</tr>
<tr>
<td>countries with a national motor cycle helmet law</td>
</tr>
<tr>
<td>countries with a national drink driving law, 75% BAC Based.</td>
</tr>
<tr>
<td>countries with BAC Limit equal or lower than 0.05 g/dl.</td>
</tr>
<tr>
<td>countries with legal minimum driving age at or above 18 yrs.</td>
</tr>
</tbody>
</table>

**POST CRASH CARE**

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

<table>
<thead>
<tr>
<th>POST CRASH CARE</th>
</tr>
</thead>
<tbody>
<tr>
<td>countries with a national emergency care access number</td>
</tr>
<tr>
<td>countries with a national trauma registry system</td>
</tr>
<tr>
<td>range of country health service coverage index - SDG Target 3.8 Mean - 44; Target - 100</td>
</tr>
<tr>
<td>5.6% mean current expenditure on healthcare (%GDP)</td>
</tr>
</tbody>
</table>

### References

The Scale of the Road Safety Challenge

Snapshot of the East Asia and Pacific Region (as per country profiles):

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>EAP</td>
<td>2.1 billion</td>
<td>145,290</td>
<td>371,979</td>
<td>386,908</td>
<td>15.81</td>
<td>17.74</td>
<td>5,579,685</td>
</tr>
</tbody>
</table>

Cost of Fatalities and Serious Injuries, 2016: $833 billion

Cost as % of region average GDP, 2016: 6.1% of GDP

Percentage of Road Crash Fatalities and Injuries in the economically productive age group (15 - 64 years): 78%

1,017 life years affected due to disability from road crash injuries in a population of 100,000 people

Positioning of the East Asia and Pacific Region compared to other World Bank Group Regions:

<table>
<thead>
<tr>
<th>Region</th>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate/100,000 (2013 - 2016)</th>
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<td>371,979</td>
<td>386,908</td>
<td>15.81</td>
<td>17.74</td>
<td>-2.4%</td>
<td>22,662.6</td>
</tr>
<tr>
<td>ECA Europe and Central Asia</td>
<td>60,024</td>
<td>57,535</td>
<td>12.53</td>
<td>11.02</td>
<td>-2.4%</td>
<td>25,428.5</td>
</tr>
<tr>
<td>SAR South Asia</td>
<td>364,718</td>
<td>302,390</td>
<td>14.55</td>
<td>15.80</td>
<td>-4.5%</td>
<td>12,800.3</td>
</tr>
<tr>
<td>LAC Latin America and the Caribbean</td>
<td>107,057</td>
<td>110,560</td>
<td>19.05</td>
<td>17.24</td>
<td>-1.4%</td>
<td>25,735.4</td>
</tr>
<tr>
<td>MENA Middle East and North Africa</td>
<td>53,094</td>
<td>68,097</td>
<td>19.37</td>
<td>16.82</td>
<td>-5.8%</td>
<td>21,261.2</td>
</tr>
<tr>
<td>AFR Africa</td>
<td>270,284</td>
<td>166,620</td>
<td>27.64</td>
<td>19.72</td>
<td>-4.9%</td>
<td>6,920.5</td>
</tr>
</tbody>
</table>

Years of Life Lost per 100,000 Population in the EAP Region

Vulnerable Road Users - Fatalities by Age and Sex (Regional and Global Comparison)

Road Safety Management

Regional road safety observatories are a key driver in successful implementation of road safety strategies in the region's countries. The World Bank in partnership with the Asian Development Bank (ADB), the International Transport Forum (ITF) and Fédération Internationale de l'Automobile (FIA) is in the process of developing a framework for the Asian Road Safety Observatory.

85% of countries report they have a lead agency, with 90% of them reporting to be fully funded.

80% of the agencies guide, implement, and monitor road safety interventions.

65% of the agencies have a road safety target.
**ROAD SAFETY REGION PROFILE**

### EAST ASIA AND PACIFIC (EAP)

**SAFE ROADS AND ROADSIDES: Infrastructure Assessment and Business Case for Safer Roads (iRAP)**

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. Road Star Ratings are based on road inspection data and provide a simple and objective measure of the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 Star roads are the least safe.

<table>
<thead>
<tr>
<th>Pillar 2</th>
<th>Pillar 3</th>
<th>Pillar 4</th>
<th>Pillar 5</th>
</tr>
</thead>
<tbody>
<tr>
<td>90 billion kilometres</td>
<td>total vehicle occupant travel surveyed by iRAP</td>
<td>Vehicle Occupant Star Rating Results</td>
<td>34.8% 4/5 Star 31.9% 3 Star 33.4% 1/2 Star</td>
</tr>
<tr>
<td>5.7 billion kilometres</td>
<td>total pedestrian travel surveyed by iRAP</td>
<td>Motorcyclist Star Rating Results</td>
<td>4.9% 4/5 Star 22.2% 3 Star</td>
</tr>
<tr>
<td>Business Case for Road Safety</td>
<td>Infrastructure and Speed Mgmt.</td>
<td>Investment required</td>
<td>$165 billion</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| Reduction in fatalities and serious injuries (FSI) over 20 years: | 31 million |
| Economic Benefit in Region: | $3.7 trillion |
| Benefit Cost Ratio: | 14 |

### SAFE SPEEDS

Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

**MAXIMUM SPEED LIMITS AND ENFORCEMENT**

- **90%** countries with national speed limit laws
- **11%** countries with urban speed limits of 30 km/h or less; Range: 40 - 90 km/h; Mean - 53 km/h;
- **37%** countries with rural speed limits of 70 km/h or less; Range: 40 - 90 km/h; Mean - 77 km/h;
- **58%** countries with motorway speed limits of 90 km/h or less; Range: 40 - 120 km/h; Mean - 96 km/h;

The enforcement distribution in the East Asia and Pacific Region is - Manual Enforcement: 63%; Manual and Automated Enforcement: 16% Fully Automated Enforcement: 11%. No Enforcement: 11%. 30% of local authorities can modify speeds in their jurisdiction.

**SPEED CALMING MEASURES**

- 5% countries with narrowing measures
- 100% countries with vertical deflections
- 5% countries with horizontal deflections
- 0% countries with blocking or restriction of access

### SAFE VEHICLES

Regional bodies should supplement country efforts in deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies to reduce road crash fatalities.

**VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS**

<table>
<thead>
<tr>
<th>22,663 veh/100,000 people</th>
<th>mean vehicle population</th>
<th>mean percentage of motorized 2/3 wheelers</th>
<th>of countries have adopted the Global NCAP Standards</th>
<th>5%</th>
</tr>
</thead>
<tbody>
<tr>
<td>$165 billion</td>
<td></td>
<td></td>
<td>Countries with strong import regulations</td>
<td>20%</td>
</tr>
<tr>
<td>$3.7 trillion</td>
<td></td>
<td></td>
<td>Countries with periodic inspection schemes</td>
<td>0%</td>
</tr>
</tbody>
</table>

### SAFE ROAD USERS

The key behavioral risk factors for road crash injuries are drink driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

**NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)**

- **80%** a national seatbelt law
- **100%** countries with a national motor cycle helmet law
- **100%** countries with a national drink driving law. 70% BAC Based.
- **75%** countries with BAC Limit equal or lower than 0.05 g/dl.
- **70%** countries with legal minimum driving age at or above 18 yrs.

### POST CRASH CARE

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

<table>
<thead>
<tr>
<th>75%</th>
<th>countries with a national emergency care access number</th>
</tr>
</thead>
<tbody>
<tr>
<td>45%</td>
<td>countries with a national trauma registry system</td>
</tr>
<tr>
<td>40 - 76</td>
<td>range of country health service coverage index - SDG Target 3.8 Mean - 58; Target - 100</td>
</tr>
<tr>
<td>5.7%</td>
<td>mean current expenditure on healthcare (% GDP)</td>
</tr>
</tbody>
</table>

### REFERENCES

ROAD SAFETY REGION PROFILE

EUROPE AND CENTRAL ASIA (ECA)

THE SCALE OF THE ROAD SAFETY CHALLENGE

SNAPSHOT OF THE EUROPE AND CENTRAL ASIA REGION (AS PER COUNTRY PROFILES):

- Region Total Population, 2016: 420 million
- Government Reported Fatalities, 2016: 46,074
- WHO Estimated Fatalities, 2016: 60,024
- GBD Estimated Fatalities, 2016: 57,535
- WHO Est. Fatalities per 100,000 Pop., 2016: 12.53
- GBD Est. Fatalities per 100,000 Pop., 2016: 11.02
- Estimated Serious Injuries, 2016: 900,360

Cost of Fatalities and Serious Injuries, 2016: $146 billion

- Cost as % of region average GDP, 2016: 4.8% of GDP

- 76% Percentage of Road Crash Fatalities and Injuries in the economically productive age group (15 - 64 years)

695 life years affected due to disability from road crash injuries in a population of 100,000 people

COMPARISON CHARTS OF ROAD CRASHFatalities by User Category

- 54% ECA Region
- 31% Global
- 18% Low Income Countries
- 9% Middle Income Countries

USER CATEGORIES:

- Blue: Pedestrians
- Orange: Vehicle Occupants
- Yellow: Motorcyclist
- Red: Cyclist

POSITIONING OF THE EUROPE AND CENTRAL ASIA REGION COMPARED TO OTHER WORLD BANK GROUP REGIONS:

<table>
<thead>
<tr>
<th>Region</th>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate/100,000 (2013 - 2016)</th>
<th>Motorization Registered Vehicles/100,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>ECA</td>
<td>60,024</td>
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<td>68,097</td>
<td>19.37</td>
<td>16.82</td>
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<td>AFR Africa</td>
<td>270,284</td>
<td>166,620</td>
<td>27.64</td>
<td>19.72</td>
<td>-4.9%</td>
<td>6,920.5</td>
</tr>
</tbody>
</table>

YEARS OF LIFE LOST PER 100,000 POPULATION IN THE ECA REGION

VULNERABLE ROAD USERS - FATALITIES BY AGE AND SEX (REGIONAL AND GLOBAL COMPARISON)

- 60% 50 - 69
- 45% 15 - 49
- 30% 5 - 14
- 15% below 5

ROAD SAFETY MANAGEMENT

Regional road safety observatories are a key driver in successful implementation of road safety strategies in the region’s countries. The European Road Safety Observatory under the European Commission supports all aspects of road safety policies at a regional and national level. The Asian Road Safety Observatory framework is also being developed by World Bank and other partners.

- 85% of countries report they have a lead agency, with 80% of them reporting to be fully funded.
- 80% of the agencies guide, implement and monitor road safety interventions.
- 60% of the agencies have a road safety target.
### Safe Roads and Roadsides: Infrastructure Assessment and Business Case for Safer Roads (iRAP)

Improved infrastructure provides solid and well-understood crash and injury reduction outcomes and are critical for long-term and sustainable trauma reduction in line with the Safe Systems Approach. Road Star Ratings are based on road inspection data and provide a simple and objective measure of the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 Star roads are the least safe.

#### Pillar 2

<table>
<thead>
<tr>
<th>14 billion kilometres</th>
<th>3.02 billion kilometres</th>
</tr>
</thead>
<tbody>
<tr>
<td>total vehicle occupant travel surveyed by IRAP</td>
<td>total pedestrian travel surveyed by IRAP</td>
</tr>
</tbody>
</table>

#### Pillar 3

**Maximum Speed Limits and Enforcement**

- **100%** countries with national speed limit laws
- **0%** countries with urban speed limits of 30 km/h or less; Range: 40 - 90 km/h; Mean: 57 km/h; 0% countries with rural speed limits of 70 km/h or less; Range: 80 - 110 km/h; Mean: 92 km/h; 5% countries with motorway speed limits of 90 km/h or less; Range: 110 - 140 km/h; Mean: 120 km/h;

The enforcement distribution in the Europe and Central Asia Region is - Manual Enforcement: 29%; Manual and Automated Enforcement: 38%; Fully Automated Enforcement: 29%; No Enforcement: 5%. 35% of local authorities can modify speeds in their jurisdictions.

#### Pillar 4

**Vehicle Registration, Standards and Import Regulations**

- **25,429 veh/100,000 people** mean vehicle population
- **4%** mean percentage of motorized 2/3 wheelers
- 20% of countries have adopted the Global NCAP Standards
- **0%** countries with strong import regulations
- 10% countries with periodic inspection schemes

**Vehicular Standards**

<table>
<thead>
<tr>
<th>4 million</th>
</tr>
</thead>
<tbody>
<tr>
<td>Business Case for Road Safety</td>
</tr>
<tr>
<td>Infrastructure and Speed Mgmt. Investment required</td>
</tr>
</tbody>
</table>

#### Pillar 5

**National Seatbelt, Drink Driving and Helmet Laws (WHO, 2018)**

- **90%** countries with a national seatbelt law
- **100%** countries with a national motor cycle helmet law
- **100%** countries with a national drink driving law. 80% BAC Based.
- **90%** countries with BAC limit equal or lower than 0.05 g/dl.
- **80%** countries with legal minimum driving age at or above 18 yrs.

**Post Crash Care**

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

<table>
<thead>
<tr>
<th>54 - 74</th>
</tr>
</thead>
<tbody>
<tr>
<td>range of country health service coverage index - SDG Target 3.8 Mean - 66; Target - 100</td>
</tr>
</tbody>
</table>

#### References

Regional road safety observatories are a key driver in successful implementation of road safety strategies in the region's countries. The Latin America Region has a regional observatory, OISEVI, created in 2011 to foster broader cooperation regarding road safety. The observatory has a total of 18 member countries and is also supported by a regional road safety database, IRTAD LAC.

85% of countries report they have a lead agency, with 65% of them reporting to be fully funded. Of the agencies guide, implement and monitor road safety interventions.

The scale of the road safety challenge: 77% of road crash fatalities and injuries in the economically productive age group (15 - 64 years) affected due to disability from road crash injuries in a population of 100,000 people.

Estimate of road crash fatalities and injuries in LAC region: 17.24 life years affected due to disability from road crash injuries in a population of 100,000 people.

3:1 Ratio of Male to Female Road Crash Fatalities in the Region.

WHO Estimated Fatalities, 2016: 107,057
WHO Fatality Rate/100,000 pop. 19.05
WHO Fatality Rate/100,000 pop. 17.24

Comparison charts of road crash fatalities by user category:

LAC Region:
- Pedestrians: 35%
- Vehicle Occupants: 18%
- Motorcyclist: 6%
- Cyclist: 15%

Global:
- Pedestrians: 45%
- Vehicle Occupants: 30%
- Motorcyclist: 6%
- Cyclist: 9%

Low Income Countries:
- Pedestrians: 33%
- Vehicle Occupants: 45%
- Motorcyclist: 9%
- Cyclist: 3%

Middle Income Countries:
- Pedestrians: 20%
- Vehicle Occupants: 6%
- Motorcyclist: 33%
- Cyclist: 4%

Positioning of the Latin America and the Caribbean region compared to other World Bank Group regions:

<table>
<thead>
<tr>
<th>Region</th>
<th>2016 WHO Estimated Fatalities</th>
<th>2016 GBD Estimated Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop</th>
<th>% Trend in Fatality Rate/100,000 (2013 - 2016)</th>
<th>MotORIZATION Registered Vehicles/100,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>LAC</td>
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<tr>
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<td></td>
<td></td>
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<td>-4.9%</td>
<td>6,920.5</td>
</tr>
</tbody>
</table>

Years of life lost per 100,000 population in the LAC region:

Vulnerable road users - fatalities by age and sex (regional and global comparison):
ROAD SAFETY REGION PROFILE

LATIN AMERICA AND THE CARIBBEAN (LAC)

SAFE ROADS AND ROADSIDES: Infrastructure Assessment and Business Case for Safer Roads (iRAP)

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. Road Star Ratings are based on road inspection data and provide a simple and objective measure of the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 Star roads are the least safe.

<table>
<thead>
<tr>
<th>260 billion kilometres</th>
<th>2.64 billion kilometres</th>
</tr>
</thead>
<tbody>
<tr>
<td>total vehicle occupant travel surveyed by iRAP</td>
<td>total pedestrian travel surveyed by iRAP</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Vehicle Occupant Star Rating Results</th>
<th>Pedestrian Star Rating Results</th>
</tr>
</thead>
<tbody>
<tr>
<td>7.3% 4/5 Star 46.9% 3 Star 45.8% 1/2 Star 4.2% 4/5 Star</td>
<td>15.8% 3 Star 80.0% 1/2 Star</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Motorcyclist Star Rating Results</th>
<th>Bicyclist Star Rating Results</th>
</tr>
</thead>
<tbody>
<tr>
<td>5.0% 4/5 Star 34.6% 3 Star 60.4% 1/2 Star</td>
<td>7.4% 4/5 Star 31.7% 3 Star 60.9% 1/2 Star</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Business Case for Road Safety</th>
<th>Infrastructure and Speed Mgmt. Investment required</th>
<th>Annual Investment as a % of GDP (2019-2030)</th>
<th>Reduction in fatalities per year</th>
</tr>
</thead>
<tbody>
<tr>
<td>$95 billion</td>
<td>$1.1 trillion</td>
<td>0.20%</td>
<td>36,533</td>
</tr>
</tbody>
</table>

Reduction in fatalities and serious injuries (FSI) over 20 years: 8 million

Economic Benefit in Region: $1.1 trillion

Benefit Cost Ratio: 16

SAFE SPEEDS

Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

MAXIMUM SPEED LIMITS AND ENFORCEMENT

| 80% | 43% | 52% |
| countries with national speed limit laws | countries with urban speed limits of 30 km/h or less; Range: 24 - 80 km/h; Mean - 55 km/h; | countries with rural speed limits of 70 km/h or less; Range: 24 - 120 km/h; Mean - 82 km/h; |
| 17% | 5% | 17% |
| countries with no speed limit laws | countries with no speed limit laws | countries with no speed limit laws |

The enforcement distribution in the Latin America and the Caribbean Region is - Manual Enforcement: 70% Manual and Automated Enforcement: 22% Fully Automated Enforcement: 4% No Enforcement: 4% 35% of local authorities can modify speeds in their jurisdiction.

The enforcement distribution in the Latin America and the Caribbean Region is - Manual Enforcement: 70% Manual and Automated Enforcement: 22% Fully Automated Enforcement: 4% No Enforcement: 4% 35% of local authorities can modify speeds in their jurisdiction.

SPEED CALMING MEASURES

| 0% | 100% | 0% |
| countries with narrowing measures | countries with vertical deflections | countries with blocking or restriction of access |
| 100% | 0% | 0% |
| countries with widening measures | countries with horizontal deflections | countries with blocking or restriction of access |

SAFE VEHICLES

Regional bodies should supplement country efforts in deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies to reduce road crash fatalities.

VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS

| 25,735 | 5% |
| mean vehicle population | of countries have adopted the Global NCAP Standards |
| 100,000 people | 25% |
| 22% | Countries with strong import regulations |
| mean percentage of motorized 2/3 wheelers | 0% |
| 0% | countries with periodic inspection schemes |

| 85% | 100% | 60% |
| countries with a national seat belt law | countries with a national motor cycle helmet law | countries with a national drink driving law. 80% BAC Based. |
| 95% | 100% | 60% |
| countries with a national seat belt law | countries with a national motor cycle helmet law | countries with BAC Limit equal or lower than 0.05 g/dl. |
| 85% | 60% | 60% |
| countries with a national seat belt law | countries with a national drink driving law | countries with legal minimum driving age at or above 18 yrs. |

SAFE ROAD USERS

The key behavioral risk factors for road crash injuries are drink driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)

| 95% | 100% |
| countries with a national seat belt law | countries with a national motor cycle helmet law |
| 85% | 100% |
| countries with a national seat belt law | countries with a national motor cycle helmet law |
| 100% | 60% |
| countries with a national drink driving law. 80% BAC Based. | countries with BAC Limit equal or lower than 0.05 g/dl. |
| 60% | 60% |
| countries with BAC Limit equal or lower than 0.05 g/dl. | countries with legal minimum driving age at or above 18 yrs. |

POST CRASH CARE

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

| 65% | 35% | 57 - 78 |
| countries with a national emergency care access number | countries with a national trauma registry system | range of country health service coverage index - SDG Target 3.8 Mean - 71; Target - 100 |
| 65% | 35% | 6.7% |
| countries with a national emergency care access number | countries with a national trauma registry system | mean current expenditure on healthcare (% GDP) |

REFERENCES

Regional road safety observatories are a key driver in successful implementation of road safety strategies in the region's countries. The World Bank in partnership with the Fédération Internationale de l'Automobile (FIA), the International Transport Forum (ITF) are working to establish the African Road Safety Observatory; information on an observatory in the Middle East isn't available.

90% of countries report they have a lead agency, with 40% of them reporting to be fully funded. 80% of the agencies guide, implement and monitor road safety interventions and 40% of the agencies have a road safety target.
## Safe Roads and Roadsides: Infrastructure Assessment and Business Case for Safer Roads (iRAP)

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. Road Star Ratings are based on road inspection data and provide a simple and objective measure of the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 Star roads are the least safe.

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<td></td>
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<td>5.0% 4/5 Star 35.0% 3 Star 59.0% 1/2 Star</td>
<td>0.0% 4/5 Star 4.0% 3 Star 96.0% 1/2 Star</td>
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<td>17.46 million</td>
<td>total pedestrian travel surveyed by iRAP</td>
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<td>Infrastructure and Speed Mgmt. Investment required</td>
<td>$20 billion</td>
<td>Annual Investment as a % of GDP (2019-2030)</td>
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## Safe Speeds

Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

### Maximum Speed Limits and Enforcement

- **100%** countries with national speed limit laws
- **10%** countries with urban speed limits of 30 km/h or less; Range: 50 - 90 km/h; Mean - 59 km/h;
- **20%** countries with rural speed limits of 70 km/h or less; Range: 70 - 120 km/h; Mean - 92 km/h;
- **10%** countries with motorway speed limits of 90 km/h or less; Range: 100 - 120 km/h; Mean - 111 km/h;

The enforcement distribution in the Middle East and North Africa Region is - Manual Enforcement: 40%; Manual and Automated Enforcement: 60%; Fully Automated Enforcement: 0%; No Enforcement: 0%. 60% of local authorities can modify speeds in their jurisdiction.

### Speed Calming Measures

- 0% countries with narrowing measures
- 100% countries with vertical deflections
- 0% countries with horizontal deflections
- 0% countries with blocking or restriction of access

## Safe Vehicles

Regional bodies should supplement country efforts in deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies to reduce road crash fatalities.

### Vehicle Registration, Standards and Import Regulations

- 21,261 veh/100,000 people mean vehicle population
- 11% mean percentage of motorized 2/3 wheelers
- 5% of countries have adopted the Global NCAP Standards
- 40% Countries with strong import regulations
- 0% Countries with periodic inspection schemes

## Safe Road Users

The key behavioral risk factors for road crash injuries are drink driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

### National Seatbelt, Drink Driving and Helmet Laws (WHO, 2018)

- 100% countries with a national seatbelt law
- 100% countries with a national motor cycle helmet law
- 100% countries with a national drink driving law. 40% BAC Based.
- 75% countries with BAC Limit equal or lower than 0.05 g/dl.
- 100% countries with legal minimum driving age at or above 18 yrs.

## Post Crash Care

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

- 90% countries with a national emergency care access number
- 20% countries with a national trauma registry system
- 60 - 70 range of country health service coverage index - SDG Target 3.8 Mean - 65; Target - 100
- 6.0% mean current expenditure on healthcare (% GDP)

## References

ROAD SAFETY REGION PROFILE

THE SCALE OF THE ROAD SAFETY CHALLENGE

SNAPSHOT OF THE SOUTH ASIA REGION (AS PER COUNTRY PROFILES):

- Region Total Population, 2016: 1.8 billion
- Government Reported Fatalities, 2016: 164,312
- WHO Estimated Fatalities, 2016: 364,718
- GBD Estimated Fatalities, 2016: 302,390
- WHO Est. Fatalities per 100,000 Pop., 2016: 14.55
- GBD Est. Fatalities per 100,000 Pop., 2016: 15.80
- Estimated Serious Injuries, 2016: 5,470,770
- Cost of Fatalities and Serious Injuries, 2016: $202 billion
- Cost as % of region average GDP, 2016: 6.9% of GDP
- 74% of countries report they have a lead agency, with 70% of them reporting to be fully funded.
- 3:1 Ratio of Male to Female Road Crash Fatalities in the Region
- 863 life years affected due to disability from road crash injuries in a population of 100,000 people

COMPARISON CHARTS OF ROAD CRASH FATALITIES BY USER CATEGORY

POSITIONING OF THE SOUTH ASIA REGION COMPARED TO OTHER WORLD BANK GROUP REGIONS:

<table>
<thead>
<tr>
<th>Region</th>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate/100,000 (2013 - 2016)</th>
<th>Motorization Registered Vehicles/100,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>SAR</td>
<td>South Asia</td>
<td>364,718</td>
<td>302,390</td>
<td>14.55</td>
<td>15.80</td>
<td>-4.5%</td>
</tr>
<tr>
<td>ECA</td>
<td>Europe and Central Asia</td>
<td>60,024</td>
<td>57,535</td>
<td>12.53</td>
<td>11.02</td>
<td>-2.4%</td>
</tr>
<tr>
<td>EAP</td>
<td>East Asia and Pacific</td>
<td>371,979</td>
<td>386,908</td>
<td>15.81</td>
<td>17.74</td>
<td>-2.4%</td>
</tr>
<tr>
<td>LAC</td>
<td>Latin America and the Caribbean</td>
<td>107,057</td>
<td>110,560</td>
<td>19.05</td>
<td>17.24</td>
<td>-1.4%</td>
</tr>
<tr>
<td>MENA</td>
<td>Middle East and North Africa</td>
<td>53,094</td>
<td>68,097</td>
<td>19.37</td>
<td>16.82</td>
<td>-5.8%</td>
</tr>
<tr>
<td>AFR</td>
<td>Africa</td>
<td>270,284</td>
<td>166,620</td>
<td>27.64</td>
<td>19.72</td>
<td>-4.9%</td>
</tr>
</tbody>
</table>

YEARS OF LIFE LOST PER 100,000 POPULATION IN THE SAR REGION

VULNERABLE ROAD USERS - FATALITIES BY AGE AND SEX (REGIONAL AND GLOBAL COMPARISON)

ROAD SAFETY MANAGEMENT

Regional road safety observatories are a key driver in successful implementation of road safety strategies in the region's countries. The World Bank in partnership with the Asian Development Bank (ADB), the International Transport Forum (ITF) and Fédération Internationale de l'Automobile (FIA) is in the process of developing a framework for the Asian Road Safety Observatory.

85% of countries report they have a lead agency, with 70% of them reporting to be fully funded. 85% of the agencies guide, implement and monitor road safety interventions. 50% of the agencies have a road safety target.
Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. Road Star Ratings are based on road inspection data and provide a simple and objective measure of the level of safety which is 'built-in' to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

**Vehicle Occupant Star Rating Results**

- 1.0% 4/5 Star
- 8.0% 3 Star
- 92.0% 1/2 Star

**Motorcyclist Star Rating Results**

- 0.0% 4/5 Star
- 3.0% 3 Star
- 97.0% 1/2 Star

**Bicyclist Star Rating Results**

- 0.0% 4/5 Star
- 3.0% 3 Star
- 97.0% 1/2 Star

**Pedestrian Star Rating Results**

- 0.0% 4/5 Star
- 4.5% 3 Star
- 95.5% 1/2 Star

**SAFE SPEEDS**

- Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

**MAXIMUM SPEED LIMITS AND ENFORCEMENT**

- 100% countries with national speed limit laws
- 25% countries with urban speed limits of 30 km/h or less; Range: 30 - 112 km/h; Mean - 68 km/h;
- 38% countries with rural speed limits of 70 km/h or less; Range: 30 - 112 km/h; Mean - 80 km/h;
- 50% countries with motorway speed limits of 90 km/h or less; Range: 50 - 130 km/h; Mean - 95 km/h;

The enforcement distribution in the South Asia Region is - Manual Enforcement: 88%; Manual and Automated Enforcement: 0%; Fully Automated Enforcement: 0%; No Enforcement: 13% of local authorities can modify speeds in their jurisdiction.

**SAFE VEHICLES**

- Regional bodies should supplement country efforts in deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies to reduce road crash fatalities.

**SAFE ROADS AND ROADSIDES: Infrastructure Assessment and Business Case for Safer Roads (iRAP)**

<table>
<thead>
<tr>
<th>Business Case for Road Safety</th>
<th>Infrastructure and Speed Mgmt. Investment required</th>
<th>Annual Investment as a % of GDP (2019-2030)</th>
<th>Reduction in fatalities and serious injuries (FSI) over 20 years</th>
<th>Economic Benefit in Region</th>
<th>Benefit Cost Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>$105 billion</td>
<td>0.22%</td>
<td>108,436</td>
<td>$682 billion</td>
<td>38</td>
<td></td>
</tr>
</tbody>
</table>

**SAFE ROAD USERS**

- The key behavioral risk factors for road crash injuries are drink driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

**NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)**

- 60% countries with a national seatbelt law
- 85% countries with a national motor cycle helmet law
- 85% countries with a national drink driving law. 40% BAC Based.
- 30% countries with BAC Limit equal or lower than 0.05 g/dl.
- 85% countries with legal minimum driving age at or above 18 yrs.

**POST CRASH CARE**

- Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

- 35% countries with a national emergency care access number
- 0% countries with a national trauma registry system
- Range of country health service coverage index - SDG Target 3.8 Mean - 50; Target - 100
- 5.4% mean current expenditure on healthcare (%GDP)

**REFERENCES**

11. COUNTRY ROAD SAFETY PROFILES

The country road safety profiles aggregate data from various sources to provide an in-depth analysis of all of a country’s six Safe System pillars according to the metrics as listed in the guideline (Chapter 8).

The country profiles are arranged (alphabetically) as follows:
To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

**AFGHANISTAN HAS NO ROAD SAFETY LEAD AGENCY, NATIONAL ROAD SAFETY STRATEGY AND ROAD SAFETY TARGETS.**

"Road safety is a priority for the Government of Afghanistan, and the country has taken steps to improve road safety conditions. However, the lack of a dedicated road safety agency and a national road safety strategy is a significant challenge.

**ROAD SAFETY MANAGEMENT**

"Improving road safety in Afghanistan requires a comprehensive approach that includes strong leadership, well-planned interventions, and sustained efforts. The government has implemented some initiatives, but a well-coordinated strategy is needed to achieve meaningful results."

**SAFE ROADS AND ROADSIDES**

"Roads are an essential element of any country's infrastructure, providing a safe and efficient means of transportation. However, many roads in Afghanistan are in poor condition, contributing to high rates of road traffic injuries and fatalities."

**Information on Infrastructure in Afghanistan:**

"In Afghanistan, the condition of the road network varies significantly. Some areas have well-maintained roads, while others suffer from poor maintenance, frequent accidents, and a lack of proper signage. This highlights the need for targeted investments in road infrastructure, focusing on the most critical areas to improve road safety.

**Road Infrastructure Star Rating Results**

"The International Road Safety Assessment Programme (iRAP) provides a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is 'built-in' to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe."

**ROAD CRASH FATALITIES AND INJURIES SNAPSHOT**

"In Afghanistan, the number of road traffic fatalities is significantly higher than the regional average. The country lacks a road safety strategy and has no lead agency to guide the national road safety effort."

**BEST PERFORMING COUNTRIES IN REGION**

"Maldives: 4 fatalities, 0.9 fatalities per 100,000 population
Pakistan: 27,582 fatalities, 14.3 fatalities per 100,000 population

**BEST PERFORMING COUNTRIES GLOBALLY**

"Switzerland: 223 fatalities, 2.65 fatalities per 100,000 population
Norway: 143 fatalities, 2.72 fatalities per 100,000 population
Singapore: 155 fatalities, 2.76 fatalities per 100,000 population
Sweden: 278 fatalities, 2.83 fatalities per 100,000 population"
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

### MAXIMUM SPEED LIMITS AND ENFORCEMENT

<table>
<thead>
<tr>
<th>National Speed Limit Law</th>
<th>Urban Roads</th>
<th>Rural Roads</th>
<th>Motorways</th>
<th>Speed Enforcement</th>
</tr>
</thead>
<tbody>
<tr>
<td>90 km/h</td>
<td>90 km/h</td>
<td>90 km/h</td>
<td>None</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Difference with Recommended Speed Systems</th>
<th>17 times lower</th>
<th>3 times lower</th>
<th>Low Risk</th>
</tr>
</thead>
</table>

### MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN AFGHANISTAN:

<table>
<thead>
<tr>
<th>Measure</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Narrowing</td>
<td>Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.</td>
</tr>
<tr>
<td>Vertical Deflections</td>
<td>Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.</td>
</tr>
<tr>
<td>Horizontal Deflection</td>
<td>Used to make vehicles swerve slighty, include chicanes, pedestrian refuges, chokers etc.</td>
</tr>
<tr>
<td>Block or Restrict Access</td>
<td>Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.</td>
</tr>
</tbody>
</table>

### SAFE VEHICLES

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

### VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS

<table>
<thead>
<tr>
<th>Total Registered Motorized 2/3 Wheelers as of 2016</th>
<th>655,357</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percentage</td>
<td>10.4%</td>
</tr>
</tbody>
</table>

### COUNTRY COMPLIANCE TO THE UN VEHICLE SAFETY REGULATIONS

<table>
<thead>
<tr>
<th>Standard</th>
<th>Country Compliance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frontal and Side Impact</td>
<td>No</td>
</tr>
<tr>
<td>Motorcycle Anti-Lock Braking System</td>
<td>No</td>
</tr>
<tr>
<td>Pedestrian Protection</td>
<td>No</td>
</tr>
<tr>
<td>Electronic Stability Control</td>
<td>No</td>
</tr>
<tr>
<td>Seat Belts and Anchorages</td>
<td>No</td>
</tr>
</tbody>
</table>

### SAFE ROAD USERS

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

### NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)

<table>
<thead>
<tr>
<th>National Seatbelt Law</th>
<th>Drink Driving Law</th>
<th>Motorcycle Helmet Law</th>
<th>Helmet Standards</th>
<th>Motorcycle Occupant Age Restriction</th>
<th>Legal Minimum Driving Age</th>
</tr>
</thead>
<tbody>
<tr>
<td>Driver</td>
<td>General Population</td>
<td>Young Drivers</td>
<td>Professional Drivers</td>
<td>Random Drink Driving Tests</td>
<td>% of Road Crash Fatalities Involving Alcohol</td>
</tr>
<tr>
<td>Not restricted</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>Not Known</td>
</tr>
<tr>
<td>18 yrs.</td>
<td>Is Law BAC Based?</td>
<td>18 yrs.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### POST CRASH CARE

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

<table>
<thead>
<tr>
<th>National, Multiple Numbers</th>
<th>National Emergency Care Access Number</th>
<th>Trauma Registry System</th>
<th>Country Health Coverage Index - SDG Target 3.8; Target - 100</th>
<th>Country Health Coverage Index - SDG Target 3.8; Target - 100</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td>None</td>
<td>National Emergency Care Access Number</td>
<td>Trauma Registry System</td>
<td>34</td>
</tr>
</tbody>
</table>

### REFERENCES

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Albania has a lead agency present, Inter-ministerial Committee for Road Safety, Ministry of Transport and Infrastructure, which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has both a fatal and non-fatal road safety target, to reduce fatalities by 50% with a timeline of 2009 - 2020.

**SAFE ROADS AND ROADSIDES**

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results - Albania

**Business Case for Safer Roads**

Investment required: **$ 585 million**

Annual Investment as a % of GDP (2019-2030): **0.35%**

Reduction in fatalities per year: **176**

Approximate reduction in fatalities and serious injuries (FSI) over 20 years: **40,000**

Economic Benefit: **$ 2.88 billion**

B/C Ratio: **5**
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

### MAXIMUM SPEED LIMITS AND ENFORCEMENT

<table>
<thead>
<tr>
<th>National Speed Limit Law</th>
<th>Urban Roads</th>
<th>Rural Roads</th>
<th>Motorways</th>
</tr>
</thead>
<tbody>
<tr>
<td>40 km/h</td>
<td>80 km/h</td>
<td>110 km/h</td>
<td>Manual and Automated</td>
</tr>
</tbody>
</table>

Difference with Recommended Safe Systems Speeds

- 10 km/h lower
- 2 times lower

### MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN ALBANIA:

- **Narrowing**: Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- **Vertical Deflections**: Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- **Horizontal Deflection**: Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- **Block or Restrict Access**: Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

### SAFE VEHICLES

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

### VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS

<table>
<thead>
<tr>
<th>Total Registered Vehicles as of 2016</th>
<th>Motorized 2/3 Wheelers as of 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>563,106</td>
<td>6.4%</td>
</tr>
</tbody>
</table>

### COUNTRY COMPLIANCE TO THE UN VEHICLE SAFETY REGULATIONS

<table>
<thead>
<tr>
<th>Frontal and Side Impact (Reg. 94, 95)</th>
<th>Motorcycle Anti-Lock Braking System (Reg. 78)</th>
<th>Pedestrian Protection (Reg. 127)</th>
<th>Electronic Stability Control (Reg. 140)</th>
<th>Seat Belts and Anchorages (Reg. 16, 14)</th>
</tr>
</thead>
<tbody>
<tr>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
</tbody>
</table>

### SAFE ROAD USERS

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

### NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)

- **National Seatbelt Law**: Not restricted
- **National Drink Driving Law**: 18 yrs.
- **National Driving Age**: Approx. 5.2% of road crash fatalities involving alcohol
- **Blood Alcohol Concentration (BAC) Limits (g/dl)**
  - General Population: ≤0.05
  - Young Drivers: ≤0.05
  - Professional Drivers: ≤0.05
- **Random Drink Driving Tests**: Yes
- **Legal Minimum Driving Age**: No

### POST CRASH CARE

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

- **National, Single Number**: National Emergency Care Access Number
- **Subnational**: Trauma Registry System

Albania has a single emergency number. This is 112.

### REFERENCES

THE SCALE OF THE ROAD SAFETY CHALLENGE

ROAD CRASH FATALITIES AND INJURIES SNAPSHOT

| Country Population, 2016 | 28,813,464 |
| Country Reported Fatalities, 2016 | 2,845 |
| WHO Estimated Fatalities, 2016 | 6,797 |
| GBD Estimated Fatalities, 2016 | 6,769 |
| WHO Est. Fatalities per 100,000 Pop., 2016 | 23.6 |
| GBD Est. Fatalities per 100,000 Pop., 2016 | 24.8 |
| Estimated Serious Injuries, 2016 | 101,955 |
| Cost of Fatalities and Serious Injuries, 2016 | $7.93 billion |
| Cost as % of country GDP, 2016 | 7.8% |

FATALITIES BY USER COMPARISON CHART

ROAD SAFETY MANAGEMENT

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Angola has a lead agency present, National Council of Road Traffic Planning (CNVOT), which isn’t funded in the national budget but has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has no known road safety target.

SAFE ROADS AND ROADSIDES

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is 'built-in' to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results

NO ROAD ASSESSMENT SURVEY DATA FOR ANGOLA IS PUBLICLY AVAILABLE ON THE IRAP WEBSITE.

Information on Infrastructure in Angola:

Audit/Star Rating is not Required for New Road Infrastructure;
No Inspection/Star Rating Required for Existing Roads;
Investment Allocated to Upgrade High Risk Locations

Business Case for Safer Roads

| Infrastructure and Speed Management Investment required | $1.67 billion |
| Annual Investment as a % of GDP (2019-2030) | 0.10% |
| Reduction in fatalities per year | 2,125 |
| Approximate reduction in fatalities and serious injuries (FSI) over 20 years | 470,000 |
| Economic Benefit | $33.71 billion |
| B/C Ratio | 20 |
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

### Maximum Speed Limits and Enforcement

<table>
<thead>
<tr>
<th></th>
<th>60 km/h</th>
<th>90 km/h</th>
<th>120 km/h</th>
<th>Manual</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Speed Limit Law</td>
<td>URBAN ROADS</td>
<td>RURAL ROADS</td>
<td>MOTORWAYS</td>
<td>SPEED ENFORCEMENT</td>
</tr>
<tr>
<td>Difference with Recommended Safe Systems Speeds</td>
<td>+ 30 km/h</td>
<td>+ 20 km/h</td>
<td>+ 30 km/h</td>
<td>Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits</td>
</tr>
<tr>
<td>6 times lower</td>
<td>3 times lower</td>
<td>3 times lower</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Major Speed Calming Measures Being Implemented in Angola:

- **Narrowing**: Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- **Vertical Deflections**: Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- **Horizontal Deflection**: Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- **Block or Restrict Access**: Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

### Safe Vehicles

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

### Vehicle Registration, Standards and Import Regulations

<table>
<thead>
<tr>
<th>TOTAL REGISTERED VEHICLES AS OF 2016</th>
<th>MOTORIZED 2/3 WHEELERS AS OF 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>581,530</td>
<td>17.7%</td>
</tr>
</tbody>
</table>

### Country Compliance to the UN Vehicle Safety Regulations

- **Regulated**: Yes
- **Import Age Limit**: 3 Yrs
- **Taxation Based Limits**: No
- **Import Inspections**: Yes
- **Periodic Inspection**: No

### Safe Road Users

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

### National Seatbelt, Drink Driving and Helmet Laws (WHO, 2018)

- **National Seatbelt Law**: Prohibited under 7 yrs
- **Driver Frontal Helmet Law**: 18 yrs.
- **Helmet Standards**: Not Known
- **Motorcycle General Population**: ≤ 0.06
- **Motorcycle Young Drivers**: ≤ 0.06
- **Motorcycle Professional Drivers**: ≤ 0.06
- **Random Drink Driving Tests**: Yes
- **% of Road Crash Fatalities Involving Alcohol**: Not Known
- **Is Law BAC Based?**: Yes

### Post Crash Care

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

### National, Multiple Numbers

- **National Emergency Care Access Number**: National Emergency Care Access Number
- **Trauma Registry System**: Trauma Registry System

Angola has several emergency numbers. These are 113 (Police); 112 (Ambulance).

### References

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended. Argentina has a lead agency present, National Road Safety Agency (ANSV), Ministry of Transportation, which is funded in the national budget, and also has a road safety strategy which is also fully funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country only has a fatal road safety target, to reduce fatalities by 30% with a timeline of 2016 - 2026.

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

**Risk Management**

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**Road Infrastructure Star Rating Results**

**Information on Infrastructure in Argentina:**

Partial Audit/Star Rating Required for New Road Infrastructure;

Inspection/Star Rating Required for Existing Roads;

Investment Allocated to Upgrade High Risk Locations

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**ROAD SAFETY MANAGEMENT**

- Country Reported Fatalities, 2016 : 6,550
- WHO Estimated Fatalities, 2016 : 6,119
- GBD Estimated Fatalities, 2016 : 6,508
- WHO Est. Fatalities per 100,000 Pop., 2016 : 14.00
- GBD Est. Fatalities per 100,000 Pop., 2016 : 14.85
- Estimated Serious Injuries, 2016 : 91,785
- Cost of Fatalities and Serious Injuries, 2016 : $25.75 billion
- Cost as % of country GDP, 2016 : 4.6%

---

**ROAD SAFETY MANAGEMENT**

- Country Population, 2016 : 43,847,432
- WHO Est. Fatalities per 100,000 pop., 2016 : 14.00
- GBD Est. Fatalities per 100,000 pop., 2016 : 14.85
- Estimated Serious Injuries, 2016 : 91,785
- Cost of Fatalities and Serious Injuries, 2016 : $25.75 billion
- Cost as % of country GDP, 2016 : 4.6%

---

**BEST PERFORMING COUNTRIES IN REGION**

- Argentina
- Cuba
- Grenada

---

**BEST PERFORMING COUNTRIES GLOBALLY**

- Switzerland
- Norway
- Singapore
- Sweden

---

**73% Percentage of Road Crash Fatalities and Injuries in the economically productive age groups (15 - 64 years.)

3 : 1 Ratio of Male to Female Fatalities with the 15 - 49 year age group being most vulnerable to fatalities

795 life yrs. affected due to disability from road crash injuries per 100,000 people
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

### Maximum Speed Limits and Enforcement

<table>
<thead>
<tr>
<th>National Speed Limit Law</th>
<th>URBAN ROADS</th>
<th>RURAL ROADS</th>
<th>MOTORWAYS</th>
</tr>
</thead>
<tbody>
<tr>
<td>60 km/h</td>
<td>110 km/h</td>
<td>130 km/h</td>
<td>Manual and Automated</td>
</tr>
</tbody>
</table>

### Major Speed Calming Measures Being Implemented in Argentina:

- **NARROWING**: Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- **VERTICAL DEFLECTIONS**: Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- **HORIZONTAL DEFLECTION**: Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- **BLOCK OR RESTRICT ACCESS**: Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

### Safe Vehicles

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

### Vehicle Registration, Standards and Import Regulations

<table>
<thead>
<tr>
<th>Total Registered Vehicles as of 2016</th>
<th>Motorized 2/3 Wheelers as of 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>21,633,587</td>
<td>32.5%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Country Compliance to the UN Vehicle Safety Regulations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frontal and Side Impact (Reg. 94, 95)</td>
</tr>
<tr>
<td>Motorcycle Anti-Lock Braking System (Reg. 78)</td>
</tr>
<tr>
<td>Pedestrian Protection (Reg. 127)</td>
</tr>
<tr>
<td>Electronic Stability Control (Reg. 140)</td>
</tr>
<tr>
<td>Seat Belts and Anchorages (Reg. 16, 14)</td>
</tr>
</tbody>
</table>

### Safe Road Users

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

### National Seatbelt, Drink Driving and Helmet Laws (WHO, 2018)

<table>
<thead>
<tr>
<th>National Seatbelt Law</th>
<th>Driver Front</th>
<th>Back</th>
<th>Motorcycle Helmet Law</th>
<th>Helmet Standards</th>
<th>Motorcycle Occupant Age Restriction</th>
<th>Legal Minimum Driving Age</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not restricted</td>
<td>Not restricted</td>
<td>17 yrs.</td>
<td>Approx. 17.0%</td>
<td>% of Road Crash Fatalities Involving Alcohol</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Post Crash Care

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

### References

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended. Armenia has a lead agency present, National Road Safety Council, which is funded in the national budget. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has no known road safety target.

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

NO ROAD ASSESSMENT SURVEY DATA FOR ARMENIA IS PUBLICLY AVAILABLE ON THE iRAP WEBSITE.

Information on Infrastructure in Armenia:
Audit/Star Rating Required for New Road Infrastructure;
Inspection/Star Rating Required for Existing Roads;
Investment Allocated to Upgrade High Risk Locations

Business Case for Safer Roads

<table>
<thead>
<tr>
<th>Category</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Infrastructure and Speed Management Investment required</td>
<td>$151.94 million</td>
</tr>
<tr>
<td>Annual Investment as a % of GDP</td>
<td>0.11%</td>
</tr>
<tr>
<td>Reduction in fatalities per year</td>
<td>218</td>
</tr>
<tr>
<td>Approximate reduction in fatalities and serious injuries (FSI) over 20 years</td>
<td>50,000</td>
</tr>
<tr>
<td>Economic Benefit</td>
<td>$2.8 billion</td>
</tr>
<tr>
<td>B/C Ratio</td>
<td>18</td>
</tr>
</tbody>
</table>

ROAD SAFETY MANAGEMENT

Armenia’s Motorization Rate:
Registered Vehicles/100,000 population 2016: 207
WHO Estimated Road Fatalities per 100,000 pop. 2016: 8.2
WHO Estimated Road Fatalities 2016: 499
GBD Estimated Road Fatalities 2016: 248

ROAD SAFETY COUNTRY PROFILE

ROAD CRASH FATALITIES AND INJURIES SNAPSHOT

<table>
<thead>
<tr>
<th>Country</th>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 WHO Estimated Road Fatalities Rate/ 100,000 pop.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Armenia</td>
<td>499</td>
<td>17.1</td>
</tr>
<tr>
<td>Macedonia</td>
<td>134</td>
<td>6.4</td>
</tr>
<tr>
<td>Serbia</td>
<td>649</td>
<td>7.4</td>
</tr>
<tr>
<td>Switzerland</td>
<td>223</td>
<td>2.65</td>
</tr>
<tr>
<td>Norway</td>
<td>143</td>
<td>2.72</td>
</tr>
<tr>
<td>Singapore</td>
<td>155</td>
<td>2.76</td>
</tr>
<tr>
<td>Sweden</td>
<td>278</td>
<td>2.83</td>
</tr>
</tbody>
</table>

BEST PERFORMING COUNTRIES IN REGION

<table>
<thead>
<tr>
<th>Country</th>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 WHO Estimated Road Fatalities Rate/ 100,000 pop.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Armenia</td>
<td>499</td>
<td>17.1</td>
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<td>2.83</td>
</tr>
</tbody>
</table>

BEST PERFORMING COUNTRIES GLOBALLY

<table>
<thead>
<tr>
<th>Country</th>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 WHO Estimated Road Fatalities Rate/ 100,000 pop.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Armenia</td>
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</tbody>
</table>
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

**MAXIMUM SPEED LIMITS AND ENFORCEMENT**

<table>
<thead>
<tr>
<th>NATIONAL SPEED LIMIT LAW</th>
<th>URBAN ROADS</th>
<th>RURAL ROADS</th>
<th>MOTORWAYS</th>
</tr>
</thead>
<tbody>
<tr>
<td>90 km/h</td>
<td>90 km/h</td>
<td>110 km/h</td>
<td>Automated</td>
</tr>
</tbody>
</table>

Difference with Recommended Safe Systems Speeds:
- 17 times lower
- 3 times lower
- 2 times lower

**MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN ARMENIA:**

- Narrowing
- Vertical Deflections
- Horizontal Deflection
- Block or Restrict Access

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

**SAFE ROADS**

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

**NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)**

- National Seatbelt Law
- Motorcycle Helmet Law
- Helmet Standards
- Prohibited under 12 yrs
- Approx. 1.9%

**SAFE USERS**

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

**SAFE VEHICLES**

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**SAFE SPEEDS**

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- National Seatbelt Law
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**SAFE SPEEDS**

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<tbody>
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<td>90 km/h</td>
<td>110 km/h</td>
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</tr>
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Difference with Recommended Safe Systems Speeds:
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- Narrowing
- Vertical Deflections
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The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

**NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)**

- National Seatbelt Law
- Motorcycle Helmet Law
- Helmet Standards
- Prohibited under 12 yrs
- Approx. 1.9%

**SAFE VEHICLES**

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.
To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended. Azerbaijan has a lead agency present, No Lead Agency, which is funded in the national budget. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has no known road safety target.

Business Case for Safer Roads

Infrastructure and Speed Management Investment required: $1.72 billion
Annual Investment as a % of GDP (2019-2030): 0.33%
Reduction in fatalities per year: 347
Approximate reduction in fatalities and serious injuries (FSI) over 20 years: 80,000
Economic Benefit: $5.14 billion
B/C Ratio: 3

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results

Information on Infrastructure in Azerbaijan:
Partial Audit/Star Rating Required for New Road Infrastructure;
Inspection/Star Rating Required for Existing Roads;
Investment is not Allocated to Upgrade High Risk Locations

NO ROAD ASSESSMENT SURVEY DATA FOR AZERBAIJAN IS PUBLICLY AVAILABLE ON THE IRAP WEBSITE.
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

**MAXIMUM SPEED LIMITS AND ENFORCEMENT**

<table>
<thead>
<tr>
<th>Speed Limit Law</th>
<th>Difference with Recommended Safe Systems Speeds</th>
<th>Automated</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Speed Limit Law</td>
<td>6 times lower + 30 km/h</td>
<td>Automated</td>
</tr>
<tr>
<td>Urban Roads</td>
<td>60 km/h</td>
<td>20 km/h</td>
</tr>
<tr>
<td>Rural Roads</td>
<td>90 km/h</td>
<td>20 km/h</td>
</tr>
<tr>
<td>Motorways</td>
<td>110 km/h</td>
<td>20 km/h</td>
</tr>
</tbody>
</table>

**MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN AZERBAIJAN:**

- Narrowing
- Vertical deflections
- Horizontal deflection
- Block or restrict access

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

**SAFE VEHICLES**

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

**SAFE ROAD USERS**

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

**NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)**

- Prohibited under 12 yrs
- 18 yrs.
- Approx. 15.0%

**POST CRASH CARE**

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

**REFERENCES**

### Bangladesh

**Road Safety Country Profile**

#### Road Crash Fatalities and Injuries Snapshot

- **Country Population, 2016**: 162,951,552
- **Country Reported Fatalities, 2016**: 2,376
- **WHO Estimated Fatalities, 2016**: 24,954
- **GBD Estimated Fatalities, 2016**: 11,825
- **WHO Est. Fatalities per 100,000 Pop., 2016**: 15.30
- **GBD Est. Fatalities per 100,000 Pop., 2016**: 7.61
- **Estimated Serious Injuries, 2016**: 374,310
- **Cost of Fatalities and Serious Injuries, 2016**: $11.27 billion
- **Cost as % of country GDP, 2016**: 5.1%

#### Fatalities by User Comparison Chart

- **Bangladesh**
- **Mean in Region**
- **Mean in MICs**

#### Positioning of Country in the Region (Compared to Countries with the Lowest Traffic Fatalities in the Region and Globally)

<table>
<thead>
<tr>
<th>Country</th>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate/100,000 (2013 - 2016)</th>
<th>Motorization Registered Vehicles/100,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bangladesh</td>
<td>24,954</td>
<td>11,825</td>
<td>15.3</td>
<td>7.6</td>
<td>-4.4%</td>
<td>1,767</td>
</tr>
<tr>
<td>Maldives</td>
<td>4</td>
<td>32</td>
<td>0.9</td>
<td>7.3</td>
<td>-4.0%</td>
<td>21,737</td>
</tr>
<tr>
<td>Pakistan</td>
<td>27,582</td>
<td>52,708</td>
<td>14.3</td>
<td>25.2</td>
<td>-3.1%</td>
<td>9,499</td>
</tr>
<tr>
<td>Switzerland</td>
<td>223</td>
<td>334</td>
<td>2.65</td>
<td>3.89</td>
<td>-5.4%</td>
<td>71,182</td>
</tr>
<tr>
<td>Norway</td>
<td>143</td>
<td>215</td>
<td>2.72</td>
<td>4.09</td>
<td>2.4%</td>
<td>75,544</td>
</tr>
<tr>
<td>Singapore</td>
<td>155</td>
<td>197</td>
<td>2.76</td>
<td>3.53</td>
<td>-4.9%</td>
<td>16,604</td>
</tr>
<tr>
<td>Sweden</td>
<td>278</td>
<td>390</td>
<td>2.83</td>
<td>3.88</td>
<td>-3.2%</td>
<td>62,037</td>
</tr>
</tbody>
</table>

#### Best Performing Countries in Region

- **Maldives**
- **Pakistan**

#### Best Performing Countries Globally

- **Switzerland**
- **Norway**
- **Singapore**
- **Sweden**

#### Road Safety Management

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Bangladesh has a lead agency present, National Road Safety Council (NRSC), Ministry of Road Transport and Bridges, which isn't funded in the national budget but has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country only has a fatal road safety target, to reduce fatalities by 50% with a timeline of 2011 - 2020.

#### Safe Roads and Roadsides

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

#### Road Infrastructure Star Rating Results

**Information on Infrastructure in Bangladesh:**

- Partial Audit/Star Rating Required for New Road Infrastructure;
- Inspection/Star Rating Required for Existing Roads;
- Investment Allocated to Upgrade High Risk Locations

**Business Case for Safer Roads**

- **Infrastructure and Speed Management Investment required**: $276.5 million
- **Annual Investment as a % of GDP (2019-2030)**: 0.01%
- **Reduction in fatalities per year**: 9,411
- **Approximate reduction in fatalities and serious injuries (FSI) over 20 years**: 2,070,000
- **Economic Benefit**: $52 billion
- **B/C Ratio**: 188

**67%** Percentage of Road Crash Fatalities and Injuries in the economically productive age groups (15 - 64 years.)

**5 : 1** Ratio of Male to Female Fatalities with the 15 - 49 year age group being most vulnerable to fatalities

**417 life yrs.** affected due to disability from road crash injuries per 100,000 people

**Ref:** 1,2,3,4,5

**Information on Infrastructure in Bangladesh:**

Partial Audit/Star Rating Required for New Road Infrastructure;

Inspection/Star Rating Required for Existing Roads;

Investment Allocated to Upgrade High Risk Locations
### ROAD SAFETY COUNTRY PROFILE

**Bangladesh**

#### SAFE SPEEDS

<table>
<thead>
<tr>
<th>Pillar 3</th>
<th>Safe Systems Speeds</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAXIMUM SPEED LIMITS AND ENFORCEMENT</td>
<td></td>
</tr>
<tr>
<td>NATIONAL SPEED LIMIT LAW</td>
<td>112 km/h</td>
</tr>
<tr>
<td>URBAN ROADS</td>
<td>RURAL ROADS</td>
</tr>
<tr>
<td>Difference with Recommended Safe Systems Speeds</td>
<td>+ 82 km/h</td>
</tr>
<tr>
<td>Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits</td>
<td>31 times lower</td>
</tr>
</tbody>
</table>

#### SAFE VEHICLES

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

<table>
<thead>
<tr>
<th>Pillar 4</th>
<th>Vehicle Registration, Standards and Import Regulations</th>
</tr>
</thead>
<tbody>
<tr>
<td>VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS</td>
<td></td>
</tr>
<tr>
<td>TOTAL REGISTERED VEHICLES AS OF 2016</td>
<td>2,879,708</td>
</tr>
<tr>
<td>MOTORIZED 2/3 WHEELERS AS OF 2016</td>
<td>68.8%</td>
</tr>
<tr>
<td>COUNTRY COMPLIANCE TO THE UN VEHICLE SAFETY REGULATIONS</td>
<td></td>
</tr>
<tr>
<td>FRONTAL AND SIDE IMPACT (Reg. 94, 95)</td>
<td>Regulated</td>
</tr>
<tr>
<td>MOTORCYCLE ANTI-LOCK BRAKING SYSTEM (Reg. 78)</td>
<td>Yes</td>
</tr>
<tr>
<td>PEDESTRIAN PROTECTION (Reg. 127)</td>
<td>No</td>
</tr>
<tr>
<td>ELECTRONIC STABILITY CONTROL (Reg. 140)</td>
<td>No</td>
</tr>
<tr>
<td>SEAT BELTS AND ANCHORAGES (Reg. 16, 14)</td>
<td>No</td>
</tr>
</tbody>
</table>

#### SAFE ROAD USERS

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

**NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)**

<table>
<thead>
<tr>
<th>Pillar 5</th>
<th>National Seatbelt, Drink Driving and Helmet Laws (WHO, 2018)</th>
</tr>
</thead>
<tbody>
<tr>
<td>NATIONAL SEATBELT LAW</td>
<td>Driver</td>
</tr>
<tr>
<td>FRONT</td>
<td>BACK</td>
</tr>
<tr>
<td>MOTORCYCLE HELMET LAW</td>
<td>Regulated</td>
</tr>
<tr>
<td>HELMET STANDARDS</td>
<td>Yes</td>
</tr>
<tr>
<td>MOTORCYCLE OCCUPANT AGE RESTRICTION</td>
<td>Not Known</td>
</tr>
<tr>
<td>LEGAL MINIMUM DRIVING AGE</td>
<td>18 yrs.</td>
</tr>
</tbody>
</table>

#### POST CRASH CARE

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

<table>
<thead>
<tr>
<th>Pillar 6</th>
<th>Post Crash Care</th>
</tr>
</thead>
<tbody>
<tr>
<td>PARTIAL COVERAGE</td>
<td>None</td>
</tr>
<tr>
<td>NATIONAL EMERGENCY CARE ACCESS NUMBER</td>
<td>Trauma Registry System</td>
</tr>
<tr>
<td>COUNTRY HEALTH COVERAGE INDEX - SDG Target 3.8; Target - 100</td>
<td>46</td>
</tr>
<tr>
<td>EXPENDITURE ON HEALTHCARE AS % OF GDP</td>
<td>2%</td>
</tr>
</tbody>
</table>

### REFERENCES

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended. Belarus has a lead agency present, The Permanent Commission of the Ensuring Traffic Safety under the Council of Ministers of the Republic of Belarus, which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination and legislation of road safety strategies without monitoring and evaluation. The country only has a fatal road safety target, to reduce fatalities by 20% with a timeline of 2016 - 2020.

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is 'built-in' to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

**Road Infrastructure Star Rating Results**

Information on Infrastructure in Belarus:

Audit/Star Rating is not Required for New Road Infrastructure;

Inspection/Star Rating Required for Existing Roads;

Investment Allocated to Upgrade High Risk Locations

---

**ROAD SAFETY MANAGEMENT**

**SAFE ROADS AND ROADSIDES**

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

**NO ROAD ASSESSMENT SURVEY DATA FOR BELARUS IS PUBLICLY AVAILABLE ON THE iRAP WEBSITE.**

---

**BUSINESS CASE FOR SAFER ROADS**

<table>
<thead>
<tr>
<th>Infrastructure and Speed Management Investment required:</th>
<th>$2.81 billion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Annual Investment as a % of GDP (2019-2030):</td>
<td>0.43%</td>
</tr>
<tr>
<td>Reduction in fatalities per year:</td>
<td>472</td>
</tr>
<tr>
<td>Approximate reduction in fatalities and serious injuries (FSI) over 20 years:</td>
<td>100,000</td>
</tr>
<tr>
<td>Economic Benefit:</td>
<td>$9.04 billion</td>
</tr>
<tr>
<td>B/C Ratio:</td>
<td>3</td>
</tr>
</tbody>
</table>

### ROAD SAFETY COUNTRY PROFILE

**Belarus**

**THE SCALE OF THE ROAD SAFETY CHALLENGE**

**FATALITIES BY USER COMPARISON CHART**

**POSITIONING OF COUNTRY IN THE REGION (COM帕RED TO COUNTRIES WITH THE LOWEST TRAFFIC FATALITIES IN THE REGION AND GLOBALLY)**

**BEST PERFORMING COUNTRIES IN REGION**

<table>
<thead>
<tr>
<th>Country</th>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate/100,000 (2013 - 2016)</th>
<th>Motorization Registered Vehicles/100,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Belarus</td>
<td>841</td>
<td>995</td>
<td>8.9</td>
<td>10.5</td>
<td>-19.1%</td>
<td>44,222</td>
</tr>
<tr>
<td>Macedonia</td>
<td>134</td>
<td>164</td>
<td>6.4</td>
<td>7.5</td>
<td>5.8%</td>
<td>21,284</td>
</tr>
<tr>
<td>Serbia</td>
<td>649</td>
<td>797</td>
<td>7.4</td>
<td>8.9</td>
<td>-6.1%</td>
<td>25,877</td>
</tr>
</tbody>
</table>

**BEST PERFORMING COUNTRIES GLOBALLY**

<table>
<thead>
<tr>
<th>Country</th>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate/100,000 (2013 - 2016)</th>
<th>Motorization Registered Vehicles/100,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Switzerland</td>
<td>223</td>
<td>334</td>
<td>2.65</td>
<td>3.89</td>
<td>-5.4%</td>
<td>71,182</td>
</tr>
<tr>
<td>Norway</td>
<td>143</td>
<td>215</td>
<td>2.72</td>
<td>4.09</td>
<td>2.4%</td>
<td>75,544</td>
</tr>
<tr>
<td>Singapore</td>
<td>155</td>
<td>197</td>
<td>2.76</td>
<td>3.53</td>
<td>-4.9%</td>
<td>16,604</td>
</tr>
<tr>
<td>Sweden</td>
<td>278</td>
<td>390</td>
<td>2.83</td>
<td>3.88</td>
<td>-3.2%</td>
<td>62,037</td>
</tr>
</tbody>
</table>

---

**78% Percentage of Road Crash Fatalities and Injuries in the economically productive age groups (15 - 64 years.)**

**3 : 1 Ratio of Male to Female Fatalities with the 15 - 49 year age group being most vulnerable to fatalities**

**653 life yrs. affected due to disability from road crash injuries per 100,000 people**

---

**Road Infrastrucure Star Rating Results**

NO ROAD ASSESSMENT SURVEY DATA FOR BELARUS IS PUBLICLY AVAILABLE ON THE iRAP WEBSITE.
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

### Maximum Speed Limits and Enforcement

<table>
<thead>
<tr>
<th>MAXIMUM SPEED LIMITS AND ENFORCEMENT</th>
<th>NATIONAL SPEED LIMIT LAW</th>
<th>URBAN ROADS</th>
<th>RURAL ROADS</th>
<th>MOTORWAYS</th>
</tr>
</thead>
<tbody>
<tr>
<td>60 km/h</td>
<td>+ 30 km/h</td>
<td>+ 20 km/h</td>
<td>+ 20 km/h</td>
<td></td>
</tr>
<tr>
<td>90 km/h</td>
<td>+ 20 km/h</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>110 km/h</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Difference with Recommended Safe Systems Speeds</th>
<th>6 times lower</th>
<th>3 times lower</th>
<th>2 times lower</th>
</tr>
</thead>
<tbody>
<tr>
<td>Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Major Speed Calming Measures Being Implemented in Belarus:

- **Narrowing**: Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- **Vertical Deflections**: Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- **Horizontal Deflection**: Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- **Block or Restrict Access**: Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

### Safe Vehicles

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

### Vehicle Registration, Standards and Import Regulations

<table>
<thead>
<tr>
<th>TOTAL REGISTERED VEHICLES AS OF 2016</th>
<th>MOTORIZED 2/3 WHEELERS AS OF 2016</th>
<th>COUNTRY COMPLIANCE TO THE UN VEHICLE SAFETY REGULATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>4,192,291</td>
<td>9.9%</td>
<td>FRONTAL AND SIDE IMPACT (Reg. 94, 95)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>MOTORCYCLE ANTI-LOCK BRAKING SYSTEM (Reg. 78)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>PEDESTRIAN PROTECTION (Reg. 127)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>ELECTRONIC STABILITY CONTROL (Reg. 140)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>SEAT BELTS AND ANCHORAGES (Reg. 16, 14)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Regulated</th>
<th>Import Age Limit</th>
<th>Taxation Based Limits</th>
<th>Import Inspections</th>
<th>Periodic Inspection</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
</tbody>
</table>

### Safe Road Users

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

#### National Seatbelt, Drink Driving and Helmet Laws (WHO, 2018)

<table>
<thead>
<tr>
<th>NATIONAL SEATBELT LAW</th>
<th>DRIVER</th>
<th>FRONT</th>
<th>BACK</th>
<th>MOTORCYCLE HELMET LAW</th>
<th>HELMET STANDARDS</th>
<th>MOTORCYCLE OCCUPANT AGE RESTRICTION</th>
<th>LEGAL MINIMUM DRIVING AGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prohibited under 12 yrs</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>18 yrs</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>NATIONAL DRINK DRIVING LAW</th>
<th>IS LAW BAC BASED?</th>
<th>GENERAL POPULATION</th>
<th>YOUNG DRIVERS</th>
<th>PROFESSIONAL DRIVERS</th>
<th>RANDOM DRINK DRIVING TESTS</th>
<th>% OF ROAD CRASH FATALITIES INVOLVING ALCOHOL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prohibited under 12 yrs</td>
<td>Yes</td>
<td>&lt;0.03</td>
<td>&lt;0.03</td>
<td>&lt;0.03</td>
<td>Yes</td>
<td>Approx. 14.3%</td>
</tr>
</tbody>
</table>

### Post Crash Care

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

#### National, Single Number

<table>
<thead>
<tr>
<th>NATIONAL EMERGENCY CARE ACCESS NUMBER</th>
<th>TRAUMA REGISTRY SYSTEM</th>
</tr>
</thead>
<tbody>
<tr>
<td>National, Single Number None</td>
<td></td>
</tr>
</tbody>
</table>

Belarus has a single emergency number. This is 102.

### References

ROAD SAFETY COUNTRY PROFILE Belize

**Latin America and Caribbean (LAC)**

**FATALITIES BY USER COMPARISON CHART**

**POSITIONING OF COUNTRY IN THE REGION (COMPARED TO COUNTRIES WITH THE LOWEST TRAFFIC FATALITIES IN THE REGION AND GLOBALLY)**

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Belize has a lead agency present, National Road Safety Committee, which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has both a fatal and non-fatal road safety target, to reduce fatalities by 100% with a timeline of 2016 - 2030.

**Business Case for Safer Roads**

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is 'built-in' to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results

**NO ROAD ASSESSMENT SURVEY DATA FOR BELIZE IS PUBLICLY AVAILABLE ON THE IRAP WEBSITE.**

**ROAD SAFETY MANAGEMENT**

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Belize has a lead agency present, National Road Safety Committee, which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has both a fatal and non-fatal road safety target, to reduce fatalities by 100% with a timeline of 2016 - 2030.

**SAFE ROADS AND ROADSIDES**

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is 'built-in' to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

**Information on Infrastructure in Belize:**

Audit/Star Rating Required for New Road Infrastructure;

Inspection/Star Rating Required for Existing Roads;

Investment is not Allocated to Upgrade High Risk Locations
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

### MAXIMUM SPEED LIMITS AND ENFORCEMENT

<table>
<thead>
<tr>
<th>Feature</th>
<th>URBAN ROADS</th>
<th>RURAL ROADS</th>
<th>MOTORWAYS</th>
</tr>
</thead>
<tbody>
<tr>
<td>NATIONAL SPEED LIMIT LAW</td>
<td>40 km/h</td>
<td>88 km/h</td>
<td>88 km/h</td>
</tr>
<tr>
<td>Difference with Recommended</td>
<td>+ 10 km/h</td>
<td>+ 18 km/h</td>
<td></td>
</tr>
<tr>
<td>Safe Systems Speeds</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 times lower</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3 times lower</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN BELIZE:

- **NARROWING**
  - Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.

- **VERTICAL DEFLECTIONS**
  - Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.

- **HORIZONTAL DEFLECTION**
  - Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.

- **BLOCK OR RESTRICT ACCESS**
  - Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

### SAFE VEHICLES

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

#### VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS

<table>
<thead>
<tr>
<th>Feature</th>
<th>56,094</th>
<th>4.3%</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOTAL REGISTERED VEHICLES AS OF 2016</td>
<td>56,094</td>
<td>4.3%</td>
</tr>
<tr>
<td>MOTORIZED 2/3 WHEELERS AS OF 2016</td>
<td>20,309</td>
<td>0.4%</td>
</tr>
</tbody>
</table>

### SAFE ROAD USERS

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

#### NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)

- **SEATBELT LAW**
  - Regulated
  - 5 yrs.
  - Not Known

- **DRINK DRIVING LAW**
  - Regulated
  - 18 yrs.
  - Not restricted

- **HELMET LAW**
  - Not restricted
  - 18 yrs.

- **MOTORCYCLE OCCUPANT AGE RESTRICTION**
  - Not restricted

<table>
<thead>
<tr>
<th>Test Type</th>
<th>Population</th>
<th>Age Group</th>
<th>Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>GENERAL POPULATION</td>
<td></td>
<td></td>
<td>≤0.08</td>
</tr>
<tr>
<td>YOUNG DRIVERS</td>
<td></td>
<td></td>
<td>≤0.08</td>
</tr>
<tr>
<td>PROFESSIONAL DRIVERS</td>
<td></td>
<td></td>
<td>≤0.08</td>
</tr>
<tr>
<td>RANDOM DRINK DRIVING TESTS</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>% OF ROAD CRASHFatalITIES INVOLVING ALCOHOL</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### POST CRASH CARE

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

- **National, Single Number**
  - COUNTRY HEALTH COVERAGE INDEX - SDG Target 3.8; Target - 100
  - EXPENDITURE ON HEALTHCARE AS % OF GDP 61%
To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended. Benin has a lead agency present, National Centre for Road Safety (CNSR), Ministry of Infrastructure and Transport, which isn’t funded in the national budget. The functions of the agency include coordination and monitoring and evaluation of road safety strategies without legislation. The country has no known road safety target. 

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

### Road Infrastructure Star Rating Results

**Information on Infrastructure in Benin:**
- Partial Audit/Star Rating Required for New Road Infrastructure;
- No Inspection/Star Rating Required for Existing Roads;
- Investment Allocated to Upgrade High Risk Locations

**Business Case for Safer Roads**

<table>
<thead>
<tr>
<th>Component</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Infrastructure and Speed Management Investment required:</td>
<td>$208 million</td>
</tr>
<tr>
<td>Annual Investment as a % of GDP (2019-2030):</td>
<td>0.16%</td>
</tr>
<tr>
<td>Reduction in fatalities per year:</td>
<td>1,260</td>
</tr>
<tr>
<td>Approximate reduction in fatalities and serious injuries (FSI) over 20 years:</td>
<td>280,000</td>
</tr>
<tr>
<td>Economic Benefit:</td>
<td>$3.28 billion</td>
</tr>
<tr>
<td>B/C Ratio:</td>
<td>18</td>
</tr>
</tbody>
</table>

58% Percentage of Road Crash Fatalities and Injuries in the economically productive age groups (15 - 64 years.)

2 : 1 Ratio of Male to Female Fatalities with the 15 - 49 year age group being most vulnerable to fatalities

1,546 life yrs. affected due to disability from road crash injuries per 100,000 people

---

**Country Reported Fatalities, 2016:**
- Benin: 3,098

**GBD Estimated Fatalities per 100,000 Pop., 2016:**
- Benin: 27.5

**Cost of Fatalities and Serious Injuries, 2016:**
- Benin: $782.89 million

**Cost as % of country GDP, 2016:**
- Benin: 9.1%
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

### MAXIMUM SPEED LIMITS AND ENFORCEMENT

<table>
<thead>
<tr>
<th>NATIONAL SPEED LIMIT LAW</th>
<th>URBAN ROADS</th>
<th>RURAL ROADS</th>
<th>MOTORWAYS</th>
<th>SPEED ENFORCEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not Known</td>
<td>Not Known</td>
<td>Not Known</td>
<td>None</td>
<td>Potentially Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits</td>
</tr>
</tbody>
</table>

### MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN BENIN:

<table>
<thead>
<tr>
<th>NARROWING</th>
<th>VERTICAL DEFLECTIONS</th>
<th>HORIZONTAL DEFLECTION</th>
<th>BLOCK OR RESTRICT ACCESS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.</td>
<td>Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.</td>
<td>Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.</td>
<td>Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.</td>
</tr>
</tbody>
</table>

---

**SAFE VEHICLES**

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

### VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS

<table>
<thead>
<tr>
<th>TOTAL REGISTERED VEHICLES AS OF 2016</th>
<th>MOTORIZED 2/3 WHEELERS AS OF 2016</th>
<th>FRONTAL AND SIDE IMPACT (Reg. 94, 95)</th>
<th>MOTORCYCLE ANTI-LOCK BRAKING SYSTEM (Reg. 78)</th>
<th>PEDESTRIAN PROTECTION (Reg. 127)</th>
<th>ELECTRONIC STABILITY CONTROL (Reg. 140)</th>
<th>SEAT BELTS AND ANCHORAGES (Reg. 16, 14)</th>
</tr>
</thead>
<tbody>
<tr>
<td>469,761</td>
<td>41.5%</td>
<td>Not Regulated</td>
<td>Not Regulated</td>
<td>Not Regulated</td>
<td>Not Regulated</td>
<td>Not Regulated</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>REGULATION OF IMPORT OF USED VEHICLES</th>
<th>IMPORT AGE LIMIT</th>
<th>TAXATION BASED LIMITS</th>
<th>IMPORT INSPECTIONS</th>
<th>PERIODIC INSPECTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regulated</td>
<td>10 Yrs.</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
</tbody>
</table>

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**SAFE ROAD USERS**

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

### NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)

<table>
<thead>
<tr>
<th>NATIONAL SEATBELT LAW</th>
<th>DRIVING AGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not restricted</td>
<td>18 yrs.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>NATIONAL DRINK DRIVING LAW</th>
<th>IS LAW BAC BASED?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not Known</td>
<td>Not Known</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MOTORCYCLE HELMET LAW</th>
<th>HELMET STANDARDS</th>
<th>MOTORCYCLE OCCUPANT AGE RESTRICTION</th>
<th>LEGAL MINIMUM DRIVING AGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not restricted</td>
<td>Not Known</td>
<td>Not Known</td>
<td>Not Known</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>BLOOD ALCOHOL CONCENTRATION (BAC) LIMITS (g/dl)</th>
<th>GENERAL POPULATION</th>
<th>YOUNG DRIVERS</th>
<th>PROFESSIONAL DRIVERS</th>
<th>RANDOM DRINK DRIVING TESTS</th>
<th>% OF ROAD CRASH FATALITIES INVOLVING ALCOHOL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not Known</td>
<td>Not Known</td>
<td>Not Known</td>
<td>Not Known</td>
<td>Not Known</td>
<td>Not Known</td>
</tr>
</tbody>
</table>

---

**POST CRASH CARE**

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

<table>
<thead>
<tr>
<th>National, Multiple Numbers</th>
<th>Some Facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>NATIONAL EMERGENCY CARE ACCESS NUMBER</td>
<td>TRAUMA REGISTRY SYSTEM</td>
</tr>
</tbody>
</table>

Benin has several emergency numbers. These are 117 (Police); 112 (Ambulance).

---

**REFERENCES**

ROAD SAFETY COUNTRY PROFILE Bhutan

THE SCALE OF THE ROAD SAFETY CHALLENGE

ROAD CRASH FATALITIES AND INJURIES SNAPSHOT

<table>
<thead>
<tr>
<th>Country</th>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bhutan</td>
<td>139</td>
<td>71</td>
<td>17.4</td>
<td>7.5</td>
</tr>
</tbody>
</table>

BEST PERFORMING COUNTRIES IN REGION

<table>
<thead>
<tr>
<th>Country</th>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maldives</td>
<td>4</td>
<td>32</td>
<td>0.9</td>
<td>7.3</td>
</tr>
<tr>
<td>Pakistan</td>
<td>27,582</td>
<td>52,708</td>
<td>14.3</td>
<td>25.2</td>
</tr>
</tbody>
</table>

BEST PERFORMING COUNTRIES GLOBALLY

<table>
<thead>
<tr>
<th>Country</th>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Switzerland</td>
<td>223</td>
<td>334</td>
<td>2.65</td>
<td>3.89</td>
</tr>
<tr>
<td>Norway</td>
<td>143</td>
<td>215</td>
<td>2.72</td>
<td>4.09</td>
</tr>
<tr>
<td>Singapore</td>
<td>155</td>
<td>197</td>
<td>2.76</td>
<td>3.83</td>
</tr>
<tr>
<td>Sweden</td>
<td>278</td>
<td>390</td>
<td>2.83</td>
<td>3.88</td>
</tr>
</tbody>
</table>

ROAD SAFETY MANAGEMENT

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Bhutan has a lead agency present, Road Safety and Transport Authority (RSTA), Ministry of Information and Communications (MoIC), which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has both a fatal and non-fatal road safety target, to reduce fatalities to less than 8 fatalities per 10,000 vehicles annually with a timeline of 2013 - 2018.

SAFE ROADS AND ROADSIDES

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results - Bhutan

Surveyed Road Statistics: 100% with no formal footpaths; 100% with no pedestrian crossings; - undivided with veh. speeds > 80 kph

Vehicle Occupant Travel: 0 km; Pedestrian Travel: 11,953,568 km; Motorcyclist Travel: 0 km; Cyclist Travel: 4,373,430 km

Business Case for Safer Roads

Infrastructure and Speed Management Investment required: $206.27 million

Annual Investment as a % of GDP (2019-2030): 0.65%

Reduction in fatalities per year: 46

Approximate reduction in fatalities and serious injuries (FSI) over 20 years: 10,000

Economic Benefit: $488.5 million

B/C Ratio: 2
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

### Maximum Speed Limits and Enforcement

<table>
<thead>
<tr>
<th></th>
<th>30 km/h</th>
<th>50 km/h</th>
<th>50 km/h</th>
<th>Manual</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Speed Limit Law</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Urban Roads</td>
<td>Appropriate</td>
<td>Low Risk</td>
<td>Low Risk</td>
<td>Low Risk</td>
</tr>
<tr>
<td>Rural Roads</td>
<td>Appropriate</td>
<td>Low Risk</td>
<td>Low Risk</td>
<td>Low Risk</td>
</tr>
<tr>
<td>Motorways</td>
<td>Appropriate</td>
<td>Low Risk</td>
<td>Low Risk</td>
<td>Low Risk</td>
</tr>
</tbody>
</table>

Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits

### Major Speed Calming Measures Being Implemented in Bhutan:

- **Narrowing**: Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- **Vertical Deflections**: Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- **Horizontal Deflection**: Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- **Block or Restrict Access**: Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

### Safe Vehicles

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

#### Vehicle Registration, Standards and Import Regulations

<table>
<thead>
<tr>
<th></th>
<th>86,981</th>
<th>11.3%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Registered Vehicles as of 2016</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Motorized 2/3 Wheelers as of 2016</td>
<td>Yes</td>
<td>Yes</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Country Compliance to the UN Vehicle Safety Regulations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frontal and Side Impact (Reg. 94, 95)</td>
</tr>
<tr>
<td>Motorcycle Anti-Lock Braking System (Reg. 78)</td>
</tr>
<tr>
<td>Pedestrian Protection (Reg. 127)</td>
</tr>
<tr>
<td>Electronic Stability Control (Reg. 140)</td>
</tr>
<tr>
<td>Seat Belts and Anchorages (Reg. 16, 14)</td>
</tr>
</tbody>
</table>

#### Safe Road Users

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

### National Seatbelt, Drink Driving and Helmet Laws (WHO, 2018)

- **National Seatbelt Law**: Yes
- **Motorcycle Helmet Law**: Yes
- **Helmet Standards**: Yes
- **Motorcycle Occupant Age Restriction**: Not restricted
- **Legal Minimum Driving Age**: 18 yrs.
- **National Drink Driving Law**: Yes
- **Is Law BAC Based?**: Yes
- **General Population BAC Limit**: ≤ 0.08 g/dl
- **Young Drivers BAC Limit**: 0.00 g/dl
- **Professional Drivers BAC Limit**: 0.00 g/dl
- **Random Drink Driving Tests**: Yes
- **% of Road Crash Fatalities Involving Alcohol**: Not Known

### Post Crash Care

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

- **National, Multiple Numbers**: None
- **National Emergency Care Access Number**: None
- **Trauma Registry System**: None

Bhutan has several emergency numbers. These are 113 (Police); 112 (Ambulance).

### References

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Bolivia has a lead agency present, Vice Ministry of Public Safety, Ministry of Government, which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has both a fatal and non-fatal road safety target, to reduce fatalities by 10% with a timeline of 2014 - 2018.

66% Percentage of Road Crash Fatalities and Injuries in the economically productive age groups (15 - 64 years.)

3 : 1 Ratio of Male to Female Fatalities with the 15 - 49 year age group being most vulnerable to fatalities

912 life yrs. affected due to disability from road crash injuries per 100,000 people

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Information on Infrastructure in Bolivia:
Audit/Star Rating Required for New Road Infrastructure;
Inspection/Star Rating Required for Existing Roads;
Investment is not Allocated to Upgrade High Risk Locations

Ref: 1,2,3,4,5

Road Infrastructure Star Rating Results

NO ROAD ASSESSMENT SURVEY DATA FOR BOLIVIA IS PUBLICLY AVAILABLE ON THE IRAP WEBSITE.

Business Case for Safer Roads

| Infrastructure and Speed Management Investment required | $ 1.57 billion |
| Annual Investment as a % of GDP (2019-2030) | 0.32% |
| Reduction in fatalities per year | 990 |
| Approximate reduction in fatalities and serious injuries (FSI) over 20 years | 220,000 |
| Economic Benefit | $ 12.03 billion |
| B/C Ratio | 8 |
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

### Maximum Speed Limits and Enforcement

<table>
<thead>
<tr>
<th>Pillar 3</th>
<th>National Speed Limit Law</th>
<th>40 km/h</th>
<th>80 km/h</th>
<th>80 km/h</th>
<th>Manual</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban Roads</td>
<td>+ 10 km/h</td>
<td>+ 10 km/h</td>
<td>Appropriate</td>
<td>Low Risk</td>
<td></td>
</tr>
<tr>
<td>Rural Roads</td>
<td>2 times lower</td>
<td>2 times lower</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Motorways</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Major Speed Calming Measures Being Implemented in Bolivia:

- **Narrowing**: Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- **Vertical Deflections**: Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- **Horizontal Deflection**: Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- **Block or Restrict Access**: Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

### Safe Roads

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

### Vehicle Registration, Standards and Import Regulations

<table>
<thead>
<tr>
<th>Pillar 4</th>
<th>Total Registered Vehicles as of 2016</th>
<th>1,711,005</th>
<th>22.9%</th>
<th>Regulated</th>
<th>5 Yrs.</th>
<th>No</th>
<th>Import Inspections</th>
<th>Periodic Inspection</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motorized 2/3 Wheelers as of 2016</td>
<td>22.9%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Safe Road Users

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

### National Seatbelt, Drink Driving and Helmet Laws (WHO, 2018)

- **National Seatbelt Law**: Regulated
- **Drink Driving Law**: Not restricted
- **Helmet Law**: Regulated
- **Motorcycle Occupant Age Restriction**: Approx. 6.4%

### Post Crash Care

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

Bolivia has several emergency numbers. These are 911 (General); 110 (Police); 118 (Ambulance).

### References

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Bosnia and Herzegovina has a lead agency present, Agency for Traffic Safety of the Republic of Srpska, Ministry of Communications and Transport, which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies.

The country has both a fatal and non-fatal road safety target, to reduce fatalities by 50% with a timeline of 2013 - 2022.

ROAD SAFETY MANAGEMENT

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

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The country has both a fatal and non-fatal road safety target, to reduce fatalities by 50% with a timeline of 2013 - 2022.

SAFE ROADS AND ROADSIDES

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is 'built-in' to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results - Bosnia and Herzegovina

Surveyed Road Statistics: 74% with no formal footpaths; 96% with no pedestrian crossings; 71% undivided with veh. speeds > 80 kph

Vehicle Occupant Travel: 996,914,080 km; Pedestrian Travel: 121,381,654 km; Motorcyclist Travel: 61,759,019 km; Cyclist Travel: 11,978,328 km
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

**MAXIMUM SPEED LIMITS AND ENFORCEMENT**

<table>
<thead>
<tr>
<th>NATIONAL SPEED LIMIT LAW</th>
<th>URBAN ROADS</th>
<th>RURAL ROADS</th>
<th>MOTORWAYS</th>
</tr>
</thead>
<tbody>
<tr>
<td>SPEED ENFORCEMENT</td>
<td>Manual and Automated</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Difference with Recommended Safe Systems Speeds</th>
<th>4 times lower</th>
<th>2 times lower</th>
<th>4 times lower</th>
</tr>
</thead>
</table>

**MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN BOSNIA AND HERZEGOVINA:**

- **NARROWING**: Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- **VERTICAL DEFLECTIONS**: Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- **HORIZONTAL DEFLECTION**: Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- **BLOCK OR RESTRICT ACCESS**: Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

**SAFE VEHICLES**

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

**VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS**

<table>
<thead>
<tr>
<th>TOTAL REGISTERED VEHICLES AS OF 2016</th>
<th>978,229</th>
</tr>
</thead>
<tbody>
<tr>
<td>MOTORIZED 2/3 WHEELERS AS OF 2016</td>
<td>1.5%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>COUNTRY COMPLIANCE TO THE UN VEHICLE SAFETY REGULATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>FRONTAL AND SIDE IMPACT (Reg. 94, 95)</td>
</tr>
<tr>
<td>MOTORCYCLE ANTI-LOCK BRAKING SYSTEM (Reg. 78)</td>
</tr>
<tr>
<td>PEDESTRIAN PROTECTION (Reg. 127)</td>
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<tr>
<td>ELECTRONIC STABILITY CONTROL (Reg. 140)</td>
</tr>
<tr>
<td>SEAT BELTS AND ANCHORAGES (Reg. 16, 14)</td>
</tr>
</tbody>
</table>

**SAFE ROAD USERS**

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

**NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)**

- **NATIONAL SEATBELT LAW**: Prohibited under 12 yrs, 18 yrs.
- **MOTORCYCLE HELMET LAW**: Approx. 20.8%
- **LEGAL MINIMUM DRIVING AGE**:
  - GENERAL POPULATION: ≤0.03
  - YOUNG DRIVERS: 0.00
  - PROFESSIONAL DRIVERS: 0.00
  - RANDOM DRINK DRIVING TESTS: Yes
- **% OF ROAD CRASH FATALITIES INVOLVING ALCOHOL**: 9%

**POST CRASH CARE**

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

**NATIONAL, MULTIPLE NUMBERS**

- **NATIONAL EMERGENCY CARE ACCESS NUMBER**: None
- **TRAUMA REGISTRY SYSTEM**: COUNTRY HEALTH COVERAGE INDEX - SDG 57

**REFERENCES**

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Botswana has a lead agency present, National Road Safety Committee (NRSC), which is funded in the national budget, and also has a road safety strategy which is also fully funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country only has a fatal road safety target, to reduce fatalities by 50% with a timeline of 2011 - 2020.

The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is 'built-in' to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

**Road Crash Fatalities and Injuries Snapshot**

- **Country Population, 2016:** 2,250,260
- **Country Reported Fatalities, 2016:** 450
- **WHO Estimated Fatalities, 2016:** 535
- **GBD Estimated Fatalities, 2016:** 299
- **WHO Est. Fatalities per 100,000 Pop., 2016:** 23.80
- **GBD Est. Fatalities per 100,000 Pop., 2016:** 13.33
- **Estimated Serious Injuries, 2016:** 8,025
- **Cost of Fatalities and Serious Injuries, 2016:** $1.24 billion
- **Cost as % of country GDP, 2016:** 7.9%

**Positioning of Country in the Region (Compared to Countries with the Lowest Traffic Fatalities in the Region and Globally)**

<table>
<thead>
<tr>
<th></th>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 Pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 Pop.</th>
<th>% Trend in Fatality Rate/100,000 (2013 - 2016)</th>
<th>Motorization Registered Vehicles/100,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Botswana</td>
<td>535</td>
<td>299</td>
<td>23.8</td>
<td>13.3</td>
<td>-5.1%</td>
<td>29,031</td>
</tr>
<tr>
<td>Mauritius</td>
<td>173</td>
<td>168</td>
<td>13.7</td>
<td>13.2</td>
<td>4.4%</td>
<td>40,224</td>
</tr>
<tr>
<td>Nigeria</td>
<td>39,802</td>
<td>19,710</td>
<td>21.4</td>
<td>9.9</td>
<td>0.8%</td>
<td>6,309</td>
</tr>
<tr>
<td>Switzerland</td>
<td>223</td>
<td>334</td>
<td>2.65</td>
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<td>278</td>
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<td>-3.2%</td>
<td>62,037</td>
</tr>
</tbody>
</table>

**Safe Roads and Roadsides**

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is 'built-in' to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

**Road Infrastructure Star Rating Results**

**Information on Infrastructure in Botswana:**

- Audit/Star Rating Required for New Road Infrastructure;
- Inspection/Star Rating Required for Existing Roads;
- Investment Allocated to Upgrade High Risk Locations

**Business Case for Safer Roads**

- **Infrastructure and Speed Management Investment required:** $582.27 million
- **Annual Investment as a % of GDP (2019-2030):** 0.28%
- **Reduction in fatalities per year:** 176
- **Approximate reduction in fatalities and serious injuries (FSI) over 20 years:** 40,000
- **Economic Benefit:** $4.65 billion
- **B/C Ratio:** 8

**72%** Percentage of Road Crash Fatalities and Injuries in the economically productive age groups (15 - 64 years.)

**2 : 1** Ratio of Male to Female Fatalities with the 15 - 49 year age group being most vulnerable to fatalities

**787 life yrs.** affected due to disability from road crash injuries per 100,000 people

**Road Safety Management**

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

**Safe Roads and Roadsides**

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is 'built-in' to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

**No Road Assessment Survey Data for Botswana is Publicly Available on the IRAP Website.**

**Road Infrastructure Star Rating Results**

**Information on Infrastructure in Botswana:**

- Audit/Star Rating Required for New Road Infrastructure;
- Inspection/Star Rating Required for Existing Roads;
- Investment Allocated to Upgrade High Risk Locations
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

**MAXIMUM SPEED LIMITS AND ENFORCEMENT**

<table>
<thead>
<tr>
<th>National Speed Limit Law</th>
<th>Urban Roads</th>
<th>Rural Roads</th>
<th>Motorways</th>
<th>Speed Enforcement</th>
</tr>
</thead>
<tbody>
<tr>
<td>60 km/h</td>
<td>+30 km/h</td>
<td>+10 km/h</td>
<td>+30 km/h</td>
<td>Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits</td>
</tr>
</tbody>
</table>

**MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN BOTSWANA:**

- Narrowing: Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- Vertical Deflections: Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- Horizontal Deflection: Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- Block or Restrict Access: Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

**SAFE VEHICLES**

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

**VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS**

<table>
<thead>
<tr>
<th>653,274</th>
<th>0.3%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Registered Vehicles As Of 2016</td>
<td>Motorized 2/3 Wheelers As Of 2016</td>
</tr>
</tbody>
</table>

**COUNTRY COMPLIANCE TO THE UN VEHICLE SAFETY REGULATIONS**

- Frontal and Side Impact (Reg. 94, 95): Not regulated
- Motorcycle Anti-Lock Braking System (Reg. 78): Not regulated
- Pedestrian Protection (Reg. 127): Not regulated
- Electronic Stability Control (Reg. 140): Not regulated
- Seat Belts and Anchorage (Reg. 16, 14): Not regulated

**SAFE ROADS USERS**

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

**NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)**

<table>
<thead>
<tr>
<th>National Seatbelt Law</th>
<th>Driver</th>
<th>Front</th>
<th>Back</th>
<th>Motorcycle Helmet Law</th>
<th>Helmet Standards</th>
<th>Motorcycle Occupant Age Restriction</th>
<th>Legal Minimum Driving Age</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regulated</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Is Law BAC Based?</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Blood Alcohol Concentration (BAC) Limits (g/dl)</td>
<td>General Population ≤0.05</td>
<td>Young Drivers ≤0.05</td>
<td>Professional Drivers ≤0.025</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>Approx. 3.8%</td>
</tr>
</tbody>
</table>

**POST CRASH CARE**

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

**National, Multiple Numbers**

<table>
<thead>
<tr>
<th>National Emergency Care Access Number</th>
<th>Trauma Registry System</th>
</tr>
</thead>
<tbody>
<tr>
<td>National</td>
<td>None</td>
</tr>
</tbody>
</table>

**REFERENCES**

ROAD SAFETY COUNTRY PROFILE

Brazil

Latin America and Caribbean (LAC)

THE SCALE OF THE ROAD SAFETY CHALLENGE

ROAD CRASH FATALITIES AND INJURIES SNAPSHOT

<table>
<thead>
<tr>
<th>Country</th>
<th>Reported Population</th>
<th>WHO Estimated Fatalities</th>
<th>GBD Estimated Fatalities</th>
<th>WHO Fatality Rate/100,000 pop.</th>
<th>GBD Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate (2013 - 2016)</th>
<th>Motorization Registered Vehicles/100,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brazil</td>
<td>207,652,864</td>
<td>41,007</td>
<td>46,009</td>
<td>19.7</td>
<td>21.9</td>
<td>-7.2%</td>
<td>45,204</td>
</tr>
<tr>
<td>Cuba</td>
<td>1,124</td>
<td>8.5</td>
<td>9.9</td>
<td>4.9%</td>
<td>4.9%</td>
<td></td>
<td>5,519</td>
</tr>
<tr>
<td>Grenada</td>
<td>12</td>
<td>9.3</td>
<td>10.6</td>
<td>4.5%</td>
<td>4.5%</td>
<td></td>
<td>25,407</td>
</tr>
</tbody>
</table>

BEST PERFORMING COUNTRIES IN REGION

<table>
<thead>
<tr>
<th>Country</th>
<th>WHO Estimated Fatalities</th>
<th>GBD Estimated Fatalities</th>
<th>WHO Fatality Rate/100,000 pop.</th>
<th>GBD Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate (2013 - 2016)</th>
<th>Motorization Registered Vehicles/100,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Switzerland</td>
<td>223</td>
<td>334</td>
<td>2.65</td>
<td>3.89</td>
<td>-5.4%</td>
<td>71,182</td>
</tr>
<tr>
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<td>143</td>
<td>215</td>
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<td>4.09</td>
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<tr>
<td>Sweden</td>
<td>278</td>
<td>390</td>
<td>2.83</td>
<td>3.88</td>
<td>-3.2%</td>
<td>62,037</td>
</tr>
</tbody>
</table>

BEST PERFORMING COUNTRIES GLOBALLY

<table>
<thead>
<tr>
<th>Country</th>
<th>WHO Estimated Fatalities</th>
<th>GBD Estimated Fatalities</th>
<th>WHO Fatality Rate/100,000 pop.</th>
<th>GBD Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate (2013 - 2016)</th>
<th>Motorization Registered Vehicles/100,000 population</th>
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</thead>
<tbody>
<tr>
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SAFE ROADS AND ROADSIDES

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is 'built-in' to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results - Brazil

Surveyed Road Statistics:

- 68% with no formal footpaths;
- 69% with no pedestrian crossings;
- 75% undivided with veh. speeds > 80 kph

Vehicle Occupant Travel: 28.4 billion km; Pedestrian Travel: 213,928,872 km; Motorcyclist Travel: 1.3 billion km; Cyclist Travel: 46,299,885 km

Business Case for Safer Roads

Infrastructure and Speed Management Investment required: $51.38 billion

Annual Investment as a % of GDP (2019-2030): 0.19%

Reduction in fatalities per year: 17,292

Approximate reduction in fatalities and serious injuries (FSI) over 20 years: 3,800,000

Economic Benefit: $605.4 billion

B/C Ratio: 12

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Brazil has a lead agency present, National Traffic Department (DENATRAN), Ministry of Cities, which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has no known road safety target.
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

### Maximum Speed Limits and Enforcement

<table>
<thead>
<tr>
<th>Law</th>
<th>URBAN ROADS</th>
<th>RURAL ROADS</th>
<th>MOTORWAYS</th>
<th>Automated</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speed Limit Law</td>
<td>80 km/h</td>
<td>60 km/h</td>
<td>110 km/h</td>
<td></td>
</tr>
<tr>
<td>Land Use</td>
<td>Moderate</td>
<td>Low</td>
<td>High</td>
<td>No</td>
</tr>
<tr>
<td>Difference with Recommended Safe Systems Speeds</td>
<td>+50 km/h</td>
<td>Appropriate</td>
<td>+20 km/h</td>
<td>Low Risk</td>
</tr>
<tr>
<td>Time Saved</td>
<td>13 times lower</td>
<td></td>
<td>2 times lower</td>
<td></td>
</tr>
</tbody>
</table>

#### Major Speed Calming Measures Being Implemented in Brazil:

- **Narrowing**
  - Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- **Vertical Deflections**
  - Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- **Horizontal Deflection**
  - Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- **Block or Restrict Access**
  - Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

### Safe Vehicles

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

#### Vehicle Registration, Standards and Import Regulations

<table>
<thead>
<tr>
<th>TOTAL REGISTERED VEHICLES AS OF 2016</th>
<th>MOTORIZED 2/3 WHEELERS AS OF 2016</th>
<th>COUNTRY COMPLIANCE TO THE UN VEHICLE SAFETY REGULATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>93,867,016</td>
<td>27.0%</td>
<td>FRONTAL AND SIDE IMPACT (Reg. 94, 95)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>MOTORCYCLE ANTI-LOCK BRAKING SYSTEM (Reg. 78)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>PEDESTRIAN PROTECTION (Reg. 127)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>ELECTRONIC STABILITY CONTROL (Reg. 140)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>SEAT BELTS AND ANCHORAGES (Reg. 16, 14)</td>
</tr>
</tbody>
</table>

#### Safe Road Users

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

### National Seatbelt, Drink Driving and Helmet Laws (WHO, 2018)

<table>
<thead>
<tr>
<th>LAW</th>
<th>DRIVER</th>
<th>FRONT</th>
<th>BACK</th>
<th>MOTORCYCLE HELMET LAW</th>
<th>HELMET STANDARDS</th>
<th>MOTORCYCLE OCCUPANT AGE RESTRICTION</th>
<th>LEGAL MINIMUM DRIVING AGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seatbelt Law</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Not Known</td>
</tr>
<tr>
<td>Drink Driving Law</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BAC Based?</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>General Population</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td></td>
<td>0.00</td>
<td></td>
</tr>
<tr>
<td>Young Drivers</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Professional Drivers</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Post Crash Care

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

- **National Single Number**: None
- **National Emergency Care Access Number**: None
- **Trauma Registry System**: None

### Country Health Coverage Index - SDG

<table>
<thead>
<tr>
<th>Coverage Index</th>
<th>Target 3.8</th>
<th>Target 100</th>
</tr>
</thead>
<tbody>
<tr>
<td>77</td>
<td>12%</td>
<td></td>
</tr>
</tbody>
</table>

### References

**THE SCALE OF THE ROAD SAFETY CHALLENGE**

### ROAD CRASH FATALITIES AND INJURIES SNAPSHOT

<table>
<thead>
<tr>
<th>Country Population, 2016</th>
<th>7,131,494</th>
</tr>
</thead>
<tbody>
<tr>
<td>Country Reported Fatalities, 2016</td>
<td>708</td>
</tr>
<tr>
<td>WHO Estimated Fatalities, 2016</td>
<td>730</td>
</tr>
<tr>
<td>GBD Estimated Fatalities, 2016</td>
<td>730</td>
</tr>
<tr>
<td>WHO Est. Fatalities per 100,000 Pop., 2016</td>
<td>10.20</td>
</tr>
<tr>
<td>GBD Est. Fatalities per 100,000 Pop., 2016</td>
<td>10.28</td>
</tr>
<tr>
<td>Estimated Serious Injuries, 2016</td>
<td>10,950</td>
</tr>
<tr>
<td>Cost of Fatalities and Serious Injuries, 2016</td>
<td>$1.81 billion</td>
</tr>
<tr>
<td>Cost as % of country GDP, 2016</td>
<td>3.4%</td>
</tr>
</tbody>
</table>

### POSITIONING OF COUNTRY IN THE REGION (COMpared TO COUNTRIES WITH THE LOWEST TRAFFIC FATALITIES IN THE REGION AND GLOBALLY)

#### 2016 WHO Estimated Road Fatalities

<table>
<thead>
<tr>
<th>Country</th>
<th>Bulgaria</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016 WHO Estimated Road Fatalities</td>
<td>730</td>
</tr>
</tbody>
</table>

#### 2016 GBD Estimated Road Fatalities

<table>
<thead>
<tr>
<th>Country</th>
<th>Bulgaria</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016 GBD Estimated Road Fatalities</td>
<td>730</td>
</tr>
</tbody>
</table>

#### 2016 WHO Estimated Fatality Rate/100,000 pop.

<table>
<thead>
<tr>
<th>Country</th>
<th>Bulgaria</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016 WHO Estimated Fatality Rate/100,000 pop.</td>
<td>10.2</td>
</tr>
</tbody>
</table>

#### 2016 GBD Estimated Fatality Rate/100,000 pop.

<table>
<thead>
<tr>
<th>Country</th>
<th>Bulgaria</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016 GBD Estimated Fatality Rate/100,000 pop.</td>
<td>10.3</td>
</tr>
</tbody>
</table>

#### % Trend in Fatality Rate/100,000 (2013 - 2016)

<table>
<thead>
<tr>
<th>Country</th>
<th>Bulgaria</th>
</tr>
</thead>
<tbody>
<tr>
<td>% Trend in Fatality Rate/100,000 (2013 - 2016)</td>
<td>-3.7%</td>
</tr>
</tbody>
</table>

#### Motorization

<table>
<thead>
<tr>
<th>Country</th>
<th>Bulgaria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Registered Vehicles/100,000 population</td>
<td>56,534</td>
</tr>
</tbody>
</table>

### BEST PERFORMING COUNTRIES IN REGION

<table>
<thead>
<tr>
<th>Country</th>
<th>Bulgaria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Estimated Serious Injuries, 2016</td>
<td>10,950</td>
</tr>
</tbody>
</table>

### BEST PERFORMING COUNTRIES GLOBALLY

<table>
<thead>
<tr>
<th>Country</th>
<th>Bulgaria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Estimated Serious Injuries, 2016</td>
<td>21,284</td>
</tr>
</tbody>
</table>

### ROAD SAFETY MANAGEMENT

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Bulgaria has a lead agency present, State-public Consultative Commission on the Problems of Road Safety, which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has both a fatal and non-fatal road safety target, to reduce fatalities by 50% with a timeline of 2011 - 2020.

### SAFE ROADS AND ROADSIDES

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

**Road Infrastructure Star Rating Results - Bulgaria**

<table>
<thead>
<tr>
<th>Surveyed Road Statistics:</th>
<th>90% with no formal footpaths; 98% with no pedestrian crossings; 90% undivided with veh. speeds &gt; 80 kph</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicle Occupant Travel: 3.3 billion km; Pedestrian Travel: 27,669,738 km; Motorcyclist Travel: 103,289,050 km; Cyclist Travel: 9,596,580 km</td>
<td></td>
</tr>
</tbody>
</table>

### Business Case for Safer Roads

- **Infrastructure and Speed Management Investment required:** $634.14 million
- **Annual Investment as a % of GDP (2019-2030):** 0.09%
- **Reduction in fatalities per year:** 221
- **Approximate reduction in fatalities and serious injuries (FSI) over 20 years:** 50,000
- **Economic Benefit:** $6.42 billion

**B/C Ratio:** 10
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

**Maximum Speed Limits and Enforcement**

| NATIONAL SPEED LIMIT LAW | 50 km/h | 90 km/h | 140 km/h | Automated
|--------------------------|---------|---------|----------|----------
| URBAN ROADS              | + 20 km/h | + 20 km/h | + 50 km/h | SPEED ENFORCEMENT
| RURAL ROADS              | 4 times lower | 3 times lower | 5 times lower | Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits
| MOTORWAYS                |                      |                      |           |

**Major Speed Calming Measures Being Implemented in Bulgaria:**

- Narrowing: Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- Vertical Deflections: Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- Horizontal Deflection: Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- Block or Restrict Access: Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

**Safe Vehicles**

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

**Vehicle Registration, Standards and Import Regulations**

<table>
<thead>
<tr>
<th>TOTAL REGISTERED VEHICLES AS OF 2016</th>
<th>MOTORIZED 2/3 WHEELERS AS OF 2016</th>
<th>COUNTRY COMPLIANCE TO THE UN VEHICLE SAFETY REGULATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>4,031,748</td>
<td>4.3%</td>
<td>FRONTAL AND SIDE IMPACT (Reg. 94, 95)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>MOTORCYCLE ANTI-LOCK BRAKING SYSTEM (Reg. 78)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>PEDESTRIAN PROTECTION (Reg. 127)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>ELECTRONIC STABILITY CONTROL (Reg. 140)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>SEAT BELTS AND ANCHORAGES (Reg. 16, 14)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>REGULATION OF IMPORT OF USED VEHICLES</th>
<th>IMPORT AGE LIMIT</th>
<th>TAXATION BASED LIMITS</th>
<th>IMPORT INSPECTIONS</th>
<th>PERIODIC INSPECTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Restrictions</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
</tbody>
</table>

**Safe Road Users**

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

**National Seatbelt, Drink Driving and Helmet Laws (WHO, 2018)**

<table>
<thead>
<tr>
<th>NATIONAL SEATBELT LAW</th>
<th>DRIVER</th>
<th>FRONT</th>
<th>BACK</th>
<th>MOTORCYCLE HELMET LAW</th>
<th>HELMET STANDARDS</th>
<th>MOTORCYCLE OCCUPANT AGE RESTRICTION</th>
<th>LEGAL MINIMUM DRIVING AGE</th>
<th>BLOOD ALCOHOL CONCENTRATION (BAC) LIMITS (g/dl)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prohibited under 12 yrs</td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>≤0.05</td>
</tr>
<tr>
<td>18 yrs.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>≤0.05</td>
</tr>
</tbody>
</table>

**Post Crash Care**

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

**National, Multiple Numbers**

<table>
<thead>
<tr>
<th>NATIONAL EMERGENCY CARE ACCESS NUMBER</th>
<th>TRAUMA REGISTRY SYSTEM</th>
</tr>
</thead>
<tbody>
<tr>
<td>COUNTRY HEALTH COVERAGE INDEX - SDG</td>
<td>EXPENDITURE ON HEALTHCARE AS % OF GDP</td>
</tr>
<tr>
<td>64</td>
<td>8%</td>
</tr>
</tbody>
</table>

**References**

**Burkina Faso**

**Road Safety Country Profile**

**The Scale of the Road Safety Challenge**

**Road Crash Fatalities and Injuries Snapshot**

<table>
<thead>
<tr>
<th>Country</th>
<th>2016 WHO Estimated Fatalities</th>
<th>2016 GBD Estimated Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate (2013 - 2016)</th>
<th>Motorization Registered Vehicles/100,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Burkina Faso</td>
<td>5,686</td>
<td>3,464</td>
<td>30.5</td>
<td>16.9</td>
<td>-0.9%</td>
<td>11,296</td>
</tr>
</tbody>
</table>

**Best Performing Countries in Region**

<table>
<thead>
<tr>
<th>Country</th>
<th>2016 WHO Estimated Fatalities</th>
<th>2016 GBD Estimated Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate (2013 - 2016)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mauritius</td>
<td>173</td>
<td>168</td>
<td>13.7</td>
<td>13.2</td>
<td>4.4%</td>
</tr>
<tr>
<td>Nigeria</td>
<td>39,802</td>
<td>19,710</td>
<td>21.4</td>
<td>9.9</td>
<td>0.8%</td>
</tr>
</tbody>
</table>

**Best Performing Countries Globally**

<table>
<thead>
<tr>
<th>Country</th>
<th>2016 WHO Estimated Fatalities</th>
<th>2016 GBD Estimated Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate (2013 - 2016)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Switzerland</td>
<td>223</td>
<td>334</td>
<td>2.65</td>
<td>3.89</td>
<td>-5.4%</td>
</tr>
<tr>
<td>Norway</td>
<td>143</td>
<td>215</td>
<td>2.72</td>
<td>4.09</td>
<td>2.4%</td>
</tr>
<tr>
<td>Singapore</td>
<td>155</td>
<td>197</td>
<td>2.76</td>
<td>3.53</td>
<td>-4.9%</td>
</tr>
<tr>
<td>Sweden</td>
<td>278</td>
<td>390</td>
<td>2.83</td>
<td>3.88</td>
<td>-3.2%</td>
</tr>
</tbody>
</table>

**Road Safety Management**

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Burkina Faso has a lead agency present, National Office for Road Safety (ONASER), Ministry of Transport, Urban Mobility and Road Safety (MTMUSR), which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has both a fatal and non-fatal road safety target, to reduce fatalities by 25% with a timeline of 2011 - 2020.

**Safe Roads and Roadsides**

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

**Road Infrastructure Star Rating Results**

**Information on Infrastructure in Burkina Faso:**

- Partial Audit/Star Rating Required for New Road Infrastructure;
- Inspection/Star Rating Required for Existing Roads;
- Investment Allocated to Upgrade High Risk Locations

**Business Case for Safer Roads**

<table>
<thead>
<tr>
<th>Infrastructure and Speed Management</th>
<th>Investment required: $198.54 million</th>
</tr>
</thead>
<tbody>
<tr>
<td>Annual Investment as a % of GDP (2019-2030):</td>
<td>0.11%</td>
</tr>
<tr>
<td>Reduction in fatalities per year:</td>
<td>2,239</td>
</tr>
<tr>
<td>Approximate reduction in fatalities and serious injuries (FSI) over 20 years:</td>
<td>490,000</td>
</tr>
<tr>
<td>Economic Benefit:</td>
<td>$5.62 billion</td>
</tr>
<tr>
<td>B/C Ratio:</td>
<td>28</td>
</tr>
</tbody>
</table>

**54%** Percentage of Road Crash Fatalities and Injuries in the economically productive age groups (15 - 64 years.)

**2 : 1** Ratio of Male to Female Fatalities with the 15 - 49 year age group being most vulnerable to fatalities

969 life yrs. affected due to disability from road crash injuries per 100,000 people

**Road Infrastructure Star Rating Results**

**No Road Assessment Survey Data For Burkina Faso Is Publicly Available On The iRAP Website.**
**MAXIMUM SPEED LIMITS AND ENFORCEMENT**

<table>
<thead>
<tr>
<th>National Speed Limit Law</th>
<th>Urban Roads</th>
<th>Rural Roads</th>
<th>Motorways</th>
</tr>
</thead>
<tbody>
<tr>
<td>50 km/h</td>
<td>90 km/h</td>
<td>Not Known</td>
<td></td>
</tr>
<tr>
<td>Difference with Recommended Safe Systems Speeds</td>
<td>+20 km/h</td>
<td>+20 km/h</td>
<td>-</td>
</tr>
<tr>
<td>4 times lower</td>
<td>3 times lower</td>
<td>-</td>
<td></td>
</tr>
</tbody>
</table>

**MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN BURKINA FASO:**

- **NARROWING**
  - Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.

- **VERTICAL DEFLECTIONS**
  - Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.

- **HORIZONTAL DEFLECTION**
  - Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.

- **BLOCK OR RESTRICT ACCESS**
  - Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

**SAFE VEHICLES**

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

**VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS**

<table>
<thead>
<tr>
<th>Total Registered Vehicles As Of 2016</th>
<th>2,106,292</th>
<th>84.9%</th>
<th>Motorized 2/3 wheelers As Of 2016</th>
</tr>
</thead>
</table>

**SAFE ROAD USERS**

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

**NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)**

- **Prohibited under 5 yrs**: Not Known
- **18 yrs.**: 18 yrs.
- **National Seatbelt Law**: Prohibited under 5 yrs
- **Driver Front Back**: Prohibited under 5 yrs
- **Motorcycle Helmet Law**: Prohibited under 5 yrs
- **Helmet Standards**: Prohibited under 5 yrs
- **Motorcycle Occupant Age Restriction**: Prohibited under 5 yrs
- **Legal Minimum Driving Age**: Prohibited under 5 yrs
- **National Drink Driving Law**: Prohibited under 5 yrs
- **Is Law BAC Based?**: Prohibited under 5 yrs
- **General Population Blood Alcohol Concentration (BAC) Limits (g/dl)**: ≤0.05
- **Young Drivers**: ≤0.02
- **Professional Drivers**: ≤0.02
- **Random Drink Driving Tests**: Prohibited under 5 yrs
- **% of Road Crash Fatalities Involving Alcohol**: Not Known

**POST CRASH CARE**

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

**National, Multiple Numbers**

- **National Emergency Care Access Number**: Some Facilities
- **Trauma Registry System**: COUNTRY HEALTH COVERAGE INDEX - SDG
- **Target 3.8; Target - 100**: 39
- **Expenditure on Healthcare As % of GDP**: 7%
To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Burundi has a lead agency present, Traffic and Road Safety Police, Ministry of Public Security, which is funded in the national budget. The functions of the agency include coordination and legislation of road safety strategies without monitoring and evaluation. The country has no known road safety target.

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results

Information on Infrastructure in Burundi:
Partial Audit/Star Rating Required for New Road Infrastructure;
No Inspection/Star Rating Required for Existing Roads;
Investment is not Allocated to Upgrade High Risk Locations

Business Case for Safer Roads
Infrastructure and Speed Management
Investment required: Not Assessed
Annual Investment as a % of GDP (2019-2030): Not Assessed
Reduction in fatalities per year: Not Assessed
Approximate reduction in fatalities and serious injuries (FSI) over 20 years: Not Assessed
Economic Benefit: Not Assessed
B/C Ratio: N.A
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

**MAXIMUM SPEED LIMITS AND ENFORCEMENT**

<table>
<thead>
<tr>
<th>NATIONAL SPEED LIMIT LAW</th>
<th>50 km/h</th>
<th>100 km/h</th>
<th>100 km/h</th>
<th>Manual</th>
</tr>
</thead>
<tbody>
<tr>
<td>URBAN ROADS</td>
<td>+ 20 km/h</td>
<td>+ 30 km/h</td>
<td>+ 10 km/h</td>
<td>SPEED ENFORCEMENT</td>
</tr>
<tr>
<td>RURAL ROADS</td>
<td>4 times lower</td>
<td>4 times lower</td>
<td>1 times lower</td>
<td></td>
</tr>
<tr>
<td>MOTORWAYS</td>
<td>potential decrease in fatal road crashes from enforcement of safe system speed limits</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN BURUNDI:**

- **NARROWING**: Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- **VERTICAL DEFLECTIONS**: Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- **HORIZONTAL DEFLECTION**: Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- **BLOCK OR RESTRICT ACCESS**: Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

**SAFE VEHICLES**

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

**VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS**

| TOTAL REGISTERED VEHICLES AS OF 2016 | 111,236 | 25.4% |
| MOTORISED 2/3 WHEELERS AS OF 2016 | 2016 |

**COUNTRY COMPLIANCE TO THE UN VEHICLE SAFETY REGULATIONS**

<table>
<thead>
<tr>
<th>FRONTAL AND SIDE IMPACT (Reg. 94, 95)</th>
<th>MOTORCYCLE ANTI-LOCK BRAKING SYSTEM (Reg. 78)</th>
<th>PEDESTRIAN PROTECTION (Reg. 127)</th>
<th>ELECTRONIC STABILITY CONTROL (Reg. 140)</th>
<th>SEAT BELTS AND ANCHORAGES (Reg. 16, 14)</th>
</tr>
</thead>
<tbody>
<tr>
<td>no</td>
<td>no</td>
<td>no</td>
<td>no</td>
<td>no</td>
</tr>
</tbody>
</table>

**SAFE ROAD USERS**

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

**NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)**

- **NATIONAL SEATBELT LAW**
- **DRIVER**: Yes
- **FRONT**: Yes
- **BACK**: Yes
- **MOTORCYCLE HAT LAW**: Not restricted
- **HELMET STANDARDS**: Not known
- **MOTORCYCLE OCCUPANT AGE RESTRICTION**: 18 yrs.
- **LEGAL MINIMUM DRIVING AGE**: Not known

**SAFE CRASH CARE**

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

**POST CRASH CARE**

- **National, Multiple Numbers**: National
- **NATIONAL EMERGENCY CARE ACCESS NUMBER**: Trauma Registry System
- **COUNTRY HEALTH COVERAGE INDEX - SDG**: Target 3.8; Target - 100
- **EXPENDITURE ON HEALTHCARE AS % OF GDP**: 43

Burundi has several emergency numbers. These are 117 (Police); 112 (Ambulance).

**REFERENCES**

ROAD SAFETY COUNTRY PROFILE

Cambodia

THE SCALE OF THE ROAD SAFETY CHALLENGE

ROAD CRASH FATALITIES AND INJURIES SNAPSHOT

| Country Population, 2016: 15,762,370 |
| Country Reported Fatalities, 2016: 1,852 |
| WHO Estimated Fatalities, 2016: 2,803 |
| GBD Estimated Fatalities, 2016: 3,995 |
| WHO Est. Fatalities per 100,000 Pop., 2016: 17.8 |
| GBD Est. Fatalities per 100,000 Pop., 2016: 25.1 |
| Estimated Serious Injuries, 2016: 42,045 |
| Cost of Fatalities and Serious Injuries, 2016: $1.18 billion |
| Cost as % of country GDP, 2016: 5.9% |

POSINGION OF COUNTRY IN THE REGION (COMARED TO COUNTRIES WITH THE LOWEST TRAFFIC FATALITIES IN THE REGION AND GLOBALLY)

<table>
<thead>
<tr>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate/100,000 (2013 - 2016)</th>
<th>Motorization Registered Vehicles/100,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cambodia</td>
<td>2,803</td>
<td>17.8</td>
<td>25.1</td>
<td>-3.6%</td>
<td>23,802</td>
</tr>
<tr>
<td>Micronesia</td>
<td>2</td>
<td>1.9</td>
<td>15.7</td>
<td>-0.3%</td>
<td>5,406</td>
</tr>
<tr>
<td>Kiribati</td>
<td>5</td>
<td>4.4</td>
<td>10.4</td>
<td>-5.2%</td>
<td>3,240</td>
</tr>
<tr>
<td>Switzerland</td>
<td>223</td>
<td>2.65</td>
<td>3.89</td>
<td>-5.4%</td>
<td>71,182</td>
</tr>
<tr>
<td>Norway</td>
<td>143</td>
<td>2.72</td>
<td>4.09</td>
<td>2.4%</td>
<td>75,544</td>
</tr>
<tr>
<td>Singapore</td>
<td>155</td>
<td>2.76</td>
<td>3.53</td>
<td>-4.9%</td>
<td>16,604</td>
</tr>
<tr>
<td>Sweden</td>
<td>278</td>
<td>2.83</td>
<td>3.88</td>
<td>-3.2%</td>
<td>62,037</td>
</tr>
</tbody>
</table>

ROAD SAFETY MANAGEMENT

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Cambodia has a lead agency present, National Road Safety Committee (NRSC), which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country only has a fatal road safety target, to reduce fatalities by 50% with a timeline of 2011 - 2020.

SAFE ROADS AND ROADSIDES

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is 'built-in' to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results

NO ROAD ASSESSMENT SURVEY DATA FOR CAMBODIA IS PUBLICLY AVAILABLE ON THE IRAP WEBSITE.

BUSINESS CASE FOR SAFER ROADS

| Infrastructure and Speed Management Investment required: | $581.22 million |
| Annual Investment as a % of GDP (2019-2030): | 0.20% |
| Reduction in fatalities per year: | 1,163 |
| Approximate reduction in fatalities and serious injuries (FSI) over 20 years: | 260,000 |
| Economic Benefit: | $5.79 billion |
| B/C Ratio: | 10 |
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

### Maximum Speed Limits and Enforcement

<table>
<thead>
<tr>
<th>NATIONAL SPEED LIMIT LAW</th>
<th>URBAN ROADS</th>
<th>RURAL ROADS</th>
<th>MOTORWAYS</th>
<th>SPEED ENFORCEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>40 km/h</td>
<td>+ 10 km/h</td>
<td>+ 20 km/h</td>
<td>+ 10 km/h</td>
<td>Manual</td>
</tr>
<tr>
<td>90 km/h</td>
<td>2 times lower</td>
<td>3 times lower</td>
<td>1 times lower</td>
<td>Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits</td>
</tr>
<tr>
<td>100 km/h</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Major Speed Calming Measures Being Implemented in Cambodia:

- **Narrowing**
  - Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- **Vertical deflections**
  - Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- **Horizontal deflection**
  - Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- **Block or restrict access**
  - Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

### Safe Vehicles

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

### Vehicle Registration, Standards and Import Regulations

<table>
<thead>
<tr>
<th>TOTAL REGISTERED VEHICLES AS OF 2016</th>
<th>MOTORIZED 2/3 WHEELERS AS OF 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>3,751,715</td>
<td>72.3%</td>
</tr>
</tbody>
</table>

### Country Compliance to the UN Vehicle Safety Regulations

<table>
<thead>
<tr>
<th>FRONTAL AND SIDE IMPACT (Reg. 94, 95)</th>
<th>MOTORCYCLE ANTI-LOCK BRAKING SYSTEM (Reg. 78)</th>
<th>PEDESTRIAN PROTECTION (Reg. 127)</th>
<th>ELECTRONIC STABILITY CONTROL (Reg. 140)</th>
<th>SEAT BELTS AND ANCHORAGES (Reg. 16, 14)</th>
</tr>
</thead>
<tbody>
<tr>
<td>No</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
</tbody>
</table>

### Safe Road Users

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

### National Seatbelt, Drink Driving and Helmet Laws (WHO, 2018)

- **National Seatbelt Law**
  - Driver
  - Front
  - Back
- **Motorcycle Helmet Law**
  - Yes
- **Helmet Standards**
  - Not restricted
- **Motorcycle Occupant Age Restriction**
  - Approx. 13.0%
- **Legal Minimum Driving Age**
  - 18 yrs.
- **National Drink Driving Law**
  - Is law BAC based?
  - Yes
- **General Population Blood Alcohol Concentration (BAC) Limits (g/dl)**
  - <0.05
- **Young Drivers Blood Alcohol Concentration (BAC) Limits (g/dl)**
  - <0.05
- **Professional Drivers Blood Alcohol Concentration (BAC) Limits (g/dl)**
  - <0.05
- **Random Drink Driving Tests**
  - Yes
- **% of Road Crash Fatalities Involving Alcohol**
  - 6%

### Post Crash Care

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

### Country Health Coverage Index - SDG

<table>
<thead>
<tr>
<th>Country Health Coverage Index - SDG Target 3.8: Target - 100</th>
<th>Expenditure on Healthcare as % of GDP</th>
</tr>
</thead>
<tbody>
<tr>
<td>55</td>
<td>6%</td>
</tr>
</tbody>
</table>

### References

ROAD SAFETY COUNTRY PROFILE

Cameroon

THE SCALE OF THE ROAD SAFETY CHALLENGE

ROAD CRASH FATALITIES AND INJURIES SNAPSHOT

- Country Population, 2016: 23,439,188
- Country Reported Fatalities, 2016: 1,879
- WHO Estimated Fatalities, 2016: 7,066
- GBD Estimated Fatalities, 2016: 4,120
- WHO Est. Fatalities per 100,000 Pop., 2016: 30.10
- GBD Est. Fatalities per 100,000 Pop., 2016: 15.27
- Estimated Serious Injuries, 2016: 105,990
- Cost of Fatalities and Serious Injuries, 2016: $3.27 billion
- Cost as % of country GDP, 2016: 10.0%

FATALITIES BY USER COMPARISON CHART

- Percentage of Road Crash Fatalities and Injuries in the economically productive age groups (15 - 64 years): 64%
- Ratio of Male to Female Fatalities with the 15 - 49 year age group being most vulnerable to fatalities: 2 : 1
- 848 life yrs. affected due to disability from road crash injuries per 100,000 people

POSITIONING OF COUNTRY IN THE REGION (COMPAARED TO COUNTRIES WITH THE LOWEST TRAFFIC FATALITIES IN THE REGION AND GLOBALLY)

- 2016 WHO Estimated Road Fatalities: 7,066
- 2016 GBD Estimated Road Fatalities: 4,120
- 2016 WHO Estimated Fatality Rate per 100,000 pop.: 30.1
- 2016 GBD Estimated Fatality Rate per 100,000 pop.: 15.3
- % Trend in Fatality Rate per 100,000 (2013 - 2016): -8.3%
- Motorization: 2.454
- Estimated Serious Injuries, 2016: 30.1%
- 2016 WHO Estimated Registered Vehicles/100,000 population: 3,235

BEST PERFORMING COUNTRIES IN REGION

- Mauritius: 173, 168, 13.7, 13.2, 4.4%, 40,224
- Nigeria: 39,802, 19,710, 21.4, 9.9, 0.8%, 6,309

BEST PERFORMING COUNTRIES GLOBALLY

- Switzerland: 223, 334, 2.65, 3.89, -5.4%, 71,182
- Norway: 143, 215, 2.72, 4.09, 2.4%, 75,544
- Singapore: 155, 197, 2.76, 3.53, -4.9%, 16,604
- Sweden: 278, 390, 2.83, 3.88, -3.2%, 62,037

ROAD SAFETY MANAGEMENT

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Cameroon does not have a lead agency. However Cameroon has a road safety strategy which is partially funded. The functions of the agency are not defined. The country has no known road safety target.

SAFE ROADS AND ROADSIDES

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results

Information on Infrastructure in Cameroon:

- Partial Audit/Star Rating Required for New Road Infrastructure;
- Inspection/Star Rating Required for Existing Roads;
- Investment Allocated to Upgrade High Risk Locations

Business Case for Safer Roads

- Infrastructure and Speed Management Investment required: $1 billion
- Annual Investment as a % of GDP (2019-2030): 0.25%
- Reduction in fatalities per year: 2,454
- Approximate reduction in fatalities and serious injuries (FSI) over 20 years: 540,000
- Economic Benefit: $10.86 billion
- B/C Ratio: 11

NO ROAD ASSESSMENT SURVEY DATA FOR CAMEROON IS PUBLICLY AVAILABLE ON THE IRAP WEBSITE.
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

**MAXIMUM SPEED LIMITS AND ENFORCEMENT**

<table>
<thead>
<tr>
<th>Speed Limit Law</th>
<th>National Speed Limit Law</th>
<th>Urban Roads</th>
<th>Rural Roads</th>
<th>Motorways</th>
</tr>
</thead>
<tbody>
<tr>
<td>60 km/h</td>
<td>110 km/h</td>
<td>Not Known</td>
<td>Manual</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Difference with Recommended Safe Systems Speeds</th>
<th>National</th>
<th>Urban Roads</th>
<th>Rural Roads</th>
<th>Motorways</th>
</tr>
</thead>
<tbody>
<tr>
<td>-30 km/h</td>
<td>+30 km/h</td>
<td>+40 km/h</td>
<td>Not Known</td>
<td></td>
</tr>
</tbody>
</table>

Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits

**MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN CAMEROON:**

- Narrowing
- Vertical Deflections
- HORIZONTAL DEFLECTION
- Block or Restrict Access

Include lane narrows by extending sidewalks, curb extensions, pedestrian refuges etc.

Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.

Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.

Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

**SAFE VEHICLES**

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

**VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS**

<table>
<thead>
<tr>
<th>Total Registered Vehicles as of 2016</th>
<th>758,145</th>
<th>Not Known</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motorized 2/3 wheelers as of 2016</td>
<td>Frontal and Side Impact (Reg. 94, 95)</td>
<td>Motorcycle Anti-Lock Braking System (Reg. 78)</td>
</tr>
<tr>
<td>Country Compliance to the UN Vehicle Safety Regulations</td>
<td>Pedestrian Protection (Reg. 127)</td>
<td>Electronic Stability Control (Reg. 140)</td>
</tr>
<tr>
<td>Regulated</td>
<td>Seat Belts and Anchorage Standards (Reg. 16, 14)</td>
<td></td>
</tr>
</tbody>
</table>

**SAFE ROAD USERS**

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

**NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)**

<table>
<thead>
<tr>
<th>National Seatbelt Law</th>
<th>Driver</th>
<th>Front</th>
<th>Back</th>
<th>Motorcycle Helmet Law</th>
<th>Helmet Standards</th>
<th>Motorcycle Occupant Age Restriction</th>
<th>Legal Minimum Driving Age</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prohibited under 5 yrs</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>≤0.08</td>
<td>≤0.08</td>
<td>≤0.08</td>
</tr>
</tbody>
</table>

**POST CRASH CARE**

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

<table>
<thead>
<tr>
<th>National, Multiple Numbers</th>
<th>Some Facilities</th>
<th>Country Health Coverage Index - SDG Target 3.8; Target - 100</th>
<th>Expenditure on Healthcare as % of GDP</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Emergency Care Access Number</td>
<td>Trauma Registry System</td>
<td>44</td>
<td>5%</td>
</tr>
</tbody>
</table>

Cameroon has several emergency numbers. These are 112 (General); 117 (Police); 119 (Ambulance).

**REFERENCES**

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Cape Verde has a lead agency present, General Directorate of Road Transport (DGTR), Ministry of Internal Administration, which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has both a fatal and non-fatal road safety target, to 50% with a timeline of 2011 - 2020.

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is 'built-in' to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results

Information on Infrastructure in Cape Verde:
Audit/Star Rating Required for New Road Infrastructure;
Inspection/Star Rating Required for Existing Roads;
Investment Allocated to Upgrade High Risk Locations

Road Safety Management

PILLAR 1

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Cape Verde has a lead agency present, General Directorate of Road Transport (DGTR), Ministry of Internal Administration, which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has both a fatal and non-fatal road safety target, to 50% with a timeline of 2011 - 2020.

SAFE ROADS AND ROADSIDES

PILLAR 2

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is 'built-in' to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results

NO ROAD ASSESSMENT SURVEY DATA FOR CAPE VERDE IS PUBLICLY AVAILABLE ON THE IRAP WEBSITE.

Business Case for Safer Roads

| Infrastructure and Speed Management Investment required: | $26.33 million |
| Annual Investment as a % of GDP (2019-2030): | 0.12% |
| Reduction in fatalities per year: | 52 |
| Approximate reduction in fatalities and serious injuries (FSI) over 20 years: | 10,000 |
| Economic Benefit: | $594.2 million |
| B/C Ratio: | 23 |

67% Percentage of Road Crash Fatalities and Injuries in the economically productive age groups (15 - 64 years.)

3 : 1 Ratio of Male to Female Fatalities with the 15 - 49 year age group being most vulnerable to fatalities

417 life yrs. affected due to disability from road crash injuries per 100,000 people
ROAD SAFETY COUNTRY PROFILE

Cape Verde

SAFE SPEEDS

Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

MAXIMUM SPEED LIMITS AND ENFORCEMENT

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>50 km/h</td>
<td>✓</td>
<td>+20 km/h</td>
<td>+20 km/h</td>
<td>+30 km/h</td>
<td></td>
</tr>
<tr>
<td>90 km/h</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>120 km/h</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
</tbody>
</table>

MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN CAPE VERDE:

- Narrowing
- Vertical Deflections
- Horizontal Deflection
- Block or Restrict Access

SAFE VEHICLES

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS

<table>
<thead>
<tr>
<th>Total Registered Vehicles As Of 2016</th>
<th>Motorized 2/3 wheelers As Of 2016</th>
<th>Country Compliance To The UN Vehicle Safety Regulations</th>
</tr>
</thead>
<tbody>
<tr>
<td>64,955</td>
<td>11.7%</td>
<td>Regulated</td>
</tr>
<tr>
<td></td>
<td></td>
<td>No</td>
</tr>
<tr>
<td></td>
<td></td>
<td>4 Yrs.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td></td>
<td>No</td>
</tr>
</tbody>
</table>

SAFE ROAD USERS

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)

<table>
<thead>
<tr>
<th>Law</th>
<th>Driver</th>
<th>Front</th>
<th>Back</th>
<th>Helmet Law</th>
<th>General Population</th>
<th>Young Drivers</th>
<th>Professional Drivers</th>
<th>Random Drink Driving Tests</th>
</tr>
</thead>
<tbody>
<tr>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✗</td>
<td>✓</td>
<td>&lt;0.08</td>
<td>&lt;0.08</td>
<td>&lt;0.08</td>
<td>Not Known</td>
</tr>
<tr>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✗</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

POST CRASH CARE

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

National, Multiple Numbers

<table>
<thead>
<tr>
<th>National Emergency Care Access Number</th>
<th>Some Facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Emergency Care Access Number</td>
<td>Trauma Registry System</td>
</tr>
</tbody>
</table>

Cape Verde has several emergency numbers. These are 132 (Police); 131 (Ambulance).

REFERENCES

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Central African Rep. has a lead agency present, National Committee of Road Safety, Ministry of Transport, which is funded in the national budget. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has no known road safety target.

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Information on Infrastructure in Central African Rep.:
Partial Audit/Star Rating Required for New Road Infrastructure;
Inspection/Star Rating Required for Existing Roads;
Investment Allocated to Upgrade High Risk Locations

NO ROAD ASSESSMENT SURVEY DATA FOR CENTRAL AFRICAN REP. IS PUBLICLY AVAILABLE ON THE IRAP WEBSITE.
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

### MAXIMUM SPEED LIMITS AND ENFORCEMENT

<table>
<thead>
<tr>
<th>Speed Category</th>
<th>National Speed Limit Law</th>
<th>Difference with Recommended Safe Systems Speeds</th>
<th>Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban Roads</td>
<td>60 km/h</td>
<td>+30 km/h</td>
<td></td>
</tr>
<tr>
<td>Rural Roads</td>
<td>110 km/h</td>
<td>+40 km/h</td>
<td></td>
</tr>
<tr>
<td>Motorways</td>
<td>Not Known</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>None</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN CENTRAL AFRICAN REP.:

- **NARROWING**
  - Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- **VERTICAL DEFLECTIONS**
  - Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- **HORIZONTAL DEFLECTION**
  - Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- **BLOCK OR RESTRICT ACCESS**
  - Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

### SAFE VEHICLES

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

### VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS

<table>
<thead>
<tr>
<th>Vehicle Type</th>
<th>Quantity</th>
<th>Registration Base</th>
</tr>
</thead>
<tbody>
<tr>
<td>2/3 Wheelers</td>
<td>37,475</td>
<td>13.3%</td>
</tr>
</tbody>
</table>

### SAFE ROAD USERS

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

### NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)

- **NATIONAL SEATBELT LAW**
  - Prohibited under 5 yrs
  - 17 yrs.
- **NATIONAL DRINK DRIVING LAW**
  - IS LAW BAC BASED?
  - General Population: ≤0.08
  - Young Drivers: ≤0.08
  - Professional Drivers: ≤0.08
- **LEGAL MINIMUM DRIVING AGE**
  - Not Known

### POST CRASH CARE

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

### REFERENCES

Road Safety Country Profile: Chad

The Scale of the Road Safety Challenge

Road Crash Fatalities and Injuries Snapshot

- Country Population, 2016: 14,452,543
- Country Reported Fatalities, 2016: 1,122
- WHO Estimated Fatalities, 2016: 3,990
- GBD Estimated Fatalities, 2016: 2,565
- Estimated Serious Injuries, 2016: 59,850
- Cost of Fatalities and Serious Injuries, 2016: $926.3 million
- Cost as % of country GDP, 2016: 9.2%

FATALITIES BY USER COMPARISON CHART

Positioning of Country in the Region (Compared to Countries with the Lowest Traffic Fatalities in the Region and Globally)

<table>
<thead>
<tr>
<th>Country</th>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate/100,000 (2013 - 2016)</th>
<th>Motorization Registered Vehicles/100,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chad</td>
<td>3,990</td>
<td>2,565</td>
<td>27.6</td>
<td>17.5</td>
<td>-5.5%</td>
<td>7,777</td>
</tr>
<tr>
<td>Mauritius</td>
<td>173</td>
<td>168</td>
<td>13.7</td>
<td>13.2</td>
<td>4.4%</td>
<td>40,224</td>
</tr>
<tr>
<td>Nigeria</td>
<td>39,802</td>
<td>19,710</td>
<td>21.4</td>
<td>9.9</td>
<td>0.8%</td>
<td>6,309</td>
</tr>
</tbody>
</table>

Best Performing Countries in Region

<table>
<thead>
<tr>
<th>Country</th>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate/100,000 (2013 - 2016)</th>
<th>Motorization Registered Vehicles/100,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Switzerland</td>
<td>223</td>
<td>334</td>
<td>2.65</td>
<td>3.89</td>
<td>-5.4%</td>
<td>71,182</td>
</tr>
<tr>
<td>Norway</td>
<td>143</td>
<td>215</td>
<td>2.72</td>
<td>4.09</td>
<td>2.4%</td>
<td>75,544</td>
</tr>
<tr>
<td>Singapore</td>
<td>155</td>
<td>197</td>
<td>2.76</td>
<td>3.53</td>
<td>-4.9%</td>
<td>16,604</td>
</tr>
<tr>
<td>Sweden</td>
<td>278</td>
<td>390</td>
<td>2.83</td>
<td>3.88</td>
<td>-3.2%</td>
<td>62,037</td>
</tr>
</tbody>
</table>

Best Performing Countries Globally

- Switzerland
- Norway
- Singapore
- Sweden

Road Safety Management

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Chad has a lead agency present, Ministry of Infrastructure, Transport and Civil Aviation, which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination and legislation of road safety strategies without monitoring and evaluation. The country has both a fatal and non-fatal road safety target, to reduce fatality rate from 4.4% to 2% with a timeline of 2018 (Expired).

Safe Roads and Roadsides

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results

- Information on Infrastructure in Chad:
  - Audit/Star Rating Required for New Road Infrastructure;
  - No Inspection/Star Rating Required for Existing Roads;
  - Investment Allocated to Upgrade High Risk Locations

Business Case for Safer Roads

- Infrastructure and Speed Management Investment required: $520 million
- Annual Investment as a % of GDP (2019-2030): 0.43%
- Reduction in fatalities per year: 1,364
- Approximate reduction in fatalities and serious injuries (FSI) over 20 years: 300,000
- Economic Benefit: $3.68 billion
- B/C Ratio: 7

49% Percentage of Road Crash Fatalities and Injuries in the economically productive age groups (15 - 64 years.)

2 : 1 Ratio of Male to Female Fatalities with the 15 - 49 year age group being most vulnerable to fatalities

1,076 life yrs. affected due to disability from road crash injuries per 100,000 people

Road Assessment Survey Data for Chad is Publicly Available on the iRAP Website.
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

### Maximum Speed Limits and Enforcement

<table>
<thead>
<tr>
<th>National Speed Limit Law</th>
<th>URBAN ROADS</th>
<th>RURAL ROADS</th>
<th>MOTORWAYS</th>
<th>Speed Enforcement</th>
</tr>
</thead>
<tbody>
<tr>
<td>60 km/h</td>
<td>+ 30 km/h</td>
<td>+ 40 km/h</td>
<td>Not Known</td>
<td>None</td>
</tr>
</tbody>
</table>

Difference with Recommended Safe Systems Speeds

| 6 times lower | 6 times lower | Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits |

### Major Speed Calming Measures Being Implemented in Chad:

- **Narrowing**
  - Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- **Vertical Deflections**
  - Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- **Horizontal Deflection**
  - Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- **Block or Restrict Access**
  - Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

### Safe Vehicles

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

#### Vehicle Registration, Standards and Import Regulations

<table>
<thead>
<tr>
<th>Total Registered Vehicles as of 2016</th>
<th>Motorized 2/3 Wheelers As of 2016</th>
<th>Country Compliance to the UN Vehicle Safety Regulations</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,124,000</td>
<td>Not Known</td>
<td>Regulated</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3 Yrs.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>No</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td></td>
<td>No</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Regulated</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Import Age Limit</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Taxation Based Limits</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Import Inspections</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Periodic Inspection</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Regulated</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Import Age Limit</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Taxation Based Limits</td>
</tr>
</tbody>
</table>

### Safe Road Users

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

#### National Seatbelt, Drink Driving and Helmet Laws (WHO, 2018)

- **National Seatbelt Law**: Prohibited under 5 yrs 18 yrs.
- **Motorcycle Helmet Law**: Yes
- **Helmet Standards**: Not Known
- **Motorcycle Anti-lock Braking System**: Reg. 78
- **Motorcycle Stability Control**: Reg. 140
- **Electronic Stability Control**: Reg. 140
- **Seat Belts and Anchorages**: Reg. 16, 14

#### National Drink Driving Law

<table>
<thead>
<tr>
<th>IS LAW BAC BASED?</th>
<th>General Population</th>
<th>Young Drivers</th>
<th>Professional Drivers</th>
<th>Random Drink Driving Tests</th>
<th>% of Road Crash Fatalities Involving Alcohol</th>
</tr>
</thead>
<tbody>
<tr>
<td>≤0.08</td>
<td>≤0.08</td>
<td>≤0.08</td>
<td>Not Known</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Post Crash Care

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

<table>
<thead>
<tr>
<th>Partial Coverage</th>
<th>Some Facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Emergency Care Access Number</td>
<td>Trauma Registry System</td>
</tr>
</tbody>
</table>

Chad has several emergency numbers. These are 17 (Police); (Ambulance).

### References

THE SCALE OF THE ROAD SAFETY CHALLENGE

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

China has a lead agency present, Inter-ministerial Convention on Road Traffic Safety, which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country only has a fatal road safety target, to reduce fatality rate per 10,000 vehicles by 6% with a timeline of 2016 - 2020.

SAFE ROADS AND ROADSIDES

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (IRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is 'built-in' to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results - China

Surveyed Road Statistics: 55% with no formal footpaths; 66% with no pedestrian crossings; 68% undivided with veh. speeds > 80 kph

Vehicle Occupant Travel: 2 billion km; Pedestrian Travel: 70,486,245 km; Motorcyclist Travel: 233,959,580 km; Cyclist Travel: 59,615,815 km

Business Case for Safer Roads

Infrastructure and Speed Management Investment required: $ 133.46 billion
Annual Investment as a % of GDP (2019-2030): 0.08%
Reduction in fatalities per year: 96,295
Approximate reduction in fatalities and serious injuries (FSI) over 20 years: 21,180,000
Economic Benefit: $ 3 trillion
B/C Ratio: 23
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

MAXIMUM SPEED LIMITS AND ENFORCEMENT

<table>
<thead>
<tr>
<th>Speed Limit</th>
<th>National Speed Limit Law</th>
<th>Automated</th>
</tr>
</thead>
<tbody>
<tr>
<td>50 km/h</td>
<td>URBAN ROADS</td>
<td></td>
</tr>
<tr>
<td>70 km/h</td>
<td>RURAL ROADS</td>
<td></td>
</tr>
<tr>
<td>120 km/h</td>
<td>MOTORWAYS</td>
<td></td>
</tr>
</tbody>
</table>

Difference with Recommended Safe Systems Speeds

- 4 times lower for 50 km/h
- 3 times lower for 70 km/h
- Low Risk: +30 km/h

MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN CHINA:

- Narrowing
- Vertical deflections
- Horizontal deflection
- Block or restrict access

SAFE VEHICLES

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS

<table>
<thead>
<tr>
<th>Vehicle Type</th>
<th>Number of Vehicles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Registered Vehicles as of 2016</td>
<td>250,138,212</td>
</tr>
<tr>
<td>Motorized 2/3 Wheelers as of 2016</td>
<td>38.1%</td>
</tr>
</tbody>
</table>

COUNTRY COMPLIANCE TO THE UN VEHICLE SAFETY REGULATIONS

<table>
<thead>
<tr>
<th>Regulation</th>
<th>Compliance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frontal and Side Impact (Reg. 94, 95)</td>
<td>Yes</td>
</tr>
<tr>
<td>Motorcycle Anti-Lock Braking System (Reg. 78)</td>
<td>No</td>
</tr>
<tr>
<td>Pedestrian Protection (Reg. 127)</td>
<td>No</td>
</tr>
<tr>
<td>Electronic Stability Control (Reg. 140)</td>
<td>No</td>
</tr>
<tr>
<td>Seat Belts and Anchorages (Reg. 16, 14)</td>
<td>Yes</td>
</tr>
</tbody>
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SAFE ROAD USERS

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)

- National Seatbelt Law
- National Drink Driving Law
- Prohibited under 12 yrs
- Approx. 0.4%

POST CRASH CARE

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

China has several emergency numbers. These are 110 (General); 122 (Police); 120 (Ambulance).

REFERENCES

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Colombia has a lead agency present, National Road Safety Agency, which isn’t funded in the national budget but has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has both a fatal and non-fatal road safety target, to reduce fatalities by 26% with a timeline of 2011 - 2021.

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

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Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

### Maximum Speed Limits and Enforcement

<table>
<thead>
<tr>
<th>Maximum Speed Limits</th>
<th>National Speed Limit Law</th>
<th>Enforcement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban Roads</td>
<td>80 km/h</td>
<td>Manual and Automated</td>
</tr>
<tr>
<td>Rural Roads</td>
<td>120 km/h</td>
<td></td>
</tr>
<tr>
<td>Motorways</td>
<td>120 km/h</td>
<td></td>
</tr>
<tr>
<td>Difference with Recommended Safe Systems Speeds</td>
<td>+50 km/h</td>
<td>+50 km/h</td>
</tr>
<tr>
<td>Times lower</td>
<td>13 times lower</td>
<td>9 times lower</td>
</tr>
</tbody>
</table>

### Major Speed Calming Measures Being Implemented in Colombia:

- **Narrowing**: Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- **Vertical Deflections**: Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- **Horizontal Deflection**: Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- **Block or Restrict Access**: Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

### Safe Vehicles

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

### Vehicle Registration, Standards and Import Regulations

<table>
<thead>
<tr>
<th>Total Registered Vehicles as of 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>13,477,996</td>
</tr>
<tr>
<td>Motorized 2/3 wheelers as of 2016</td>
</tr>
<tr>
<td>55.7%</td>
</tr>
</tbody>
</table>

### Safe Road Users

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

### National Seatbelt, Drink Driving and Helmet Laws (WHO, 2018)

<table>
<thead>
<tr>
<th>Law</th>
<th>Driver Front</th>
<th>Driver Back</th>
<th>Motorcycle Helmet</th>
<th>Motorcycle Occupant Age Restriction</th>
<th>Legal Minimum Driving Age</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Seatbelt Law</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>National Drink Driving Law</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BAC Based?</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Blood Alcohol Concentration (BAC) Limits (g/dl)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>General Population</td>
<td>&lt;0.02</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Young Drivers</td>
<td>&lt;0.02</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Professional Drivers</td>
<td>&lt;0.02</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Random Drink Driving Tests</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>% of Road Crash Fatalities Involving Alcohol</td>
<td>Not Restricted</td>
<td>✓</td>
<td>Not Known</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Post Crash Care

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

### Partial Coverage

- **National Emergency Care Access Number**: Not specified
- **Trauma Registry System**: Not specified

### Country Health Coverage Index - SDG

- **Target 3.8**: 76
- **Target - 100**: EXPENDITURE ON HEALTHCARE AS % OF GDP: 6%
**THE SCALE OF THE ROAD SAFETY CHALLENGE**

**ROAD CRASH FATALITIES AND INJURIES SNAPSHOT**

<table>
<thead>
<tr>
<th></th>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate/100,000 (2013 - 2016)</th>
<th>Motorization Registered Vehicles/100,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Comoros</td>
<td>211</td>
<td>112</td>
<td>26.5</td>
<td>15.8</td>
<td>-2.6%</td>
<td>4,386</td>
</tr>
</tbody>
</table>

**BEST PERFORMING COUNTRIES IN REGION**

<table>
<thead>
<tr>
<th>Country</th>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate/100,000 (2013 - 2016)</th>
<th>Motorization Registered Vehicles/100,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mauritius</td>
<td>173</td>
<td>168</td>
<td>13.7</td>
<td>13.2</td>
<td>4.4%</td>
<td>40,224</td>
</tr>
<tr>
<td>Nigeria</td>
<td>39,802</td>
<td>19,710</td>
<td>21.4</td>
<td>9.9</td>
<td>0.8%</td>
<td>6,309</td>
</tr>
</tbody>
</table>

**BEST PERFORMING COUNTRIES GLOBALLY**

<table>
<thead>
<tr>
<th>Country</th>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate/100,000 (2013 - 2016)</th>
<th>Motorization Registered Vehicles/100,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Switzerland</td>
<td>223</td>
<td>334</td>
<td>2.65</td>
<td>3.89</td>
<td>-5.4%</td>
<td>71,182</td>
</tr>
<tr>
<td>Norway</td>
<td>143</td>
<td>215</td>
<td>2.72</td>
<td>4.09</td>
<td>2.4%</td>
<td>75,544</td>
</tr>
<tr>
<td>Singapore</td>
<td>155</td>
<td>197</td>
<td>2.76</td>
<td>3.53</td>
<td>-4.9%</td>
<td>16,604</td>
</tr>
<tr>
<td>Sweden</td>
<td>278</td>
<td>390</td>
<td>2.83</td>
<td>3.88</td>
<td>-3.2%</td>
<td>62,037</td>
</tr>
</tbody>
</table>

**ROAD SAFETY MANAGEMENT**

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Comoros has a lead agency present, National Multi-sectoral Committee on Road Safety, which isn’t funded in the national budget. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has no known road safety target.

**SAFE ROADS AND ROADSIDES**

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

**Road Infrastructure Star Rating Results**

**Information on Infrastructure in Comoros:**

Audit/Star Rating is not Required for New Road Infrastructure;

No Inspection/Star Rating Required for Existing Roads;

Investment Allocated to Upgrade High Risk Locations

**Business Case for Safer Roads**

<table>
<thead>
<tr>
<th>Infrastructure and Speed Management Investment required:</th>
<th>Not Assessed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Annual Investment as a % of GDP (2019-2030):</td>
<td>Not Assessed</td>
</tr>
<tr>
<td>Reduction in fatalities per year:</td>
<td>Not Assessed</td>
</tr>
<tr>
<td>Approximate reduction in fatalities and serious injuries (FSI) over 20 years:</td>
<td>Not Assessed</td>
</tr>
<tr>
<td>Economic Benefit:</td>
<td>Not Assessed</td>
</tr>
<tr>
<td>B/C Ratio:</td>
<td>N.A</td>
</tr>
</tbody>
</table>
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

**MAXIMUM SPEED LIMITS AND ENFORCEMENT**

<table>
<thead>
<tr>
<th>NATIONAL SPEED LIMIT LAW</th>
<th>URBAN ROADS</th>
<th>RURAL ROADS</th>
<th>MOTORWAYS</th>
<th>SPEED ENFORCEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not Known</td>
<td>Not Known</td>
<td>Not Known</td>
<td>Manual</td>
<td>Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits</td>
</tr>
</tbody>
</table>

**MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN COMOROS:**

- **NARROWING**
  - Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.

- **VERTICAL DEFLECTIONS**
  - Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.

- **HORIZONTAL DEFLECTION**
  - Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.

- **BLOCK OR RESTRICT ACCESS**
  - Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

**SAFE VEHICLES**

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

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<thead>
<tr>
<th>TOTAL REGISTERED VEHICLES AS OF 2016</th>
<th>MOTORIZED 2/3 WHEELERS AS OF 2016</th>
<th>FRONTAL AND SIDE IMPACT (Reg. 94, 95)</th>
<th>MOTORCYCLE ANTI-LOCK BRAKING SYSTEM (Reg. 78)</th>
<th>PEDESTRIAN PROTECTION (Reg. 127)</th>
<th>ELECTRONIC STABILITY CONTROL (Reg. 140)</th>
<th>SEAT BELTS AND ANCHORAGES (Reg. 16, 14)</th>
</tr>
</thead>
<tbody>
<tr>
<td>34,898</td>
<td>Not Known</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
</tr>
</tbody>
</table>

**SAFE ROAD USERS**

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

**NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)**

<table>
<thead>
<tr>
<th>NATIONAL SEATBELT LAW</th>
<th>DRIVER</th>
<th>FRONT</th>
<th>BACK</th>
<th>MOTORCYCLE HELMET LAW</th>
<th>HELMET STANDARDS</th>
<th>MOTORCYCLE OCCUPANT AGE RESTRICTION</th>
<th>LEGAL MINIMUM DRIVING AGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>x</td>
<td>Not restricted</td>
<td>18 yrs.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>NATIONAL DRINK DRIVING LAW</th>
<th>IS LAW BAC BASED?</th>
<th>GENERAL POPULATION</th>
<th>YOUNG DRIVERS</th>
<th>PROFESSIONAL DRIVERS</th>
<th>RANDOM DRINK DRIVING TESTS</th>
<th>% OF ROAD CRASH FATALITIES INVOLVING ALCOHOL</th>
</tr>
</thead>
<tbody>
<tr>
<td>x</td>
<td>Not Known</td>
<td>Not Known</td>
<td>Not Known</td>
<td>Not Known</td>
<td>Not Known</td>
<td>Not Known</td>
</tr>
</tbody>
</table>

**POST CRASH CARE**

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

<table>
<thead>
<tr>
<th>NATIONAL EMERGENCY CARE ACCESS NUMBER</th>
<th>TRAUMA REGISTRY SYSTEM</th>
</tr>
</thead>
<tbody>
<tr>
<td>National, Multiple Numbers</td>
<td>None</td>
</tr>
</tbody>
</table>

Comoros has several emergency numbers. These are 17 (Police); 1 (Ambulance).

**REFERENCES**

**THE SCALE OF THE ROAD SAFETY CHALLENGE**

**ROAD CRASH FATALITIES AND INJURIES SNAPSHOT**

<table>
<thead>
<tr>
<th>Country Population, 2016: 5,125,821</th>
<th>GBD Estimated Fatalities, 2016: 1,210</th>
</tr>
</thead>
<tbody>
<tr>
<td>Country Reported Fatalities, 2016: 308</td>
<td>WHO Estimated Fatalities, 2016: 1,405</td>
</tr>
<tr>
<td>WHO Est. Fatalities per 100,000 Pop., 2016: 27.40</td>
<td>GBD Est. Fatalities per 100,000 Pop., 2016: 25.13</td>
</tr>
<tr>
<td>Estimated Serious Injuries, 2016: 21,075</td>
<td></td>
</tr>
</tbody>
</table>

**BEST PERFORMING COUNTRIES IN REGION**

<table>
<thead>
<tr>
<th>Country</th>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate/100,000 (2013 - 2016)</th>
<th>Motorization Registered Vehicles/100,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Congo</td>
<td>1,405</td>
<td>1,210</td>
<td>27.4</td>
<td>25.1</td>
<td>-5.4%</td>
<td>2,483</td>
</tr>
<tr>
<td>Mauritius</td>
<td>173</td>
<td>168</td>
<td>13.7</td>
<td>13.2</td>
<td>4.4%</td>
<td>40,224</td>
</tr>
<tr>
<td>Nigeria</td>
<td>39,802</td>
<td>19,710</td>
<td>21.4</td>
<td>9.9</td>
<td>0.8%</td>
<td>6,309</td>
</tr>
</tbody>
</table>

**BEST PERFORMING COUNTRIES GLOBALLY**

<table>
<thead>
<tr>
<th>Country</th>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate/100,000 (2013 - 2016)</th>
<th>Motorization Registered Vehicles/100,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Switzerland</td>
<td>223</td>
<td>334</td>
<td>2.65</td>
<td>3.89</td>
<td>-5.4%</td>
<td>71,182</td>
</tr>
<tr>
<td>Norway</td>
<td>143</td>
<td>215</td>
<td>2.72</td>
<td>4.09</td>
<td>2.4%</td>
<td>75,544</td>
</tr>
<tr>
<td>Singapore</td>
<td>155</td>
<td>197</td>
<td>2.76</td>
<td>3.53</td>
<td>-4.9%</td>
<td>16,604</td>
</tr>
<tr>
<td>Sweden</td>
<td>278</td>
<td>390</td>
<td>2.83</td>
<td>3.88</td>
<td>-3.2%</td>
<td>62,037</td>
</tr>
</tbody>
</table>

**ROAD SAFETY MANAGEMENT**

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Congo has a lead agency present, General Directorate of Land Transport (DGTT), which isn’t funded in the national budget but has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has both a fatal and non-fatal road safety target, to reduce fatalities by 20% with a timeline of 2017 - 2018.

**SAFE ROADS AND ROADSIDES**

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

**Road Infrastructure Star Rating Results**

**NO ROAD ASSESSMENT SURVEY DATA FOR CONGO IS PUBLICLY AVAILABLE ON THE iRAP WEBSITE.**

**Business Case for Safer Roads**

<table>
<thead>
<tr>
<th>Infrastructure and Speed Management Investment required:</th>
<th>$195 million</th>
</tr>
</thead>
<tbody>
<tr>
<td>Annual Investment as a % of GDP (2019-2030):</td>
<td>0.20%</td>
</tr>
<tr>
<td>Reduction in fatalities per year:</td>
<td>470</td>
</tr>
<tr>
<td>Approximate reduction in fatalities and serious injuries (FSI) over 20 years:</td>
<td>100,000</td>
</tr>
<tr>
<td>Economic Benefit:</td>
<td>$2.79 billion</td>
</tr>
<tr>
<td>B/C Ratio:</td>
<td>14</td>
</tr>
</tbody>
</table>

**Information on Infrastructure in Congo:**

Audit/Star Rating Required for New Road Infrastructure;

No Inspection/Star Rating Required for Existing Roads;

Investment is not Allocated to Upgrade High Risk Locations
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

**MAXIMUM SPEED LIMITS AND ENFORCEMENT**

<table>
<thead>
<tr>
<th>National Speed Limit Law</th>
<th>Urban Roads</th>
<th>Rural Roads</th>
<th>Motorways</th>
<th>Speed Enforcement</th>
</tr>
</thead>
<tbody>
<tr>
<td>60 km/h</td>
<td>110 km/h</td>
<td>Not Known</td>
<td>None</td>
<td></td>
</tr>
</tbody>
</table>

Difference with Recommended Safe Systems Speeds:
- +30 km/h
- +40 km/h
- 6 times lower

**MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN CONGO:**

- **NARROWING**
  - Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.

- **VERTICAL DEFLECTIONS**
  - Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.

- **HORIZONTAL DEFLECTION**
  - Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.

- **BLOCK OR RESTRICT ACCESS**
  - Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

**SAFE VEHICLES**

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

**VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS**

<table>
<thead>
<tr>
<th>Total Registered Vehicles as of 2016</th>
<th>Motorized 2/3 Wheelers as of 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>110,438</td>
<td>75.7%</td>
</tr>
</tbody>
</table>

**COUNTRY COMPLIANCE TO THE UN VEHICLE SAFETY REGULATIONS**

<table>
<thead>
<tr>
<th>Frontal and Side Impact (Reg. 94, 95)</th>
<th>Motorcycle Anti-lock Braking System (Reg. 78)</th>
<th>Pedestrian Protection (Reg. 127)</th>
<th>Electronic Stability Control (Reg. 140)</th>
<th>Seat Belts and Anchorages (Reg. 16, 14)</th>
</tr>
</thead>
<tbody>
<tr>
<td>No</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
</tbody>
</table>

**SAFE ROAD USERS**

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

**NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)**

<table>
<thead>
<tr>
<th>National Seatbelt Law</th>
<th>Motorcycle Helmet Law</th>
<th>Helmet Standards</th>
<th>Motorcycle Occupant Age Restriction</th>
<th>Legal Minimum Driving Age</th>
</tr>
</thead>
<tbody>
<tr>
<td>Driver</td>
<td>Front</td>
<td>Back</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Prohibited under 5 yrs</td>
<td>≤0.08</td>
<td>≤0.08</td>
<td>≤0.08</td>
<td>Not Known</td>
</tr>
</tbody>
</table>

**POST CRASH CARE**

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

<table>
<thead>
<tr>
<th>Partial Coverage</th>
<th>Country Health Coverage Index - SDG Target 3.8</th>
<th>Target - 100</th>
<th>Expenditure on Healthcare as % of GDP</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td>38</td>
<td>5%</td>
<td></td>
</tr>
</tbody>
</table>

**REFERENCES**

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Costa Rica has a lead agency present, Road Safety Council (COSEVI), Ministry of Public Works and Transportation, which isn’t funded in the national budget but has a road safety strategy which is fully funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country only has a fatal road safety target, to reduce fatalities by 20% with a timeline of 2015 - 2020.

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Costa Rica has a lead agency present, Road Safety Council (COSEVI), Ministry of Public Works and Transportation, which isn’t funded in the national budget but has a road safety strategy which is fully funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country only has a fatal road safety target, to reduce fatalities by 20% with a timeline of 2015 - 2020.

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Road Infrastructure Star Rating Results

Information on Infrastructure in Costa Rica:
Audit/Star Rating is not Required for New Road Infrastructure;
No Inspection/Star Rating Required for Existing Roads;
Investment is not Allocated to Upgrade High Risk Locations

Business Case for Safer Roads

| Infrastructure and Speed Management Investment required | $ 1.27 billion |
| Annual Investment as a % of GDP (2019-2030) | 0.17% |
| Reduction in fatalities per year | 249 |
| Approximate reduction in fatalities and serious injuries (FSI) over 20 years | 50,000 |
| Economic Benefit | $ 10.07 billion |
| B/C Ratio | 8 |
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

### Maximum Speed Limits and Enforcement

<table>
<thead>
<tr>
<th>NATIONAL SPEED LIMIT LAW</th>
<th>URBAN ROADS</th>
<th>RURAL ROADS</th>
<th>MOTORWAYS</th>
<th>SPEED ENFORCEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>50 km/h</td>
<td>50 km/h</td>
<td>60 km/h</td>
<td>Not Known</td>
<td>Manual</td>
</tr>
</tbody>
</table>

Difference with Recommended Safe Systems Speeds

<table>
<thead>
<tr>
<th>NARROWING</th>
<th>VERTICAL DEFORMATIONS</th>
<th>HORIZONTAL DEFORMATION</th>
<th>BLOCK OR RESTRICT ACCESS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.</td>
<td>Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.</td>
<td>Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.</td>
<td>Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.</td>
</tr>
</tbody>
</table>

### Major Speed Calming Measures Being Implemented in Costa Rica:

- NARROWING
- VERTICAL DEFORMATIONS
- HORIZONTAL DEFORMATION
- BLOCK OR RESTRICT ACCESS

### Safe Vehicles

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

### Vehicle Registration, Standards and Import Regulations

<table>
<thead>
<tr>
<th>regulation</th>
<th>No Restrictions</th>
<th>Prohibitions</th>
<th>No Restrictions</th>
</tr>
</thead>
<tbody>
<tr>
<td>REGULATION OF IMPORT OF USED VEHICLES</td>
<td>No Restrictions</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>TOTAL REGISTERED VEHICLES AS OF 2016</td>
<td>1,991,398</td>
<td>0.3%</td>
<td></td>
</tr>
<tr>
<td>MOTORIZED 2/3 WHEELERS AS OF 2016</td>
<td>0.3%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Safe Road Users

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

### National Seatbelt, Drink Driving and Helmet Laws (WHO, 2018)

<table>
<thead>
<tr>
<th>National Seatbelt Law</th>
<th>Drink Driving Law</th>
<th>Helmet Law</th>
<th>Motorcycle Anti-Lock Braking System</th>
<th>Pedestrian Protection</th>
<th>Electronic Stability Control</th>
<th>Motorcycle Occupant Age Restriction</th>
<th>Legal Minimum Driving Age</th>
</tr>
</thead>
<tbody>
<tr>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
<td>No</td>
<td>✔️</td>
<td>✔️</td>
<td>✗</td>
<td>✔️</td>
</tr>
<tr>
<td>GENERAL POPULATION</td>
<td>YOUNG DRIVERS</td>
<td>PROFESSIONAL DRIVERS</td>
<td>RANDOM DRINK DRIVING TESTS</td>
<td>% OF ROAD CRASH FatalITIES INVOLVING ALCOHOL</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>≤ 0.05</td>
<td>≤ 0.02</td>
<td>≤ 0.02</td>
<td>Prohibited under 5 yrs</td>
<td>Approx. 31.2%</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Post Crash Care

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

### Summary

Costa Rica has a single emergency number. This is 911.

### References

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Côte d’Ivoire has a lead agency present, Road Safety Office (OSER), Ministry of Transport, which is funded in the national budget, and also has a road safety strategy which is also fully funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has both a fatal and non-fatal road safety target, to reduce fatalities by 50% with a timeline of 2016 - 2020.

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 Star roads are the least safe.

### ROAD SAFETY MANAGEMENT

Côte d’Ivoire has a lead agency present, Road Safety Office (OSER), Ministry of Transport, which is funded in the national budget, and also has a road safety strategy which is also fully funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has both a fatal and non-fatal road safety target, to reduce fatalities by 50% with a timeline of 2016 - 2020.

### SAFE ROADS AND ROADSIDES

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 Star roads are the least safe.

### ROAD INFRASTRUCTURE STAR RATING RESULTS - CÔTE D’IVOIRE

Surveyed Road Statistics: 74% with no formal footpaths; 93% with no pedestrian crossings; - undivided with veh. speeds > 80 kph

Vehicle Occupant Travel: 804,925,594 km; Pedestrian Travel: 20,749,338 km; Motorcyclist Travel: 24,894,606 km; Cyclist Travel: 1,132,778 km

Business Case for Safer Roads

Infrastructure and Speed Management Investment required: $ 1.6 billion

Annual Investment as a % of GDP (2019-2030): 0.29%

Reduction in fatalities per year: 1,970

Approximate reduction in fatalities and serious injuries (FSI) over 20 years: 430,000

Economic Benefit: $11.63 billion

B/C Ratio: 7
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

### MAXIMUM SPEED LIMITS AND ENFORCEMENT

<table>
<thead>
<tr>
<th>NATIONAL SPEED LIMIT LAW</th>
<th>60 km/h</th>
<th>110 km/h</th>
<th>120 km/h</th>
<th>Manual</th>
</tr>
</thead>
<tbody>
<tr>
<td>URBAN ROADS</td>
<td>+ 30 km/h</td>
<td>6 times lower</td>
<td>+ 40 km/h</td>
<td>6 times lower</td>
</tr>
</tbody>
</table>

**Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits**

### MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN CÔTE D’IVOIRE:

- **NARROWING**
  - Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.

- **VERTICAL DEFLECTIONS**
  - Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.

- **HORIZONTAL DEFLECTION**
  - Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.

- **BLOCK OR RESTRICT ACCESS**
  - Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

### SAFE VEHICLES

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

### VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS

<table>
<thead>
<tr>
<th>TOTAL REGISTERED VEHICLES AS OF 2016</th>
<th>MOTORIZED 2/3 WHEELERS AS OF 2016</th>
<th>COUNTRY COMPLIANCE TO THE UN VEHICLE SAFETY REGULATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>905,537</td>
<td>18.0%</td>
<td>[FRONTAL AND SIDE IMPACT (Reg. 94, 95)] [MOTORCYCLE ANTI-LOCK BRAKING SYSTEM (Reg. 78)] [PEDESTRIAN PROTECTION (Reg. 127)] [ELECTRONIC STABILITY CONTROL (Reg. 140)] [SEAT BELTS AND ANCHORAGES (Reg. 16, 14)]</td>
</tr>
</tbody>
</table>

### SAFE ROAD USERS

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

### NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)

- **Not restricted**
  - NATIONAL SEATBELT LAW
  - MOTORCYCLE HELMET LAW
  - MOTORCYCLE OCCUPANT AGE RESTRICTION
  - LEGAL MINIMUM DRIVING AGE
  - RANDOM DRINK DRIVING TESTS
  - BLOOD ALCOHOL CONCENTRATION (BAC) LIMITS (g/dl) | <0.08 | <0.08 | <0.08 | Yes | No |

- **Not Known**
  - NATIONAL DRINK DRIVING LAW
  - GENERAL POPULATION
  - YOUNG DRIVERS
  - PROFESSIONAL DRIVERS
  - % OF ROAD CRASH FATALITIES INVOLVING ALCOHOL

### POST CRASH CARE

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

<table>
<thead>
<tr>
<th>COUNTRY HEALTH COVERAGE INDEX - SDG</th>
<th>EXPENDITURE ON HEALTHCARE AS % OF GDP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Target 3.8; Target - 100</td>
<td>44</td>
</tr>
<tr>
<td>Côte d’Ivoire has several emergency numbers. These are 111 (General); 170 (Police); 180 (Ambulance).</td>
<td></td>
</tr>
</tbody>
</table>

### REFERENCES

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Croatia does not have a lead agency. However Croatia has a road safety strategy which is fully funded. The functions of the agency are not defined. The country has no known road safety target.

**SAFE ROADS AND ROADSIDES**

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is 'built-in' to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

**Road Infrastructure Star Rating Results - Croatia**

Surveyed Road Statistics: 79% with no formal footpaths; 92% with no pedestrian crossings; 50% undivided with veh. speeds > 80 kph

Vehicle Occupant Travel: 1.2 billion km; Pedestrian Travel: 58,892,337 km; Motorcyclist Travel: 36,683,633 km; Cyclist Travel: 17,744,352 km

**Business Case for Safer Roads**

Infrastructure and Speed Management Investment required: $1.4 billion

Annual Investment as a % of GDP (2019-2030): 0.20%

Reduction in fatalities per year: 127

Approximate reduction in fatalities and serious injuries (FSI) over 20 years: 30,000

Economic Benefit: $5.89 billion

B/C Ratio: 4
**ROAD SAFETY COUNTRY PROFILE**

**Croatia**

### Safe speeds

**MAXIMUM SPEED LIMITS AND ENFORCEMENT**

<table>
<thead>
<tr>
<th>Speed Limits</th>
<th>National Speed Limit Law</th>
<th>Urban Roads</th>
<th>Rural Roads</th>
<th>Motorways</th>
<th>Speed Enforcement</th>
</tr>
</thead>
<tbody>
<tr>
<td>50 km/h</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>90 km/h</td>
<td>✓</td>
<td></td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>130 km/h</td>
<td>✓</td>
<td></td>
<td></td>
<td>✓</td>
<td></td>
</tr>
</tbody>
</table>

Difference with Recommended Safe Systems Speeds:

- +20 km/h: 4 times lower
- +20 km/h: 3 times lower
- +40 km/h: 4 times lower

**MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN CROATIA:**

<table>
<thead>
<tr>
<th>Measure</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>NARROWING</td>
<td>Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.</td>
</tr>
<tr>
<td>VERTICAL DEFLECTIONS</td>
<td>Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.</td>
</tr>
<tr>
<td>HORIZONTAL DEFLECTION</td>
<td>Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.</td>
</tr>
<tr>
<td>BLOCK OR RESTRICT ACCESS</td>
<td>Include median diveters, closing streets to create pedestrian zones, cul-de-sacs etc.</td>
</tr>
</tbody>
</table>

### Safe vehicles

**UNIVERSAL DEPLOYMENT OF IMPROVED VEHICLE SAFETY TECHNOLOGIES**

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

#### Vehicle Registration, Standards and Import Regulations

<table>
<thead>
<tr>
<th>Total Registered Motorized Vehicles</th>
<th>% of Market</th>
<th>Country Compliance to the UN Vehicle Safety Regulations</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,996,056</td>
<td>7.5%</td>
<td>✓ FRONTAL AND SIDE IMPACT, MOTORCYCLE ANTI-LOCK BRAKING SYSTEM, PEDESTRIAN PROTECTION, ELECTRONIC STABILITY CONTROL, SEAT BELTS AND ANCHORAGES</td>
</tr>
</tbody>
</table>

**Regulated: ✓ | 7 Yrs. | No | ✓ | No**

- **Regulation of Import of Used Vehicles**: ✓
- **Import Age Limit**: 7 Yrs.
- **Taxation Based Limit**: No
- **Import Inspections**: Yes
- **Periodic Inspection**: No

### Safe road users

**THE KEY BEHAVIORAL RISK FACTORS FOR ROAD CRASH INJURIES**

Drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

#### National seatbelt, Drink Driving and Helmet Laws (WHO, 2018)

<table>
<thead>
<tr>
<th>National Seatbelt Law</th>
<th>Drink Driving Law</th>
<th>Motorcycle Helmet Law</th>
<th>Helmet Standards</th>
<th>Motorcycle Occupant Age Restriction</th>
<th>Legal Minimum Driving Age</th>
</tr>
</thead>
<tbody>
<tr>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>18 yrs.</td>
</tr>
</tbody>
</table>

- **Prohibited under 12 yrs**: ✓
- **Approx. 23.8%**: ✓

### Post crash care

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

<table>
<thead>
<tr>
<th>National, Multiple Numbers</th>
<th>None</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Emergency Care Access Number</td>
<td>Trauma Registry System</td>
</tr>
</tbody>
</table>

Croatia has several emergency numbers. These are 112 (General); 192 (Police); 194 (Ambulance).

### References

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Cuba has a lead agency present, National Road Safety Commission (CNSV), which is funded in the national budget, and also has a road safety strategy which is also fully funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country only has a fatal road safety target, to reduce fatalities to 5 fatalities per 100,000 population with a timeline of 2010 - 2025.

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Information on Infrastructure in Cuba:
Audit/Star Rating is not Required for New Road Infrastructure;
Inspection/Star Rating Required for Existing Roads;
Investment Allocated to Upgrade High Risk Locations

NO ROAD ASSESSMENT SURVEY DATA FOR CUBA IS PUBLICLY AVAILABLE ON THE IRAP WEBSITE.

Business Case for Safer Roads

<table>
<thead>
<tr>
<th>Infrastructure and Speed Management Investment required:</th>
<th>$1.98 billion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Annual Investment as a % of GDP (2019-2030):</td>
<td>0.18%</td>
</tr>
<tr>
<td>Reduction in fatalities per year:</td>
<td>309</td>
</tr>
<tr>
<td>Approximate reduction in fatalities and serious injuries (FSI) over 20 years:</td>
<td>70,000</td>
</tr>
<tr>
<td>Economic Benefit:</td>
<td>$8.76 billion</td>
</tr>
<tr>
<td>B/C Ratio:</td>
<td>4</td>
</tr>
</tbody>
</table>
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

### Maximum Speed Limits and Enforcement

<table>
<thead>
<tr>
<th>National Speed Limit Law</th>
<th>URBAN ROADS</th>
<th>Rural Roads</th>
<th>Motorways</th>
</tr>
</thead>
<tbody>
<tr>
<td>50 km/h</td>
<td>+20 km/h</td>
<td>+20 km/h</td>
<td>+10 km/h</td>
</tr>
<tr>
<td>90 km/h</td>
<td>4 times lower</td>
<td>3 times lower</td>
<td>1 times lower</td>
</tr>
<tr>
<td>100 km/h</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Difference with Recommended Safe Systems Speeds**

<table>
<thead>
<tr>
<th>Speed</th>
<th>URBAN ROADS</th>
<th>RURAL ROADS</th>
<th>MOTORWAYS</th>
</tr>
</thead>
<tbody>
<tr>
<td>4 times lower</td>
<td>3 times lower</td>
<td>1 times lower</td>
<td></td>
</tr>
</tbody>
</table>

**Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits**

<table>
<thead>
<tr>
<th>Safe System Speed Limits</th>
<th>2016</th>
<th>2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>100 km/h</td>
<td>90 km/h</td>
<td>50 km/h</td>
</tr>
<tr>
<td>90 km/h</td>
<td>50 km/h</td>
<td>30 km/h</td>
</tr>
</tbody>
</table>

### Major Speed Calming Measures Being Implemented in Cuba:

- **Narrowing**
  - Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.

- **Vertical Deflections**
  - Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.

- **Horizontal Deflection**
  - Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.

- **Block or Restrict Access**
  - Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

### Safe Vehicles

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

### VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS

<table>
<thead>
<tr>
<th>Vehicles</th>
<th>Total Registered</th>
<th>Motorized 2/3 wheelers</th>
</tr>
</thead>
<tbody>
<tr>
<td>As of 2016</td>
<td>633,369</td>
<td>34.3%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Country Compliance to the UN Vehicle Safety Regulations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regulations</td>
</tr>
<tr>
<td>-------------</td>
</tr>
<tr>
<td>Regulated</td>
</tr>
</tbody>
</table>

### Safe Road Users

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

**National Seatbelt, Drink Driving and Helmet Laws (WHO, 2018)**

<table>
<thead>
<tr>
<th>National Seatbelt Law</th>
<th>Driver Front</th>
<th>Driver Back</th>
<th>Motorcycle Helmet Law</th>
<th>Helmet Standards</th>
<th>Motorcycle Occupant Age Restriction</th>
<th>Legal Minimum Driving Age</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prohibited under 7 yrs</td>
<td>Approx. 33.3%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>National Drink Driving Law</th>
<th>IS LAW BAC BASED?</th>
<th>General Population</th>
<th>Young Drivers</th>
<th>Professional Drivers</th>
<th>Random Drink Driving Tests</th>
<th>% of Road Crash Fatalities Involving Alcohol</th>
</tr>
</thead>
<tbody>
<tr>
<td>Approved</td>
<td>≤0.01</td>
<td>0.00</td>
<td>0.00</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Post Crash Care

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

<table>
<thead>
<tr>
<th>National, Single Number</th>
<th>National</th>
</tr>
</thead>
<tbody>
<tr>
<td>National EMERGENCY CARE Access Number</td>
<td>Trauma Registry System</td>
</tr>
</tbody>
</table>

Cuba has a single emergency number. This is 106.

### References

**The Scale of the Road Safety Challenge**

**Road Crash Fatalities and Injuries Snapshot**

<table>
<thead>
<tr>
<th></th>
<th>Dem. Rep. Congo</th>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate/100,000 (2013-2016)</th>
<th>Motorization Registered Vehicles/100,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Country Population, 2016</td>
<td>78,736,152</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WHO Estimated Fatalities, 2016</td>
<td>26,529</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GBD Estimated Fatalities, 2016</td>
<td>20,521</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WHO Est. Fatalities per 100,000 Pop., 2016</td>
<td>33.7</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GBD Est. Fatalities per 100,000 Pop., 2016</td>
<td>26.1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Estimated Serious Injuries, 2016</td>
<td>397,935</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cost of Fatalities and Serious Injuries, 2016</td>
<td>$4.16 billion</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cost as % of country GDP, 2016</td>
<td>11.2%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Best Performing Countries in Region

<table>
<thead>
<tr>
<th>Country</th>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate/100,000 (2013-2016)</th>
<th>Motorization Registered Vehicles/100,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mauritius</td>
<td>173</td>
<td>168</td>
<td>13.7</td>
<td>13.2</td>
<td>4.4%</td>
<td>40,224</td>
</tr>
<tr>
<td>Nigeria</td>
<td>39,802</td>
<td>19,710</td>
<td>21.4</td>
<td>9.9</td>
<td>0.8%</td>
<td>6,309</td>
</tr>
</tbody>
</table>

### Best Performing Countries Globally

<table>
<thead>
<tr>
<th>Country</th>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate/100,000 (2013-2016)</th>
<th>Motorization Registered Vehicles/100,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Switzerland</td>
<td>223</td>
<td>334</td>
<td>2.65</td>
<td>3.89</td>
<td>-5.4%</td>
<td>71,182</td>
</tr>
<tr>
<td>Norway</td>
<td>143</td>
<td>215</td>
<td>2.72</td>
<td>4.09</td>
<td>2.4%</td>
<td>75,544</td>
</tr>
<tr>
<td>Singapore</td>
<td>155</td>
<td>197</td>
<td>2.76</td>
<td>3.53</td>
<td>-4.9%</td>
<td>16,604</td>
</tr>
<tr>
<td>Sweden</td>
<td>278</td>
<td>390</td>
<td>2.83</td>
<td>3.88</td>
<td>-3.2%</td>
<td>62,037</td>
</tr>
</tbody>
</table>

**Road Safety Management**

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Dem. Rep. Congo has a lead agency present, National Program for Road Safety (CNPR), Ministry of Transport and Communication Channels, which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has no known road safety target.

**Safe Roads and Roadsides**

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is 'built-in' to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

### Road Infrastructure Star Rating Results

**Information on Infrastructure in Dem. Rep. Congo:**

Audit/Star Rating is not Required for New Road Infrastructure;

No Inspection/Star Rating Required for Existing Roads;

Investment is not Allocated to Upgrade High Risk Locations

**Business Case for Safer Roads**

- **Infrastructure and Speed Management Investment required:** $2 billion
- **Annual Investment as a % of GDP (2019-2030):** 0.40%
- **Reduction in fatalities per year:** 9,898
- **Reduction in fatalities and serious injuries (FSI) over 20 years:** 2,180,000
- **Economic Benefit:** $15.37 billion
- **B/C Ratio:** 8

**62%** Percentage of Road Crash Fatalities and Injuries in the economically productive age groups (15 - 64 years.)

**3 : 1** Ratio of Male to Female Fatalities with the 15 - 49 year age group being most vulnerable to fatalities

**1,728 life yrs.** affected due to disability from road crash injuries per 100,000 people
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

### MAXIMUM SPEED LIMITS AND ENFORCEMENT

<table>
<thead>
<tr>
<th>Speed Limit Law</th>
<th>National Speed Limit Law</th>
<th>Urban Roads</th>
<th>Rural Roads</th>
<th>Motorways</th>
<th>Enforcement</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td>60 km/h</td>
<td>90 km/h</td>
<td>120 km/h</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN DEM. REP. CONGO:

- **NARROWING**: Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- **VERTICAL DEFLECTIONS**: Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- **HORIZONTAL DEFLECTION**: Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- **BLOCK OR RESTRICT ACCESS**: Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

### SAFE VEHICLES

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

#### VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS

<table>
<thead>
<tr>
<th>Vehicle Category</th>
<th>Registered</th>
<th>Not Known</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Registered Vehicles as of 2016</td>
<td>350,000</td>
<td>Not Known</td>
</tr>
<tr>
<td>Motorized 2/3 wheelers as of 2016</td>
<td>Not Restricted</td>
<td>Not Known</td>
</tr>
</tbody>
</table>

### SAFE ROAD USERS

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

#### NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)

<table>
<thead>
<tr>
<th>Law</th>
<th>Regulation</th>
<th>Country Compliant</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seatbelt Law</td>
<td>Regulated</td>
<td></td>
</tr>
<tr>
<td>Drink Driving Law</td>
<td>Regulated</td>
<td></td>
</tr>
<tr>
<td>Helmet Law</td>
<td>Not Restricted</td>
<td></td>
</tr>
</tbody>
</table>

### POST CRASH CARE

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

#### COUNTRY HEALTH COVERAGE INDEX - SDG

<table>
<thead>
<tr>
<th>Index Name</th>
<th>Coverage Index</th>
</tr>
</thead>
<tbody>
<tr>
<td>Target 3.8</td>
<td>Target 100</td>
</tr>
</tbody>
</table>

#### EXPENDITURE ON HEALTHCARE AS % OF GDP

<table>
<thead>
<tr>
<th>Index Name</th>
<th>Expenditure</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>68%</td>
</tr>
<tr>
<td></td>
<td>4%</td>
</tr>
</tbody>
</table>

### REFERENCES

The Scale of the Road Safety Challenge

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Dominica has a lead agency present, Transport Board, Ministry of Justice, Immigration and National Security, which isn’t funded in the national budget. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has no known road safety target.

The Scale of the Road Safety Challenge

- 75% of Road Crash Fatalities and Injuries in the economically productive age groups (15 - 64 years)
- 3:1 Ratio of Male to Female Fatalities with the 15 - 49 year age group being most vulnerable to fatalities
- 857 life yrs. affected due to disability from road crash injuries per 100,000 people

Road Safety Management

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Safe Roads and Roadsides

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results

Information on Infrastructure in Dominica:

- Audit/Star Rating is not Required for New Road Infrastructure;
- No Inspection/Star Rating Required for Existing Roads;
- Investment is not Allocated to Upgrade High Risk Locations

Business Case for Safer Roads

- Infrastructure and Speed Management Investment required: $49.14 million
- Annual Investment as % of GDP: 0.65%
- Reduction in fatalities per year: 4
- Approximate reduction in fatalities and serious injuries (FSI) over 20 years: 900
- Economic Benefit: $120.8 million
- B/C Ratio: 2

Road Crash Fatalities and Injuries Snapshot

- Country Population, 2016: 73,543
- Country Reported Fatalities, 2016: 10
- WHO Estimated Fatalities, 2016: 8
- GBD Estimated Fatalities, 2016: 12
- WHO Est. Fatalities per 100,000 Pop., 2016: 10.90
- GBD Est. Fatalities per 100,000 Pop., 2016: 16.81
- Estimated Serious Injuries, 2016: 120
- Cost of Fatalities and Serious Injuries, 2016: $20.81 million
- Cost as % of country GDP, 2016: 3.6%

Positioning of Country in the Region (Compared to Countries with the Lowest Traffic Fatalities in the Region and Globally)

<table>
<thead>
<tr>
<th>Country</th>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate/100,000 (2013 - 2016)</th>
<th>Motorization Registered Vehicles/100,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dominica</td>
<td>8</td>
<td>12</td>
<td>10.9</td>
<td>16.8</td>
<td>-0.7%</td>
<td>48,674</td>
</tr>
<tr>
<td>Cuba</td>
<td>975</td>
<td>1,124</td>
<td>8.5</td>
<td>9.9</td>
<td>4.9%</td>
<td>5,519</td>
</tr>
<tr>
<td>Grenada</td>
<td>10</td>
<td>12</td>
<td>9.3</td>
<td>10.6</td>
<td>4.5%</td>
<td>25,407</td>
</tr>
<tr>
<td>Switzerland</td>
<td>223</td>
<td>334</td>
<td>2.65</td>
<td>3.89</td>
<td>-5.4%</td>
<td>71,182</td>
</tr>
<tr>
<td>Norway</td>
<td>143</td>
<td>215</td>
<td>2.72</td>
<td>4.09</td>
<td>2.4%</td>
<td>75,544</td>
</tr>
<tr>
<td>Singapore</td>
<td>155</td>
<td>197</td>
<td>2.76</td>
<td>3.53</td>
<td>-4.9%</td>
<td>16,604</td>
</tr>
<tr>
<td>Sweden</td>
<td>278</td>
<td>390</td>
<td>2.83</td>
<td>3.88</td>
<td>-3.2%</td>
<td>62,037</td>
</tr>
</tbody>
</table>

Best Performing Countries in Region

- Cuba
- Grenada

Best Performing Countries Globally

- Switzerland
- Norway
- Singapore
- Sweden

NO ROAD ASSESSMENT SURVEY DATA FOR DOMINICA IS PUBLICLY AVAILABLE ON THE iRAP WEBSITE.
**SAFE SPEEDS**

Ref: 1, 7, 8

Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

### MAXIMUM SPEED LIMITS AND ENFORCEMENT

<table>
<thead>
<tr>
<th>NATIONAL SPEED LIMIT LAW</th>
<th>URBAN ROADS</th>
<th>RURAL ROADS</th>
<th>MOTORWAYS</th>
<th>SPEED ENFORCEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not Known</td>
<td>Not Known</td>
<td>Not Known</td>
<td>None</td>
<td>Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits</td>
</tr>
</tbody>
</table>

**MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN DOMINICA:**

- **NARROWING**
  - Include lane narrowings by extending sidewalk, curb extensions, pedestrian refuges etc.
- **VERTICAL DEFLECTIONS**
  - Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- **HORIZONTAL DEFLECTION**
  - Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- **BLOCK OR RESTRICT ACCESS**
  - Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

**SURE VEHICLES**

Ref: 1, 8

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

**VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS**

<table>
<thead>
<tr>
<th>TOTAL REGISTERED VEHICLES AS OF 2016</th>
<th>MOTORIZED 2/3 WHEELERS AS OF 2016</th>
<th>COUNTRY COMPLIANCE TO THE UN VEHICLE SAFETY REGULATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>35,796</td>
<td>7.7%</td>
<td>FRONTAL AND SIDE IMPACT (Reg. 94, 95)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>MOTORCYCLE ANTI-LOCK BRAKING SYSTEM (Reg. 78)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>PEDESTRIAN PROTECTION (Reg. 127)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>ELECTRONIC STABILITY CONTROL (Reg. 140)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>SEAT BELTS AND ANCHORAGES (Reg. 16, 14)</td>
</tr>
<tr>
<td></td>
<td>No Restrictions</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>No</td>
<td>X</td>
</tr>
<tr>
<td></td>
<td>No</td>
<td>No</td>
</tr>
</tbody>
</table>

**SAFE ROAD USERS**

Ref: 1, 8

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

### NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)

- **NATIONAL SEATBELT LAW**
  - DRIVER: ✔
  - FRONT: ✔
  - BACK: ✔
- **MOTORCYCLE LAW**
  - MOTORCYCLE ANTI-LOCK BRAKING SYSTEM: ❌
  - PEDESTRIAN PROTECTION: ❌
  - MOTORCYCLE OCCUPANT AGE RESTRICTION: ❌
- **LEGAL MINIMUM DRIVING AGE**
  - Not known
- **IS LAW BAC BASED?**
  - ✔
- **GENERAL POPULATION BAC LIMITS (g/dl)**
  - ≤0.08
- **YOUNG DRIVERS BAC LIMITS (g/dl)**
  - ≤0.08
- **PROFESSIONAL DRIVERS BAC LIMITS (g/dl)**
  - ≤0.08
- **RANDOM DRINK DRIVING TESTS**
  - Not restricted
- **% OF ROAD CRASH DEATHS INVOLVING ALCOHOL**
  - 18 yrs.

**POST CRASH CARE**

Ref: 1, 8, 9

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

### NATIONAL EMERGENCY CARE ACCESS NUMBER

- **NATIONAL EMERGENCY CARE ACCESS NUMBER**
  - National, Single Number
  - None
- **TRAUMA REGISTRY SYSTEM**
  - None

Dominica has a single emergency number. This is 999.

**REFERENCES**

## The Scale of the Road Safety Challenge

### Road Crash Fatalities and Injuries Snapshot

<table>
<thead>
<tr>
<th></th>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate/100,000 (2013 - 2016)</th>
<th>Motorization Registered Vehicles/100,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dominican Republic</td>
<td>3,684</td>
<td>3,184</td>
<td>34.6</td>
<td>30.8</td>
<td>5.9%</td>
<td>36,192</td>
</tr>
</tbody>
</table>
| BEST PERFORMING COUNTRIES IN REGION
  Cuba                | 975                               | 1,124                             | 8.5                                        | 9.9                                        | 4.9%                                          | 5,519                                            |
  Grenada             | 10                                | 12                                | 9.3                                        | 10.6                                       | 4.5%                                          | 25,407                                           |
| BEST PERFORMING COUNTRIES GLOBALLY
  Switzerland        | 223                               | 334                               | 2.65                                       | 3.89                                       | -5.4%                                         | 71,182                                           |
  Norway              | 143                               | 215                               | 2.72                                       | 4.09                                       | 2.4%                                          | 75,544                                           |
  Singapore           | 155                               | 197                               | 2.76                                       | 3.53                                       | -4.9%                                         | 16,604                                           |
  Sweden              | 278                               | 390                               | 2.83                                       | 3.88                                       | -3.2%                                         | 62,037                                           |

## Road Safety Management

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Dominican Republic has a lead agency present, Presidential Commission for Road Safety and National Institute of Trac and Land Transport (INTRANT), which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country only has a fatal road safety target, to reduce fatalities by 30% with a timeline of 2017 - 2020.

## Safe Roads and Roadsides

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is 'built-in' to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

### Road Infrastructure Star Rating Results - Dominican Republic

Surveyed Road Statistics:

- 8% with no formal footpaths
- 91% with no pedestrian crossings
- 84% undivided with veh. speeds > 80 kph

Vehicle Occupant Travel: 409,711,073 km; Pedestrian Travel: 31,116,068 km; Motorcyclist Travel: 194,207,214 km; Cyclist Travel: 0 km

### Business Case for Safer Roads

- **Infrastructure and Speed Management Investment required:** $640.41 million
- **Annual Investment as % of GDP (2019-2030):** 0.07%
- **Reduction in fatalities per year:** 1,124
- **Approximate reduction in fatalities and serious injuries (FSI) over 20 years:** 250,000
- **Economic Benefit:** $28.95 billion
- **B/C Ratio:** 45

81% Percentage of Road Crash Fatalities and Injuries in the economically productive age groups (15 - 64 years.)

4 : 1 Ratio of Male to Female Fatalities with the 15 - 49 year age group being most vulnerable to fatalities

1,563 life yrs. affected due to disability from road crash injuries per 100,000 people.
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

**MAXIMUM SPEED LIMITS AND ENFORCEMENT**

<table>
<thead>
<tr>
<th>Difference with Recommended</th>
<th>NATIONAL SPEED LIMIT LAW</th>
<th>URBAN ROADS</th>
<th>60 km/h</th>
<th>RURAL ROADS</th>
<th>60 km/h</th>
<th>MOTORWAYS</th>
<th>120 km/h</th>
<th>Manual</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safe Systems Speeds</td>
<td></td>
<td>+ 30 km/h</td>
<td>6 times lower</td>
<td>Appropriate</td>
<td>Low Risk</td>
<td>+ 30 km/h</td>
<td>Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits</td>
<td></td>
</tr>
</tbody>
</table>

**MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN DOMINICAN REPUBLIC:**

- **NARROWING**
  - Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.

- **VERTICAL DEFLECTIONS**
  - Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.

- **HORIZONTAL DEFLECTION**
  - Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.

- **BLOCK OR RESTRICT ACCESS**
  - Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

**SAFE VEHICLES**

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

**VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS**

<table>
<thead>
<tr>
<th>TOTAL REGISTERED VEHICLES AS OF 2016</th>
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<th>FRONTAL AND SIDE IMPACT (Reg. 94, 95)</th>
<th>MOTORCYCLE ANTI-LOCK BRAKING SYSTEM (Reg. 78)</th>
<th>PEDESTRIAN PROTECTION (Reg. 127)</th>
<th>ELECTRONIC STABILITY CONTROL (Reg. 140)</th>
<th>SEAT BELTS AND ANCHORAGES (Reg. 16, 14)</th>
</tr>
</thead>
<tbody>
<tr>
<td>3,854,038</td>
<td>54.4%</td>
<td>Regulated</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td></td>
<td>REGULATION OF IMPORT OF USED VEHICLES</td>
<td>IMPORT AGE LIMIT</td>
<td>TAXATION BASED LIMITS</td>
<td>IMPORT INSPECTIONS</td>
<td>PERIODIC INSPECTION</td>
</tr>
</tbody>
</table>

**SAFE ROAD USERS**

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

**NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)**

<table>
<thead>
<tr>
<th>NATIONAL SEATBELT LAW DRIVER</th>
<th>NATIONAL DRINK DRIVING LAW IS LAW BAC BASED?</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Prohibited under 8 yrs</td>
</tr>
<tr>
<td></td>
<td>16 yrs.</td>
</tr>
<tr>
<td>MOTORCYCLE HELMET LAW FRONT</td>
<td>GENERAL POPULATION</td>
</tr>
<tr>
<td>BACK</td>
<td>YOUNG DRIVERS</td>
</tr>
<tr>
<td>HELMET STANDARDS</td>
<td>PROFESSIONAL DRIVERS</td>
</tr>
<tr>
<td>MOTORCYCLE OCCUPANT AGE RESTRICTION</td>
<td>RANDOM DRINK DRIVING TESTS</td>
</tr>
<tr>
<td>LEGAL MINIMUM DRIVING AGE</td>
<td>% OF ROAD CRASH FATALITIES INVOLVING ALCOHOL</td>
</tr>
</tbody>
</table>

**POST CRASH CARE**

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

**Partial Coverage**

- NATIONAL EMERGENCY CARE ACCESS NUMBER
- TRAUMA REGISTRY SYSTEM

**Country Health Coverage Index - SDG**

- Target 3.8: Target - 100
- Dominican Republic has a single emergency number. This is 911.

**REFERENCES**

ROAD SAFETY COUNTRY PROFILE
Ecuador

THE SCALE OF THE ROAD SAFETY CHALLENGE

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Ecuador has a lead agency present, National Traffic Agency, Ministry of Transport and Public Works, which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has both a fatal and non-fatal road safety target, to reduce fatalities by 40% with a timeline of 2015 - 2020.

SAFE ROADS AND ROADSIDES

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results

NO ROAD ASSESSMENT SURVEY DATA FOR ECUADOR IS PUBLICLY AVAILABLE ON THE IRAP WEBSITE.

Business Case for Safer Roads

| Infrastructure and Speed Management Investment required: | $1.42 billion |
| Annual Investment as a % of GDP (2019-2030): | 0.12% |
| Reduction in fatalities per year: | 1,166 |
| Approximate reduction in fatalities and serious injuries (FSI) over 20 years: | 260,000 |
| Economic Benefit: B/C Ratio: | $22.73 billion: 16 |
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

### Maximum Speed Limits and Enforcement

<table>
<thead>
<tr>
<th>Category</th>
<th>National Speed Limit Law</th>
<th>Urban Roads</th>
<th>Rural Roads</th>
<th>Motorways</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum Speed Limit</td>
<td>60 km/h</td>
<td>120 km/h</td>
<td>135 km/h</td>
<td>Manual and Automated</td>
</tr>
</tbody>
</table>

- Difference with Recommended Safe Systems Speeds:
  - 6 times lower
  - 9 times lower
  - 4 times lower

### Major Speed Calming Measures Being Implemented in Ecuador:

- **Narrowing**: Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- **Vertical Deflections**: Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- **Horizontal Deflection**: Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- **Block or Restrict Access**: Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

### Safe Vehicles

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

### Vehicle Registration, Standards and Import Regulations

<table>
<thead>
<tr>
<th>Category</th>
<th>1,925,368</th>
<th>22.4%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Registered Vehicles</td>
<td>1,925,368</td>
<td>22.4%</td>
</tr>
<tr>
<td>Motorized 2/3 Wheelers</td>
<td>22.4%</td>
<td></td>
</tr>
</tbody>
</table>

### Pillar 5: Safe Road Users

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

#### National Seatbelt, Drink Driving and Helmet Laws (WHO, 2018)

- **National Seatbelt Law**: Driver, Front, Back
- **Motorcycle Helmet Law**: Prohibited under 7 yrs
- **Helmet Standards**: 18 yrs.
- **Motorcycle Occupant Age Restriction**: Approx. 6.8%
- **Legal Minimum Driving Age**: 18 yrs.

#### National Drink Driving Law

- **Is Law Based on BAC**: Yes
- **General Population**: ≤ 0.03
- **Young Drivers**: ≤ 0.03
- **Professional Drivers**: ≤ 0.01

### Pillar 6: Post Crash Care

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

#### National, Single Number

- **National Emergency Care Access Number**: Trauma Registry System
- **Country Health Coverage Index - SDG**: Target 3.8; Target - 100
- **Expenditure on Healthcare as % of GDP**: 75%

Ecuador has a single emergency number, this is 911.

### References

The Scale of the Road Safety Challenge

Road Safety Country Profile: Egypt

The Scale of the Road Safety Challenge

- Country Population, 2016: 95,688,680
- Country Reported Fatalities, 2016: 8,211
- WHO Estimated Fatalities, 2016: 9,287
- GBD Estimated Fatalities, 2016: 26,925
- WHO Est. Fatalities per 100,000 Pop., 2016: 9.70
- GBD Est. Fatalities per 100,000 Pop., 2016: 28.43
- Estimated Serious Injuries, 2016: 139,305
- Cost of Fatalities and Serious Injuries, 2016: $10.74 billion
- Cost as % of country GDP, 2016: 3.2%

Positioning of Country in the Region (Compared to Countries with the Lowest Traffic Fatalities in the Region and Globally)

- Best Performing Countries in Region
  - Egypt
  - West Bank

- Best Performing Countries Globally
  - Switzerland
  - Norway
  - Singapore
  - Sweden

Road Safety Management

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Egypt has a lead agency present, National Council for Road Safety, Ministry of Interior, which isn’t funded in the national budget but has a road safety strategy which is partially funded. The functions of the agency include coordination and legislation of road safety strategies without monitoring and evaluation. The country only has a fatal road safety target, to reduce fatalities by 2 - 5% with a timeline of 2011 - 2020.

Safe Roads and Roadsides

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results - Egypt

- Surveyed Road Statistics: 78% with no formal footpaths; 97% with no pedestrian crossings; 38% undivided with veh. speeds > 80 kph
- Vehicle Occupant Travel: 6.7 billion km; Pedestrian Travel: 17,460.140 km; Motorcyclist Travel: 0 km; Cyclist Travel: 19,136,038 km

Business Case for Safer Roads

- Infrastructure and Speed Management Investment required: $2.68 billion
- Annual Investment as a % of GDP (2019-2030): 0.07%
- Reduction in fatalities per year: 4,186
- Approximate reduction in fatalities and serious injuries (FSI) over 20 years: 920,000
- Economic Benefit: $51.36 billion

B/C Ratio: 19
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

### Maximum Speed Limits and Enforcement

<table>
<thead>
<tr>
<th>National Speed Limit Law</th>
<th>URBAN ROADS</th>
<th>RURAL ROADS</th>
<th>MOTORWAYS</th>
</tr>
</thead>
<tbody>
<tr>
<td>60 km/h</td>
<td>+30 km/h</td>
<td>+20 km/h</td>
<td>+10 km/h</td>
</tr>
<tr>
<td>90 km/h</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>100 km/h</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Difference with Recommended Safe Systems Speeds
- 6 times lower
- 3 times lower
- 1 times lower

### Major Speed Calming Measures Being Implemented in Egypt:

- **Narrowing**: Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- **Vertical Deflections**: Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- **Horizontal Deflection**: Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- **Block or Restrict Access**: Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

### Safe Vehicles

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

### Vehicle Registration, Standards and Import Regulations

<table>
<thead>
<tr>
<th>Total Registered Vehicles as of 2016</th>
<th>Motorized 2/3 Wheelers as of 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>8,412,673</td>
<td>35.3%</td>
</tr>
</tbody>
</table>

### Country Compliance to the UN Vehicle Safety Regulations

- Frontal and Side Impact (Reg. 94, 95)
- Motorcycle Anti-Lock Braking System (Reg. 78)
- Pedestrian Protection (Reg. 127)
- Electronic Stability Control (Reg. 140)
- Seat Belts and Anchorages (Reg. 16, 14)

### Safe Road Users

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

### National Seatbelt, Drink Driving and Helmet Laws (WHO, 2018)

- **Not restricted**
- **18 yrs.**

### Post Crash Care

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

### Country Health Coverage Index - SDG Target 3.8; Target - 100

<table>
<thead>
<tr>
<th>COUNTRY HEALTH COVERAGE INDEX - SDG Target 3.8; Target - 100</th>
<th>68</th>
</tr>
</thead>
<tbody>
<tr>
<td>EXPENDITURE ON HEALTHCARE AS % OF GDP</td>
<td>5%</td>
</tr>
</tbody>
</table>

### References

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended. El Salvador has a lead agency present, Vice Ministry of Transport, which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has both a fatal and non-fatal road safety target, to reduce fatalities by 50% with a timeline of 2011 - 2020.

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastrucure Star Rating Results - El Salvador

Surveyed Road Statistics:
- Vehicle Occupant Travel: 101,461,737 km
- Pedestrian Travel: 4,872,202 km
- Motorcyclist Travel: 0 km
- Cyclist Travel: 1,915,885 km

Business Case for Safer Roads

- Infrastructure and Speed Management Investment required: $134.9 million
- Annual Investment as a % of GDP (2019-2030): 0.04%
- Reduction in fatalities per year: 536
- Approximate reduction in fatalities and serious injuries (FSI) over 20 years: 120,000
- Economic Benefit: $8.02 billion
- B/C Ratio: 59
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

### Maximum Speed Limits and Enforcement

<table>
<thead>
<tr>
<th>National Speed Limit Law</th>
<th>50 km/h</th>
<th>90 km/h</th>
<th>Not Known</th>
<th>Manual</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban Roads</td>
<td>+20 km/h</td>
<td>+20 km/h</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>Rural Roads</td>
<td>4 times lower</td>
<td>3 times lower</td>
<td>-</td>
<td></td>
</tr>
</tbody>
</table>

### Major Speed Calming Measures Being Implemented in El Salvador:

- **Narrowing**: Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- **Vertical Deflections**: Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- **Horizontal Deflection**: Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- **Block or Restrict Access**: Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

### Safe Vehicles

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

### Vehicle Registration, Standards and Import Regulations

- **Total Registered Vehicles As of 2016**: 1,008,080
- **Motorized 2/3 Wheelers As of 2016**: 20.8%

<table>
<thead>
<tr>
<th>Country Compliance to the UN Vehicle Safety Regulations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frontal and Side Impact (Reg. 94, 95)</td>
</tr>
<tr>
<td>Motorcycle Anti-Lock Braking System (Reg. 78)</td>
</tr>
<tr>
<td>Pedestrian Protection (Reg. 127)</td>
</tr>
<tr>
<td>Electronic Stability Control (Reg. 140)</td>
</tr>
<tr>
<td>SEAT BELTS AND ANCHORAGES (Reg. 16, 14)</td>
</tr>
</tbody>
</table>

### Safe Road Users

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

### National Seatbelt, Drink Driving and Helmet Laws (WHO, 2018)

- **National Seatbelt Law**: Regulated
- **Driver**: Yes
- **Front**: No
- **Back**: No
- **Motorcycle Helmet Law**: Not restricted
- **Helmet Standards**: Not known
- **Motorcycle Occupant Age Restriction**: Not known
- **Legal Minimum Driving Age**: 15 yrs.

### Post Crash Care

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

### References

THE SCALE OF THE ROAD SAFETY CHALLENGE

ROAD CRASH FATALITIES AND INJURIES SNAPSHOT

Country Population, 2016: 1,221,490
Country Reported Fatalities, 2016: 41
WHO Estimated Fatalities, 2016: 300
GBD Estimated Fatalities, 2016: 217
WHO Est. Fatalities per 100,000 Pop., 2016: 24.6
GBD Est. Fatalities per 100,000 Pop., 2016: 16.7
Estimated Serious Injuries, 2016: 4,500
Cost of Fatalities and Serious Injuries, 2016: $919.59 million
Cost as % of country GDP, 2016: 8.2%

FATALITIES BY USER COMPARISON CHART

Positioning of Country in the Region (Compared to Countries with the Lowest Traffic Fatalities in the Region and Globally)

Equatorial Guinea

ROAD SAFETY MANAGEMENT

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Equatorial Guinea has a lead agency present, General Directorate of Traffic and Road Safety, Ministry of the Interior and Local Corporations, which is funded in the national budget. The functions of the agency include coordination and legislation of road safety strategies without monitoring and evaluation. The country has no known road safety target.

SAFE ROADS AND ROADSIDES

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results

NO ROAD ASSESSMENT SURVEY DATA FOR EQUATORIAL GUINEA IS PUBLICLY AVAILABLE ON THE IRAP WEBSITE.

Information on Infrastructure in Equatorial Guinea:
Audit/Star Rating is not Required for New Road Infrastructure;
No Inspection/Star Rating Required for Existing Roads;
Investment is not Allocated to Upgrade High Risk Locations.

Business Case for Safer Roads

| Infrastructure and Speed Management Investment required: | Not Assessed |
| Annual Investment as a % of GDP (2019-2030): | Not Assessed |
| Reduction in fatalities per year: | Not Assessed |
| Approximate reduction in fatalities and serious injuries (FSI) over 20 years: | Not Assessed |
| Economic Benefit: | Not Assessed |

B/C Ratio: N/A

73% Percentage of Road Crash Fatalities and Injuries in the economically productive age groups (15 - 64 years.)

3 : 1 Ratio of Male to Female Fatalities with the 15 - 49 year age group being most vulnerable to fatalities

1,094 life yrs. affected due to disability from road crash injuries per 100,000 people
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

### Maximum Speed Limits and Enforcement

<table>
<thead>
<tr>
<th>National Speed Limit Law</th>
<th>Urban Roads</th>
<th>Rural Roads</th>
<th>Motorways</th>
<th>Speed Enforcement</th>
</tr>
</thead>
<tbody>
<tr>
<td>60 km/h</td>
<td>110 km/h</td>
<td>Not Known</td>
<td>None</td>
<td></td>
</tr>
</tbody>
</table>

### Major Speed Calming Measures Being Implemented in Equatorial Guinea:

- **Narrowing**: Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- **Vertical Deflections**: Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- **Horizontal Deflection**: Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- **Block or Restrict Access**: Include median dividers, closing streets to create pedestrian zones, cul-de-sacs etc.

### Safe Vehicles

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

### Vehicle Registration, Standards and Import Regulations

<table>
<thead>
<tr>
<th>Total Registered Vehicles as of 2016</th>
<th>Motorized 2/3 Wheelers as of 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>143,000</td>
<td>Not Known</td>
</tr>
</tbody>
</table>

### Safe Roads

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

### National Seatbelt, Drink Driving and Helmet Laws (WHO, 2018)

- **Prohibited under 5 yrs**: 0.08
- **18 yrs.**: Not Known

### Post Crash Care

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

### Equatorial Guinea

Equatorial Guinea has several emergency numbers. These are 114 (General); 116 (Police); 112 (Ambulance).

### References

ROAD SAFETY COUNTRY PROFILE

Eswatini

THE SCALE OF THE ROAD SAFETY CHALLENGE

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Eswatini has a lead agency present, Road Safety Council, Ministry of Works and Transport, which is funded in the national budget. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has no known road safety target.

SAFE ROADS AND ROADSIDES

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is 'built-in' to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results

NO ROAD ASSESSMENT SURVEY DATA FOR ESWATINI IS PUBLICLY AVAILABLE ON THE iRAP WEBSITE.

Information on Infrastructure in Eswatini:
- Audit/Star Rating Required for New Road Infrastructure;
- Inspection/Star Rating Required for Existing Roads;
- Investment is not Allocated to Upgrade High Risk Locations

Business Case for Safer Roads
- Infrastructure and Speed Management Investment required: $70.08 million
- Annual Investment as a % of GDP (2019-2030): 0.15%
- Reduction in fatalities per year: 121
- Approximate reduction in fatalities and serious injuries (FSI) over 20 years: 30,000
- Economic Benefit: $1.4 billion
- B/C Ratio: 20

ROAD SAFETY MANAGEMENT

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Eswatini has a lead agency present, Road Safety Council, Ministry of Works and Transport, which is funded in the national budget. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has no known road safety target.
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

**MAXIMUM SPEED LIMITS AND ENFORCEMENT**

<table>
<thead>
<tr>
<th>NATIONAL SPEED LIMIT LAW</th>
<th>URBAN ROADS</th>
<th>RURAL ROADS</th>
<th>MOTORWAYS</th>
<th>SPEED ENFORCEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>100 km/h</td>
<td>+70 km/h</td>
<td>+30 km/h</td>
<td>+10 km/h</td>
<td>Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits</td>
</tr>
<tr>
<td>Difference with Recommended Safe Systems Speeds</td>
<td>23 times lower</td>
<td>4 times lower</td>
<td>1 times lower</td>
<td></td>
</tr>
</tbody>
</table>

**MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN ESWATINI:**

- **NARROWING:** Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- **VERTICAL DEFLECTIONS:** Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- **HORIZONTAL DEFLECTION:** Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- **BLOCK OR RESTRICT ACCESS:** Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

**SAFE VEHICLES**

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

**VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS**

<table>
<thead>
<tr>
<th>99,830</th>
<th>Not Known</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOTAL REGISTERED VEHICLES AS OF 2016</td>
<td>MOTORIZED 2/3 WHEELERS AS OF 2016</td>
</tr>
</tbody>
</table>

**COUNTRY COMPLIANCE TO THE UN VEHICLE SAFETY REGULATIONS**

<table>
<thead>
<tr>
<th>FRONTAL AND SIDE IMPACT (Reg. 94, 95)</th>
<th>MOTORCYCLE ANTI-LOCK BRAKING SYSTEM (Reg. 78)</th>
<th>PEDESTRIAN PROTECTION (Reg. 127)</th>
<th>ELECTRONIC STABILITY CONTROL (Reg. 140)</th>
<th>SEAT BELTS AND ANCHORAGES (Reg. 16, 14)</th>
</tr>
</thead>
<tbody>
<tr>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
</tbody>
</table>

**SAFE ROAD USERS**

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

**NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)**

- **NATIONAL SEATBELT LAW:** Not restricted
- **NATIONAL DRINK DRIVING LAW:** Not Known
- **GENERAL POPULATION:** <0.05
- **YOUNG DRIVERS:** <0.05
- **PROFESSIONAL DRIVERS:** <0.02
- **RANDOM DRINK DRIVING TESTS:** Not Known
- **% OF ROAD CRASH FATALITIES INVOLVING ALCOHOL:** Not Known

**POST CRASH CARE**

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

**National, Multiple Numbers**

**REFERENCES**

ROAD SAFETY COUNTRY PROFILE

Ethiopia

THE SCALE OF THE ROAD SAFETY CHALLENGE

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Ethiopia has a lead agency present, Ministry of Transport, which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country only has a fatal road safety target, to reduce fatalities by 50% with a timeline of 2011 - 2020.

SAFE ROADS AND ROADSIDES

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is 'built-in' to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results - Ethiopia

Surveyed Road Statistics:
- with no formal footpaths: 27% with no pedestrian crossings: 72% undivided with veh. speeds > 80 kph

Vehicle Occupant Travel: 595,414,090 km; Pedestrian Travel: 134,900,631 km; Motorcyclist Travel: 18,414,869 km; Cyclist Travel: 1,348,373 km

Business Case for Safer Roads

Infrastructure and Speed Management Investment required: $1.44 billion
Annual Investment as a % of GDP (2019-2030): 0.14%
Reduction in fatalities per year: 10,524
Approximate reduction in fatalities and serious injuries (FSI) over 20 years: 2,320,000
Economic Benefit: $32.5 billion
B/C Ratio: 23
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

### Maximum Speed Limits and Enforcement

<table>
<thead>
<tr>
<th>Speed Limit Law</th>
<th>Urban Roads</th>
<th>Rural Roads</th>
<th>Motorways</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Speed Limit Law</td>
<td>60 km/h</td>
<td>70 km/h</td>
<td>100 km/h</td>
</tr>
</tbody>
</table>

Difference with Recommended Safe Systems Speeds:

- 6 times lower (Appropriate) for 60 km/h
- 1 times lower (Low Risk) for 70 km/h
- + 10 km/h (Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits)

### Major Speed Calming Measures Being Implemented in Ethiopia:

- **Narrowing**: Include lane narrowing by extending sidewalks, curb extensions, pedestrian refuges etc.
- **Vertical Deflections**: Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- **Horizontal Deflection**: Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- **Block or Restrict Access**: Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

### Safe Vehicles

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

### Vehicle Registration, Standards and Import Regulations

<table>
<thead>
<tr>
<th>Total Registered Vehicles</th>
<th>Motorized 2/3 Wheelers</th>
</tr>
</thead>
<tbody>
<tr>
<td>708,416</td>
<td>Not Known</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Country Compliance to the UN Vehicle Safety Regulations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frontal and Side Impact: No (Reg. 94, 95)</td>
</tr>
<tr>
<td>Motorcycle Anti-Lock Braking System: No (Reg. 78)</td>
</tr>
<tr>
<td>Pedestrian Protection: No (Reg. 127)</td>
</tr>
<tr>
<td>Electronic Stability Control: No (Reg. 140)</td>
</tr>
<tr>
<td>Seat Belts and Anchorages: No (Reg. 16, 14)</td>
</tr>
</tbody>
</table>

### Safe Road Users

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

### National Seatbelt, Drink Driving and Helmet Laws (WHO, 2018)

- **National Seatbelt Law**: No Restrictions
- **Drink Driving Law**: Not Restricted
- **Helmet Law**: Not available

<table>
<thead>
<tr>
<th>Blood Alcohol Concentration (BAC) Limits (g/dl)</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Population: ≤ 0.08</td>
</tr>
<tr>
<td>Young Drivers: ≤ 0.08</td>
</tr>
<tr>
<td>Professional Drivers: ≤ 0.08</td>
</tr>
</tbody>
</table>

### Post Crash Care

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

- **National, Multiple Numbers**: National Emergency Care Access Number
- **Some Facilities**: Trauma Registry System

Ethiopia has several emergency numbers. These are 911 (General); 991 (Police); 907 (Ambulance).

### References

The Scale of the Road Safety Challenge

Road Crash Fatalities and Injuries Snapshot

| Country Reported Fatalities, 2016 | 86 |
| WHO Estimated Fatalities, 2016 | 85 |
| GBD Estimated Fatalities, 2016 | 85 |
| WHO Est. Fatalities per 100,000 Pop., 2016 | 9.60 |
| GBD Est. Fatalities per 100,000 Pop., 2016 | 9.37 |
| Estimated Serious Injuries, 2016 | 1,290 |
| Cost of Fatalities and Serious Injuries, 2016 | $148.62 million |
| Cost as % of country GDP, 2016 | 3.2% |

Fatalities by User Comparison Chart

Positioning of Country in the Region (Compared to Countries with the Lowest Traffic Fatalities in the Region and Globally)

<table>
<thead>
<tr>
<th>Fiji</th>
<th>Mean in Region</th>
<th>Mean in MICs</th>
</tr>
</thead>
</table>

Best Performing Countries in Region

<table>
<thead>
<tr>
<th>Country</th>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate/100,000 (2013 - 2016)</th>
<th>Motorization Registered Vehicles/100,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fiji</td>
<td>86</td>
<td>85</td>
<td>9.6</td>
<td>9.4</td>
<td>-2.2%</td>
<td>12,324</td>
</tr>
<tr>
<td>Micronesia</td>
<td>2</td>
<td>16</td>
<td>1.9</td>
<td>15.7</td>
<td>-0.3%</td>
<td>5,406</td>
</tr>
<tr>
<td>Kiribati</td>
<td>5</td>
<td>12</td>
<td>4.4</td>
<td>10.4</td>
<td>-5.2%</td>
<td>3,240</td>
</tr>
</tbody>
</table>

Best Performing Countries Globally

<table>
<thead>
<tr>
<th>Country</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate/100,000 (2013 - 2016)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Switzerland</td>
<td>223</td>
<td>2.65</td>
<td>-5.4%</td>
</tr>
<tr>
<td>Norway</td>
<td>143</td>
<td>2.72</td>
<td>2.4%</td>
</tr>
<tr>
<td>Singapore</td>
<td>155</td>
<td>2.76</td>
<td>-4.9%</td>
</tr>
<tr>
<td>Sweden</td>
<td>278</td>
<td>2.83</td>
<td>-3.2%</td>
</tr>
</tbody>
</table>

Road Safety Management

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Fiji has a lead agency present, Land Transport Authority, which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has both a fatal and non-fatal road safety target, to reduce fatalities by 50% with a timeline of 2011 - 2020.

Safe Roads and Roadsides

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Business Case for Safer Roads

Infrastructure and Speed Management Investment required: $111.8 million

Annual Investment as a % of GDP (2019-2030): 0.17%

Reduction in fatalities per year: 19

Approximate reduction in fatalities and serious injuries (FSI) over 20 years: 4,100

Economic Benefit: $382.5 million

B/C Ratio: 3
**Road Safety Country Profile: Fiji**

**Pillar 3: Maximum Speed Limits and Enforcement**

- **National Speed Limit Law**: 50 km/h for urban roads, 80 km/h for rural roads, and Not Known for motorways.
- **Difference with Recommended Safe System Speeds**: +20 km/h for urban roads, +10 km/h for rural roads, and -4 times lower for motorways.
- **Potential Decrease in Fatal Road Crashes**: 20%.

**Major Speed Calming Measures Being Implemented in Fiji**

- **Narrowing**: Include lane narrowings by extending sidewalks, curb extensions, and pedestrian refuges.
- **Vertical Deflections**: Include speed bumps, humps, cushions, tables, and raised pedestrian crossings.
- **Horizontal Deflection**: Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, and chokers.
- **Block or Restrict Access**: Include median dividers, closing streets to create pedestrian zones, and cul-de-sacs.

**Pillar 4: Safe Vehicles**

- **Total Registered Vehicles as of 2016**: 110,763.
- **Motorized 2/3 Wheelers as of 2016**: Not Known.
- **Country Compliance to the UN Vehicle Safety Regulations**:
  - Frontal and side impact (Reg. 94, 95): Not Compliant.
  - Motorcycle anti-lock braking system (Reg. 78): Not Compliant.
  - Pedestrian protection (Reg. 127): Not Compliant.
  - Electronic stability control (Reg. 140): Not Compliant.
  - Seat belts and anchorages (Reg. 16, 14): Not Compliant.

**Pillar 5: Safe Road Users**

- **National Seatbelt, Drink Driving and Helmet Laws (WHO, 2018)**:
  - Prohibited under 8 yrs.: Not Known.
  - 17 yrs.: Not Known.
  - General population: ≤0.08.
  - Young drivers: 0.00.
  - Professional drivers: 0.00.
  - Random drink driving tests: Not Known.
  - % of road crash fatalities involving alcohol: Approx. 5.0%.

**Pillar 6: Post Crash Care**

- **National, Single Number**: None.
- **Country Health Coverage Index - SDG Target 3.8; Target - 100**: 66.
- **Expenditure on Healthcare as % of GDP**: 3%.

**References**

THE SCALE OF THE ROAD SAFETY CHALLENGE

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Gabon has a lead agency present, General Directorate of Road Safety (DGSR), Ministry of Transport and Logistics, which is funded in the national budget, and has a road safety strategy which is not funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has no known road safety target.

ROAD SAFETY MANAGEMENT

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

SAFE ROADS AND ROADSIDES

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

NO ROAD ASSESSMENT SURVEY DATA FOR GABON IS PUBLICLY AVAILABLE ON THE iRAP WEBSITE.

Information on Infrastructure in Gabon:
Audit/Star Rating is not Required for New Road Infrastructure;
No Inspection/Star Rating Required for Existing Roads;
Investment Allocated to Upgrade High Risk Locations
FAST SPEEDS Ref: 1.7.8

Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

MAXIMUM SPEED LIMITS AND ENFORCEMENT

<table>
<thead>
<tr>
<th>National Speed Limit Law</th>
<th>Urban Roads</th>
<th>Rural Roads</th>
<th>Motorways</th>
<th>Speed Enforcement</th>
</tr>
</thead>
<tbody>
<tr>
<td>60 km/h</td>
<td>+ 30 km/h</td>
<td>+ 40 km/h</td>
<td>Not Known</td>
<td>None</td>
</tr>
</tbody>
</table>

Difference with Recommended Safe Systems Speeds

- Urban Roads
- Rural Roads
- Motorways

MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN GABON:

- Narrowing
- Vertical Deflections
- Horizontal Deflection
- Block or Restrict Access

SAFE VEHICLES Ref: 1.8

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS

<table>
<thead>
<tr>
<th>Total Registered Vehicles As Of 2016</th>
<th>Motorized 2/3 Wheelers As Of 2016</th>
<th>Country Compliance to the UN Vehicle Safety Regulations</th>
</tr>
</thead>
<tbody>
<tr>
<td>195,000</td>
<td>Not Known</td>
<td>Regulated: Yes, Import Age Limit: 4 yrs. No, Taxation Based Limits: No, Import Inspections: Yes, Periodic Inspection: No</td>
</tr>
</tbody>
</table>

SAFE ROAD USERS Ref: 1.8

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)

<table>
<thead>
<tr>
<th>National Seatbelt Law</th>
<th>Driver Front</th>
<th>Back</th>
<th>Motorcycle Helmet Law</th>
<th>Helmets Standards</th>
<th>Motorcycle Occupant Age Restriction</th>
<th>Legal Minimum Driving Age</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prohibited under 5 yrs</td>
<td>Yes</td>
<td>Not Known</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>18 yrs.</td>
</tr>
</tbody>
</table>

POST CRASH CARE Ref: 1.8.9

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

Partial Coverage

- National Emergency Care Access Number
- Trauma Registry System

Some Facilities

- Country Health Coverage Index - SDG Target 3.8; Target - 100
- Expediture on Healthcare as % of GDP - 3%

Gabon has several emergency numbers. These are 1730 (Police); 18 (Ambulance).

REFERENCES

**Road Safety Country Profile**

**Georgia**

**The Scale of the Road Safety Challenge**

Road Crash Fatalities and Injuries in the economically productive age groups (15 - 64 years.)

- **79%**

Ratio of Male to Female Fatalities with the 15 - 49 year age group being most vulnerable to fatalities

- **4 : 1**

**1,064 life yrs.**

Affected due to disability from road crash injuries per 100,000 people

**Road Safety Management**

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Georgia has a lead agency present, Ministry of Economy and Sustainable Development of Georgia, which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has no known road safety target.

**Safe Roads and Roadsides**

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (IRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is 'built-in' to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

**Road Infrastructure Star Rating Results**

**No Road Assessment Survey Data for Georgia is Publicly Available on the IRAP Website.**

### Road Crash Fatalities and Injuries Snapshot

<table>
<thead>
<tr>
<th>Country Reported Fatalities, 2016:</th>
<th>Estimated Fatalities, 2016:</th>
<th>GBD Estimated Fatalities, 2016:</th>
<th>WHO Est. Fatalities per 100,000 Pop., 2016:</th>
<th>GBD Est. Fatalities per 100,000 Pop., 2016:</th>
<th>Estimated Serious Injuries, 2016:</th>
<th>Cost of Fatalities and Serious Injuries, 2016:</th>
</tr>
</thead>
<tbody>
<tr>
<td>3,925,405</td>
<td>581</td>
<td>659</td>
<td>15.3</td>
<td>20.1</td>
<td>8,985</td>
<td>$768.24 million</td>
</tr>
</tbody>
</table>

### Positioning of Country in the Region (Compared to Countries with the Lowest Traffic Fatalities in the Region and Globally)

<table>
<thead>
<tr>
<th>Country</th>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate/100,000 (2013 - 2016)</th>
<th>Motorization Registered Vehicles/100,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Georgia</td>
<td>599</td>
<td>748</td>
<td>15.3</td>
<td>20.1</td>
<td>8.2%</td>
<td>28,697</td>
</tr>
<tr>
<td>Macedonia</td>
<td>134</td>
<td>164</td>
<td>6.4</td>
<td>7.5</td>
<td>5.8%</td>
<td>21,284</td>
</tr>
<tr>
<td>Serbia</td>
<td>649</td>
<td>797</td>
<td>7.4</td>
<td>8.9</td>
<td>-6.1%</td>
<td>25,877</td>
</tr>
<tr>
<td>Switzerland</td>
<td>223</td>
<td>334</td>
<td>2.65</td>
<td>3.89</td>
<td>-5.4%</td>
<td>71,182</td>
</tr>
<tr>
<td>Norway</td>
<td>143</td>
<td>215</td>
<td>2.72</td>
<td>4.09</td>
<td>2.4%</td>
<td>75,544</td>
</tr>
<tr>
<td>Singapore</td>
<td>155</td>
<td>197</td>
<td>2.76</td>
<td>3.53</td>
<td>-4.9%</td>
<td>16,604</td>
</tr>
<tr>
<td>Sweden</td>
<td>278</td>
<td>390</td>
<td>2.83</td>
<td>3.88</td>
<td>-3.2%</td>
<td>62,037</td>
</tr>
</tbody>
</table>

### Infrastructure and Speed Management

| Ref: 1, 2, 3, 4, 5 |

- Investment required:
  - Annual Investment as a % of GDP (2019-2030): 0.19%
  - Reduction in fatalities per year: 206
  - Approximate reduction in fatalities and serious injuries (FSI) over 20 years: 50,000
  - Economic Benefit: $3.1 billion
  - B/C Ratio: 8
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

**MAXIMUM SPEED LIMITS AND ENFORCEMENT**

<table>
<thead>
<tr>
<th>Speed Category</th>
<th>Limit</th>
<th>Automated</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban Roads</td>
<td>60 km/h</td>
<td>Yes</td>
</tr>
<tr>
<td>Rural Roads</td>
<td>90 km/h</td>
<td>Yes</td>
</tr>
<tr>
<td>Motorways</td>
<td>110 km/h</td>
<td>Yes</td>
</tr>
</tbody>
</table>

**MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN GEORGIA:**

- **NARROWING:** Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- **VERTICAL DEFLECTIONS:** Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- **HORIZONTAL DEFLECTION:** Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- **BLOCK OR RESTRICT ACCESS:** Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

**SAFE VEHICLES**

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

**VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS**

<table>
<thead>
<tr>
<th>Category</th>
<th>Regulated</th>
<th>Import Age Limit</th>
<th>Taxation Based Limits</th>
<th>Import Inspections</th>
<th>Periodic Inspection</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Registered Vehicles</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Motorized 2/3 wheelers</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
</tr>
</tbody>
</table>

**SAFE ROAD USERS**

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

**NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)**

- **NATIONAL SEATBELT LAW:** Prohibited under 12 yrs
- **NATIONAL DRINK DRIVING LAW:** Approx. 9.0%

**POST CRASH CARE**

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

**REFERENCES**

The Scale of the Road Safety Challenge

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Ghana has a lead agency present, National Road Safety Commission (NRSC), Ministry of Transport, which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has both a fatal and non-fatal road safety target, to reduce fatalities by 50% with a timeline of 2011 - 2020.

Positioning of Country in the Region (Compared to Countries with the Lowest Traffic Fatalities in the Region and Globally)

<table>
<thead>
<tr>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 Pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 Pop.</th>
<th>% Trend in Fatality Rate/100,000 (2013 - 2016)</th>
<th>Motorization Registered Vehicles/100,000 Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ghana</td>
<td>7,018</td>
<td>5,387</td>
<td>24.9</td>
<td>18.3</td>
<td>1.1%</td>
</tr>
<tr>
<td>Mauritius</td>
<td>173</td>
<td>168</td>
<td>13.7</td>
<td>13.2</td>
<td>4.4%</td>
</tr>
<tr>
<td>Nigeria</td>
<td>39,802</td>
<td>19,710</td>
<td>21.4</td>
<td>9.9</td>
<td>0.8%</td>
</tr>
<tr>
<td>Switzerland</td>
<td>223</td>
<td>334</td>
<td>2.65</td>
<td>3.89</td>
<td>-5.4%</td>
</tr>
<tr>
<td>Norway</td>
<td>143</td>
<td>215</td>
<td>2.72</td>
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<tr>
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<td>155</td>
<td>197</td>
<td>2.76</td>
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<td>390</td>
<td>2.83</td>
<td>3.88</td>
<td>-3.2%</td>
</tr>
</tbody>
</table>

Best Performing Countries in Region

- Mauritius
- Nigeria

Best Performing Countries Globally

- Switzerland
- Norway
- Singapore
- Sweden

Road Safety Management

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

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Safe Roads and Roadsides

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (IRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is 'built-in' to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results - Ghana

Surveyed Road Statistics:

- 26% with no formal footpaths
- 77% with no pedestrian crossings
- undivided with veh. speeds > 80 kph

Vehicle Occupant Travel: 441,939,673 km; Pedestrian Travel: 76,895,462 km; Motorcyclist Travel: 13,668,237 km; Cyclist Travel: 1,205,595 km

Business Case for Safer Roads

- Infrastructure and Speed Management
  Investment required: $2.14 billion
  Annual Investment as a % of GDP (2019-2030): 0.36%
  Reduction in fatalities per year: 2,716
  Approximate reduction in fatalities and serious injuries (FSI) over 20 years: 600,000

- Economic Benefit: $15.35 billion
  B/C Ratio: 7
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

### Maximum Speed Limits and Enforcement

<table>
<thead>
<tr>
<th>National Speed Limit Law</th>
<th>URBAN ROADS</th>
<th>RURAL ROADS</th>
<th>MOTORWAYS</th>
<th>Manual</th>
</tr>
</thead>
<tbody>
<tr>
<td>50 km/h</td>
<td>+ 20 km/h</td>
<td>+ 20 km/h</td>
<td>+ 10 km/h</td>
<td>SPEED ENFORCEMENT</td>
</tr>
<tr>
<td>90 km/h</td>
<td></td>
<td></td>
<td></td>
<td>Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits</td>
</tr>
<tr>
<td>100 km/h</td>
<td></td>
<td></td>
<td></td>
<td>4 times lower</td>
</tr>
</tbody>
</table>

### Major Speed Calming Measures Being Implemented in Ghana:

- **Narrowing**: Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- **Vertical Deflections**: Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- **Horizontal Deflection**: Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- **Block or Restrict Access**: Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

### Safe Vehicles

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

### VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS

<table>
<thead>
<tr>
<th>TOTAL REGISTERED VEHICLES AS OF 2016</th>
<th>MOTORIZED 2/3 WHEELERS AS OF 2016</th>
<th>COUNTRY COMPLIANCE TO THE UN VEHICLE SAFETY REGULATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>2,066,943</td>
<td>24.9%</td>
<td>FRONTAL AND SIDE IMPACT (Reg. 94, 95)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>MOTORCYCLE ANTI-LOCK BRAKING SYSTEM (Reg. 78)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>PEDESTRIAN PROTECTION (Reg. 127)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>ELECTRONIC STABILITY CONTROL (Reg. 140)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>SEAT BELTS AND ANCHORAGES (Reg. 16, 14)</td>
</tr>
<tr>
<td>Regulated</td>
<td>No</td>
<td>5 Yrs</td>
</tr>
<tr>
<td>Import Age Limit</td>
<td>Taxation Based Limits</td>
<td>Yes</td>
</tr>
<tr>
<td>Import Inspections</td>
<td>Periodic Inspection</td>
<td>No</td>
</tr>
</tbody>
</table>

### Safe Road Users

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

### National Seatbelt, Drink Driving and Helmet Laws (WHO, 2018)

<table>
<thead>
<tr>
<th>National Seatbelt Law</th>
<th>Driver</th>
<th>Front</th>
<th>Back</th>
<th>Motorcycle Helmet Law</th>
<th>Helmet Standards</th>
<th>Motorcycle Occcupant Age Restriction</th>
<th>Legal Minimum Driving Age</th>
<th>Not Restricted</th>
<th>18 yrs.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regulated</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Not Known</td>
<td>MOTORCYCLE OCCUPANT AGE RESTRICTION</td>
<td>Yes</td>
<td>18 yrs.</td>
<td></td>
</tr>
<tr>
<td>Is Law BAC Based?</td>
<td>≥ 0.08</td>
<td>≥ 0.08</td>
<td>≥ 0.08</td>
<td>GENERAL POPULATION</td>
<td></td>
<td>PROFESSIONAL DRIVERS</td>
<td>MOTORCYCLE ANTI-LOCK BRAKING SYSTEM</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Blood Alcohol Concentration (BAC) Limits (g/dl)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Post Crash Care

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

<table>
<thead>
<tr>
<th>National, Multiple Numbers</th>
<th>Some Facilities</th>
<th>Country Health Coverage Index - SDG Target 3.8: Target - 100</th>
<th>Expenditure on Healthcare as % of GDP</th>
</tr>
</thead>
<tbody>
<tr>
<td>NATIONAL EMERGENCY CARE ACCESS NUMBER</td>
<td>TRAUMA REGISTRY SYSTEM</td>
<td>45</td>
<td>4%</td>
</tr>
</tbody>
</table>

### Ghana

Ghana has several emergency numbers. These are 999 [General]; 191 [Police]; 193 [Ambulance].

### References

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Grenada has a lead agency present, National Transport Board, Ministry of Works, which is funded in the national budget. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has no known road safety target.

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is 'built-in' to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Grenada Mean in Region

GBD Estimated Fatalities, 2016:

GBD Est. Fatalities per 100,000 Pop., 2016:

Cost of Fatalities and Serious Injuries, 2016:

Cost as % of country GDP, 2016:

Road Infrastrucure Star Rating Results

NO ROAD ASSESSMENT SURVEY DATA FOR GRENADA IS PUBLICLY AVAILABLE ON THE iRAP WEBSITE.

Information on Infrastructure in Grenada:

Partial Audit/Star Rating Required for New Road Infrastructure;

Inspection/Star Rating Required for Existing Roads;

Investment Allocated to Upgrade High Risk Locations

Business Case for Safer Roads

Infrastructure and Speed Management Investment required:

Annual Investment as a % of GDP (2019-2030):

Reduction in fatalities per year:

Approximate reduction in fatalities and serious injuries (FSI) over 20 years:

Economic Benefit: Not Assessed

B/C Ratio: N.A
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

### Maximum Speed Limits and Enforcement

<table>
<thead>
<tr>
<th>National Speed Limit Law</th>
<th>URBAN ROADS</th>
<th>RURAL ROADS</th>
<th>MOTORWAYS</th>
<th>Speed Enforcement</th>
</tr>
</thead>
<tbody>
<tr>
<td>32 km/h</td>
<td>64 km/h</td>
<td>Not Known</td>
<td>Manual</td>
<td></td>
</tr>
</tbody>
</table>

Difference with Recommended Safe Systems Speeds:

- + 2 km/h: Appropriate
- 1 times lower: Low Risk

### Major Speed Calming Measures Being Implemented in Grenada:

- **NARROWING**: Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- **VERTICAL DEFLECTIONS**: Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- **HORIZONTAL DEFLECTION**: Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- **BLOCK OR RESTRICT ACCESS**: Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

### Safe Vehicles

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

### Vehicle Registration, Standards and Import Regulations

<table>
<thead>
<tr>
<th>Total Registered Vehicles as of 2016</th>
<th>Motorized 2/3 Wheelers as of 2016</th>
<th>Country Compliance to the UN Vehicle Safety Regulations</th>
</tr>
</thead>
<tbody>
<tr>
<td>27,266</td>
<td>Not Known</td>
<td>FRONTAL AND SIDE IMPACT (Reg. 94, 95)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>MOTORCYCLE ANTI-LOCK BRAKING SYSTEM (Reg. 78)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>PEDESTRIAN PROTECTION (Reg. 127)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>ELECTRONIC STABILITY CONTROL (Reg. 140)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>SEAT BELTS AND ANCHORAGES (Reg. 16, 14)</td>
</tr>
</tbody>
</table>

### Safe Road Users

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

### National Seatbelt, Drink Driving and Helmet Laws (WHO, 2018)

<table>
<thead>
<tr>
<th>National Seatbelt Law</th>
<th>Driver</th>
<th>Front</th>
<th>Back</th>
<th>Motorcycle Helmet Law</th>
<th>Helmet Standards</th>
<th>Motorcycle Occupant Age Restriction</th>
<th>Legal Minimum Driving Age</th>
<th>Not restricted</th>
<th>18 yrs.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Is Law BAC Based?</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
</tbody>
</table>

### Post Crash Care

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

<table>
<thead>
<tr>
<th>National, Single Number</th>
<th>National Emergency Care Access Number</th>
<th>Trauma Registry System</th>
<th>Country Health Coverage Index - SDG</th>
<th>Target 3.8; Target - 100</th>
<th>Expenditure on Healthcare as % of GDP</th>
<th>72</th>
<th>5%</th>
</tr>
</thead>
</table>

Grenada has a single emergency number. This is 911.

### References

**THE SCALE OF THE ROAD SAFETY CHALLENGE**

**ROAD CRASH FATALITIES AND INJURIES SNAPSHOT**

<table>
<thead>
<tr>
<th>Country</th>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate/100,000 (2013 - 2016)</th>
<th>Motorization Registered Vehicles/100,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Guatemala</td>
<td>2,758</td>
<td>2,635</td>
<td>16.6</td>
<td>15.9</td>
<td>2.6%</td>
<td>19,600</td>
</tr>
<tr>
<td><strong>BEST PERFORMING COUNTRIES IN REGION</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cuba</td>
<td>975</td>
<td>1,124</td>
<td>8.5</td>
<td>9.9</td>
<td>4.9%</td>
<td>5,519</td>
</tr>
<tr>
<td>Grenada</td>
<td>10</td>
<td>12</td>
<td>9.3</td>
<td>10.6</td>
<td>4.5%</td>
<td>25,407</td>
</tr>
<tr>
<td><strong>BEST PERFORMING COUNTRIES GLOBALLY</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Switzerland</td>
<td>223</td>
<td>334</td>
<td>2.65</td>
<td>3.89</td>
<td>-5.4%</td>
<td>71,182</td>
</tr>
<tr>
<td>Norway</td>
<td>143</td>
<td>215</td>
<td>2.72</td>
<td>4.09</td>
<td>2.4%</td>
<td>75,544</td>
</tr>
<tr>
<td>Singapore</td>
<td>155</td>
<td>197</td>
<td>2.76</td>
<td>3.53</td>
<td>-4.9%</td>
<td>16,604</td>
</tr>
<tr>
<td>Sweden</td>
<td>278</td>
<td>390</td>
<td>2.83</td>
<td>3.88</td>
<td>-3.2%</td>
<td>62,037</td>
</tr>
</tbody>
</table>

**ROAD SAFETY MANAGEMENT**

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Guatemala has a lead agency present, Transit Department, Ministry of Government, which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country only has a fatal road safety target, to reduce fatalities by 5.5% fatalities per 100,000 population with a timeline of 2017 - 2020.

**SAFE ROADS AND ROADSIDES**

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

**Road Infrastructure Star Rating Results**

**NO ROAD ASSESSMENT SURVEY DATA FOR GUATEMALA IS PUBLICLY AVAILABLE ON THE iRAP WEBSITE.**

**Information on Infrastructure in Guatemala:**

- Partial Audit/Star Rating Required for New Road Infrastructure;
- No Inspection/Star Rating Required for Existing Roads;
- Investment Allocated to Upgrade High Risk Locations

**Business Case for Safer Roads**

<table>
<thead>
<tr>
<th>Infrastructure and Speed Management Investment required</th>
<th>$337.97 million</th>
</tr>
</thead>
<tbody>
<tr>
<td>Annual Investment as a % of GDP (2019-2030)</td>
<td>0.04%</td>
</tr>
<tr>
<td>Reduction in fatalities per year</td>
<td>1,176</td>
</tr>
<tr>
<td>Approximate reduction in fatalities and serious injuries (FSI) over 20 years</td>
<td>260,000</td>
</tr>
<tr>
<td>Economic Benefit</td>
<td>$16.91 billion</td>
</tr>
<tr>
<td>B/C Ratio</td>
<td>50</td>
</tr>
</tbody>
</table>
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

### MAXIMUM SPEED LIMITS AND ENFORCEMENT

<table>
<thead>
<tr>
<th>National Speed Limit Law</th>
<th>URBAN ROADS</th>
<th>RURAL ROADS</th>
<th>MOTORWAYS</th>
</tr>
</thead>
<tbody>
<tr>
<td>60 km/h</td>
<td>80 km/h</td>
<td>100 km/h</td>
<td>Manual</td>
</tr>
<tr>
<td>Difference with Recommended Safe Systems Speeds</td>
<td>+30 km/h</td>
<td>+10 km/h</td>
<td>+10 km/h</td>
</tr>
<tr>
<td>6 times lower</td>
<td>2 times lower</td>
<td>1 times lower</td>
<td></td>
</tr>
</tbody>
</table>

**Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits**

### MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN GUATEMALA:

- **NARROWING**
  - Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- **VERTICAL DEFLECTIONS**
  - Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- **HORIZONTAL DEFLECTION**
  - Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- **BLOCK OR RESTRICT ACCESS**
  - Include median dividers, closing streets to create pedestrian zones, cul-de-sacs etc.

### SAFE VEHICLES

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

#### VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS

| TOTAL REGISTERED VEHICLES AS OF 2016 | 3,250,194 | 37.8% |
| 2/3 WHEELERS AS OF 2016 | Regulated | 7 Yrs. | No |
| COUNTRY COMPLIANCE TO THE UN VEHICLE SAFETY REGULATIONS | FRONTAL AND SIDE IMPACT (Reg. 94, 95) | MOTORCYCLE ANTI-LOCK BRAKING SYSTEM (Reg. 78) | PEDESTRIAN PROTECTION (Reg. 127) | ELECTRONIC STABILITY CONTROL (Reg. 140) | SEAT BELTS AND ANCHORAGES (Reg. 16, 14) |
| REGULATION OF IMPORT OF USED VEHICLES | IMPORT AGE LIMIT | TAXATION BASED LIMITS | IMPORT INSPECTIONS | PERIODIC INSPECTION |
| 37.8% | 7 Yrs. | No | No | No |

### SAFE ROAD USERS

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

#### NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)

<table>
<thead>
<tr>
<th>NATIONAL SEATBELT LAW</th>
<th>DRIVING AGE</th>
<th>NATIONAL DRINK DRIVING LAW</th>
<th>IS LAW BAC BASED?</th>
<th>MOTORCYCLE HELMET LAW</th>
<th>HELMET STANDARDS</th>
<th>MOTORCYCLE OCCUPANT AGE RESTRICTION</th>
<th>LEGAL MINIMUM DRIVING AGE</th>
<th>% OF ROAD CRASH FATALITIES INVOLVING ALCOHOL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Driver</td>
<td>16 yrs.</td>
<td>Not restricted</td>
<td>Not Known</td>
<td>Not restricted</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>6%</td>
</tr>
<tr>
<td>Front</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Back</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### POST CRASH CARE

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

<table>
<thead>
<tr>
<th>NATIONAL EMERGENCY CARE ACCESS NUMBER</th>
<th>TRAUMA REGISTRY SYSTEM</th>
</tr>
</thead>
<tbody>
<tr>
<td>National, Multiple Numbers</td>
<td>Some Facilities</td>
</tr>
</tbody>
</table>

Guatemala has several emergency numbers. These are 120 (Police); 128 (Ambulance).

### REFERENCES

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Guinea-Bissau has no road safety lead agency, national road safety strategy and road safety targets.

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

No road assessment survey data for Guinea-Bissau is publicly available on the iRAP website.

<table>
<thead>
<tr>
<th>Country</th>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate/100,000 (2013 - 2016)</th>
<th>Motorization Registered Vehicles/100,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Guinea-Bissau</td>
<td>565</td>
<td>390</td>
<td>31.1</td>
<td>21.5</td>
<td>-5.7%</td>
<td>3,428</td>
</tr>
<tr>
<td>Mauritius</td>
<td>173</td>
<td>168</td>
<td>13.7</td>
<td>13.2</td>
<td>4.4%</td>
<td>40,224</td>
</tr>
<tr>
<td>Nigeria</td>
<td>39,802</td>
<td>19,710</td>
<td>21.4</td>
<td>9.9</td>
<td>0.8%</td>
<td>6,309</td>
</tr>
</tbody>
</table>

Switzerland | 223 | 334 | 2.65 | 3.89 | -5.4% | 71,182 |
| Norway | 143 | 215 | 2.72 | 4.09 | 2.4% | 75,544 |
| Singapore | 155 | 197 | 2.76 | 3.53 | -4.9% | 16,604 |
| Sweden | 278 | 390 | 2.83 | 3.88 | -3.2% | 62,037 |

The BUSINESS CASE FOR SAFER ROADS

- 207 lives could be saved over 20 years
- 50,000 people could be prevented from being seriously injured over 20 years
- 121.9 million could be saved over 20 years

The SCALE OF THE ROAD SAFETY CHALLENGE

- Road infrastructure star rating results
- 72% of road fatalities and injuries in the economically productive age groups (15 - 64 years)
- 2:1 ratio of male to female road fatalities with the 15 - 49 year age group being most vulnerable to fatalities
- 1,202 life years affected due to disability from road crash injuries per 100,000 people

Information on Infrastructure in Guinea-Bissau:
Audit/Star Rating is not Required for New Road Infrastructure;
No Inspection/Star Rating Required for Existing Roads;
Investment is not Allocated to Upgrade High Risk Locations
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

### MAXIMUM SPEED LIMITS AND ENFORCEMENT

<table>
<thead>
<tr>
<th>National Speed Limit Law</th>
</tr>
</thead>
<tbody>
<tr>
<td>50 km/h</td>
</tr>
<tr>
<td>URBAN ROADS</td>
</tr>
<tr>
<td>80 km/h</td>
</tr>
<tr>
<td>RURAL ROADS</td>
</tr>
<tr>
<td>100 km/h</td>
</tr>
<tr>
<td>MOTORWAYS</td>
</tr>
</tbody>
</table>

Difference with Recommended Safe Systems Speeds

| 4 times lower |
| 2 times lower |
| 1 times lower |

**Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits**

### MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN GUINEA-BISSAU:

**NARROWING**
- Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.

**VERTICAL DEFLECTIONS**
- Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.

**HORIZONTAL DEFLECTION**
- Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.

**BLOCK OR RESTRICT ACCESS**
- Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

---

### SAFE VEHICLES

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

**VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS**

<table>
<thead>
<tr>
<th>TOTAL REGISTERED VEHICLES AS OF 2016</th>
<th>MOTORIZED 2/3 WHEELERS AS OF 2016</th>
<th>FRONTAL AND SIDE IMPACT (Reg. 94, 95)</th>
<th>MOTORCYCLE ANTI-LOCK BRAKING SYSTEM (Reg. 78)</th>
<th>PEDESTRIAN PROTECTION (Reg. 127)</th>
<th>ELECTRONIC STABILITY CONTROL (Reg. 140)</th>
<th>SEAT BELTS AND ANCHORAGES (Reg. 16, 14)</th>
</tr>
</thead>
<tbody>
<tr>
<td>62,239</td>
<td>Not Known</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
</tbody>
</table>

**REGULATION OF IMPORT OF USED VEHICLES**

- No Restrictions
- Import Age Limit
- Taxation Based Limits

**IMPORT INSPECTIONS**

- Yes

**PERIODIC INSPECTION**

- No

### SAFE ROAD USERS

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

**NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)**

- **Prohibited under 6 yrs**: 18 yrs.
- **National Seatbelt Law**: Yes
- **Driver**: Yes
- **Front**: Yes
- **Back**: Yes
- **Motorcycle Helmet Law**: Yes
- **Helmet Standards**: Yes
- **Motorcycle Occupant Age Restriction**: Not Known
- **Legal Minimum Driving Age**: 18 yrs.
- **General Population Blood Alcohol Concentration (BAC) Limits (g/dl)**: ≤0.05
- **Young Drivers**: ≤0.05
- **Professional Drivers**: ≤0.05
- **Random Drink Driving Tests**: Prohibited
- **% of Road Crash Fatalities Involving Alcohol**: Not Known

### POST CRASH CARE

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

**National, Single Number**

- **NATIONAL EMERGENCY CARE ACCESS NUMBER**: 117
- **TRAUMA REGISTRY SYSTEM**: Prohibited

Guinea-Bissau has a single emergency number. This is 117.

### REFERENCES

The Scale of the Road Safety Challenge

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Guinea has a lead agency present, National Program to Combat Trauma and Violence, which isn’t funded in the national budget. The function of the agency is coordination of road safety strategies without legislation and monitoring and evaluation. The country has no known road safety target.

Road Crash Fatalities and Injuries Snapshot

Country Population, 2016: 12,395,924
Country Reported Fatalities, 2016: 458
WHO Estimated Fatalities, 2016: 3,490
GBD Estimated Fatalities, 2016: 1,985
WHO Est. Fatalities per 100,000 Pop., 2016: 28.2
GBD Est. Fatalities per 100,000 Pop., 2016: 17.2
Estimated Serious Injuries, 2016: 52,350
Cost of Fatalities and Serious Injuries, 2016: $813.91 million
Cost as % of country GDP, 2016: 9.4%

FATALITIES BY USER COMPARISON CHART

Positioning of Country in the Region (Compared to Countries with the Lowest Traffic Fatalities in the Region and Globally)

2016 WHO Estimated Road Fatalities | 2016 GBD Estimated Road Fatalities | 2016 WHO Estimated Fatality Rate/100,000 pop. | 2016 GBD Estimated Fatality Rate/100,000 pop. | % Trend in Fatality Rate/100,000 (2013 - 2016) | Motorization Registered Vehicles/100,000 population
--- | --- | --- | --- | --- | ---
Guinea | 3,490 | 1,985 | 28.2 | 17.2 | -5.5% | 2,095

Best Performing Countries in Region

| Country | WHO Estimated Road Fatalities | GBD Estimated Road Fatalities | WHO Estimated Fatality Rate/100,000 pop. | GBD Estimated Fatality Rate/100,000 pop. | % Trend in Fatality Rate/100,000 (2013 - 2016) | Motorization Registered Vehicles/100,000 population |
--- | --- | --- | --- | --- | --- | ---
Mauritius | 173 | 168 | 13.7 | 13.2 | 4.4% | 40,224
Nigeria | 39,802 | 19,710 | 21.4 | 9.9 | 0.8% | 6,309

Best Performing Countries Globally

| Country | WHO Estimated Road Fatalities | GBD Estimated Road Fatalities | WHO Estimated Fatality Rate/100,000 pop. | GBD Estimated Fatality Rate/100,000 pop. | % Trend in Fatality Rate/100,000 (2013 - 2016) | Motorization Registered Vehicles/100,000 population |
--- | --- | --- | --- | --- | --- | ---
Switzerland | 223 | 334 | 2.65 | 3.89 | -5.4% | 71,182
Norway | 143 | 215 | 2.72 | 4.09 | 2.4% | 75,544
Singapore | 155 | 197 | 2.76 | 3.53 | -4.9% | 16,604
Sweden | 278 | 390 | 2.83 | 3.88 | -3.2% | 62,037

Road Safety Management

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Safe Roads and Roadsides

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (IRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

NO ROAD ASSESSMENT SURVEY DATA FOR GUINEA IS PUBLICLY AVAILABLE ON THE IRAP WEBSITE.

Information on Infrastructure in Guinea:
Audit/Star Rating Required for New Road Infrastructure;
No Inspection/Star Rating Required for Existing Roads;
Investment is not Allocated to Upgrade High Risk Locations

Road Infrastructure Star Rating Results

Business Case for Safer Roads

| Infrastructure and Speed Management Investment required: | $576.52 million |
| Annual Investment as a % of GDP (2019-2030): | 0.49% |
| Reduction in fatalities per year: | 1,418 |
| Approximate reduction in fatalities and serious injuries (FSI) over 20 years: | 310,000 |
| Economic Benefit: | $3.5 billion |
| B/C Ratio: | 6 |

Percentage of Road Crash Fatalities and Injuries in the economically productive age groups (15 - 64 years.)

2 : 1 Ratio of Male to Female Fatalities with the 15 - 49 year age group being most vulnerable to fatalities

956 life yrs. affected due to disability from road crash injuries per 100,000 people
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

MAXIMUM SPEED LIMITS AND ENFORCEMENT

<table>
<thead>
<tr>
<th>NATIONAL SPEED LIMIT LAW</th>
<th>URBAN ROADS</th>
<th>RURAL ROADS</th>
<th>MOTORWAYS</th>
<th>SPEED ENFORCEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not Known</td>
<td>Not Known</td>
<td>Not Known</td>
<td>Manual</td>
<td></td>
</tr>
</tbody>
</table>

Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits

MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN GUINEA:

- NARROWING
  Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.

- VERTICAL DEFLECTIONS
  Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.

- HORIZONTAL DEFLECTION
  Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.

- BLOCK OR RESTRICT ACCESS
  Include median dividers, closing streets to create pedestrian zones, cul-de-sacs etc.

SAFE VEHICLES

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS

<table>
<thead>
<tr>
<th>Country</th>
<th>Total Registered Vehicles</th>
<th>Motorized 2/3 Wheelers</th>
<th>Country Compliance to the UN Vehicle Safety Regulations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Guinea</td>
<td>259,731</td>
<td>27.9%</td>
<td>Regulated</td>
</tr>
</tbody>
</table>

SAFE ROAD USERS

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)

<table>
<thead>
<tr>
<th>NATIONAL SEATBELT LAW</th>
<th>DRIVER</th>
<th>FRONT</th>
<th>BACK</th>
<th>MOTORCYCLE HELMET LAW</th>
<th>HELMET STANDARDS</th>
<th>MOTORCYCLE OCCUPANT AGE RESTRICTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regulated</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Not restricted</td>
<td>Not Known</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>NATIONAL DRINK DRIVING LAW</th>
<th>IS LAW BAC BASED?</th>
<th>GENERAL POPULATION</th>
<th>YOUNG DRIVERS</th>
<th>PROFESSIONAL DRIVERS</th>
<th>RANDOM DRINK DRIVING TESTS</th>
<th>% OF ROAD CRASH FATALITIES INVOLVING ALCOHOL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regulated</td>
<td>Yes</td>
<td>&lt;0.08</td>
<td>&lt;0.08</td>
<td>&lt;0.08</td>
<td>Not Known</td>
<td>50%</td>
</tr>
</tbody>
</table>

POST CRASH CARE

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

Partial Coverage

<table>
<thead>
<tr>
<th>NATIONAL EMERGENCY CARE ACCESS NUMBER</th>
<th>TRAUMA REGISTRY SYSTEM</th>
</tr>
</thead>
<tbody>
<tr>
<td>Guinea</td>
<td>Guinea</td>
</tr>
</tbody>
</table>

Subnational

<table>
<thead>
<tr>
<th>COUNTRY HEALTH COVERAGE INDEX - SDG</th>
<th>EXPENDITURE ON HEALTHCARE AS % OF GDP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Target 3.8; Target - 100</td>
<td>5%</td>
</tr>
</tbody>
</table>

REFERENCES

THE SCALE OF THE ROAD SAFETY CHALLENGE

ROAD SAFETY COUNTRY PROFILE Guyana

Latin America and Caribbean (LAC)

ROAD CRASH FATALITIES AND INJURIES SNAPSHOT

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Guyana</td>
<td>773,303</td>
<td>128</td>
<td>190</td>
<td>121</td>
<td>24.6</td>
<td>2,850</td>
<td>$286.26 million</td>
<td>8.2%</td>
</tr>
</tbody>
</table>

FATALITIES BY USER COMPARISON CHART

- Guyana
- Mean in Region
- Mean in MICs

POSITIONING OF COUNTRY IN THE REGION (COMPARSED TO COUNTRIES WITH THE LOWEST TRAFFIC FATALITIES IN THE REGION AND GLOBALLY)

<table>
<thead>
<tr>
<th>Country</th>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate/100,000 (2013 - 2016)</th>
<th>Motorization Registered Vehicles/100,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Guyana</td>
<td>190</td>
<td>121</td>
<td>24.6</td>
<td>16.3</td>
<td>-9.3%</td>
<td>2,029</td>
</tr>
</tbody>
</table>

BEST PERFORMING COUNTRIES IN REGION

- Cuba: 975, 1,124, 8.5, 9.9, 4.9%, 5,519
- Grenada: 10, 12, 9.3, 10.6, 4.5%, 25,407

BEST PERFORMING COUNTRIES GLOBALLY

- Switzerland: 223, 334, 2.65, 3.89, -5.4%, 71,182
- Norway: 143, 215, 2.72, 4.09, 2.4%, 75,544
- Singapore: 155, 197, 2.76, 3.53, -4.9%, 16,604
- Sweden: 278, 390, 2.83, 3.88, -3.2%, 62,037

ROAD SAFETY MANAGEMENT

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Guyana has a lead agency present, Ministry of Public Security, which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country only has a fatal road safety target, to reduce fatalities by 50% with a timeline of 2011 - 2020.

SAFE ROADS AND ROADSIDES

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results

NO ROAD ASSESSMENT SURVEY DATA FOR GUYANA IS PUBLICLY AVAILABLE ON THE iRAP WEBSITE.

Business Case for Safer Roads

- Infrastructure and Speed Management Investment required: $155.42 million
- Annual Investment as a % of GDP (2019-2030): 0.35%
- Reduction in fatalities per year: 55
- Approximate reduction in fatalities and serious injuries (FSI) over 20 years: 10,000
- Economic Benefit: $885.3 million
- B/C Ratio: 6

85% Percentage of Road Crash Fatalities and Injuries in the economically productive age groups (15 - 64 years.)

4 : 1 Ratio of Male to Female Fatalities with the 15 - 49 year age group being most vulnerable to fatalities

856 life yrs. affected due to disability from road crash injuries per 100,000 people

Information on Infrastructure in Guyana:

Audit/Star Rating Required for New Road Infrastructure;
No Inspection/Star Rating Required for Existing Roads;
Investment is not Allocated to Upgrade High Risk Locations
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

### MAXIMUM SPEED LIMITS AND ENFORCEMENT

<table>
<thead>
<tr>
<th>NATIONAL SPEED LIMIT LAW</th>
<th>URBAN ROADS</th>
<th>RURAL ROADS</th>
<th>MOTORWAYS</th>
<th>SPEED ENFORCEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>64 km/h</strong></td>
<td>+ 34 km/h</td>
<td>Appropriate</td>
<td>-</td>
<td>Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits</td>
</tr>
<tr>
<td><strong>64 km/h</strong></td>
<td>Low Risk</td>
<td>-</td>
<td>-</td>
<td>Manual</td>
</tr>
</tbody>
</table>

### SAFE VEHICLES

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

**Vehicle Registration, Standards and Import Regulations**

<table>
<thead>
<tr>
<th>TOTAL REGISTERED VEHICLES AS OF 2016</th>
<th>MOTORIZED 2/3 WHEELERS AS OF 2016</th>
<th>COUNTRY COMPLIANCE TO THE UN VEHICLE SAFETY REGULATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>15,694</td>
<td>22.3%</td>
<td>FRONTAL AND SIDE IMPACT (Reg. 94, 95)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>MOTORCYCLE ANTI-LOCK BRAKING SYSTEM (Reg. 78)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>PEDESTRIAN PROTECTION (Reg. 127)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>ELECTRONIC STABILITY CONTROL (Reg. 140)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>SEAT BELTS AND ANCHORAGES (Reg. 16, 14)</td>
</tr>
</tbody>
</table>

### SAFE ROAD USERS

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

**National Seatbelt, Drink Driving and Helmet Laws (WHO, 2018)**

<table>
<thead>
<tr>
<th>NATIONAL SEATBELT LAW</th>
<th>DRIVER</th>
<th>FRONT</th>
<th>BACK</th>
<th>MOTORCYCLE OCCUPANT AGE RESTRICTION</th>
<th>LEGAL MINIMUM DRIVING AGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regulated</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Not restricted</td>
<td>Approx. 17.0%</td>
</tr>
<tr>
<td>NATIONAL DRINK DRIVING LAW</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>GENERAL POPULATION ≤ 0.08</td>
<td>% OF ROAD CRASH FATALITIES INVOLVING ALCOHOL</td>
</tr>
<tr>
<td>IS LAW BAC BASED?</td>
<td>Yes</td>
<td></td>
<td></td>
<td>YOUNG DRIVERS ≤ 0.08</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>PROFESSIONAL DRIVERS ≤ 0.08</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>RANDOM DRINK DRIVING TESTS</td>
<td></td>
</tr>
</tbody>
</table>

### POST CRASH CARE

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

**Partial Coverage**

<table>
<thead>
<tr>
<th>NATIONAL EMERGENCY CARE ACCESS NUMBER</th>
<th>TRAUMA REGISTRY SYSTEM</th>
<th>COUNTRY HEALTH COVERAGE INDEX - SDG Target 3.8; Target - 100</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td>None</td>
<td>68</td>
</tr>
</tbody>
</table>

**GDP**

Expenditure on healthcare as % of GDP: 4%

**REFERENCES**

ROAD SAFETY COUNTRY PROFILE

Honduras

Latin America and Caribbean (LAC)

FATALITIES BY USER COMPARISON CHART

POSITIONING OF COUNTRY IN THE REGION (COMARED TO COUNTRIES WITH THE LOWEST TRAFFIC FATALITIES IN THE REGION AND GLOBALLY)

<table>
<thead>
<tr>
<th></th>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate/100,000 (2013 - 2016)</th>
<th>Motorization Registered Vehicles/100,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Honduras</td>
<td>1,525</td>
<td>1,276</td>
<td>16.7</td>
<td>13.8</td>
<td>-1.2%</td>
<td>18,595</td>
</tr>
<tr>
<td>BEST PERFORMING COUNTRIES IN REGION</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cuba</td>
<td>975</td>
<td>1,124</td>
<td>8.5</td>
<td>9.9</td>
<td>4.9%</td>
<td>5,519</td>
</tr>
<tr>
<td>Grenada</td>
<td>10</td>
<td>12</td>
<td>9.3</td>
<td>10.6</td>
<td>4.5%</td>
<td>25,407</td>
</tr>
<tr>
<td>BEST PERFORMING COUNTRIES GLOBALLY</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Switzerland</td>
<td>223</td>
<td>334</td>
<td>2.65</td>
<td>3.89</td>
<td>-5.4%</td>
<td>71,182</td>
</tr>
<tr>
<td>Norway</td>
<td>143</td>
<td>215</td>
<td>2.72</td>
<td>4.09</td>
<td>2.4%</td>
<td>75,544</td>
</tr>
<tr>
<td>Singapore</td>
<td>155</td>
<td>197</td>
<td>2.76</td>
<td>3.53</td>
<td>-4.9%</td>
<td>16,604</td>
</tr>
<tr>
<td>Sweden</td>
<td>278</td>
<td>390</td>
<td>2.83</td>
<td>3.88</td>
<td>-3.2%</td>
<td>62,037</td>
</tr>
</tbody>
</table>

ROAD SAFETY MANAGEMENT

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Honduras has a lead agency present, National Directorate of Roads and Transportation, Secretariat for Security, which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has no known road safety target.

SAFE ROADS AND ROADSIDES

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (IRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results

NO ROAD ASSESSMENT SURVEY DATA FOR HONDURAS IS PUBLICLY AVAILABLE ON THE IRAP WEBSITE.

Business Case for Safer Roads

- Infrastructure and Speed Management Investment required: $287.47 million
- Annual Investment as a % of GDP (2019-2030): 0.10%
- Reduction in fatalities per year: 563
- Approximate reduction in fatalities and serious injuries (FSI) over 20 years: 120,000
- Economic Benefit: $5.24 billion
- B/C Ratio: 18

72% Percentage of Road Crash Fatalities and Injuries in the economically productive age groups (15 - 64 years.)

2 : 1 Ratio of Male to Female Fatalities with the 15 - 49 year age group being most vulnerable to fatalities

698 life yrs. affected due to disability from road crash injuries per 100,000 people
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

**MAXIMUM SPEED LIMITS AND ENFORCEMENT**

<table>
<thead>
<tr>
<th>National Speed Limit Law</th>
<th>URBAN ROADS</th>
<th>RURAL ROADS</th>
<th>MOTORWAYS</th>
<th>Speed Enforcement</th>
</tr>
</thead>
<tbody>
<tr>
<td>[✓]</td>
<td>Not Known</td>
<td>Not Known</td>
<td>Not Known</td>
<td>Manual</td>
</tr>
</tbody>
</table>

Difference with Recommended Safe Systems Speeds:

- [ ]
- [ ]
- [ ]

**MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN HONDURAS:**

- **NARROWING**: Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- **VERTICAL DEFLECTIONS**: Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- **HORIZONTAL DEFLECTION**: Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- **BLOCK OR RESTRICT ACCESS**: Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

**SAFE VEHICLES**

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

**VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS**

<table>
<thead>
<tr>
<th>Total Registered Vehicles As Of 2016</th>
<th>Motorized 2/3 wheelers As Of 2016</th>
<th>COUNTRY COMPLIANCE TO THE UN VEHICLE SAFETY REGULATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,694,504</td>
<td>35.6%</td>
<td>FRONTAL AND SIDE IMPACT (Reg. 94, 95)</td>
</tr>
</tbody>
</table>

**SAFE ROAD USERS**

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

**NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)**

<table>
<thead>
<tr>
<th>National Seatbelt Law</th>
<th>Driver Front</th>
<th>Back</th>
<th>Motorcycle Helmet Law</th>
<th>Helmet Standards</th>
<th>Motorcycle Occupant Age Restriction</th>
<th>Legal Minimum Driving Age</th>
</tr>
</thead>
<tbody>
<tr>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>Not restricted</td>
<td>Not restricted</td>
<td>✓</td>
</tr>
</tbody>
</table>

**POST CRASH CARE**

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

**REFERENCES**

ROAD SAFETY COUNTRY PROFILE

South Asia (SAR)

THE SCALE OF THE ROAD SAFETY CHALLENGE

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

India has a lead agency present, Ministry of Road Transport and Highways, which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country only has a fatal road safety target, to reduce fatalities by 50% with a timeline of 2011 - 2020.

SAFE ROADS AND ROADSIDES

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results

NO ROAD ASSESSMENT SURVEY DATA FOR INDIA IS PUBLICLY AVAILABLE ON THE IRAP WEBSITE.

Information on Infrastructure in India:

Partial Audit/Star Rating Required for New Road Infrastructure;
Inspection/Star Rating Required for Existing Roads;
Investment Allocated to Upgrade High Risk Locations

Business Case for Safer Roads

- Infrastructure and Speed Management Investment required: $91.63 billion
- Annual Investment as a % of GDP (2019-2030): 0.29%
- Reduction in fatalities per year: 83,020
- Approximate reduction in fatalities and serious injuries (FSI) over 20 years: 18,260,000
- Economic Benefit: $549.9 billion
- B/C Ratio: 6

78% Percentage of Road Crash Fatalities and Injuries in the economically productive age groups (15 - 64 years.)

3 : 1 Ratio of Male to Female Fatalities with the 15 - 49 year age group being most vulnerable to fatalities

820 life yrs. affected due to disability from road crash injuries per 100,000 people

Positioning of Country in the Region (Compared to Countries with the Lowest Traffic Fatalities in the Region and Globally)

<table>
<thead>
<tr>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate/100,000 (2013 - 2016)</th>
<th>Motorization Registered Vehicles/100,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>India 299,091</td>
<td>219,670</td>
<td>22.6</td>
<td>16.1</td>
<td>-8.5%</td>
<td>15,861</td>
</tr>
<tr>
<td>Maldives 4</td>
<td>32</td>
<td>0.9</td>
<td>7.3</td>
<td>-4.0%</td>
<td>21,737</td>
</tr>
<tr>
<td>Pakistan 27,582</td>
<td>52,708</td>
<td>14.3</td>
<td>25.2</td>
<td>-3.1%</td>
<td>9,499</td>
</tr>
<tr>
<td>Switzerland 223</td>
<td>334</td>
<td>2.65</td>
<td>3.89</td>
<td>-5.4%</td>
<td>71,182</td>
</tr>
<tr>
<td>Norway 143</td>
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<td>2.72</td>
<td>4.09</td>
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<td>3.53</td>
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<td>Sweden 278</td>
<td>390</td>
<td>2.83</td>
<td>3.88</td>
<td>-3.2%</td>
<td>62,037</td>
</tr>
</tbody>
</table>

Road Safety Management

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

**MAXIMUM SPEED LIMITS AND ENFORCEMENT**

<table>
<thead>
<tr>
<th>Regulation</th>
<th>Law</th>
<th>Enforcement</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Speed Limit Law</td>
<td>100 km/h</td>
<td>Manual</td>
</tr>
<tr>
<td>Urban Roads</td>
<td>+70 km/h</td>
<td>23 times lower</td>
</tr>
<tr>
<td>Rural Roads</td>
<td>+30 km/h</td>
<td>4 times lower</td>
</tr>
<tr>
<td>Motorways</td>
<td>+10 km/h</td>
<td>1 times lower</td>
</tr>
</tbody>
</table>

**MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN INDIA:**

- Narrowing: Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- Vertical Deflections: Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- Horizontal Deflection: Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- Block or Restrict Access: Include median dividers, closing streets to create pedestrian zones, cul-de-sacs etc.

**SAFE VEHICLES**

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

**VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS**

<table>
<thead>
<tr>
<th>Vehicle Type</th>
<th>Total Registered</th>
<th>Regulated</th>
<th>Import Age Limit</th>
<th>Taxation Based Limits</th>
<th>Import Inspections</th>
<th>Periodic Inspection</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Registered Vehicles (as of 2016)</td>
<td>210,023,289</td>
<td>73.5%</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Motorized 2/3 wheelers (as of 2016)</td>
<td>73.5%</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
</tr>
</tbody>
</table>

**SAFE ROAD USERS**

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

**NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)**

- National Seatbelt Law: Regulated
- Driver Front: Yes
- Driver Back: Yes
- Motorcycle Helmet Law: Not restricted
- Helmet Standards: Approx. 4.1%

**BLOOD ALCOHOL CONCENTRATION (BAC) LIMITS (g/dl)**

- General Population: ≤0.03
- Young Drivers: ≤0.03
- Professional Drivers: ≤0.03

**POST CRASH CARE**

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

**Partial Coverage**

- National Emergency Care Access Number
- Trauma Registry System

**Some Facilities**

- Country Health Coverage Index - SDG Target 3.8; Target - 100
- Expenditure on Healthcare as % of GDP: 4%

India has several emergency numbers. These are 112 (General); 100 (Police); 102 (Ambulance).

**REFERENCES**

**ROAD SAFETY COUNTRY PROFILE**

**Indonesia**

**East Asia and Pacific (EAP)**

---

**THE SCALE OF THE ROAD SAFETY CHALLENGE**

- **ROAD CRASH FATALITIES AND INJURIES SNAPSHOT**
  - Country Reported Fatalities, 2016: 31,282
  - WHO Estimated Fatalities, 2016: 31,726
  - GBD Estimated Fatalities, 2016: 35,692
  - WHO Est. Fatalities per 100,000 Pop., 2016: 12.20
  - GBD Est. Fatalities per 100,000 Pop., 2016: 13.94
  - Estimated Serious Injuries, 2016: 475,890
  - Cost of Fatalities and Serious Injuries, 2016: $37.65 billion
  - Cost as % of country GDP, 2016: 4.0%

---

**FATALITIES BY USER COMPARISON CHART**

---

**POSITIONING OF COUNTRY IN THE REGION (COMPAred TO COUNTRIES WITH THE LOWEST TRAFFIC FATALITIES IN THE REGION AND GLOBALLY)**

<table>
<thead>
<tr>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate/100,000 (2013 - 2016)</th>
<th>Motorization Registered Vehicles/100,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Indonesia 31,726</td>
<td>35,692</td>
<td>12.2</td>
<td>13.9</td>
<td>-7.6%</td>
<td>49,173</td>
</tr>
</tbody>
</table>

**BEST PERFORMING COUNTRIES IN REGION**

- Micronesia: 2, 16, 1.9, 15.7, -0.3%, 5,406
- Kiribati: 5, 12, 4.4, 10.4, -5.2%, 3,240

**BEST PERFORMING COUNTRIES GLOBALLY**

- Switzerland: 223, 334, 2.65, 3.89, -5.4%, 71,182
- Norway: 143, 215, 2.72, 4.09, 2.4%, 75,544
- Singapore: 155, 197, 2.76, 3.53, -4.9%, 16,604
- Sweden: 278, 390, 2.83, 3.88, -3.2%, 62,037

---

**ROAD SAFETY MANAGEMENT**

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Indonesia has a lead agency present, National Planning Agency (Badan Perencanaan Pembangunan Nasional - BAPPENAS), which is funded in the national budget, and has a road safety strategy which is partially funded. The function of the agency is coordination of road safety strategies without legislation and monitoring and evaluation. The country only has a fatal road safety target, to reduce fatalities by 50% with a timeline of 2011 - 2020.

---

**SAFE ROADS AND ROADSIDES**

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is 'built-in' to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results - Indonesia

Surveyed Road Statistics:

- 91% with no formal footpaths
- 91% with no pedestrian crossings
- 82% undivided with veh. speeds > 80 kph

Vehicle Occupant Travel: 64 billion km; Pedestrian Travel: 1.5 billion km; Motorcyclist Travel: 11.7 billion km; Cyclist Travel: 309,800,320 km

---

**Business Case for Safer Roads**

- **Infrastructure and Speed Management Investment required:** $9.68 billion
- **Annual Investment as a % of GDP (2019-2030):** 0.07%
- **Reduction in fatalities per year:** 15,312
- **Approximate reduction in fatalities and serious injuries (FSI) over 20 years:** 3,370,000
- **Economic Benefit:** $209.86 billion
- **B/C Ratio:** 22

---

**76% Percentage of Road Crash Fatalities and Injuries in the economically productive age groups (15 - 64 years.)**

**3 : 1 Ratio of Male to Female Fatalities with the 15 - 49 year age group being most vulnerable to fatalities**

**832 life yrs.** affected due to disability from road crash injuries per 100,000 people.
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

**MAXIMUM SPEED LIMITS AND ENFORCEMENT**

<table>
<thead>
<tr>
<th>National Speed Limit Law</th>
<th>Urban Roads</th>
<th>Rural Roads</th>
<th>Motorways</th>
<th>Speed Enforcement</th>
</tr>
</thead>
<tbody>
<tr>
<td>50 km/h</td>
<td>80 km/h</td>
<td>100 km/h</td>
<td>Manual</td>
<td>4 times lower</td>
</tr>
<tr>
<td>+20 km/h</td>
<td>+10 km/h</td>
<td>+10 km/h</td>
<td></td>
<td>2 times lower</td>
</tr>
<tr>
<td>1 times lower</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits

**MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN INDONESIA:**

- **Narrows**
  - Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.

- **Vertical Deflections**
  - Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.

- **Horizontal Deflection**
  - Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.

- **Block or Restrict Access**
  - Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

**SAFE VEHICLES**

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

**SAFE ROAD USERS**

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

**NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)**

<table>
<thead>
<tr>
<th>National Seatbelt Law</th>
<th>Driver</th>
<th>Front</th>
<th>Back</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Motorcycle Helmet Law</th>
<th>Helmet Standards</th>
<th>Motorcycle Occupant Age Restriction</th>
<th>Legal Minimum Driving Age</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Not Known</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>National Drink Driving Law</th>
<th>Is Law BAC Based?</th>
<th>General Population</th>
<th>Young Drivers</th>
<th>Professional Drivers</th>
<th>Random Drink Driving Tests</th>
<th>% of Road Crash Fatalities Involving Alcohol</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Not Known</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Blood Alcohol Concentration (BAC) Limits (g/dl)</th>
</tr>
</thead>
<tbody>
<tr>
<td>BAC limits to be more fatal in the later context.</td>
</tr>
</tbody>
</table>

**POST CRASH CARE**

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

**Partial Coverage**

<table>
<thead>
<tr>
<th>National Emergency Care Access Number</th>
<th>Trauma Registry System</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td></td>
</tr>
</tbody>
</table>

Indonesia has several emergency numbers. These are 110 (Police); 119 (Ambulance).

**REFERENCES**

The Scale of the Road Safety Challenge

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Iran has a lead agency present, Road Safety Commission, Ministry of Road and Urban Development, which isn’t funded in the national budget but has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country only has a fatal road safety target, to reduce fatalities by 10% annually with a timeline of 2011 - 2020.

Road Safety Management

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

SAFE ROADS AND ROADSIDES

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results

NO ROAD ASSESSMENT SURVEY DATA FOR IRAN IS PUBLICLY AVAILABLE ON THE iRAP WEBSITE.

Information on Infrastructure in Iran:

Audit/Star Rating Required for New Road Infrastructure;

Inspection/Star Rating Required for Existing Roads;

Investment Allocated to Upgrade High Risk Locations

Business Case for Safer Roads

| Infrastructure and Speed Management Investment required: | $ 6.46 billion |
| Annual Investment as a % of GDP (2019-2030): | 0.14% |
| Reduction in fatalities per year: | 9,172 |
| Approximate reduction in fatalities and serious injuries (FSI) over 20 years: | 2,020,000 |
| Economic Benefit: | $ 147.75 billion |
| B/C Ratio: | 23 |

75% Percentage of Road Crash Fatalities and Injuries in the economically productive age groups (15 - 64 years.)

3 : 1 Ratio of Male to Female Fatalities with the 15 - 49 year age group being most vulnerable to fatalities

1,436 life yrs. affected due to disability from road crash injuries per 100,000 people
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

MAXIMUM SPEED LIMITS AND ENFORCEMENT

<table>
<thead>
<tr>
<th>NATIONAL SPEED LIMIT LAW</th>
<th>URBAN ROADS</th>
<th>RURAL ROADS</th>
<th>MOTORWAYS</th>
</tr>
</thead>
<tbody>
<tr>
<td>60 km/h</td>
<td>95 km/h</td>
<td>120 km/h</td>
<td>Manual and Automated</td>
</tr>
<tr>
<td>Difference with Recommended Safe Systems Speeds</td>
<td>+30 km/h</td>
<td>+25 km/h</td>
<td>+30 km/h</td>
</tr>
<tr>
<td>Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits</td>
<td>6 times lower</td>
<td>3 times lower</td>
<td>3 times lower</td>
</tr>
</tbody>
</table>

MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN IRAN:

- **NARROWING**
  - Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.

- **VERTICAL DEFLECTIONS**
  - Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.

- **HORIZONTAL DEFLECTION**
  - Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.

- **BLOCK OR RESTRICT ACCESS**
  - Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

SAFE VEHICLES

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS

| TOTAL REGISTERED VEHICLES AS OF 2016 | 30,377,065 |
| MOTORIZED 2/3 WHEELERS AS OF 2016 | 38.1% |

<table>
<thead>
<tr>
<th>FRONTAL AND SIDE IMPACT (Reg. 94, 95)</th>
<th>MOTORCYCLE ANTI-LOCK BRAKING SYSTEM (Reg. 78)</th>
<th>PEDESTRIAN PROTECTION (Reg. 127)</th>
<th>ELECTRONIC STABILITY CONTROL (Reg. 140)</th>
<th>SEAT BELTS AND ANCHORAGES (Reg. 16, 14)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regulated</td>
<td>Yes</td>
<td>No</td>
<td>Regulated</td>
<td>Regulated</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>IMPORT AGE LIMIT</th>
<th>TAXATION BASED LIMITS</th>
<th>IMPORT INSPECTIONS</th>
<th>PERIODIC INSPECTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>10 Yrs.</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
</tbody>
</table>

SAFE ROAD USERS

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)

<table>
<thead>
<tr>
<th>NATIONAL SEATBELT LAW</th>
<th>DRIVER FRONT BACK</th>
<th>MOTORCYCLE HELMET LAW</th>
<th>HELMET STANDARDS</th>
<th>MOTORCYCLE OCCUPANT AGE RESTRICTION</th>
<th>LEGAL MINIMUM DRIVING AGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Not restricted</td>
<td>Approx. 1.7%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>NATIONAL DRINK DRIVING LAW</th>
<th>IS LAW BAC BASED?</th>
<th>GENERAL POPULATION</th>
<th>YOUNG DRIVERS</th>
<th>PROFESSIONAL DRIVERS</th>
<th>RANDOM DRINK DRIVING TESTS</th>
<th>% OF ROAD CRASH FATALITIES INVOLVING ALCOHOL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>No</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>BLOOD ALCOHOL CONCENTRATION (BAC) LIMITS (g/dl)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
</tbody>
</table>

POST CRASH CARE

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

<table>
<thead>
<tr>
<th>National, Multiple Numbers</th>
<th>Subnational</th>
</tr>
</thead>
<tbody>
<tr>
<td>NATIONAL EMERGENCY CARE ACCESS NUMBER</td>
<td>TRAUMA REGISTRY SYSTEM</td>
</tr>
</tbody>
</table>

Iran has several emergency numbers. These are 110 (Police); 110 (Ambulance).

REFERENCES

**Road Safety Country Profile: Iraq**

### The Scale of the Road Safety Challenge

**Road Crash Fatalities and Injuries Snapshot**

<table>
<thead>
<tr>
<th>Country Population, 2016</th>
<th>37,202,572</th>
</tr>
</thead>
<tbody>
<tr>
<td>Country Reported Fatalities, 2016</td>
<td>4,134</td>
</tr>
<tr>
<td>WHO Estimated Fatalities, 2016</td>
<td>7,686</td>
</tr>
<tr>
<td>GBD Estimated Fatalities, 2016</td>
<td>3,733</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Fatalities by User Comparison Chart</th>
</tr>
</thead>
<tbody>
<tr>
<td>Iraq</td>
</tr>
<tr>
<td>Other</td>
</tr>
<tr>
<td>Pedestrian</td>
</tr>
<tr>
<td>Cyclist</td>
</tr>
<tr>
<td>2 or 3 Wheeler</td>
</tr>
<tr>
<td>4 Wheeler</td>
</tr>
</tbody>
</table>

### Positioning of Country in the Region (Compared to Countries with the Lowest Traffic Fatalities in the Region and Globally)

<table>
<thead>
<tr>
<th>Positioning of Country in the Region (Compared to Countries with the Lowest Traffic Fatalities in the Region and Globally)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016 WHO Estimated Road Fatalities</td>
</tr>
<tr>
<td>-----------------------------------------------</td>
</tr>
<tr>
<td>Iraq</td>
</tr>
<tr>
<td>West Bank</td>
</tr>
<tr>
<td>Egypt</td>
</tr>
</tbody>
</table>

### Business Case for Safer Roads

**Information on Infrastructure in Iraq:**

- Partial Audit/Star Rating Required for New Road Infrastructure;
- No Inspection/Star Rating Required for Existing Roads;
- Investment is not Allocated to Upgrade High Risk Locations

**Road Infrastructure Star Rating Results:**

- **NO ROAD ASSESSMENT SURVEY DATA FOR IRAQ IS PUBLICLY AVAILABLE ON THE IRAP WEBSITE.**

### Road Safety Management

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Iraq has a lead agency present, Supreme Council for Road Safety, Ministry of Interior, which isn’t funded in the national budget. Iraq has a road safety strategy which is also not funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has no known road safety target.

### Safe Roads and Roadsides

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

**Road Infrastructure Star Rating Results:**

- **Business Case for Safer Roads**
  - **Capital**: $1.94 billion
  - **Annual Investment as a % of GDP** (2019-2030): 0.08%
  - **Reduction in fatalities per year**: 2,515
  - **Approximate reduction in fatalities and serious injuries (FSI) over 20 years**: 550,000
  - **Economic Benefit**: $42.63 billion
  - **B/C Ratio**: 22

66% Percentage of Road Crash Fatalities and Injuries in the economically productive age groups (15 - 64 years.)

2 : 1 Ratio of Male to Female Fatalities with the 15 - 49 age group being most vulnerable to fatalities

573 life yrs. affected due to disability from road crash injuries per 100,000 people
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

### Maximum Speed Limits and Enforcement

<table>
<thead>
<tr>
<th>National Speed Limit Law</th>
<th>URBAN ROADS</th>
<th>RURAL ROADS</th>
<th>MOTORWAYS</th>
<th>Speed Enforcement</th>
</tr>
</thead>
<tbody>
<tr>
<td>60 km/h</td>
<td>60 km/h</td>
<td>60 km/h</td>
<td>60 km/h</td>
<td>Manual</td>
</tr>
<tr>
<td>100 km/h</td>
<td>100 km/h</td>
<td>100 km/h</td>
<td>100 km/h</td>
<td></td>
</tr>
<tr>
<td>120 km/h</td>
<td>120 km/h</td>
<td>120 km/h</td>
<td>120 km/h</td>
<td></td>
</tr>
</tbody>
</table>

**Difference with Recommended Safe Systems Speeds**

- 6 times lower
- 4 times lower
- 3 times lower

**Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits**

- + 30 km/h
- + 30 km/h
- + 30 km/h

**MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN IRAQ:**

- **NARROWING**
  - Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.

- **VERTICAL DEFLECTIONS**
  - Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.

- **HORIZONTAL DEFLECTION**
  - Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.

- **BLOCK OR RESTRICT ACCESS**
  - Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

### Safe Vehicles

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

**Vehicle Registration, Standards and Import Regulations**

<table>
<thead>
<tr>
<th>Total Registered Vehicles as of 2016</th>
<th>Motorized 2/3 Wheelers as of 2016</th>
<th>Country Compliance to the UN Vehicle Safety Regulations</th>
</tr>
</thead>
<tbody>
<tr>
<td>5,775,777</td>
<td>2.8%</td>
<td>Regulated</td>
</tr>
</tbody>
</table>

- **FRONTAL AND SIDE IMPACT (Reg. 94, 95)**
- **MOTORCYCLE ANTI-LOCK BRAKING SYSTEM (Reg. 78)**
- **PEDESTRIAN PROTECTION (Reg. 127)**
- **ELECTRONIC STABILITY CONTROL (Reg. 140)**
- **SEAT BELTS AND ANCHORAGES (Reg. 16, 14)**

**Regulated**

- 2 Yrs.
- No

**Import Age Limit**

- Taxation Based Limits
- No

**Import Inspections**

- Yes
- No

**Periodic Inspection**

- Yes
- No

### Safe Road Users

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

**National Seatbelt, Drink Driving and Helmet Laws (WHO, 2018)**

- **NATIONAL SEATBELT LAW**
  - Not restricted
- **DRIVER**
  - Not restricted
  - Back
  - Not restricted
- **FRONT IMPACT**
  - Not restricted

**Helmet Standards**

- **MOTORCYCLE HELMET LAW**
- **HELMET STANDARDS**

**Motorcycle Occupant Age Restriction**

- **MOTORCYCLE OCCUPANT AGE RESTRICTION**
- **LEGAL MINIMUM DRIVING AGE**

**Random Drink Driving Tests**

- **RANDOM DRINK DRIVING TESTS**

**% of Road Crash Fatalities Involving Alcohol**

- **% of Road Crash Fatalities Involving Alcohol**

**Blood Alcohol Concentration (BAC) Limits (g/dl)**

- **BLOOD ALCOHOL CONCENTRATION (BAC) LIMITS**

### Post Crash Care

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

**National, Multiple Numbers**

- **National Emergency Care Access Number**
- **TRAUMA REGISTRY SYSTEM**

**Country Health Coverage Index - SDG Target 3.8; Target - 100**

- **Country Health Coverage Index - SDG**
  - 63

**Expenditure on Healthcare as % of GDP**

- **Expenditure on Healthcare as % of GDP**
  - 3%
To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Jamaica has a lead agency present, National Road Safety Council (NRSC), which is funded in the national budget, and has a road safety strategy which is partially funded. The function of the agency is coordination of road safety strategies without legislation and monitoring and evaluation. The country only has a fatal road safety target, to reduce fatalities to less than 300 fatalities with a timeline of 2016 - 2020.

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results

Information on Infrastructure in Jamaica:
Audit/Star Rating Required for New Road Infrastructure;
Inspection/Star Rating Required for Existing Roads;
Investment is not Allocated to Upgrade High Risk Locations

Business Case for Safer Roads

Infrastructure and Speed Management  
Investment required: $718.93 million

Annual Investment as a % of GDP (2019-2030): 0.40%

Reduction in fatalities per year: 118

Approximate reduction in fatalities and serious injuries (FSI) over 20 years: 30,000

Economic Benefit: $2.05 billion

B/C Ratio: 3

75% Percentage of Road Crash Fatalities and Injuries in the economically productive age groups (15 - 64 years.)

4 : 1 Ratio of Male to Female Fatalities with the 15 - 49 year age group being most vulnerable to fatalities

505 life yrs. affected due to disability from road crash injuries per 100,000 people
Latin America and Caribbean (LAC)

VERTICAL DEFLECTIONS - COUNTRY COMPLIANCE TO THE UN VEHICLE SAFETY REGULATIONS

HORIZONTAL DEFLECTION - BLOCK OR RESTRICT ACCESS

MOTORCYCLE OCCUPANT AGE RESTRICTION

ROAD SAFETY COUNTRY PROFILE Jamaica

SAFE VEHICLES

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

MAXIMUM SPEED LIMITS AND ENFORCEMENT

<table>
<thead>
<tr>
<th>NATIONAL SPEED LIMIT LAW</th>
<th>48 km/h</th>
<th>80 km/h</th>
<th>Not Known</th>
<th>Manual</th>
</tr>
</thead>
<tbody>
<tr>
<td>URBAN ROADS</td>
<td>+ 18 km/h</td>
<td>+ 10 km/h</td>
<td>-</td>
<td>SPEED ENFORCEMENT</td>
</tr>
<tr>
<td>RURAL ROADS</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>MOTORWAYS</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

Difference with Recommended Safe Systems Speeds

SAFE SPEEDS

MANAGING SPEEDS

3 times lower    2 times lower    -

Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits

MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN JAMAICA:

NARROWING
- Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.

VERTICAL DEFLECTIONS
- Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.

HORIZONTAL DEFLECTION
- Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.

BLOCK OR RESTRICT ACCESS
- Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

SAFE ROAD USERS

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)

<table>
<thead>
<tr>
<th>NATIONAL SEATBELT LAW</th>
<th>DRIVER</th>
<th>FRONT</th>
<th>BACK</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regulated</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MOTORCYCLE HELMET LAW</th>
<th>HELMET STANDARDS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regulated</td>
<td>Yes</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MOTORCYCLE ANTI-LOCK BRAKING SYSTEM</th>
<th>PEDESTRIAN PROTECTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regulated</td>
<td>Regulated</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ELECTRONIC STABILITY CONTROL</th>
<th>SEAT BELTS AND ANCHORAGES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regulated</td>
<td>Regulated</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>IS LAW BAC BASED?</th>
<th>GENERAL POPULATION</th>
<th>YOUNG DRIVERS</th>
<th>PROFESSIONAL DRIVERS</th>
<th>RANDOM DRINK DRIVING TESTS</th>
<th>% OF ROAD CRASH FATALITIES INVOLVING ALCOHOL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regulated</td>
<td>≤ 0.08</td>
<td>≤ 0.08</td>
<td>≤ 0.08</td>
<td>Not restricted</td>
<td>Not Known</td>
</tr>
</tbody>
</table>

REFERENCES

The Scale of the Road Safety Challenge

Road Crash Fatalities and Injuries Snapshot

<table>
<thead>
<tr>
<th>Country Population, 2016: 9,455,802</th>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate/100,000 (2013 - 2016)</th>
<th>Motorization Registered Vehicles/100,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jordan</td>
<td>2,306</td>
<td>1,076</td>
<td>24.4</td>
<td>10.5</td>
<td>-3.5%</td>
<td>15,889</td>
</tr>
<tr>
<td>WEST BANK</td>
<td>252</td>
<td>-</td>
<td>5.3</td>
<td>-</td>
<td>-5.4%</td>
<td>5,602</td>
</tr>
<tr>
<td>EGYPT</td>
<td>9,287</td>
<td>26,925</td>
<td>9.7</td>
<td>28.4</td>
<td>-4.7%</td>
<td>8,792</td>
</tr>
<tr>
<td>BEST PERFORMING COUNTRIES GLOBALLY</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Switzerland</td>
<td>223</td>
<td>334</td>
<td>2.65</td>
<td>3.89</td>
<td>-5.4%</td>
<td>71,182</td>
</tr>
<tr>
<td>Norway</td>
<td>143</td>
<td>215</td>
<td>2.72</td>
<td>4.09</td>
<td>2.4%</td>
<td>75,544</td>
</tr>
<tr>
<td>Singapore</td>
<td>155</td>
<td>197</td>
<td>2.76</td>
<td>3.53</td>
<td>-4.9%</td>
<td>16,604</td>
</tr>
<tr>
<td>Sweden</td>
<td>278</td>
<td>390</td>
<td>2.83</td>
<td>3.88</td>
<td>-3.2%</td>
<td>62,037</td>
</tr>
</tbody>
</table>

Road Safety Management

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Jordan has no Road Safety Lead Agency, National Road Safety Strategy and Road Safety Targets.

Safe Roads and Roadsides

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (IRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results

Information on Infrastructure in Jordan:

Audit/Star Rating Required for New Road Infrastructure;
Inspection/Star Rating Required for Existing Roads;
Investment Allocated to Upgrade High Risk Locations

<table>
<thead>
<tr>
<th>Business Case for Safer Roads</th>
</tr>
</thead>
<tbody>
<tr>
<td>Infrastructure and Speed Management Investment required: $234.1 million</td>
</tr>
<tr>
<td>Annual Investment as a % of GDP (2019-2030): 0.05%</td>
</tr>
<tr>
<td>Reduction in fatalities per year: 705</td>
</tr>
<tr>
<td>Approximate reduction in fatalities and serious injuries (FSI) over 20 years: 160,000</td>
</tr>
<tr>
<td>Economic Benefit: $13.7 billion</td>
</tr>
<tr>
<td>B/C Ratio: 59</td>
</tr>
</tbody>
</table>

68% Percentage of Road Crash Fatalities and Injuries in the economically productive age groups (15 - 64 years.)

3:1 Ratio of Male to Female Fatalities with the 15 - 49 year age group being most vulnerable to fatalities

656 life yrs. affected due to disability from road crash injuries per 100,000 people

Roads Safety Management

Ref: 1,2,3,4,5

Information on Infrastructure in Jordan:

Audit/Star Rating Required for New Road Infrastructure;
Inspection/Star Rating Required for Existing Roads;
Investment Allocated to Upgrade High Risk Locations

Business Case for Safer Roads

Infrastructure and Speed Management Investment required: $234.1 million

Annual Investment as a % of GDP (2019-2030): 0.05%

Reduction in fatalities per year: 705

Approximate reduction in fatalities and serious injuries (FSI) over 20 years: 160,000

Economic Benefit: $13.7 billion

B/C Ratio: 59
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

MAXIMUM SPEED LIMITS AND ENFORCEMENT

<table>
<thead>
<tr>
<th>NATIONAL SPEED LIMIT LAW</th>
<th>90 km/h</th>
<th>120 km/h</th>
<th>120 km/h</th>
<th>Manual and Automated</th>
</tr>
</thead>
<tbody>
<tr>
<td>URBAN ROADS</td>
<td>+ 60 km/h</td>
<td>+ 50 km/h</td>
<td>+ 30 km/h</td>
<td>Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits</td>
</tr>
<tr>
<td>RURAL ROADS</td>
<td>17 times lower</td>
<td>9 times lower</td>
<td>3 times lower</td>
<td></td>
</tr>
<tr>
<td>MOTORWAYS</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN JORDAN:

- **NARROWING**: Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- **VERTICAL DEFLECTIONS**: Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- **HORIZONTAL DEFLECTION**: Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- **BLOCK OR RESTRICT ACCESS**: Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

SAFE VEHICLES

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS

<table>
<thead>
<tr>
<th>TOTAL REGISTERED VEHICLES AS OF 2016</th>
<th>Not Known</th>
</tr>
</thead>
<tbody>
<tr>
<td>MOTORIZED 2/3 WHEELERS AS OF 2016</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>FRONTAL AND SIDE IMPACT (Reg. 94, 95)</th>
<th>MOTORCYCLE ANTI-LOCK BRAKING SYSTEM (Reg. 78)</th>
<th>PEDESTRIAN PROTECTION (Reg. 127)</th>
<th>ELECTRONIC STABILITY CONTROL (Reg. 140)</th>
<th>SEAT BELTS AND ANCHORAGES (Reg. 16, 14)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regulated</td>
<td>Regulated</td>
<td>Regulated</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>IMPORT AGE LIMIT</td>
<td>TAXATION BASED LIMITS</td>
<td>IMPORT INSPECTIONS</td>
<td>PERIODIC INSPECTION</td>
<td></td>
</tr>
</tbody>
</table>

SAFE ROAD USERS

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)

<table>
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<tr>
<th>NATIONAL SEATBELT LAW</th>
<th>DRIVER</th>
<th>FRONT</th>
<th>BACK</th>
<th>MOTORCYCLE HELMET LAW</th>
<th>HELMET STANDARDS</th>
<th>MOTORCYCLE OCCUPANT AGE RESTRICTION</th>
<th>LEGAL MINIMUM DRIVING AGE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Not restricted</td>
<td>Not Known</td>
</tr>
<tr>
<td>IS LAW BAC BASED?</td>
<td></td>
<td></td>
<td></td>
<td>GENERAL POPULATION</td>
<td>YOUNG DRIVERS</td>
<td>PROFESSIONAL DRIVERS</td>
<td></td>
</tr>
<tr>
<td></td>
<td>&lt;0.08</td>
<td>&lt;0.08</td>
<td>&lt;0.08</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

POST CRASH CARE

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

National, Single Number

<table>
<thead>
<tr>
<th>NATIONAL EMERGENCY CARE ACCESS NUMBER</th>
<th>TRAUMA REGISTRY SYSTEM</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td></td>
</tr>
</tbody>
</table>

COUNTRY HEALTH COVERAGE INDEX - SDG

<table>
<thead>
<tr>
<th>TARGET</th>
<th>EXPENDITURE ON HEALTHCARE AS % OF GDP</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.8</td>
<td>5%</td>
</tr>
</tbody>
</table>

REFERENCES

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Kazakhstan has a lead agency present, Internal Affairs Ministry of the Republic of Kazakhstan, which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has both a fatal and non-fatal road safety target, to reduce fatality rate to less than 12 per 100,000 population with a timeline of 2011 - 2020.

Business Case for Safer Roads

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results

Information on Infrastructure in Kazakhstan:
Audit/Star Rating Required for New Road Infrastructure;
Inspection/Star Rating Required for Existing Roads;
Investment Allocated to Upgrade High Risk Locations

NO ROAD ASSESSMENT SURVEY DATA FOR KAZAKHSTAN IS PUBLICLY AVAILABLE ON THE iRAP WEBSITE.
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

**MAXIMUM SPEED LIMITS AND ENFORCEMENT**

<table>
<thead>
<tr>
<th>Speed Limit</th>
<th>URBAN ROADS</th>
<th>RURAL ROADS</th>
<th>MOTORWAYS</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Speed Limit Law</td>
<td>60 km/h</td>
<td>110 km/h</td>
<td>140 km/h</td>
</tr>
<tr>
<td>Difference with Recommended Safe Systems Speeds</td>
<td>+30 km/h</td>
<td>+40 km/h</td>
<td>+50 km/h</td>
</tr>
<tr>
<td>Automated Speed Enforcement</td>
<td>6 times lower</td>
<td>6 times lower</td>
<td>5 times lower</td>
</tr>
</tbody>
</table>

**MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN KAZAKHSTAN:**

- Narrowing: Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- Vertical Deflections: Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- Horizontal Deflection: Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- Block or Restrict Access: Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

**SAFE ROADS USERS**

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

**NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)**

- **National SEATBELT LAW**: Prohibited under 12 yrs
- **General Population**: <0.05
- **Young Drivers**: <0.05
- **Professional Drivers**: <0.05
- **Random Drink Driving Tests**: Approx. 0.3%
- **Legal Minimum Driving Age**
- **National DRINK DRIVING LAW**: Prohibited under 12 yrs
- **IS LAW BAC BASED?**
- **Motorcycle Helmet Law**: Prohibited under 12 yrs
- **Helmet Standards**: Prohibited under 12 yrs
- **Motorcycle Occupant Age Restriction**: Prohibited under 12 yrs
- **Legal Minimum Driving Age**: Prohibited under 12 yrs

**REFERENCES**

THE SCALE OF THE ROAD SAFETY CHALLENGE

ROAD CRASH FATALITIES AND INJURIES SNAPSHOT

<table>
<thead>
<tr>
<th>Country</th>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate/100,000 (2013 - 2016)</th>
<th>Motorization Registered Vehicles/100,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kenya</td>
<td>13,463</td>
<td>5,416</td>
<td>27.8</td>
<td>11.5</td>
<td>-6.7%</td>
<td>4,536</td>
</tr>
</tbody>
</table>

BEST PERFORMING COUNTRIES IN REGION

<table>
<thead>
<tr>
<th>Country</th>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate/100,000 (2013 - 2016)</th>
<th>Motorization Registered Vehicles/100,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mauritius</td>
<td>173</td>
<td>168</td>
<td>13.7</td>
<td>13.2</td>
<td>4.4%</td>
<td>187,224</td>
</tr>
<tr>
<td>Nigeria</td>
<td>39,802</td>
<td>19,710</td>
<td>21.4</td>
<td>9.9</td>
<td>0.8%</td>
<td>6,309</td>
</tr>
</tbody>
</table>

BEST PERFORMING COUNTRIES GLOBALLY

<table>
<thead>
<tr>
<th>Country</th>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
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</thead>
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<tr>
<td>Switzerland</td>
<td>223</td>
<td>334</td>
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<tr>
<td>Singapore</td>
<td>155</td>
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<td>3.88</td>
<td>-3.2%</td>
<td>62,037</td>
</tr>
</tbody>
</table>

ROAD SAFETY MANAGEMENT

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Kenya has a lead agency present, National Transport and Safety Authority, Ministry of Transport, Infrastructure, Housing and Urban Development, which is funded in the national budget. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has no known road safety target.

SAFE ROADS AND ROADSIDES

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results - Kenya

Surveyed Road Statistics: 98% with no formal footpaths; 100% with no pedestrian crossings; 97% undivided with veh. speeds > 80 kph

Vehicle Occupant Travel: 3.3 billion km; Pedestrian Travel: 960,036,688 km; Motorcyclist Travel: 95,781,749 km; Cyclist Travel: 1.5 billion km

Business Case for Safer Roads

Infrastructure and Speed Management Investment required: $2.09 billion

Annual Investment as a % of GDP (2019-2030): 0.20%

Reduction in fatalities per year: 5,691

Approximate reduction in fatalities and serious injuries (FSI) over 20 years: 12,500,000

Economic Benefit: $33.92 billion

B/C Ratio: 16
### ROAD SAFETY COUNTRY PROFILE

**Kenya**

**SAFE SPEEDS**

Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

**MAXIMUM SPEED LIMITS AND ENFORCEMENT**

<table>
<thead>
<tr>
<th>Speed Limit</th>
<th>Law</th>
<th>Enforcement</th>
</tr>
</thead>
<tbody>
<tr>
<td>50 km/h</td>
<td>Urban Roads</td>
<td>Manual</td>
</tr>
<tr>
<td>100 km/h</td>
<td>Rural Roads</td>
<td>Manual</td>
</tr>
<tr>
<td>110 km/h</td>
<td>Motorways</td>
<td>Manual</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Difference with Recommended Safe Systems Speeds</th>
</tr>
</thead>
<tbody>
<tr>
<td>+20 km/h (4 times lower) for Urban Roads</td>
</tr>
<tr>
<td>+30 km/h (4 times lower) for Rural Roads</td>
</tr>
<tr>
<td>+20 km/h (2 times lower) for Motorways</td>
</tr>
</tbody>
</table>

**MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN KENYA:**

- **NARROWING**
  - Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.

- **VERTICAL DEFLECTIONS**
  - Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.

- **HORIZONTAL DEFLECTION**
  - Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.

- **BLOCK OR RESTRICT ACCESS**
  - Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

**SAFE VEHICLES**

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

**VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS**

<table>
<thead>
<tr>
<th>Registered Vehicles</th>
<th>2,011,972</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motorized 2/3 Wheelers</td>
<td>36.7%</td>
</tr>
</tbody>
</table>

**COUNTRY COMPLIANCE TO THE UN VEHICLE SAFETY REGULATIONS**

<table>
<thead>
<tr>
<th>Regulation</th>
<th>Regulated</th>
<th>Import Age Limit</th>
<th>Taxation Based Limits</th>
<th>Import Inspections</th>
<th>Periodic Inspection</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seatbelts and Anchorage Standards</td>
<td>Yes</td>
<td></td>
<td>No</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**SAFE ROAD USERS**

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

**NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)**

- **NATIONAL SEATBELT LAW**
  - Driver: Yes
  - Frontal: Yes
  - Back: Yes

- **MOTORCYCLE HELMET LAW**
  - Yes

- **IS LAW BAC BASED?**
  - Yes

- **GENERAL POPULATION BLOOD ALCOHOL CONCENTRATION (BAC) LIMITS (g/dl)**
  - 0.08

- **YOUNG DRIVERS BAC LIMITS (g/dl)**
  - 0.08

- **PROFESSIONAL DRIVERS BAC LIMITS (g/dl)**
  - 0.08

- **RANDOM DRINK DRIVING TESTS**
  - Yes

- **% OF ROAD CRASH FATALITIES INVOLVING ALCOHOL**
  - Not Known

**POST CRASH CARE**

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

**REFERENCES**

**THE SCALE OF THE ROAD SAFETY CHALLENGE**

**ROAD CRASH FATALITIES AND INJURIES SNAPSHOT**

<table>
<thead>
<tr>
<th>Country Population, 2016</th>
<th>114,395</th>
</tr>
</thead>
<tbody>
<tr>
<td>Country Reported Fatalities, 2016</td>
<td>5</td>
</tr>
<tr>
<td>WHO Estimated Fatalities, 2016</td>
<td>5</td>
</tr>
<tr>
<td>GBD Estimated Fatalities, 2016</td>
<td>12</td>
</tr>
<tr>
<td>WHO Est. Fatalities per 100,000 Pop., 2016</td>
<td>4.4</td>
</tr>
<tr>
<td>GBD Est. Fatalities per 100,000 Pop., 2016</td>
<td>10.4</td>
</tr>
<tr>
<td>Estimated Serious Injuries, 2016</td>
<td>75</td>
</tr>
<tr>
<td>Cost of Fatalities and Serious Injuries, 2016</td>
<td>$2.59 million</td>
</tr>
<tr>
<td>Cost as % of country GDP, 2016</td>
<td>1.5%</td>
</tr>
</tbody>
</table>

**FATALITIES BY USER COMPARISON CHART**

<table>
<thead>
<tr>
<th>User Type</th>
<th>Kiribati</th>
<th>Mean in Region</th>
<th>Mean in MICs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>90%</td>
<td>80%</td>
<td>70%</td>
</tr>
<tr>
<td>Pedestrian</td>
<td>10%</td>
<td>20%</td>
<td>30%</td>
</tr>
<tr>
<td>Cyclist</td>
<td>9%</td>
<td>10%</td>
<td>11%</td>
</tr>
<tr>
<td>2 or 3 Wheeler</td>
<td>5%</td>
<td>4%</td>
<td>3%</td>
</tr>
<tr>
<td>4 Wheeler</td>
<td>5%</td>
<td>4%</td>
<td>3%</td>
</tr>
</tbody>
</table>

**POSITIONING OF COUNTRY IN THE REGION (COMpared TO COUNTRIES WITH THE LOWEST TRAFFIC FATALITIES IN THE REGION AND GLOBALLY)**

<table>
<thead>
<tr>
<th>Country</th>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate/100,000 (2013 - 2016)</th>
<th>Motorization Registered Vehicles/100,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kiribati</td>
<td>5</td>
<td>12</td>
<td>4.4</td>
<td>10.4</td>
<td>-5.2%</td>
<td>3.240</td>
</tr>
<tr>
<td>Micronesia</td>
<td>2</td>
<td>16</td>
<td>1.9</td>
<td>15.7</td>
<td>-0.3%</td>
<td>5.406</td>
</tr>
<tr>
<td>Kiribati</td>
<td>5</td>
<td>12</td>
<td>4.4</td>
<td>10.4</td>
<td>-5.2%</td>
<td>3.240</td>
</tr>
</tbody>
</table>

**BEST PERFORMING COUNTRIES IN REGION**

- Switzerland: 223, 334, 2.65, 3.89, -5.4%, 71,182
- Norway: 143, 215, 2.72, 4.09, 2.4%, 75,544
- Singapore: 155, 197, 2.76, 3.53, 4.9%, 16,604
- Sweden: 278, 390, 2.83, 3.88, -3.2%, 62,037

**BEST PERFORMING COUNTRIES GLOBALLY**

- Switzerland: 334, 2.65, 3.89, -5.4%, 71,182
- Norway: 215, 2.72, 4.09, 2.4%, 75,544
- Singapore: 197, 2.76, 3.53, 4.9%, 16,604
- Sweden: 390, 2.83, 3.88, -3.2%, 62,037

**ROAD SAFETY MANAGEMENT**

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

**SAFE ROADS AND ROADSIDES**

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

**Road Infrastructure Star Rating Results**

**NO ROAD ASSESSMENT SURVEY DATA FOR KIRIBATI IS PUBLICLY AVAILABLE ON THE IRAP WEBSITE.**

**Business Case for Safer Roads**

- Infrastructure and Speed Management Investment required: $13.07 million
- Annual Investment as a % of GDP (2019-2030): 0.56%
- Reduction in fatalities per year: 1
- Approximate reduction in fatalities and serious injuries (FSI) over 20 years: 270
- Economic Benefit: $6.7 million
- B/C Ratio: 1

KIRIBATI

- **81%** Percentage of Road Crash Fatalities and Injuries in the economically productive age groups (15 - 64 years.)
- **4 : 1** Ratio of Male to Female Fatalities with the 15 - 49 year age group being most vulnerable to fatalities

666 life yrs. affected due to disability from road crash injuries per 100,000 people
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

**MAXIMUM SPEED LIMITS AND ENFORCEMENT**

<table>
<thead>
<tr>
<th>NATIONAL SPEED LIMIT LAW</th>
<th>URBAN ROADS</th>
<th>RURAL ROADS</th>
<th>MOTORWAYS</th>
<th>SPEED ENFORCEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>40 km/h</td>
<td>60 km/h</td>
<td>60 km/h</td>
<td></td>
</tr>
<tr>
<td>Difference with Recommended Safe Systems Speeds</td>
<td>+ 10 km/h</td>
<td>Appropriate</td>
<td>Appropriate</td>
<td>Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits</td>
</tr>
<tr>
<td>2 times lower</td>
<td>Low Risk</td>
<td>Low Risk</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN KIRIBATI:**

- **NARROWING**
  - Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.

- **VERTICAL DEFLECTIONS**
  - Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.

- **HORIZONTAL DEFLECTION**
  - Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.

- **BLOCK OR RESTRICT ACCESS**
  - Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

**SAFE VEHICLES**

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

**VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS**

<table>
<thead>
<tr>
<th>TOTAL REGISTERED VEHICLES AS OF 2016</th>
<th>MOTORIZED 2/3 WHEELERS AS OF 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>3,706</td>
<td>20.4%</td>
</tr>
</tbody>
</table>

**COUNTRY COMPLIANCE TO THE UN VEHICLE SAFETY REGULATIONS**

- FRONTAL AND SIDE IMPACT (Reg. 94, 95): Not applicable
- MOTORCYCLE ANTI-LOCK BRAKING SYSTEM (Reg. 78): Not applicable
- PEDESTRIAN PROTECTION (Reg. 127): Not applicable
- ELECTRONIC STABILITY CONTROL (Reg. 140): Not applicable
- SEAT BELTS AND ANCHORAGES (Reg. 16, 14): Not applicable
- REGULATION OF IMPORT OF USED VEHICLES: No Restrictions
- IMPORT AGE LIMIT: No
- TAXATION BASED LIMITS: No
- IMPORT INSPECTIONS: Yes
- PERIODIC INSPECTION: No

**SAFE ROAD USERS**

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

**NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)**

<table>
<thead>
<tr>
<th>NATIONAL SEATBELT LAW</th>
<th>DRIVER</th>
<th>FRONT</th>
<th>BACK</th>
<th>MOTORCYCLE HELMET LAW</th>
<th>HELMET STANDARDS</th>
<th>MOTORCYCLE OCCUPANT AGE RESTRICTION</th>
<th>LEGAL MINIMUM DRIVING AGE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Not restricted</td>
<td>18 yrs.</td>
</tr>
<tr>
<td>NATIONAL DRINK DRIVING LAW</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IS LAW BAC BASED?</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GENERAL POPULATION</td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>≤0.05</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>YOUNG DRIVERS</td>
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<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PROFESSIONAL DRIVERS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RANDOM DRINK DRIVING TESTS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>% OF ROAD CRASH FATALITIES INVOLVING ALCOHOL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BLOOD ALCOHOL CONCENTRATION (BAC) LIMITS (g/dl)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**POST CRASH CARE**

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

**National, Multiple Numbers**

<table>
<thead>
<tr>
<th>NATIONAL EMERGENCY CARE ACCESS NUMBER</th>
<th>TRAUMA REGISTRY SYSTEM</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kiribati</td>
<td></td>
</tr>
</tbody>
</table>

**REFERENCES**

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Kyrgyzstan has a lead agency present, Commission for Road Safety, under leadership of the Prime Minister, which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country only has a fatal road safety target, to reduce fatalities by 156 with a timeline of 2007 - 2016.

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results

NO ROAD ASSESSMENT SURVEY DATA FOR KYRGYZSTAN IS PUBLICLY AVAILABLE ON THE IRAP WEBSITE.
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

### MAXIMUM SPEED LIMITS AND ENFORCEMENT

<table>
<thead>
<tr>
<th>National Speed Limit Law</th>
<th>URBAN ROADS</th>
<th>RURAL ROADS</th>
<th>MOTORWAYS</th>
<th>Manual and Automated Speed Enforcement</th>
</tr>
</thead>
<tbody>
<tr>
<td>+ 30 km/h</td>
<td>+ 20 km/h</td>
<td>+ 20 km/h</td>
<td>Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits</td>
<td></td>
</tr>
</tbody>
</table>

### MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN KYRGYZSTAN:

- **NARROWING**
  - Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.

- **VERTICAL DEFLECTIONS**
  - Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.

- **HORIZONTAL DEFLECTION**
  - Used to make vehicles swerve slightly, include chicane, pedestrian refuges, chokers etc.

- **BLOCK OR RESTRICT ACCESS**
  - Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

### SAFE VEHICLES

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

### VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS

<table>
<thead>
<tr>
<th>Total Registered Vehicles as of 2016</th>
<th>Motorized 2/3 wheelers as of 2016</th>
<th>Country Compliance to the UN Vehicle Safety Regulations</th>
</tr>
</thead>
<tbody>
<tr>
<td>958,187</td>
<td>2.3%</td>
<td>FRONTAL AND SIDE IMPACT (Reg. 94, 95)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>MOTORCYCLE ANTI-LOCK BRAKING SYSTEM (Reg. 78)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>PEDESTRIAN PROTECTION (Reg. 127)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>ELECTRONIC STABILITY CONTROL (Reg. 140)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>SEAT BELTS AND ANCHORAGES (Reg. 16, 14)</td>
</tr>
<tr>
<td></td>
<td>Regulated</td>
<td>10 Yrs.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>No</td>
</tr>
<tr>
<td>IMPORT AGE LIMIT</td>
<td>TAXATION BASED LIMITS</td>
<td>IMPORT INSPECTIONS</td>
</tr>
<tr>
<td>PERIODIC INSPECTION</td>
<td></td>
<td>PERIODIC INSPECTION</td>
</tr>
</tbody>
</table>

### NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)

- **Prohibited under 12 yrs**
- **18 yrs.**

### SAFE ROAD USERS

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

**NATIONAL SEATBELT LAW**
- Prohibited under 12 yrs
- 18 yrs.

**MOTORCYCLE LAW**
- Helmet standards

**LEGAL MINIMUM DRIVING AGE**
- Not Known

### POST CRASH CARE

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

<table>
<thead>
<tr>
<th>National, Multiple Numbers</th>
<th>None</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Emergency Care Access Number</td>
<td>Trauma Registry System</td>
</tr>
</tbody>
</table>

Kyrgyzstan has several emergency numbers. These are 102 (Police); 103 (Ambulance).

### REFERENCES

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Lao PDR has a lead agency present, National Road Safety Committee (NRSC), which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country only has a fatal road safety target, to reduce fatalities by 50% with a timeline of 2011 - 2020.

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Lao PDR has a lead agency present, National Road Safety Committee (NRSC), which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country only has a fatal road safety target, to reduce fatalities by 50% with a timeline of 2011 - 2020.

Information on Infrastructure in Lao PDR:
Partial Audit/Star Rating Required for New Road Infrastructure;
No Inspection/Star Rating Required for Existing Roads;
Investment Allocated to Upgrade High Risk Locations

Road Infrastructure Star Rating Results

Business Case for Safer Roads

Infrastructure and Speed Management Investment required: $771.93 million
Annual Investment as a % of GDP (2019-2030): 0.34%
Reduction in fatalities per year: 388
Approximate reduction in fatalities and serious injuries (FSI) over 20 years: 90,000
Economic Benefit: $3.56 billion
B/C Ratio: 5

75% Percentage of Road Crash Fatalities and Injuries in the economically productive age groups (15 - 64 years.)
3:1 Ratio of Male to Female Fatalities with the 15 - 49 year age group being most vulnerable to fatalities

1,502 life yrs. affected due to disability from road crash injuries per 100,000 people
Spedding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

### Maximum Speed Limits and Enforcement

<table>
<thead>
<tr>
<th>Category</th>
<th>Value 1</th>
<th>Value 2</th>
<th>Not Known</th>
<th>Manual</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Speed Limit Law</td>
<td>40 km/h</td>
<td>90 km/h</td>
<td>Not Known</td>
<td>Manual</td>
</tr>
<tr>
<td>Urban Roads</td>
<td>+10 km/h</td>
<td>+20 km/h</td>
<td>-</td>
<td>2 times lower</td>
</tr>
<tr>
<td>Rural Roads</td>
<td></td>
<td></td>
<td></td>
<td>3 times lower</td>
</tr>
<tr>
<td>Motorways</td>
<td></td>
<td></td>
<td></td>
<td>-</td>
</tr>
</tbody>
</table>

### Major Speed Calming Measures Being Implemented in Lao PDR:

- **Narrowing**: Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- **Vertical Deflections**: Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- **Horizontal Deflection**: Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- **Block or Restrict Access**: Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

### Safe Vehicles

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

#### Vehicle Registration, Standards and Import Regulations

<table>
<thead>
<tr>
<th>Category</th>
<th>Total Registered Vehicles</th>
<th>Motorized 2/3 Wheelers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Registered Vehicles As Of 2016</td>
<td>1,850,020</td>
<td>76.9%</td>
</tr>
<tr>
<td>Motorized 2/3 Wheelers As Of 2016</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Country Compliance to the UN Vehicle Safety Regulations

- **Motorcycle Anti-Lock Braking System (Reg. 78)**: No
- **Motorcycle Braking System (Reg. 94, 95)**: No
- **Motorcycle Stability Control (Reg. 140)**: No
- **Seat Belts and Anchorages (Reg. 16, 14)**: No
- **Motorcycle Occupant Age Restriction**: Not restricted
- **Helmet Standards**: Not restricted
- **General Population Blood Alcohol Concentration (BAC) Limits (g/dl)**: ≤0.05
- **Young Drivers Blood Alcohol Concentration (BAC) Limits (g/dl)**: ≤0.05
- **Professional Drivers Blood Alcohol Concentration (BAC) Limits (g/dl)**: 0.00
- **Random Drink Driving Tests**: Yes
- **% of Road Crash Fatalities Involving Alcohol**: Not Known

### Safe Road Users

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

#### National Seatbelt, Drink Driving and Helmet Laws (WHO, 2018)

- **National Seatbelt Law**: Yes
- **Motorcycle Helmet Law**: Yes
- **Helmet Standards**: Not restricted
- **Motorcycle Occupant Age Restriction**: Not known
- **National Drink Driving Law**: Not applicable
- **General Population Blood Alcohol Concentration (BAC) Limits (g/dl)**: ≤0.05
- **Young Drivers Blood Alcohol Concentration (BAC) Limits (g/dl)**: ≤0.05
- **Professional Drivers Blood Alcohol Concentration (BAC) Limits (g/dl)**: 0.00
- **Random Drink Driving Tests**: Yes
- **% of Road Crash Fatalities Involving Alcohol**: Not Known

### Post Crash Care

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

#### Partial Coverage

- **National Emergency Care Access Number**: Not applicable
- **Trauma Registry System**: Not applicable

Lao PDR has several emergency numbers. These are 191 (Police); 190 (Ambulance).

### References

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended. Lebanon has a lead agency present, National Road Safety Council, which is funded in the national budget. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has no known road safety target.

Business Case for Safer Roads

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is 'built-in' to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results

NO ROAD ASSESSMENT SURVEY DATA FOR LEBANON IS PUBLICLY AVAILABLE ON THE iRAP WEBSITE.

Information on Infrastructure in Lebanon:

Partial Audit/Star Rating Required for New Road Infrastructure;

No Inspection/Star Rating Required for Existing Roads;

Investment is not Allocated to Upgrade High Risk Locations
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

### Maximum Speed Limits and Enforcement

<table>
<thead>
<tr>
<th>Speed Limit Law</th>
<th>Urban Roads</th>
<th>Rural Roads</th>
<th>Motorways</th>
<th>Enforcement</th>
</tr>
</thead>
<tbody>
<tr>
<td>50 km/h</td>
<td>+20 km/h</td>
<td>Appropriate</td>
<td>Low Risk</td>
<td>Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits</td>
</tr>
<tr>
<td>70 km/h</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>100 km/h</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Major Speed Calming Measures Being Implemented in Lebanon:

- **Narrowing:** Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- **Vertical Deflections:** Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- **Horizontal Deflection:** Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- **Block or Restrict Access:** Include median dividers, closing streets to create pedestrian zones, cul-de-sacs etc.

### Safe Vehicels

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

### Vehicle Registration, Standards and Import Regulations

<table>
<thead>
<tr>
<th>Total Registered Vehicles</th>
<th>Motorized 2/3 Wheelers</th>
<th>Country Compliance to the UN Vehicle Safety Regulations</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,866,407</td>
<td>6.7%</td>
<td>FRONTAL AND SIDE IMPACT (Reg. 94, 95)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>MOTORCYCLE ANTI-LOCK BRAKING SYSTEM (Reg. 78)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>PEDESTRIAN PROTECTION (Reg. 127)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>ELECTRONIC STABILITY CONTROL (Reg. 140)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>SEAT BELTS AND ANCHORAGES (Reg. 16, 14)</td>
</tr>
</tbody>
</table>

### Safe Road Users

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

### National Seatbelt, Drink Driving and Helmet Laws (WHO, 2018)

<table>
<thead>
<tr>
<th>Law</th>
<th>Young Drivers</th>
<th>Professional Drivers</th>
<th>Random Drink Driving Tests</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Seatbelt Law</td>
<td>(Reg. 14, 16)</td>
<td>(Reg. 14, 16)</td>
<td>(Reg. 14, 16)</td>
</tr>
<tr>
<td>Driver</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Front</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Back</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Prohibited under 10 yrs</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>18 yrs.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Post Crash Care

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

<table>
<thead>
<tr>
<th>Country</th>
<th>National Emergency Care Access Number</th>
<th>Trauma Registry System</th>
<th>Country Health Coverage Index - SDG</th>
<th>Expenditure on Healthcare as % of GDP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lebanon</td>
<td>None</td>
<td>None</td>
<td>68</td>
<td>8%</td>
</tr>
</tbody>
</table>

### References

ROAD SAFETY COUNTRY PROFILE
Lesotho

THE SCALE OF THE ROAD SAFETY CHALLENGE
Ref: 1,2,3,4,5

ROAD CRASH FATALITIES AND INJURIES SNAPSHOT

| Country Population, 2016: 2,203,821 |
| Country Reported Fatalities, 2016: 318 |
| WHO Estimated Fatalities, 2016: 638 |
| GBD Estimated Fatalities, 2016: 831 |
| WHO Est. Fatalities per 100,000 Pop., 2016: 28.90 |
| GBD Est. Fatalities per 100,000 Pop., 2016: 42.86 |
| Estimated Serious Injuries, 2016: 9,570 |
| Cost of Fatalities and Serious Injuries, 2016: $223.65 million |
| Cost as % of country GDP, 2016: 9.6% |

81% Percentage of Road Crash Fatalities and Injuries in the economically productive age groups (15 - 64 years.)

4 : 1 Ratio of Male to Female Fatalities with the 15 - 49 year age group being most vulnerable to fatalities

2,424 life yrs. affected due to disability from road crash injuries per 100,000 people

POSITIONING OF COUNTRY IN THE REGION (COMPARSED TO COUNTRIES WITH THE LOWEST TRAFFIC FATALITIES IN THE REGION AND GLOBALLY)

<table>
<thead>
<tr>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate/100,000 (2013 - 2016)</th>
<th>Motorization Registered Vehicles/100,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lesotho</td>
<td>638</td>
<td>28.9</td>
<td>42.9</td>
<td>-5.8%</td>
<td>5,581</td>
</tr>
</tbody>
</table>

BEST PERFORMING COUNTRIES IN REGION

<table>
<thead>
<tr>
<th>Country</th>
<th>WHO Estimated Fatalities</th>
<th>GBD Estimated Fatalities</th>
<th>WHO Estimated Fatality Rate/100,000 pop.</th>
<th>GBD Estimated Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate/100,000 (2013 - 2016)</th>
<th>Motorization Registered Vehicles/100,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mauritius</td>
<td>173</td>
<td>168</td>
<td>13.7</td>
<td>13.2</td>
<td>4.4%</td>
<td>40,224</td>
</tr>
<tr>
<td>Nigeria</td>
<td>39,802</td>
<td>19,710</td>
<td>21.4</td>
<td>9.9</td>
<td>0.8%</td>
<td>6,309</td>
</tr>
</tbody>
</table>

BEST PERFORMING COUNTRIES GLOBALLY

<table>
<thead>
<tr>
<th>Country</th>
<th>WHO Estimated Fatalities</th>
<th>GBD Estimated Fatalities</th>
<th>WHO Estimated Fatality Rate/100,000 pop.</th>
<th>GBD Estimated Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate/100,000 (2013 - 2016)</th>
<th>Motorization Registered Vehicles/100,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Switzerland</td>
<td>223</td>
<td>334</td>
<td>2.65</td>
<td>3.89</td>
<td>-5.4%</td>
<td>71,182</td>
</tr>
<tr>
<td>Norway</td>
<td>143</td>
<td>215</td>
<td>2.72</td>
<td>4.09</td>
<td>2.4%</td>
<td>75,544</td>
</tr>
<tr>
<td>Singapore</td>
<td>155</td>
<td>197</td>
<td>2.76</td>
<td>3.53</td>
<td>-4.9%</td>
<td>16,604</td>
</tr>
<tr>
<td>Sweden</td>
<td>278</td>
<td>390</td>
<td>2.83</td>
<td>3.88</td>
<td>-3.2%</td>
<td>62,037</td>
</tr>
</tbody>
</table>

ROAD SAFETY MANAGEMENT
Ref: 1

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Lesotho has a lead agency present, Department of Road Safety, which is funded in the national budget. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has no known road safety target.

SAFE ROADS AND ROADSIDES
Ref: 1, 4

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is 'built-in' to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results

NO ROAD ASSESSMENT SURVEY DATA FOR LESOTHO IS PUBLICLY AVAILABLE ON THE iRAP WEBSITE.

Information on Infrastructure in Lesotho:

Audit/Star Rating Required for New Road Infrastructure;
Inspection/Star Rating Required for Existing Roads;
Investment is not Allocated to Upgrade High Risk Locations

Business Case for Safer Roads

<table>
<thead>
<tr>
<th>Infrastructure and Speed Management Investment required:</th>
<th>Not Assessed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Annual Investment as a % of GDP (2019-2030):</td>
<td>Not Assessed</td>
</tr>
<tr>
<td>Reduction in fatalities per year:</td>
<td>Not Assessed</td>
</tr>
<tr>
<td>Approximate reduction in fatalities and serious injuries (FSI) over 20 years:</td>
<td>Not Assessed</td>
</tr>
<tr>
<td>Economic Benefit:</td>
<td>Not Assessed</td>
</tr>
<tr>
<td>B/C Ratio:</td>
<td>N.A</td>
</tr>
</tbody>
</table>

PILLAR 1

PILLAR 2
**ROAD SAFETY COUNTRY PROFILE**

**Lesotho**

**SAFE SPEEDS** Ref: 1,7,8

Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

**MAXIMUM SPEED LIMITS AND ENFORCEMENT**

<table>
<thead>
<tr>
<th>National Speed Limit Law</th>
<th>Urban Roads</th>
<th>Rural Roads</th>
<th>Motorways</th>
<th>Speed Enforcement</th>
</tr>
</thead>
<tbody>
<tr>
<td>50 km/h</td>
<td>80 km/h</td>
<td>Not Known</td>
<td>Manual</td>
<td></td>
</tr>
</tbody>
</table>

Difference with Recommended Safe Systems Speeds:
- Urban Roads: +20 km/h
- Rural Roads: +10 km/h
- Motorways: -

Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits:
- 4 times lower
- 2 times lower
- -

**MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN LESOTHO:**

- **NARROWING**
  - Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.

- **VERTICAL DEFLECTIONS**
  - Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.

- **HORIZONTAL DEFLECTION**
  - Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.

- **BLOCK OR RESTRICT ACCESS**
  - Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

**SAFE VEHICLES** Ref: 1,8

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

**VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS**

<table>
<thead>
<tr>
<th>Total Registered Vehicles as of 2016</th>
<th>Motorized 2/3 Wheelers as of 2016</th>
<th>Country Compliance to the UN Vehicle Safety Regulations</th>
</tr>
</thead>
<tbody>
<tr>
<td>122,997</td>
<td>Not Known</td>
<td>Regulated</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Regulation of Import of Used Vehicles</th>
<th>Import Age Limit</th>
<th>Taxation Based Limits</th>
<th>Import Inspections</th>
<th>Periodic Inspection</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regulated</td>
<td>8 Yrs.</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
</tbody>
</table>

**SAFE ROAD USERS** Ref: 1,8

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

**NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)**

<table>
<thead>
<tr>
<th>National Seatbelt Law</th>
<th>Driver Front</th>
<th>Driver Back</th>
<th>Motorcycle Helmet Law</th>
<th>Helmet Standards</th>
<th>Motorcycle Occupant Age Restriction</th>
<th>Legal Minimum Driving Age</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regulated</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Not restricted</td>
<td>18 yrs.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>National Drink Driving Law</th>
<th>Is Law BAC Based?</th>
<th>General Population</th>
<th>Young Drivers</th>
<th>Professional Drivers</th>
<th>Random Drink Driving Tests</th>
<th>% of Road Crash Fatalities Involving Alcohol</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regulated</td>
<td>Yes</td>
<td>≤0.08</td>
<td>≤0.08</td>
<td>≤0.08</td>
<td>Approx. 60.0%</td>
<td></td>
</tr>
</tbody>
</table>

**POST CRASH CARE** Ref: 1,8,9

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

<table>
<thead>
<tr>
<th>Partial Coverage</th>
<th>National Emergency Care Access Number</th>
<th>Trauma Registry System</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td>45 COUNTRY HEALTH COVERAGE INDEX - SDG</td>
<td>Target 3.8; Target - 100</td>
</tr>
</tbody>
</table>

Lesotho has several emergency numbers. These are 123 (Police); 121 (Ambulance).

**REFERENCES**

ROAD SAFETY COUNTRY PROFILE: Liberia

THE SCALE OF THE ROAD SAFETY CHALLENGE

ROAD CRASH FATALITIES AND INJURIES SNAPSHOT

- Country Population, 2016: 4,613,823
- Country Reported Fatalities, 2016: 175
- WHO Estimated Fatalities, 2016: 1,657
- GBD Estimated Fatalities, 2016: 502
- WHO Est. Fatalities per 100,000 Pop., 2016: 35.90
- GBD Est. Fatalities per 100,000 Pop., 2016: 10.86
- Estimated Serious Injuries, 2016: 24,855
- Cost of Fatalities and Serious Injuries, 2016: $391.42 million
- Cost as % of country GDP, 2016: 11.9%

FATALITIES BY USER COMPARISON CHART

- Liberia Mean in Region
- Mean in LICs

POSITIONING OF COUNTRY IN THE REGION (COMPAARED TO COUNTRIES WITH THE LOWEST TRAFFIC FATALITIES IN THE REGION AND GLOBALLY)

<table>
<thead>
<tr>
<th>Country</th>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate/100,000 (2013 - 2016)</th>
<th>Motorization Registered Vehicles/100,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Liberia</td>
<td>1,657</td>
<td>502</td>
<td>35.9</td>
<td>10.9</td>
<td>-8.8%</td>
<td>23,518</td>
</tr>
<tr>
<td>Mauritius</td>
<td>173</td>
<td>168</td>
<td>13.7</td>
<td>13.2</td>
<td>4.4%</td>
<td>40,224</td>
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<td>Nigeria</td>
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<td>21.4</td>
<td>9.9</td>
<td>0.8%</td>
<td>6,309</td>
</tr>
</tbody>
</table>

BEST PERFORMING COUNTRIES IN REGION

- Switzerland: 223
- Norway: 143
- Singapore: 155
- Sweden: 278

BEST PERFORMING COUNTRIES GLOBALLY

- Switzerland: 71,182
- Norway: 75,544
- Singapore: 16,604
- Sweden: 62,037

ROAD SAFETY MANAGEMENT

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

LIBERIA HAS NO ROAD SAFETY LEAD AGENCY, NATIONAL ROAD SAFETY STRATEGY AND ROAD SAFETY TARGETS.

SAFE ROADS AND ROADSIDES

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (IRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is 'built-in' to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results

NO ROAD ASSESSMENT SURVEY DATA FOR LIBERIA IS PUBLICLY AVAILABLE ON THE IRAP WEBSITE.

Business Case for Safer Roads

- Infrastructure and Speed Management Investment required: $137.8 million
- Annual Investment as a % of GDP (2019-2030): 0.52%
- Reduction in fatalities per year: 639
- Approximate reduction in fatalities and serious injuries (FSI) over 20 years: 140,000
- Economic Benefit: $1 billion
- B/C Ratio: 7

Ratio of Male to Female Fatalities with the 15 - 49 year age group being most vulnerable to fatalities

61% Percentage of Road Crash Fatalities and Injuries in the economically productive age groups (15 - 64 years.)

626 life yrs. affected due to disability from road crash injuries per 100,000 people

Information on Infrastructure in Liberia:

Audit/Star Rating Required for New Road Infrastructure;
Inspection/Star Rating Required for Existing Roads;
Investment is not Allocated to Upgrade High Risk Locations

Ref: 1,2,3,4,5

Information on Road Safety in Liberia:

Ref: 1,4

Country of Liberia:

Country Population, 2016: 4,613,823
Country Reported Fatalities, 2016: 175
WHO Estimated Fatalities, 2016: 1,657
GBD Estimated Fatalities, 2016: 502
WHO Est. Fatalities per 100,000 Pop., 2016: 35.90
GBD Est. Fatalities per 100,000 Pop., 2016: 10.86
Estimated Serious Injuries, 2016: 24,855
Cost of Fatalities and Serious Injuries, 2016: $391.42 million
Cost as % of country GDP, 2016: 11.9%

Road Infrastrucure Star Rating Results

NO ROAD ASSESSMENT SURVEY DATA FOR LIBERIA IS PUBLICLY AVAILABLE ON THE IRAP WEBSITE.
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

### Maximum Speed Limits and Enforcement

<table>
<thead>
<tr>
<th>Speed Limit (km/h)</th>
<th>Urban Roads</th>
<th>Rural Roads</th>
<th>Motorways</th>
<th>Enforcement</th>
</tr>
</thead>
<tbody>
<tr>
<td>40</td>
<td>URBAN ROADS</td>
<td>+ 10 km/h</td>
<td>Appropriate</td>
<td>Low Risk</td>
</tr>
<tr>
<td>56</td>
<td>URBAN ROADS</td>
<td>2 times lower</td>
<td>Appropriate</td>
<td>Low Risk</td>
</tr>
<tr>
<td>72</td>
<td>MOTORWAYS</td>
<td></td>
<td></td>
<td>Manual</td>
</tr>
</tbody>
</table>

**Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits**


### Safe Vehicles

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

#### Vehicle Registration, Standards and Import Regulations

<table>
<thead>
<tr>
<th>Total Registered Vehicles as of 2016</th>
<th>Motorized 2/3 Wheelers as of 2016</th>
<th>Country Compliance to the UN Vehicle Safety Regulations</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,085,075</td>
<td>0.3%</td>
<td>Regulated</td>
</tr>
</tbody>
</table>

**Regulation of Import of Used Vehicles**

- Yes
- Import Age Limit: 12 Yrs.
- Taxation Based Limits: No
- Import Inspections: Yes
- Periodic Inspection: No

### Safe Road Users

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

#### National Seatbelt, Drink Driving and Helmet Laws (WHO, 2018)

<table>
<thead>
<tr>
<th>National Seatbelt Law</th>
<th>Drink Driving Law</th>
<th>Helmet Law</th>
<th>Motorcycle Occupant Age Restriction</th>
<th>Legal Minimum Driving Age</th>
</tr>
</thead>
<tbody>
<tr>
<td>Driver</td>
<td>Front</td>
<td>Back</td>
<td>Prohibited under 13 yrs</td>
<td>18 yrs.</td>
</tr>
<tr>
<td>&lt;0.15</td>
<td>&lt;0.15</td>
<td>&lt;0.15</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Blood Alcohol Concentration (BAC) Limits (g/dl)**

- General Population: <0.15
- Young Drivers: <0.15
- Professional Drivers: <0.15

### Post Crash Care

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

#### National, Single Number

- National Emergency Care Access Number: None
- Trauma Registry System: None

**Country Health Coverage Index - SDG Target 3.8; Target - 100**

- Coverage Index: 34
- Expenditure on Healthcare as % of GDP: 10%
ROAD SAFETY COUNTRY PROFILE

Libya

Middle East and North Africa (MENA)

THE SCALE OF THE ROAD SAFETY CHALLENGE

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Libya has a lead agency present, Department of Tra and Licenses, Ministry of Interior, which isn’t funded in the national budget. Libya has a road safety strategy which is also not funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has both a fatal and non-fatal road safety target, to reduce fatalities by 3 - 5 % (renewed every three years) with a timeline of 2017 - 2019.

SAFE ROADS AND ROADSIDES

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results

NO ROAD ASSESSMENT SURVEY DATA FOR LIBYA IS PUBLICLY AVAILABLE ON THE IRAP WEBSITE.

Information on Infrastructure in Libya:

Audit/Star Rating Required for New Road Infrastructure;
No Inspection/Star Rating Required for Existing Roads;
Investment Allocated to Upgrade High Risk Locations

Business Case for Safer Roads

Infrastructure and Speed Management Investment required: $ 3.25 billion
Annual Investment as a % of GDP (2019-2030): 0.57%
Reduction in fatalities per year: 1,678
Approximate reduction in fatalities and serious injuries (FSI) over 20 years: 370,000
Economic Benefit: $ 40.74 billion
B/C Ratio: 13

83% Percentage of Road Crash Fatalities and Injuries in the economically productive age groups (15 - 64 years.)
3 : 1 Ratio of Male to Female Fatalities with the 15 - 49 year age group being most vulnerable to fatalities
1,373 life yrs. affected due to disability from road crash injuries per 100,000 people
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

### MAXIMUM SPEED LIMITS AND ENFORCEMENT

<table>
<thead>
<tr>
<th>Speed Limit Law</th>
<th>Urban Roads</th>
<th>Rural Roads</th>
<th>Motorways</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Speed Limit Law</td>
<td>50 km/h</td>
<td>85 km/h</td>
<td>100 km/h</td>
</tr>
<tr>
<td>Difference with Recommended Safe Systems Speeds</td>
<td>+ 20 km/h</td>
<td>+ 15 km/h</td>
<td>+ 10 km/h</td>
</tr>
</tbody>
</table>

Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits

<table>
<thead>
<tr>
<th>Major Speed Calming Measures Being Implemented in Libya:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Narrowing: Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.</td>
</tr>
<tr>
<td>Vertical Deflections: Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.</td>
</tr>
<tr>
<td>Horizontal Deflection: Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.</td>
</tr>
<tr>
<td>Block or Restrict Access: Include median dividers, closing streets to create pedestrian zones, cul-de-sacs etc.</td>
</tr>
</tbody>
</table>

### SAFE VEHICLES

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

### VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS

<table>
<thead>
<tr>
<th>Total Registered Vehicles as of 2016</th>
<th>3,553,497</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motorized 2/3 Wheelers as of 2016</td>
<td>0.1%</td>
</tr>
</tbody>
</table>

Country Compliance to the UN Vehicle Safety Regulations:

<table>
<thead>
<tr>
<th>Regulation of Import of Used Vehicles</th>
<th>Regulated</th>
<th>5 Yrs.</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Import Age Limit</td>
<td>Yes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Taxation Based Limits</td>
<td>Yes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Import Inspections</td>
<td>Yes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Periodic Inspection</td>
<td>No</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### SAFE ROAD USERS

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

**National Seatbelt, Drink Driving and Helmet Laws (WHO, 2018)**

<table>
<thead>
<tr>
<th>National Seatbelt Law</th>
<th>Driver</th>
<th>Front</th>
<th>Back</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motorcycle Helmet Law</td>
<td>Yes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Helmet Standards</td>
<td>No</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Motorcycle Occupant Age Restriction</td>
<td>Not restricted</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Legal Minimum Driving Age</td>
<td>Approx. 1.2%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>National Drink Driving Law</th>
<th>Is Law BAC Based?</th>
<th>General Population</th>
<th>Young Drivers</th>
<th>Professional Drivers</th>
<th>Random Drink Driving Tests</th>
<th>% of Road Crash Fatalities Involving Alcohol</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### POST CRASH CARE

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

**National, Single Number**

<table>
<thead>
<tr>
<th>National Emergency Care Access Number</th>
<th>Trauma Registry System</th>
</tr>
</thead>
<tbody>
<tr>
<td>National</td>
<td>Country Health Coverage Index - SDG Target 3.8: Target - 100</td>
</tr>
</tbody>
</table>

Libya has a single emergency number. This is 1515.

### REFERENCES

ROAD SAFETY COUNTRY PROFILE

Macedonia

Europe and Central Asia (ECA)

THE SCALE OF THE ROAD SAFETY CHALLENGE

Country Population, 2016: 2,081,206
Country Reported Fatalities, 2016: 148
WHO Estimated Fatalities, 2016: 134
GBD Estimated Fatalities, 2016: 164
WHO Est. Fatalities per 100,000 Pop., 2016: 6.40
GBD Est. Fatalities per 100,000 Pop., 2016: 7.55
Estimated Serious Injuries, 2016: 2,010
Cost of Fatalities and Serious Injuries, 2016: $228.48 million
Cost as % of country GDP, 2016: 2.1%

73% Percentage of Road Crash Fatalities and Injuries in the economically productive age groups (15 - 64 years.)
3 : 1 Ratio of Male to Female Fatalities with the 15 - 49 year age group being most vulnerable to fatalities
568 life yrs. affected due to disability from road crash injuries per 100,000 people

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Macedonia has a lead agency present, Republic Council on Road Traffic Safety and Coordination Body of the Government of Republic of Macedonia, which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has both a fatal and non-fatal road safety target, to reduce fatalities to EU average, young driver fatalities by 30%, and child victims to zero with a timeline of 2015 - 2020.

ROAD SAFETY MANAGEMENT

Improved infrastructure provides solid and well understood crash and injury reduction outcomes. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is 'built-in' to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

SAFE ROADS AND ROADSIDES

Surveyed Road Statistics:
- 93% with no formal footpaths
- 98% with no pedestrian crossings
- 49% undivided with veh. speeds > 80 kph

Vehicle Occupant Travel: 697,509,391 km; Pedestrian Travel: 38,478,300 km; Motorcyclist Travel: 21,572,455 km; Cyclist Travel: 3,648,540 km

Business Case for Safer Roads
- Infrastructure and Speed Management Investment required: $460.92 million
- Annual Investment as a % of GDP (2019-2030): 0.31%
- Reduction in fatalities per year: 73
- Approximate reduction in fatalities and serious injuries (FSI) over 20 years: 20,000
- Economic Benefit: $1.44 billion

B/C Ratio: 3
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

MAXIMUM SPEED LIMITS AND ENFORCEMENT

<table>
<thead>
<tr>
<th>NATIONAL SPEED LIMIT LAW</th>
<th>URBAN ROADS</th>
<th>RURAL ROADS</th>
<th>MOTORWAYS</th>
</tr>
</thead>
<tbody>
<tr>
<td>50 km/h</td>
<td>+20 km/h</td>
<td>+20 km/h</td>
<td>+40 km/h</td>
</tr>
</tbody>
</table>

SPEED ENFORCEMENT

Difference with Recommended Safe Systems Speeds

- 4 times lower
- 3 times lower
- 4 times lower

Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits

MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN MACEDONIA:

- NARROWING
  - Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.

- VERTICAL DEFLECTIONS
  - Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.

- HORIZONTAL DEFLECTION
  - Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.

- BLOCK OR RESTRICT ACCESS
  - Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

SAFE VEHICLES

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS

<table>
<thead>
<tr>
<th>TOTAL REGISTERED VEHICLES AS OF 2016</th>
<th>MOTORIZED 2/3 WHEELERS AS OF 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>442,962</td>
<td>2.3%</td>
</tr>
</tbody>
</table>

COUNTRY COMPLIANCE TO THE UN VEHICLE SAFETY REGULATIONS

- FRONTAL AND SIDE IMPACT (Reg. 94, 95)
- MOTORCYCLE ANTI-LOCK BRAKING SYSTEM (Reg. 78)
- PEDESTRIAN PROTECTION (Reg. 127)
- ELECTRONIC STABILITY CONTROL (Reg. 140)
- SEAT BELTS AND ANCHORAGES (Reg. 16, 14)

SAFE ROAD USERS

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)

<table>
<thead>
<tr>
<th>NATIONAL SEATBELT LAW</th>
<th>DRIVER FRONT</th>
<th>BACK</th>
<th>MOTORCYCLE HELMET LAW</th>
<th>HELMET STANDARDS</th>
<th>MOTORCYCLE OCCUPANT AGE RESTRICTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regulated</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>Not restricted</td>
</tr>
<tr>
<td>IS LAW BAC BASED?</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>16 yrs.</td>
</tr>
<tr>
<td>BLOOD ALCOHOL CONCENTRATION (BAC) LIMITS (g/dl)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GENERAL POPULATION</td>
<td>≤0.05</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>16 yrs.</td>
</tr>
<tr>
<td>YOUNG DRIVERS</td>
<td>&lt; 0.01</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>16 yrs.</td>
</tr>
<tr>
<td>PROFESSIONAL DRIVERS</td>
<td>≤0.009</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>16 yrs.</td>
</tr>
<tr>
<td>RANDOM DRINK DRIVING TESTS</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>16 yrs.</td>
</tr>
<tr>
<td>% OF ROAD CRASH FATALITIES INVOLVING ALCOHOL</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
</tr>
</tbody>
</table>

POST CRASH CARE

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

National, Multiple Numbers

<table>
<thead>
<tr>
<th>NATIONAL EMERGENCY CARE ACCESS NUMBER</th>
<th>TRAUMA REGISTRY SYSTEM</th>
</tr>
</thead>
<tbody>
<tr>
<td>COUNTRY HEALTH COVERAGE INDEX - SDG</td>
<td>70</td>
</tr>
<tr>
<td>Target 3.8: Target = 100</td>
<td>EXPENDITURE ON HEALTHCARE AS % OF GDP</td>
</tr>
<tr>
<td>6%</td>
<td>70</td>
</tr>
</tbody>
</table>

Macedonia has several emergency numbers. These are 112 (General); 192 (Police); 194 (Ambulance).

REFERENCES

ROAD SAFETY COUNTRY PROFILE

Madagascar

THE SCALE OF THE ROAD SAFETY CHALLENGE

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Madagascar has a lead agency present, Intersectoral Committee for Road Safety (CISR), Ministry of Transport and Meteorology, which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has both a fatal and non-fatal road safety target, to reduce fatalities by 5% with a timeline of 2015 - 2017 (Expired).

SAFE ROADS AND ROADSIDES

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results

NO ROAD ASSESSMENT SURVEY DATA FOR MADAGASCAR IS PUBLICLY AVAILABLE ON THE iRAP WEBSITE.

Information on Infrastructure in Madagascar:

Audit/Star Rating Required for New Road Infrastructure;

Inspection/Star Rating Required for Existing Roads;

Investment is not Allocated to Upgrade High Risk Locations

Business Case for Safer Roads

<table>
<thead>
<tr>
<th>Infrastructure and Speed Management</th>
</tr>
</thead>
<tbody>
<tr>
<td>Investment required:</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>$ 487.19 million</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Annual Investment as a % of GDP</th>
</tr>
</thead>
<tbody>
<tr>
<td>(2019-2030):</td>
</tr>
<tr>
<td>0.36%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Reduction in fatalities per year</th>
</tr>
</thead>
<tbody>
<tr>
<td>2,872</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Approximate reduction in fatalities and serious injuries (FSI) over 20 years</th>
</tr>
</thead>
<tbody>
<tr>
<td>630,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Economic Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>$ 4.05 billion</td>
</tr>
</tbody>
</table>

B/C Ratio: 8

69% Percentage of Road Crash Fatalities and Injuries in the economically productive age groups (15 - 64 years.)

3 : 1 Ratio of Male to Female Fatalities with the 15 - 49 year age group being most vulnerable to fatalities

786 life yrs. affected due to disability from road crash injuries per 100,000 people
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

### Maximum Speed Limits and Enforcement

<table>
<thead>
<tr>
<th></th>
<th>NATIONAL SPEED LIMIT LAW</th>
<th>URBAN ROADS</th>
<th>RURAL ROADS</th>
<th>MOTORWAYS</th>
<th>SPEED ENFORCEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>NATIONAL</strong></td>
<td>50 km/h</td>
<td>Not Known</td>
<td>Not Known</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Difference with Recommended Safe Systems Speeds</td>
<td>+ 20 km/h</td>
<td>-</td>
<td>-</td>
<td>Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits</td>
<td></td>
</tr>
<tr>
<td><strong>Horizontal Deflection</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Vertical Deflections</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Block or Restrict Access</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Major Speed Calming Measures Being Implemented in Madagascar:

- **Narrowing**: Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- **Vertical Deflections**: Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- **Horizontal Deflection**: Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- **Block or Restrict Access**: Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

### Safe Vehicles

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

### Vehicle Registration, Standards and Import Regulations

- **Total Registered Vehicles as of 2016**: 236,979
- **Motorized 2/3 Wheelers as of 2016**: 18.1%

### Safe Road Users

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

### National Seatbelt, Drink Driving and Helmet Laws (WHO, 2018)

- **National Seatbelt Law**: Not restricted
- **Motorcycle Helmet Law**: Not restricted
- **Helmet Standards**: Not restricted
- **Motorcycle Occupant Age Restriction**: Not restricted
- **Legal Minimum Driving Age**: 18 yrs.
- **National Drink Driving Law**: Not Known
- **IS LAW BAC BASED?**: Not Known
- **General Population Blood Alcohol Concentration (BAC) Limits (g/dl)**: <0.08
- **Young Drivers Blood Alcohol Concentration (BAC) Limits (g/dl)**: <0.08
- **Professional Drivers Blood Alcohol Concentration (BAC) Limits (g/dl)**: <0.08
- **Random Drink Driving Tests**: None
- **% of Road Crash Fatalities Involving Alcohol**: Not Known

### Post Crash Care

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

- **Partial Coverage**: National Emergency Care Access Number
- **Country Health Coverage Index - SDG Target 3.8; Target - 100**: 30
- **Expenditure on Healthcare as % of GDP**: 6%

### References

ROAD SAFETY COUNTRY PROFILE Malawi

THE SCALE OF THE ROAD SAFETY CHALLENGE

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Malawi has a lead agency present, Directorate of Road Traffic and Safety Services, Ministry of Transport and Public Works, which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has both a fatal and non-fatal road safety target, to reduce fatalities by 20% with a timeline of 2015 - 2020.

ROAD SAFETY MANAGEMENT

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Malawi has a lead agency present, Directorate of Road Traffic and Safety Services, Ministry of Transport and Public Works, which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has both a fatal and non-fatal road safety target, to reduce fatalities by 20% with a timeline of 2015 - 2020.

SAFE ROADS AND ROADSIDES

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results

Information on Infrastructure in Malawi:
Partial Audit/Star Rating Required for New Road Infrastructure;
No Inspection/Star Rating Required for Existing Roads;
Investment is not Allocated to Upgrade High Risk Locations

NO ROAD ASSESSMENT SURVEY DATA FOR MALAWI IS PUBLICLY AVAILABLE ON THE iRAP WEBSITE.

Business Case for Safer Roads

| Infrastructure and Speed Management Investment required: |
| | $200.85 million |
| Annual Investment as a % of GDP (2019-2030): |
| | 0.25% |
| Reduction in fatalities per year: |
| | 2,531 |
| Approximate reduction in fatalities and serious injuries (FSI) over 20 years: |
| | 560,000 |
| Economic Benefit: |
| | $2.88 billion |
| B/C Ratio: |
| | 14 |

62% Percentage of Road Crash Fatalities and Injuries in the economically productive age groups (15 - 64 years.)

3 : 1 Ratio of Male to Female Fatalities with the 15 - 49 year age group being most vulnerable to fatalities

726 life yrs. affected due to disability from road crash injuries per 100,000 people
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

**MAXIMUM SPEED LIMITS AND ENFORCEMENT**

<table>
<thead>
<tr>
<th>National Speed Limit Law</th>
<th>URBAN ROADS</th>
<th>RURAL ROADS</th>
<th>MOTORWAYS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Difference with Recommended Safe Systems Speeds</td>
<td>+20 km/h</td>
<td>+10 km/h</td>
<td>+10 km/h</td>
</tr>
</tbody>
</table>

Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits

**MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN MALAWI:**

- **NARROWING**: Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- **VERTICAL DEFLECTIONS**: Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- **HORIZONTAL DEFLECTION**: Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- **BLOCK OR RESTRICT ACCESS**: Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

**SAFE VEHICLES**

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

**VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS**

<table>
<thead>
<tr>
<th>TOTAL REGISTERED VEHICLES AS OF 2016</th>
<th>MOTORIZED 2/3 WHEELERS AS OF 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>437,416</td>
<td>5.7%</td>
</tr>
</tbody>
</table>

**COUNTRY COMPLIANCE TO THE UN VEHICLE SAFETY REGULATIONS**

- **FRONTAL AND SIDE IMPACT (Reg. 94, 95)**: No
- **MOTORCYCLE ANTI-LOCK BRAKING SYSTEM (Reg. 78)**: No
- **PEDESTRIAN PROTECTION (Reg. 127)**: No
- **ELECTRONIC STABILITY CONTROL (Reg. 140)**: No
- **SEAT BELTS AND ANCHORAGES (Reg. 16, 14)**: No

**SAFE ROAD USERS**

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

**NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)**

- **NATIONAL SEATBELT LAW**: Yes
- **MOTORCYCLE OCCUPANT AGE RESTRICTION**: No
- **LEGAL MINIMUM DRIVING AGE**: 18 yrs.
- **IS LAW BAC BASED?**: Yes
- **GENERAL POPULATION BLOOD ALCOHOL CONCENTRATION (BAC) LIMITS (g/dl)**: <0.08
- **PROFESSIONAL DRIVERS BAC LIMITS**: Not restricted
- **RANDOM DRINK DRIVING TESTS**: Yes

**POST CRASH CARE**

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

**PARTIAL COVERAGE**

- **NATIONAL EMERGENCY CARE ACCESS NUMBER**: Partial Coverage
- **TRAUMA REGISTRY SYSTEM**: Some Facilities

**COUNTRY HEALTH COVERAGE INDEX - SDG Target 3.8; Target - 100**

- **EXPENDITURE ON HEALTHCARE AS % OF GDP**: 10%
To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Malaysia has a lead agency present, Road Safety Department, Ministry of Transport, which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country only has a fatal road safety target, to reduce fatalities by 50% with a timeline of 2014 - 2020.

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is 'built-in' to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results

The Scale of the Road Safety Challenge

Positioning of Country in the Region (Compared to Countries with the Lowest Traffic Fatalities in the Region and Globally)

<table>
<thead>
<tr>
<th>Country</th>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate/100,000 (2013 - 2016)</th>
<th>Motorization Registered Vehicles/100,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Malaysia</td>
<td>7,374</td>
<td>6,809</td>
<td>23.6</td>
<td>22.5</td>
<td>5.5%</td>
<td>88,540</td>
</tr>
<tr>
<td>BEST PERFORMING COUNTRIES IN REGION</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Micronesia</td>
<td>2</td>
<td>16</td>
<td>1.9</td>
<td>15.7</td>
<td>-0.3%</td>
<td>5,406</td>
</tr>
<tr>
<td>Kiribati</td>
<td>5</td>
<td>12</td>
<td>4.4</td>
<td>10.4</td>
<td>-5.2%</td>
<td>3,240</td>
</tr>
<tr>
<td>BEST PERFORMING COUNTRIES GLOBALLY</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Switzerland</td>
<td>223</td>
<td>334</td>
<td>2.65</td>
<td>3.89</td>
<td>-5.4%</td>
<td>71,182</td>
</tr>
<tr>
<td>Norway</td>
<td>143</td>
<td>215</td>
<td>2.72</td>
<td>4.09</td>
<td>2.4%</td>
<td>75,544</td>
</tr>
<tr>
<td>Singapore</td>
<td>155</td>
<td>197</td>
<td>2.76</td>
<td>3.53</td>
<td>-4.9%</td>
<td>16,604</td>
</tr>
<tr>
<td>Sweden</td>
<td>278</td>
<td>390</td>
<td>2.83</td>
<td>3.88</td>
<td>-3.2%</td>
<td>62,037</td>
</tr>
</tbody>
</table>

Road Safety Management

Road Crash Fatalities and Injuries Snapshot

<table>
<thead>
<tr>
<th>Fatalities by User Comparison Chart</th>
</tr>
</thead>
<tbody>
<tr>
<td>Malaysia</td>
</tr>
<tr>
<td>Mean in Region</td>
</tr>
<tr>
<td>Mean in MICs</td>
</tr>
</tbody>
</table>

Business Case for Safer Roads

<table>
<thead>
<tr>
<th>Business Case for Safer Roads</th>
</tr>
</thead>
<tbody>
<tr>
<td>Infrastructure and Speed Management</td>
</tr>
<tr>
<td>Investment required:</td>
</tr>
<tr>
<td>$4.69 billion</td>
</tr>
<tr>
<td>Annual Investment as % of GDP (2019-2030):</td>
</tr>
<tr>
<td>0.11%</td>
</tr>
<tr>
<td>Reduction in fatalities per year:</td>
</tr>
<tr>
<td>2,627</td>
</tr>
<tr>
<td>Approximate reduction in fatalities and serious injuries (FSI) over 20 years:</td>
</tr>
<tr>
<td>580,000</td>
</tr>
<tr>
<td>Economic Benefit:</td>
</tr>
<tr>
<td>$91.74 billion</td>
</tr>
<tr>
<td>B/C Ratio:</td>
</tr>
<tr>
<td>20</td>
</tr>
</tbody>
</table>
### Road Safety Country Profile: Malaysia

#### Safe Speeds

Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

**Maximum Speed Limits and Enforcement**

<table>
<thead>
<tr>
<th>National Speed Limit Law</th>
<th>URBAN ROADS</th>
<th>RURAL ROADS</th>
<th>MOTORWAYS</th>
</tr>
</thead>
<tbody>
<tr>
<td>90 km/h</td>
<td>90 km/h</td>
<td>110 km/h</td>
<td>Manual</td>
</tr>
</tbody>
</table>

Difference with Recommended Safe Systems Speeds:

- Narrowing: Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- Vertical Deflections: Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- Horizontal Deflection: Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- Block or Restrict Access: Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

**Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits**

- Narrowing: 17 times lower
- Vertical Deflections: 3 times lower
- Horizontal Deflection: 2 times lower

#### Safe Vehicles

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

**Vehicle Registration, Standards and Import Regulations**

<table>
<thead>
<tr>
<th>Total Registered Vehicles as of 2016</th>
<th>Motorized 2/3 Wheelers as of 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>27,613,120</td>
<td>45.9%</td>
</tr>
</tbody>
</table>

**Country Compliance to the UN Vehicle Safety Regulations**

- Frontal and Side Impact Protection (Reg. 94, 95)
- Motorcycle Anti-Braking System (Reg. 78)
- Pedestrian Protection (Reg. 127)
- Electronic Stability Control (Reg. 140)
- Seat Belts and Anchorages (Reg. 16, 14)

**Regulation of Import of Used Vehicles**

- Import Age Limit: No
- Taxation Based Limits: No

**Import Inspections**

- Yes

**Periodic Inspection**

- No

#### Safe Road Users

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

**National Seatbelt, Drink Driving and Helmet Laws (WHO, 2018)**

- National Seatbelt Law: Driver
- Motorcyle Helmet Law: Front
- Helmet Standards: Back
- Motorcycle Anti-Lock Braking System: Not restricted
- Electronic Stability Control: Not restricted
- Motorcycle Occupant Age Restriction: Not restricted
- Legal Minimum Driving Age: Approx. 0.1%

**Blood Alcohol Concentration (BAC) Limits (g/dl)**

- General Population: ≤0.08
- Young Drivers: ≤0.08
- Professional Drivers: ≤0.08

**Random Drink Driving Tests**

- % of Road Crash Fatalities Involving Alcohol: 17 yrs.

#### Post Crash Care

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

**National, Single Number**

- National Emergency Care Access Number: None
- Trauma Registry System: None

**Country Health Coverage Index - SDG Targets**

- Target 3.8: 70
- Target 10.2: 4%

**Expenditure on Healthcare as % of GDP**

ROAD SAFETY COUNTRY PROFILE

Maldives


The Scale of the Road Safety Challenge

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Maldives has a lead agency present, Transport Authority, Ministry of Economic Development, which is funded in the national budget, and has a road safety strategy which is not funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has no known road safety target.

Business Case for Safer Roads

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results

No Road Assessment Survey Data for Maldives is Publicly Available on the iRAP Website.

Information on Infrastructure in Maldives:

Audit/Star Rating is not Required for New Road Infrastructure;
Inspection/Star Rating Required for Existing Roads;
Investment is not Allocated to Upgrade High Risk Locations.
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

### Maximum Speed Limits and Enforcement

<table>
<thead>
<tr>
<th>National Speed Limit Law</th>
<th>Urban Roads</th>
<th>Rural Roads</th>
<th>Motorways</th>
<th>Speed Enforcement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Appropriate</td>
<td>Appropriate</td>
<td>Low Risk</td>
<td>-</td>
<td>Manual</td>
</tr>
</tbody>
</table>

**MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN MALDIVES:**

- **Narrowing:** Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- **Vertical Deflections:** Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- **Horizontal Deflection:** Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- **Block or Restrict Access:** Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

### Safe Vehicles

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

### Vehicle Registration, Standards and Import Regulations

<table>
<thead>
<tr>
<th>Total Registered Vehicles as of 2016</th>
<th>Motorized 2/3 wheelers as of 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>92,983</td>
<td>80.7%</td>
</tr>
</tbody>
</table>

### Country Compliance to the UN Vehicle Safety Regulations

<table>
<thead>
<tr>
<th>Country</th>
<th>Frontal and Side Impact</th>
<th>Motorcycle Anti-Lock Braking System</th>
<th>Pedestrian Protection</th>
<th>Electronic Stability Control</th>
<th>Seat Belts and Anchorages</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maldives</td>
<td>Not Available</td>
<td>Not Available</td>
<td>Not Available</td>
<td>Not Available</td>
<td>Not Available</td>
</tr>
</tbody>
</table>

### Safe Road Users

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

### National Seatbelt, Drink Driving and Helmet Laws (WHO, 2018)

<table>
<thead>
<tr>
<th>National Seatbelt Law</th>
<th>Driver</th>
<th>Front</th>
<th>Back</th>
</tr>
</thead>
<tbody>
<tr>
<td>Available</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
</tbody>
</table>

### Post Crash Care

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

### Partial Coverage

### Country Health Coverage Index - SDG

<table>
<thead>
<tr>
<th>Target 3.8:</th>
<th>Target - 100</th>
</tr>
</thead>
<tbody>
<tr>
<td>55</td>
<td>11%</td>
</tr>
</tbody>
</table>

### References

ROAD SAFETY COUNTRY PROFILE

Mali

AFRICA (AFR)

FATALITIES BY USER COMPARISON CHART

Positioning of Country in the Region (Compared to Countries with the Lowest Traffic Fatalities in the Region and Globally)

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Mali has a lead agency present, National Agency for Road Safety (ANASER), Ministry of Transport, which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has both a fatal and non-fatal road safety target, to reduce fatalities by 50% with a timeline of 2011 - 2020.

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is 'built-in' to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Business Case for Safer Roads

| Infrastructure and Speed Management | $ 292.16 million |
| Annual Investment as a % of GDP | 0.15% |
| Reduction in fatalities per year | 1,731 |
| Approximate reduction in fatalities and serious injuries (FSI) over 20 years | 380,000 |
| Economic Benefit | $ 4.82 billion |
| B/C Ratio | 17 |

ROAD SAFETY MANAGEMENT

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

SAFE ROADS AND ROADSIDES

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is 'built-in' to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results

Information on Infrastructure in Mali:

Audit/Star Rating Required for New Road Infrastructure;

Inspection/Star Rating Required for Existing Roads;

Investment Allocated to Upgrade High Risk Locations;

1,026 life yrs. affected due to disability from road crash injuries per 100,000 people.

42% Percentage of Road Crash Fatalities and Injuries in the economically productive age groups (15 - 64 years.)

2 : 1 Ratio of Male to Female Fatalities with the 15 - 49 year age group being most vulnerable to fatalities.

ROAD CRASH FATALITIES AND INJURIES SNAPSHOT

| Country Population, 2016 | 17,994,836 |
| WHO Estimated Fatalities, 2016 | 4,159 |
| GBD Estimated Fatalities, 2016 | 3,090 |
| Estimated Serious Injuries, 2016 | 62,385 |
| Cost of Fatalities and Serious Injuries, 2016 | $ 1.08 billion |
| Cost as % of country GDP, 2016 | 7.7% |

15.82 Ratio of Male to Female Fatalities affected due to disability from road crash injuries per 100,000 people.

Motorization

| Registered Vehicles/100,000 population |
| WHO Estimated Road Fatalities |
| Mali |
| Mauritius |
| Nigeria |

Road Infrastructure Star Rating Results

NO ROAD ASSESSMENT SURVEY DATA FOR MALI IS PUBLICLY AVAILABLE ON THE IRAP WEBSITE.
# Road Safety Country Profile - Mali

## Safe Speeds

Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

### Maximum Speed Limits and Enforcement

<table>
<thead>
<tr>
<th>National Speed Limit Law</th>
<th>Urban Roads</th>
<th>Rural Roads</th>
<th>Motorways</th>
<th>Speed Enforcement</th>
</tr>
</thead>
<tbody>
<tr>
<td>50 km/h</td>
<td>+20 km/h</td>
<td>+20 km/h</td>
<td>+20 km/h</td>
<td>Manual</td>
</tr>
<tr>
<td>90 km/h</td>
<td>+20 km/h</td>
<td>+20 km/h</td>
<td>+20 km/h</td>
<td></td>
</tr>
<tr>
<td>110 km/h</td>
<td>+20 km/h</td>
<td>+20 km/h</td>
<td>+20 km/h</td>
<td>Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits</td>
</tr>
</tbody>
</table>

### Major Speed Calming Measures Being Implemented in Mali:

- **Narrowing**: Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- **Vertical Deflections**: Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- **Horizontal Deflection**: Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- **Block or Restrict Access**: Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

## Safe Vehicles

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

### Vehicle Registration, Standards and Import Regulations

<table>
<thead>
<tr>
<th>Total Registered Vehicles as of 2016</th>
<th>Motorized 2/3 Wheeler as of 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>344,345</td>
<td>16.0%</td>
</tr>
</tbody>
</table>

### Country Compliance to the UN Vehicle Safety Regulations

<table>
<thead>
<tr>
<th>Frontal and Side Impact (Reg. 94, 95)</th>
<th>Motorcycle Anti-Lock Braking System (Reg. 78)</th>
<th>Pedestrian Protection (Reg. 127)</th>
<th>Electronic Stability Control (Reg. 140)</th>
<th>Seat Belts and Anchorage (Reg. 16, 14)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regulated</td>
<td>Not Regulated</td>
<td>Regulated</td>
<td>Regulated</td>
<td>Regulated</td>
</tr>
</tbody>
</table>

## Safe Road Users

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

### National Seatbelt, Drink Driving and Helmet Laws (WHO, 2018)

<table>
<thead>
<tr>
<th>National Seatbelt Law</th>
<th>Drink Driving Law</th>
<th>Helmet Standards</th>
<th>Motorcycle Anti-Lock Braking System</th>
<th>Pedestrian Protection</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regulated</td>
<td>Not restricted</td>
<td>Regulated</td>
<td>Regulated</td>
<td>Not restricted</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Blood Alcohol Concentration (BAC) Limits (g/dl)</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Population: &lt;0.03</td>
</tr>
<tr>
<td>Young Drivers: &lt;0.03</td>
</tr>
<tr>
<td>Professional Drivers: &lt;0.03</td>
</tr>
</tbody>
</table>

## Post Crash Care

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

### Partial Coverage

- **National Emergency Care Access Number**: TRAUMA REGISTRY SYSTEM

Mali has several emergency numbers. These are 17 (Police); 112 (Ambulance).

## References

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Mauritania has a lead agency present, Directorate of Road Safety, General Directorate of Land Transport (DGTT), which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has both a fatal and non-fatal road safety target, to reduce fatalities by 25% with a timeline of 2012 - 2016.

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results

Information on Infrastructure in Mauritania:
Audit/Star Rating is not Required for New Road Infrastructure;
No Inspection/Star Rating Required for Existing Roads;
Investment Allocated to Upgrade High Risk Locations

Business Case for Safer Roads

<table>
<thead>
<tr>
<th>Infrastructure and Speed Management Investment required:</th>
<th>$ 207.25 million</th>
</tr>
</thead>
<tbody>
<tr>
<td>Annual Investment as % of GDP (2019-2030):</td>
<td>0.34%</td>
</tr>
<tr>
<td>Reduction in fatalities per year:</td>
<td>381</td>
</tr>
<tr>
<td>Approximate reduction in fatalities and serious injuries (FSI) over 20 years:</td>
<td>80,000</td>
</tr>
<tr>
<td>Economic Benefit:</td>
<td>$ 1.62 billion</td>
</tr>
<tr>
<td>B/C Ratio:</td>
<td>8</td>
</tr>
</tbody>
</table>
ROAD SAFETY COUNTRY PROFILE

Mauritania

SPEED LIMITS AND ENFORCEMENT

- NATIONAL SPEED LIMIT LAW: 80 km/h, 100 km/h, 100 km/h
- URBAN ROADS: 80 km/h, RURAL ROADS: 100 km/h, MOTORWAYS: 100 km/h
- DIFFERENCE WITH RECOMMENDED SAFE SYSTEMS SPEEDS:
  - 13 times lower
  - 4 times lower
  - 1 times lower
- POTENTIAL DECREASE IN FATAL ROAD CRASHES:

MAJOR SPEED CALMING MEASURES IMPLEMENTED IN MAURITANIA:

- NARROWING
- VERTICAL DEFLECTIONS
- HORIZONTAL DEFLECTION
- BLOCK OR RESTRICT ACCESS

SAFE VEHICLES

- UNIVERSAL DEPLOYMENT OF IMPROVED VEHICLE SAFETY TECHNOLOGIES:
- Passive and active safety through a combination of harmonized global standards, consumer information schemes, and incentives to accelerate the uptake of new technologies.
- Vehicle registration, standards, and import regulations:
  - TOTAL REGISTERED VEHICLES AS OF 2016: 416,190
  - MOTORIZED 2/3 WHEELERS AS OF 2016: Not Known
- REGULATION OF IMPORT OF USED VEHICLES:
  - REGULATED: No
  - IMPORT AGE LIMIT: No
  - TAXATION BASED LIMITS: Yes
  - IMPORT INSPECTIONS: No
  - PERIODIC INSPECTION: No
- COUNTRY COMPLIANCE TO THE UN VEHICLE SAFETY REGULATIONS:
  - FRONTAL AND SIDE IMPACT (REG. 94, 95): X
  - MOTORCYCLE ANTI-LOCK BRAKING SYSTEM (REG. 78): X
  - PEDESTRIAN PROTECTION (REG. 127): X
  - ELECTRONIC STABILITY CONTROL (REG. 140): X
  - SEAT BELTS AND ANCHORAGES (REG. 16, 14): X

SAFE ROAD USERS

- NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018):
  - SEATBELT LAW: Not restricted
  - DRIVING AGE: 18 yrs.
  - HELMET LAW: Not restricted
  - MOTORCYCLE OCCUPANT AGE RESTRICTION: Not Known
  - NATIONAL DRINK DRIVING LAW: NOT LAW BAC BASED?
  - GENERAL POPULATION: Not known
  - YOUNG DRIVERS: Not known
  - PROFESSIONAL DRIVERS: Not known
  - RANDOM DRINK DRIVING TESTS: Not known
  - % OF ROAD CRASH FATALITIES INVOLVING ALCOHOL: Not known

POST CRASH CARE

- PARTIAL COVERAGE: None
- COUNTRY HEALTH COVERAGE INDEX - SDG Target 3.8: Target - 100
- EXPENDITURE ON HEALTHCARE AS % OF GDP: 4%

REFERENCES

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended. Mauritius has a lead agency present, Traffic Management and Road Safety Unit, Ministry of Public Infrastructure and Land Transport, which is funded in the national budget, and also has a road safety strategy which is also fully funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has both a fatal and non-fatal road safety target, to reduce fatalities by 50% with a timeline of 2016 - 2025.

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Mauritius has a lead agency present, Traffic Management and Road Safety Unit, Ministry of Public Infrastructure and Land Transport, which is funded in the national budget, and also has a road safety strategy which is also fully funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has both a fatal and non-fatal road safety target, to reduce fatalities by 50% with a timeline of 2016 - 2025.
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

**MAXIMUM SPEED LIMITS AND ENFORCEMENT**

<table>
<thead>
<tr>
<th>NATIONAL SPEED LIMIT LAW</th>
<th>URBAN ROADS</th>
<th>RURAL ROADS</th>
<th>MOTORWAYS</th>
</tr>
</thead>
<tbody>
<tr>
<td>90 km/h</td>
<td>90 km/h</td>
<td>110 km/h</td>
<td>Manual and Automated</td>
</tr>
</tbody>
</table>

Difference with Recommended Safe Systems Speeds:

- 17 times lower for urban roads
- 3 times lower for rural roads
- 2 times lower for motorways

**MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN MAURITIUS:**

- Narrowing
  - Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- Vertical deflections
  - Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- Horizontal deflection
  - Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- Block or restrict access
  - Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

**VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS**

<table>
<thead>
<tr>
<th>TOTAL REGISTERED VEHICLES AS OF 2016</th>
<th>MOTORIZED 2/3 WHEELERS AS OF 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>507,676</td>
<td>39.3%</td>
</tr>
</tbody>
</table>

**COUNTRY COMPLIANCE TO THE UN VEHICLE SAFETY REGULATIONS**

- No country compliance is listed.

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

**NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)**

- National seatbelt law
- Motorcycle helmet law
- Helmet standards
- Motorcycle occupant age restriction
- Legal minimum driving age
- Not restricted
- Yes
- Approx. 23.6%

**SAFE ROAD USERS**

- National drink driving law
- Motorcycle anti-lock braking system
- Pedestrian protection
- Electronic stability control
- Seat belts and anchorages
- Regulated
- 3 Yrs.
- No
- Yes
- No

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

**REFERENCES**

ROAD SAFETY COUNTRY PROFILE Mexico

LATIN AMERICA AND CARIBBEAN (LAC)

THE SCALE OF THE ROAD SAFETY CHALLENGE

ROAD CRASH FATALITIES AND INJURIES SNAPSHOT

- Country Population, 2016: 127,540,424
- WHO Estimated Fatalities, 2016: 16,725
- GBD Estimated Fatalities, 2016: 16,725
- WHO Est. Fatalities per 100,000 Pop., 2016: 13.10
- GBD Est. Fatalities per 100,000 Pop., 2016: 15.73
- Estimated Serious Injuries, 2016: 250,875
- Cost of Fatalities and Serious Injuries, 2016: $46.99 billion
- Cost as % of country GDP, 2016: 4.4%

FATALITIES BY USER COMPARISON CHART

- 78% Percentage of Road Crash Fatalities and Injuries in the economically productive age groups (15 - 64 years.)
- 3 : 1 Ratio of Male to Female Fatalities with the 15 - 49 year age group being most vulnerable to fatalities
- 847 life yrs. affected due to disability from road crash injuries per 100,000 people

POSINGITION OF COUNTRY IN THE REGION (COMPARRED TO COUNTRIES WITH THE LOWEST TRAFFIC FATALITIES IN THE REGION AND GLOBALLY)

- 2016 WHO Estimated Road Fatalities: 16,725
- 2016 GBD Estimated Road Fatalities: 19,676
- 2016 WHO Estimated Fatality Rate/100,000 pop.: 13.1
- 2016 GBD Estimated Fatality Rate/100,000 pop.: 15.7
- % Trend in Fatality Rate/100,000 (2013 - 2016): -1.4%
- Motorization Registered Vehicles/100,000 population: 31,524

BEST PERFORMING COUNTRIES IN REGION

- Cuba: 975, 1,124, 8.5, 9.9, 4.9%, 5,519
- Grenada: 10, 12, 9.3, 10.6, 4.5%, 25,407

BEST PERFORMING COUNTRIES GLOBALLY

- Switzerland: 223, 334, 2.65, 3.89, -5.4%, 71,182
- Norway: 143, 215, 2.72, 4.09, 2.4%, 75,544
- Singapore: 155, 197, 2.76, 3.83, -4.9%, 16,604
- Sweden: 278, 390, 2.83, 3.88, -3.2%, 62,037

ROAD SAFETY MANAGEMENT

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Mexico has a lead agency present, National Council for Accident Prevention through its Secretariat (STCONAPRA), which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country only has a fatal road safety target; to reduce fatalities by 50% with a timeline of 2011 - 2020.

SAFE ROADS AND ROADSIDES

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results - Mexico

- Surveyed Road Statistics: 65% with no formal footpaths; 84% with no pedestrian crossings; 86% undivided with veh. speeds > 80 kph
- Vehicle Occupant Travel: 207.3 billion km; Pedestrian Travel: 1.9 billion km; Motorcyclist Travel: 4.3 billion km; Cyclist Travel: 467,974,895 km

Business Case for Safer Roads

- Infrastructure and Speed Management Investment required: $12.27 billion
- Annual Investment as a % of GDP (2019-2030): 0.08%
- Reduction in fatalities per year: 5,549
- Approximate reduction in fatalities and serious injuries (FSI) over 20 years: 1,220,000
- Economic Benefit: $185.15 billion
- B/C Ratio: 15
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

### Maximum Speed Limits and Enforcement

<table>
<thead>
<tr>
<th>National Speed Limit Law</th>
<th>Urban Roads</th>
<th>Rural Roads</th>
<th>Motorways</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Speed Limit Law</td>
<td>70 km/h</td>
<td>90 km/h</td>
<td>110 km/h</td>
</tr>
<tr>
<td>Difference with Recommended Safe Systems Speeds</td>
<td>+40 km/h</td>
<td>+20 km/h</td>
<td>+20 km/h</td>
</tr>
</tbody>
</table>

Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits:
- 9 times lower
- 3 times lower
- 2 times lower

### Major Speed Calming Measures Being Implemented in Mexico:

- **Narrowing**: Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- **Vertical Deflections**: Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- **Horizontal Deflection**: Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- **Block or Restrict Access**: Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

### Safe Vehicles

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

### Vehicle Registration, Standards and Import Regulations

<table>
<thead>
<tr>
<th>Total Registered Vehicles as of 2016</th>
<th>Motorized 2/3 Wheeler As of 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>40,205,671</td>
<td>6.5%</td>
</tr>
</tbody>
</table>

### Country Compliance to the UN Vehicle Safety Regulations

<table>
<thead>
<tr>
<th>Country Compliance to the UN Vehicle Safety Regulations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frontal and Side Impact (Reg. 94, 95)</td>
</tr>
<tr>
<td>Motorcycle Anti-Lock Braking System (Reg. 78)</td>
</tr>
<tr>
<td>Pedestrian Protection (Reg. 127)</td>
</tr>
<tr>
<td>Electronic Stability Control (Reg. 140)</td>
</tr>
<tr>
<td>Seat Belts and Anchorages (Reg. 16, 14)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Regulation of Import of Used Vehicles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regulated</td>
</tr>
</tbody>
</table>

### Safe Road Users

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

**National Seatbelt, Drink Driving and Helmet Laws (WHO, 2018)**

- **National Seatbelt Law**: Not restricted
- **National Drink Driving Law**: Approx. 19.5%
- **National Driving Age**: 16 yrs.
- **Legal Minimum Driving Age**

### Post Crash Care

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

**National, Single Number**

- **National Emergency Care Access Number**: 911

### References

**ROAD SAFETY COUNTRY PROFILE**

**Micronesia**

**East Asia and Pacific (EAP)**

---

### The Scale of the Road Safety Challenge

**Road Crash Fatalities and Injuries Snapshot**

<table>
<thead>
<tr>
<th>Country Population, 2016</th>
<th>104,937</th>
</tr>
</thead>
<tbody>
<tr>
<td>Country Reported Fatalities, 2016</td>
<td>2</td>
</tr>
<tr>
<td>WHO Estimated Fatalities, 2016</td>
<td>2</td>
</tr>
<tr>
<td>GBD Estimated Fatalities, 2016</td>
<td>16</td>
</tr>
<tr>
<td>WHO Est. Fatalities per 100,000 Pop., 2016</td>
<td>1.90</td>
</tr>
<tr>
<td>GBD Est. Fatalities per 100,000 Pop., 2016</td>
<td>15.66</td>
</tr>
<tr>
<td>Estimated Serious Injuries, 2016</td>
<td>30</td>
</tr>
<tr>
<td>Cost of Fatalities and Serious Injuries, 2016</td>
<td>$2.09 million</td>
</tr>
<tr>
<td>Cost as % of country GDP, 2016</td>
<td>0.6%</td>
</tr>
</tbody>
</table>

---

### Fatalities by User Comparison Chart

- Other
- Pedestrian
- Cyclist
- 2 or 3 Wheeler
- 4 Wheeler

---

### Positioning of Country in the Region (Compared to Countries with the Lowest Traffic Fatalities in the Region and Globally)

<table>
<thead>
<tr>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate/100,000 (2013 - 2016)</th>
<th>Motorization Registered Vehicles/100,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Micronesia 2</td>
<td>16</td>
<td>1.9</td>
<td>15.7</td>
<td>-0.3%</td>
<td>5,406</td>
</tr>
</tbody>
</table>

**BEST PERFORMING COUNTRIES IN REGION**

| Micronesia 2                       | 16                               | 1.9                                        | 15.7                                       | -0.3%                                        | 5,406                                         |
| Kiribati 5                         | 12                               | 4.4                                        | 10.4                                       | -5.2%                                        | 3,240                                         |

**BEST PERFORMING COUNTRIES GLOBALLY**

| Switzerland 223                   | 334                              | 2.65                                       | 3.89                                       | -5.4%                                        | 71,182                                        |
| Norway 143                         | 215                              | 2.72                                       | 4.09                                       | 2.4%                                         | 75,544                                        |
| Singapore 155                      | 197                              | 2.76                                       | 3.53                                       | -4.9%                                        | 16,604                                        |
| Sweden 278                         | 390                              | 2.83                                       | 3.88                                       | -3.2%                                        | 62,037                                        |

---

**Road Safety Management**

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

**Micronesia has no Road Safety Lead Agency, National Road Safety Strategy and Road Safety Targets.**

---

**Safe Roads and Roadside**

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (IRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

<table>
<thead>
<tr>
<th>Road Infrastructure Star Rating Results</th>
</tr>
</thead>
</table>

---

**Information on Infrastructure in Micronesia:**

- Partial Audit/Star Rating Required for New Road Infrastructure;
- Inspection/Star Rating Required for Existing Roads;
- Investment is not Allocated to Upgrade High Risk Locations

---

**Business Case for Safer Roads**

<table>
<thead>
<tr>
<th>Infrastructure and Speed Management Investment required:</th>
<th>$7.57 million</th>
</tr>
</thead>
<tbody>
<tr>
<td>Annual Investment as a % of GDP (2019-2030):</td>
<td>0.19%</td>
</tr>
<tr>
<td>Reduction in fatalities per year:</td>
<td>1</td>
</tr>
<tr>
<td>Approximate reduction in fatalities and serious injuries (FSI) over 20 years:</td>
<td>180</td>
</tr>
<tr>
<td>Economic Benefit:</td>
<td>$8.8 million</td>
</tr>
<tr>
<td>B/C Ratio:</td>
<td>1</td>
</tr>
</tbody>
</table>
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

### MAXIMUM SPEED LIMITS AND ENFORCEMENT

<table>
<thead>
<tr>
<th></th>
<th>National Speed Limit Law</th>
<th>Urban Roads</th>
<th>Rural Roads</th>
<th>Motorways</th>
<th>Speed Enforcement</th>
</tr>
</thead>
<tbody>
<tr>
<td>40 km/h</td>
<td>+10 km/h</td>
<td>Appropriate</td>
<td>Appropriate</td>
<td>Low Risk</td>
<td></td>
</tr>
</tbody>
</table>

**Difference with Recommended Safe Systems Speeds**

<table>
<thead>
<tr>
<th></th>
<th>2 times lower</th>
</tr>
</thead>
</table>

**Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits**

**MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN MICRONESIA:**

- **NARROWING**
  - Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.

- **VERTICAL DEFLECTIONS**
  - Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.

- **HORIZONTAL DEFLECTION**
  - Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.

- **BLOCK OR RESTRICT ACCESS**
  - Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

### SAFE VEHICLES

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

**COUNTRY COMPLIANCE TO THE UN VEHICLE SAFETY REGULATIONS**

<table>
<thead>
<tr>
<th></th>
<th>Frontal and Side Impact</th>
<th>Motorcycle Anti-lock Braking System</th>
<th>Pedestrian Protection</th>
<th>Electronic Stability Control</th>
<th>Seat Belts and Anchorages</th>
</tr>
</thead>
<tbody>
<tr>
<td>Country Compliance</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
</tbody>
</table>

**SAFE SPEEDS**

- **40 km/h**
- **40 km/h**
- **40 km/h**

**SAFE ROAD USERS**

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

**NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)**

<table>
<thead>
<tr>
<th></th>
<th>No Restrictions</th>
<th>Import Age Limit</th>
<th>Taxation Based Limits</th>
<th>Import Inspections</th>
<th>Periodic Inspection</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seatbelt Law</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Drink Driving Law</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Motorcycle Helmet Law</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
</tbody>
</table>

**SAFE CRASH CARE**

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

**National, Single Number**

<table>
<thead>
<tr>
<th>National Emergency Care Access Number</th>
<th>Trauma Registry System</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td>None</td>
</tr>
</tbody>
</table>

Micronesia has a single emergency number. This is 911.

### REFERENCES

## ROAD SAFETY COUNTRY PROFILE

### Moldova

#### Europe and Central Asia (ECA)

### The Scale of the Road Safety Challenge

#### Road Crash Fatalities and Injuries Snapshot

<table>
<thead>
<tr>
<th>Country</th>
<th>WHO Estimated Fatalities, 2016</th>
<th>GBD Estimated Fatalities, 2016</th>
<th>% Trend in Fatality Rate (2013 - 2016)</th>
<th>Motorization Registered Vehicles/100,000 Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Moldova</td>
<td>394</td>
<td>465</td>
<td>-6.1%</td>
<td>22,028</td>
</tr>
<tr>
<td>Macedonia</td>
<td>134</td>
<td>164</td>
<td>5.8%</td>
<td>21,284</td>
</tr>
<tr>
<td>Serbia</td>
<td>649</td>
<td>797</td>
<td>-6.1%</td>
<td>25,877</td>
</tr>
<tr>
<td>Switzerland</td>
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### Positioning of Country in the Region (Compared to Countries with the Lowest Traffic Fatalities in the Region and Globally)

#### Fatalities by User Comparison Chart

- **Other**: Red
- **Pedestrian**: Green
- **Cyclist**: Blue
- **2 or 3 Wheeler**: Yellow
- **4 Wheeler**: Pink

### Road Safety Management

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Moldova has a lead agency present, The National Committee on Road Safety, which isn't funded in the national budget but has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has both a fatal and non-fatal road safety target, to reduce fatalities by 50% with a timeline of 2011 - 2020.

### Road Safety Management

**PILLAR 1**

#### Safe Roads and Roadsides

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

**Surveyed Road Statistics:**
- 99% with no formal footpaths
- 90% with no pedestrian crossings
- 99% undivided with veh. speeds > 80 kph

**Vehicle Occupant Travel:** 2.4 billion km; **Pedestrian Travel:** 2.4 billion km; **Motorcyclist Travel:** 74,625,756 km; **Cyclist Travel:** 2.6 billion km

#### Business Case for Safer Roads

- **Infrastructure and Speed Management Investment required:** $182.36 million
- **Annual Investment as a % of GDP (2019-2030):** 0.17%
- **Reduction in fatalities per year:** 175
- **Approximate reduction in fatalities and serious injuries (FSI) over 20 years:** 40,000
- **Economic Benefit:** $1.43 billion
- **B/C Ratio:** 8

---

**Ref:** 1,2,3,4,5

---
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

### MAXIMUM SPEED LIMITS AND ENFORCEMENT

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<tr>
<th>NATIONAL SPEED LIMIT LAW</th>
<th>URBAN ROADS</th>
<th>RURAL ROADS</th>
<th>MOTORWAYS</th>
</tr>
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<tbody>
<tr>
<td>50 km/h</td>
<td>110 km/h</td>
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<td>Difference with Recommended Safe Systems Speeds</td>
<td>+ 20 km/h</td>
<td>+ 40 km/h</td>
<td>+ 20 km/h</td>
</tr>
</tbody>
</table>

| HORIZONTAL DEFLECTION | 4 times lower | 6 times lower | 2 times lower | Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits |
|------------------------|---------------|---------------|---------------|

### MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN MOLDOVA:

- **NARROWING**: Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- **VERTICAL DEFLECTIONS**: Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- **HORIZONTAL DEFLECTION**: Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- **BLOCK OR RESTRICT ACCESS**: Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

### SAFE VEHICLES

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

### VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS

<table>
<thead>
<tr>
<th>TOTAL REGISTERED VEHICLES AS OF 2016</th>
<th>MOTORIZED 2/3 WHEELERS AS OF 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>894,253</td>
<td>4.2%</td>
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<tr>
<th>FRONTAL AND SIDE IMPACT (Reg. 94, 95)</th>
<th>MOTORCYCLE ANTI-LOCK BRAKING SYSTEM (Reg. 78)</th>
<th>PEDESTRIAN PROTECTION (Reg. 127)</th>
<th>ELECTRONIC STABILITY CONTROL (Reg. 140)</th>
<th>SEAT BELTS AND ANCHORAGES (Reg. 16, 14)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regulated</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td><strong>Regulation of Import of Used Vehicles</strong></td>
<td><strong>Import Age Limit</strong></td>
<td><strong>Taxation Based Limits</strong></td>
<td><strong>Import Inspections</strong></td>
<td><strong>Periodic Inspection</strong></td>
</tr>
<tr>
<td>Yes</td>
<td>10 Yrs.</td>
<td>3 Yrs.</td>
<td>Yes</td>
<td>No</td>
</tr>
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</table>

### SAFE ROAD USERS

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

### NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)

<table>
<thead>
<tr>
<th>NATIONAL SEATBELT LAW</th>
<th>DRIVER</th>
<th>FRONT</th>
<th>BACK</th>
<th>MOTORCYCLE HELMET LAW</th>
<th>HELMET STANDARDS</th>
<th>MOTORCYCLE OCCUPANT AGE RESTRICTION</th>
<th>LEGAL MINIMUM DRIVING AGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regulated</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Approx. 9.4%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>IS LAW BAC BASED?</th>
<th>GENERAL POPULATION</th>
<th>YOUNG DRIVERS</th>
<th>PROFESSIONAL DRIVERS</th>
<th>RANDOM DRINK DRIVING TESTS</th>
<th>% OF ROAD CRASH FATALITIES INVOLVING ALCOHOL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>≤ 0.03</td>
<td>≤ 0.03</td>
<td>≤ 0.03</td>
<td>Prohibited under 12 yrs</td>
<td>18 yrs</td>
</tr>
</tbody>
</table>

### POST CRASH CARE

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

### REFERENCES

ROAD SAFETY COUNTRY PROFILE

Mongolia

East Asia and Pacific (EAP)

THE SCALE OF THE ROAD SAFETY CHALLENGE

ROAD CRASH FATALITIES AND INJURIES SNAPSHOT

Country Population, 2016: 3,027,398
Country Reported Fatalities, 2016: 484
WHO Estimated Fatalities, 2016: 499
GBD Estimated Fatalities, 2016: 541
WHO Est. Fatalities per 100,000 Pop., 2016: 16.50
GBD Est. Fatalities per 100,000 Pop., 2016: 16.95
Estimated Serious Injuries, 2016: 7,485
Cost of Fatalities and Serious Injuries, 2016: $613.09 million
Cost as % of country GDP, 2016: 5.5%

FATALITIES BY USER COMPARISON CHART

POSITIONING OF COUNTRY IN THE REGION (COMPARED TO COUNTRIES WITH THE LOWEST TRAFFIC FATALITIES IN THE REGION AND GLOBALLY)

2016 WHO Estimated Road Fatalities 2016 GBD Estimated Road Fatalities 2016 WHO Estimated Fatality Rate/100,000 pop. 2016 GBD Estimated Fatality Rate/100,000 pop. % Trend in Fatality Rate/100,000 (2013 - 2016) Motorization Registered Vehicles/100,000 population

Mongolia 499 541 16.5 16.9 -5.0% 27,797

BEST PERFORMING COUNTRIES IN REGION

Micronesia 2 16 1.9 15.7 -0.3% 5,406
Kuwait 5 12 4.4 10.4 -5.2% 3,240

BEST PERFORMING COUNTRIES GLOBALLY

Switzerland 223 334 2.65 3.89 -5.4% 71,182
Norway 143 215 2.72 4.09 2.4% 75,544
Singapore 155 197 2.76 3.53 -4.9% 16,604
Sweden 278 390 2.83 3.88 -3.2% 62,037

ROAD SAFETY MANAGEMENT

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Mongolia has a lead agency present, Ministry of Road and Transport Development, The National Committee, which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has both a fatal and non-fatal road safety target, to reduce fatalities by 50% with a timeline of 2012 - 2020.

SAFE ROADS AND ROADSIDES

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results

NO ROAD ASSESSMENT SURVEY DATA FOR MONGOLIA IS PUBLICLY AVAILABLE ON THE iRAP WEBSITE.

Information on Infrastructure in Mongolia:

Audit/Star Rating Required for New Road Infrastructure;
No Inspection/Star Rating Required for Existing Roads;
Investment is not Allocated to Upgrade High Risk Locations

Business Case for Safer Roads

<table>
<thead>
<tr>
<th>Infrastructure and Speed Management Investment required:</th>
<th>$960.36 million</th>
</tr>
</thead>
<tbody>
<tr>
<td>Annual Investment as a % of GDP</td>
<td>0.69%</td>
</tr>
<tr>
<td>Reduction in fatalities per year</td>
<td>239</td>
</tr>
<tr>
<td>Approximate reduction in fatalities and serious injuries (FSI) over 20 years:</td>
<td>50,000</td>
</tr>
<tr>
<td>Economic Benefit:</td>
<td>$2.96 billion</td>
</tr>
<tr>
<td>B/C Ratio:</td>
<td>3</td>
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Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

### Maximum Speed Limits and Enforcement

<table>
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<tr>
<th>Speed Limit Law</th>
<th>Urban Roads</th>
<th>Rural Roads</th>
<th>Motorways</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Speed Limit Law</td>
<td>60 km/h</td>
<td>80 km/h</td>
<td>100 km/h</td>
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<tr>
<td>Difference with Recommended Safe Systems Speeds</td>
<td>+30 km/h</td>
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**Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits**

- 6 times lower
- 2 times lower
- 1 times lower

### Major Speed Calming Measures Being Implemented in Mongolia:

- **Narrowing**
  - Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- **Vertical Deflections**
  - Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- **Horizontal Deflection**
  - Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- **Block or Restrict Access**
  - Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

### Safe Vehicles

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

### Vehicle Registration, Standards and Import Regulations

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<th>Total Registered Vehicles as of 2016</th>
<th>Motorized 2/3 wheelers as of 2016</th>
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<td>841,537</td>
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**Country Compliance to the UN Vehicle Safety Regulations**

- Frontal and Side Impact (Reg. 94, 95)
- Motorcycle Anti-lock Braking System (Reg. 78)
- Pedestrian Protection (Reg. 127)
- Electronic Stability Control (Reg. 140)
- Seat Belts and Anchorages (Reg. 16, 14)

### Safe Road Users

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

### National Seatbelt, Drink Driving and Helmet Laws (WHO, 2018)

- **National Seatbelt Law**
  - Driver
  - Front
  - Back
  - Motorcycle helmet law
  - General population: <0.04
  - Young drivers: <0.04
  - Professional drivers: <0.04
  - Motor cycle occupant age restriction
  - Legal minimum driving age
  - Approx. 25.0%

- **National Drink Driving Law**
  - Is law BAC based?
  - National
  - Not restricted
  - 18 yrs.

### Post Crash Care

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

### References

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Montenegro has a lead agency present, Coordination Body for monitoring the implementation of Strategy for the improvement of Road Safety, which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has both a fatal and non-fatal road safety target, to reduce fatalities by 50% with a timeline of 2010 - 2019.

**SAFE ROADS AND ROADSIDES**

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results - Montenegro

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**BUSINESS CASE FOR SAFER ROADS**

| Infrastructure and Speed Management Investment required: | $252.27 million |
| Annual Investment as a % of GDP (2019-2030): | 0.44% |
| Reduction in fatalities per year: | 27 |
| Approximate reduction in fatalities and serious injuries (FSI) over 20 years: | 10,000 |
| Economic Benefit: | $692 million |
| B/C Ratio: | 3 |

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86% with no formal footpaths; 94% with no pedestrian crossings; 98% undivided with veh. speeds > 80 kph

Vehicle Occupant Travel: 1.1 billion km; Pedestrian Travel: 57,285,655 km; Motorcyclist Travel: 33,817,068 km; Cyclist Travel: 4,669,080 km

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**POSITIONING OF COUNTRY IN THE REGION (COMPARED TO COUNTRIES WITH THE LOWEST TRAFFIC FATALITIES IN THE REGION AND GLOBALLY)**

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<th>80 km/h</th>
<th>130 km/h</th>
<th>Manual</th>
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</thead>
<tbody>
<tr>
<td>URBAN ROADS</td>
<td>+20 km/h</td>
<td>+10 km/h</td>
<td>+40 km/h</td>
<td>SPEED ENFORCEMENT</td>
</tr>
<tr>
<td>RURAL ROADS</td>
<td></td>
<td></td>
<td></td>
<td>Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits</td>
</tr>
<tr>
<td>MOTORWAYS</td>
<td></td>
<td></td>
<td></td>
<td>4 times lower 2 times lower 4 times lower</td>
</tr>
</tbody>
</table>

MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN MONTENEGRO:

- Narrowing
  - Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- Vertical Deflections
  - Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- Horizontal Deflection
  - Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- Block or Restrict Access
  - Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

SAFE VEHICLES

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS

| TOTAL REGISTERED VEHICLES AS OF 2016 | 211,219 |
| 2/3 WHEELERS AS OF 2016 | 0.6% |

SAFE ROAD USERS

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)

| NATIONAL SEATBELT LAW | Prohibited under 12 yrs | 18 yrs. |
| DRIVER | FRONTAL | MOTORCYCLE | HELMET STANDARDS | MOTORCYCLE OCCUPANT AGE RESTRICTION | LEGAL MINIMUM DRIVING AGE |
| FRONT | MOTORCYCLE HELMET LAW | GENERAL POPULATION | YOUNG DRIVERS | PROFESSIONAL DRIVERS | RANDOM DRINK DRIVING TESTS | % OF ROAD CRASH FATALITIES INVOLVING ALCOHOL |
| BACK | IS LAW BAC BASED? | ≤0.03 | 0.00 | ≤0.03 | Yes | Not Known |
| NATION DRINK DRIVING LAW | BLOOD ALCOHOL CONCENTRATION (BAC) LIMITS (g/dl) |

POST CRASH CARE

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

National, Multiple Numbers

| NATIONAL EMERGENCY CARE ACCESS NUMBER | TRAUMA REGISTRY SYSTEM |
| COUNTRY HEALTH COVERAGE INDEX - SDG | 54 |
| EXPENDITURE ON HEALTHCARE AS % OF GDP | 0% |

Montenegro has several emergency numbers. These are 112 (General); 122 (Police); 124 (Ambulance).

REFERENCES

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Morocco has a lead agency present, Directorate of Road Transport and Road Safety, Ministry of Equipment, Transport, Logistics and Water, which is funded in the national budget, and also has a road safety strategy which is also fully funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country only has a fatal road safety target, to reduce fatalities by 20% and 50% respectively with a timeline of 2017 - 2020 and 2017 - 2026.

**Road Infrastructure Star Rating Results**

*NO ROAD ASSESSMENT SURVEY DATA FOR MOROCCO IS PUBLICLY AVAILABLE ON THE iRAP WEBSITE.*

**Information on Infrastructure in Morocco:**
- Partial Audit/Star Rating Required for New Road Infrastructure;
- Inspection/Star Rating Required for Existing Roads;
- Investment Allocated to Upgrade High Risk Locations

**Business Case for Safer Roads**

- **Infrastructure and Speed Management Investment required:** $1.14 billion
- **Annual Investment as a % of GDP (2019-2030):** 0.08%
- **Reduction in fatalities per year:** 2,748
- **Approximate reduction in fatalities and serious injuries (FSI) over 20 years:** 600,000

**Economic Benefit:** $30.82 billion

B/C Ratio: 27
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

### Maximum Speed Limits and Enforcement

<table>
<thead>
<tr>
<th>Speed Limit Law</th>
<th>National</th>
<th>Downtown</th>
<th>Rural</th>
<th>Motorways</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speed Limit</td>
<td>60 km/h</td>
<td>100 km/h</td>
<td>120 km/h</td>
<td>Manual and Automated</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Difference with Recommended Safe Systems Speeds</th>
<th>+30 km/h</th>
<th>+30 km/h</th>
<th>+30 km/h</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of times lower</td>
<td>6 times lower</td>
<td>4 times lower</td>
<td>3 times lower</td>
</tr>
</tbody>
</table>

### Major Speed Calming Measures Being Implemented in Morocco:

- **NARROWING**: Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- **VERTICAL DEFLECTIONS**: Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- **HORIZONTAL DEFLECTION**: Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- **BLOCK OR RESTRICT ACCESS**: Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

### Safe Speeds

- **Safe Speeds Ref**: 1, 7, 8

### Safe Vehicles

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

### Vehicle Registration, Standards and Import Regulations

<table>
<thead>
<tr>
<th>Total Registered Vehicles As of 2016</th>
<th>3,791,469</th>
<th>1.5%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motorized 2/3 Wheelers As of 2016</td>
<td>1,5%</td>
<td></td>
</tr>
</tbody>
</table>

### Country Compliance to the UN Vehicle Safety Regulations

<table>
<thead>
<tr>
<th>Country Compliance</th>
<th>Frontal and Side Impact (Reg. 94, 95)</th>
<th>Motorcycle Anti-Lock Braking System (Reg. 78)</th>
<th>Pedestrian Protection (Reg. 127)</th>
<th>Electronic Stability Control (Reg. 140)</th>
<th>Seat Belts and Anchorages (Reg. 16, 14)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Banned</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
</tbody>
</table>

### Safe Road Users

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

#### National Seatbelt, Drink Driving and Helmet Laws (WHO, 2018)

- **National Seatbelt Law**: Driver | Front | Back | Not restricted | 18 yrs. | Approx. 3.7% |
- **Motorcycle Helmet Law**: General Population | Young Drivers | Professional Drivers | % of Road Crash Fatalities Involving Alcohol | 0.02 | 0.02 | 0.02 |
- **Motorcycle Occupant Age Restriction**: Legal Minimum Driving Age | 18 yrs. |
- **National Drink Driving Law**: Is Law BAC Based? | General Population | Young Drivers | Professional Drivers | Random Drink Driving Tests | Blood Alcohol Concentration (BAC) Limits (g/dl) |
| None | None | None | None | None | None |

### Post Crash Care

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

#### National, Single Number

- **National Emergency Care Access Number**: None | Trauma Registry System | COUNTRY HEALTH COVERAGE INDEX - SDG Target 3.8: 65 Target 100: 65 | EXPENDITURE ON HEALTHCARE AS % OF GDP: 6% |

### References

Road Safety Country Profile: Mozambique

The Scale of the Road Safety Challenge

Road Crash Fatalities and Injuries Snapshot

- Country Population, 2016: 28,829,476
- Country Reported Fatalities, 2016: 1,379
- WHO Estimated Fatalities, 2016: 8,665
- GBD Estimated Fatalities, 2016: 5,054
- WHO Est. Fatalities per 100,000 Pop., 2016: 30.10
- GBD Est. Fatalities per 100,000 Pop., 2016: 17.42
- Estimated Serious Injuries, 2016: 129,975
- Cost of Fatalities and Serious Injuries, 2016: $1.1 billion
- Cost as % of country GDP, 2016: 10.0%

Positioning of Country in the Region (Compared to Countries with the Lowest Traffic Fatalities in the Region and Globally)

<table>
<thead>
<tr>
<th>Country</th>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate/100,000 (2013 - 2016)</th>
<th>Motorization Registered Vehicles/100,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mozambique</td>
<td>8,665</td>
<td>5,054</td>
<td>30.1</td>
<td>17.4</td>
<td>-5.6%</td>
<td>2,424</td>
</tr>
<tr>
<td>Mauritius</td>
<td>173</td>
<td>168</td>
<td>13.7</td>
<td>13.2</td>
<td>4.4%</td>
<td>40,224</td>
</tr>
<tr>
<td>Nigeria</td>
<td>39,802</td>
<td>19,710</td>
<td>21.4</td>
<td>9.9</td>
<td>0.8%</td>
<td>6,309</td>
</tr>
<tr>
<td>Switzerland</td>
<td>223</td>
<td>334</td>
<td>2.65</td>
<td>3.89</td>
<td>-5.4%</td>
<td>71,182</td>
</tr>
<tr>
<td>Norway</td>
<td>143</td>
<td>215</td>
<td>2.72</td>
<td>4.09</td>
<td>2.4%</td>
<td>75,544</td>
</tr>
<tr>
<td>Singapore</td>
<td>155</td>
<td>197</td>
<td>2.76</td>
<td>3.53</td>
<td>-4.9%</td>
<td>16,604</td>
</tr>
<tr>
<td>Sweden</td>
<td>278</td>
<td>390</td>
<td>2.83</td>
<td>3.88</td>
<td>-3.2%</td>
<td>62,037</td>
</tr>
</tbody>
</table>

Best Performing Countries in Region

<table>
<thead>
<tr>
<th>Country</th>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
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</table>

Best Performing Countries Globally

<table>
<thead>
<tr>
<th>Country</th>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate/100,000 (2013 - 2016)</th>
<th>Motorization Registered Vehicles/100,000 population</th>
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</thead>
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<td>2.65</td>
<td>3.89</td>
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<td>62,037</td>
</tr>
</tbody>
</table>

Road Safety Management

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Mozambique has a lead agency present, National Land Transport Institute (INATTER), Ministry of Transport and Communications, which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has no known road safety target.

Safe Roads and Roadsides

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is 'built-in' to the road for the road users. 5 Star roads are the safest while 1 Star roads are the least safe.

Road Infrastructure Star Rating Results

- Information on Infrastructure in Mozambique:
  - Audit/Star Rating is not Required for New Road Infrastructure;
  - No Inspection/Star Rating Required for Existing Roads;
  - Investment is not Allocated to Upgrade High Risk Locations

Business Case for Safer Roads

- Infrastructure and Speed Management Investment required: $394.3 million
- Annual Investment as a % of GDP (2019-2030): 0.22%
- Reduction in fatalities per year: 3,608
- Approximate reduction in fatalities and serious injuries (FSI) over 20 years: 790,000
- Economic Benefit: $5.84 billion
- B/C Ratio: 15
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

**MAXIMUM SPEED LIMITS AND ENFORCEMENT**

<table>
<thead>
<tr>
<th>NATIONAL SPEED LIMIT LAW</th>
<th>URBAN ROADS</th>
<th>RURAL ROADS</th>
<th>MOTORWAYS</th>
<th>SPEED ENFORCEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>60 km/h</td>
<td>120 km/h</td>
<td>Not Known</td>
<td>Manual</td>
<td>Difference with Recommended Safe Systems Speeds</td>
</tr>
<tr>
<td>+ 30 km/h</td>
<td>+ 50 km/h</td>
<td>-</td>
<td>Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits</td>
<td></td>
</tr>
<tr>
<td>6 times lower</td>
<td>9 times lower</td>
<td>-</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN MOZAMBIQUE:**

- NARROWING: Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- VERTICAL DEFLECTIONS: Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- HORIZONTAL DEFLECTION: Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- BLOCK OR RESTRICT ACCESS: Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

**SAFE VEHICLES**

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

**VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS**

<table>
<thead>
<tr>
<th>TOTAL REGISTERED VEHICLES AS OF 2016</th>
<th>MOTORIZED 2/3 WHEELERS AS OF 2016</th>
<th>COUNTRY COMPLIANCE TO THE UN VEHICLE SAFETY REGULATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>698,864</td>
<td>Not Known</td>
<td>FRONTAL AND SIDE IMPACT (Reg. 94, 95)果</td>
</tr>
<tr>
<td></td>
<td></td>
<td>MOTORCYCLE ANTI-LOCK BRAKING SYSTEM (Reg. 78)果</td>
</tr>
<tr>
<td></td>
<td></td>
<td>PEDESTRIAN PROTECTION (Reg. 127)果</td>
</tr>
<tr>
<td></td>
<td></td>
<td>ELECTRONIC STABILITY CONTROL (Reg. 140)果</td>
</tr>
<tr>
<td></td>
<td></td>
<td>SEAT BELTS AND ANCHORAGES (Reg. 16, 14)果</td>
</tr>
</tbody>
</table>

- Regulated
- 5 Yrs.
- No
- Yes
- No

**SAFE ROAD USERS**

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

**NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)**

- NATIONAL SEATBELT LAW: Prohibited under 7 yrs, 18 yrs.

  - DRIVER: <0.06
  - FRONT: <0.06
  - BACK: <0.06

- MOTORCYCLE HELMET LAW: Prohibited under 7 yrs, 18 yrs.

- HELMET STANDARDS: Not Known

- MOTORCYCLE OCCUPANT AGE RESTRICTION: Not Known

- LEGAL MINIMUM DRIVING AGE: Not Known

- NATIONAL DRINK DRIVING LAW: Based on General Population, Young Drivers, Professional Drivers

- RANDOM DRINK DRIVING TESTS: Not Known

- % OF ROAD CRASH FATALITIES INVOLVING ALCOHOL: Not Known

**POST CRASH CARE**

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

**National, Multiple Numbers**

- NATIONAL EMERGENCY CARE ACCESS NUMBER: National, Multiple Numbers

- TRAUMA REGISTRY SYSTEM: Some Facilities

Mozambique has several emergency numbers. These are 119 (Police); 198 (Ambulance).

**REFERENCES**

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Myanmar has a lead agency present, National Road Safety Council (NRSC), Ministry of Transport and Communications, which isn’t funded in the national budget. Myanmar has a road safety strategy which is also not funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country only has a fatal road safety target, to reduce fatalities by 50% with a timeline of 2011 - 2020.

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

ROAD SAFETY MANAGEMENT

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

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SAFE ROADS AND ROADSIDES

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results

NO ROAD ASSESSMENT SURVEY DATA FOR MYANMAR IS PUBLICLY AVAILABLE ON THE iRAP WEBSITE.

Business Case for Safer Roads

<table>
<thead>
<tr>
<th>Description</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Infrastructure and Speed Management</td>
<td>$446.9 million</td>
</tr>
<tr>
<td>Investment required</td>
<td></td>
</tr>
<tr>
<td>Annual Investment as a % of GDP (2019-2030):</td>
<td>0.05%</td>
</tr>
<tr>
<td>Reduction in fatalities per year:</td>
<td>4,772</td>
</tr>
<tr>
<td>Approximate reduction in fatalities and serious injuries (FSI) over 20 years:</td>
<td>1,050,000</td>
</tr>
<tr>
<td>Economic Benefit:</td>
<td>$22.18 billion</td>
</tr>
<tr>
<td>B/C Ratio:</td>
<td>50</td>
</tr>
</tbody>
</table>
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

MAXIMUM SPEED LIMITS AND ENFORCEMENT

<table>
<thead>
<tr>
<th>National Speed Limit Law</th>
<th>URBAN ROADS</th>
<th>48 km/h</th>
<th>RURAL ROADS</th>
<th>80 km/h</th>
<th>MOTORWAYS</th>
<th>Not Known</th>
<th>Automated</th>
</tr>
</thead>
</table>

Difference with Recommended Safe Systems Speeds

- + 18 km/h
- + 10 km/h
- - 3 times lower
- - 2 times lower

Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits

MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN MYANMAR:

- NARROWING
  Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- VERTICAL DEFLECTIONS
  Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- HORIZONTAL DEFLECTION
  Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- BLOCK OR RESTRICT ACCESS
  Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

SAFE VEHICLES

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS

<table>
<thead>
<tr>
<th>Total Registered Vehicles as of 2016</th>
<th>Motorized 2/3 Wheelers as of 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>6,381,136</td>
<td>84.5%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Country Compliance to the UN Vehicle Safety Regulations</th>
</tr>
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<tr>
<td>Frontal and Side Impact (Reg. 94, 95)</td>
</tr>
<tr>
<td>Motorcycle Anti-Lock Braking System (Reg. 78)</td>
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<tr>
<td>Electronic Stability Control (Reg. 140)</td>
</tr>
<tr>
<td>Seat Belts and Anchorages (Reg. 16, 14)</td>
</tr>
</tbody>
</table>

- No Restrictions
- No
- No
- Yes
- No

SAFE ROAD USERS

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)

<table>
<thead>
<tr>
<th>National Seatbelt Law</th>
<th>Driver</th>
<th>Front</th>
<th>Back</th>
<th>Motorcycle Helmet Law</th>
<th>Helmet Standards</th>
<th>Motorcycle Occupant Age Restriction</th>
<th>Legal Minimum Driving Age</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prohibited under 12 yrs / 145 cm</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Prohibited</td>
<td>Prohibited</td>
<td>Yes</td>
<td>Approx. 21.4%</td>
</tr>
<tr>
<td>National Drink Driving Law</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>% of Road Crash Fatalities Involving Alcohol</td>
</tr>
<tr>
<td>BLOOD ALCOHOL CONCENTRATION (BAC) LIMITS (g/dl)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- No Restrictions
- No
- No
- Yes
- No

POST CRASH CARE

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

National, Multiple Numbers

<table>
<thead>
<tr>
<th>National Emergency Care Access Number</th>
<th>Trauma Registry System</th>
</tr>
</thead>
<tbody>
<tr>
<td>COUNTRY HEALTH COVERAGE INDEX - SDG</td>
<td>Target 3.8; Target - 100</td>
</tr>
</tbody>
</table>

Myanmar has several emergency numbers. These are 199 (Police); 192 (Ambulance).

REFERENCES

ROAD SAFETY COUNTRY PROFILE Namibia

THE SCALE OF THE ROAD SAFETY CHALLENGE

ROAD CRASH FATALITIES AND INJURIES SNAPSHOT

Country Population, 2016: 2,479,713
Country Reported Fatalities, 2016: 731
WHO Estimated Fatalities, 2016: 754
GBD Estimated Fatalities, 2016: 447
WHO Est. Fatalities per 100,000 Pop., 2016: 30.40
GBD Est. Fatalities per 100,000 Pop., 2016: 19.30
Estimated Serious Injuries, 2016: 11,310
Cost of Fatalities and Serious Injuries, 2016: $1.14 billion
Cost as % of country GDP, 2016: 10.1%

FATALITIES BY USER COMPARISON CHART

POSITIONING OF COUNTRY IN THE REGION (COMPARED TO COUNTRIES WITH THE LOWEST TRAFFIC FATALITIES IN THE REGION AND GLOBALLY)

<table>
<thead>
<tr>
<th></th>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate/100,000 (2013 - 2016)</th>
<th>Motorization Registered Vehicles/100,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Namibia</td>
<td>754</td>
<td>447</td>
<td>30.4</td>
<td>19.3</td>
<td>-6.5%</td>
<td>14,973</td>
</tr>
<tr>
<td>Mauritius</td>
<td>173</td>
<td>168</td>
<td>13.7</td>
<td>13.2</td>
<td>4.4%</td>
<td>40,224</td>
</tr>
<tr>
<td>Nigeria</td>
<td>39,802</td>
<td>19,710</td>
<td>21.4</td>
<td>9.9</td>
<td>0.8%</td>
<td>6,309</td>
</tr>
<tr>
<td>Switzerland</td>
<td>223</td>
<td>334</td>
<td>2.65</td>
<td>3.89</td>
<td>-5.4%</td>
<td>71,182</td>
</tr>
<tr>
<td>Norway</td>
<td>143</td>
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<td>Sweden</td>
<td>278</td>
<td>390</td>
<td>2.83</td>
<td>3.88</td>
<td>-3.2%</td>
<td>62,037</td>
</tr>
</tbody>
</table>

BEST PERFORMING COUNTRIES IN REGION

- Mauritius
- Nigeria

BEST PERFORMING COUNTRIES GLOBALLY

- Switzerland
- Norway
- Singapore
- Sweden

ROAD SAFETY MANAGEMENT

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Namibia has a lead agency present, National Road Safety Council (NRSC), Ministry of Works and Transport, which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination and monitoring and evaluation of road safety strategies without legislation. The country has both a fatal and non-fatal road safety target, to reduce fatalities by 50% with a timeline of 2011 - 2020.

SAFE ROADS AND ROADSIDES

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results

NO ROAD ASSESSMENT SURVEY DATA FOR NAMIBIA IS PUBLICLY AVAILABLE ON THE iRAP WEBSITE.

Information on Infrastructure in Namibia:

Audit/Star Rating is not Required for New Road Infrastructure;
No Inspection/Star Rating Required for Existing Roads;
Investment Allocated to Upgrade High Risk Locations

Business Case for Safer Roads

- Infrastructure and Speed Management Investment required: $1.43 billion
- Annual Investment as a % of GDP (2019-2030): 0.90%
- Reduction in fatalities per year: 203
- Approximate reduction in fatalities and serious injuries (FSI) over 20 years: 40,000
- Economic Benefit: $3.8 billion
- B/C Ratio: 3

73% Percentage of Road Crash Fatalities and Injuries in the economically productive age groups (15 - 64 years.)

3:1 Ratio of Male to Female Fatalities with the 15 - 49 year age group being most vulnerable to fatalities

1,127 life yrs. affected due to disability from road crash injuries per 100,000 people
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

**MAXIMUM SPEED LIMITS AND ENFORCEMENT**

<table>
<thead>
<tr>
<th>NATIONAL SPEED LIMIT LAW</th>
<th>60 km/h</th>
<th>120 km/h</th>
<th>120 km/h</th>
<th>Manual</th>
</tr>
</thead>
<tbody>
<tr>
<td>URBAN ROADS</td>
<td>+ 30 km/h</td>
<td>+ 50 km/h</td>
<td>+ 30 km/h</td>
<td>SPEED ENFORCEMENT</td>
</tr>
<tr>
<td>RURAL ROADS</td>
<td>6 times lower</td>
<td>9 times lower</td>
<td>3 times lower</td>
<td>Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits</td>
</tr>
<tr>
<td>MOTORWAYS</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN NAMIBIA:**

- NARROWING
  - Include lane narrows by extending sidewalks, curb extensions, pedestrian refuges etc.
- VERTICAL DEFLECTIONS
  - Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- HORIZONTAL DEFLECTION
  - Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- BLOCK OR RESTRICT ACCESS
  - Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

**SAFE VEHICLES**

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

**VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS**

<table>
<thead>
<tr>
<th>TOTAL REGISTERED VEHICLES AS OF 2016</th>
<th>MOTORIZED 2/3 WHEELERS AS OF 2016</th>
<th>FRONTAL AND SIDE IMPACT (Reg. 94, 95)</th>
<th>MOTORCYCLE ANTI-LOCK BRAKING SYSTEM (Reg. 78)</th>
<th>PEDESTRIAN PROTECTION (Reg. 127)</th>
<th>ELECTRONIC STABILITY CONTROL (Reg. 140)</th>
<th>SEAT BELTS AND ANCHORAGES (Reg. 16, 14)</th>
</tr>
</thead>
<tbody>
<tr>
<td>371,281</td>
<td>1.5%</td>
<td>☑</td>
<td>☑</td>
<td>☑</td>
<td>☑</td>
<td>☑</td>
</tr>
<tr>
<td>☑ REGULATION OF IMPORT OF USED VEHICLES</td>
<td>☑ IMPORT AGE LIMIT</td>
<td>☑ TAXATION BASED LIMITS</td>
<td>☑ IMPORT INSPECTIONS</td>
<td>☑ PERIODIC INSPECTION</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**SAFE ROAD USERS**

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

**NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)**

- NATIONAL SEATBELT LAW
  - Driver
  - Front
  - Back
- MOTORCYCLE HELMET LAW
  - Not restricted
- HELMET STANDARDS
  - Not restricted
- MOTORCYCLE OCCUPANT AGE RESTRICTION
  - Approx. 3.9%
- LEGAL MINIMUM DRIVING AGE
  - 18 yrs.
- NATIONAL DRINK DRIVING LAW
  - IS LAW BAC BASED?
    - Yes
- GENERAL POPULATION
  - ≤0.079
- YOUNG DRIVERS
  - ≤0.079
- PROFESSIONAL DRIVERS
  - ≤0.079
- RANDOM DRINK DRIVING TESTS
  - Yes
- % OF ROAD CRASH FATALITIES INVOLVING ALCOHOL
  - 9%

**POST CRASH CARE**

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

**REFERENCES**

The Scale of the Road Safety Challenge

Road Crash Fatalities and Injuries Snapshot

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<tr>
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<th>2016 WHO Estimated Road Fatalities</th>
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<tr>
<td>Nepal</td>
<td>4,622</td>
<td>6,765</td>
<td>15.9</td>
<td>22.9</td>
<td>-0.6%</td>
<td>8,071</td>
</tr>
<tr>
<td>Maldives</td>
<td>4</td>
<td>32</td>
<td>0.9</td>
<td>7.3</td>
<td>-4.0%</td>
<td>21,737</td>
</tr>
<tr>
<td>Pakistan</td>
<td>27,582</td>
<td>52,708</td>
<td>14.3</td>
<td>25.2</td>
<td>-3.1%</td>
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</tr>
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Best Performing Countries in Region

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Best Performing Countries Globally

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<th>2016 GBD Estimated Road Fatalities</th>
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</table>

Road Safety Management

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Nepal has a lead agency present, Ministry of Physical Infrastructure and Transport, which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has no known road safety target.
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

**MAXIMUM SPEED LIMITS AND ENFORCEMENT**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Difference with Recommended Safe Systems Speeds</td>
<td>+10 km/h</td>
<td>+10 km/h</td>
<td>2 times lower</td>
<td>2 times lower</td>
<td>Appropriate</td>
</tr>
</tbody>
</table>

**MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN NEPAL:**

- Narrowing
- Vertical Deflections
- Horizontal Deflection
- Block or Restrict Access

**SAFE VEHICLES**

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

**VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS**

<table>
<thead>
<tr>
<th>Total Registered Vehicles as of 2016</th>
<th>Motorized 2/3 Wheelers as of 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>2,339,169</td>
<td>66.1%</td>
</tr>
</tbody>
</table>

**SAFE ROAD USERS**

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

**NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)**

- National Seatbelt Law: Yes
- National Drink Driving Law: Yes
- Normal Drinking Age: 18 yrs.
- Legal Minimum Drinking Age: Not Known

**POST CRASH CARE**

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

**REFERENCES**

ROAD SAFETY COUNTRY PROFILE

Niger

THE SCALE OF THE ROAD SAFETY CHALLENGE

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Niger has a lead agency present, Directorate of Traffic and Road Safety (DC/SR), Ministry of Transport, which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country only has a non-fatal road safety target, to No with a timeline of No.

SAFE ROADS AND ROADSIDES

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results

NO ROAD ASSESSMENT SURVEY DATA FOR NIGER IS PUBLICLY AVAILABLE ON THE iRAP WEBSITE.

Information on Infrastructure in Niger:

Partial Audit/Star Rating Required for New Road Infrastructure;
No Inspection/Star Rating Required for Existing Roads;
Investment is not Allocated to Upgrade High Risk Locations

Business Case for Safer Roads

Infrastructure and Speed Management Investment required: $246.34 million
Annual Investment as a % of GDP (2019-2030): 0.24%
Reduction in fatalities per year: 2,078
Approximate reduction in fatalities and serious injuries (FSI) over 20 years: 460,000
Economic Benefit: $3.09 billion
B/C Ratio: 13
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

**MAXIMUM SPEED LIMITS AND ENFORCEMENT**

<table>
<thead>
<tr>
<th>National Speed Limit Law</th>
<th>Urban Roads</th>
<th>Rural Roads</th>
<th>Motorways</th>
<th>Speed Enforcement</th>
</tr>
</thead>
<tbody>
<tr>
<td>50 km/h</td>
<td>Not Known</td>
<td>Not Known</td>
<td>Manual</td>
<td></td>
</tr>
</tbody>
</table>

Difference with Recommended Safe Systems Speeds

- 20 km/h
- 4 times lower

Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits

**MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN NIGER:**

- **NARROWING**
  - Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.

- **VERTICAL DEFLECTIONS**
  - Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.

- **HORIZONTAL DEFLECTION**
  - Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.

- **BLOCK OR RESTRICT ACCESS**
  - Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

**SAFE VEHICLES**

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

**VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS**

<table>
<thead>
<tr>
<th>Total Registered Vehicles as of 2016</th>
<th>Motorized 2/3 Wheelers as of 2016</th>
<th>National Seatbelt, Drink Driving and Helmet Laws (WHO, 2018)</th>
</tr>
</thead>
<tbody>
<tr>
<td>436,420</td>
<td>Not Known</td>
<td>Not restricted</td>
</tr>
</tbody>
</table>

**SAFE ROAD USERS**

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

**NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)**

<table>
<thead>
<tr>
<th>National Seatbelt Law</th>
<th>Driver Front</th>
<th>Back</th>
<th>Motorcycle Helmet Law</th>
<th>Helmet Standards</th>
<th>Motorcycle Occupant Age Restriction</th>
<th>Legal Minimum Driving Age</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regulated</td>
<td>Not Restricted</td>
<td>18 yrs.</td>
<td>Yes</td>
<td>18 yrs.</td>
<td>Not Known</td>
<td></td>
</tr>
</tbody>
</table>

**SAFE SPEEDS**

- **NATIONAL SPEED LIMIT LAW**
  - 50 km/h
- **SPEED ENFORCEMENT**
  - Manual

**REFERENCES**

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Nigeria has a lead agency present, Federal Road Safety Corps, which is funded in the national budget, and also has a road safety strategy which is also fully funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has both a fatal and non-fatal road safety target, to reduce fatalities by 25% with a timeline of 2014 - 2018 (Expired).

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Nigeria has a lead agency present, Federal Road Safety Corps, which is funded in the national budget, and also has a road safety strategy which is also fully funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has both a fatal and non-fatal road safety target, to reduce fatalities by 25% with a timeline of 2014 - 2018 (Expired).

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is 'built-in' to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results

Information on Infrastructure in Nigeria:
Audit/Star Rating Required for New Road Infrastructure;
Inspection/Star Rating Required for Existing Roads;
Investment Allocated to Upgrade High Risk Locations

ROAD SAFETY MANAGEMENT

REF: 1

SAFE ROADS AND ROADSIDES

REF: 1,4

NO ROAD ASSESSMENT SURVEY DATA FOR NIGERIA IS PUBLICLY AVAILABLE ON THE iRAP WEBSITE.

Business Case for Safer Roads

<table>
<thead>
<tr>
<th>Infrastructure and Speed Management</th>
<th>$3.77 billion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Investment required:</td>
<td></td>
</tr>
<tr>
<td>Annual Investment as a % of GDP</td>
<td>0.07%</td>
</tr>
<tr>
<td>(2019-2030):</td>
<td></td>
</tr>
<tr>
<td>Reduction in fatalities per year</td>
<td>14,256</td>
</tr>
<tr>
<td>Approximate reduction in fatalities and serious injuries (FSI) over 20 years:</td>
<td>3,140,000</td>
</tr>
<tr>
<td>Economic Benefit:</td>
<td>$112.79 billion</td>
</tr>
<tr>
<td>B/C Ratio:</td>
<td>30</td>
</tr>
</tbody>
</table>

45% Percentage of Road Crash Fatalities and Injuries in the economically productive age groups (15 - 64 years.)

2 : 1 Ratio of Male to Female Fatalities with the 15 - 49 year age group being most vulnerable to fatalities

631 life yrs. affected due to disability from road crash injuries per 100,000 people

Ref: 1,2,3,4,5

Information on Infrastructure in Nigeria:
Audit/Star Rating Required for New Road Infrastructure;
Inspection/Star Rating Required for Existing Roads;
Investment Allocated to Upgrade High Risk Locations

ROAD SAFETY COUNTRY PROFILE Ref: 1,2,3,4,5

THE SCALE OF THE ROAD SAFETY CHALLENGE

ROAD CRASHFatalities and Injuries SNAPSHOT

Country Population, 2016 : 185,989,632
Country Reported Fatalities, 2016 : 5,053
WHO Estimated Fatalities, 2016 : 39,802
GBD Estimated Fatalities, 2016 : 19,710
WHO Est. Fatalities per 100,000 Pop., 2016 : 21.40
GBD Est. Fatalities per 100,000 Pop., 2016 : 9.86
Estimated Serious Injuries, 2016 : 597,030
Cost of Fatalities and Serious Injuries, 2016 : $28.79 billion
Cost as % of country GDP, 2016 : 7.1%

POS Titiof Country in the Region (Compared to Countries with the Lowest Traffic Fatalities in the Region and Globally)

<table>
<thead>
<tr>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate(2013 - 2016)</th>
<th>Motorization Registered Vehicles/100,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nigeria</td>
<td>39,802</td>
<td>19,710</td>
<td>21.4</td>
<td>9.9</td>
<td>0.8%</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BEST PERFORMING COUNTRIES IN REGION</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mauritius</td>
<td>173</td>
<td>168</td>
<td>13.7</td>
<td>13.7</td>
<td>4.4%</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nigeria</td>
<td>39,802</td>
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<td>9.9</td>
<td>0.8%</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BEST PERFORMING COUNTRIES GLOBALLY</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Switzerland</td>
<td>223</td>
<td>334</td>
<td>2.65</td>
<td>3.89</td>
<td>-5.4%</td>
</tr>
<tr>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Norway</td>
<td>143</td>
<td>215</td>
<td>2.72</td>
<td>4.09</td>
<td>2.4%</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Singapore</td>
<td>155</td>
<td>197</td>
<td>2.76</td>
<td>3.53</td>
<td>-4.9%</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sweden</td>
<td>278</td>
<td>390</td>
<td>2.83</td>
<td>3.88</td>
<td>-3.2%</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

SAFE ROADS AND ROADSIDES

REF: 1,4

ROAD SAFETY MANAGEMENT

REF: 1

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

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Road Infrastructure Star Rating Results

NO ROAD ASSESSMENT SURVEY DATA FOR NIGERIA IS PUBLICLY AVAILABLE ON THE iRAP WEBSITE.
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

### MAXIMUM SPEED LIMITS AND ENFORCEMENT

<table>
<thead>
<tr>
<th>Speed Limit Law</th>
<th>Urban Roads</th>
<th>Rural Roads</th>
<th>Motorways</th>
<th>Speed Enforcement</th>
</tr>
</thead>
<tbody>
<tr>
<td>50 km/h</td>
<td>+20 km/h</td>
<td>+10 km/h</td>
<td>+10 km/h</td>
<td>Manual</td>
</tr>
</tbody>
</table>

### MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN NIGERIA:

- **NARROWING**: Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- **VERTICAL DEFLECTIONS**: Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- **HORIZONTAL DEFLECTION**: Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- **BLOCK OR RESTRICT ACCESS**: Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

### SAFE VEHICLES

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

### VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS

<table>
<thead>
<tr>
<th>TOTAL REGISTERED VEHICLES AS OF 2016</th>
<th>MOTORIZED 2/3 WHEELERS AS OF 2016</th>
<th>REGULATED</th>
</tr>
</thead>
<tbody>
<tr>
<td>11,733,425</td>
<td>11.1%</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>COUNTRY COMPLIANCE TO THE UN VEHICLE SAFETY REGULATIONS</th>
<th>Regulated</th>
<th>12 Yrs.</th>
<th>No</th>
<th>Yes</th>
<th>Yes</th>
</tr>
</thead>
<tbody>
<tr>
<td>FRONTAL AND SIDE IMPACT (Reg. 94, 95)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MOTORCYCLE ANTI-LOCK BRAKING SYSTEM (Reg. 78)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PEDESTRIAN PROTECTION (Reg. 127)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ELECTRONIC STABILITY CONTROL (Reg. 140)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SEAT BELTS AND ANCHORAGES (Reg. 16, 14)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### SAFE ROAD USERS

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

### NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)

- **SEATBELT LAW**: Not restricted
- **DRINK DRIVING LAW**: Not restricted
- **HELMET LAW**: Not restricted

<table>
<thead>
<tr>
<th>BLOOD ALCOHOL CONCENTRATION (BAC) LIMITS (g/dl)</th>
<th>GENERAL POPULATION</th>
<th>YOUNG DRIVERS</th>
<th>PROFESSIONAL DRIVERS</th>
<th>RANDOM DRINK DRIVING TESTS</th>
<th>% OF ROAD CRASH FATALITIES INVOLVING ALCOHOL</th>
</tr>
</thead>
<tbody>
<tr>
<td>≤0.05</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>≤0.002</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>≤0.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### POST CRASH CARE

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

### NATIONAL, SINGLE NUMBER

- **NATIONAL EMERGENCY CARE ACCESS NUMBER**: 112
- **TRAUMA REGISTRY SYSTEM**: 112

### REFERENCES

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Pakistan has a lead agency present, Ministry of Communication, which is funded in the national budget, and also has a road safety strategy which is also fully funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has no known road safety target.

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is 'built-in' to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Information on Infrastructure in Pakistan:
Audit/Star Rating Required for New Road Infrastructure;
Inspection/Star Rating Required for Existing Roads;
Investment Allocated to Upgrade High Risk Locations
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

### Maximum Speed Limits and Enforcement

<table>
<thead>
<tr>
<th>National Speed Limit Law</th>
<th>Urban Roads</th>
<th>Rural Roads</th>
<th>Motorways</th>
</tr>
</thead>
<tbody>
<tr>
<td>90 km/h</td>
<td>110 km/h</td>
<td>130 km/h</td>
<td></td>
</tr>
</tbody>
</table>

*Difference with Recommended Safe Systems Speeds: + 60 km/h (17 times lower) + 40 km/h (6 times lower) + 40 km/h (4 times lower)*

#### Major Speed Calming Measures Being Implemented in Pakistan:

- **Narrowing**: Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- **Vertical Deflections**: Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- **Horizontal Deflection**: Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- **Block or Restrict Access**: Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

### Safe Roads

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

#### National Seatbelt, Drink Driving and Helmet Laws (WHO, 2018)

- **National Seatbelt Law**: Yes
- **Motorcycle Helmet Law**: Not restricted
- **Helmet Standards**: Not regulated
- **Motorcycle Occupant Age Restriction**: Not known
- **Legal Minimum Driving Age**: 18 yrs.

#### Safe Vehicles

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

### Safe Road Users

- **National Drink Driving Law**: Not regulated
- **Is Law BAC Based?**: Not known
- **General Population**: BAC limits (g/dl)
- **Young Drivers**: Not regulated
- **Professional Drivers**: Not regulated
- **Random Drink Driving Tests**: Not regulated
- **Random Drink Driving Tests**: Not regulated
- **% of Road Crash Fatalities Involving Alcohol**: Not known

### Post Crash Care

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

### Pakistan

Pakistan has several emergency numbers. These are 1915 (Police); 1122 (Ambulance).

### References

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Panama has a lead agency present, Traffic and Ground Transport Authority (ATTT), which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has both a fatal and non-fatal road safety target, to reduce fatality rate by 15% per 100,000 population with a timeline of 2011 - 2020.

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

NO ROAD ASSESSMENT SURVEY DATA FOR PANAMA IS PUBLICLY AVAILABLE ON THE iRAP WEBSITE.

**Road Infrastructure Star Rating Results**

**Business Case for Safer Roads**

- Infrastructure and Speed Management Investment required: $491.95 million
- Annual Investment as a % of GDP (2019-2030): 0.06%
- Reduction in fatalities per year: 142
- Approximate reduction in fatalities and serious injuries (FSI) over 20 years: 30,000
- Economic Benefit: $7.25 billion
- B/C Ratio: 15

**FATALITIES BY USER COMPARISON CHART**

- Other
- Pedestrian
- Cyclist
- 2 or 3 Wheeler
- 4 Wheeler

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**ROAD SAFETY COUNTRY PROFILE Panama**

**Latin America and Caribbean (LAC)**

**FATALITIES BY USER COMPARISON CHART**

Panama Mean in Region Mean in MICs

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**ROAD CRASH FATALITIES AND INJURIES SNAPSHOT**

- Country Population, 2016: 4,034,119
- Country Reported Fatalities, 2016: 440
- WHO Estimated Fatalities, 2016: 575
- GBD Estimated Fatalities, 2016: 506
- WHO Est. Fatalities per 100,000 Pop., 2016: 14.30
- GBD Est. Fatalities per 100,000 Pop., 2016: 13.11
- Estimated Serious Injuries, 2016: 8,625
- Cost of Fatalities and Serious Injuries, 2016: $2.75 billion
- Cost as % of country GDP, 2016: 4.7%

**BEST PERFORMING COUNTRIES IN REGION**

- Panama
  - 2016 WHO Estimated Road Fatalities: 575
  - 2016 GBD Estimated Road Fatalities: 506
  - 2016 WHO Estimated Fatality Rate/100,000 pop.: 14.3
  - 2016 GBD Estimated Fatality Rate/100,000 pop.: 13.1
  - % Trend in Fatality Rate/100,000 (2013 - 2016): -9.7%
  - Mortorization Registered Vehicles/100,000 population: 31,942

- Cuba
  - WHO Estimated Road Fatalities: 975
  - GBD Estimated Road Fatalities: 1,124
  - WHO Estimated Fatality Rate/100,000 pop.: 8.5
  - GBD Estimated Fatality Rate/100,000 pop.: 9.9
  - % Trend in Fatality Rate/100,000 (2013 - 2016): 4.9%
  - Mortorization Registered Vehicles/100,000 population: 5,519

- Grenada
  - WHO Estimated Road Fatalities: 10
  - GBD Estimated Road Fatalities: 12
  - WHO Estimated Fatality Rate/100,000 pop.: 9.3
  - GBD Estimated Fatality Rate/100,000 pop.: 10.6
  - % Trend in Fatality Rate/100,000 (2013 - 2016): 4.5%
  - Mortorization Registered Vehicles/100,000 population: 25,407

**BEST PERFORMING COUNTRIES GLOBALLY**

- Switzerland
  - 2016 WHO Estimated Road Fatalities: 223
  - 2016 GBD Estimated Road Fatalities: 334
  - 2016 WHO Estimated Fatality Rate/100,000 pop.: 2.65
  - 2016 GBD Estimated Fatality Rate/100,000 pop.: 3.89
  - % Trend in Fatality Rate/100,000 (2013 - 2016): -5.4%
  - Mortorization Registered Vehicles/100,000 population: 71,182

- Norway
  - WHO Estimated Road Fatalities: 143
  - GBD Estimated Road Fatalities: 215
  - WHO Estimated Fatality Rate/100,000 pop.: 2.72
  - GBD Estimated Fatality Rate/100,000 pop.: 4.09
  - % Trend in Fatality Rate/100,000 (2013 - 2016): 2.4%
  - Mortorization Registered Vehicles/100,000 population: 75,544

- Singapore
  - WHO Estimated Road Fatalities: 155
  - GBD Estimated Road Fatalities: 197
  - WHO Estimated Fatality Rate/100,000 pop.: 2.76
  - GBD Estimated Fatality Rate/100,000 pop.: 3.53
  - % Trend in Fatality Rate/100,000 (2013 - 2016): -4.9%
  - Mortorization Registered Vehicles/100,000 population: 16,604

- Sweden
  - WHO Estimated Road Fatalities: 278
  - GBD Estimated Road Fatalities: 390
  - WHO Estimated Fatality Rate/100,000 pop.: 2.83
  - GBD Estimated Fatality Rate/100,000 pop.: 3.88
  - % Trend in Fatality Rate/100,000 (2013 - 2016): -3.2%
  - Mortorization Registered Vehicles/100,000 population: 62,037

**ROAD SAFETY MANAGEMENT**

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

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**SAFE ROADS AND ROADSIDES**

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

**Road Infrastructure Star Rating Results**

**Information on Infrastructure in Panama:**

Audit/Star Rating is not Required for New Road Infrastructure;
No Inspection/Star Rating Required for Existing Roads;
Investment is not Allocated to Upgrade High Risk Locations

---

**77%** Percentage of Road Crash Fatalities and Injuries in the economically productive age groups (15 - 64 years.)

**4 : 1** Ratio of Male to Female Fatalities with the 15 - 49 year age group being most vulnerable to fatalities

**659 life yrs.** affected due to disability from road crash injuries per 100,000 people
### ROAD SAFETY COUNTRY PROFILE

#### Panama

**Latin America and Caribbean (LAC)**

**TOPICS**

- **MOTORCYCLE OCCUPANT AGE RESTRICTION**
- **SAFE ROAD USERS**
- **SAFE VEHICLES**
- **SAFE SPEEDS**
- **SAFE USER REGISTRATION**
- **SAFE TRAFFIC SYSTEMS**
- **SAFE TRAFFIC SYSTEMS**
- **POST CRASH CARE**
- **REGULATIONS FOR USED VEHICLES IMPORTATION**

---

**SAFE SPEEDS**  
Ref: 1, 7, 8

Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

<table>
<thead>
<tr>
<th>MAXIMUM SPEED LIMITS AND ENFORCEMENT</th>
<th>80 km/h</th>
<th>100 km/h</th>
<th>120 km/h</th>
<th>Manual</th>
</tr>
</thead>
<tbody>
<tr>
<td>NATIONAL SPEED LIMIT LAW</td>
<td>URBAN ROADS</td>
<td>RURAL ROADS</td>
<td>MOTORWAYS</td>
<td>SPEED ENFORCEMENT</td>
</tr>
<tr>
<td>Difference with Recommended</td>
<td>13 times lower</td>
<td>4 times lower</td>
<td>3 times lower</td>
<td></td>
</tr>
<tr>
<td>Safe Systems Speeds</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NARROWING</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>VERTICAL DEFLECTION</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>HORIZONTAL DEFLECTION</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BLOCK OR RESTRICT ACCESS</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN PANAMA:**

- **NARROWING**
  - Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- **VERTICAL DEFLECTION**
  - Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- **HORIZONTAL DEFLECTION**
  - Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- **BLOCK OR RESTRICT ACCESS**
  - Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

---

**SAFE VEHICLES**  
Ref: 1, 8

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

<table>
<thead>
<tr>
<th>VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS</th>
<th>1,288,573</th>
<th>4.9%</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOTAL REGISTERED VEHICLES AS OF 2016</td>
<td>1,288,573</td>
<td>4.9%</td>
</tr>
<tr>
<td>MOTORIZED 2/3 WHEELERS AS OF 2016</td>
<td>40%</td>
<td></td>
</tr>
<tr>
<td>COUNTRY COMPLIANCE TO THE UN VEHICLE SAFETY REGULATIONS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>FRONTAL AND SIDE IMPACT</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>MOTORCYCLE ANTI-LOCK BRAKING SYSTEM</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>PEDESTRIAN PROTECTION</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>ELECTRONIC STABILITY CONTROL</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>SEAT BELTS AND ANCHORAGES</td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>

**SAFE ROAD USERS**  
Ref: 1, 8

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

<table>
<thead>
<tr>
<th>NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)</th>
<th>10 Yrs.</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>NATIONAL SEATBELT LAW</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>DRIVER</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>FRONT</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>BACK</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>MOTORCYCLE HELMET LAW</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>HELMET STANDARDS</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>MOTORCYCLE OCCUPANT AGE RESTRICTION</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>LEGAL MINIMUM DRIVING AGE</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>NATIONAL DRINK DRIVING LAW</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>IS LAW BAC BASED?</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>GENERAL POPULATION</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>YOUNG DRIVERS</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>PROFESSIONAL DRIVERS</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>RANDOM DRINK DRIVING TESTS</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>% OF ROAD CRASH FATALITIES INVOLVING ALCOHOL</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>BLOOD ALCOHOL CONCENTRATION (BAC) LIMITS (g/dl)</td>
<td>≤ 0.05</td>
<td>≤ 0.05</td>
</tr>
</tbody>
</table>

**SAFE TRAFFIC SYSTEMS**

**REGULATIONS FOR USED VEHICLES IMPORTATION**

---

**POST CRASH CARE**  
Ref: 1, 8, 9

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

<table>
<thead>
<tr>
<th>National, Single Number</th>
<th>Some Facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>NATIONAL EMERGENCY CARE ACCESS NUMBER</td>
<td>TRAUMA REGISTRY SYSTEM</td>
</tr>
</tbody>
</table>

Panama has a single emergency number. This is 911.

---

**REFERENCES**

ROAD SAFETY COUNTRY PROFILE

Papua New Guinea

THE SCALE OF THE ROAD SAFETY CHALLENGE

ROAD CRASH FATALITIES AND INJURIES SNAPSHOT

<table>
<thead>
<tr>
<th>Country</th>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate/100,000 (2013 - 2016)</th>
<th>Motorization Registered Vehicles/100,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Papua New Guinea</td>
<td>1,145</td>
<td>2,788</td>
<td>14.2</td>
<td>31.1</td>
<td>-4.1%</td>
<td>1,249</td>
</tr>
</tbody>
</table>

BEST PERFORMING COUNTRIES IN REGION

<table>
<thead>
<tr>
<th>Country</th>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>% Trend in Fatality Rate/100,000 (2013 - 2016)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Micronesia</td>
<td>2</td>
<td>16</td>
<td>-0.3%</td>
</tr>
<tr>
<td>Kiribati</td>
<td>5</td>
<td>12</td>
<td>-5.2%</td>
</tr>
</tbody>
</table>

BEST PERFORMING COUNTRIES GLOBALLY

<table>
<thead>
<tr>
<th>Country</th>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>% Trend in Fatality Rate/100,000 (2013 - 2016)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Switzerland</td>
<td>223</td>
<td>334</td>
<td>-5.4%</td>
</tr>
<tr>
<td>Norway</td>
<td>143</td>
<td>215</td>
<td>2.4%</td>
</tr>
<tr>
<td>Singapore</td>
<td>155</td>
<td>197</td>
<td>-4.9%</td>
</tr>
<tr>
<td>Sweden</td>
<td>278</td>
<td>390</td>
<td>-3.2%</td>
</tr>
</tbody>
</table>

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Papua New Guinea has a lead agency present, Road Traffic Authority (RTA), Ministry of Transport and Infrastructure, which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has no known road safety target.

SAFE ROADS AND ROADSIDES

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results - Papua New Guinea

Surveyed Road Statistics:
- 100% with no formal footpaths
- 99% with no pedestrian crossings
- Undivided with veh. speeds > 80 kph

Vehicle Occupant Travel: 970,195,806 km; Pedestrian Travel: 176,583,715 km; Motorcyclist Travel: 0 km; Cyclist Travel: 0 km

Business Case for Safer Roads

- Infrastructure and Speed Management Investment required: $182.31 million
- Annual Investment as a % of GDP (2019-2030): 0.07%
- Reduction in fatalities per year: 493
- Approximate reduction in fatalities and serious injuries (FSI) over 20 years: 110,000
- Economic Benefit: $4.57 billion
- B/C Ratio: 25

90% Percentage of Road Crash Fatalities and Injuries in the economically productive age groups (15 - 64 years.)

3 : 1 Ratio of Male to Female Fatalities with the 15 - 49 year age group being most vulnerable to fatalities

1,777 life yrs. affected due to disability from road crash injuries per 100,000 people
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

### MAXIMUM SPEED LIMITS AND ENFORCEMENT

<table>
<thead>
<tr>
<th>NATIONAL SPEED LIMIT LAW</th>
<th>URBAN ROADS</th>
<th>RURAL ROADS</th>
<th>MOTORWAYS</th>
<th>SPEED ENFORCEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>60 km/h</td>
<td>75 km/h</td>
<td>Not Known</td>
<td></td>
<td>Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits</td>
</tr>
<tr>
<td>+ 30 km/h</td>
<td>+ 5 km/h</td>
<td>-</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6 times lower</td>
<td>1 times lower</td>
<td>-</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN PAPUA NEW GUINEA:

- **NARROWING**
  - Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.

- **VERTICAL DEFLECTIONS**
  - Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.

- **HORIZONTAL DEFLECTION**
  - Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.

- **BLOCK OR RESTRICT ACCESS**
  - Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

### SAFE VEHICLES

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

### VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS

<table>
<thead>
<tr>
<th>TOTAL REGISTERED VEHICLES AS OF 2016</th>
<th>MOTORIZED 2/3 WHEELERS AS OF 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>100,993</td>
<td>1.3%</td>
</tr>
</tbody>
</table>

### SAFE ROAD USERS

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

### NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)

- **NATIONAL SEATBELT LAW**
  - Yes

- **DRIVER FRONT BACK**
  - Yes

- **MOTORCYCLE HELMET LAW**
  - Yes

- **HELMET STANDARDS**
  - No

- **MOTORCYCLE OCCUPANT AGE RESTRICTION**
  - No

- **LEGAL MINIMUM DRIVING AGE**
  - Approx. 56.0%

- **IS LAW BAC BASED?**
  - No

- **GENERAL POPULATION**
  - No

- **YOUNG DRIVERS**
  - No

- **PROFESSIONAL DRIVERS**
  - No

- **RANDOM DRINK DRIVING TESTS**
  - No

- **BLOOD ALCOHOL CONCENTRATION (BAC) LIMITS (g/dl)**
  - 0.10

### POST CRASH CARE

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

<table>
<thead>
<tr>
<th>NATIONAL EMERGENCY CARE ACCESS NUMBER</th>
<th>TRAUMA REGISTRY SYSTEM</th>
</tr>
</thead>
<tbody>
<tr>
<td>Partial Coverage</td>
<td>Some Facilities</td>
</tr>
</tbody>
</table>

### REFERENCES

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Paraguay has a lead agency present, National Transit and Road Safety Agency, which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has both a fatal and non-fatal road safety target, to reduce fatalities by 20% with a timeline of 2013 - 2018 (Expired).

**Business Case for Safer Roads**

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results

**NO ROAD ASSESSMENT SURVEY DATA FOR PARAGUAY IS PUBLICLY AVAILABLE ON THE IRAP WEBSITE.**

**Information on Infrastructure in Paraguay:**

Audit/Star Rating Required for New Road Infrastructure;

Inspection/Star Rating Required for Existing Roads;

Investment is not Allocated to Upgrade High Risk Locations
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

### Maximum Speed Limits and Enforcement

<table>
<thead>
<tr>
<th>Difference with Recommended Safe Systems Speeds</th>
</tr>
</thead>
<tbody>
<tr>
<td>4 times lower</td>
</tr>
</tbody>
</table>

### Major Speed Calming Measures Being Implemented in Paraguay:

- **Narrowing**: Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- **Vertical Deflections**: Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- **Horizontal Deflection**: Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.
- **Block or Restrict Access**: Used to prevent vehicles from entering restricted areas.

### Safe Speeds

<table>
<thead>
<tr>
<th>Speed Limits</th>
<th>Manual</th>
</tr>
</thead>
<tbody>
<tr>
<td>50 km/h</td>
<td>Yes</td>
</tr>
<tr>
<td>110 km/h</td>
<td>Yes</td>
</tr>
<tr>
<td>110 km/h</td>
<td>Yes</td>
</tr>
</tbody>
</table>

### Safe Vehicles

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

### Vehicle Registration, Standards and Import Regulations

<table>
<thead>
<tr>
<th>Regulation of Import of Used Vehicles</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,871,947</td>
</tr>
<tr>
<td>33.3%</td>
</tr>
<tr>
<td>Total Registered Vehicles as of 2016</td>
</tr>
<tr>
<td>Motorized 2/3 wheelers as of 2016</td>
</tr>
</tbody>
</table>

### Safe Road Users

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

### National Seatbelt, Drink Driving and Helmet Laws (WHO, 2018)

- **NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)**

  - **Prohibited under 12 yrs**
  - **Legal Minimum Driving Age**
  - **Random Drink Driving Tests**
  - **% of Road Crash Fatalities Involving Alcohol**
  - **General Population**
  - **Young Drivers**
  - **Professional Drivers**
  - **Blood Alcohol Concentration (BAC) Limits (g/dl)**

### Post Crash Care

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

### Safe Speeds

**Enforcement of Safe System Speed Limits**

### Safe Vehicles

**NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)**

- **Prohibited under 12 yrs**
- **Legal Minimum Driving Age**
- **Random Drink Driving Tests**
- **% of Road Crash Fatalities Involving Alcohol**

**Blood Alcohol Concentration (BAC) Limits (g/dl)**

### Safe Road Users

**National, Single Number**

- **National Emergency Care Access Number**
- **Trauma Registry System**

Paraguay has a single emergency number. This is 911.

### References

The Scale of the Road Safety Challenge

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Peru has a lead agency present, National Road Safety Council, which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has both a fatal and non-fatal road safety target, to reduce fatalities from 10 to 6 deaths per 100,000 population with a timeline of 2016 - 2021.

Business Case for Safer Roads

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is 'built-in' to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results - Peru

Surveyed Road Statistics:

- 95% with no formal footpaths
- 99% with no pedestrian crossings
- - undivided with veh. speeds > 80 kph

Vehicle Occupant Travel: 0 km; Pedestrian Travel: 2,497,878 km; Motorcyclist Travel: 0 km; Cyclist Travel: 0 km

Business Case for Safer Roads

Infrastructure and Speed Management Investment required: $ 4.57 billion

Annual Investment as a % of GDP (2019-2030): 0.17%

Reduction in fatalities per year: 1,560

Approximate reduction in fatalities and serious injuries (FSI) over 20 years: 340,000

Economic Benefit: $ 35.8 billion

B/C Ratio: 8

Road Safety Management

Safe Roads and Roadsides

71% Percentage of Road Crash Fatalities and Injuries in the economically productive age groups (15 - 64 years.)

3 : 1 Ratio of Male to Female Fatalities with the 15 - 49 year age group being most vulnerable to fatalities

697 life yrs. affected due to disability from road crash injuries per 100,000 people

Best Performing Countries in Region

- Peru
- Cuba
- Grenada

Best Performing Countries Globally

- Switzerland
- Norway
- Singapore
- Sweden

Road Infrastrucure Star Rating Results - Peru

Ref: 1,2,3,4,5

95% 99% -

SAFE ROADS AND ROADSIDES Ref:1,4

PILLAR 2

95% with no formal footpaths; 99% with no pedestrian crossings; - undivided with veh. speeds > 80 kph

Road Infrastrucure Star Rating Results - Peru

Surveyed Road Statistics:

- 95% with no formal footpaths
- 99% with no pedestrian crossings
- - undivided with veh. speeds > 80 kph

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ROAD SAFETY COUNTRY PROFILE Peru

Latin America and Caribbean (LAC)

FATALITIES BY USER COMPARISON CHART

POSITIONING OF COUNTRY IN THE REGION (COMPARED TO COUNTRIES WITH THE LOWEST TRAFFIC FATALITIES IN THE REGION AND GLOBALLY)

The Scale of the Road Safety Challenge

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Business Case for Safer Roads

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results - Peru

Surveyed Road Statistics:

- 95% with no formal footpaths
- 99% with no pedestrian crossings
- - undivided with veh. speeds > 80 kph

Vehicle Occupant Travel: 0 km; Pedestrian Travel: 2,497,878 km; Motorcyclist Travel: 0 km; Cyclist Travel: 0 km

Business Case for Safer Roads

Infrastructure and Speed Management Investment required: $ 4.57 billion

Annual Investment as a % of GDP (2019-2030): 0.17%

Reduction in fatalities per year: 1,560

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### Maximum Speed Limits and Enforcement

<table>
<thead>
<tr>
<th>National Speed Limit Law</th>
<th>Urban Roads</th>
<th>Rural Roads</th>
<th>Motorways</th>
<th>Speed Enforcement</th>
</tr>
</thead>
<tbody>
<tr>
<td>60 km/h</td>
<td>60 km/h</td>
<td>100 km/h</td>
<td>Manual</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Difference with Recommended Safe Systems Speeds</th>
<th>Appropriate</th>
<th>Low Risk</th>
<th>6 times lower</th>
<th>1 times lower</th>
</tr>
</thead>
</table>

### Major Speed Calming Measures Being Implemented in Peru:

- **Narrowing:** Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- **Vertical Deflections:** Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- **Horizontal Deflection:** Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- **Block or Restrict Access:** Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

### Safe Vehicles

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

#### Vehicle Registration, Standards and Import Regulations

<table>
<thead>
<tr>
<th>Total Registered Vehicles as of 2016</th>
<th>5,604,789</th>
<th>52.5%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motorized 2/3 Wheelers as of 2016</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Country Compliance to the UN Vehicle Safety Regulations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frontal and Side Impact (Reg. 94, 95)</td>
</tr>
<tr>
<td>Motorcycle Anti-Lock Braking System (Reg. 78)</td>
</tr>
<tr>
<td>Pedestrian Protection (Reg. 127)</td>
</tr>
<tr>
<td>Electronic Stability Control (Reg. 140)</td>
</tr>
<tr>
<td>Seat Belts and Anchorages (Reg. 16, 14)</td>
</tr>
</tbody>
</table>

### Safe Road Users

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

#### National Seatbelt, Drink Driving and Helmet Laws (WHO, 2018)

- **National Seatbelt Law:** Not restricted
- **Driver:** 18 yrs.
- **Front:** Not restricted
- **Back:** Not restricted
- **Motorcycle Helmet Law:** Approx. 9.3%
- **Helmet Standards:** Not restricted
- **Motorcycle Occupant Age Restriction:** Legal Minimum Driving Age
- **National Drink Driving Law:** Is Law BAC Based?
- **General Population:** ≤0.05
- **Young Drivers:** ≤0.05
- **Professional Drivers:** ≤0.025
- **Random Drink Driving Tests:** Not restricted
- **% of Road Crash Fatalities Involving Alcohol:** Approx. 9.3%

### Post Crash Care

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

#### Partial Coverage National

<table>
<thead>
<tr>
<th>National Emergency Care Access Number</th>
<th>Trauma Registry System</th>
</tr>
</thead>
</table>

Peru has several emergency numbers. These are 911 (General); 105 (Police); 106 (Ambulance).

### References

**Road Safety Country Profile: Philippines**

**East Asia and Pacific (EAP)**

**The Scale of the Road Safety Challenge**

<table>
<thead>
<tr>
<th>Country Population, 2016</th>
<th>103,320,224</th>
</tr>
</thead>
<tbody>
<tr>
<td>WHO Estimated Fatalities, 2016</td>
<td>12,690</td>
</tr>
<tr>
<td>GBD Estimated Fatalities, 2016</td>
<td>11,089</td>
</tr>
<tr>
<td>WHO Est. Fatalities per 100,000 Pop., 2016</td>
<td>12.3</td>
</tr>
<tr>
<td>GBD Est. Fatalities per 100,000 Pop., 2016</td>
<td>10.8</td>
</tr>
<tr>
<td>Estimated Serious Injuries, 2016</td>
<td>190,350</td>
</tr>
<tr>
<td>Cost of Fatalities and Serious Injuries, 2016</td>
<td>$12.45 billion</td>
</tr>
<tr>
<td>Cost as % of country GDP, 2016</td>
<td>4.1%</td>
</tr>
</tbody>
</table>

**Positioning of Country in the Region (Compared to Countries with the Lowest Traffic Fatalities in the Region and Globally)**

<table>
<thead>
<tr>
<th>Philippines</th>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate/100,000 (2013 - 2016)</th>
<th>Motorization Registered Vehicles/100,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Philippines</td>
<td>12,690</td>
<td>11,089</td>
<td>12.3</td>
<td>10.8</td>
<td>1.5%</td>
<td>8,954</td>
</tr>
</tbody>
</table>

**Best Performing Countries in Region**

- Micronesia: 2, 16, 1.9, 15.7, -0.3%, 5,406
- Kiribati: 5, 12, 4.4, 10.4, -5.2%, 3,240

**Best Performing Countries Globally**

- Switzerland: 223, 334, 2.65, 3.89, -5.4%, 71,182
- Norway: 143, 215, 2.72, 4.09, 2.4%, 75,544
- Singapore: 155, 197, 2.76, 3.53, -4.9%, 16,604
- Sweden: 278, 390, 2.83, 3.88, -3.2%, 62,037

**Road Safety Management**

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Philippines has a lead agency present, Department of Transportation (DOTr), which is funded in the national budget, and also has a road safety strategy which is also fully funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has both a fatal and non-fatal road safety target, to reduce fatalities by 50% with a timeline of 2011 - 2020.

**Safe Roads and Road Sides**

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (IRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

**Road Infrastructure Star Rating Results - Philippines**

**Surveyed Road Statistics:**

- 93% with no formal footpaths
- 89% with no pedestrian crossings
- 100% undivided with veh. speeds > 80 kph

**Vehicle Occupant Travel:** 15.6 billion km

**Pedestrian Travel:** 3.3 billion km

**Motorcyclist Travel:** 2.9 billion km

**Cyclist Travel:** 2.8 billion km

**Business Case for Safer Roads**

- Infrastructure and Speed Management Investment required: $4.22 billion
- Annual Investment as a % of GDP (2019-2030): 0.10%
- Reduction in fatalities per year: 4,152
- Approximate reduction in fatalities and serious injuries (FSI) over 20 years: 910,000

**Economic Benefit:** $45.63 billion

**B/C Ratio:** 11
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calmed through roadway design and other measures, and vehicle technology need to be widely implemented.

**MAXIMUM SPEED LIMITS AND ENFORCEMENT**

<table>
<thead>
<tr>
<th>National Speed Limit Law</th>
<th>Urban Roads</th>
<th>Rural Roads</th>
<th>Motorways</th>
<th>Speed Enforcement</th>
</tr>
</thead>
<tbody>
<tr>
<td>40 km/h</td>
<td>80 km/h</td>
<td>Not Known</td>
<td>Manual</td>
<td></td>
</tr>
</tbody>
</table>

**MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN PHILIPPINES:**

- Narrowing
- Vertical deflections
- Horizontal deflection
- Block or restrict access

**SAFE VEHICLES**

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

**VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS**

<table>
<thead>
<tr>
<th>Total Registered Vehicles as of 2016</th>
<th>Motorized 2/3 Wheelers as of 2016</th>
<th>Country Compliance to the UN Vehicle Safety Regulations</th>
</tr>
</thead>
<tbody>
<tr>
<td>9,251,565</td>
<td>57.6%</td>
<td>Banned</td>
</tr>
</tbody>
</table>

**SAFE ROAD USERS**

Maintaining a safe and alcohol-free environment is crucial to avoid injuries. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

**NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)**

<table>
<thead>
<tr>
<th>Law</th>
<th>Driver Front</th>
<th>Driver Back</th>
<th>Motorcycle Helmet Law</th>
<th>Helmet Standards</th>
<th>Motorcycle Occupant Age Restriction</th>
<th>Legal Minimum Driving Age</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Seatbelt Law</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>National Drink Driving Law</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Is Law BAC Based?</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>General Population</td>
<td>&lt;0.05</td>
<td>&lt;0.05</td>
<td>0.00</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Young Drivers</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Professional Drivers</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Random Drink Driving Tests</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>% of Road Crash Fatalities Involving Alcohol</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
</tbody>
</table>

**POST CRASH CARE**

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

**REFERENCES**

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Romania has a lead agency present, Interministerial Council for Road Safety, which isn’t funded in the national budget but has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country only has a fatal road safety target, to reduce fatalities by 50% with a timeline of 2011 - 2020.

SAFE ROADS AND ROADSIDES Ref: 3,4

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results - Romania

Surveyed Road Statistics: 87% with no formal footpaths; 97% with no pedestrian crossings; 63% undivided with veh. speeds > 80 kph

Vehicle Occupant Travel: 2.8 billion km; Pedestrian Travel: 11,213,165 km; Motorcyclist Travel: 86,992,275 km; Cyclist Travel: 3,768,990 km

Business Case for Safer Roads

Infrastructure and Speed Management Investment required: $2.74 billion

Annual Investment as a % of GDP (2019-2030): 0.10%

Reduction in fatalities per year: 693

Approximate reduction in fatalities and serious injuries (FSI) over 20 years: 150,000

Economic Benefit: $27.27 billion

B/C Ratio: 10
**SAFE SPEEDS**

Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

### MAXIMUM SPEED LIMITS AND ENFORCEMENT

<table>
<thead>
<tr>
<th>Speed Limit Law</th>
<th>Urban Roads</th>
<th>Rural Roads</th>
<th>Motorways</th>
<th>Enforcement</th>
</tr>
</thead>
<tbody>
<tr>
<td>National</td>
<td>50 km/h</td>
<td>90 km/h</td>
<td>130 km/h</td>
<td>Manual</td>
</tr>
<tr>
<td>Difference</td>
<td>+20 km/h</td>
<td>+20 km/h</td>
<td>+40 km/h</td>
<td></td>
</tr>
</tbody>
</table>

Potential Decrease in Fatal Road Crashes from Enforcing Safe System Speed Limits

### MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN ROMANIA:

- **Narrowing**: Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- **Vertical Deflections**: Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- **Horizontal Deflection**: Used to make vehicles swerve slightly, include chicaneS, pedestrian refuges, chokers etc.
- **Block or Restrict Access**: Include median dividers, closing streets to create pedestrian zones, cul-de-sacs etc.

**SAFE VEHICLES**

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

### VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS

- **Total Registered Vehicles as of 2016**: 7,014,661
- **Motorized 2/3 wheelers as of 2016**: 1.7%

<table>
<thead>
<tr>
<th>Regulation of Import of Used Vehicles</th>
<th>Import Age Limit</th>
<th>Taxation Based Limits</th>
<th>Import Inspections</th>
<th>Periodic Inspection</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regulated</td>
<td>8 yrs.</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
</tbody>
</table>

**SAFE ROAD USERS**

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

**NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)**

- **Drink Driving Law**
  - National: Yes
  - Driver: Yes
  - Front: Yes
  - Back: Yes
  - General Population: ≤0.08
  - Young Drivers: ≤0.08
  - Professional Drivers: ≤0.08
  - Random Drink Driving Tests: Yes
  - % of Road Crash Fatalities Involving Alcohol: Approx. 5.6%

- **Motorcycle Laws**
  - Prohibited under 14 yrs: Yes
  - Legal Minimum Driving Age: 18 yrs.

- **Helmet Standards**
  - Frontal and Side Impact: Yes (Reg. 94, 95)
  - Anti-Lock Braking System: Yes (Reg. 78)
  - Pedestrian Protection: Yes (Reg. 127)
  - Electronic Stability Control: Yes (Reg. 140)
  - Seat Belts and anchorages: Yes (Reg. 16, 14)

- **Motorcycle Occupant Age Restriction**

**POST CRASH CARE**

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

### National, Single Number

- **National Emergency Care Access Number**: None
- **Trauma Registry System**: None

**REFERENCES**

2. Institute of Health Metrics and Evaluation (IHME), GBD Results Tool, Seattle, WA: IHME, University of Washington, 2015
3. Serious injuries have been calculated assuming a ratio of 15:1 (15 serious injuries for every death). This estimation broadly falls in the range of 30:1 in high income countries to 10:1 in low- and middle-income countries as crashes tend to be more fatal in the later context.
5. World Bank Data Bank for Development Indicators
To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended. Russia has a lead agency present, The Governmental Commission on Road Safety, which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country only has a fatal road safety target, to reduce fatalities by 8,000 with a timeline of 2012 - 2020.

**Road Infrastrucure Star Rating Results - Russia**

Surveyed Road Statistics: 86% with no formal footpaths; 89% with no pedestrian crossings; - undivided with veh. speeds > 80 kph

Vehicle Occupant Travel: 564,201,504 km; Pedestrian Travel: 235,773,610 km; Motorcyclist Travel: 0 km; Cyclist Travel: 10,329,880 km

**Business Case for Safer Roads**

Infrastructure and Speed Management Investment required: $66.74 billion

Annual Investment as a % of GDP (2019-2030): 0.37%

Reduction in fatalities per year: 8,673

Approximate reduction in fatalities and serious injuries (FSI) over 20 years: 1,910,000

Economic Benefit: $306.96 billion

B/C Ratio: 5
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

### MAXIMUM SPEED LIMITS AND ENFORCEMENT

<table>
<thead>
<tr>
<th></th>
<th>60 km/h</th>
<th>90 km/h</th>
<th>110 km/h</th>
<th>Automated</th>
</tr>
</thead>
<tbody>
<tr>
<td>NATIONAL SPEED LIMIT LAW</td>
<td>URBAN ROADS</td>
<td>RURAL ROADS</td>
<td>MOTORWAYS</td>
<td>SPEED ENFORCEMENT</td>
</tr>
<tr>
<td>Difference with Recommended Safe Systems Speeds</td>
<td>+30 km/h</td>
<td>+20 km/h</td>
<td>+20 km/h</td>
<td>Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits</td>
</tr>
</tbody>
</table>

#### MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN RUSSIA:

- **NARROWING**
  - Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- **VERTICAL DEFLECTIONS**
  - Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- **HORIZONTAL DEFLECTION**
  - Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- **BLOCK OR RESTRICT ACCESS**
  - Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

### SAFE VEHICLES

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

### VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS

<table>
<thead>
<tr>
<th>Total Registered Vehicles as of 2016</th>
<th>Motorized 2/3 Wheelers as of 2016</th>
<th>Country Compliance to the UN Vehicle Safety Regulations</th>
</tr>
</thead>
<tbody>
<tr>
<td>54,014,259</td>
<td>4.1%</td>
<td>Selection of Import Age Limit Taxation Based Limits</td>
</tr>
</tbody>
</table>

### SAFE ROAD USERS

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

#### NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)

- **Prohibited under 12 yrs**: 18 yrs.
- **National Seatbelt Law**: Driver, Front, Back
- **Motorcycle Helmet Law**: General Population, Young Drivers, Professional Drivers
- **Helmet Standards**: Motorcyclist
- **Motorcycle Occupant Age Restriction**: Approx. 22.9%
- **National Drink Driving Law**: IS LAW BASED?
- **Legal Minimum Driving Age**: General Population, Young Drivers, Professional Drivers
- **Random Drink Driving Tests**: % of Road Crash Fatalities Involving Alcohol

### POST CRASH CARE

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

#### National, Multiple Numbers

- **National Emergency Care Access Number**: TRAUMA REGISTRY SYSTEM

### REFERENCES

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Rwanda has a lead agency present, National Road Safety Committee, which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country only has a non-fatal road safety target, to No with a timeline of No.

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is 'built-in' to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Information on Infrastructure in Rwanda:
Audit/Star Rating Required for New Road Infrastructure;
Inspection/Star Rating Required for Existing Roads;
Investment Allocated to Upgrade High Risk Locations

Business Case for Safer Roads
Infrastructure and Speed Management
Investment required: $ 61.1 million
Annual Investment as a % of GDP (2019-2030): 0.05%
Reduction in fatalities per year: 1,670
Approximate reduction in fatalities and serious injuries (FSI) over 20 years: 370,000
Economic Benefit: $ 4.32 billion
B/C Ratio: 71
Road Safety Country Profile

**Africa (AFR)**

**Safe Speeds**

Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

<table>
<thead>
<tr>
<th>Maximum Speed Limits and Enforcement</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Speed Limit Law</td>
</tr>
<tr>
<td>Urban Roads</td>
</tr>
<tr>
<td>Difference with Recommended Safe Systems Speeds</td>
</tr>
<tr>
<td>13 times lower</td>
</tr>
</tbody>
</table>

**Major Speed Calming Measures Being Implemented in Rwanda:**

- **Narrowing:** Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- **Vertical Deflections:** Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- **Horizontal Deflection:** Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- **Block or Restrict Access:** Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

**Safe Vehicles**

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

**Vehicle Registration, Standards and Import Regulations**

<table>
<thead>
<tr>
<th>180,137</th>
<th>51.0%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Registered Vehicles as of 2016</td>
<td>Motorized 2/3 Wheeler as of 2016</td>
</tr>
</tbody>
</table>

**Country Compliance to the UN Vehicle Safety Regulations**

<table>
<thead>
<tr>
<th>Frontal and Side Impact (Reg. 94, 95)</th>
<th>Motorcycle Anti-Lock Braking System (Reg. 78)</th>
<th>Pedestrian Protection (Reg. 127)</th>
<th>Electronic Stability Control (Reg. 140)</th>
<th>Seat Belts and Anchorage (Reg. 16, 14)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regulated</td>
<td>X</td>
<td>Yes</td>
<td>No</td>
<td></td>
</tr>
</tbody>
</table>

**Safe Road Users**

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

**National Seatbelt, Drink Driving and Helmet Laws (WHO, 2018)**

<table>
<thead>
<tr>
<th>National Seatbelt Law</th>
<th>Drink Driving Law</th>
<th>Helmet Law</th>
<th>Motorcycle Occupation Age Restriction</th>
<th>Legal Minimum Driving Age</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>General Population</th>
<th>Young Drivers</th>
<th>Professional Drivers</th>
<th>Random Drink Driving Tests</th>
<th>% of Road Crash Fatalities Involving Alcohol</th>
</tr>
</thead>
<tbody>
<tr>
<td>≤0.08</td>
<td>≤0.08</td>
<td>≤0.08</td>
<td>Yes</td>
<td>Not Known</td>
</tr>
</tbody>
</table>

**Post Crash Care**

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

**National, Multiple Numbers**

<table>
<thead>
<tr>
<th>National Emergency Care Access Number</th>
<th>Trauma Registry System</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td>None</td>
</tr>
</tbody>
</table>

Rwanda has several emergency numbers. These are 112 (General); 113 (Police); 912 (Ambulance).

**References**

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended. Saint Lucia has a lead agency present, Saint Lucia Road Transport Board, which is funded in the national budget. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has no known road safety target.

Business Case for Safer Roads

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results

NO ROAD ASSESSMENT SURVEY DATA FOR SAINT LUCIA IS PUBLICLY AVAILABLE ON THE IRAP WEBSITE.

Information on Infrastructure in Saint Lucia:

Audit/Star Rating is not Required for New Road Infrastructure;
No Inspection/Star Rating Required for Existing Roads;
Investment is not Allocated to Upgrade High Risk Locations

| WHO Est. Fatalities per 100,000 Pop., 2016 | 35.4 |
| WHO Est. Fatalities per 100,000 Pop., 2016 | 14.1 |
| Estimated Serious Injuries, 2016 | 945 |
| Cost of Fatalities and Serious Injuries, 2016 | $192.47 million |
| Cost as % of country GDP, 2016 | 11.8% |
| Mean in Region | Mean in MICs |
| Saint Lucia Mean in Region | 63 | 25 | 35.4 | 14.1 | 1.9% | 20,044 |
| Cuba | 975 | 1124 | 8.5 | 9.9 | 4.9% | 5,519 |
| Grenada | 10 | 12 | 9.3 | 10.6 | 4.5% | 25,407 |
| Switzerland | 223 | 334 | 2.65 | 3.89 | -5.4% | 71,182 |
| Norway | 143 | 215 | 2.72 | 4.09 | 2.4% | 75,544 |
| Singapore | 155 | 197 | 2.76 | 3.53 | -4.9% | 16,604 |
| Sweden | 278 | 390 | 2.83 | 3.88 | -3.2% | 62,037 |

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

80% Percentage of Road Crash Fatalities and Injuries in the economically productive age groups (15 - 64 years.)

Ratio of Male to Female Fatalities with the 15 - 49 year age group being most vulnerable to fatalities

700 life yrs. affected due to disability from road crash injuries per 100,000 people

80% Percentage of Road Crash Fatalities and Injuries in the economically productive age groups (15 - 64 years.)

Ratio of Male to Female Fatalities with the 15 - 49 year age group being most vulnerable to fatalities

700 life yrs. affected due to disability from road crash injuries per 100,000 people
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

**MAXIMUM SPEED LIMITS AND ENFORCEMENT**

<table>
<thead>
<tr>
<th>Difference with Recommended Safe Systems Speeds</th>
<th>NATIONAL SPEED LIMIT LAW</th>
<th>URBAN ROADS</th>
<th>RURAL ROADS</th>
<th>MOTORWAYS</th>
<th>SPEED ENFORCEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low Risk</td>
<td>24 km/h</td>
<td>24 km/h</td>
<td>56 km/h</td>
<td>Not Known</td>
<td>Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits</td>
</tr>
</tbody>
</table>

**MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN SAINT LUCIA:**

- **NARROWING:** Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- **VERTICAL DEFLECTIONS:** Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- **HORIZONTAL DEFLECTION:** Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- **BLOCK OR RESTRICT ACCESS:** Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

**SAFE VEHICLES**

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

**VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS**

<table>
<thead>
<tr>
<th>TOTAL REGISTERED VEHICLES AS OF 2016</th>
<th>MOTORIZED 2/3 WHEELERS AS OF 2016</th>
<th>FRONTAL AND SIDE IMPACT (Reg. 94, 95)</th>
<th>MOTORCYCLE ANTI-LOCK BRAKING SYSTEM (Reg. 78)</th>
<th>PEDESTRIAN PROTECTION (Reg. 127)</th>
<th>ELECTRONIC STABILITY CONTROL (Reg. 140)</th>
<th>SEAT BELTS AND ANCHORAGES (Reg. 16, 14)</th>
</tr>
</thead>
<tbody>
<tr>
<td>35,681</td>
<td>0.6%</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
</tbody>
</table>

**SAFE ROAD USERS**

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

**NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)**

<table>
<thead>
<tr>
<th>NATIONAL SEATBELT LAW</th>
<th>DRIVER</th>
<th>FRONT</th>
<th>BACK</th>
<th>Not restricted</th>
</tr>
</thead>
<tbody>
<tr>
<td>MOTORCYCLE HELMET LAW</td>
<td>GENERAL POPULATION</td>
<td>YOUNG DRIVERS</td>
<td>PROFESSIONAL DRIVERS</td>
<td>Not Known</td>
</tr>
<tr>
<td>HELMET STANDARDS</td>
<td>IS LAW BAC BASED?</td>
<td>≤0.08</td>
<td>≤0.08</td>
<td>≤0.08</td>
</tr>
<tr>
<td>MOTORCYCLE OCCUPANT AGE RESTRICTION</td>
<td>RANDOM DRINK DRIVING TESTS</td>
<td>% OF ROAD CRASH FATALITIES INVOLVING ALCOHOL</td>
<td>Not Known</td>
<td></td>
</tr>
<tr>
<td>LEGAL MINIMUM DRIVING AGE</td>
<td>BLOOD ALCOHOL CONCENTRATION (BAC) LIMITS (g/dl)</td>
<td>Target 3.8; Target - 100</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**POST CRASH CARE**

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

<table>
<thead>
<tr>
<th>NATIONAL EMERGENCY CARE ACCESS NUMBER</th>
<th>TRAUMA REGISTRY SYSTEM</th>
<th>COUNTRY HEALTH COVERAGE INDEX - SDG Target 3.8; Target - 100</th>
<th>EXPENDITURE ON HEALTHCARE AS % OF GDP</th>
</tr>
</thead>
<tbody>
<tr>
<td>National, Single Number</td>
<td>Not Known</td>
<td>69</td>
<td>5%</td>
</tr>
</tbody>
</table>

Saint Lucia has a single emergency number. This is 911.

**REFERENCES**

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Samoa has a lead agency present, Ministry of Works, Transport Infrastructure (MWTI), which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country only has a fatal road safety target, to No with a timeline of No.

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results

**Information on Infrastructure in Samoa:**
- Audit/Star Rating Required for New Road Infrastructure;
- Inspection/Star Rating Required for Existing Roads;
- Investment Allocated to Upgrade High Risk Locations

**ROAD SAFETY MANAGEMENT**

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

**SAFE ROADS AND ROADSIDES**

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

**No Road Assessment Survey Data for Samoa is publicly available on the IRAP website.**

**Business Case for Safer Roads**

<table>
<thead>
<tr>
<th>Description</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Infrastructure and Speed Management Investment</td>
<td>$45.57 million</td>
</tr>
<tr>
<td>Annual Investment as a % of GDP (2019-2030)</td>
<td>0.44%</td>
</tr>
<tr>
<td>Reduction in fatalities per year</td>
<td>12</td>
</tr>
<tr>
<td>Approximate reduction in fatalities and serious injuries (FSI) over 20 years</td>
<td>2,650</td>
</tr>
<tr>
<td>Economic Benefit</td>
<td>$175.3 million</td>
</tr>
</tbody>
</table>

**Percentage of Road Crash Fatalities and Injuries in the economically productive age groups (15 - 64 years.):** 71%

**Ratio of Male to Female Fatalities with the 15 - 49 year age group being most vulnerable to fatalities:** 2 : 1
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

MAXIMUM SPEED LIMITS AND ENFORCEMENT

<table>
<thead>
<tr>
<th>National Speed Limit Law</th>
<th>Urban Roads</th>
<th>Rural Roads</th>
<th>Motorways</th>
<th>Speed Enforcement</th>
</tr>
</thead>
<tbody>
<tr>
<td>56 km/h</td>
<td>+26 km/h</td>
<td>Appropriate</td>
<td>Low Risk</td>
<td>Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits</td>
</tr>
</tbody>
</table>

MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN SAMOA:

- **Narrowing**: Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- **Vertical Deflections**: Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- **Horizontal Deflection**: Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- **Block or Restrict Access**: Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

SAFE ROAD USERS

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)

- **National Seatbelt Law**: Regulated
- **Motorcycle Helmet Law**: Not restricted
- **Helmet Standards**: Not known
- **Motorcycle Occupant Age Restriction**: Not restricted
- **Legal Minimum Driving Age**: Not known
- **National Drink Driving Law IS LAW BAC BASED?**: Yes
- **General Population Blood Alcohol Concentration (BAC) Limits**: ≤0.08 g/dl
- **Young Drivers Blood Alcohol Concentration (BAC) Limits**: ≤0.08 g/dl
- **Professional Drivers Blood Alcohol Concentration (BAC) Limits**: ≤0.08 g/dl
- **Random Drink Driving Tests**: Yes
- **% of Road Crash Fatalities Involving Alcohol**: 6%

SAFE VEHICLES

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS

<table>
<thead>
<tr>
<th>Total Registered Motorbikes As Of 2016</th>
<th>25,235</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motorized 2/3 Wheelers As Of 2016</td>
<td>0.4%</td>
</tr>
</tbody>
</table>

COUNTRY COMPLIANCE TO THE UN VEHICLE SAFETY REGULATIONS

- **Frontal and Side Impact (Reg. 94, 95)**: Not Available
- **Motorcycle Anti-Lock Braking System (Reg. 78)**: Not Available
- **Pedestrian Protection (Reg. 127)**: Not Available
- **Electronic Stability Control (Reg. 140)**: Not Available
- **Seat Belts and Anchorage (Reg. 16, 14)**: Not Available

SAFE SPEEDS

Difference with Recommended Safe System Speeds

- **Appropriate**: 5 times lower

TOTAL REGISTERED VEHICLES AS OF 2016

<table>
<thead>
<tr>
<th>25,235</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.4%</td>
</tr>
</tbody>
</table>

ENTRY MODES

<table>
<thead>
<tr>
<th>National, Multiple Numbers</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
</tr>
</tbody>
</table>

COVERAGE INDEX - SDG

<table>
<thead>
<tr>
<th>Target 3.8; Target 100</th>
</tr>
</thead>
<tbody>
<tr>
<td>56</td>
</tr>
</tbody>
</table>

REFERENCES

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Sao Tome and Principe has a lead agency present, Department of Land Transport, Ministry of Infrastructure, Natural Resources and Environment, which isn’t funded in the national budget. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has no known road safety target.

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Sao Tome and Principe has a lead agency present, Department of Land Transport, Ministry of Infrastructure, Natural Resources and Environment, which isn’t funded in the national budget. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has no known road safety target.

Information on Infrastructure in Sao Tome and Principe
Audit/Star Rating is not Required for New Road Infrastructure;
No Inspection/Star Rating Required for Existing Roads;
Investment is not Allocated to Upgrade High Risk Locations

Business Case for Safer Roads
Infrastructure and Speed Management Investment required: $ 6.24 million
Annual Investment as a % of GDP (2019-2030): 0.13%
Reduction in fatalities per year: 24
Approximate reduction in fatalities and serious injuries (FSI) over 20 years: 10,000
Economic Benefit: $ 149.9 million
B/C Ratio: 24
Sao Tome and Principe has a single emergency number. This is 112.

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

**NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)**

- **Prohibited under 7 yrs**: Not Known
- **18 yrs.**: Yes

**SAFE ROAD USERS**

- **NATIONAL SEATBELT LAW DRIVER**: Prohibited under 7 yrs
- **FRONT BACK**: <0.12
- **LEGAL MINIMUM DRIVING AGE**: Not Known

**SAFE VEHICLES**

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

**MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN SAO TOME AND PRINCIPE:**

- **NARROWING**: Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- **VERTICAL DEFLECTIONS**: Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- **HORIZONTAL DEFLECTION**: Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- **BLOCK OR RESTRICT ACCESS**: Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

**MAXIMUM SPEED LIMITS AND ENFORCEMENT**

<table>
<thead>
<tr>
<th>NATIONAL SPEED LIMIT LAW</th>
<th>50 km/h</th>
<th>90 km/h</th>
<th>120 km/h</th>
<th>NONE</th>
</tr>
</thead>
<tbody>
<tr>
<td>URBAN ROADS</td>
<td>+20 km/h</td>
<td>+20 km/h</td>
<td>+30 km/h</td>
<td>+30 km/h</td>
</tr>
<tr>
<td>RURAL ROADS</td>
<td>4 times lower</td>
<td>3 times lower</td>
<td>3 times lower</td>
<td></td>
</tr>
<tr>
<td>MOTORWAYS</td>
<td>SPEED ENFORCEMENT</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**DIFFERENCE WITH RECOMMENDED SAFE SYSTEMS SPEEDS**

- 3 times lower
- 4 times lower

**ENFORCEMENT OF SAFE SYSTEM SPEED LIMITS**

- Potential Decrease in Fatal Road Crashes from 10% to 20%

**MAJOR SPEED LIMITS**

- **180 km/h**: 90 km/h
- **150 km/h**: 50 km/h

**MAXIMUM SPEEDS**

<table>
<thead>
<tr>
<th>DIFFERENCE WITH RECOMMENDED SAFE SYSTEMS SPEEDS</th>
</tr>
</thead>
<tbody>
<tr>
<td>3 times lower</td>
</tr>
<tr>
<td>4 times lower</td>
</tr>
</tbody>
</table>

**REFERENCES**

ROAD SAFETY COUNTRY PROFILE

Senegal

THE SCALE OF THE ROAD SAFETY CHALLENGE

ROAD CRASH FATALITIES AND INJURIES SNAPSHOT

Country Population, 2016: 15,411,614
Country Reported Fatalities, 2016: 604
WHO Estimated Fatalities, 2016: 3,609
GBD Estimated Fatalities, 2016: 1,775
WHO Est. Fatalities per 100,000 Pop., 2016: 23.40
GBD Est. Fatalities per 100,000 Pop., 2016: 12.36
Estimated Serious Injuries, 2016: 54,135
Cost of Fatalities and Serious Injuries, 2016: $1.48 billion
Cost as % of country GDP, 2016: 7.8%

FATALITIES BY USER COMPARISON CHART

Positioning of Country in the Region (compared to countries with the lowest traffic fatalities in the region and globally)

Senegal

BEST PERFORMING COUNTRIES IN REGION

Mauritius
Nigeria

BEST PERFORMING COUNTRIES GLOBALLY

Switzerland
Norway
Singapore
Sweden

ROAD SAFETY MANAGEMENT

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Senegal has a lead agency present, Directorate of Land Transport, which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has both a fatal and non-fatal road safety target, to reduce fatalities by 35% with a timeline of 2011 - 2020.

SAFE ROADS AND ROADSIDES

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is 'built-in' to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results - Senegal

Surveyed Road Statistics:

96% with no formal footpaths; 85% with no pedestrian crossings; - undivided with veh. speeds > 80 kph

Vehicle Occupant Travel: 180,196,248 km; Pedestrian Travel: 165,158,668 km; Motorcyclist Travel: 28,594,702 km; Cyclist Travel: 15,630,212 km

Business Case for Safer Roads

Investment required: $292.5 million
Annual Investment as a % of GDP (2019-2030): 0.14%
Reduction in fatalities per year: 1,538
Approximate reduction in fatalities and serious injuries (FSI) over 20 years: 340,000
Economic Benefit: $5.53 billion
B/C Ratio: 19
**ROAD SAFETY COUNTRY PROFILE**

---

**Senegal**

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**SAFE SPEEDS**

**Ref: 1, 7, 8**

Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

**MAXIMUM SPEED LIMITS AND ENFORCEMENT**

<table>
<thead>
<tr>
<th>NATIONAL SPEED LIMIT LAW</th>
<th>URBAN ROADS</th>
<th>RURAL ROADS</th>
<th>MOTORWAYS</th>
<th>SPEED ENFORCEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>90 km/h</td>
<td>Not Known</td>
<td>+ 20 km/h</td>
<td>+ 20 km/h</td>
<td>Manual</td>
</tr>
<tr>
<td>110 km/h</td>
<td>+ 20 km/h</td>
<td>+ 20 km/h</td>
<td>2 times lower</td>
<td>Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits</td>
</tr>
</tbody>
</table>

**MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN SENEGAL:**

- **NARROWING**
  - Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.

- **VERTICAL DEFLECTIONS**
  - Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.

- **HORIZONTAL DEFLECTION**
  - Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.

- **BLOCK OR RESTRICT ACCESS**
  - Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

**SAFE VEHICLES**

**Ref: 1, 8**

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

**VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS**

<table>
<thead>
<tr>
<th>TOTAL REGISTERED VEHICLES AS OF 2016</th>
<th>MOTORIZED 2/3 WHEELERS AS OF 2016</th>
<th>FRONTAL AND SIDE IMPACT (Reg. 94, 95)</th>
<th>MOTORCYCLE ANTI-LOCK BRAKING SYSTEM (Reg. 78)</th>
<th>PEDESTRIAN PROTECTION (Reg. 127)</th>
<th>ELECTRONIC STABILITY CONTROL (Reg. 140)</th>
<th>SEAT BELTS AND ANCHORAGES (Reg. 16, 14)</th>
</tr>
</thead>
<tbody>
<tr>
<td>468,051</td>
<td>8.3%</td>
<td>Regulated</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
</tbody>
</table>

**SAFE ROAD USERS**

**Ref: 1, 8**

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

**NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)**

<table>
<thead>
<tr>
<th>NATIONAL SEATBELT LAW</th>
<th>DRIVER</th>
<th>FRONT</th>
<th>BACK</th>
<th>MOTORCYCLE HELMET LAW</th>
<th>HELMET STANDARDS</th>
<th>MOTORCYCLE OCCUPANT AGE RESTRICTION</th>
<th>LEGAL MINIMUM DRIVING AGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>Not restricted</td>
<td>X</td>
<td>Not Known</td>
<td>X</td>
</tr>
</tbody>
</table>

**POST CRASH CARE**

**Ref: 1, 8, 9**

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

<table>
<thead>
<tr>
<th>COUNTRY HEALTH COVERAGE INDEX - SDG Target 3.8: Target - 100</th>
<th>EXPENDITURE ON HEALTHCARE AS % OF GDP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Partial Coverage</td>
<td>Some Facilities</td>
</tr>
<tr>
<td>NATIONAL EMERGENCY CARE ACCESS NUMBER</td>
<td>TRAUMA REGISTRY SYSTEM</td>
</tr>
<tr>
<td>Senegal has several emergency numbers. These are 17 (Police); 1515 (Ambulance).</td>
<td></td>
</tr>
</tbody>
</table>

**REFERENCES**

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended. Serbia has a lead agency present, Coordination Body for Road Traffic Safety, which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination and legislation of road safety strategies without monitoring and evaluation. The country has both a fatal and non-fatal road safety target, to reduce fatalities by 50% with a timeline of 2011 - 2020.

65% Percentage of Road Crash Fatalities and Injuries in the economically productive age groups (15 - 64 years.)

4 : 1 Ratio of Male to Female Fatalities with the 15 - 49 year age group being most vulnerable to fatalities

584 life yrs. affected due to disability from road crash injuries per 100,000 people

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results

NO ROAD ASSESSMENT SURVEY DATA FOR SERBIA IS PUBLICLY AVAILABLE ON THE IRAP WEBSITE.
Road Safety Country Profile

Serbia

Safe Speeds

- Max. speed limit law: 50 km/h, 100 km/h, 120 km/h (Reg. 94, 95)
- Difference with recommended Safe Systems Speed: +20 km/h, +30 km/h, +30 km/h
- 4 times lower, 4 times lower, 3 times lower
- Potential decrease in fatal road crashes from enforcement of Safe System Speed limits

Major Speed Calming Measures Being Implemented in Serbia:
- Narrowing: Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- Vertical Deflections: Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- Horizontal Deflection: Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- Block or Restrict Access: Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

Safe Vehicles

- Total registered vehicles as of 2016: 2,282,401
- Motorized 2/3 wheelers as of 2016: 2.8%

Vehicle Registration, Standards and Import Regulations

<table>
<thead>
<tr>
<th>Country Compliance to the UN Vehicle Safety Regulations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regulated: Yes, No, No</td>
</tr>
<tr>
<td>Import Age Limit: Prohibited under 12 yrs, 17 yrs.</td>
</tr>
<tr>
<td>Taxation Based Limits: Prohibited, Approx. 17.0%</td>
</tr>
<tr>
<td>Import Inspections: Yes</td>
</tr>
<tr>
<td>Periodic Inspection: No</td>
</tr>
</tbody>
</table>

Safe Road Users

- National Seatbelt, Drink Driving and Helmet Laws (WHO, 2018)
  - Prohibited under 12 yrs: 17 yrs.
  - National Seatbelt Law: Driver, Front, Back
  - Motorcycle Helmet Law: Prohibited
  - Helmet Standards: Prohibited
  - Motorcycle Occupant Age Restriction: Approx. 17.0%
  - National Drink Driving Law: IS LAW BAC BASED?
  - General Population: ≤0.03
  - Young Drivers: 0.00
  - Professional Drivers: 0.00
  - Random Drink Driving Tests: Yes
  - Blood Alcohol Concentration (BAC) Limits (g/dl): % of road crash fatalities involving alcohol

Post Crash Care

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

National, Multiple Numbers

- National Emergency Care Access Number: Trauma Registry System
- Country Health Coverage Index - SDG: Target 3.8; Target - 100
- Expenditure on Healthcare as % of GDP: 65, 9%

Serbia has several emergency numbers. These are 192 (Police); 193 (Ambulance).

References

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Solomon Islands has a lead agency present, Traffic Unit, Ministry of Infrastructure and Development and Ministry of Police Correctional Services, which is funded in the national budget. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has no known road safety target.

ROAD SAFETY MANAGEMENT
To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

SAFE ROADS AND ROADSIDES
Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results

NO ROAD ASSESSMENT SURVEY DATA FOR SOLOMON ISLANDS IS PUBLICLY AVAILABLE ON THE IRAP WEBSITE.
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

**MAXIMUM SPEED LIMITS AND ENFORCEMENT**

<table>
<thead>
<tr>
<th>NATIONAL SPEED LIMIT LAW</th>
<th>URBAN ROADS</th>
<th>RURAL ROADS</th>
<th>MOTORWAYS</th>
<th>SPEED ENFORCEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not Known</td>
<td>Not Known</td>
<td>Not Known</td>
<td>Manual</td>
<td></td>
</tr>
</tbody>
</table>

**MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN SOLOMON ISLANDS:**

- **NARROWING:** Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- **VERTICAL DEFLECTIONS:** Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- **HORIZONTAL DEFLECTION:** Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- **BLOCK OR RESTRICT ACCESS:** Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

**SAFE VEHICLES**

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

**VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS**

<table>
<thead>
<tr>
<th>TOTAL REGISTERED VEHICLES AS OF 2016</th>
<th>MOTORIZED 2/3 WHEELERS AS OF 2016</th>
<th>COUNTRY COMPLIANCE TO THE UN VEHICLE SAFETY REGULATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>45,000</td>
<td>Not Known</td>
<td>No</td>
</tr>
</tbody>
</table>

**SAFE ROAD USERS**

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

**NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)**

<table>
<thead>
<tr>
<th>NATIONAL SEATBELT LAW</th>
<th>DRIVER BACK</th>
<th>FRONT</th>
<th>MOTORCYCLE HELMET LAW</th>
<th>HELMET STANDARDS</th>
<th>MOTORCYCLE OCCUPANT AGE RESTRICTION</th>
<th>LEGAL MINIMUM DRIVING AGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not restricted</td>
<td>&lt;0.05</td>
<td>&lt;0.05</td>
<td>&lt;0.05</td>
<td>Not restricted</td>
<td>Not Known</td>
<td>18 yrs.</td>
</tr>
</tbody>
</table>

**POST CRASH CARE**

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

**National, Single Number**

- **NATIONAL EMERGENCY CARE ACCESS NUMBER:** TRAUMA REGISTRY SYSTEM

Solomon Islands has a single emergency number. This is 911.

**REFERENCES**

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Somalia has a lead agency present, Road Safety Management, Ministry of Public Works, Housing and Transport, which is funded in the national budget, and has a road safety strategy which is not funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has no known road safety target.

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is 'built-in' to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastrucure Star Rating Results

NO ROAD ASSESSMENT SURVEY DATA FOR SOMALIA IS PUBLICLY AVAILABLE ON THE IRAP WEBSITE.
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

**MAXIMUM SPEED LIMITS AND ENFORCEMENT**

<table>
<thead>
<tr>
<th>Regulations</th>
<th>Urban Roads</th>
<th>Rural Roads</th>
<th>Motorways</th>
<th>No Speed Enforcement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Diff. with Rec. Safe Systems</td>
<td>+ 10 km/h</td>
<td>-</td>
<td>-</td>
<td>Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits</td>
</tr>
</tbody>
</table>

**MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN SOMALIA:**

- NARROWING: Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- VERTICAL DEFLECTIONS: Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- HORIZONTAL DEFLECTION: Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- BLOCK OR RESTRICT ACCESS: Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

**SAFE VEHICLES**

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

**VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS**

- Total Registered Vehicles as of 2016: 59,457
- Motorized 2/3 Wheelers as of 2016: 1.3%

<table>
<thead>
<tr>
<th>Regulation</th>
<th>Yes</th>
<th>No</th>
<th>No</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>REGULATION OF IMPOR T OF USED VEHICLES</td>
<td>No Restrictions</td>
<td>IMPORT AGE LIMIT</td>
<td>TAXATION BASED LIMITS</td>
<td>IMPORT INSPECTIONS</td>
</tr>
</tbody>
</table>

**SAFE ROAD USERS**

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

**NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)**

- NATIONAL SEATBELT LAW: Driver, Front, Back
- NATIONAL DRINK DRIVING LAW: Is Law BAC Based?
- MOTORCYCLE HELMET LAW: Not restricted
- MOTORCYCLE OCCUPANT AGE RESTRICTION: Not Known
- LEGAL MINIMUM DRIVING AGE: 18 yrs.

**POST CRASH CARE**

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

**REFERENCES**

**THE SCALE OF THE ROAD SAFETY CHALLENGE**

**ROAD CRASH FATALITIES AND INJURIES SNAPSHOT**

<table>
<thead>
<tr>
<th>Country</th>
<th>Country Reported Fatalities, 2016</th>
<th>WHO Estimated Fatalities, 2016</th>
<th>GBD Estimated Fatalities, 2016</th>
<th>WHO Est. Fatalities per 100,000 Pop., 2016</th>
<th>GBD Est. Fatalities per 100,000 Pop., 2016</th>
<th>Estimated Serious Injuries, 2016</th>
<th>Cost of Fatalities and Serious Injuries, 2016</th>
<th>Cost as % of country GDP, 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>South Africa</td>
<td>14,507</td>
<td>15,099</td>
<td>25.9</td>
<td>27.8</td>
<td>-4.7%</td>
<td>217,605</td>
<td>$ 25.47 billion</td>
<td>8.6%</td>
</tr>
</tbody>
</table>

**BEST PERFORMING COUNTRIES IN REGION**

<table>
<thead>
<tr>
<th>Country</th>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate/100,000 (2013 - 2016)</th>
<th>Motorization Registered Vehicles/100,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mauritius</td>
<td>173</td>
<td>168</td>
<td>13.7</td>
<td>13.2</td>
<td>4.4%</td>
<td>40,224</td>
</tr>
<tr>
<td>Nigeria</td>
<td>39,802</td>
<td>19,710</td>
<td>21.4</td>
<td>9.9</td>
<td>0.8%</td>
<td>6,309</td>
</tr>
</tbody>
</table>

**BEST PERFORMING COUNTRIES GLOBALLY**

<table>
<thead>
<tr>
<th>Country</th>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate/100,000 (2013 - 2016)</th>
<th>Motorization Registered Vehicles/100,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Switzerland</td>
<td>223</td>
<td>334</td>
<td>2.65</td>
<td>3.89</td>
<td>-5.4%</td>
<td>71,182</td>
</tr>
<tr>
<td>Norway</td>
<td>143</td>
<td>215</td>
<td>2.72</td>
<td>4.09</td>
<td>2.4%</td>
<td>75,544</td>
</tr>
<tr>
<td>Singapore</td>
<td>155</td>
<td>197</td>
<td>2.76</td>
<td>3.53</td>
<td>-4.9%</td>
<td>16,604</td>
</tr>
<tr>
<td>Sweden</td>
<td>278</td>
<td>390</td>
<td>2.83</td>
<td>3.88</td>
<td>-3.2%</td>
<td>62,037</td>
</tr>
</tbody>
</table>

**SAFE ROADS AND ROADSIDES**

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

**Road Infrastructure Star Rating Results - South Africa**

- **Surveyed Road Statistics:**
  - 93% with no formal footpaths
  - 92% with no pedestrian crossings
  - 100% undivided with veh. speeds > 80 kph

- **Vehicle Occupant Travel:** 7.7 billion km
- **Pedestrian Travel:** 3.4 billion km
- **Motorcyclist Travel:** 213,985,557 km
- **Cyclist Travel:** 2.6 billion km

**Business Case for Safer Roads**

- **Infrastructure and Speed Management Investment required:** $24.28 billion
- **Annual Investment as a % of GDP (2019-2030):** 0.56%
- **Reduction in fatalities per year:** 4,890
- **Approximate reduction in fatalities and serious injuries (FSI) over 20 years:** 1,080,000
- **Economic Benefit:** $102.44 billion
- **B/C Ratio:** 4

**ROAD SAFETY MANAGEMENT**

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

South Africa has a lead agency present, Road Traffic Management Corporation (RTMC), Department of Transport, which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country only has a fatal road safety target; to reduce fatalities by 50% with a timeline of 2010 - 2020.
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

### MAXIMUM SPEED LIMITS AND ENFORCEMENT

<table>
<thead>
<tr>
<th>Maximum Speed Limits</th>
<th>National Speed Limit Law</th>
<th>Urban Roads</th>
<th>Rural Roads</th>
<th>Motorways</th>
</tr>
</thead>
<tbody>
<tr>
<td>60 km/h</td>
<td>60 km/h</td>
<td>+ 30 km/h</td>
<td>+ 30 km/h</td>
<td>+ 30 km/h</td>
</tr>
<tr>
<td>100 km/h</td>
<td>100 km/h</td>
<td>4 times lower</td>
<td>4 times lower</td>
<td>4 times lower</td>
</tr>
<tr>
<td>120 km/h</td>
<td>120 km/h</td>
<td>3 times lower</td>
<td>3 times lower</td>
<td>3 times lower</td>
</tr>
</tbody>
</table>

#### Difference with Recommended Safe System Speeds

- 6 times lower
- 4 times lower
- 3 times lower

### MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN SOUTH AFRICA:

- **NARROWING**
  - Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.

- **VERTICAL DEFLECTIONS**
  - Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.

- **HORIZONTAL DEFLECTION**
  - Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.

- **BLOCK OR RESTRICT ACCESS**
  - Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

### SAFE VEHICLES

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

<table>
<thead>
<tr>
<th>Vehicle Registration, Standards and Import Regulations</th>
</tr>
</thead>
<tbody>
<tr>
<td>9,909,923</td>
</tr>
<tr>
<td>3.7%</td>
</tr>
</tbody>
</table>

#### Country Compliance to the UN Vehicle Safety Regulations

- **FRONTAL AND SIDE IMPACT (Reg. 94, 95)**
  - Banned

- **MOTORCYCLE ANTI-LOCK BRAKING SYSTEM (Reg. 78)**
  - Banned

- **PEDESTRIAN PROTECTION (Reg. 127)**
  - Banned

- **ELECTRONIC STABILITY CONTROL (Reg. 140)**
  - Yes

- **SEAT BELTS AND ANCHORAGES (Reg. 16, 14)**
  - Yes

### SAFE ROAD USERS

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

#### NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)

<table>
<thead>
<tr>
<th>seat belt law</th>
<th>driver front</th>
<th>back</th>
<th>motorcycle helmet law</th>
<th>helmet standards</th>
<th>motorcyclist age restriction (Reg. 94, 95)</th>
<th>legal minimum driving age</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Motorcyclist occupant age restriction</td>
<td>Approx. 57.5%</td>
</tr>
</tbody>
</table>

- **National drink driving law**
  - IS LAW BAC BASED?
    - General population: <0.05
    - Young drivers: <0.05
    - Professional drivers: <0.02

- **Random drink driving tests**

### POST CRASH CARE

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

#### National, Multiple Numbers

- **National emergency care access number**
- **Trauma registry system**

South Africa has several emergency numbers. These are (Police); (Ambulance).

### REFERENCES

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended. South Sudan has a lead agency present, Traffic Police, Ministry of Interior, which is funded in the national budget. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has no known road safety target.

**Business Case for Safer Roads**

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

**Road Infrastructure Star Rating Results**

Information on Infrastructure in South Sudan:

- Audit/Star Rating is not Required for New Road Infrastructure;
- Inspection/Star Rating Required for Existing Roads;
- Investment is not Allocated to Upgrade High Risk Locations

**NO ROAD ASSESSMENT SURVEY DATA FOR SOUTH SUDAN IS PUBLICLY AVAILABLE ON THE IRAP WEBSITE.**

- **Business Case for Safer Roads**
  - **Infrastructure and Speed Management Investment required:** Not Assessed
  - **Annual Investment as a % of GDP (2019-2030):** Not Assessed
  - **Reduction in fatalities per year:** Not Assessed
  - **Approximate reduction in fatalities and serious injuries (FSI) over 20 years:** Not Assessed
  - **Economic Benefit:** Not Assessed
  - **B/C Ratio:** NA

**ROAD SAFETY MANAGEMENT**

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

- South Sudan has a lead agency present, Traffic Police, Ministry of Interior, which is funded in the national budget. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has no known road safety target.
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

### Maximum Speed Limits and Enforcement

<table>
<thead>
<tr>
<th></th>
<th>50 km/h</th>
<th>Not Known</th>
<th>Not Known</th>
<th>Manual</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Speed Limit Law</td>
<td>URBAN ROADS</td>
<td>RURAL ROADS</td>
<td>MOTORWAYS</td>
<td>SPEED ENFORCEMENT</td>
</tr>
<tr>
<td>Difference with Recommended Safe Systems Speeds</td>
<td>+ 20 km/h</td>
<td>-</td>
<td>-</td>
<td>Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits</td>
</tr>
<tr>
<td>4 times lower</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Major Speed Calming Measures Being Implemented in South Sudan:

- **Narrowing**: Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- **Vertical Deflections**: Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- **Horizontal Deflection**: Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- **Block or Restrict Access**: Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

### Safe Vehicles

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

### Vehicle Registration, Standards and Import Regulations

<table>
<thead>
<tr>
<th></th>
<th>69,647</th>
<th>39.1%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Registered Vehicles as of 2016</td>
<td>MOTORIZED 2/3 WHEELERS AS OF 2016</td>
<td></td>
</tr>
</tbody>
</table>

**Country Compliance to the UN Vehicle Safety Regulations**

- No Restrictions
- No Restrictions
- No Restrictions
- No Restrictions
- No Restrictions
- No Restrictions
- No Restrictions

### Safe Road Users

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

**National Seatbelt, Drink Driving and Helmet Laws (WHO, 2018)**

- **National Seatbelt Law**: Not restricted
- **Driving Age**: 18 yrs.
- **Legal Minimum Driving Age**: Not Known
- **Is Law BAC Based?**: No
- **General Population**: Not Known
- **Young Drivers**: Not Known
- **Professional Drivers**: Not Known
- **Random Drink Driving Tests**: Not Known
- **Blood Alcohol Concentration (BAC) Limits (g/dl)**: Not Known

### Post Crash Care

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

**National, Single Number**

### Some Facilities

- **Country Health Coverage Index - SDG**: Target 3.8; Target - 100
- **Expenditure on Healthcare as % of GDP**: 30% 

South Sudan has a single emergency number. This is 999.

### References

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Sri Lanka has a lead agency present, National Council for Road Safety (NCRS), Ministry of Transport and Civil Aviation, which isn’t funded in the national budget but has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has both a fatal and non-fatal road safety target, to reduce fatalities by 50% with a timeline of 2011 - 2020.

Road Safety Management

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Sri Lanka has a lead agency present, National Council for Road Safety (NCRS), Ministry of Transport and Civil Aviation, which isn’t funded in the national budget but has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has both a fatal and non-fatal road safety target, to reduce fatalities by 50% with a timeline of 2011 - 2020.

Safe Roads and Roadsides

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results

Information on Infrastructure in Sri Lanka:
Partial Audit/Star Rating Required for New Road Infrastructure;
No Inspection/Star Rating Required for Existing Roads;
Investment Allocated to Upgrade High Risk Locations

Business Case for Safer Roads

- Infrastructure and Speed Management Investment required: $2.22 billion
- Annual Investment as a % of GDP (2019-2030): 0.21%
- Reduction in fatalities per year: 1,476
- Approximate reduction in fatalities and serious injuries (FSI) over 20 years: 320,000
- Economic Benefit: $19.91 billion
- B/C Ratio: 9

NO ROAD ASSESSMENT SURVEY DATA FOR SRI LANKA IS PUBLICLY AVAILABLE ON THE iRAP WEBSITE.
ROAD SAFETY COUNTRY PROFILE

Sri Lanka

SAFE SPEEDS

Ref: 1, 7, 8

Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

MAXIMUM SPEED LIMITS AND ENFORCEMENT

<table>
<thead>
<tr>
<th>NATIONAL SPEED LIMIT LAW</th>
<th>50 km/h</th>
<th>70 km/h</th>
<th>100 km/h</th>
<th>Manual</th>
</tr>
</thead>
<tbody>
<tr>
<td>URBAN ROADS</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RURAL ROADS</td>
<td>+ 20 km/h</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MOTORWAYS</td>
<td></td>
<td></td>
<td>+ 10 km/h</td>
<td></td>
</tr>
</tbody>
</table>

Difference with Recommended Safe Systems Speeds

- 4 times lower
- Appropriate
- 1 times lower
- Low Risk

Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits

MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN SRI LANKA:

- NARROWING
- VERTICAL DEFLECTIONS
- HORIZONTAL DEFLECTION
- BLOCK OR RESTRICT ACCESS

SAFE VEHICLES

Ref: 1, 8

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS

| TOTAL REGISTERED VEHICLES AS OF 2016 | 6,795,469 |
| MOTORIZED 2/3 WHEELERS AS OF 2016 | 70.9% |

COUNTRY COMPLIANCE TO THE UN VEHICLE SAFETY REGULATIONS

- FRONTAL AND SIDE IMPACT (Reg. 94, 95)
- MOTORCYCLE ANTI-LOCK BRAKING SYSTEM (Reg. 78)
- PEDESTRIAN PROTECTION (Reg. 127)
- ELECTRONIC STABILITY CONTROL (Reg. 140)
- SEAT BELTS AND ANCHORAGES (Reg. 16, 14)

SAFE ROAD USERS

Ref: 1, 8

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)

- NATIONAL SEATBELT LAW (Reg. 78)
- MOTORCYCLE HAT LAW (Reg. 94, 95)
- HELMET STANDARDS (Reg. 127)
- MOTORCYCLE OCCUPANT AGE RESTRICTION (Reg. 140)
- LEGAL MINIMUM DRIVING AGE
- NATIONAL DRINK DRIVING LAW
- IS LAW BAC BASED?
- GENERAL POPULATION
- YOUNG DRIVERS
- PROFESSIONAL DRIVERS
- RANDOM DRINK DRIVING TESTS
- % OF ROAD CRASH FATALITIES INVOLVING ALCOHOL

POST CRASH CARE

Ref: 1, 8, 9

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

Partial Coverage

- NATIONAL EMERGENCY CARE ACCESS NUMBER
- TRAUMA REGISTRY SYSTEM

Some Facilities

- COUNTRY HEALTH COVERAGE INDEX - SDG
  - Target 3.8: Target - 100
  - EXPENDITURE ON HEALTHCARE AS % OF GDP
  - 62
  - 4%

Sri Lanka has several emergency numbers. These are 119 (Police); 110 (Ambulance).

REFERENCES

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Sudan has a lead agency present, Road Safety Coordination Council, which isn’t funded in the national budget but has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has both a fatal and non-fatal road safety target, to reduce fatalities by 20% with a timeline of 2017 - 2020.

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Business Case for Safer Roads

<table>
<thead>
<tr>
<th>Infrastructure and Speed Management Investment required:</th>
<th>$232.05 million</th>
</tr>
</thead>
<tbody>
<tr>
<td>Annual Investment as a % of GDP (2019-2030):</td>
<td>0.01%</td>
</tr>
<tr>
<td>Reduction in fatalities per year:</td>
<td>3,688</td>
</tr>
<tr>
<td>Approximate reduction in fatalities and serious injuries (FSI) over 20 years:</td>
<td>810,000</td>
</tr>
<tr>
<td>Economic Benefit:</td>
<td>$42.48 billion</td>
</tr>
<tr>
<td>B/C Ratio:</td>
<td>183</td>
</tr>
</tbody>
</table>

平安道路和路边

没有道路评估数据报告的苏丹是公开可在iRAP网站上获取的。
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

**MAXIMUM SPEED LIMITS AND ENFORCEMENT**

<table>
<thead>
<tr>
<th>NATIONAL SPEED LIMIT LAW</th>
<th>50 km/h</th>
<th>90 km/h</th>
<th>Not Known</th>
<th>Manual and Automated</th>
</tr>
</thead>
<tbody>
<tr>
<td>URBAN ROADS</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RURAL ROADS</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MOTORWAYS</td>
<td>+ 20 km/h</td>
<td>+ 20 km/h</td>
<td>-</td>
<td></td>
</tr>
</tbody>
</table>

**MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN SUDAN:**

- **NARROWING**
  - Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.

- **VERTICAL DEFLECTIONS**
  - Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.

- **HORIZONTAL DEFLECTION**
  - Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.

- **BLOCK OR RESTRICT ACCESS**
  - Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

**SAFE VEHICLES**

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

**VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS**

<table>
<thead>
<tr>
<th>TOTAL REGISTERED VEHICLES AS OF 2016</th>
<th>MOTORIZED 2/3 WHEELERS AS OF 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,252,740</td>
<td>12.0%</td>
</tr>
</tbody>
</table>

**COUNTRY COMPLIANCE TO THE UN VEHICLE SAFETY REGULATIONS**

<table>
<thead>
<tr>
<th>FRONTAL AND SIDE IMPACT (Reg. 94, 95)</th>
<th>MOTORCYCLE ANTI-LOCK BRAKING SYSTEM (Reg. 78)</th>
<th>PEDESTRIAN PROTECTION (Reg. 127)</th>
<th>ELECTRONIC STABILITY CONTROL (Reg. 140)</th>
<th>SEAT BELTS AND ANCHORAGES (Reg. 16, 14)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>X</strong></td>
<td><strong>X</strong></td>
<td><strong>X</strong></td>
<td><strong>X</strong></td>
<td><strong>X</strong></td>
</tr>
</tbody>
</table>

**SAFE ROAD USERS**

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

**NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)**

- **NATIONAL SEATBELT LAW**
  - Driver
  - Front
  - Back

- **MOTORCYCLE PROTECTIVE HEADGEAR LAW**
  - Helmets

- **MOTORCYCLE OCCUPANT AGE RESTRICTION**
  - Not restricted
  - Approx. 18 yrs.

**POST CRASH CARE**

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

**REFERENCES**

ROAD SAFETY COUNTRY PROFILE

Suriname

Latin America and Caribbean (LAC)

THE SCALE OF THE ROAD SAFETY CHALLENGE

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

SURINAME HAS NO ROAD SAFETY LEAD AGENCY, NATIONAL ROAD SAFETY STRATEGY AND ROAD SAFETY TARGETS.

ROAD SAFETY MANAGEMENT

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

SAFE ROADS AND ROADSIDES

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is 'built-in' to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results

NO ROAD ASSESSMENT SURVEY DATA FOR SURINAME IS PUBLICLY AVAILABLE ON THE IRAP WEBSITE.

Information on Infrastructure in Suriname:

Audit/Star Rating is not Required for New Road Infrastructure;
No Inspection/Star Rating Required for Existing Roads;
Investment is not Allocated to Upgrade High Risk Locations

Business Case for Safer Roads

Infrastructure and Speed Management Investment required: $139.88 million
Annual Investment as a % of GDP (2019-2030): 0.29%
Reduction in fatalities per year: 38
Approximate reduction in fatalities and serious injuries (FSI) over 20 years: 10,000
Economic Benefit: $874.7 million
B/C Ratio: 6

80% Percentage of Road Crash Fatalities and Injuries in the economically productive age groups (15 - 64 years.)
3 : 1 Ratio of Male to Female Fatalities with the 15 - 49 year age group being most vulnerable to fatalities

882 life yrs.
affected due to disability from road crash injuries per 100,000 people
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

MAXIMUM SPEED LIMITS AND ENFORCEMENT

<table>
<thead>
<tr>
<th>NATIONAL SPEED LIMIT LAW</th>
<th>URBAN ROADS</th>
<th>RURAL ROADS</th>
<th>MOTORWAYS</th>
<th>SPEED ENFORCEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>40 km/h</td>
<td>+10 km/h</td>
<td>+10 km/h</td>
<td>2 times lower</td>
<td>2 times lower</td>
</tr>
</tbody>
</table>

MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN SURINAME:

- **NARROWING**: Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- **VERTICAL DEFLECTIONS**: Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- **HORIZONTAL DEFLECTION**: Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- **BLOCK OR RESTRICT ACCESS**: Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

SAFE VEHICLES

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS

<table>
<thead>
<tr>
<th>TOTAL REGISTERED VEHICLES AS OF 2016</th>
<th>MOTORIZED 2/3 WHEELERS AS OF 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>228,388</td>
<td>18.9%</td>
</tr>
</tbody>
</table>

COUNTRY COMPLIANCE TO THE UN VEHICLE SAFETY REGULATIONS

<table>
<thead>
<tr>
<th>FRONTAL AND SIDE IMPACT (Reg. 94, 95)</th>
<th>MOTORCYCLE ANTI-LOCK BRAKING SYSTEM (Reg. 78)</th>
<th>PEDESTRIAN PROTECTION (Reg. 127)</th>
<th>ELECTRONIC STABILITY CONTROL (Reg. 140)</th>
<th>SEAT BELTS AND ANCHORAGES (Reg. 16, 14)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>X</strong></td>
<td><strong>X</strong></td>
<td><strong>X</strong></td>
<td><strong>X</strong></td>
<td><strong>X</strong></td>
</tr>
</tbody>
</table>

SAFE ROAD USERS

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)

- **NATIONAL SEATBELT LAW**: Regulated
- **DRIVER**: Front
- **FRONT DRIVER**: Yes
- **FRONTAL IMPACT**: Not restricted
- **GENERAL POPULATION**: ≤ 0.05
- **YOUNG DRIVERS**: ≤ 0.05
- **PROFESSIONAL DRIVERS**: ≤ 0.05
- **RANDOM DRINK DRIVING TESTS**: Not known
- **% OF ROAD CRASH FATALITIES INVOLVING ALCOHOL**: Not restricted
- **LEGAL MINIMUM DRIVING AGE**: 18 yrs.

SAFE SPEEDS

<table>
<thead>
<tr>
<th>NATIONAL SPEED LIMIT LAW</th>
<th>URBAN ROADS</th>
<th>RURAL ROADS</th>
<th>MOTORWAYS</th>
</tr>
</thead>
<tbody>
<tr>
<td>40 km/h</td>
<td>+10 km/h</td>
<td>+10 km/h</td>
<td>2 times lower</td>
</tr>
</tbody>
</table>

Enforcement of Safe System Speed Limits

- **DIFFERENCE WITH RECOMMENDED SPEED LIMIT LAW**
- **APPROPRIATE ENFORCEMENT**
- **LOW RISK**
- **POTENTIAL DECREASE IN FATAL ROAD CRASHES**

SAFE DRIVERS

- **NATIONAL DRINK DRIVING LAW**: Regulation of import of used vehicles
- **IS LAW BAC BASED?**: Yes
- **BLOOD ALCOHOL CONCENTRATION (BAC) LIMITS (g/dl)**
  - **GENERAL POPULATION**: ≤ 0.05
  - **YOUNG DRIVERS**: ≤ 0.05
  - **PROFESSIONAL DRIVERS**: ≤ 0.05

REFERENCE

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Syrian Arab Republic has a lead agency present, National Committee for Road Safety, which isn’t funded in the national budget but has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has no known road safety target.

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Syrian Arab Republic is not assessed for road assessment survey data. However, partial audit/Star Rating is required for new road infrastructure and inspection/Star Rating is required for existing roads.

**Road Infrastructure Star Rating Results**

<table>
<thead>
<tr>
<th>Ref:</th>
<th>Syrian Arab Republic</th>
<th>West Bank</th>
<th>Egypt</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>2016 WHO Estimated Road Fatalities</strong></td>
<td>4,890</td>
<td>252</td>
<td>9,287</td>
</tr>
<tr>
<td><strong>2016 GBD Estimated Road Fatalities</strong></td>
<td>1,726</td>
<td>-</td>
<td>26,925</td>
</tr>
<tr>
<td><strong>2016 WHO Estimated Fatality Rate/100,000 pop.</strong></td>
<td>26.5</td>
<td>5.3</td>
<td>9.7</td>
</tr>
<tr>
<td><strong>2016 GBD Estimated Fatality Rate/100,000 pop.</strong></td>
<td>9.6</td>
<td>-</td>
<td>28.4</td>
</tr>
<tr>
<td><strong>% Trend in Fatality Rate (2013 - 2016)</strong></td>
<td>4.8%</td>
<td>-5.4%</td>
<td>-4.7%</td>
</tr>
<tr>
<td><strong>Motorization Registered Vehicles/100,000 population</strong></td>
<td>13,003</td>
<td>5,602</td>
<td>8,792</td>
</tr>
</tbody>
</table>

**BEST PERFORMING COUNTRIES IN REGION**

<table>
<thead>
<tr>
<th>Ref:</th>
<th>Switzerland</th>
<th>Norway</th>
<th>Singapore</th>
<th>Sweden</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>2016 WHO Estimated Road Fatalities</strong></td>
<td>223</td>
<td>143</td>
<td>155</td>
<td>278</td>
</tr>
<tr>
<td><strong>2016 GBD Estimated Road Fatalities</strong></td>
<td>334</td>
<td>215</td>
<td>197</td>
<td>390</td>
</tr>
<tr>
<td><strong>2016 WHO Estimated Fatality Rate/100,000 pop.</strong></td>
<td>2.65</td>
<td>2.72</td>
<td>2.76</td>
<td>2.83</td>
</tr>
<tr>
<td><strong>2016 GBD Estimated Fatality Rate/100,000 pop.</strong></td>
<td>3.89</td>
<td>4.09</td>
<td>3.83</td>
<td>3.88</td>
</tr>
<tr>
<td><strong>% Trend in Fatality Rate (2013 - 2016)</strong></td>
<td>-5.4%</td>
<td>2.4%</td>
<td>-4.9%</td>
<td>-3.2%</td>
</tr>
<tr>
<td><strong>Motorization Registered Vehicles/100,000 population</strong></td>
<td>71,182</td>
<td>75,544</td>
<td>16,604</td>
<td>62,037</td>
</tr>
</tbody>
</table>

**BEST PERFORMING COUNTRIES GLOBALLY**

<table>
<thead>
<tr>
<th>Ref:</th>
<th>Switzerland</th>
<th>Norway</th>
<th>Singapore</th>
<th>Sweden</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>2016 WHO Estimated Road Fatalities</strong></td>
<td>334</td>
<td>215</td>
<td>197</td>
<td>390</td>
</tr>
<tr>
<td><strong>2016 GBD Estimated Road Fatalities</strong></td>
<td>71,182</td>
<td>75,544</td>
<td>16,604</td>
<td>62,037</td>
</tr>
<tr>
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<td>4.09</td>
<td>3.83</td>
<td>3.88</td>
</tr>
<tr>
<td><strong>2016 GBD Estimated Fatality Rate/100,000 pop.</strong></td>
<td>-5.4%</td>
<td>2.4%</td>
<td>-4.9%</td>
<td>-3.2%</td>
</tr>
<tr>
<td><strong>% Trend in Fatality Rate (2013 - 2016)</strong></td>
<td>-5.4%</td>
<td>2.4%</td>
<td>-4.9%</td>
<td>-3.2%</td>
</tr>
<tr>
<td><strong>Motorization Registered Vehicles/100,000 population</strong></td>
<td>71,182</td>
<td>75,544</td>
<td>16,604</td>
<td>62,037</td>
</tr>
</tbody>
</table>
### Syrian Arab Republic

#### Maximum Speed Limits and Enforcement

<table>
<thead>
<tr>
<th>Regulation</th>
<th>Urban Roads</th>
<th>Rural Roads</th>
<th>Motorways</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Speed Limit Law</td>
<td>Not Known</td>
<td>Not Known</td>
<td>Not Known</td>
</tr>
<tr>
<td>Difference with Recommended Safe Systems Speeds</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

#### Major Speed Calming Measures Being Implemented in Syrian Arab Republic:

- **Narrowing**: Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- **Vertical Deflections**: Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- **Horizontal Deflection**: Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- **Block or Restrict Access**: Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

#### Safe Vehicles

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

#### Vehicle Registration, Standards and Import Regulations

<table>
<thead>
<tr>
<th>Category</th>
<th>Total Registered Vehicles as of 2016</th>
<th>Motorized 2/3 Wheelers as of 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Registered Vehicles</td>
<td>2,396,544</td>
<td>19.5%</td>
</tr>
</tbody>
</table>

#### Country Compliance to the UN Vehicle Safety Regulations

<table>
<thead>
<tr>
<th>Regulation</th>
<th>Country Compliance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frontal and Side Impact (Reg. 94, 95)</td>
<td>Not Restricted</td>
</tr>
<tr>
<td>Motorcycle Anti-Lock Braking System (Reg. 78)</td>
<td>Not Restricted</td>
</tr>
<tr>
<td>Pedestrian Protection (Reg. 127)</td>
<td>Not Restricted</td>
</tr>
<tr>
<td>Electronic Stability Control (Reg. 140)</td>
<td>Not Restricted</td>
</tr>
<tr>
<td>Seat Belts and Anchorage (Reg. 16, 14)</td>
<td>Not Restricted</td>
</tr>
</tbody>
</table>

#### Safe Road Users

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

#### National Seatbelt, Drink Driving and Helmet Laws (WHO, 2018)

- **National Seatbelt Law**: Yes
- **National Drink Driving Law**: Yes
- **Motorcycle Helmet Law**: Not Restricted
- **Helmet Standards**: Not Known
- **Motorcycle Occupant Age Restriction**: Not Known
- **Legal Minimum Driving Age**: 18 yrs.
- **Is Law BAC Based?**: Yes
- **General Population**: Not Restricted
- **Young Drivers**: Not Restricted
- **Professional Drivers**: Not Restricted
- **Random Drink Driving Tests**: Not Restricted
- **% of Road Crash Fatalities Involving Alcohol**: Not Known
- **Blood Alcohol Concentration (BAC) Limits (g/dl)**: Not Known

#### Post Crash Care

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

<table>
<thead>
<tr>
<th>Coverage</th>
<th>Subnational</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Emergency Care Access Number</td>
<td>Not Restricted</td>
</tr>
<tr>
<td>Trauma Registry System</td>
<td>Not Restricted</td>
</tr>
</tbody>
</table>

**Syrian Arab Republic** has several emergency numbers. These are 112 (Police); 113 (Ambulance).

#### References

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended. Tajikistan has a lead agency present, Department of the State Automobile Inspection, Ministry of Internal Affairs, which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has no known road safety target.

**ROAD SAFETY MANAGEMENT**

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended. Tajikistan has a lead agency present, Department of the State Automobile Inspection, Ministry of Internal Affairs, which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has no known road safety target.

**SAFE ROADS AND ROADSIDES**

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (IRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

**NO ROAD ASSESSMENT SURVEY DATA FOR TAJIKISTAN IS PUBLICLY AVAILABLE ON THE IRAP WEBSITE.**

**Information on Infrastructure in Tajikistan:**

Audit/Star Rating Required for New Road Infrastructure;

Inspection/Star Rating Required for Existing Roads;

Investment Allocated to Upgrade High Risk Locations.

**Business Case for Safer Roads**

- Infrastructure and Speed Management Investment required: $360.97 million
- Annual Investment as a % of GDP (2019-2030): 0.42%
- Reduction in fatalities per year: 681
- Approximate reduction in fatalities and serious injuries (FSI) over 20 years: 150,000
- Economic Benefit: $1.79 billion
- B/C Ratio: 5
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

### Maximum Speed Limits and Enforcement

<table>
<thead>
<tr>
<th>National Speed Limit Law</th>
<th>URBAN ROADS</th>
<th>RURAL ROADS</th>
<th>MOTORWAYS</th>
<th>Speed Enforcement</th>
</tr>
</thead>
<tbody>
<tr>
<td>60 km/h</td>
<td>+30 km/h</td>
<td>+20 km/h</td>
<td>+20 km/h</td>
<td>Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits</td>
</tr>
<tr>
<td>90 km/h</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>110 km/h</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Major Speed Calming Measures Being Implemented in Tajikistan:

- **Narrowing**: Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- **Vertical Deflections**: Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- **Horizontal Deflection**: Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- **Block or Restrict Access**: Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

### Safe Vehicles

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

### Vehicle Registration, Standards and Import Regulations

<table>
<thead>
<tr>
<th>Total Registered Vehicles As Of 2016</th>
<th>Motorized 2/3 Wheelers As Of 2016</th>
<th>Country Compliance to the UN Vehicle Safety Regulations</th>
</tr>
</thead>
<tbody>
<tr>
<td>439,972</td>
<td>1.0%</td>
<td>Frontal and Side Impact (Reg. 94, 95)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Motorcycle Anti-Lock Braking System (Reg. 78)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Pedestrian Protection (Reg. 127)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Electronic Stability Control (Reg. 140)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Seat Belts and Anchorage (Reg. 16, 14)</td>
</tr>
</tbody>
</table>

### Safe Road Users

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

### National Seatbelt, Drink Driving and Helmet Laws (WHO, 2018)

- **National Seatbelt Law**: Prohibited under 12 yrs
- **National Drink Driving Law**: 18 yrs.
- **Motorcycle Helmet Law**: Yes
- **Helmet Standards**: No
- **Motorcycle Occupant Age Restriction**: No
- **Is Law Based on BAC?**: 7% BAC
- **General Population**: Approx. 4.2%
- **Young Drivers**: No
- **Professional Drivers**: No
- **Random Drink Driving Tests**: Yes
- **% of Road Crash Fatalities Involving Alcohol**: 7%
- **Blood Alcohol Concentration (BAC) Limits (g/dl)**: 0.08

### Post Crash Care

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

### Country Health Coverage Index - SDG

<table>
<thead>
<tr>
<th>National, Multiple Numbers</th>
<th>National</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Emergency Care Access Number</td>
<td>Trauma Registry System</td>
</tr>
<tr>
<td>Country Health Coverage Index - SDG</td>
<td>Target 3.8; Target - 100</td>
</tr>
<tr>
<td>Expenditure on Healthcare as % of GDP</td>
<td>65</td>
</tr>
</tbody>
</table>

### References

ROAD SAFETY COUNTRY PROFILE Tanzania

THE SCALE OF THE ROAD SAFETY CHALLENGE

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Tanzania has a lead agency present, National Road Safety Council (NRSC), Ministry of Home Affairs, which isn’t funded in the national budget but has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country only has a fatal road safety target, to No with a timeline of No.

SAFE ROADS AND ROADSIDES

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is 'built-in' to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results - Tanzania

Surveyed Road Statistics: 96% with no formal footpaths; 99% with no pedestrian crossings; 100% undivided with veh. speeds > 80 kph

Vehicle Occupant Travel: 3 billion km; Pedestrian Travel: 2.3 billion km; Motorcyclist Travel: 135,710,468 km; Cyclist Travel: 1 billion km

Business Case for Safer Roads

Infrastructure and Speed Management Investment required: $1.12 billion
Annual Investment as a % of GDP (2019-2030): 0.17%
Reduction in fatalities per year: 7,157
Approximate reduction in fatalities and serious injuries (FSI) over 20 years: 1,570,000
Economic Benefit: $26.65 billion
B/C Ratio: 24
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

**MAXIMUM SPEED LIMITS AND ENFORCEMENT**

<table>
<thead>
<tr>
<th>National Speed Limit Law</th>
<th>Urban Roads</th>
<th>Rural Roads</th>
<th>Motorways</th>
<th>Speed Enforcement</th>
</tr>
</thead>
<tbody>
<tr>
<td>50 km/h</td>
<td>Not Known</td>
<td>Not Known</td>
<td>Manual</td>
<td></td>
</tr>
</tbody>
</table>

Difference with Recommended Safe Systems Speeds:

- +20 km/h
- 4 times lower

**MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN TANZANIA:**

- **Narrowing:** Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- **Vertical Deflections:** Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- **Horizontal Deflection:** Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- **Block or Restrict Access:** Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

---

**SAFE VEHICLES**

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

**VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS**

<table>
<thead>
<tr>
<th>Total Registered Vehicles As of 2016</th>
<th>Motorized 2/3 Wheelers As of 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>2,163,623</td>
<td>59.3%</td>
</tr>
</tbody>
</table>

**COUNTRY COMPLIANCE TO THE UN VEHICLE SAFETY REGULATIONS**

- **Regulated:** Yes
- **Import Age Limit:** 8 Yrs.
- **Taxation Based Limits:** No
- **Import Inspections:** Yes
- **Periodic Inspection:** No

---

**SAFE ROAD USERS**

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

**NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)**

- **National Seatbelt Law:** Regulated
- **Driver Front:** Yes
- **Driver Back:** No
- **Motorcycle Helmet Law:** No
- **Helmet Standards:** Not restricted
- **Motorcycle Occupant Age Restriction:** 18 yrs.
- **Legal Minimum Driving Age:** Approx. 1.0%

**Blood Alcohol Concentration (BAC) Limits (g/dl):**

- **General Population:** ≤0.08
- **Young Drivers:** ≤0.08
- **Professional Drivers:** 0.00

**Random Drink Driving Tests:** Yes

**% of Road Crash Fatalities Involving Alcohol:** 4% (2018 World Health Statistics, WHO)

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**POST CRASH CARE**

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

**Partial Coverage:**

- National Emergency Care Access Number: regulated
- Trauma Registry System: regulated

**Subnational:**

- Country Health Coverage Index - SDG Target 3.8: Target - 100
- Expenditure on Healthcare as % of GDP: 39

Tanzania has several emergency numbers. These are 999 (General); 112 (Police); 114 (Ambulance).

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**REFERENCES**

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Thailand has a lead agency present, Department of Disaster Prevention and Mitigation, Ministry of Interior, which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country only has a fatal road safety target, to reduce fatality rate to less than 10 fatalities per 100,000 population with a timeline of 2010 - 2020.

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is 'built-in' to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

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Business Case for Safer Roads

Infrastructure and Speed Management Investment required: $5.85 billion
Annual Investment as a % of GDP (2019-2030): 0.10%
Reduction in fatalities per year: 8,930
Approximate reduction in fatalities and serious injuries (FSI) over 20 years: 1,960,000
Economic Benefit: $200.54 billion
B/C Ratio: 34
East Asia and Pacific (EAP)

ROAD SAFETY COUNTRY PROFILE

Thailand

SAFE SPEEDS

Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

MAXIMUM SPEED LIMITS AND ENFORCEMENT

<table>
<thead>
<tr>
<th>Speed Limit</th>
<th>National Speed Limit Law</th>
<th>Urban Roads</th>
<th>Rural Roads</th>
<th>Motorways</th>
</tr>
</thead>
<tbody>
<tr>
<td>80 km/h</td>
<td>≥ 80 km/h</td>
<td>90 km/h</td>
<td>120 km/h</td>
<td>Manual</td>
</tr>
<tr>
<td>Difference</td>
<td>+ 50 km/h</td>
<td>+ 20 km/h</td>
<td>+ 30 km/h</td>
<td>3 times lower</td>
</tr>
</tbody>
</table>

MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN THAILAND:

- NARROWING: Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- VERTICAL DEFLECTIONS: Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- HORIZONTAL DEFLECTION: Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- BLOCK OR RESTRICT ACCESS: Include median dividers, closing streets to create pedestrian zones, cul-de-sacs etc.

SAFE VEHICLES

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS

<table>
<thead>
<tr>
<th>Total Registered Vehicles</th>
<th>Motorized 2/3 Wheelers</th>
</tr>
</thead>
<tbody>
<tr>
<td>37,338,139</td>
<td>54.9%</td>
</tr>
</tbody>
</table>

COUNTRY COMPLIANCE TO THE UN VEHICLE SAFETY REGULATIONS

<table>
<thead>
<tr>
<th>Frontal and Side Impact (Reg. 94, 95)</th>
<th>Motorcycle Anti-Lock Braking System (Reg. 78)</th>
<th>Pedestrian Protection (Reg. 127)</th>
<th>Electronic Stability Control (Reg. 140)</th>
<th>Seat Belts and Anchorages (Reg. 16, 14)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Banned</td>
<td>New</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
</tbody>
</table>

REGULATION OF IMPORT OF USED VEHICLES

- Banned
- New
- No

SAFE ROAD USERS

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)

<table>
<thead>
<tr>
<th>National Seatbelt Law</th>
<th>Driver Front</th>
<th>Back</th>
<th>Motorcycle Helmet Law</th>
<th>General Population</th>
<th>Young Drivers</th>
<th>Professional Drivers</th>
<th>Random Drink Driving Tests</th>
<th>Motorcycle Occupant Age Restriction</th>
<th>Legal Minimum Driving Age</th>
</tr>
</thead>
<tbody>
<tr>
<td>Banned</td>
<td>Yes</td>
<td>Yes</td>
<td>Not restricted</td>
<td>≤ 0.05</td>
<td>≤ 0.02</td>
<td>0.00</td>
<td>Yes</td>
<td>Approx. 14.1%</td>
<td>Yes</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>National Drink Driving Law</th>
<th>General Population BAC Based?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Banned</td>
<td>Is law BAC based?</td>
</tr>
</tbody>
</table>

BLOOD ALCOHOL CONCENTRATION (BAC) LIMITS (g/dl)

- ≤ 0.05
- ≤ 0.02
- 0.00

POST CRASH CARE

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

National, Multiple Numbers

<table>
<thead>
<tr>
<th>National Emergency Care Access Number</th>
<th>Trauma Registry System</th>
</tr>
</thead>
<tbody>
<tr>
<td>COUNTRY HEALTH COVERAGE INDEX - SDG</td>
<td>Target 3.8; Target - 100</td>
</tr>
<tr>
<td>EXPENDITURE ON HEALTHCARE AS % OF GDP</td>
<td>75 4%</td>
</tr>
</tbody>
</table>

Thailand has several emergency numbers. These are 191 (Police); 1669 (Ambulance).

REFERENCES

The Scale of the Road Safety Challenge

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

The Gambia has a lead agency present, Directorate of Planning, Ministry of Transport, Works and Infrastructure, which is funded in the national budget. The function of the agency is coordination of road safety strategies without legislation and monitoring and evaluation. The country has no known road safety target.

Positioning of Country in the Region (Compared to Countries with the Lowest Traffic Fatalities in the Region and Globally)

Best Performing Countries in Region

<table>
<thead>
<tr>
<th>Country</th>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate/100,000 (2013 - 2016)</th>
<th>Motorization Registered Vehicles/100,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mauritius</td>
<td>173</td>
<td>168</td>
<td>13.7</td>
<td>13.2</td>
<td>4.4%</td>
<td>40,224</td>
</tr>
<tr>
<td>Nigeria</td>
<td>39,802</td>
<td>19,710</td>
<td>21.4</td>
<td>9.9</td>
<td>0.8%</td>
<td>6,309</td>
</tr>
</tbody>
</table>

Best Performing Countries Globally

<table>
<thead>
<tr>
<th>Country</th>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate/100,000 (2013 - 2016)</th>
<th>Motorization Registered Vehicles/100,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Switzerland</td>
<td>223</td>
<td>334</td>
<td>2.65</td>
<td>3.89</td>
<td>-5.4%</td>
<td>71,182</td>
</tr>
<tr>
<td>Norway</td>
<td>143</td>
<td>215</td>
<td>2.72</td>
<td>4.09</td>
<td>2.4%</td>
<td>75,544</td>
</tr>
<tr>
<td>Singapore</td>
<td>155</td>
<td>197</td>
<td>2.76</td>
<td>3.53</td>
<td>-4.9%</td>
<td>16,604</td>
</tr>
<tr>
<td>Sweden</td>
<td>278</td>
<td>390</td>
<td>2.83</td>
<td>3.88</td>
<td>-3.2%</td>
<td>62,037</td>
</tr>
</tbody>
</table>

Road Safety Management

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

The Gambia has a lead agency present, Directorate of Planning, Ministry of Transport, Works and Infrastructure, which is funded in the national budget. The function of the agency is coordination of road safety strategies without legislation and monitoring and evaluation. The country has no known road safety target.

Safe Roads and Roadsides

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results

Information on Infrastructure in The Gambia:

Partial Audit/Star Rating Required for New Road Infrastructure;

No Inspection/Star Rating Required for Existing Roads;

Investment Allocated to Upgrade High Risk Locations

Business Case for Safer Roads

<table>
<thead>
<tr>
<th>Infrastructure and Speed Management Investment required:</th>
<th>$48.62 million</th>
</tr>
</thead>
<tbody>
<tr>
<td>Annual Investment as a % of GDP (2019-2030):</td>
<td>0.37%</td>
</tr>
<tr>
<td>Reduction in fatalities per year:</td>
<td>240</td>
</tr>
<tr>
<td>Approximate reduction in fatalities and serious injuries (FSI) over 20 years:</td>
<td>50,000</td>
</tr>
<tr>
<td>Economic Benefit:</td>
<td>$398.6 million</td>
</tr>
<tr>
<td>B/C Ratio:</td>
<td>8</td>
</tr>
</tbody>
</table>
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

### Maximum Speed Limits and Enforcement

<table>
<thead>
<tr>
<th>National Speed Limit Law</th>
<th>Urban Roads</th>
<th>Rural Roads</th>
<th>Motorways</th>
<th>Speed Enforcement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not Known</td>
<td>Not Known</td>
<td>Not Known</td>
<td>Manual</td>
<td>Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits</td>
</tr>
</tbody>
</table>

**Major Speed Calming Measures Being Implemented in the Gambia:**
- **Narrowing:** Include lane narrowing by extending sidewalks, curb extensions, pedestrian refuges etc.
- **Vertical Deflections:** Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- **Horizontal Deflection:** Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- **Block or Restrict Access:** Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

### Vehicle Registration, Standards and Import Regulations

<table>
<thead>
<tr>
<th>Total Registered Vehicles</th>
<th>Motorized 2/3 wheelers</th>
<th>Country Compliance to the UN Vehicle Safety Regulations</th>
</tr>
</thead>
<tbody>
<tr>
<td>84,963</td>
<td>33.1%</td>
<td>FRONTAL AND SIDE IMPACT (Reg. 94, 95)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>MOTORCYCLE ANTI-LOCK BRAKING SYSTEM (Reg. 78)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>PEDESTRIAN PROTECTION (Reg. 127)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>ELECTRONIC STABILITY CONTROL (Reg. 140)</td>
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<tr>
<td></td>
<td></td>
<td>SEAT BELTS AND ANCHORAGES (Reg. 16, 14)</td>
</tr>
</tbody>
</table>

### Safe Road Users

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

### National Seatbelt, Drink Driving and Helmet Laws (WHO, 2018)

<table>
<thead>
<tr>
<th>National Seatbelt Law</th>
<th>Driver</th>
<th>Front</th>
<th>Back</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regulated</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Motorcycle Helmet Law</th>
<th>Motorcycle Occupant Age Restriction</th>
<th>Legal Minimum Driving Age</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not restricted</td>
<td></td>
<td>Approx. 2.1%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>National Drink Driving Law</th>
<th>Is Law BAC Based?</th>
<th>General Population</th>
<th>Young Drivers</th>
<th>Professional Drivers</th>
<th>Random Drink Driving Tests</th>
<th>% of Road Crash Fatalities Involving Alcohol</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regulated</td>
<td>Not restricted</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

### Post Crash Care

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

<table>
<thead>
<tr>
<th>Partial Coverage</th>
<th>Subnational</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Emergency Care Access Number</td>
<td>Trauma Registry System</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Country Health Coverage Index - SDG Target 3.8; Target 1 - 100</th>
<th>Expenditure on Healthcare as % of GDP</th>
</tr>
</thead>
<tbody>
<tr>
<td>46</td>
<td>4%</td>
</tr>
</tbody>
</table>

### References

**THE SCALE OF THE ROAD SAFETY CHALLENGE**

**ROAD CRASH FATALITIES AND INJURIES SNAPSHOT**

<table>
<thead>
<tr>
<th>Country</th>
<th>Reported Fatalities, 2016</th>
<th>WHO Estimated Fatalities, 2016</th>
<th>GBD Estimated Fatalities, 2016</th>
<th>WHO Est. Fatalities per 100,000 Pop., 2016</th>
<th>GBD Est. Fatalities per 100,000 Pop., 2016</th>
<th>Estimated Serious Injuries, 2016</th>
<th>Cost of Fatalities and Serious Injuries, 2016</th>
<th>Cost as % of country GDP, 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>Timor-Leste</td>
<td>71</td>
<td>161</td>
<td>115</td>
<td>12.7</td>
<td>9.1</td>
<td>2.415</td>
<td>$106.38 million</td>
<td>4.2%</td>
</tr>
</tbody>
</table>

**POSITIONING OF COUNTRY IN THE REGION (COMPARED TO COUNTRIES WITH THE LOWEST TRAFFIC FATALITIES IN THE REGION AND GLOBALLY)**

<table>
<thead>
<tr>
<th>Country</th>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate/100,000 (2013 - 2016)</th>
<th>Motorization Registered Vehicles/100,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Timor-Leste</td>
<td>161</td>
<td>115</td>
<td>12.7</td>
<td>9.1</td>
<td>2.7%</td>
<td>11,555</td>
</tr>
</tbody>
</table>

**BEST PERFORMING COUNTRIES IN REGION**

- Micronesia: 2, 16, 1.9, 15.7, -0.3%, 5,406
- Kiribati: 5, 12, 4.4, 10.4, -5.2%, 3,240

**BEST PERFORMING COUNTRIES GLOBALLY**

- Switzerland: 223, 334, 2.65, 3.89, -5.4%, 71,182
- Norway: 143, 215, 2.72, 4.09, 2.4%, 75,544
- Singapore: 155, 197, 2.76, 3.53, -4.9%, 16,604
- Sweden: 278, 390, 2.83, 3.88, -3.2%, 62,037

**ROAD SAFETY MANAGEMENT**

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Timor-Leste has a lead agency present, National Directorate of Transport, Ministry of Interior, which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has no known road safety target.

**SAFE ROADS AND ROADSIDES**

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

**Road Infrastructure Star Rating Results**

**NO ROAD ASSESSMENT SURVEY DATA FOR TIMOR-LESTE IS PUBLICLY AVAILABLE ON THE IRAP WEBSITE.**

| Information on Infrastructure in Timor-Leste: |
| Partial Audit/Star Rating Required for New Road Infrastructure; |
| No Inspection/Star Rating Required for Existing Roads; |
| Investment is not Allocated to Upgrade High Risk Locations |

| Business Case for Safer Roads |
| Infrastructure and Speed Management Investment required: | $117.78 million |
| Annual Investment as a % of GDP (2019-2030): | 0.35% |
| Reduction in fatalities per year: | 75 |
| Approximate reduction in fatalities and serious injuries (FSI) over 20 years: | 20,000 |
| Economic Benefit: | $560.9 million |
| B/C Ratio: | 5 |

68% Percentage of Road Crash Fatalities and Injuries in the economically productive age groups (15 - 64 years.)

3:1 Ratio of Male to Female Fatalities with the 15 - 49 year age group being most vulnerable to fatalities

571 life yrs. affected due to disability from road crash injuries per 100,000 people
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

### MAXIMUM SPEED LIMITS AND ENFORCEMENT

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>50 km/h</td>
<td>+20 km/h</td>
<td>+20 km/h</td>
<td>+30 km/h</td>
<td></td>
</tr>
<tr>
<td>90 km/h</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>120 km/h</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits

### MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN TIMOR-LESTE:

- **NARROWING**
  - Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.

- **VERTICAL DEFLECTIONS**
  - Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.

- **HORIZONTAL DEFLECTION**
  - Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.

- **BLOCK OR RESTRICT ACCESS**
  - Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

### SAFE VEHICLES

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

#### VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS

<table>
<thead>
<tr>
<th>Total Registered Vehicles as of 2016</th>
<th>Motorized 2/3 Wheelers as of 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>146,596</td>
<td>74.0%</td>
</tr>
</tbody>
</table>

**Country Compliance to the UN Vehicle Safety Regulations**

- No Restrictions
- No
- No
- Yes
- No

### SAFE ROAD USERS

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

#### NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)

- Seatbelt Law: Yes
- Drink Driving Law: No
- Helmet Law: Not restricted
- Legal Minimum Driving Age: 18 yrs.

#### BLOOD ALCOHOL CONCENTRATION (BAC) LIMITS (g/dl)

- General Population: ≤0.05
- Young Drivers: ≤0.05
- Professional Drivers: ≤0.05

### POST CRASH CARE

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

#### National, Single Number

- National Emergency Care Access Number: National
- Trauma Registry System: National

Timor-Leste has a single emergency number. This is 112.

### REFERENCES

ROAD SAFETY COUNTRY PROFILE

Togo

THE SCALE OF THE ROAD SAFETY CHALLENGE

ROAD CRASH FATALITIES AND INJURIES SNAPSHOT

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Togo</td>
<td>7,606,374</td>
<td>514</td>
<td>2,224</td>
<td>1,130</td>
<td>33,360</td>
<td>433.37 million</td>
<td>9.7%</td>
</tr>
</tbody>
</table>

FATALITIES BY USER COMPARISON CHART

Positioning of Country in the Region (Compared to Countries with the Lowest Traffic Fatalities in the Region and Globally)

<table>
<thead>
<tr>
<th>Country</th>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate/100,000 (2013 - 2016)</th>
<th>Motorization Registered Vehicles/100,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Togo</td>
<td>2,224</td>
<td>1,130</td>
<td>29.2</td>
<td>15.4</td>
<td>-7.0%</td>
<td>843</td>
</tr>
<tr>
<td>Mauritius</td>
<td>173</td>
<td>168</td>
<td>13.7</td>
<td>13.2</td>
<td>4.4%</td>
<td>40,224</td>
</tr>
<tr>
<td>Nigeria</td>
<td>39,802</td>
<td>19,710</td>
<td>21.4</td>
<td>9.9</td>
<td>0.8%</td>
<td>6,309</td>
</tr>
<tr>
<td>Switzerland</td>
<td>223</td>
<td>334</td>
<td>2.65</td>
<td>3.89</td>
<td>-5.4%</td>
<td>71,182</td>
</tr>
<tr>
<td>Norway</td>
<td>143</td>
<td>215</td>
<td>2.72</td>
<td>4.09</td>
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<td>75,544</td>
</tr>
<tr>
<td>Singapore</td>
<td>155</td>
<td>197</td>
<td>2.76</td>
<td>3.53</td>
<td>-4.9%</td>
<td>16,604</td>
</tr>
<tr>
<td>Sweden</td>
<td>278</td>
<td>390</td>
<td>2.83</td>
<td>3.88</td>
<td>-3.2%</td>
<td>62,037</td>
</tr>
</tbody>
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ROAD SAFETY MANAGEMENT

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Togo has a lead agency present, National Office of Road Safety (ONSR), Ministry of Infrastructure and Transport (MIT), which isn’t funded in the national budget. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has no known road safety target.

SAFE ROADS AND ROADSIDES

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results

<table>
<thead>
<tr>
<th>Country</th>
<th>Reported Fatalities</th>
<th>WHO Estimated Fatalities</th>
<th>GBD Estimated Fatalities</th>
<th>Estimated Serious Injuries</th>
<th>Cost of Fatalities and Serious Injuries</th>
<th>Cost as % of country GDP</th>
<th>% Trend in Fatality Rate/100,000 (2013 - 2016)</th>
<th>Motorization Registered Vehicles/100,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Togo</td>
<td>1,130</td>
<td>2,224</td>
<td>15.4</td>
<td>33,360</td>
<td>433.37 million</td>
<td>9.7%</td>
<td>-7.0%</td>
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<tr>
<td>Mauritius</td>
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<td>Sweden</td>
<td>278</td>
<td>390</td>
<td>2.83</td>
<td>3.88</td>
<td>62,037</td>
<td>-3.2%</td>
<td>62,037</td>
<td>843</td>
</tr>
</tbody>
</table>

Road Infrastrucure Star Rating Results

Information on Infrastructure in Togo:

Partial Audit/Star Rating Required for New Road Infrastructure;
No Inspection/Star Rating Required for Existing Roads;
Investment Allocated to Upgrade High Risk Locations

Business Case for Safer Roads

| Infrastructure and Speed Management Investment required: | $151.48 million |
| Annual Investment as a % of GDP (2019-2030): | 0.24% |
| Reduction in fatalities per year: | 937 |
| Approximate reduction in fatalities and serious injuries (FSI) over 20 years: | 210,000 |
| Economic Benefit: | $2.11 billion |
| B/C Ratio: | 14 |

71% Percentage of Road Crash Fatalities and Injuries in the economically productive age groups (15 - 64 years.)

2 : 1 Ratio of Male to Female Fatalities with the 15 - 49 year age group being most vulnerable to fatalities

829 life yrs. affected due to disability from road crash injuries per 100,000 people
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

### MAXIMUM SPEED LIMITS AND ENFORCEMENT

<table>
<thead>
<tr>
<th>NATIONAL SPEED LIMIT LAW</th>
<th>URBAN ROADS</th>
<th>RURAL ROADS</th>
<th>MOTORWAYS</th>
<th>SPEED ENFORCEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Difference with Recommended Safe Systems Speeds</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits</td>
</tr>
</tbody>
</table>

### MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN TOGO:

- **NARROWING**
  - Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.

- **VERTICAL DEFLECTIONS**
  - Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.

- **HORIZONTAL DEFLECTION**
  - Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.

- **BLOCK OR RESTRICT ACCESS**
  - Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

### SAFE VEHICLES

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

### VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS

- **TOTAL REGISTERED VEHICLES AS OF 2016**: 64,118 (70.7%)  
- **MOTORIZED 2/3 WHEELERS AS OF 2016**: 64,118

### COUNTRY COMPLIANCE TO THE UN VEHICLE SAFETY REGULATIONS

- **FRONTAL AND SIDE IMPACT (Reg. 94, 95)**: Not Known  
- **MOTORCYCLE ANTI-LOCK BRAKING SYSTEM (Reg. 78)**: Not Known  
- **PEDESTRIAN PROTECTION (Reg. 127)**: Not Known  
- **ELECTRONIC STABILITY CONTROL (Reg. 140)**: Not Known  
- **SEAT BELTS AND ANCHORAGES (Reg. 16, 14)**: Not Known

### SAFE ROAD USERS

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

### NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)

- **SEATBELT LAW**: Yes  
- **MOTORCYCLE HELMET LAW**: No  
- **HELMET STANDARDS**: No  
- **MOTORCYCLE OCCUPANT AGE RESTRICTION**: Not restricted  
- **LEGAL MINIMUM DRIVING AGE**: 18 yrs.

### POST CRASH CARE

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

- **National, Multiple Numbers**
  - National Emergency Care Access Number: Togo has several emergency numbers. These are 117 (Police); 8200 (Ambulance).

### REFERENCES

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Tonga has a lead agency present, Ministry of Police (Department of Traffic) and Ministry of Infrastructure, which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has both a fatal and non-fatal road safety target, to reduce fatality rate per 100,000 population by 50% with a timeline of 2011 - 2020.

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

658 life yrs. affected due to disability from road crash injuries per 100,000 people.
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

MAXIMUM SPEED LIMITS AND ENFORCEMENT

<table>
<thead>
<tr>
<th>National Speed Limit Law</th>
<th>URBAN ROADS</th>
<th>RURAL ROADS</th>
<th>MOTORWAYS</th>
<th>Speed Enforcement</th>
</tr>
</thead>
<tbody>
<tr>
<td>50 km/h</td>
<td>+20 km/h</td>
<td>Appropriate</td>
<td>Low Risk</td>
<td>Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits</td>
</tr>
</tbody>
</table>

MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN TONGA:

- **Narrowing**: Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- **Vertical Deflections**: Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- **Horizontal Deflection**: Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- **Block or Restrict Access**: Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

SAFE VEHICLES

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

SAFE ROAD USERS

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)

- **National Seatbelt Law**
- **Motorcycle Helmet Law**
- **Helmet Standards**

SAFE SPEEDS

- 50 km/h
- 70 km/h
- 70 km/h

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REFERENCES

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Tunisia has a lead agency present, National Observatory for Information, Training, Documentation and Studies on Road Safety, Ministry of Interior, which is funded in the national budget. The functions of the agency include coordination and monitoring and evaluation of road safety strategies without legislation. The country has no known road safety target.

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results

Information on Infrastructure in Tunisia:

Partial Audit/Star Rating Required for New Road Infrastructure;

No Inspection/Star Rating Required for Existing Roads;

Investment Allocated to Upgrade High Risk Locations

Road Infrastrucure Star Rating Results

NO ROAD ASSESSMENT SURVEY DATA FOR TUNISIA IS PUBLICLY AVAILABLE ON THE IRAP WEBSITE.

Business Case for Safer Roads

<table>
<thead>
<tr>
<th>Infrastructure and Speed Management</th>
<th>Investment required: $631.09 million</th>
</tr>
</thead>
<tbody>
<tr>
<td>Annual Investment as % of GDP (2019-2030):</td>
<td>0.13%</td>
</tr>
<tr>
<td>Reduction in fatalities per year:</td>
<td>987</td>
</tr>
<tr>
<td>Approximate reduction in fatalities and serious injuries (FSI) over 20 years:</td>
<td>220,000</td>
</tr>
<tr>
<td>Economic Benefit: $11.27 billion</td>
<td>B/C Ratio: 18</td>
</tr>
</tbody>
</table>

72% Percentage of Road Crash Fatalities and Injuries in the economically productive age groups (15 - 64 years.)

2 : 1 Ratio of Male to Female Fatalities with the 15 - 49 year age group being most vulnerable to fatalities

1,418 life yrs. affected due to disability from road crash injuries per 100,000 people
## ROAD SAFETY COUNTRY PROFILE

### Tunisia

**Middle East and North Africa (MENA)**

**Safe Speeds**

- **Max Speed Limits and Enforcement**
  - National Speed Limit Law
  - 50 km/h
  - 90 km/h
  - 110 km/h
  - URBAN ROADS
  - RURAL ROADS
  - MOTORWAYS

<table>
<thead>
<tr>
<th>Difference with Recommended Safe Systems Speeds</th>
<th>Manual</th>
</tr>
</thead>
<tbody>
<tr>
<td>+ 20 km/h</td>
<td>4 times lower</td>
</tr>
<tr>
<td>+ 20 km/h</td>
<td>3 times lower</td>
</tr>
<tr>
<td>+ 20 km/h</td>
<td>2 times lower</td>
</tr>
</tbody>
</table>

**Potential Decrease in Fatal Road Crashes**

Enforcement of Safe System Speed Limits

**Major Speed Calming Measures Implemented in Tunisia:**

- Narrowing
- Vertical deflections
- Horizontal deflection
- Block or restrict access

**Safe Vehicles**

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

**Vehicle Registration, Standards and Import Regulations**

<table>
<thead>
<tr>
<th>Country Compliance to the UN Vehicle Safety Regulations</th>
</tr>
</thead>
<tbody>
<tr>
<td>FRONTAL AND SIDE IMPACT</td>
</tr>
<tr>
<td>(Reg. 94, 95)</td>
</tr>
</tbody>
</table>

**Regulated**

- Yes
- No

**Safe Road Users**

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

**National Seatbelt, Drink Driving and Helmet Laws (WHO, 2018)**

<table>
<thead>
<tr>
<th>National Seatbelt Law</th>
<th>Drink Driving Law</th>
<th>Helmet Law</th>
<th>Motorcycle Law</th>
<th>Motorway Law</th>
<th>Motorcyclist Age Restrictions</th>
<th>Legal Minimum Driving Age</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prohibited under 6 yrs</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>18 yrs.</td>
</tr>
</tbody>
</table>

**Safe Road Users**

<table>
<thead>
<tr>
<th>Driver</th>
<th>Front</th>
<th>Back</th>
<th>Motorcycle Helmet Law</th>
<th>Helmet Standards</th>
<th>Motorcycle Age Restriction</th>
<th>Legal Minimum Driving Age</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prohibited under 6 yrs</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Approx. 1.6%</td>
</tr>
</tbody>
</table>

**National, Multiple Numbers**

- National Emergency Care Access Number
- Trauma Registry System

Tunisia has several emergency numbers. These are 197 (Police); 190 (Ambulance).

**Post Crash Care**

- Proportion of road crash fatalities involving alcohol
- % of road crash fatalities involving alcohol

**References**

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Turkey has a lead agency present, Higher Board of Road Safety, Ministry of Interior, which isn’t funded in the national budget but has a road safety strategy which is fully funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has both a fatal and non-fatal road safety target, to reduce fatalities by 50% with a timeline of 2011 - 2020.

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

**MAXIMUM SPEED LIMITS AND ENFORCEMENT**

<table>
<thead>
<tr>
<th>Speed Limit Law</th>
<th>National Speed Limit Law</th>
<th>URBAN ROADS</th>
<th>RURAL ROADS</th>
<th>MOTORWAYS</th>
<th>Difference with Recommended Safe Systems Speeds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Manual and Automated</td>
<td>+ 20 km/h</td>
<td>+ 40 km/h</td>
<td>+ 30 km/h</td>
<td>4 times lower</td>
<td>6 times lower</td>
</tr>
</tbody>
</table>

**MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN TURKEY:**

- **NARROWING**
  - Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- **VERTICAL DEFLECTIONS**
  - Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- **HORIZONTAL DEFLECTION**
  - Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- **BLOCK OR RESTRICT ACCESS**
  - Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

**SAFE VEHICLES**

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

**VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS**

<table>
<thead>
<tr>
<th>Total Registered Vehicles as of 2016</th>
<th>21,090,424</th>
<th>14.2%</th>
</tr>
</thead>
<tbody>
<tr>
<td>MOTORIZED 2/3 WHEELERS AS OF 2016</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**COUNTRY COMPLIANCE TO THE UN VEHICLE SAFETY REGULATIONS**

- **FRONTAL AND SIDE IMPACT (Reg. 94, 95)**
- **MOTORCYCLE ANTI-LOCK BRAKING SYSTEM (Reg. 78)**
- **PEDESTRIAN PROTECTION (Reg. 127)**
- **ELECTRONIC STABILITY CONTROL (Reg. 140)**
- **SEAT BELTS AND ANCHORAGES (Reg. 16, 14)**

**SAFE ROAD USERS**

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

**NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)**

- **NATIONAL SEATBELT LAW**
- **DRIVER FRONT BACK**
- **MOTORCYCLE HELMET LAW**
- **HELMET STANDARDS**
- **MOTORCYCLE OCCUPANT AGE RESTRICTION**
- **LEGAL MINIMUM DRIVING AGE**

- **NEALON DRINK DRIVING LAW**
  - IS LAW BAC BASED?
  - GENERAL POPULATION ≤0.05
  - YOUNG DRIVERS ≤0.05
  - PROFESSIONAL DRIVERS ≤0.02
  - RANDOM DRINK DRIVING TESTS

- **RANDOM DRINK DRIVING TESTS**
- **% OF ROAD CRASH FATALITIES INVOLVING ALCOHOL**
  - Approx. 3.3%

**POST CRASH CARE**

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

**National, Single Number**

- **NATIONAL EMERGENCY CARE ACCESS NUMBER**
- **TRAUMA REGISTRY SYSTEM**

**Turkey**

Turkey has a single emergency number. This is 112.

**REFERENCES**

Road Safety Country Profile Turkmenistan

Europe and Central Asia (ECA)

The Scale of the Road Safety Challenge

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Turkmenistan has a lead agency present, Ministry of Health and Medical Industry of Turkmenistan, which is funded in the national budget, and also has a road safety strategy which is also fully funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has no known road safety target.

Road Safety Management

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Turkmenistan has a lead agency present, Ministry of Health and Medical Industry of Turkmenistan, which is funded in the national budget, and also has a road safety strategy which is also fully funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has no known road safety target.

Safe Roads and Roadsides

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (IRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 Star roads are the least safe.

Road Infrastructure Star Rating Results

No Road Assessment Survey Data for Turkmenistan is Publicly Available on the IRAP Website.

Information on Infrastructure in Turkmenistan:

Audit/Star Rating Required for New Road Infrastructure;
No Inspection/Star Rating Required for Existing Roads;
Investment Allocated to Upgrade High Risk Locations

<table>
<thead>
<tr>
<th>Road Crash Fatalities and Injuries Snapshot</th>
</tr>
</thead>
<tbody>
<tr>
<td>Country Population, 2016: 5,662,544</td>
</tr>
<tr>
<td>Country Reported Fatalities, 2016: 543</td>
</tr>
<tr>
<td>WHO Estimated Fatalities, 2016: 823</td>
</tr>
<tr>
<td>GBD Estimated Fatalities, 2016: 326</td>
</tr>
<tr>
<td>WHO Est. Fatalities per 100,000 Pop, 2016: 14.50</td>
</tr>
<tr>
<td>GBD Est. Fatalities per 100,000 Pop, 2016: 6.62</td>
</tr>
<tr>
<td>Estimated Serious Injuries, 2016: 12,345</td>
</tr>
<tr>
<td>Cost of Fatalities and Serious Injuries, 2016: $1.75 billion</td>
</tr>
<tr>
<td>Cost as % of country GDP, 2016: 4.8%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Positioning of Country in the Region (Compared to Countries with the Lowest Traffic Fatalities in the Region and Globally)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016 WHO Estimated Road Fatalities</td>
</tr>
<tr>
<td>Turkmenistan</td>
</tr>
<tr>
<td>Macedonia</td>
</tr>
<tr>
<td>Serbia</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Best Performing Countries in Region</th>
</tr>
</thead>
<tbody>
<tr>
<td>Switzerland</td>
</tr>
<tr>
<td>Norway</td>
</tr>
<tr>
<td>Singapore</td>
</tr>
<tr>
<td>Sweden</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Best Performing Countries Globally</th>
</tr>
</thead>
<tbody>
<tr>
<td>Switzerland</td>
</tr>
<tr>
<td>Norway</td>
</tr>
<tr>
<td>Singapore</td>
</tr>
<tr>
<td>Sweden</td>
</tr>
</tbody>
</table>

Business Case for Safer Roads

<table>
<thead>
<tr>
<th>Infrastructure and Speed Management Investment required: $1.9 billion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Annual Investment as a % of GDP (2019-2030): 0.34%</td>
</tr>
<tr>
<td>Reduction in fatalities per year: 337</td>
</tr>
<tr>
<td>Approximate reduction in fatalities and serious injuries (FSI) over 20 years: 70,000</td>
</tr>
<tr>
<td>Economic Benefit: $9.28 billion</td>
</tr>
</tbody>
</table>

86% Percentage of Road Crash Fatalities and Injuries in the economically productive age groups (15 - 64 years.)

4:1 Ratio of Male to Female Fatalities with the 15 - 49 year age group being most vulnerable to fatalities

466 life yrs. affected due to disability from road crash injuries per 100,000 people.
Safe Road Users

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

National, Multiple Numbers

<table>
<thead>
<tr>
<th>NATIONAL SEATBELT LAW</th>
<th>DRIVING AGE</th>
<th>BLOOD ALCOHOL CONCENTRATION (BAC) LIMITS (g/dl)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>17 yrs.</td>
<td>&lt; 0.05</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>NATIONAL DRINK DRIVING LAW</th>
<th>IS LAW BAC BASED?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>No</td>
</tr>
</tbody>
</table>

Post Crash Care

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

<table>
<thead>
<tr>
<th>COUNTRY HEALTH COVERAGE INDEX - SDG</th>
<th>EXPENDITURE ON HEALTHCARE AS % OF GDP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Target 3.8; Target - 100</td>
<td>67</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>NATIONAL EMERGENCY CARE ACCESS NUMBER</th>
<th>TRAUMA REGISTRY SYSTEM</th>
</tr>
</thead>
<tbody>
<tr>
<td>National, Multiple Numbers</td>
<td>Some Facilities</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>COUNTRY HEALTH COVERAGE INDEX - SDG</th>
<th>EXPENDITURE ON HEALTHCARE AS % OF GDP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Target 3.8; Target - 100</td>
<td>67</td>
</tr>
</tbody>
</table>

References

ROAD SAFETY COUNTRY PROFILE

Uganda

THE SCALE OF THE ROAD SAFETY CHALLENGE

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Uganda has a lead agency present, National Road Safety Council (NRSC), Ministry of Works and Transport, which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country only has a fatal road safety target, to reduce fatalities by 50% with a timeline of 2014 - 2022.

SAFE ROADS AND ROADSIDES

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is 'built-in' to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results - Uganda

Vehicle Occupant Travel: 2.8 billion km; Pedestrian Travel: 1.7 billion km; Motorcyclist Travel: 260,722,876 km; Cyclist Travel: 1.2 billion km

Business Case for Safer Roads

Infrastructure and Speed Management Investment required: $260 million

Annual Investment as a % of GDP (2019-2030): 0.08%

Reduction in fatalities per year: 4,539

Approximate reduction in fatalities and serious injuries (FSI) over 20 years: 1,000,000

Economic Benefit: $11.04 billion

B/C Ratio: 42

BEST PERFORMING COUNTRIES IN REGION

Mauritius
Nigeria

BEST PERFORMING COUNTRIES GLOBALLY

Switzerland
Norway
Singapore
Sweden

ROAD SAFETY MANAGEMENT

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

**MAXIMUM SPEED LIMITS AND ENFORCEMENT**

<table>
<thead>
<tr>
<th>NATIONAL SPEED LIMIT LAW</th>
<th>URBAN ROADS</th>
<th>RURAL ROADS</th>
<th>MOTORWAYS</th>
<th>SPEED ENFORCEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>50 km/h</td>
<td>100 km/h</td>
<td>Not Known</td>
<td>Manual</td>
<td>Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits</td>
</tr>
</tbody>
</table>

**MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN UGANDA:**

- **NARROWING**
  - Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.

- **VERTICAL DEFLECTIONS**
  - Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.

- **HORIZONTAL DEFLECTION**
  - Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.

- **BLOCK OR RESTRICT ACCESS**
  - Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

**SAFE VEHICLES**

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

**VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS**

<table>
<thead>
<tr>
<th>TOTAL REGISTERED VEHICLES AS OF 2016</th>
<th>MOTORIZED 2/3 WHEELERS AS OF 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,594,962</td>
<td>59.3%</td>
</tr>
</tbody>
</table>

**COUNTRY COMPLIANCE TO THE UN VEHICLE SAFETY REGULATIONS**

- Regulated: Yes
- Import Age Limit: No
- Taxation Based Limits: 5 Yrs.
- Import Inspections: No
- Periodic Inspection: Yes

**SAFE ROAD USERS**

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

**NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)**

- **NATIONAL SEATBELT LAW**
  - Driver: Yes
  - Front: Yes
  - Back: Yes

- **MOTORCYCLE LAW**
  - MOTORCYCLE ANTI-LOCK BRAKING SYSTEM (Reg. 78)
  - MOTORCYCLE OCCUPANT AGE RESTRICTION
  - MOTORCYCLE OCCUPANT PROTECTION

- **PROJECTED BLOOD ALCOHOL CONCENTRATION (BAC) LIMITS (g/dl)**
  - GENERAL POPULATION: ≤0.08
  - YOUNG DRIVERS: ≤0.08
  - PROFESSIONAL DRIVERS: 0.00

- **LEGAL MINIMUM DRIVING AGE**
  - NATIONAL DRINK DRIVING LAW
    - IS LAW BAC BASED?: Yes
    - LIMIT: 0.00
  - NATIONAL MINIMUM DRIVING AGE: Approx. 0.8%

**POST CRASH CARE**

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

**National, Multiple Numbers**

- NATIONAL EMERGENCY CARE ACCESS NUMBER: Uganda has several emergency numbers. These are 999 (Police); 112 (Ambulance).

**REFERENCES**

ROAD SAFETY COUNTRY PROFILE Ukraine

THE SCALE OF THE ROAD SAFETY CHALLENGE

Road Crash Fatalities and Injuries in the economically productive age groups (15 - 64 years.)

4 : 1 Ratio of Male to Female Fatalities with the 15 - 49 year age group being most vulnerable to fatalities

1,003 life yrs. affected due to disability from road crash injuries per 100,000 people

86% Percentage of Road Crash Fatalities and Injuries in the region

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

UKRAINE HAS NO ROAD SAFETY LEAD AGENCY, NATIONAL ROAD SAFETY STRATEGY AND ROAD SAFETY TARGETS.

Safe Roads and Roadsides

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (IRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is 'built-in' to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results

Best Performing Countries in Region

<table>
<thead>
<tr>
<th>Country</th>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate/100,000 (2013 - 2016)</th>
<th>Motorization Registered Vehicles/100,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ukraine</td>
<td>6,089</td>
<td>7,308</td>
<td>13.7</td>
<td>16.2</td>
<td>28.9%</td>
<td>32,480</td>
</tr>
<tr>
<td>Macedonia</td>
<td>134</td>
<td>164</td>
<td>6.4</td>
<td>7.5</td>
<td>5.8%</td>
<td>21,284</td>
</tr>
<tr>
<td>Serbia</td>
<td>649</td>
<td>797</td>
<td>7.4</td>
<td>8.9</td>
<td>-6.1%</td>
<td>25,877</td>
</tr>
</tbody>
</table>

Best Performing Countries Globally

<table>
<thead>
<tr>
<th>Country</th>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate/100,000 (2013 - 2016)</th>
<th>Motorization Registered Vehicles/100,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Switzerland</td>
<td>223</td>
<td>334</td>
<td>2.65</td>
<td>3.89</td>
<td>-5.4%</td>
<td>71,182</td>
</tr>
<tr>
<td>Norway</td>
<td>143</td>
<td>215</td>
<td>2.72</td>
<td>4.09</td>
<td>2.4%</td>
<td>75,544</td>
</tr>
<tr>
<td>Singapore</td>
<td>155</td>
<td>197</td>
<td>2.76</td>
<td>3.53</td>
<td>-4.9%</td>
<td>16,604</td>
</tr>
<tr>
<td>Sweden</td>
<td>278</td>
<td>390</td>
<td>2.83</td>
<td>3.88</td>
<td>-3.2%</td>
<td>62,037</td>
</tr>
</tbody>
</table>

Information on Infrastructure in Ukraine:

Audit/Star Rating Required for New Road Infrastructure;

Inspection/Star Rating Required for Existing Roads;

Investment is not Allocated to Upgrade High Risk Locations

Business Case for Safer Roads

Infrastructure and Speed Management Investment required: Not Assessed

Annual Investment as a % of GDP (2019-2030): Not Assessed

Reduction in fatalities per year: Not Assessed

Approximate reduction in fatalities and serious injuries (FSI) over 20 years: Not Assessed

Economic Benefit: Not Assessed

B/C Ratio: N.A
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

### MAXIMUM SPEED LIMITS AND ENFORCEMENT

<table>
<thead>
<tr>
<th>Speed Limit Law</th>
<th>Enforcement</th>
</tr>
</thead>
<tbody>
<tr>
<td>URBAN ROADS</td>
<td>SPEED ENFORCEMENT</td>
</tr>
<tr>
<td>RURAL ROADS</td>
<td>6 times lower</td>
</tr>
<tr>
<td>MOTORWAYS</td>
<td>4 times lower</td>
</tr>
</tbody>
</table>

### MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN UKRAINE:

- **Narrowing**: Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- **Vertical Deflections**: Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- **Horizontal Deflection**: Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- **Block or Restrict Access**: Include median dividers, closing streets to create pedestrian zones, cul-de-sacs etc.

### SAFE VEHICLES

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

### VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS

<table>
<thead>
<tr>
<th>Type</th>
<th>Regulated</th>
<th>Import Age Limit</th>
<th>Taxation Based Limits</th>
<th>Import Inspections</th>
<th>Periodic Inspection</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Registered Vehicles</td>
<td>✔</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>2/3 Wheelers</td>
<td>✔</td>
<td>✔</td>
<td>No</td>
<td>Yes</td>
<td>No</td>
</tr>
</tbody>
</table>

### SAFE ROAD USERS

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

### NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)

- **National Seatbelt Law**: Prohibited under 12 yrs / 145 cm
- **National Drink Driving Law**: 18 yrs.
- **Motorcycle Helmet Law**: Yes
- **Helmet Standards**: No
- **Motorcycle Anti-lock Braking System**: No
- **Electronic Stability Control**: No
- **Seat Belts and Anchorages**: No
- **Anti-lock Braking System (Reg. 94, 95)**
- **Frontal and Side Impact Protection (Reg. 78)**
- **Motorcycle Anti-lock Braking System (Reg. 127)**
- **Pedestrian Protection (Reg. 140)**

### POST CRASH CARE

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

### REFERENCES

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Uzbekistan has a lead agency present, State Service on Traffic Safety, Ministry of Internal Affairs of Republic of Uzbekistan, which is funded in the national budget. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has no known road safety target.

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results

Information on Infrastructure in Uzbekistan:
Audit/Star Rating Required for New Road Infrastructure;
Inspection/Star Rating Required for Existing Roads;
Investment Allocated to Upgrade High Risk Locations

Business Case for Safer Roads

| Infrastructure and Speed Management Investment required: | $ 1.69 billion |
| Annual Investment as % of GDP (2019-2030): | 0.21% |
| Reduction in fatalities per year: | 1,296 |
| Approximate reduction in fatalities and serious injuries (FSI) over 20 years: | 290,000 |
| Economic Benefit: | $ 9.14 billion |
| B/C Ratio: | 5 |
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

**MAXIMUM SPEED LIMITS AND ENFORCEMENT**

<table>
<thead>
<tr>
<th>National Speed Limit Law</th>
<th>Urban Roads</th>
<th>Rural Roads</th>
<th>Motorways</th>
<th>Speed Enforcement</th>
</tr>
</thead>
<tbody>
<tr>
<td>70 km/h</td>
<td>URBAN ROADS</td>
<td>RURAL ROADS</td>
<td>MOTORWAYS</td>
<td></td>
</tr>
<tr>
<td>100 km/h</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Not Known</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN UZBEKISTAN:**

- NARROWING: Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- VERTICAL DEFLECTIONS: Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- HORIZONTAL DEFLECTION: Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- BLOCK OR RESTRICT ACCESS: Include median diveters, closing streets to create pedestrian zones, cul-de-sacs etc.

**SAFE VEHICLES**

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

**VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS**

<table>
<thead>
<tr>
<th>Total Registered Vehicles As Of 2016</th>
<th>Motorized 2/3 Wheelers As Of 2016</th>
<th>Country Compliance To The UN Vehicle Safety Regulations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not Known</td>
<td>Not Known</td>
<td>No Restrictions</td>
</tr>
<tr>
<td></td>
<td></td>
<td>No</td>
</tr>
<tr>
<td></td>
<td></td>
<td>No</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td></td>
<td>No</td>
</tr>
</tbody>
</table>

**SAFE ROAD USERS**

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

**NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)**

- NATIONAL SEATBELT LAW: Prohibited under 12 yrs
- MOTORCYCLE HELMET LAW: 18 yrs.
- HELMET STANDARDS: Approx. 3.6%
- MOTORCYCLE OCCUPANT AGE RESTRICTION: Yes
- LEGAL MINIMUM DRIVING AGE: No

**POST CRASH CARE**

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

**Uzbekistan** has several emergency numbers. These are 102 (Police); 101 (Ambulance).

**REFERENCES**

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Vanuatu has a lead agency present, Vanuatu Police Force, Ministry of Internal Affairs, which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination and legislation of road safety strategies without monitoring and evaluation. The country has no known road safety target.

**Road Infrastructure Star Rating Results**

**NO ROAD ASSESSMENT SURVEY DATA FOR VANUATU IS PUBLICLY AVAILABLE ON THE IRAP WEBSITE.**
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

### Maximum Speed Limits and Enforcement

<table>
<thead>
<tr>
<th>National Speed Limit Law</th>
<th>Urban Roads</th>
<th>Rural Roads</th>
<th>Motorways</th>
<th>Speed Enforcement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not Known</td>
<td>Not Known</td>
<td>Not Known</td>
<td>None</td>
<td>Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits</td>
</tr>
</tbody>
</table>

### Major Speed Calming Measures Being Implemented in Vanuatu:

- **Narrowing**: Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.
- **Vertical Deflections**: Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.
- **Horizontal Deflection**: Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.
- **Block or Restrict Access**: Include median diveters, closing streets to create pedestrian zones, cul-de-sacs etc.

### Safe Vehicles

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

### Vehicle Registration, Standards and Import Regulations

<table>
<thead>
<tr>
<th>Total Registered Vehicles as of 2016</th>
<th>Motorized 2/3 Wheelers as of 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>14,000</td>
<td>Not Known</td>
</tr>
</tbody>
</table>

### Country Compliance to the UN Vehicle Safety Regulations

<table>
<thead>
<tr>
<th>Country Compliance</th>
<th>Frontal and Side Impact (Reg. 94, 95)</th>
<th>Motorcyclist Anti-Lock Braking System (Reg. 78)</th>
<th>Pedestrian Protection (Reg. 127)</th>
<th>Electronic Stability Control (Reg. 140)</th>
<th>Seat Belts and Anchorages (Reg. 16, 14)</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Restrictions</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
</tbody>
</table>

### Safe Road Users

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

### National Seatbelt, Drink Driving and Helmet Laws (WHO, 2018)

- **National Seatbelt Law**: Not restricted
- **Motorcycle Helmet Law**: Yes
- **Helmet Standards**: Yes
- **Motorcycle Occupant Age Restriction**: Not restricted
- **National Drink Driving Law**: Legal minimum driving age (Reg. 127)

### Post Crash Care

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

### References

Venezuela has a lead agency present, National Institute of Land Transport, Ministry of People’s Power for Land Transport, which is funded in the national budget, and also has a road safety strategy which is also fully funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has no known road safety target.

**Business Case for Safer Roads**

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

**Road Infrastructure Star Rating Results**

Information on Infrastructure in Venezuela:

Audit/Star Rating Required for New Road Infrastructure;

No Inspection/Star Rating Required for Existing Roads;

Investment is not Allocated to Upgrade High Risk Locations

**NO ROAD ASSESSMENT SURVEY DATA FOR VENEZUELA IS PUBLICLY AVAILABLE ON THE IRAP WEBSITE.**

<table>
<thead>
<tr>
<th>2016 WHO Estimated Road Fatalities</th>
<th>2016 GBD Estimated Road Fatalities</th>
<th>2016 WHO Estimated Fatality Rate/100,000 pop.</th>
<th>2016 GBD Estimated Fatality Rate/100,000 pop.</th>
<th>% Trend in Fatality Rate/100,000 (2013 - 2016)</th>
<th>Motorization Registered Vehicles/100,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Venezuela</td>
<td>10,640</td>
<td>6,881</td>
<td>33.7</td>
<td>22.6</td>
<td>25,341</td>
</tr>
<tr>
<td><strong>BEST PERFORMING COUNTRIES IN REGION</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cuba</td>
<td>975</td>
<td>1,124</td>
<td>8.5</td>
<td>9.9</td>
<td>5,519</td>
</tr>
<tr>
<td>Grenada</td>
<td>10</td>
<td>12</td>
<td>9.3</td>
<td>10.6</td>
<td>25,407</td>
</tr>
<tr>
<td><strong>BEST PERFORMING COUNTRIES GLOBALLY</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Switzerland</td>
<td>223</td>
<td>334</td>
<td>2.65</td>
<td>3.89</td>
<td>71,182</td>
</tr>
<tr>
<td>Norway</td>
<td>143</td>
<td>215</td>
<td>2.72</td>
<td>4.09</td>
<td>75,544</td>
</tr>
<tr>
<td>Singapore</td>
<td>155</td>
<td>197</td>
<td>2.76</td>
<td>3.53</td>
<td>16,604</td>
</tr>
<tr>
<td>Sweden</td>
<td>278</td>
<td>390</td>
<td>2.83</td>
<td>3.88</td>
<td>62,037</td>
</tr>
</tbody>
</table>

**84%** Percentage of Road Crash Fatalities and Injuries in the economically productive age groups (15 - 64 years.)

**3 : 1** Ratio of Male to Female Fatalities with the 15 - 49 year age group being most vulnerable to fatalities

**1,230 life yrs.** affected due to disability from road crash injuries per 100,000 people

**Road Safety Management**

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

**MAXIMUM SPEED LIMITS AND ENFORCEMENT**

<table>
<thead>
<tr>
<th>NATIONAL SPEED LIMIT LAW</th>
<th>URBAN ROADS</th>
<th>RURAL ROADS</th>
<th>MOTORWAYS</th>
<th>SPEED ENFORCEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not Known</td>
<td>Not Known</td>
<td>Not Known</td>
<td></td>
<td>Manual</td>
</tr>
</tbody>
</table>

**MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN VENEZUELA:**

- **NARROWING**
  - Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.

- **VERTICAL DEFLECTIONS**
  - Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.

- **HORIZONTAL DEFLECTION**
  - Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.

- **BLOCK OR RESTRICT ACCESS**
  - Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

**SAFE VEHICLES**

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

**VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS**

<table>
<thead>
<tr>
<th>TOTAL REGISTERED VEHICLES AS OF 2016</th>
<th>MOTORIZED 2/3 WHEELERS AS OF 2016</th>
<th>COUNTRY COMPLIANCE TO THE UN VEHICLE SAFETY REGULATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>7,999,760</td>
<td>15.8%</td>
<td>REGULATION OF IMPORT OF USED VEHICLES</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Banned</td>
</tr>
<tr>
<td></td>
<td></td>
<td>New</td>
</tr>
<tr>
<td></td>
<td></td>
<td>No</td>
</tr>
<tr>
<td></td>
<td></td>
<td>IMPORT INSPECTIONS</td>
</tr>
<tr>
<td></td>
<td></td>
<td>No</td>
</tr>
<tr>
<td></td>
<td></td>
<td>PERIODIC INSPECTION</td>
</tr>
</tbody>
</table>

**SAFE ROAD USERS**

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

**NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)**

- **NATIONAL SEATBELT LAW**
  - Driver
  - Front
  - Back

- **MOTORCYCLE HELMET LAW**
  - Prohibited under 10 yrs

- **Helmets Standards**
  - Not Known

- **MOTORCYCLE OCCUPANT AGE RESTRICTION**
  - Not Known

- **LEGAL MINIMUM DRIVING AGE**
  - 18 yrs.

- **IS LAW BAC BASED?**
  - No

- **BLOOD ALCOHOL CONCENTRATION (BAC) LIMITS (g/dl)**

**POST CRASH CARE**

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

**National, Single Number**

- **NATIONAL EMERGENCY CARE ACCESS NUMBER**
  - National

- **TRAUMA REGISTRY SYSTEM**
  - National

Venezuela has a single emergency number. This is 911.

**REFERENCES**

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Vietnam has a lead agency present, National Traffic Safety Committee (NTSC), which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country only has a fatal road safety target, to reduce fatalities by 5 - 10% annually with a timeline of 2012 - 2020.

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastrucure Star Rating Results - Vietnam

<table>
<thead>
<tr>
<th>Surveyed Road Statistics:</th>
<th>94% with no formal footpath; 91% with no pedestrian crossings; 23% undivided with veh. speeds &gt; 80 kph</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicle Occupant Travel:</td>
<td>5.1 billion km; Pedestrian Travel: 353,003,545 km; Motorcyclist Travel: 9.2 billion km; Cyclist Travel: 211,921,920 km</td>
</tr>
</tbody>
</table>

**Business Case for Safer Roads**

- **Infrastructure and Speed Management Investment required:** $3.81 billion
- **Annual Investment as a % of GDP (2019-2030):** 0.14%
- **Reduction in fatalities per year:** 8,968
- **Approximate reduction in fatalities and serious injuries (FSI) over 20 years:** 1,970,000
- **Economic Benefit:** $74.09 billion
- **B/C Ratio:** 19
ROAD SAFETY COUNTRY PROFILE

Vietnam

SAFE SPEEDS

Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

MAXIMUM SPEED LIMITS AND ENFORCEMENT

<table>
<thead>
<tr>
<th>Speed Limit</th>
<th>National Speed Limit Law</th>
<th>Urban Roads</th>
<th>Rural Roads</th>
<th>Motorways</th>
</tr>
</thead>
<tbody>
<tr>
<td>60 km/h</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>90 km/h</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>120 km/h</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
</tbody>
</table>

Difference with Recommended Safe Systems Speeds:
- +30 km/h: 6 times lower
- +20 km/h: 3 times lower
- +30 km/h: 3 times lower

MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN VIETNAM:

<table>
<thead>
<tr>
<th>Measure</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Narrowing</td>
<td>Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.</td>
</tr>
<tr>
<td>Vertical Deflections</td>
<td>Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.</td>
</tr>
<tr>
<td>Horizontal Deflection</td>
<td>Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.</td>
</tr>
<tr>
<td>Block or Restrict Access</td>
<td>Include median dividers, closing streets to create pedestrian zones, cul-de-sacs etc.</td>
</tr>
</tbody>
</table>

SAFE VEHICLES

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS

<table>
<thead>
<tr>
<th>Metric</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Registered Vehicles as of 2016</td>
<td>50,666,855</td>
</tr>
<tr>
<td>Motorized 2/3 Wheelers as of 2016</td>
<td>93.0%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Country Compliance to the UN Vehicle Safety Regulations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frontal and Side Impact (Reg. 94, 95)</td>
</tr>
<tr>
<td>Motorcycle Anti-Lock Braking System (Reg. 78)</td>
</tr>
<tr>
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</tr>
<tr>
<td>Electronic Stability Control (Reg. 140)</td>
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<td>Seat Belts and Anchorages (Reg. 16, 14)</td>
</tr>
</tbody>
</table>

SAFE ROAD USERS

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)

<table>
<thead>
<tr>
<th>Law</th>
<th>Requirement</th>
<th>Age</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Seatbelt Law</td>
<td>Not restricted</td>
<td>18 yrs.</td>
</tr>
<tr>
<td>Motorcycle Helmet Law</td>
<td>Not restricted</td>
<td></td>
</tr>
<tr>
<td>Helmet Standards</td>
<td>Not restricted</td>
<td></td>
</tr>
<tr>
<td>Motorcyle Occupant Age Restriction</td>
<td>Not restricted</td>
<td></td>
</tr>
<tr>
<td>Legal Minimum Driving Age</td>
<td>Not Known</td>
<td></td>
</tr>
<tr>
<td>National Drink Driving Law</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Is Law BAC Based?</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>General Population</td>
<td>≤0.05</td>
<td></td>
</tr>
<tr>
<td>Young Drivers</td>
<td>≤0.05</td>
<td></td>
</tr>
<tr>
<td>Professional Drivers</td>
<td>≤0.05</td>
<td></td>
</tr>
<tr>
<td>Random Drink Driving Tests</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>% of Road Crash Fatalities Involving Alcohol</td>
<td>Not Known</td>
<td></td>
</tr>
</tbody>
</table>

SAFE ROAD USERS

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)

<table>
<thead>
<tr>
<th>Law</th>
<th>Requirement</th>
<th>Age</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Seatbelt Law</td>
<td>Not restricted</td>
<td>18 yrs.</td>
</tr>
<tr>
<td>Motorcycle Helmet Law</td>
<td>Not restricted</td>
<td></td>
</tr>
<tr>
<td>Helmet Standards</td>
<td>Not restricted</td>
<td></td>
</tr>
<tr>
<td>Motorcyle Occupant Age Restriction</td>
<td>Not restricted</td>
<td></td>
</tr>
<tr>
<td>Legal Minimum Driving Age</td>
<td>Not Known</td>
<td></td>
</tr>
<tr>
<td>National Drink Driving Law</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Is Law BAC Based?</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>General Population</td>
<td>≤0.05</td>
<td></td>
</tr>
<tr>
<td>Young Drivers</td>
<td>≤0.05</td>
<td></td>
</tr>
<tr>
<td>Professional Drivers</td>
<td>≤0.05</td>
<td></td>
</tr>
<tr>
<td>Random Drink Driving Tests</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>% of Road Crash Fatalities Involving Alcohol</td>
<td>Not Known</td>
<td></td>
</tr>
</tbody>
</table>

POST CRASH CARE

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

<table>
<thead>
<tr>
<th>Coverage</th>
<th>National</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Emergency Care Access Number</td>
<td>Trauma Registry System</td>
</tr>
<tr>
<td>Country Health Coverage Index - SDG Target 3.8; Target - 100</td>
<td>73</td>
</tr>
<tr>
<td>Expenditure on Healthcare as % of GDP</td>
<td>6%</td>
</tr>
</tbody>
</table>

REFERENCE

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

West Bank has a lead agency present, Higher Traffic Council, which is funded in the national budget, and has a road safety strategy which is partially funded. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has no known road safety target.

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is 'built-in' to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is 'built-in' to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

**Road Infrastructure Star Rating Results**

**Information on Infrastructure in West Bank:**

- Audit/Star Rating Required for New Road Infrastructure;
- Inspection/Star Rating Required for Existing Roads;
- Investment Allocated to Upgrade High Risk Locations

**Business Case for Safer Roads**

<table>
<thead>
<tr>
<th>Infrastructure and Speed Management</th>
<th>$91.38 million</th>
</tr>
</thead>
<tbody>
<tr>
<td>Annual Investment as a % of GDP (2019-2030):</td>
<td>0.06%</td>
</tr>
<tr>
<td>Reduction in fatalities per year:</td>
<td>96</td>
</tr>
<tr>
<td>Approximate reduction in fatalities and serious injuries (FSI) over 20 years:</td>
<td>20,000</td>
</tr>
<tr>
<td>Economic Benefit:</td>
<td>$1.06 billion</td>
</tr>
<tr>
<td>B/C Ratio:</td>
<td>12</td>
</tr>
</tbody>
</table>
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

MAXIMUM SPEED LIMITS AND ENFORCEMENT

<table>
<thead>
<tr>
<th>NATIONAL SPEED LIMIT LAW</th>
<th>URBAN ROADS (50 km/h)</th>
<th>RURAL ROADS (80 km/h)</th>
<th>MOTORWAYS (110 km/h)</th>
<th>SPEED ENFORCEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Difference with Recommended Safe Systems Speeds</td>
<td>+20 km/h</td>
<td>+10 km/h</td>
<td>+20 km/h</td>
<td>Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits</td>
</tr>
<tr>
<td>4 times lower</td>
<td>2 times lower</td>
<td>2 times lower</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN WEST BANK:

- **NARROWING**
  - Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.

- **VERTICAL DEFLECTIONS**
  - Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.

- **HORIZONTAL DEFLECTION**
  - Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.

- **BLOCK OR RESTRICT ACCESS**
  - Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

SAFE VEHICLES

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS

<table>
<thead>
<tr>
<th>TOTAL REGISTERED VEHICLES AS OF 2016</th>
<th>MOTORIZED 2/3 WHEELERS AS OF 2016</th>
<th>COUNTRY COMPLIANCE TO THE UN VEHICLE SAFETY REGULATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>268,365</td>
<td>0.6%</td>
<td>FRONTAL AND SIDE IMPACT (Reg. 94, 95)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>MOTORCYCLE ANTI-LOCK BRAKING SYSTEM (Reg. 78)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>PEDESTRIAN PROTECTION (Reg. 127)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>ELECTRONIC STABILITY CONTROL (Reg. 140)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>SEAT BELTS AND ANCHORAGES (Reg. 16, 14)</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>REGULATION OF IMPORT OF USED VEHICLES</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>IMPORT AGE LIMIT</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>TAXATION BASED LIMITS</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>IMPORT INSPECTIONS</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>PERIODIC INSPECTION</strong></td>
</tr>
</tbody>
</table>

SAFE ROAD USERS

The key behavioral risk factors for road crash injuries are drunk driving, non-use of helmets, seat-belts or child restraint, and speeding. Establishing and enforcing laws to address these risk factors is effective in reducing road crash fatalities and their associated injuries.

NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)

- **NATIONAL SEATBELT LAW**
  - **DRIVER**
    - **FRONT**
    - **BACK**

- **MOTORCYCLE HELMET LAW**
  - NOT RESTRICTED

- **HELMET STANDARDS**
  - **DRIVER**
    - **GENERAL POPULATION**
    - **YOUNG DRIVERS**
    - **PROFESSIONAL DRIVERS**

- **MOTORCYCLE OCCUPANT AGE RESTRICTION**
  - **LEGAL MINIMUM DRIVING AGE**
    - **IS LAW BAC BASED?**

- **BLOOD ALCOHOL CONCENTRATION (BAC) LIMITS (g/dl)**
  - **IS LAW BASED?**
  - **GENERAL POPULATION**
  - **YOUNG DRIVERS**
  - **PROFESSIONAL DRIVERS**

POST CRASH CARE

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

NATIONAL EMERGENCY CARE ACCESS NUMBER

TRAUMA REGISTRY SYSTEM

COUNTRY HEALTH COVERAGE INDEX - SDG

<table>
<thead>
<tr>
<th>Target</th>
<th>Coverage Index</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.8</td>
<td>0</td>
</tr>
<tr>
<td>100</td>
<td>0%</td>
</tr>
</tbody>
</table>

EXPENDITURE ON HEALTHCARE AS % OF GDP

| GDP | 0% |

REFERENCES

ROAD SAFETY COUNTRY PROFILE

Zimbabwe

THE SCALE OF THE ROAD SAFETY CHALLENGE

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

Zimbabwe has a lead agency present, Traffic Safety Council of Zimbabwe, Ministry of Transport and Infrastructural Development, which isn’t funded in the national budget. The functions of the agency include coordination, legislation and monitoring and evaluation of road safety strategies. The country has no known road safety target.

ROAD SAFETY MANAGEMENT

To produce positive road safety outcomes, strong management in all aspects of road safety is key. Presence of a funded lead agency to guide the national road safety effort and implement a Safe Systems approach is recommended.

SAFE ROADS AND ROADSIDES

Improved infrastructure provides solid and well understood crash and injury reduction outcomes and are critical for long term and sustainable trauma reduction in line with the Safe Systems Approach. The International Road Safety Assessment Programme (iRAP) provide a business case for safer roads and road star ratings which give a simple and objective measure on the level of safety which is ‘built-in’ to the road for the road users. 5 Star roads are the safest while 1 star roads are the least safe.

Road Infrastructure Star Rating Results

Information on Infrastructure in Zimbabwe:
Audit/Star Rating Required for New Road Infrastructure;
Inspection/Star Rating Required for Existing Roads;
Investment Allocated to Upgrade High Risk Locations

NO ROAD ASSESSMENT SURVEY DATA FOR ZIMBABWE IS PUBLICLY AVAILABLE ON THE iRAP WEBSITE.

Business Case for Safer Roads

<table>
<thead>
<tr>
<th>Infrastructure and Speed Management Investment required</th>
<th>$1.26 billion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Annual Investment as a % of GDP (2019-2030)</td>
<td>0.56%</td>
</tr>
<tr>
<td>Reduction in fatalities per year</td>
<td>1,759</td>
</tr>
<tr>
<td>Approximate reduction in fatalities and serious injuries (FSI) over 20 years</td>
<td>390,000</td>
</tr>
<tr>
<td>Economic Benefit</td>
<td>$7.26 billion</td>
</tr>
<tr>
<td>B/C Ratio</td>
<td>6</td>
</tr>
</tbody>
</table>

77% Percentage of Road Crash Fatalities and Injuries in the economically productive age groups (15 - 64 years.)

4 : 1 Ratio of Male to Female Fatalities with the 15 - 49 year age group being most vulnerable to fatalities

1,044 life yrs. affected due to disability from road crash injuries per 100,000 people
Speeding is a major risk factor for road crash injuries, contributing to both crash risk and crash consequences. A 5% cut in average speed can result in a 20% reduction in the number of fatal road crashes. Effective speed management measures such as establishing and enforcing speed limit laws, traffic calming through roadway design and other measures, and vehicle technology need to be widely implemented.

### MAXIMUM SPEED LIMITS AND ENFORCEMENT

<table>
<thead>
<tr>
<th>NATIONAL SPEED LIMIT LAW</th>
<th>60 km/h</th>
<th>80 km/h</th>
<th>120 km/h</th>
<th>Manual</th>
</tr>
</thead>
<tbody>
<tr>
<td>URBAN ROADS</td>
<td>+ 30 km/h</td>
<td>+ 10 km/h</td>
<td>+ 30 km/h</td>
<td>SPEED ENFORCEMENT</td>
</tr>
<tr>
<td>RURAL ROADS</td>
<td>2 times lower</td>
<td>3 times lower</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MOTORWAYS</td>
<td></td>
<td></td>
<td></td>
<td>Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits</td>
</tr>
</tbody>
</table>

### MAJOR SPEED CALMING MEASURES BEING IMPLEMENTED IN ZIMBABWE:

- **NARROWING**
  
  Include lane narrowings by extending sidewalks, curb extensions, pedestrian refuges etc.

- **VERTICAL DEFLECTIONS**
  
  Include speed bumps, humps, cushions, tables, raised pedestrian crossing, variation in ride surface etc.

- **HORIZONTAL DEFLECTION**
  
  Used to make vehicles swerve slightly, include chicanes, pedestrian refuges, chokers etc.

- **BLOCK OR RESTRICT ACCESS**
  
  Include median diverters, closing streets to create pedestrian zones, cul-de-sacs etc.

### SAFE VEHICLES

Universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies will reduce road crash fatalities significantly.

#### VEHICLE REGISTRATION, STANDARDS AND IMPORT REGULATIONS

<table>
<thead>
<tr>
<th>TOTAL REGISTERED VEHICLES AS OF 2016</th>
<th>1,198,584</th>
<th>3.9%</th>
</tr>
</thead>
<tbody>
<tr>
<td>MOTORIZED 2/3 WHEELERS AS OF 2016</td>
<td>16 yrs.</td>
<td></td>
</tr>
</tbody>
</table>

- **FRONTAL AND SIDE IMPACT (Reg. 94, 95)**: Not regulated
- **MOTORCYCLE ANTI-LOCK BRAKING SYSTEM (Reg. 78)**: Not regulated
- **PEDESTRIAN PROTECTION (Reg. 127)**: Not regulated
- **ELECTRONIC STABILITY CONTROL (Reg. 140)**: Not regulated
- **SEAT BELTS AND ANCHORAGES (Reg. 16, 14)**: Not regulated

**REGULATION OF IMPORT OF USED VEHICLES**

<table>
<thead>
<tr>
<th>IMPORT AGE LIMIT</th>
<th>TAXATION BASED LIMITS</th>
<th>IMPORT INSPECTIONS</th>
<th>PERIODIC INSPECTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regulated</td>
<td>No</td>
<td>5 Yrs.</td>
<td>No</td>
</tr>
</tbody>
</table>

**NATIONAL SEATBELT, DRINK DRIVING AND HELMET LAWS (WHO, 2018)**

- **NATIONAL SEATBELT LAW**
  - Driver: Regulated
  - Front: Regulated
  - Back: Not regulated

- **MOTORCYCLE HELMET LAW**
  - Motorcyclist: Not restricted
  - Passenger: Not restricted

- **HELMET STANDARDS**
  - Not regulated

- **MOTORCYCLE OCCUPANT AGE RESTRICTION**
  - Not regulated

- **LEGAL MINIMUM DRIVING AGE**
  - Not regulated

- **NATIONAL DRINK DRIVING LAW**
  - IS LAW BAC BASED?: Yes
  - GENERAL POPULATION: BAC <0.08
  - YOUNG DRIVERS: BAC <0.08
  - PROFESSIONAL DRIVERS: BAC <0.08
  - RANDOM DRINK DRIVING TESTS: Not regulated

- **% OF ROAD CRASH FATALITIES INVOLVING ALCOHOL**
  - Not Known

### POST CRASH CARE

Good post-crash care reduces deaths and reduces disability and suffering for road crash survivors. The emergency medical care system elements and processes need to be effective to attain this objective.

- **National, Multiple Numbers**
  - NATIONAL EMERGENCY CARE ACCESS NUMBER: Trauma Registry System
  - COUNTRY HEALTH COVERAGE INDEX - SDG: Target 3.8; Target - 100
  - EXPENDITURE ON HEALTHCARE AS % OF GDP: 55

Zimbabwe has several emergency numbers. These are 999 (General); 995 (Police); 994 (Ambulance).

### REFERENCES

ABOUT GRSF AND THE WORLD BANK GROUP

What is GRSF?

The Global Road Safety Facility (GRSF) is a global multi-donor fund hosted by the World Bank. Its mission is to help governments develop road safety management capacity and scale up road safety delivery in low- and middle-income countries (LMICs).

GRSF Goals

GRSF provides funding, knowledge, and technical assistance designed to scale-up the efforts of LMICs to build their scientific, technological, managerial and delivery capacities for road safety.

GRSF operates as a hybrid grant-making global program, allowing it to distribute funding externally for global, regional and country activities, and internally through World Bank-executed grants, which enhance the work of the World Bank’s transport Global Practice and leverage road safety investments in transport operations in client countries.

GRSF also directly delivers road safety projects, research, peer-reviewed papers, reports, in-country guidance, and manuals to enhance road safety knowledge, capacity, and delivery.

Since its inception in 2006, the GRSF has received total donor pledges of $74 million, in addition to unquantified support from the World Bank in its hosting capacity. GRSF work has expanded to 78 countries, improving road safety outcomes through technical assistance, training and capacity building, and grant-funded activities.