World Health Organization

REGIONAL OFFICE FOR Europe

EUROPEAN REGIONAL STATUS REPORT ON ROAD SAFETY 2019

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Abstract
The fourth Global Status Report Study estimated that more than 80 000 people were killed from road-traffic injuries in the WHO European Region in 2016, representing 6% of road-traffic deaths worldwide. Decreasing by 13% between 2010 and 2016, the WHO European and Western Pacific regions are the only WHO regions to show reductions in road-traffic mortality since the global community adopted the visionary but ambitious United Nations Sustainable Development Goal (SDG) target to "halve the number of road traffic death and injuries by 2020". Reductions in mortality have been achieved despite 14% growth in the number of registered vehicles. While the European Region has the lowest road-traffic mortality rate of any WHO region (8.8 deaths per 100 000 population compared to 18.2 per 100 000 globally), wide variation continues to persist, with a seven-fold difference between countries with the highest and lowest road-traffic mortality rates. Should the fall in the number of deaths continue at its current pace, SDG target 3.6 will not be met. This report assesses the laws and practices on key risk factors, such as regulating speed appropriate to road type, drink–driving, and use of seat belts, motorcycle helmets and child restraints to reduce the risk of road-traffic injury.

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ACCIDENTS, TRAFFIC – STATISTICS AND NUMERICAL DATA
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FOREWORD

Each year, over 80 000 lives are tragically lost on our roads. Whether the victims are young or older, passenger, driver or pedestrian, each person whose life is suddenly cut short is someone's child, parent, partner or friend. Every day, family and friends relive those moments when their loved ones were suddenly robbed of their lives.

Yet the truth is that every one of these deaths could have been prevented. Road-traffic crashes are not mere accidents or random acts. They are highly predictable, and therefore preventable.

This report shows that over 221 people are killed on roads every day in the WHO European Region. Thousands more are injured or disabled, with long-lasting effects. The number of deaths and severe injuries from road crashes depends on where we live. People from the eastern part of our Region bear the highest burden of road-traffic mortality and morbidity. But regardless of where these tragedies occur, the grief and anguish are all too similar for families, with communities and wider society enduring the immense burden of economic and productivity loss.

Perhaps one of the most distressing facts in this report is that road-traffic crashes are the leading cause of all death for young children aged between 5 and 14 years. No child should die or be seriously injured on our roads while they walk, cycle or play.

Although our Region is one of only two that have seen a reduction in road-traffic fatality, progress has not occurred at a pace fast enough to achieve the global target of halving road-traffic deaths by 2020. There are many reasons for this modest progress: rapid urbanization and motorization, poor safety standards and infrastructure, lack of strong enforcement, drivers being distracted or under the influence of drugs or alcohol, speeding and a failure to wear seat belts or helmets, and lack of access to timely post-crash care.

The United Nations Sustainable Development Goals towards 2030, together with the 12 voluntary global performance targets for road safety, provide renewed actions for halving road-traffic deaths. WHO's extensive catalogue of normative and technical guidance for strengthening road safety is based on the recommended safe-systems approach to road safety. This approach recognizes that the human body is highly vulnerable to injury and that humans make mistakes, but that a set of complementary interventions, to create safer roads, safer vehicles, safer speeds and safer behaviour by road users, work together to accommodate error.

This European regional status report on road safety describes the progress made by governments in the Region. The report is based on a detailed survey of status reports on road safety completed by government-appointed national data coordinators in 51 of 53 Member States of the Region.

We at the WHO Regional Office for Europe hope this report will provide policy-makers, practitioners and activists with the information and guidance needed to continue momentum for the safe-system approach for road safety and ensure that families are spared from the unimaginable suffering of losing a loved one or living with the trauma and disability caused by these devastating and life-altering events.

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WHO Regional Office for Europe

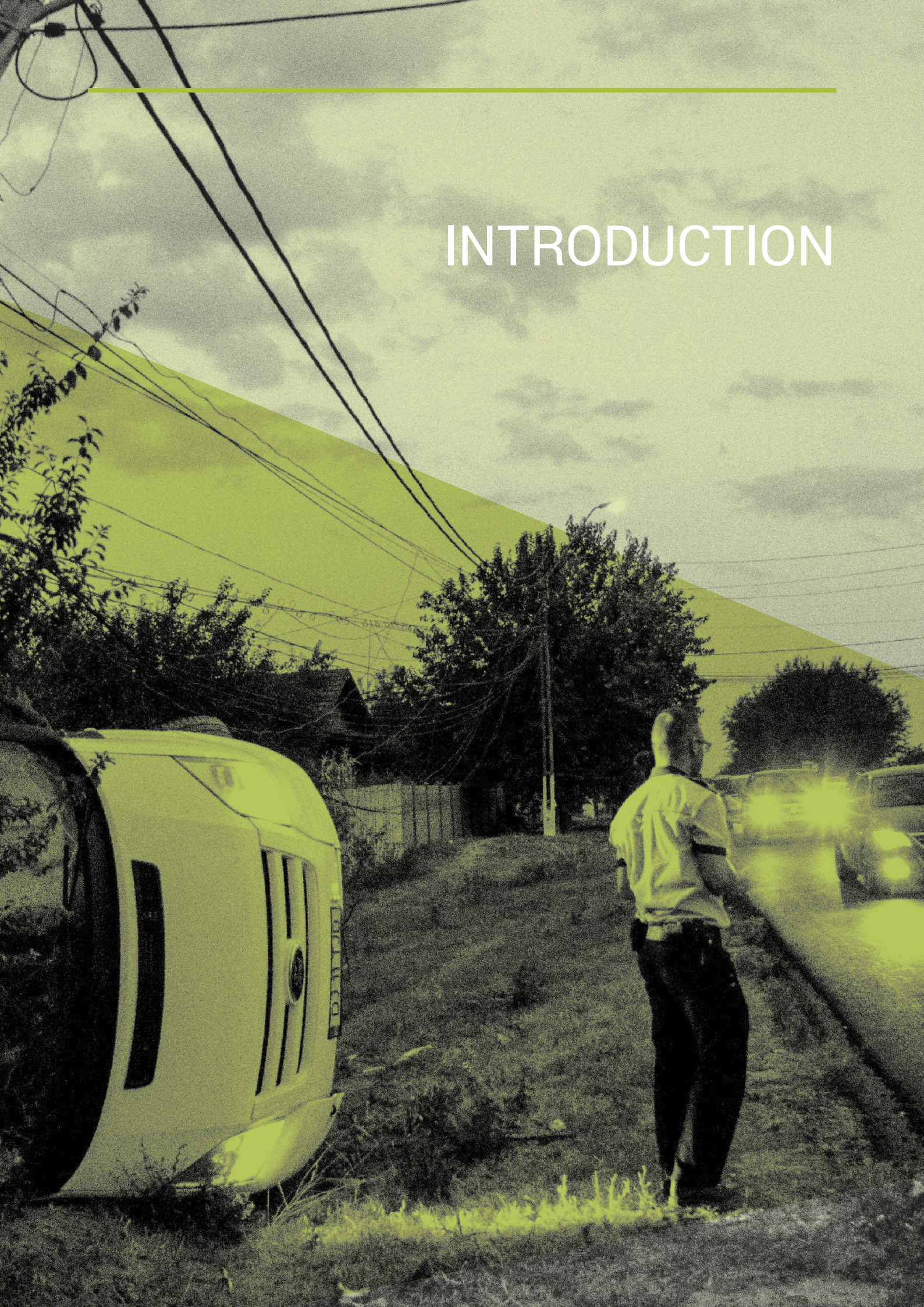
ACRONYMS

AAF	alcohol-attributable fraction
ABS	anti-lock braking systems
AIS	Abbreviated Injury Scales
BAC	blood alcohol concentration
CIS	Commonwealth of Independent States
EU	European Union
EuroSafe	European Association for Injury Prevention and Safety Promotion
GDP	gross domestic product
GNI	gross national income
HICs	high-income countries
iRAP	International Road Assessment Programme
LMICs	low- and middle-income countries
MAIS	Maximum Abbreviated Injury Score
SDGs	Sustainable Development Goals
UNECE	United Nations Economic Commission for Europe

KEY MESSAGES

- → WHO estimates that 80 559 people were killed in road-traffic crashes in the WHO European Region in 2016, representing 6% of global road-traffic deaths.
- → The WHO European Region has the lowest road-traffic mortality rate of any WHO region at 8.8 per 100 000 population, compared to the global rate of 18.2 per 100 000.
- → Between 2010 and 2016, road-traffic injury deaths in the European Region decreased by 13%, despite an overall increase of 14% in registered motor vehicles.
- → Road crashes are the leading cause of death for children aged 5–14 years.
- → Over 40% of those killed on the roads are pedestrians (25%), cyclists (5%) and motorcyclists (11%).
- → The risk of dying from road crashes varies widely across the Region, with a higher risk of dying among men (74%), young adults (aged 15–29, at 24%) and older people (aged 70+, at 15%), as well as populations living in low- and middle-income countries (70%).
- → Mortality due to road-traffic injury is almost seven times higher in the country with the highest rate than in that with the lowest rate.
- → Forty-six of 51 countries report having national road-safety strategies, but full funding for implementation is present only in nine countries, with partial funding in a further 36.
- → Only five countries have road-safety legislation in line with WHO good practice recommendations for all five behavioural risk factors (speed, alcohol, motorcycle helmets, seat belts and child restraints).
- → Forty-five countries have road-traffic legislation that meets best practice with at least one risk factor, but only five have changed laws to bring them in line with best practice on all five key risk factors: speed, drink–driving, motorcycle helmet use, seat-belt use and child restraints.
- → Forty-nine countries have full or partial safety reviews for the design and planning of new road infrastructure.
- → Thirty-one countries, representing over 520 million people, have implemented all eight priority United Nations vehicle-safety standards.
- → Every country in the Region has a single emergency care access number, with full national coverage.
- → The Sustainable Development Goal target 3.6 to halve road deaths and injuries by 2020 will not be met without drastic action.

INTRODUCTION



INTRODUCTION

Road-traffic injuries are a leading killer of young people aged 5–29 years in the WHO European Region *(1)*. In 2010, the United Nations General Assembly adopted the Decade of Action for Road Safety 2011–2020 to reduce the global toll of road-traffic injuries by 2020 *(2)*. As a baseline for measuring progress, WHO published the *Global status report on road safety 2013: supporting a decade of action (3)*, together with *European facts and Global status report on road safety 2013 (4)*. In 2015, the historic Sustainable Development Goals (SDGs) were adopted by the United Nations General Assembly. Reflective of its importance to international development agendas, the SDGs include two specific targets on road safety: goal 3.6 seeks to halve the number of global deaths and injuries from road-traffic crashes by 2020, while goal 11.2 aims to provide access to safe and sustainable transport systems *(5)*. Road safety is also recognized as a priority area in the Health 2020 European policy framework for health and well-being *(6)*. The European Union (EU) road-safety policy framework 2011–2020 has a target of a 50% reduction in fatalities by 2020 *(7)*.

WHO's technical recommendations for strengthening road safety are based on the safe-systems approach. Safe systems recognize that humans are both fallible and fragile. The human body is highly vulnerable to injury and humans make mistakes, but a set of complementary interventions to create safer roads, safer vehicles, safer speeds and safer behaviour by road users work together to accommodate the consequences of error and prevent inevitable crashes from resulting in death and serious injuries. Safe-systems, or so-called vision-zero, approaches to road safety gradually are gaining political traction, but the approaches require technical fail-safes to ensure implementation according to these principles rather than incorrect use as a label for road-safety actions that are neither data-driven nor evidence-based. The safe-systems approach provides a holistic framework to examine the risk factors and interventions of road-traffic injuries (Fig. 1) *(8–10)*.

Against this backdrop of international actions on road safety, a notable global development has emerged to assist countries to renew their focus on road-safety management initiatives. In 2017, Member States, with the support of WHO, the United Nations Economic Commission for Europe (UNECE), the United Nations Children's Fund, the World Bank and other agencies reached consensus on a set of 12 voluntary global performance targets for road-safety risk factors and service-delivery mechanisms (Box 1) *(11)*. These voluntary targets provide a framework to guide and monitor implementation of legislation and the establishment of standards and other interventions to prevent crashes, injuries and deaths that are highlighted in this report.

This fourth European report is a supplement to the *Global status report on road safety 2018 (12)*. The 2019 edition is the latest in a series of regional road-safety reports published by the WHO Regional Office for Europe (with previous reports in 2009, 2013 and 2015). Data were collected in 2017–2018 and results reflect the latest years of available data for mortality (2016), legislation (2017), road infrastructure assessment (2017) and vehicle-safety standards (2018).

This report describes the status of road safety in 51 of the 53 Member States of the WHO European Region, representing almost 100% of the Region's population.[1] It takes stock of progress in the Region towards achieving the global target of halving the number of road-traffic deaths by 2020 and aims to:

- → examine the current road-safety situation in the Region;
- → provide an assessment of progress towards the United Nations goals for road safety;
- → review the status of road-safety agencies in the Region;
- → present an analysis of national legislation on key road-safety risk factors using best-practice criteria;
- → assess the current state of vehicle standards and road infrastructure; and
- → analyse progress and challenges in improving post-crash care.

Fig. 1. Safe-system approach

Source: adapted from State of Queensland (Transport and Main Roads) *(10)*.

The report emphasizes that road-traffic injuries are a public health and societal problem of serious dimensions. It presents evidence to mobilize key road-safety actors and calls on policy-makers to take greater action. Given the multisectoral nature of road safety and the diversity of actors involved (including those from transport, finance, education, health and interior/police), the report advocates that road safety is a shared responsibility among all sectors. It therefore aims to persuade people from multiple disciplines and sectors to work together and place people at the centre of transportation systems. The main section of the report describes the regional overview of the burden of road-traffic injuries, followed by each of the pillars of the safe-system approach. The report concludes with a discussion on progress made in reducing road-traffic injuries and proposals for a way forward. Country profiles of all responding countries are provided in the report, with key indicators of road safety.

1 Andorra and Monaco did not participate in this report.

Box 1. Global voluntary performance targets for road safety risk factors and service delivery mechanisms, 2017

Following the request of the United Nations General Assembly, on November 22, 2017 Member States reached consensus on 12 global road safety performance targets. For more information: http://www.who.int/violence_injury_prevention/road_traffic/road-safety-targets/en/

Source: WHO *(11)*.

METHODS

Data were collected through a standardized and self-administered questionnaire between 2017 and 2018. The questionnaire was administered by the Regional Office with national data coordinators appointed by governments to coordinate country submissions *(12)* (Annex 1). The national data coordinators and experts from several sectors in each country reached consensus to complete the questionnaire. Using this method, data were collected on: (i) road-traffic fatality for 2016; (ii) key policy indicators; (iii) legislation on the established behavioural risk factors of speed, drink–driving and non-use of motorcycle helmets, seat belts and child car restraints, as well as the emerging risk factors of mobile phone use and drug–driving; and (iv) road safety audits and mobility. Additional information, including road inspection data from the International Road Assessment Programme (iRAP) and vehicle standards from the UNECE database, were collected. All data were validated by national and WHO experts. A more detailed description of the methodology on data collection is provided in the *Global status report on road safety 2018 (12)* and Annex 2. A detailed description of the methodology used to generate WHO estimates on road traffic deaths for 2016 for all Member States is provided in the *Global status report on road safety 2018 (12)* and Annex 3.

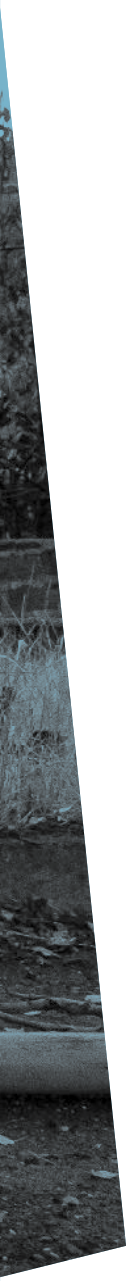
ESTIMATION AND ANALYSIS

Based on data collected from individual countries on the reported number of road-traffic fatalities and source data, adjustments were made by WHO to account for potential underreporting due to differences in definitions and limitations in civil registration and vital statistics in some countries. This was followed by a country consultation to allow Member States to validate the data and respond to any changes that resulted from the process. Both the reported number of road-traffic fatalities collected from the country and the WHO estimates are presented in the country profiles.

Since the last global and regional reports published in 2015 *(13,14)*, criteria to assess best practices for legislation on key road-safety risk factors have further been updated. Using the updated criteria, individual items of laws on behavioural risk factors from the previous report were analysed retrospectively and compared with the analysis of legislation for this report.

THE BURDEN OF ROAD-TRAFFIC INJURIES IN EUROPE

Road-traffic injuries killed more than 80 000 people in the WHO European Region in 2016.



In 2016, 80 559 people died from road-traffic injuries in the European Region – about 221 every day. This number represented about 6% of global road-traffic deaths and constitutes a decrease of over 12 000 deaths (or 13.4%) over a six-year period, from 2010 to 2016 *(1)*. The greatest progress was in EU countries,[2] with deaths decreasing by 23.9%, compared to 10.3% in the Commonwealth of Independent States (CIS) *(1)*.[3] While this decline constitutes a considerable success in prevention efforts, it is not sufficient to meet the 2020 target.

The 13.4% overall reduction in road-traffic deaths since 2010 is equivalent to about a 2.2% annual average reduction. A 6.7% year-to-year reduction is needed over the 2010–2020 period to reach the 2020 target of a 50% reduction through constant progress in annual percentage terms. This reduction has not been achieved: consequently, the Region now must reduce the number of road-traffic deaths by 13.5% each year between 2017 and 2020 to be on track for the target. Should the fall in the number of deaths continue at its current pace, the Region will not achieve the target.

Strong political will and urgent measures are needed to close the gap between the desired and actual progress. Implementation of an integrated road-safety approach that includes increased traffic law enforcement and treatment of high-risk sites, enforcement of safety standards for roads and vehicles and improvement of access to prehospital care are among the measures that can have immediate positive effects in saving lives from road-traffic crashes.

[2] EU countries comprise the 28 Member States as of 2016: Austria, Belgium, Bulgaria, Croatia, Cyprus, Czechia, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, the Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden and the United Kingdom.

[3] CIS countries included in 2016: Armenia, Azerbaijan, Belarus, Kazakhstan, Kyrgyzstan, Republic of Moldova, Russian Federation, Tajikistan, Turkmenistan, Ukraine and Uzbekistan.

The European Region has the lowest road-traffic mortality rate of any WHO region, but mortality rates vary widely across the Region.

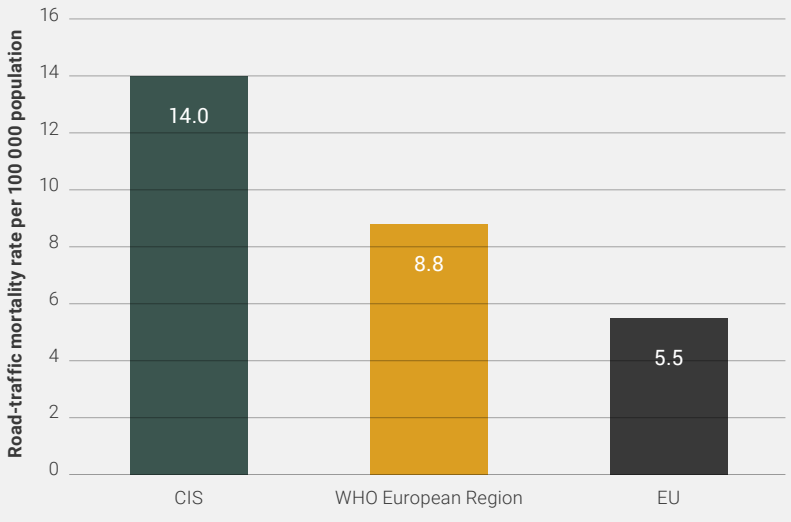
Mortality rate from road-traffic injury in the European Region is

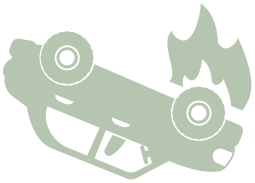
2.1

times lower than the global average

The mortality rate from road-traffic injury in the European Region is 2.1 times lower than the global average (8.8 deaths per 100 000 population, relative to 18.2 per 100 000 globally) and is lower than that in the other WHO regions. Mortality rates due to road-traffic injuries vary greatly across countries in the Region, however. Country mortality rates range from 18.1 to 2.7 per 100 000 people. Countries belonging to the CIS have a road-traffic mortality rate that is 2.5 times higher than that of the EU (Fig. 2). When grouped together by income classifications, road-traffic mortality rates in low- and middle-income countries (LMIC) are 2.6 times higher than in high-income countries (HICs[4]) (Fig. 3).

Fig. 2. Road-traffic fatality rates per 100 000 population in CIS countries and countries of the WHO European Region and EU, 2016





[4] The World Bank Atlas method was used to categorize gross national income into bands of: low- and middle-income = US$ 12 235 or less; and high-income = US$ 12 236 or more. Where no data were available for 2016, published data for the latest year from the World Bank world development indicators database were used *(15)*.

Fig. 3. Road-traffic fatality rates per 100 000 population by income classification

Although only **26%** of the Region's motor vehicles are in LMICs, **70%** of deaths occur in these countries

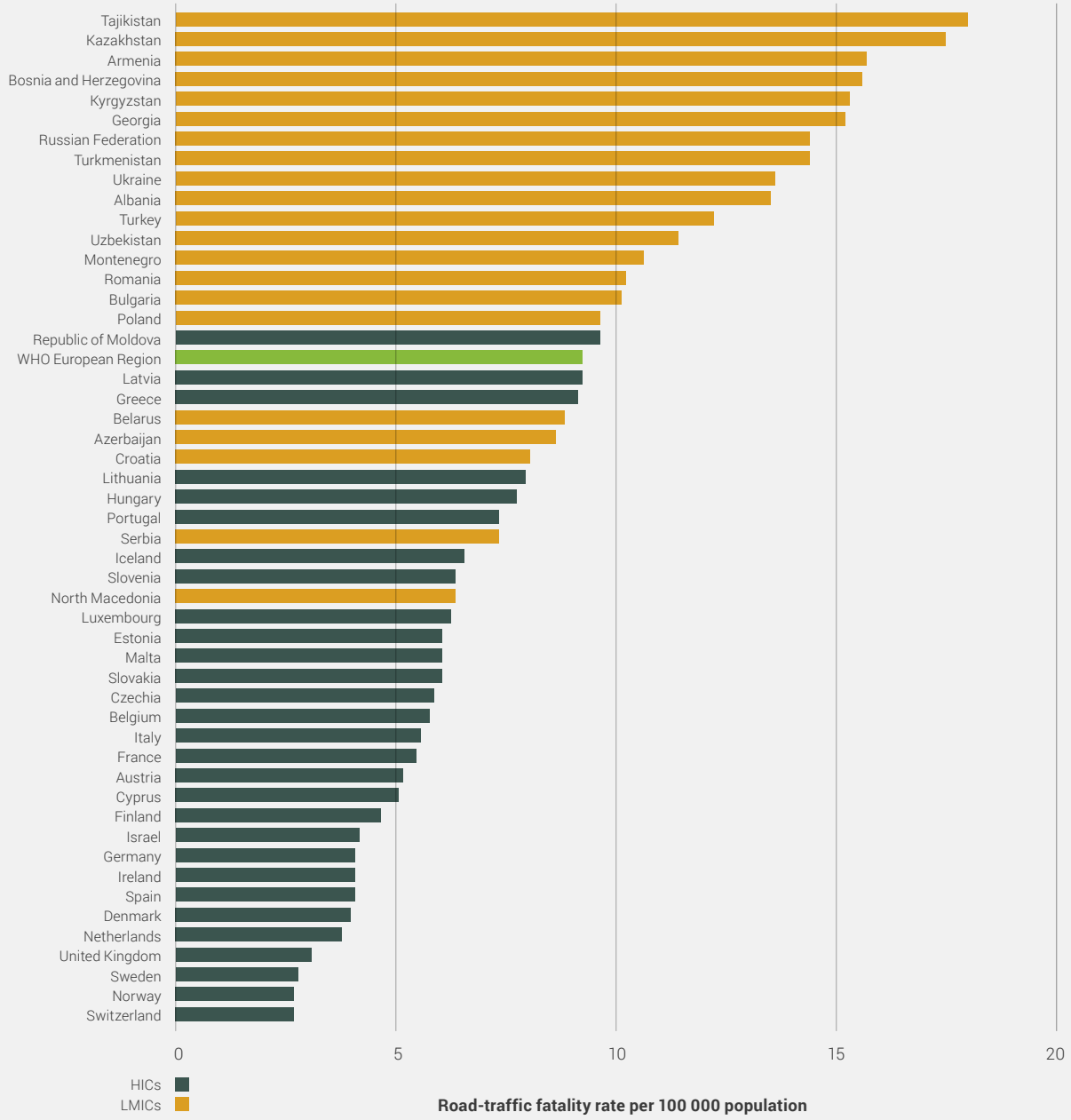
The burden of road-traffic deaths is disproportionately high among LMICs in relation to the size of their populations and the number of motor vehicles in circulation. Although only 26% of the Region's motor vehicles are in LMICs, 70% of deaths occur in these countries. This higher burden of deaths constitutes an issue of equity, as income and social status become social determinants of road-traffic deaths and injury *(16)*. The lessons learned from the coordinated and evidence-based approaches in HICs must be shared and adapted for LMICs to reduce road-traffic injury and close the gap.

Mortality due to road-traffic injury is 6.7 times higher in the country with the highest rate than that in the country with the lowest rate.

The lowest mortality rates are in western Europe in countries such as Switzerland and Norway, while the highest are in some of the CIS countries (Fig. 4). The rates in Switzerland and Norway are 6.7 times lower than the country with the highest rate. If every country achieved a similar level of road safety as Switzerland and Norway,

more than 55 000 lives would be saved every year. A systematic approach with concerted policy action and societal commitment is needed to reduce road-traffic deaths and injuries *(12,17)*.

Fig. 4. Mortality rates from road-traffic injuries per 100 000 population in HICs and LMICs in the WHO European Region[ab]



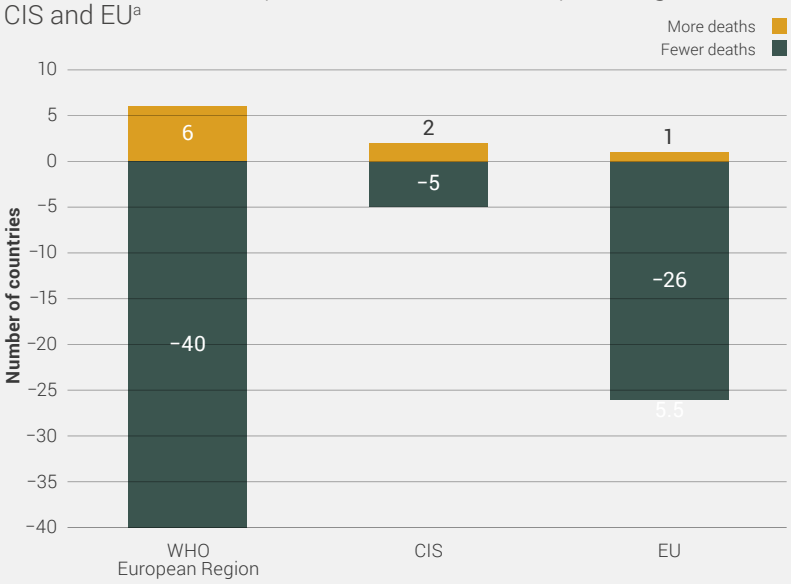
[a] Data shown are for 50 out of the 51 participating countries. San Marino was excluded due to population under 200 000. Road-traffic mortality rates for San Marino are not available in this period.

[b] Modelled mortality rates; for details of the modelling process, please see the *Global status report on road safety 2018 (12).*

Forty countries reported fewer road-traffic deaths in 2016 than in 2010.

Forty countries[5] have made progress in reducing the number of road-crash deaths (Fig. 5). Since the baseline measure in 2010, the European Region achieved an overall 13.4% reduction in deaths between 2010 and 2016 despite an increase of 14% in the number of registered vehicles in the same period *(1,3,4)*. Motorization has been higher at 25% in countries belonging to the CIS. Nevertheless, countries such as Kazakhstan have managed to limit the increase in the number of deaths to less than 5% despite a 35% increase in vehicles through sustained policy interventions (Fig. 6).

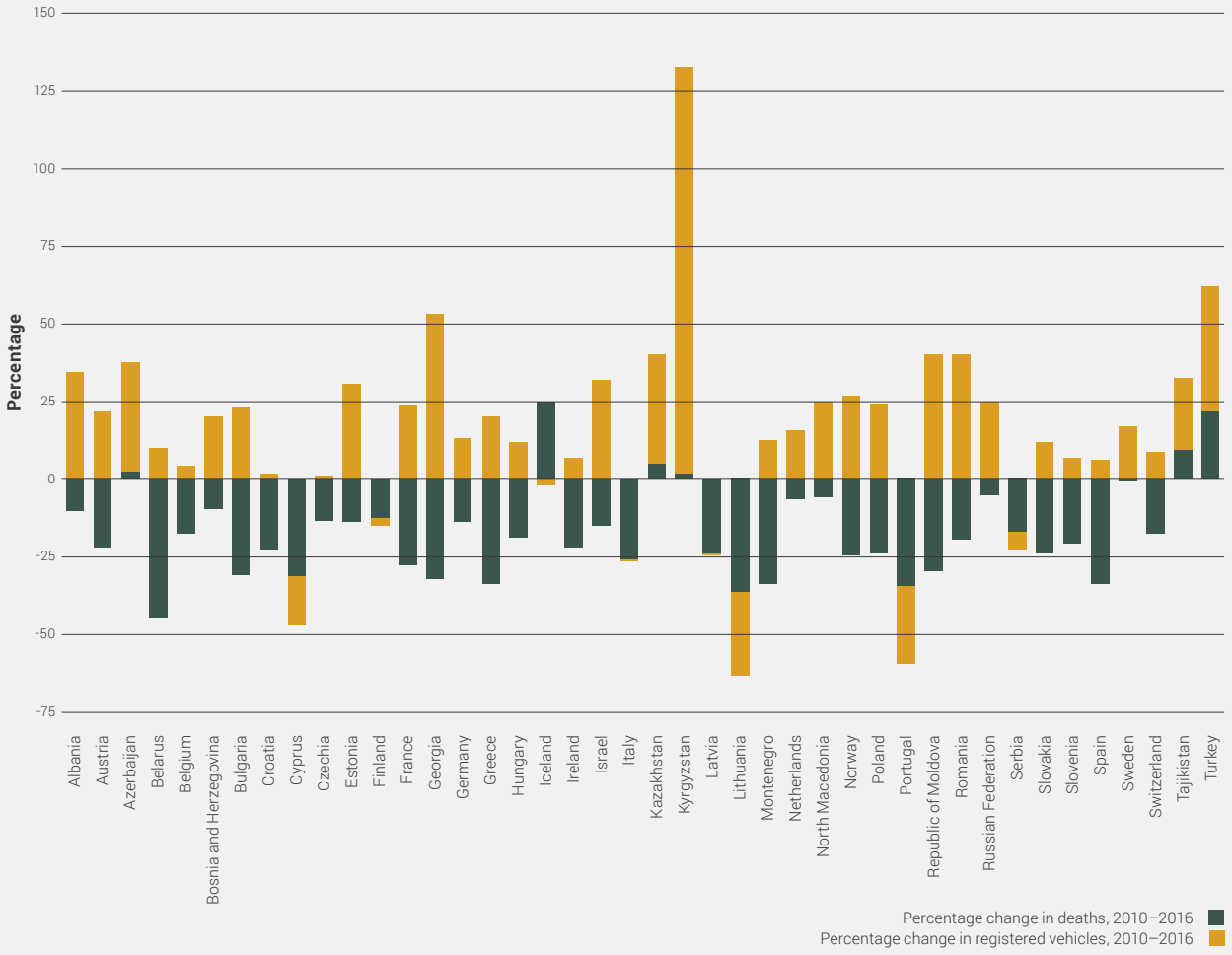
Fig. 5. Number of countries with increased and decreased number of deaths in 2016 compared to 2010, WHO European Region, CIS and EU[a]



[a] These data represent countries that have seen more than a 2% change in their number of deaths since 2010, and excludes countries with populations under 200 000. Countries with populations of fewer than 1 million are more likely to be affected by statistical uncertainty and annual variations may appear large due to the small numbers.

[5] The following countries have made progress in reducing road-crash deaths since 2010: Albania, Armenia, Austria, Belarus, Belgium, Bosnia and Herzegovina, Bulgaria, Croatia, Cyprus, Czechia, Denmark, Estonia, Finland, France, Georgia, Germany, Greece, Hungary, Ireland, Israel, Italy, Latvia, Lithuania, Malta, Montenegro, Netherlands, North Macedonia, Norway, Poland, Portugal, Republic of Moldova, Romania, Russian Federation, Serbia, Slovakia, Slovenia, Spain, Switzerland, Ukraine and United Kingdom. In contrast, six countries have increased the number of road-crash deaths since 2010: Iceland, Kazakhstan, Luxembourg, Tajikistan, Turkey and Turkmenistan.

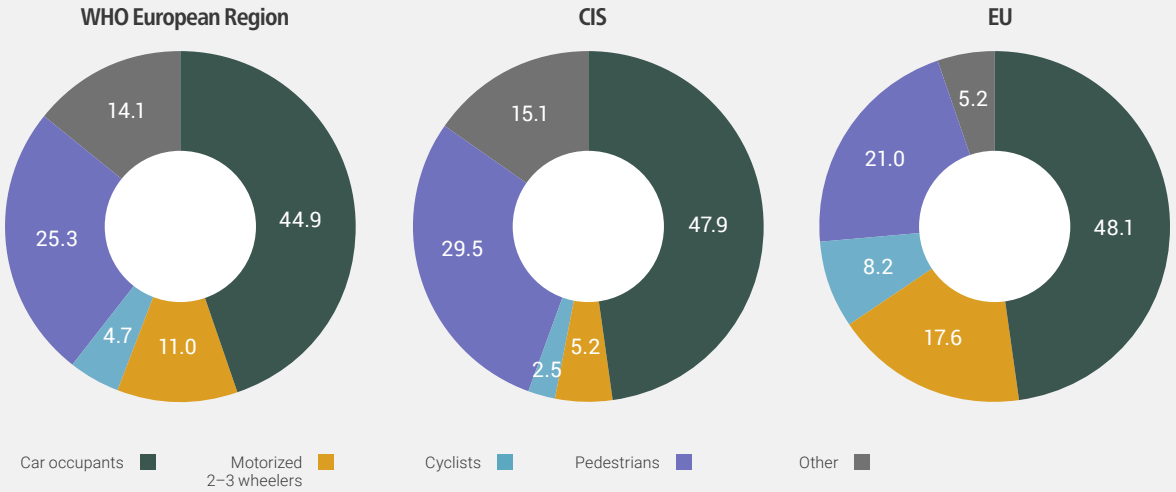
Fig. 6. Percentage change in death and registered vehicles between 2010 and 2016, WHO European Region



Every four in 10 people killed on the road are pedestrians, cyclists or motorcyclists.

Pedestrians and cyclists represent 30% of all road-traffic deaths in the Region, with those using motorized two- and three-wheelers comprising another 11%. These vulnerable road users are not well protected from the impact of a crash and together comprise 41% of all road-traffic fatalities (Fig. 7). Compared with the European Region and the EU, the proportion of pedestrian deaths is highest in CIS countries, while the proportions of cyclist and motorcyclist deaths are highest in the EU.

Fig. 7. Distribution of deaths by type of road user, WHO European Region, CIS and EU (%)



Source: WHO (12).

Males of all ages have the greatest risk for road-traffic injuries.

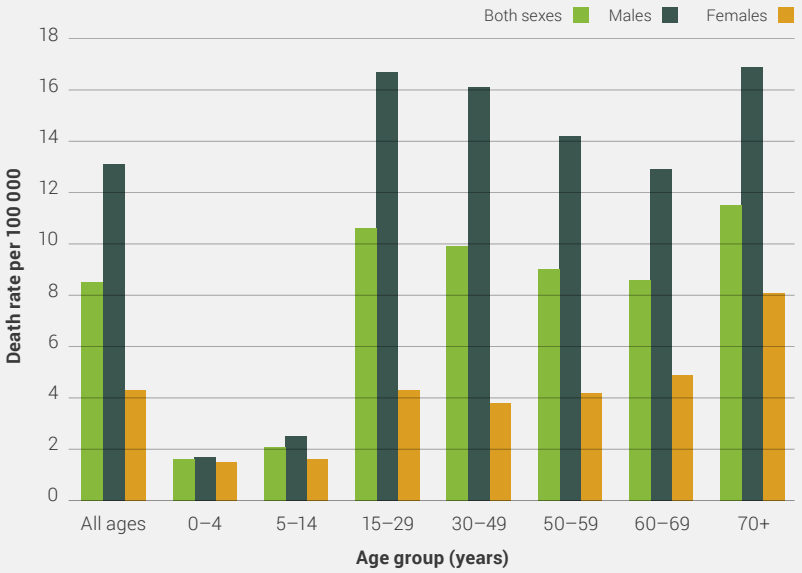
Mortality rates due to road-traffic injuries also vary by gender and age. Seventy-four per cent of all people killed on the Region's roads in 2016 were male. Fig. 8 shows that the rates are three times higher in males than females. Rates are highest in young people aged 15–29 years (24%) and older people aged 70 years or more (15%). In HICs, 27% and 54% of deaths occurred in these age groups; in LMICs, the percentages were 74% and 46% respectively.

Road-traffic injury is now the leading cause of all death for children aged 5–14 and the second leading cause of death for young adults aged 15–29 *(1)*. The vulnerability of children and young adults signals an urgent need for increased emphasis on road-traffic injuries in the child and adolescent health agenda.

Prevention of road-traffic injury should also be recognized as a priority issue for economic development and poverty reduction because of its greater impact on people who are economically active and the growing older population.

Road-traffic injury is now the **leading cause of death for children aged 5–14**

Fig. 8. Road-traffic deaths in the WHO European Region by age group and sex



Source: 2016 Global Health Estimates

Road-traffic fatalities are just the tip of the iceberg.

Deaths due to road crashes are only the tip of the injury iceberg, as they do not convey the full magnitude of the tragedies and grief road crashes create. For every death, there could be many cases of non-fatal injuries resulting in disabilities that have devastating impacts on people's lives and impose high burdens and costs on health-care systems and societies.

No data on the severity of injuries are being collected systematically in the Region, so police reports and hospital data are often the data sources for non-fatal injuries. The European Association for Injury Prevention and Safety Promotion (EuroSafe) estimated that over 3 million people in the EU were injured in road crashes each year between 2012 and 2014 *(18)*.

For every person who died from road-traffic injury between 2012 and 2014, 20 people (over 600 000 cases every year) were admitted to hospital and another 89 (over 2.7 million cases every year) were treated as hospital outpatients – amounting to 109

non-fatal road-traffic injuries for each fatality *(18)*. This suggests that the reported figure of non-fatal road-traffic injuries might be an underestimate of the size of the problem in the Region. The European Commission provided, for the first time, an EU-wide estimate of 135 000 people being seriously injured on EU roads in 2014 *(19)*. This estimate required the adoption by all EU Member States of a common definition of what constitutes a serious road injury, which is defined as a hospital inpatient with an injury level of Maximum Abbreviated Injury Score (MAIS) 3 or more (Box 2).

3 million people in the EU were injured in road crashes each year between 2012 and 2014

Box 2. MAIS

The Abbreviated Injury Scales (AIS) is a globally accepted trauma classification of injuries. It ranges from 1 (minor injuries) to 6 (non-treatable injuries) and is used by medical professionals to describe the severity of injury for each of the nine regions of the body (head, face, neck, thorax, abdomen, spine, upper extremity, lower extremity, external and other). As a person can have more than one injury, the MAIS is the maximum AIS of all injury diagnoses for a person.

The numbers of serious injuries based on MAIS3+ are not yet fully comparable among EU Member States due to different methods used for MAIS3+ data collection and varying quality of data.

Source: European Transport Safety Council *(19)*.

Many road-traffic injuries have lifelong consequences for the individuals involved and their families.

Every person whose life is suddenly cut short or severely affected is one too many. Road-traffic injuries can have a devastating impact on the lives of many people. The humanitarian, health and other consequences are also vast. Information on the far-reaching consequences of road crashes on people's lives is scarce. For example, only 11 countries[6] provided estimates of the proportion of road-traffic crashes resulting in a permanent disability; these range from 0.8% to 25%, with a median of 6% (latest data available between

[6] The 11 countries reporting the proportion of road-traffic crashes resulting in a permanent disability are: Azerbaijan, Belgium, Finland, France, Italy, Kazakhstan, the Netherlands, North Macedonia, Romania, Spain and Sweden.

2008 and 2016). These data are likely to underestimate the scale of the problem and better information on the severity of injuries leading to disability is needed.

The economic burden to society warrants increased action across all sectors in countries.

Twenty-eight countries have conducted studies to calculate the economic costs of road crashes as a proportion of their gross domestic product (GDP). Reported societal costs due to road crashes range from 0.4–4.1% of GDP. More estimates are needed, using a standardized methodology to assess GDP loss. Analysis of the progress on road safety of EU countries has shown that more than 30 000 road deaths were prevented between 2011 and 2017; the total value of reductions in this period is about €70 billion. As is the case across the European Region, had the EU been able to reduce road-traffic deaths at a constant rate of 6.7%, close to 20 000 more lives could have been saved, with an additional value of €40 billion savings in human costs. In other words, the total value of the benefit to society would have increased to about €110 billion *(19)*. The high value of societal costs avoided (and those that could have been avoided) provide a clear investment case for policy-makers across sectors on road safety.

Reported societal costs due to road crashes range from **0.4–4.1% of GDP**

SAFER SPEED

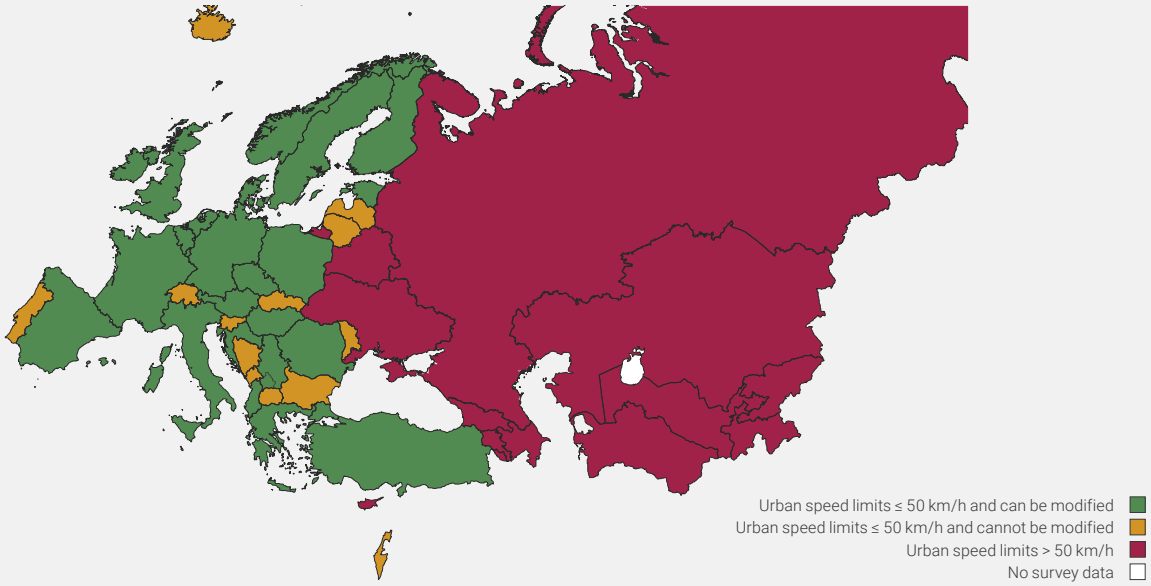
Reducing urban speed limits is essential to protecting and saving the lives of pedestrians and cyclists.

The likelihood of a crash increases exponentially as speed increases, resulting in serious injury and death *(20)*. For every 1% increase in mean speed, there is a 4% increase in fatal-crash risk and a 3% increase in serious-crash risk *(21)*.

Despite the dangers of speed, its practice is ubiquitous. A study among Organisation for Economic Co-operation and Development countries showed that up to 80% of drivers admitted to driving above the posted speed limits, and a similar proportion of excessive speed has also been found in LMICs *(22,23)*. The severity of injury is particularly critical for vulnerable road users, including pedestrians, cyclists and motorcyclists, as well as young and older adults. With travelling speed being directly associated with human survivability in the event of a crash, legal speed limits must be determined based on safe-systems principles. A growing number of countries have formal guidelines on the process by which speed limits are established based on the type and function of road infrastructure. For countries belonging to the EU, Intelligent Speed Assistance, a technology that supports drivers in keeping to posted speed limits, will become mandatory on all new vehicles from 2022 *(24)*.

Speed limits in urban areas, where motorized traffic meets pedestrians, cyclists and motorcycle riders, need to take account of the safety of all road users *(12,25,26)*. Forty-seven per cent of countries (24 of 51) have comprehensive speed regulations that consist of a national urban speed limit of 50 km/h or less, with local authorities having permission to lower the limits. This covers 63% of the population of the European Region, as shown in Fig. 9. Enforcement, however, needs to be improved (Fig. 10). While 38 countries out of 51 (74%) have urban speed limits of 50 km/h or less, 13 countries still have an urban speed limit exceeding 50 km/h.

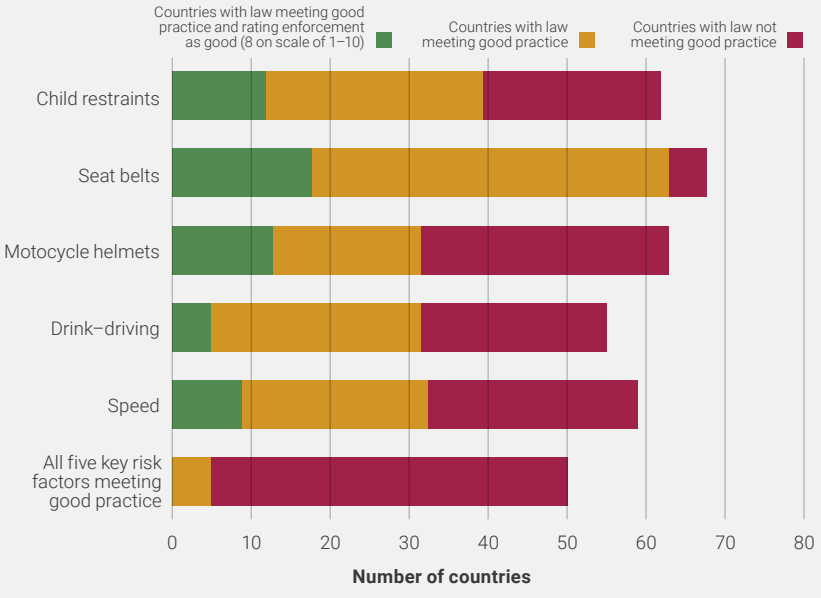
Fig. 9. National speed laws on urban roads, by country



Source: WHO (12).

Speed limits should be reduced to 30 km/h in areas where vulnerable road users and cars mix, such as around schools and residential areas. It is therefore important to give local authorities the power to lower speed limits for such conditions. Almost half of the countries in the Region (45%), however, do not allow local authorities to lower national speed limits.

Fig. 10. Number of countries with legislation for the five risk factors that meets good practice and is well enforced



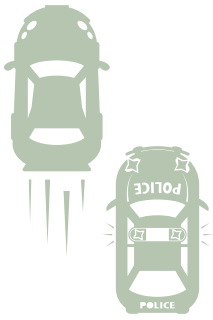
Source: WHO (12).

Enforcement of existing speed limits needs to be improved.

People who violate speed regulations face fines, licence withdrawal or demerit points in all the responding countries. Only 15 countries report that enforcement of their respective speed laws is effective (8 on a scale of 1–10); eight are HICs and seven LMICs. Social marketing campaigns can help to support enforcement and ensure respect for, and compliance with, speed limits *(27)*. A combination of manual and automated enforcement methods can increase the probability of detecting violations *(27)*. Almost all the participating countries (n = 50) reported conducting speed-enforcement activities, with many (n = 45) having a combination of manual and automated enforcement. While manual enforcement remains the dominant method of enforcement (49 countries), 46 countries indicated that they employ automated speed enforcement. Automatic enforcement (such as fixed-camera and mobile in-vehicle fitted devices) systems are highly cost–effective and can be adapted effectively to low-resource settings *(28)*.

80%

of drivers admitted to **driving above** the posted speed limits



SAFER ROAD USERS

LEGISLATION ON KEY BEHAVIOURAL RISK FACTORS

Enacting and enforcing comprehensive laws is an important way of improving road-user behaviour and is a critical component of safe systems to enhance safety on roads. There is a strong evidence base showing that laws addressing the key risk factors of speeding, drink–driving, and non-use of motorcycle helmets, seat belts and child restraints can reduce road-traffic deaths and injuries *(12,17,26,29).* To be effective, such laws need to be in line with best practice, stringently enforced and, together with standards and compliance regimes for the licensing and disqualification of drivers and riders, align with media campaigns *(30).* Detailed assessment of legislation coverage for major risk factors is provided in Table 1.

In addition to strategies with specific measurable targets, governments and parliaments have important roles in protecting road users by enacting and enforcing legislation on road safety. Forty countries with lead agencies on road safety report having periodic reviews of legislation, rules and standards against best practice and provide recommendations for improvement. The lead agencies in 39 countries have the ability to develop and/or revise legislation. Working definitions

Table 1. Detailed assessment of legislation coverage for major risk factors

	Speed		Alcohol		Seat belts		Motorcycle helmet			Child restraints		
Country	Urban speed limit ≤ 50 km/h	Local authorities can reduce limits	BAC[a] ≤ 0.05 g/dl general population	BAC[a] ≤ 0.02 g/dl novice drivers	Drivers and front-seat passengers	Rear-seat passengers	All drivers, passengers, all roads, all engine types	Helmet must be fastened	(Inter) national quality standard specified	Children ≤ 10 years/ 135 cm	(Inter) national quality standard specified	Restrict children sitting in front seat
Albania	40 km/h	Yes	≤ 0.05 g/dl	≤ 0.05 g/dl	Yes	Yes	Yes	No	Yes	Up to 4 years	Yes	Restricted
Armenia	90 km/h	No	≤ 0.04 g/dl	≤ 0.04 g/dl	Yes	Yes	Yes	Yes	No	No	No	Restricted
Austria	50 km/h	Yes	≤ 0.04 g/dl	≤ 0.01 g/dl	Yes	Yes	Yes	No	Yes	Yes	Yes	Restricted
Azerbaijan	60 km/h	No	No	No	No	No	Yes	No	No	No	No	Restricted
Belarus	60 km/h	No	≤ 0.03 g/dl	≤ 0.03 g/dl	Yes	Yes	Yes	Yes	Yes	Up to 5 years	Yes	Restricted
Belgium	50 km/h	Yes	≤ 0.05 g/dl	≤ 0.05 g/dl	Yes	Yes	Yes	No	Yes	Yes	Yes	Restricted
Bosnia and Herzegovina	50 km/h	No	≤ 0.03 g/dl	0.00 g/dl	Yes	Yes	Yes	No	No	Yes	No	Restricted
Bulgaria	50 km/h	No	≤ 0.05 g/dl	≤ 0.05 g/dl	Yes	Yes	Yes	No	No	Yes	Yes	Restricted
Croatia	50 km/h	Yes	≤ 0.05 g/dl	0.00 g/dl	Yes	Yes	Yes	Yes	Yes	Yes	No	Restricted
Cyprus	65 km/h	Yes	≤ 0.05 g/dl	0.02 g/dl	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Restricted
Czechia	50 km/h	Yes	≤ 0.03 g/dl	≤ 0.03 g/dl	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Restricted
Denmark	50 km/h	Yes	≤ 0.05 g/dl	≤ 0.05 g/dl	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Restricted
Estonia	50 km/h	Yes	0.02 g/dl	0.02 g/dl	Yes	Yes	Yes	Yes	Yes	No	No	Unrestricted
Finland	50 km/h	Yes	≤ 0.05 g/dl	≤ 0.05 g/dl	Yes	Yes	Yes	No	No	Yes	Yes	Restricted
France	50 km/h	Yes	≤ 0.05 g/dl	0.02 g/dl	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Restricted
Georgia	60 km/h	No	≤ 0.03 g/dl	≤ 0.03 g/dl	Yes	No	Yes	Yes	No	No	No	Restricted
Germany	50 km/h	Yes	≤ 0.05 g/dl	0.00 g/dl	Yes	Yes	No	No	No	Yes	Yes	Restricted
Greece	50 km/h	Yes	< 0.05 g/dl	< 0.02 g/dl	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Restricted
Hungary	50 km/h	Yes	0.00 g/dl	0.00 g/dl	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Restricted
Iceland	50 km/h	No	≤ 0.05 g/dl	≤ 0.05 g/dl	Yes	Yes	Yes	No	No	Yes	Yes	Restricted
Ireland	50 km/h	Yes	≤ 0.05 g/dl	0.02 g/dl	Yes	Yes	Yes	No	Yes	Yes	Yes	Restricted
Israel	50 km/h	No	≤ 0.05 g/dl	0.01 g/dl	Yes	Yes	Yes	Yes	Yes	Up to 8 years	Yes	Restricted
Italy	50 km/h	Yes	≤ 0.05 g/dl	0.00 g/dl	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Restricted
Kazakhstan	60 km/h	No	≤ 0.05 g/dl	≤ 0.05 g/dl	Yes	Yes	No	Yes	No	No	Yes	Restricted
Kyrgyzstan	60 km/h	No	No	No	No	No	Yes	Yes	No	No	No	Restricted
Latvia	50 km/h	No	≤ 0.05 g/dl	≤ 0.02 g/dl	Yes	Yes	Yes	Yes	No	Yes	No	Restricted
Lithuania	50 km/h	No	≤ 0.04 g/dl	0.00 g/dl	Yes	Yes	Yes	Yes	No	Yes	Yes	Restricted
Luxembourg	50 km/h	Yes	< 0.05 g/dl	< 0.02 g/dl	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Restricted
Malta	50 km/h	No	≤ 0.05 g/dl	≤ 0.02 g/dl	Yes	Yes	Yes	No	No	Up to 3 years	Yes	Restricted
Montenegro	50 km/h	No	≤ 0.03 g/dl	0.00 g/dl	Yes	Yes	Yes	Yes	Yes	Up to 5 years	No	Restricted
Netherlands	50 km/h	Yes	≤ 0.05 g/dl	≤ 0.02 g/dl	Yes	Yes	No	Yes	Yes	Yes	Yes	Restricted
North Macedonia	50 km/h	No	≤ 0.05 g/dl	< 0.01 g/dl	Yes	Yes	Yes	No	No	Up to 5 years	No	Restricted
Norway	50 km/h	Yes	≤ 0.02 g/dl	≤ 0.02 g/dl	Yes	Yes	Yes	No	Yes	Yes	Yes	Restricted
Poland	50 km/h	Yes	≤ 0.02 g/dl	≤ 0.02 g/dl	Yes	Yes	Yes	No	Yes	Yes	Yes	Restricted
Portugal	50 km/h	No	< 0.05 g/dl	< 0.02 g/dl	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Restricted
Republic of Moldova	50 km/h	No	≤ 0.03 g/dl	≤ 0.03 g/dl	Yes	Yes	Yes	Yes	No	No	No	Restricted
Romania	50 km/h	Yes	≤ 0.08 g/dl	≤ 0.08 g/dl	Yes	Yes	Yes	No	No	Yes	Yes	Restricted
Russian Federation	60 km/h	Yes	≤ 0.03 g/dl	≤ 0.03 g/dl	Yes	Yes	Yes	Yes	Yes	Up to 7 years	Yes	Restricted
San Marino	70 km/h	No	< 0.05 g/dl	< 0.05 g/dl	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Restricted
Serbia	50 km/h	Yes	≤ 0.03 g/dl	0.00 g/dl	Yes	Yes	Yes	Yes	No	Up to 3 years	Yes	Restricted
Slovakia	50 km/h	No	0.00 g/dl	0.00 g/dl	Yes	Yes	Yes	Yes	No	Yes	Yes	Restricted
Slovenia	50 km/h	No	≤ 0.05 g/dl	0.00 g/dl	Yes	Yes	Yes	Yes	Yes	Yes	No	Restricted
Spain	50 km/h	Yes	≤ 0.05 g/dl	≤ 0.03 g/dl	Yes	Yes	Yes	No	Yes	Yes	Yes	Restricted
Sweden	50 km/h	Yes	< 0.02 g/dl	< 0.02 g/dl	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Restricted
Switzerland	50 km/h	No	< 0.05 g/dl	< 0.01 g/dl	Yes	Yes	Yes	No	Yes	Yes	Yes	Restricted
Tajikistan	60 km/h	No	No	No	Yes	No	Yes	Yes	No	No	No	Restricted
Turkey	50 km/h	Yes	≤ 0.05 g/dl	≤ 0.05 g/dl	Yes	Yes	Yes	No	Yes	Yes	Yes	Restricted
Turkmenistan	60 km/h	Yes	< 0.05 g/dl	< 0.05 g/dl	Yes	Yes	Yes	No	No	No	No	Restricted
Ukraine	60 km/h	Yes	≤ 0.02 g/dl	≤ 0.02 g/dl	Yes	Yes	Yes	Yes	No	No	No	Restricted
United Kingdom	48 km/h	Yes	≤ 0.08 g/dl	≤ 0.08 g/dl	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Restricted
Uzbekistan	70 km/h	No	No	No	No	No	Yes	Yes	No	No	No	Restricted

[a] BAC: blood alcohol concentration.

Legislation meeting best practices | Legislation not meeting best practices | No legislation

of comprehensive laws on risk factors are described in Box 3. Evidence is clear on the risks of mobile phone use while driving and driving under the influence of drugs.

Box 3. Criteria used to define comprehensive legislation for key behavioural risk factors

Speed

→ Presence of a national speed limit law that:
- sets urban speed limits not exceeding 50 km/h (based on research, lower limits are recommended for urban areas and 30 km/h for residential areas and areas with high pedestrian activity); and
- gives local authorities the power to reduce nationally set speed limits (to adapt to different contexts).

Drink–driving

→ Presence of a national drink–driving law that sets the blood alcohol concentration (BAC) limit for the:
- general population that does not exceed 0.05 g/dl
- young and novice drivers that does not exceed 0.02 g/dl.

Motorcycle helmets

→ Presence of a national motorcycle helmet law that:
- applies to both drivers and passengers
- applies to all road and engine types
- specifies that helmets should be fastened
- refers to/specifies a standard for helmets.

Seat belts

→ Presence of a national seat-belt law that:
- applies to front- and rear-seat occupants.

Child restraints

→ Presence of a national child-restraint law that:
- requires children to use a child restraint at least until 10 years of age or 135 cm in height;
- restricts children under a certain age or height from sitting in the front seat; and
- makes reference to or specifies a standard for child restraints.

These criteria are developed and utilized by WHO and reflect international evidence-based best practice. Further details of the criteria can be reviewed in the *Global status report on road safety 2018 (12).*

Only five countries in the Region have road-safety legislation that meets good practice. Enforcement of laws is essential to changing risk behaviours and needs to be improved.

Currently, 46 countries, representing over 850 million people, have laws that meet best practice for at least one of the five key behavioural risk factors. Across the Region, however, only five countries (France, Hungary, Italy, Luxembourg and Sweden) have good-practice legislation covering all five main risk factors: speed, drink–driving, motorcycle helmet use, seat-belt use and child restraints. This is a slight improvement from four countries in baseline in 2010 *(3,4)*.

Globally, the Region has the highest number of countries with good-practice legislation covering many risk factors, yet with only 10% of countries currently having comprehensive road-safety legislation, the Region falls short of the objective of the Decade of Action for Road Safety, which aims for 50% of countries having comprehensive legislation for all five risk factors by 2020.

Despite the increasing enactment of laws relevant to road safety in the Region, reported enforcement is suboptimal. Enforcement of existing laws varies widely in the Region. Fig. 10 shows the number of countries with legislation for the five risk factors that meets good practice and is well enforced (that is, has a score of 8 or more on a scale of 1–10).

The ongoing Decade of Action for Road Safety and the voluntary targets provide important opportunities to prioritize the revision and enforcement of critical road-safety legislation. Laws enforced by traffic police should result in the administration of penalties commensurate with the severity of the offence. These range from driving license demerit or penalty points, to administrative fines, licence withdrawal, vehicle impoundment and even imprisonment. Risk behaviour is best modified if enforcement is coordinated with social marketing campaigns *(17)*. Of the 45 countries with lead agencies to coordinate all road-safety activities, 32 also coordinate national mass media campaigns.

Only five countries
have good-practice legislation covering all five main risk factors

DRINK–DRIVING

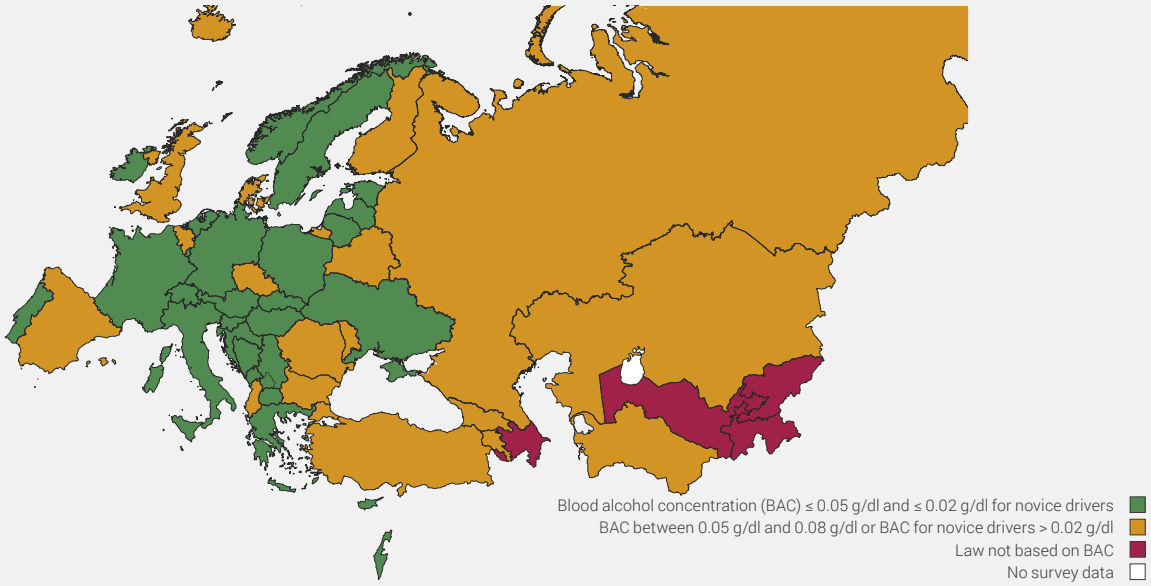
Although all countries in the European Region have national laws to regulate drink–driving, only 28 are in line with best practice.

Alcohol is a major risk factor for road-traffic crashes. The risk for crashes starts to increase exponentially at a BAC of 0.04 g/dl *(8)*. WHO recommends setting and enforcing national legislation with a drink–driving law based on a maximum BAC of 0.05 g/dl for the general population and 0.02 g/dl or less for novice and probationary drivers. Since the last legislative review for the third global status report on road safety, nine countries have changed their drink–driving laws to be in line with criteria for best practice, but seven have regressed from best practice *(13,14)*. Nineteen countries do not have a lower limit for novice drivers, and four do not base their law on objective measures (such as BAC) (Fig. 11).

To be effective, enforcement of drink–driving laws needs to be supported by BAC testing, strict penalties and social marketing campaigns. Only 13 countries reported a high level of enforcement for drink–driving. More countries in LMICs (n = 8) rated effective enforcement than HICs (n = 5). Enforcement that incorporates random breath-testing strategies is more effective than targeting during certain times and in certain areas to increase the probability of being caught and to deter drinking and driving *(31)*. Sixty-five per cent (n = 33) of countries in the WHO European Region use all-year-round random breath testing to enforce the laws, and 20% (n = 10) use breath testing in specific locations (such as pubs) or at specific times.

National estimates of the proportion of road-traffic deaths that are attributable to alcohol use are collected in 44 countries and range from less than 1% to 39%. The alcohol-attributable fraction (AAF) denotes the proportion of road-traffic deaths caused by alcohol. Data collected for the 2018 global status report on alcohol and health found that the prevalence of AAF on road-traffic deaths for the Region is 37.7% *(32)*. Only 31 countries give police the authority to test BAC in drivers involved in fatal-injury crashes, though this may

Fig. 11. Legislation on drink–driving, by country



Source: WHO (12).

not be practised routinely. Better and more complete data on BAC testing are needed in countries to estimate the potential of preventing drink–driving and reducing alcohol-related harm.

USE OF MOTORCYCLE HELMETS

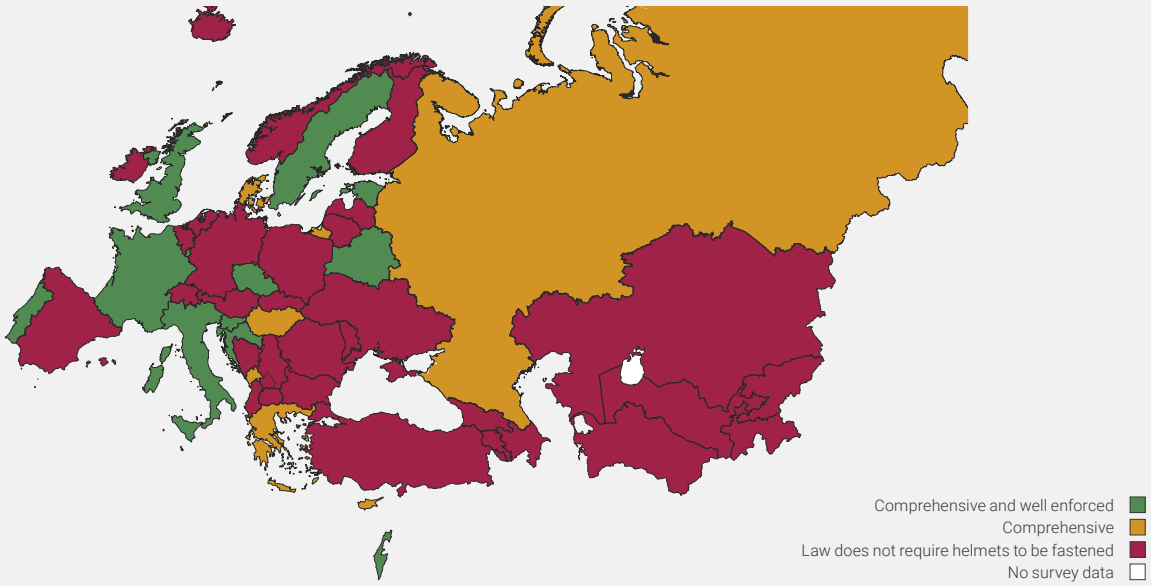
Progress has been made in protecting motorcyclists, but many countries still have laws that do not meet best practice.

For every vehicle mile travelled in 2016, motorcyclists were nearly 28 times more likely to be killed in a crash than people in passenger cars *(33)*. Standard-quality motorcycle helmets, when of good design and worn correctly, have been shown to reduce the risk of serious head injuries by 69% and risk of death by 40% *(34)*. The proportion of motorcycle deaths of all traffic deaths in the WHO European Region decreased slightly from 11.6% to 11.1% between 2010 and 2016. All countries in the Region have laws in place that make helmet use

compulsory for motorized two-wheelers, but only 19 have laws that meet all criteria for best practice. Safety standards for helmets have not been adopted in 22 countries (Fig. 12). In three, laws on helmet-wearing do not apply to all engine types, while in 19, the law does not stipulate that helmets need to be fastened properly. Since the 2015 legislative review, the Russian Federation has aligned its helmet laws in line with best practice *(13,14)*.

Overall, 28 countries (55%) reported that the enforcement of helmet laws by police is effective (21 in HICs and seven in LMICs). Only 13 countries have legislation in line with best practice that is well enforced, representing 27% of the Region (Fig. 12). Twenty-one countries collect data on the number of motorcycle riders that wear helmets. Fourteen of those that collect data found helmet-wearing rates at 90% or above; seven have lower helmet-wearing rates. In general, helmet-wearing rates were lower in passengers than in drivers.

Fig. 12. Legislation on use of motorcycle helmets, by country



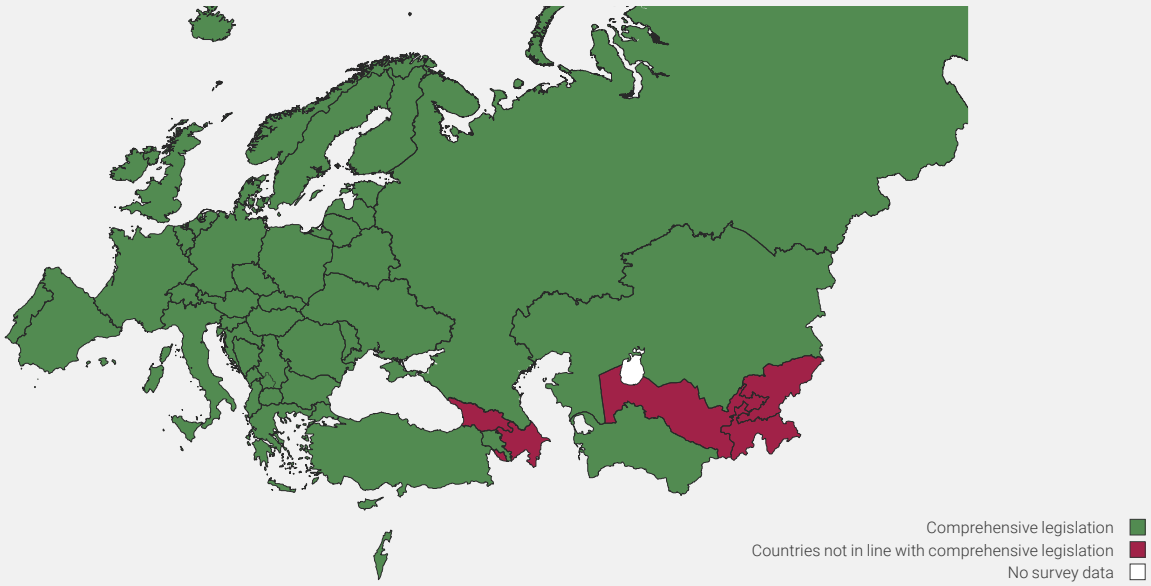
Source: WHO (12).

USE OF SEAT BELTS

Forty-six countries have comprehensive laws on seat-belt use, covering 94% of the Region's population.

Wearing a seat belt is one of the most effective life-saving interventions. It reduces the risk of a fatal injury by 45–50% for drivers and front-seat occupants and the risk of fatal and serious injuries for rear-seat occupants by 25% *(8)*. Comprehensive laws on seat-belt use are those that cover both front- and rear-seat occupants in private cars (Fig. 13). Some countries apply exceptions; while a few may be justified, others put road users at unnecessary risk.

Fig. 13. Legislation on use of seat belts, by country



Source: WHO (12).

Rates of wearing seat belts are suboptimal in many countries, suggesting that enforcement needs to be improved.

18
countries (35%) rate their enforcement as effective, suggesting that it needs to be improved

Only 18 countries (35%) rate their enforcement as effective, suggesting that it needs to be improved. Most of these countries *(13)* are from HICs, while only five are from LMICs. Collecting data on the proportion of people wearing seat belts is essential to evaluating the effectiveness of enforcement and campaigns to promote wearing of seat belts. Such data are not available in 13 countries on front seat-belt use and 17 countries on rear seat-belt use (Table 2). For the 38 countries that measure seat-belt-wearing among front-seat occupants, the median reported usage was 91%. The median proportion of rear seat-belt use was 75% in the 34 countries that collect these data.

Table 2. Number of countries with legislation, enforcement and data on seat-belt use

Laws and data availability on seat-belt use	HICs	LMICs	Total	
	N = 30	N = 21	N = 51	%
Seat-belt use				
Countries in which all car occupants are required to use seat belts in front and rear seats in line with comprehensive legislation	30	16	46	90
Countries with no data on seat-belt usage, front seats	4	9	13	25
Countries with no data on seat-belt usage, rear seats	5	12	17	33

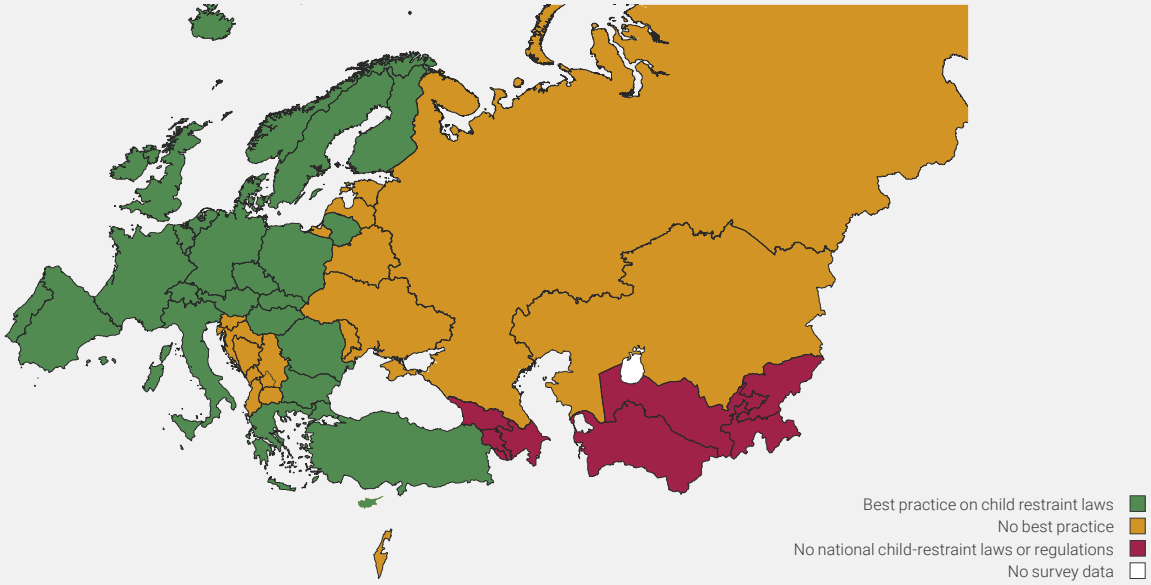
Use of child restraints in cars needs to be increased.

Forty countries (78%) have laws on the use of child restraints in cars based on age or height, representing 84% of the Region; almost all the responding countries (n = 50), however, have restrictions in place disallowing children from sitting in the front seat (Fig. 14).

When fitted correctly, child restraints can lead to at least a 60% reduction in deaths *(35)*. Compared to the cost of purchasing a vehicle, the cost of a child restraint is negligible. Since the 2015 legislative review, Iceland and Romania have brought their child-restraint laws

in line with best practice *(13,14)*. Despite many countries having national child-restraint legislation, only 16 reported a high level of enforcement. Of these, 13 are HICs and three LMICs.

Fig. 14. Legislation on car child restraint, by country



Source: WHO *(12)*.

REDUCING DRUG-DRIVING

Almost all countries in the Region have national legislation against drug–driving, but enforcement capacity is limited.

Recognition of the problem of driving under the influence of drugs, especially if used in combination with alcohol, is growing *(12)*. There are many complexities around testing and establishing the causality of different drugs to road-traffic crashes *(36)*. In addition, evidence on the effectiveness of legislation to limit or prohibit drug–driving is insufficient to establish best-practice criteria.

All responding countries in the Region except for one (98%) have national laws against drug–driving. While in most countries these laws apply generally to legal and illegal drugs that impair driving, only 11 countries specify what these are. The technical aspects of drug detection at the roadside make enforcement of laws a challenge, especially for LMICs. Since the 2015 legislative review, Denmark, France, Ireland, Luxembourg and Ukraine have limited/banned the consumption of drugs while driving *(13,14)*. Only 28 countries routinely test drivers involved in fatal crashes for drugs, representing 65% of the Region.

REDUCING DISTRACTED DRIVING

Most countries prohibit hand-held mobile phone use while driving.

Being distracted while driving significantly increases the risk of crashes. Mobile phone use is a major cause of distracted driving *(37,38)*. Evidence is accumulating on the risk that mobile phone use poses to road safety. Talking on the phone while driving (hand-held or hands-free) increases the risk of being involved in a crash by four times; the risk is raised about 23 times for texting while driving *(39)*.

Use of a mobile phone while driving is widespread among young and novice drivers, adding further to the already high risk of crash and death among these groups. There is insufficient evidence on the effectiveness of legislation to limit or prohibit the use of mobile devices while driving to establish best-practice criteria. Fifty countries (98%) prohibit hand-held phone use while driving. Evidence suggests that hands-free phones have no significant advantage over hand-held phones in terms of reducing the risk of crashes *(12)*. Only four countries prohibit the use of hands-free phones while driving.

Countries are beginning to collect data on mobile phone use. Twenty-six regularly collect data, of which 16 do so as part of regular police crash reports and 10 through regular observational studies.

SAFER VEHICLES

SAFETY STANDARDS FOR VEHICLES

Safety standards for vehicles is an important pillar of the Decade of Action for Road Safety *(2)*. The number of vehicles on the roads is increasing in the Region, especially in the eastern part. There is growing concern about whether these vehicles meet international vehicle-safety standards *(12)*. Vehicle-safety standards mandate manufacturers to make vehicles that reduce the likelihood of crashes, protect car occupants from harm in the event of a crash and minimize damage to other road users, such as pedestrians. Eight of the United Nations safety standards for new cars[7] set by the World Forum for Harmonization of Vehicle Regulations were prioritized to assess safety in this report (Box 4).

Box 4. Priority United Nations vehicle-safety standards

1–2. Frontal-impact protection and side-impact protection (R94 and R95): ensure that cars withstand the impacts of a frontal- and side-impact crash when tested at certain speeds. These crashworthiness regulations help to protect occupants withstand the impact of front- and side-impact crashes.

3. Electronic stability control (R140): prevents skidding and loss of control in cases of oversteering or understeering and is effective in reducing crashes and saving lives. It is also effective in avoiding single-car and roll-over crashes, reducing both fatal and serious injuries.

4. Pedestrian front protection (R127): provides softer bumpers and modifies the front ends of vehicles (by, for instance, removing unnecessarily rigid structures) that can reduce the severity of a pedestrian impact with a car.

5–6. Seat belts and set-belt anchorages (R14 & R16): ensure that seat belts are fitted in vehicles when they are manufactured and assembled and that the seat-belt anchor points can withstand the impact incurred during a crash, to minimize the risk of belt slippage and ensure that passengers can safely be removed from their seats if there is a crash.

7. Child restraints (R129): ensure that the child seat is in place with adult seat belt and that ISOFIX child restraint anchorage points are fitted to secure the restraint.

8. Motorcycle anti-lock braking systems (ABS) (R78): help the rider maintain control during an emergency braking situation and reduce the likelihood of a road-traffic crash and subsequent injury.

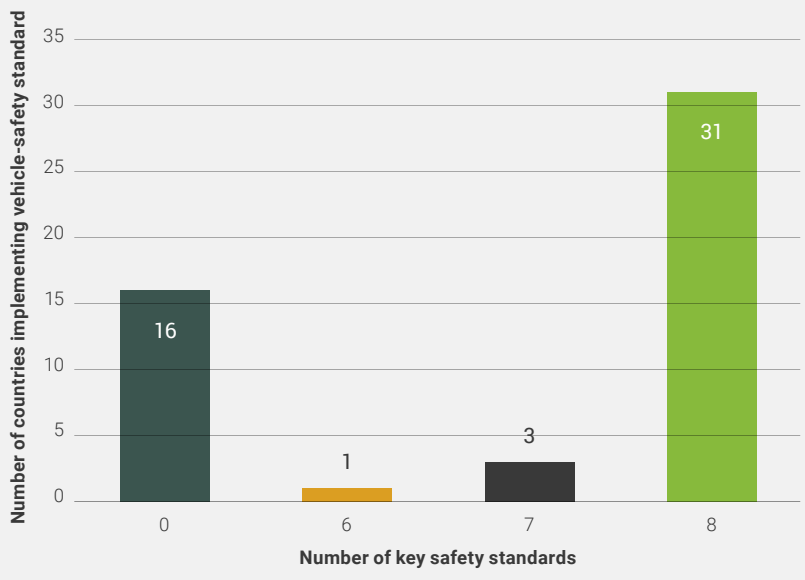
Source: UNECE *(40)*.

[7] These include standards for frontal impact, side impact, electronic stability control, pedestrian protection, seat belts, seat-belt anchorages, child restraints and motorcycle anti-lock braking systems *(12)*.

Thirty-one countries, representing over 520 million people, have implemented all eight priority United Nations vehicle-safety standards.

All EU and European Free Trade Association countries have applied the eight key safety standards for frontal impact, side impact, electronic stability control, pedestrian protection, seat belts, seat-belt anchorages, child restraints and motorcycle ABS. While the Russian Federation, San Marino and Turkey have applied seven standards and Israel six, the remaining 16 countries[8] have not (Fig. 15). In countries (often LMICs) where such vehicle standards are not mandatory, vehicle manufacturers are not required to install technologies that have a proven safety benefit, resulting in inequitable access to safety. That said, vehicle fleets in many countries of the Region are composed of a significant proportion of used vehicles imported from EU and Asian countries, where priority safety standards are mandatory.

Fig. 15. Countries implementing priority United Nations safety standards for vehicles, 2018



Source: UNECE (40).

All EU and European Free Trade Association countries have applied the **eight key safety standards**

[8] The 16 countries that have not implemented the United Nations vehicle-safety standards are: Albania, Armenia, Azerbaijan, Bosnia and Herzegovina, Belarus, Georgia, Kazakhstan, Kyrgyzstan, North Macedonia, the Republic of Moldova, Montenegro, Serbia, Tajikistan, Turkmenistan, Ukraine and Uzbekistan.

While vehicle standards have been developed for car occupants, many are not widely implemented in vehicles sold in LMICs. Since the last review in 2015 for the third global status report on road safety *(13,14),* 35 countries have applied standards for frontal impact, side impact, electronic stability control, seat belts, seat-belt anchorages and child restraints. Thirty-four have implemented pedestrian protection and 31 countries have implemented motorcycle ABS.

To further improve car safety, the United Nations General Assembly recommends that Member States implement a new car assessment programme. These crash-testing programmes develop standardized star ratings for consumer information on crashworthiness and crash avoidance, as well as promoting vehicle-safety technologies for the protection of car occupants and external road users *(41,42).*

SAFER ROAD INFRASTRUCTURE

SAFER ROAD INFRASTRUCTURE AND MOBILITY

Only half of countries in the Region have conducted standardized assessments for safer road infrastructure.

Safer road infrastructure is another important goal of the Decade of Action for Road Safety *(2)* and is strongly linked to fatal and serious injury causation in road crashes. In the safe-system approach, the aim is to create a safe road environment, rather than just placing the main responsibility for safety on road users.

Road-safety assessments and star ratings can help identify deficiencies in road infrastructure. Assessments can be performed for new and existing roads. Forty-nine countries in the Region (96%) require full or partial safety reviews for the design and planning of new road infrastructure. All responding countries (n = 51) inspect existing infrastructure for safety on a regular basis through maintenance star-rating/safety-rating assessments (53%) and safety inspections (39%), and only four countries (8%) conduct formal road assessments for

safety. Forty-one countries (80%) also have systematic programmes to target investment and upgrade high-risk locations, such as performing black-spot or black-length programme analyses (33 countries) and safe-system investment (18 countries) to make roads safer. Of these countries, 16 have programmes for both black-spot analyses and safe-system investment.

Assessments can be carried out through national or international road-assessment programmes such as the iRAP *(8)*; iRAP evaluates and assesses the level of protection against risk of death and serious injury in collisions on the roads using a star-rating system from one star (least safe roads) to five stars (safest roads).

Forty-nine countries (96%) in the Region require **full or partial safety reviews** for the design and planning of new road infrastructure

Inclusive and active transport is a win–win strategy by making roads safer for vulnerable road users and the population healthier.

The health and development benefits of linkages between sustainable transport and road safety have been emphasized through the SDGs *(5)*. Physically active forms of transport such as walking and cycling have health benefits, as they counteract the likelihood of developing obesity and noncommunicable diseases *(43)*. Regular physical activity is also associated with reduced risk of heart disease and stroke and improved mental health and quality of life.

Dependence on motor-vehicle transport causes environmental damage due to air pollution, noise pollution and climate change. Motorized transport contributes to a range of gaseous air pollutants and suspended particulate matter. Exhaust emissions from motorized transport account for up to 30% of fine particles *(44)*. These fine particles and other air pollutants contribute to health-damaging effects such as respiratory illness, cardiovascular disease, cancer and decreased mental well-being, and increase the dangers of extreme weather events *(26,45)*.

Thirty per cent of all road-traffic deaths in the Region occur among pedestrians and cyclists. Thirty-three countries in the Region have national policies that encourage walking and cycling, and a further seven have these at subnational level. Physically active transport

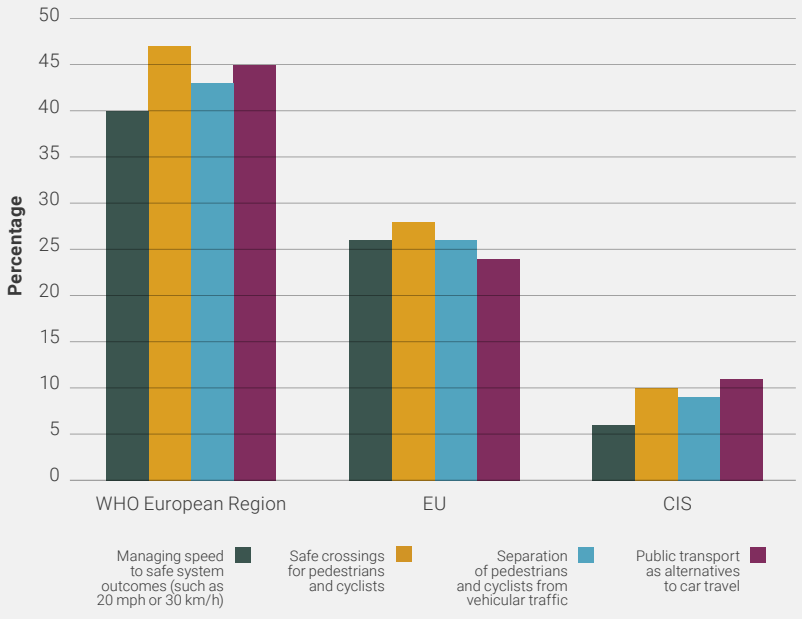
45
countries
have national policies to **support investment in public transport**, 13 more than in 2010

is encouraged by the WHO European physical activity strategy *(43)*. Cycling is one of the activities included in the WHO global action plan on physical activity for 2018–2030 *(46)*.

Road designs often prioritize motorized vehicle movement over the safety of pedestrians and cyclists. As a result, vulnerable groups are less protected than car occupants and may have no choice but to use unsafe road infrastructure. Efforts therefore need to go hand in hand with increasing the protection of pedestrians and cyclists to ensure that walking and cycling become safer.

The heavy burden of deaths borne by these road users is also a reflection on infrastructure. While 43 countries have national policies to protect pedestrians and cyclists by physically separating them from motorized traffic, eight have no policy in place for separating vulnerable road users from high-speed traffic. Besides promoting walking and cycling, countries should also promote public transport as alternatives to car travel. Forty-five countries have national policies to support investment in public transport, 13 more than in 2010 *(3,4)* (Fig. 16).

Fig. 16. Percentage of countries that have policies in place aimed at promoting a safe and sustainable transit system, WHO European Region, CIS and EU, 2016



Source: WHO (12).

CROSS-CUTTING ISSUES

NATIONAL POLICY RESPONSE TO ROAD-TRAFFIC INJURIES AND DEATHS

Most countries in Europe have developed national strategies to improve road safety.

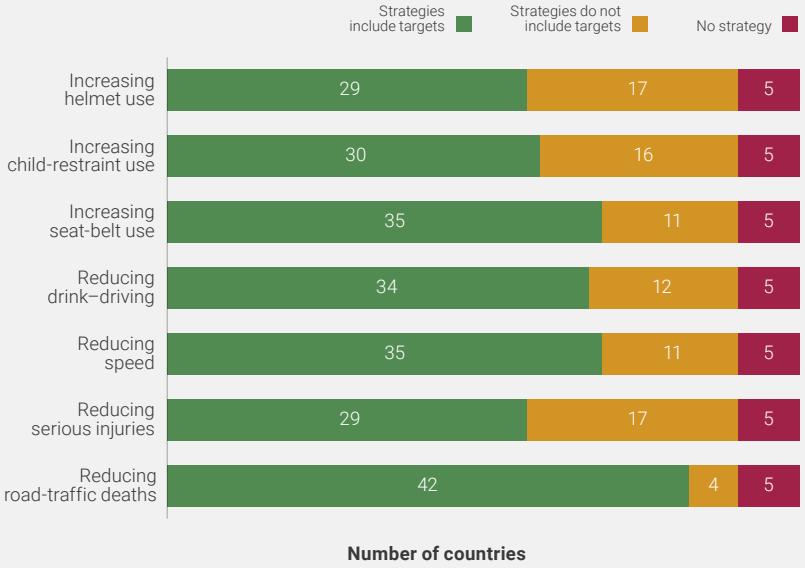
National road-safety strategies have been developed in 46[9] of the 51 countries that took part in the survey, suggesting that road safety is high on their policy agenda. Full funding for implementation of national strategies is available in only nine countries, with an additional 36 reporting partial funding. Given the complexity of, and cross-sectoral responsibility for, road safety, the presence of lead agencies tasked with overseeing and/or coordinating across government to improve road safety was reported in 45 countries, one fewer than in 2010.

National road-safety strategies or plans require the combined actions of many sectors. Lead agencies, as proposed by the Decade of Action for Road Safety *(2)* and the voluntary global performance targets for road-safety risk factors and service-delivery mechanisms *(11),* are best placed to coordinate actions.

National road-safety targets are a valuable tool for ensuring implementation of national road-safety strategies. Setting measurable, time-limited and realistic targets is important, but only 42 countries reported having measurable targets to reduce deaths and 29 the number of people seriously injured (Fig. 17). There are wide variations across the Region, with countries in the EU having more measurable targets to reduce deaths and serious injuries than countries in the CIS. Many countries also have specific targets to improve the risk factors of speed, drink–driving and use of seat belts, child restraints and helmets (Fig. 18).

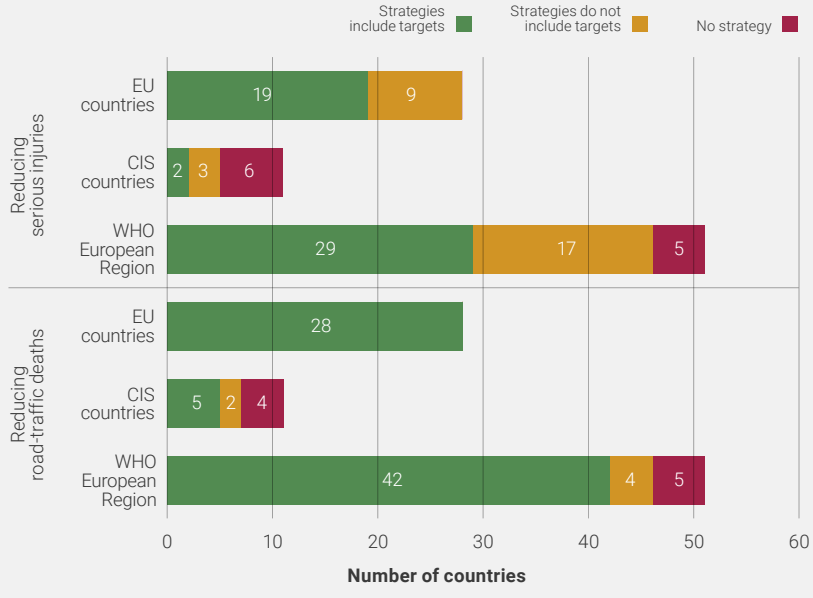
[9] Five countries did not have national road-safety strategies: Armenia, Azerbaijan, Switzerland, Ukraine and Uzbekistan.

Fig. 17. Number of countries with national road-safety strategies with specific targets



Source: WHO (12).

Fig. 18. Number of countries with national road-safety strategies with specific targets, WHO European Region, CIS and EU



Source: WHO (12).

42

countries reported having **measurable targets to reduce deaths**

POST-CRASH RESPONSE: CARE AND TREATMENT OF INJURED PEOPLE

Post-crash response can save lives – many countries need to improve their emergency trauma services.

32%

of victims **could have survived** if there had been timely access to prehospital and emergency care

Efficient and high-quality emergency services can improve outcomes and survival after a crash *(47)*. Some of the disparity in mortality rates in the Region may be attributable to better-quality post-crash response and emergency care in some countries resulting in improved survival, as has been reported from HICs *(48,49)*. Rapid access to such care is critical. A Swedish study into survivability of fatal road-traffic crashes indicated that up to 32% of victims could have survived if there had been timely access to prehospital and emergency care *(50)*. The European emergency number of 112 has been adopted in all 28 EU Member States, other European countries and elsewhere. Every country in the Region has a national emergency number. Thirty-eight have a universal nationwide emergency number of 112, while 13 have other numbers.

Health systems' capacity in emergency trauma care needs to be strengthened.

Efficient emergency trauma care requires specially trained staff *(49)*. Emergency medicine is recognized as a specialty for medical doctors in 43 countries – a slight improvement from 41 in 2010. Thirty-nine countries have postgraduate specialization courses for nurses in emergency care or trauma, three more than in 2010. The WHO basic emergency care course and trauma care checklist provide training for systematic approaches to management of acute and life-threatening conditions to frontline prehospital and facility-based providers *(51,52)*.

Routine assessment of prehospital and facility-based emergency care systems is important to strengthen and build greater capacity to respond to emergencies *(49)*. Seventeen countries had conducted

such assessments at national level at the time of the questionnaire. The WHO emergency care system framework is recommended for these routine assessments *(53)*.

Injury surveillance systems need to be improved and emergency room-based data collected.

Data on road-traffic injuries are essential for monitoring progress towards national targets and evaluating prevention programmes and the quality of post-crash care *(49)*. All 51 responding countries monitor road deaths, with most (n = 39) doing so through police databases; two countries monitor data through vital registration, and the remaining 10 through combinations of police, hospital and vital registration databases and others. Three use definitions that are shorter than the international standard of assessing death within 30 days of a crash[10] and four have unlimited time periods following crashes. Forty-nine countries[11] also have vital registration data, of which 46 have national estimates. Box 5 provides an example of a real-time injury surveillance system to track road-traffic injury from the Ministry of Internal Affairs of the Russian Federation.

[10] The 30-day definition of a road-crash death applies to a person who dies within 30 days of a crash on a public road involving a vehicle with an engine, the death being the result of the crash. Such data are collated by the authority responsible for road-crash data and usually are notified by the police.

[11] Two countries did not have vital registration data: Romania and Uzbekistan.

35%
reduction in road-traffic crashes resulting in **death or injury** was seen in the Russian Federation between 2012 and 2018 (from 27 991 to 18 214), **saving almost 10 000 lives**

WHO has developed guidelines for community- and facility-based injury surveillance and a standardized data set to facilitate clinical quality improvement and prevention activities *(54)*.

Box 5. Case study from the Russian Federation: real-time injury surveillance system to monitor road-traffic injury

In 2012, the Ministry of Internal Affairs of the Russian Federation established an automated electronic system for registration and analysis of data on all road-traffic crashes, injuries and deaths occurring from district level up to federal level.

The system ensures the availability of real-time information on more than 300 indicators for each road-traffic event. It is based on two key modules: the Road-traffic Accident Log is for entering all details about a road-traffic event; and an analysis module is used to perform all statistical computations relating to rates of crashes, injuries and deaths.

Primary information about each crash event are entered into the system within three hours of police attendance at the scene of the crash. The system largely is automated through links to the national databases of registered vehicles and licensed drivers. It records variables related to drivers and vehicles involved in a crash, including details of driving history and record of administrative sanctions.

The system uses an electronic map of the country, displaying the place of the crash event, black-spot and black-length road sections, and other information necessary to support crash investigations and appropriate management decision-making. Photographs from crash sites are also available. Information is shared with other government agencies to support similar actions related to the prevention of deaths and injuries.

Pre-populating the crash event record with autonomous variables helps to reduce the time of filling in the cards and increase the reliability and subsequent comparability of the processed data. The system maintains full user oversight of the completeness and reliability of the information entered both from regional and federal levels.

Variables on the number of crashes with killed/injured and the number of persons killed/injured in the crash are reported to the Federal State Statistics Service monthly. Internal police statistics also include other variables such as the total number of crashes, including those without any injuries.

Information on road-traffic crash events, as well as enforcement-related activities, is published monthly on the official website of the State Traffic Inspectorate. Online public users can browse summary indicators and crash registration, displaying de-identified information about the crash and causes and conditions that contributed to them. The online system can also inform the public if a second-hand vehicle they may be considering to purchase has previously been involved in a crash.

Box 5 contd

The indicators generated by the systems are used by various public authorities and serve to determine state policy in the field of road safety, and to prepare legislative normative acts regulating road-safety issues, among others.

The collected indicators and their analysis became the basis for the preparation and implementation of the federal target programme "Improving road safety, 2013–2020", the road-safety strategy in the Russian Federation for 2018–2024 , the federal project "Road safety" and the national project "Safe and high-quality roads", implemented to solve the tasks defined by the decree of the President of the Russian Federation (of 7 May 2018) No. 204 "on national goals and strategic objectives for the development of the Russian Federation for the period up to 2024, as well as many other regulatory legal acts regulating road safety issues".

As an interim result, road-traffic crashes resulting in death or injury reduced by 35% between 2012 and 2018 (from 27 991 to 18 214), saving almost 10 000 lives on the roads of the Russian Federation. This includes a 36.6 % reduction in pedestrian deaths (8127 to 5155) and a 33.2% reduction in road-traffic deaths of children (940 to 628).

Source: General Inspectorate for Road Safety of the Ministry of Internal Affairs of the Russian Federation.

CONCLUSIONS

Every day, 221 people are killed due to road-traffic crashes, and many more are seriously injured. Road-traffic crashes are a major cause of injury and death in the WHO European Region and are the leading cause of death for children and young adults. They resulted in over 80 000 deaths in 2016.

While there has been a 13.4% reduction in deaths in the Region since the baseline measure in 2010 *(1),* this progress has not occurred at a sufficiently fast pace to compensate for rapid motorization. LMICs account for only 26% of the Region's vehicles, but 70% of road-traffic deaths occur in these countries. Every four in 10 people killed on the road are pedestrians, cyclists or motorcyclists.

Should the fall in the number of deaths continue at its current pace, the SDG target to halve road-traffic deaths by 2020 will not be met. Yet the review of key risk factors shows promising progress being made across all five pillars of the safe-system approach on road-safety management, improving key road-safety laws, infrastructure, adoption of vehicle standards and improving access to post-crash care.

Compared to 2010, 40 countries have made progress in reducing the number of road-crash deaths, but six have seen an increase. While some countries in the Region have the lowest rates of road-traffic deaths in the world, large inequalities persist in the Region, ranging from 18.1 to 2.7 per 100 000 population. The commendable reductions in road-traffic fatalities have been the result of sustained efforts over a period of 50 years through implementation of the safe-system approach. Good practices and lessons learned from such an approach can be applied elsewhere in the Region *(12,26).* If every country achieved the same lowest rate, more than 55 000 lives would be saved every year.

With road safety already identified as a priority by national governments and multilateral bodies, the focus must move beyond convincing decision-makers on the need to act. The key to achieving the goals of the Decade of Action for Road Safety 2011–2020 *(2)* and the SDGs *(5)* is whole-of-government implementation of data-driven and evidence-based strategies that have been shown to prevent road-traffic injuries and deaths, such as Save LIVES *(55).*

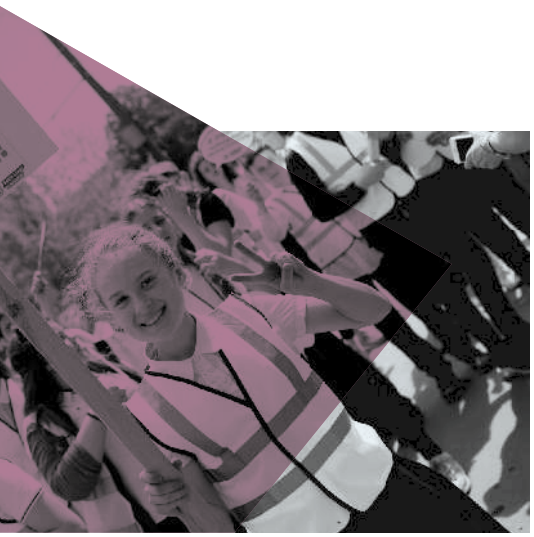
More than just token words are required. What is needed in countries is the political and technical commitment to implement the principles

Should the fall in the number of deaths continue at its current pace, the **SDG target to halve road-traffic deaths by 2020 will not be met**

and practices of a safe-systems approach to road safety which recognizes that the human body is highly vulnerable to injury and that humans make mistakes, but that complementary interventions to create safer roads, safer vehicles, safer speeds and safer behaviour by road users work together to accommodate error *(8,9)*.

To tackle the global character of the road-safety challenge, the Stockholm Declaration (Annex 4) was presented as the outcome document for the Third Global Ministerial Conference on Road Safety, calling for greater international cooperation and partnerships across many sectors of society. The Declaration proposes an ambitious way forward and connects road safety to the implementation of the 2030 Agenda for Sustainable Development.

Recognizing the important role of cities and communities on road safety, the WHO European Healthy Cities Network and the WHO Regions for Health Network have issued a joint statement calling for action for safe mobility and transport for urban populations (Annex 5). The statement is aligned to and supplements the Stockholm Declaration.



As the leading cause of death of young adults, the Global Youth Statement for Road Safety (Annex 6) consolidated voices of more than 1500 young people from around the world to call for immediate action. The Statement calls for young people to commit to evidence-based solutions that save lives and act as role models for safe road behaviour.

The following actions, which are aligned with the 12 voluntary global performance targets for road-safety risk factors and service-delivery mechanisms, are proposed. Member States should:

- → implement the safe-system approach to road safety by incorporating all elements of the road-transport system and adopting shared responsibility and accountability between system designers and road users;
- → develop post-2020 national road-safety strategies with targets to reduce mortality and severe injuries due to crashes, and endow them with sufficient government funds to achieve road-safety objectives and set up financing and incentive models for regional and local levels – the development of these strategies needs to involve many sectors through establishing national advisory committees or lead agencies for road safety;

- → improve and integrate injury-surveillance systems between hospital and police agencies to monitor progress towards reduction of fatal and non-fatal injuries, with better collection of injury data according to the MAIS+3 definition for severe road injury and standardization to allow for comparisons;
- → change road-user risky behaviours using measures based on sound evaluation studies and, where applicable, consider cost–effectiveness;
- → enact and enforce laws to change risky behaviours: while most countries (90%) have such laws, they need to be strengthened in many countries to bring them in line with best practice;
- → increase the exchange of best practices in enforcement practices; social marketing campaigns would support better enforcement and acceptance of laws by the public;
- → encourage participation of legislators in the global network for road-safety legislators and establish a regional network to share best practices and successful experiences in the Region as a strategy for stimulating the development and enforcement of effective road-safety legislation;

- → strengthen protection for pedestrians, cyclists and motorcyclists by making walking and cycling safer and providing public transport to encourage physically active and sustainable forms of transport;
- → support the adoption of international vehicle-safety standards to make cars safer on the roads: only 35 countries in the Region meet the priority safety standards assessed, and more need to implement the standards to prevent harm to all road users from crashes;
- → conduct formal road-safety assessments, especially in high-risk roads and around school and residential zones; and
- → provide greater investment to streamline the emergency response chain and improve the quality of trauma management within the health system to mitigate collision consequences.

The WHO Regional Office for Europe stands ready to support Member States in the implementation of Save LIVES and the above proposed actions.

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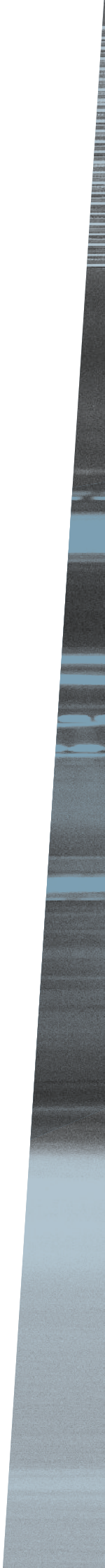

COUNTRY PROFILES

COUNTRY PROFILES

The following 51 country profiles provide a national summary of key indicators for road safety. Most have been approved by ministries of health.

Data reported for population were extracted from the United Nations Population Division database *(1)*, while gross national income (GNI) per capita for 2016 came from World Bank estimates *(2)*.

The Bank Atlas method was used to categorize GNI into bands:

→ low income = US$ 1005 or less
→ middle income = US$ 1006–12 235
→ high income = US$ 12 236 or more.

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Albania

Population: 2 926 348 | Income group: Middle | Gross national income per capita: US$ 4 250

INSTITUTIONAL FRAMEWORK

Lead agency	Inter-ministerial Committee for Road Safety, Ministry of Transport and Infrastructure
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2009-2020)

SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	Yes
Design standards for the safety of pedestrians / cyclists	Partial
Inspections / star rating of existing roads	No
Investments to upgrade high risk locations	Yes
Policies & investment in urban public transport	Yes

SAFER VEHICLES

Total registered vehicles for 2016	563 106
Cars and 4-wheeled light vehicles	436 013
Motorized 2- and 3-wheelers	36 096
Heavy trucks	17 670
Buses	7 050
Other	66 277
Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No
Motorcycle anti-lock braking system	No

POST-CRASH CARE

National emergency care access number	National, single number
Trauma registry	Subnational
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	No

DATA

Reported road traffic fatalities (2016)	269 [a] (81% M, 19% F)
Reported rate per 100 000 population (2016)	9.4 [a]
WHO estimated road traffic fatalities (2016)	399 (95% CI 369 - 428) [b]
WHO estimated rate per 100 000 population (2016)	13.6 [b]

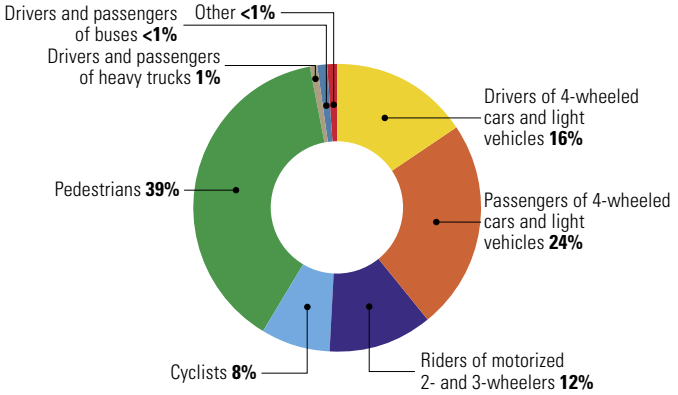
[a] Directorate of Road Traffic Police. Died within 30 days of crash
[b] WHO's method to obtain comparable country estimates: Group 4. Countries/areas without eligible death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	40 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	110 km/h
Local authorities can modify limits	Yes
Self-reported enforcement	0 1 2 3 (4) 5 6 7 8 9 10
Predominant type of enforcement	Manual and automated
National drink-driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	≤ 0.05 g/dl
Random breath testing carried out	Yes
Testing carried out in case of fatal crash	Some drivers tested
Self-reported enforcement	0 1 2 3 4 5 (6) 7 8 9 10
% road traffic deaths involving alcohol	5% [c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	No
Helmet standard referred to and/or specified	Yes
Children passengers on motorcycles	Not restricted
Self-reported enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Helmet wearing rate	75% Drivers [c], 60% Passengers [d]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	85% Front seats [c], 80% Rear seats [d]
National child restraint law	Yes
Children seated in front seat	Allowed in a child restraint [e]
Child restraint required	Up to 4 yrs
Child restraint standard referred to and/or specified	Yes
Self-reported enforcement	0 1 2 3 4 5 (6) 7 8 9 10
% children using child restraints	–
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

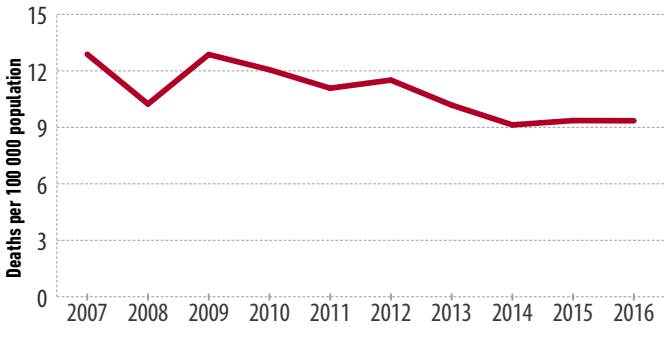
[c] 2016, Directorate of Road Traffic Police, Accidents Information System (AIS)
[d] 2016, Directorate of Road Traffic Police
[e] Children under 12 years can travel in the front if placed in an appropriate restraining device (with airbag deactivated for rear-facing restraint)

Deaths by road user category



Source: 2016, Directorate of Road Traffic Police, Accidents Information System (AIS)

Trends in reported road traffic deaths



Source: Directorate of Road Traffic Police, Accidents Information System (AIS)

Legislative review conducted by WHO. Vehicle safety data from UNECE WP.29. Other data collected by questionnaire and cleared by Ministry of Health.

Armenia

Population: 2 924 816 | Income group: Middle | Gross national income per capita: US$ 3 760

INSTITUTIONAL FRAMEWORK

Lead agency	National Road Safety Council
Funded in national budget	Yes
National road safety strategy	No
Funding to implement strategy	–
Fatality reduction target	–

SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	Yes
Design standards for the safety of pedestrians / cyclists	Partial
Inspections / star rating of existing roads	Yes
Investments to upgrade high risk locations	Yes
Policies & investment in urban public transport	Yes

SAFER VEHICLES

Total registered vehicles	–
Cars and 4-wheeled light vehicles	–
Motorized 2- and 3-wheelers	–
Heavy trucks	–
Buses	–
Other	–
Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No
Motorcycle anti-lock braking system	No

POST-CRASH CARE

National emergency care access number	National, single number
Trauma registry	National
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	No

DATA

Reported road traffic fatalities (2016)	267 [a] (81% M, 19% F)
Reported rate per 100 000 population (2016)	9.1 [a]
WHO estimated road traffic fatalities (2016)	461 [b]
WHO estimated rate per 100 000 population (2016)	15.8 [b]

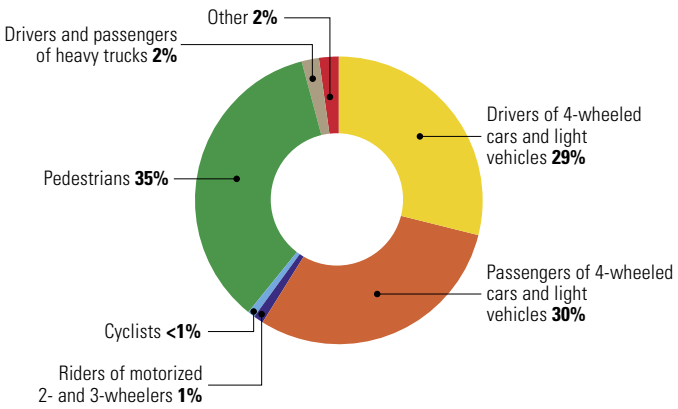
[a] Annual statistics report, based on death compiled by provincial vital statistics authorities. Died within 30 days of crash
[b] WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	90 km/h [c]
Max rural speed limit	90 km/h
Max motorway speed limit	110 km/h
Local authorities can modify limits	No
Self-reported enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Predominant type of enforcement	Automated
National drink-driving law	Yes
BAC limit – general population	≤ 0.04 g/dl
BAC limit – young or novice drivers	≤ 0.04 g/dl
Random breath testing carried out	Yes [d]
Testing carried out in case of fatal crash	All drivers tested
Self-reported enforcement	0 1 2 3 4 5 (6) 7 8 9 10
% road traffic deaths involving alcohol	2% [e]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	Yes
Helmet standard referred to and/or specified	No
Children passengers on motorcycles	Prohibited under 12 yrs
Self-reported enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Helmet wearing rate	95% Drivers [e], 90% Passengers [e]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	70% Drivers [e], 70% Front seats [e]
National child restraint law	No
Children seated in front seat	Allowed in a child restraint [f]
Child restraint required	–
Child restraint standard referred to and/or specified	–
Self-reported enforcement	–
% children using child restraints	–
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

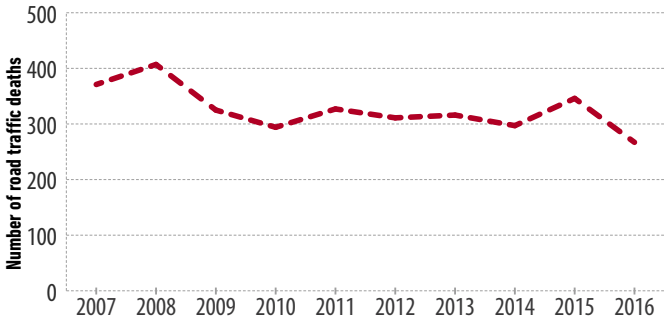
[c] The limit in residential area is reduced to 60 km/h
[d] Legislation requires probable cause to test drivers
[e] 2016, Road police data
[f] Transport of children under 12 years in the front seat shall be made in a "child protecting device"

Deaths by road user category



Source: 2016, Road police data

Trends in reported road traffic deaths



Source: Road police and vital registration data

Legislative review conducted by WHO. Vehicle safety data from UNECE WP.29. Other data collected by questionnaire and cleared by Ministry of Health.

Austria

Population: 8 712 137 | Income group: High | Gross national income per capita: US$ 45 230

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	Yes
Design standards for the safety of pedestrians / cyclists	Yes
Inspections / star rating of existing roads	Yes
Investments to upgrade high risk locations	Yes
Policies & investment in urban public transport	Yes

SAFER VEHICLES

Total registered vehicles for 2016	7 421 647
Cars and 4-wheeled light vehicles	4 821 557
Motorized 2- and 3-wheelers	816 477
Heavy trucks	440 368
Buses	9 825
Other	1 333 420
Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes
Motorcycle anti-lock braking system	Yes

POST-CRASH CARE

National emergency care access number	National, single number
Trauma registry	National
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	No

DATA

Reported road traffic fatalities (2016)	432 [a] (72% M, 28% F)
Reported rate per 100 000 population (2016)	4.9 [a]
WHO estimated road traffic fatalities (2016)	452 [b]
WHO estimated rate per 100 000 population (2016)	5.2 [b]

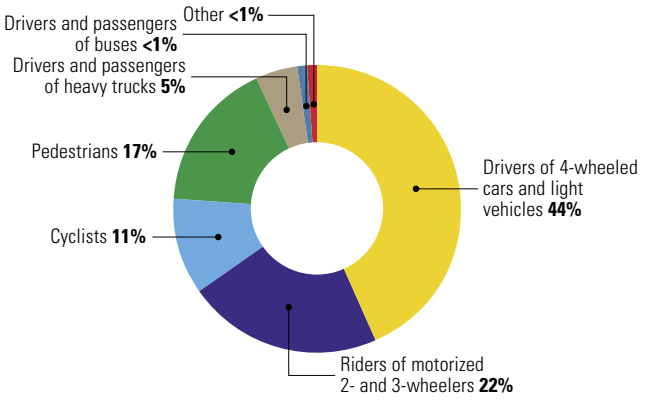
[a] Statistics Austria (online). Died within 30 days of crash
[b] WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	100 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	Yes
Self-reported enforcement	–
Predominant type of enforcement	Automated
National drink-driving law	Yes
BAC limit – general population	< 0.05 g/dl
BAC limit – young or novice drivers	< 0.01 g/dl
Random breath testing carried out	Yes
Testing carried out in case of fatal crash	All drivers tested
Self-reported enforcement	–
% road traffic deaths involving alcohol	5% [c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	No
Helmet standard referred to and/or specified	Yes
Children passengers on motorcycles	Prohibited under 12 yrs [d]
Self-reported enforcement	–
Helmet wearing rate	100% All riders [e]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Self-reported enforcement	–
Seat-belt wearing rate	95% Front seats [d], 93% Rear seats [e]
National child restraint law	Yes
Children seated in front seat	Allowed in a child restraint
Child restraint required	Up to 14 yrs/150 cm
Child restraint standard referred to and/or specified	Yes
Self-reported enforcement	–
% children using child restraints	97% Rear seats [e]
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

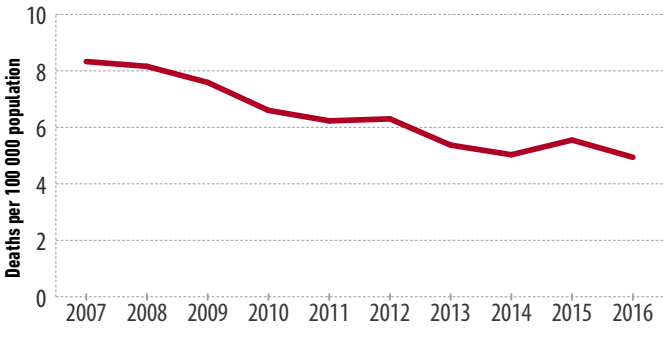
[c] 2016, Statistics Austria (online)
[d] Or until footrests can be reached
[e] 2016, IRTAD Road Safety Annual Report 2016

Deaths by road user category



Source: Statistics Austria (online)

Trends in reported road traffic deaths



Source: Statistics Austria (online)

Legislative review conducted by WHO. Vehicle safety data from UNECE WP.29. Other data collected by questionnaire and cleared by Ministry of Transport, Innovation and Technology.

Azerbaijan

Population: 9 725 376 | Income group: Middle | Gross national income per capita: US$ 4 760

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	Partial
Design standards for the safety of pedestrians / cyclists	Partial
Inspections / star rating of existing roads	Yes
Investments to upgrade high risk locations	No
Policies & investment in urban public transport	Yes

SAFER VEHICLES

Total registered vehicles for 2016	1 330 551
Cars and 4-wheeled light vehicles	1 136 983
Motorized 2- and 3-wheelers	3 290
Heavy trucks	141 525
Buses	30 958
Other	17 795
Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No
Motorcycle anti-lock braking system	No

POST-CRASH CARE

National emergency care access number	National, single number
Trauma registry	National
Formal certification for prehospital providers	No
National assessment of emergency care systems	No

DATA

Reported road traffic fatalities (2016)	759 [a] (77% M, 23% F)
Reported rate per 100 000 population (2016)	7.8 [a]
WHO estimated road traffic fatalities (2016)	845 [b]
WHO estimated rate per 100 000 population (2016)	8.7 [b]

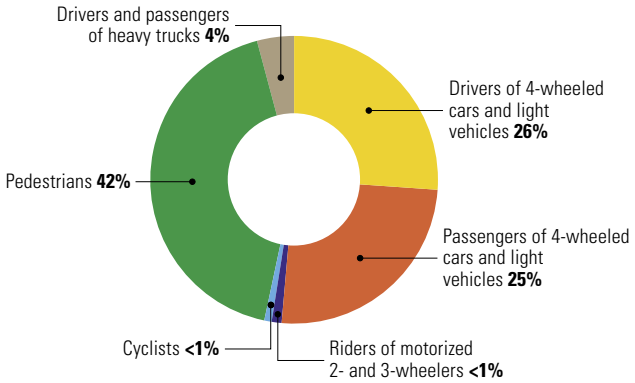
[a] State Statistical Committee and State Road Police. Died within 7 days of crash
[b] WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	90km/h
Max motorway speed limit	110 km/h
Local authorities can modify limits	No
Self-reported enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Predominant type of enforcement	Automated
National drink-driving law	Yes [c]
BAC limit – general population	–
BAC limit – young or novice drivers	–
Random breath testing carried out	Yes
Testing carried out in case of fatal crash	All drivers tested
Self-reported enforcement	0 1 2 3 4 5 6 7 8 (9) 10
% road traffic deaths involving alcohol	15% [d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	No
Helmet standard referred to and/or specified	No
Children passengers on motorcycles	Prohibited under 12 yrs
Self-reported enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Helmet wearing rate	–
National seat-belt law	Yes
Applies to front and rear seat occupants	No [e]
Self-reported enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Seat-belt wearing rate	40% Front seats [d], 20% Rear seats [d]
National child restraint law	No [e]
Children seated in front seat	Allowed in a child restraint [f]
Child restraint required	–
Child restraint standard referred to and/or specified	–
Self-reported enforcement	–
% children using child restraints	–
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

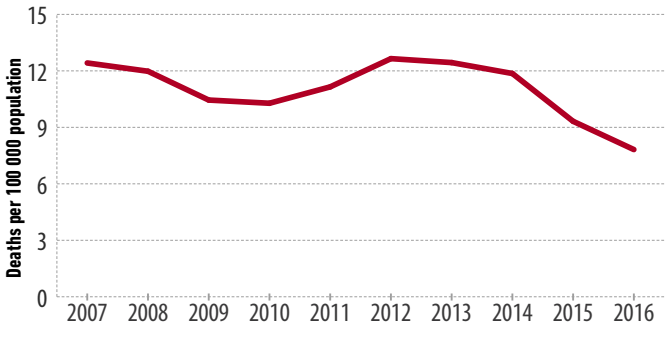
[c] Law not based on BAC/BrAC
[d] 2016, Internal statistical data of State Road Police
[e] The obligation to use seat belt does not apply in residential areas nor for children under 12 years
[f] Child restraint systems are only required for children under 12 years seated in the front

Deaths by road user category



Source: 2016, Internal statistical data of State Road Police

Trends in reported road traffic deaths



Source: Azerbaijan national statistics (online)

Legislative review conducted by WHO. Vehicle safety data from UNECE WP.29. Other data collected by questionnaire and cleared by Ministry of Health.

Belarus

Population: 9 480 042 | Income group: Middle | Gross national income per capita: US$ 5 600

INSTITUTIONAL FRAMEWORK

Lead agency	The Permanent Commission of the Ensuring Traffic Safety under the Council of Ministers of the Republic of Belarus
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	20% (2016-2020)

SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	No
Design standards for the safety of pedestrians / cyclists	Yes
Inspections / star rating of existing roads	Yes
Investments to upgrade high risk locations	Yes
Policies & investment in urban public transport	Yes

SAFER VEHICLES

Total registered vehicles for 01.01.2017	4 192 291
Cars and 4-wheeled light vehicles	3 067 501
Motorized 2- and 3-wheelers	415 761
Heavy trucks	414 364
Buses	43 602
Other	251 063
Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No
Motorcycle anti-lock braking system	No

POST-CRASH CARE

National emergency care access number	National, single number
Trauma registry	None
Formal certification for prehospital providers	No
National assessment of emergency care systems	No

DATA

Reported road traffic fatalities (2016)	588 [a] (69% M, 31% F)
Reported rate per 100 000 population (2016)	6.2 [a]
WHO estimated road traffic fatalities (2016)	841 [b]
WHO estimated rate per 100 000 population (2016)	8.9 [b]

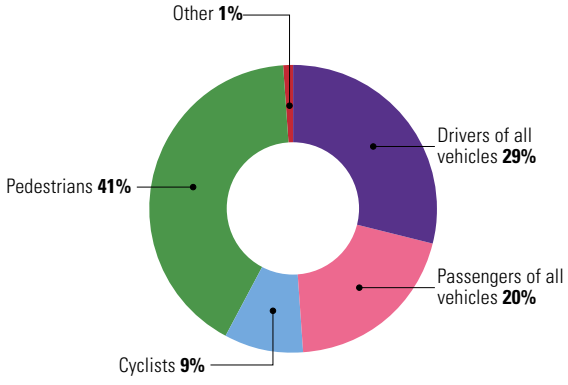
[a] Ministry of Internal Affairs, State Automobile Inspection Department. Died within 30 days of crash
[b] WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	110 km/h
Local authorities can modify limits	No
Self-reported enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Predominant type of enforcement	Manual and automated
National drink-driving law	Yes
BAC limit – general population	< 0.03 g/dl
BAC limit – young or novice drivers	< 0.03 g/dl
Random breath testing carried out	Yes [c]
Testing carried out in case of fatal crash	All drivers tested
Self-reported enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% road traffic deaths involving alcohol	14% (Drivers) [d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	Yes
Helmet standard referred to and/or specified	Yes
Children passengers on motorcycles	Prohibited under 12 yrs
Self-reported enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Helmet wearing rate	–
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	–
National child restraint law	Yes
Children seated in front seat	Allowed in a child restraint [e]
Child restraint required	Up to 5 yrs [f]
Child restraint standard referred to and/or specified	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% children using child restraints	–
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

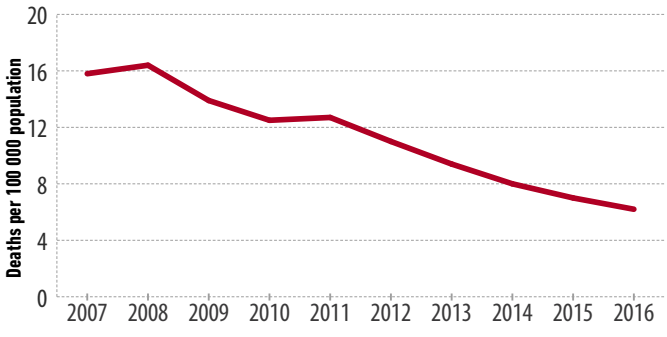
[c] Legislation requires probable cause to test drivers
[d] 2016, Ministry of Internal Affairs, State Automobile Inspection Department
[e] If rear-facing child restraints, airbag shall be deactivated
[f] For children aged 5-12 years, either CRS or "other means" (than CRS) can be used to secure the child using the seat belt

Deaths by road user category



Source: 2016, Information about the State of of Road Traffic Accidents in the Republic of Belarus in 2016

Trends in reported road traffic deaths



Source: Information about the State of of Road Traffic Accidents in the Republic of Belarus in 2016

Legislative review conducted by WHO. Vehicle safety data from UNECE WP.29. Other data collected by questionnaire and cleared by Ministry of Health.

Belgium

Population: 11 358 379 | Income group: High | Gross national income per capita: US$ 41 860

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

SAFER ROADS AND MOBILITY	
Audits or star rating required for new road infrastructure	Yes
Design standards for the safety of pedestrians / cyclists	Yes
Inspections / star rating of existing roads	Yes
Investments to upgrade high risk locations	Yes
Policies & investment in urban public transport	Yes

SAFER VEHICLES	
Total registered vehicles for 2016	7 330 718
Cars and 4-wheeled light vehicles	6 440 811
Motorized 2- and 3-wheelers	471 766
Heavy trucks	143 554
Buses	15 970
Other	258 617
Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes
Motorcycle anti-lock braking system	Yes

POST-CRASH CARE	
National emergency care access number	National, single number
Trauma registry	National
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	No

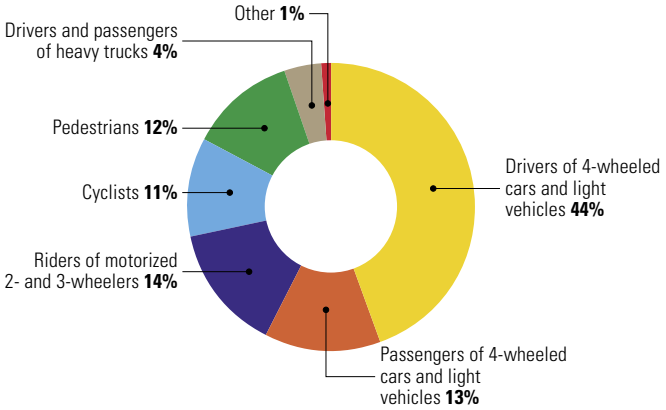
DATA	
Reported road traffic fatalities (2016)	637 [a] (76% M, 24% F)
Reported rate per 100 000 population (2016)	5.7 [a]
WHO estimated road traffic fatalities (2016)	657 [b]
WHO estimated rate per 100 000 population (2016)	5.8 [b]

[a] Statistics Belgium. Died within 30 days of crash
[b] WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h [c]
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes
Self-reported enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Predominant type of enforcement	Manual and automated
National drink-driving law	Yes
BAC limit – general population	< 0.05 g/dl
BAC limit – young or novice drivers	< 0.05 g/dl
Random breath testing carried out	Yes
Testing carried out in case of fatal crash	Some drivers tested
Self-reported enforcement	0 1 2 3 4 5 (6) 7 8 9 10
% road traffic deaths involving alcohol	–
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	No
Helmet standard referred to and/or specified	Yes
Children passengers on motorcycles	Prohibited for 3 or 8 yrs [d]
Self-reported enforcement	0 1 2 3 4 5 6 8 (9) 10
Helmet wearing rate	99% Drivers [e], 100% Passengers [e]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Self-reported enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Seat-belt wearing rate	92% Front seats [f], 86% Rear seats [f]
National child restraint law	Yes
Children seated in front seat	Allowed in a child restraint [g]
Child restraint required	Up to 18 yrs/135 cm
Child restraint standard referred to and/or specified	Yes [h]
Self-reported enforcement	0 1 2 3 4 (5) 6 7 8 9 10
% children using child restraints	89% [i]
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

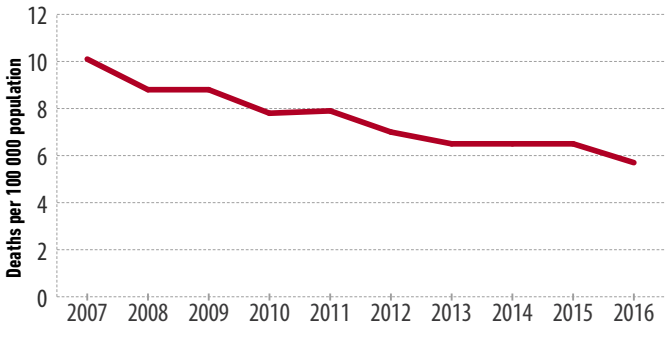
[c] The 90 km/h speed limit applies on rural areas in Brussels capital region and Wallon region while there is a 70 km/h speed limit in the Flemish region
[d] Restrictions vary depending on the type of motorcycles: children under 3 years are not allowed on mopeds and motorcycles, children under 8 years are not allowed on motorcycles over 125cc
[e] 2013, Belgian Road Safety Institute
[f] 2015, Belgian Road Safety Institute
[g] Provided that airbag is deactivated if child is in a rear-facing child restraint system
[h] All child restraints sold in Belgium must comply with UNECE regulation
[i] 2014, Roynard, M (2015)

Deaths by road user category



Source: 2016, Statistics Belgium

Trends in reported road traffic deaths



Source: Statistics Belgium

Legislative review conducted by WHO. Vehicle safety data from UNECE WP.29. Other data collected by questionnaire and cleared by National Institute for Road Safety.

Bosnia and Herzegovina

Population: 3 516 816 | Income group: Middle | Gross national income per capita: US$ 4 880

INSTITUTIONAL FRAMEWORK

Lead agency	Agency for Traffic Safety of the Republic of Srpska, Ministry of Communications and Transport
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2013-2022)

SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	Partial
Design standards for the safety of pedestrians / cyclists	Yes
Inspections / star rating of existing roads	Yes
Investments to upgrade high risk locations	Yes
Policies & investment in urban public transport	No

SAFER VEHICLES

Total registered vehicles for 2016	978 229
Cars and 4-wheeled light vehicles	840 280
Motorized 2- and 3-wheelers	14 399
Heavy trucks	79 135
Buses	4 275
Other	40 140
Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No
Motorcycle anti-lock braking system	No

POST-CRASH CARE

National emergency care access number	National, single number
Trauma registry	None
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	Yes

DATA

Reported road traffic fatalities (2016)	318 [a]
Reported rate per 100 000 population (2016)	9.0 [a]
WHO estimated road traffic fatalities (2016)	552 (95% CI 500 - 603) [b]
WHO estimated rate per 100 000 population (2016)	15.7 [b]

[a] Combined sources, including Federal Ministry of Interior and Ministry of Interior of Republic of Srpska. Died within 30 days of crash
[b] WHO's method to obtain comparable country estimates: Group 4.Countries/areas without eligible death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

SAFER ROAD USERS

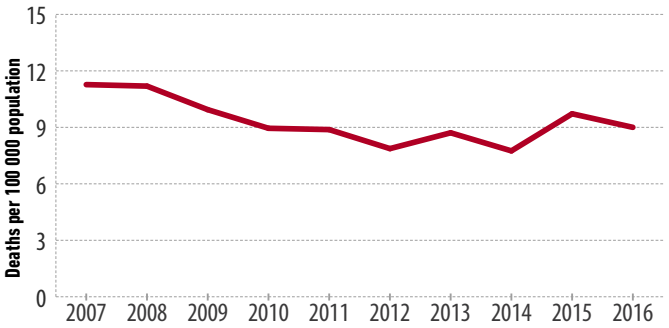
National speed limit law	Yes
Max urban speed limit	50 km/h [c]
Max rural speed limit	80 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	No
Self-reported enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Predominant type of enforcement	Manual and automated
National drink-driving law	Yes
BAC limit – general population	≤ 0.03 g/dl
BAC limit – young or novice drivers	0.00 g/dl
Random breath testing carried out	Yes
Testing carried out in case of fatal crash	All drivers tested
Self-reported enforcement	0 1 2 3 4 5 (6) 7 8 9 10
% road traffic deaths involving alcohol	21% [d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	No
Helmet standard referred to and/or specified	No
Children passengers on motorcycles	Prohibited under 12 yrs
Self-reported enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Helmet wearing rate	–
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Self-reported enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Seat-belt wearing rate	51% Front seats [e], 11% Rear seats [e]
National child restraint law	Yes
Children seated in front seat	Prohibited under 12 yrs [f]
Child restraint required	Up to 12 yrs [g]
Child restraint standard referred to and/or specified	No
Self-reported enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% children using child restraints	40% [h]
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

[c] Can be increased up to an unspecified speed
[d] 2016, Ministry of Interior of Republic of Srpska
[e] 2016, Auto Moto Association of Republic of Srpska
[f] By exception, a child under 2 years can be seated in the front if there is no airbag installed or if the airbag is deactivated when the child is seated in a rear-facing seat
[g] Children aged 5-12 years can be either restrained in a booster seat or in a child restraint
[h] 2016, Auto Moto Association of Republic of Srpska (Data only for Republic of Srpska)

Deaths by road user category

Source: 2016, Annual report for 2016 of Brcko district, B&H traffic police unit and Ministry of Interior of Republic of Srpska

Trends in reported road traffic deaths



Source: Multiple sources, including Federal Ministry of Internal Affairs and Ministry of Interior of the Republic of Srpska

Legislative review conducted by WHO. Vehicle safety data from UNECE WP.29. Other data collected by questionnaire and cleared by Ministry of Civil Affairs.

Bulgaria

Population: 7 131 494 | Income group: Middle | Gross national income per capita: US$ 7 470

INSTITUTIONAL FRAMEWORK

Lead agency	State-public Consultative Commission on the Problems of Road Safety
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2011-2020)

SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	Partial
Design standards for the safety of pedestrians / cyclists	Yes
Inspections / star rating of existing roads	No
Investments to upgrade high risk locations	No
Policies & investment in urban public transport	Yes

SAFER VEHICLES

Total registered vehicles for 2016	4 031 748
Cars and 4-wheeled light vehicles	3 637 961
Motorized 2- and 3-wheelers	174 487
Heavy trucks	196 372
Buses	22 928
Other	0
Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes
Motorcycle anti-lock braking system	Yes

POST-CRASH CARE

National emergency care access number	National, single number
Trauma registry	None
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	No

DATA

Reported road traffic fatalities (2016)	708 [a] (78% M, 22% F)
Reported rate per 100 000 population (2016)	10.0 [a]
WHO estimated road traffic fatalities (2016)	730 [b]
WHO estimated rate per 100 000 population (2016)	10.2 [b]

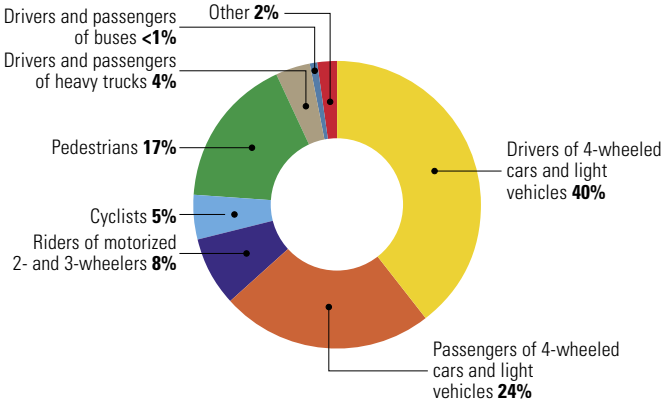
[a] Chief Directorate "National Police", Ministry of Interior; National Statistical Institute. Died within 30 days of crash
[b] WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	140 km/h
Local authorities can modify limits	No
Self-reported enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Predominant type of enforcement	Automated
National drink-driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	≤ 0.05 g/dl
Random breath testing carried out	Yes
Testing carried out in case of fatal crash	All drivers tested
Self-reported enforcement	0 1 2 3 4 (5) 6 7 8 9 10
% road traffic deaths involving alcohol	<1% [c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	No
Helmet standard referred to and/or specified	No
Children passengers on motorcycles	Prohibited under 12 yrs
Self-reported enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Helmet wearing rate	80% Drivers [d], 30% Passengers [c]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Self-reported enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Seat-belt wearing rate	80% All occupants [e]
National child restraint law	Yes
Children seated in front seat	Allowed in a child restraint [f]
Child restraint required	Up to 150 cm
Child restraint standard referred to and/or specified	Yes
Self-reported enforcement	0 1 2 3 4 5 (6) 7 8 9 10
% children using child restraints	–
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

[c] 2016, Chief Directorate "National Police", Ministry of Interior, National Statistical Institute
[d] 2010, Traffic police monitoring
[e] 2010-2013, Surveys of knowledge and attitudes towards behavioral change and healthy lifestyle skills
[f] Provided that airbag is deactivated if child is in a rear-facing child restraint system

Deaths by road user category



Source: 2016, Chief Directorate "National Police", Ministry of Interior; National Statistical Institute

Trends in reported road traffic deaths

Source: Chief Directorate "National Police", Ministry of Interior and National Statistical Institute

Legislative review conducted by WHO. Vehicle safety data from UNECE WP.29. Other data collected by questionnaire and cleared by Ministry of Health.

Croatia

Population: 4 213 265 | Income group: Middle | Gross national income per capita: US$ 12 110

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

SAFER ROADS AND MOBILITY	
Audits or star rating required for new road infrastructure	Partial
Design standards for the safety of pedestrians / cyclists	Yes
Inspections / star rating of existing roads	Yes
Investments to upgrade high risk locations	Yes
Policies & investment in urban public transport	Yes

SAFER VEHICLES	
Total registered vehicles for 2016	1 996 056
Cars and 4-wheeled light vehicles	1 551 819
Motorized 2- and 3-wheelers	150 478
Heavy trucks	159 542
Buses	5 514
Other	128 703
Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes
Motorcycle anti-lock braking system	Yes

POST-CRASH CARE	
National emergency care access number	National, single number
Trauma registry	None
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	No

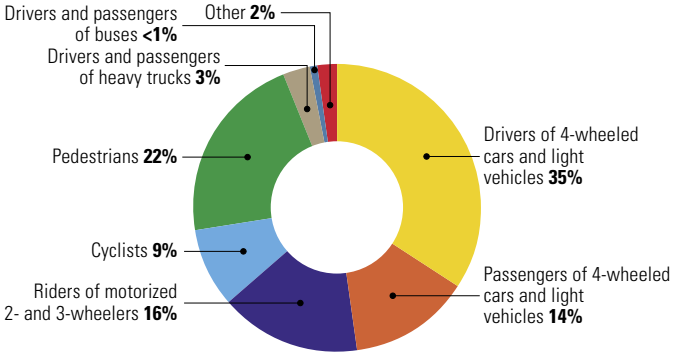
DATA	
Reported road traffic fatalities (2016)	307 [a] (79% M, 21% F)
Reported rate per 100 000 population (2016)	7.3 [a]
WHO estimated road traffic fatalities (2016)	340 [b]
WHO estimated rate per 100 000 population (2016)	8.1 [b]

[a] Ministry of Interior. Died within 30 days of crash
[b] WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h [c]
Max rural speed limit	90 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	Yes
Self-reported enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Predominant type of enforcement	Manual and automated
National drink-driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	0.00 g/dl
Random breath testing carried out	Yes
Testing carried out in case of fatal crash	Some drivers tested
Self-reported enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% road traffic deaths involving alcohol	24% [d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	Yes
Helmet standard referred to and/or specified	Yes
Children passengers on motorcycles	Prohibited under 12 yrs
Self-reported enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Helmet wearing rate	95% Drivers [e], 95% Passengers [e]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Self-reported enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Seat-belt wearing rate	62% Front seats [e], 14% Rear seats [e]
National child restraint law	Yes
Children seated in front seat	Prohibited under 150 cm
Child restraint required	Up to 135/150 cm [f]
Child restraint standard referred to and/or specified	No
Self-reported enforcement	0 1 2 3 4 (5) 6 7 8 9 10
% children using child restraints	–
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

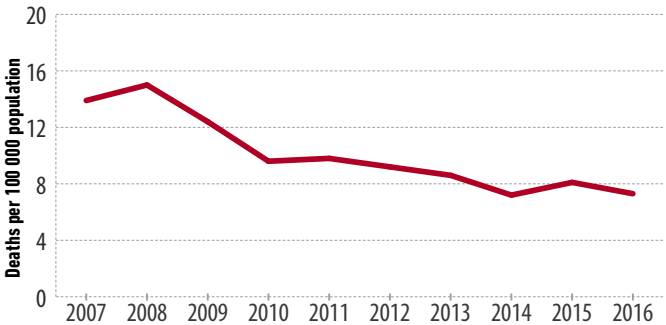
[c] Can be increased up to 80 km/h
[d] 2016, Ministry of Interior
[e] 2015, Faculty of Transort and Traffic Sciences, University of Zagreb
[f] A child of height 135-150 cm can be restrained with an adult seat belt only provided that this child sits in the rear of the car

Deaths by road user category



Source: 2016, Ministry of Interior

Trends in reported road traffic deaths



Source: Ministry of Interior

Legislative review conducted by WHO. Vehicle safety data from UNECE WP.29. Other data collected by questionnaire and cleared by Ministry of Health.

Cyprus

Population: 1 170 125 | Income group: High | Gross national income per capita: US$ 23 680

INSTITUTIONAL FRAMEWORK

Lead agency	Road Safety Unit, Ministry of Transport, Communications and Works
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2012-2020)

SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	Partial
Design standards for the safety of pedestrians / cyclists	Yes
Inspections / star rating of existing roads	Yes
Investments to upgrade high risk locations	Yes
Policies & investment in urban public transport	Yes

SAFER VEHICLES

Total registered vehicles for 2015	650 805
Cars and 4-wheeled light vehicles	487 692
Motorized 2- and 3-wheelers	39 282
Heavy trucks	121 119
Buses	2 712
Other	0
Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes
Motorcycle anti-lock braking system	Yes

POST-CRASH CARE

National emergency care access number	National, multiple numbers
Trauma registry	Subnational
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	Yes

DATA

Reported road traffic fatalities (2016)	46 [a] (78% M, 22% F)
Reported rate per 100 000 population (2016)	5.4 [a]
WHO estimated road traffic fatalities (2016)	60 [b]
WHO estimated rate per 100 000 population (2016)	5.1 [b]

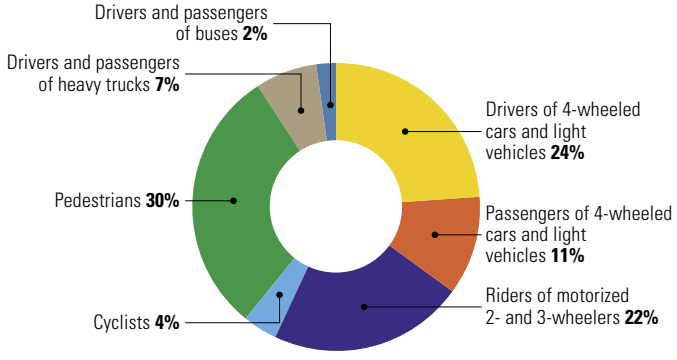
[a] Cyprus Police. Died within 30 days of crash
[b] WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	65 km/h
Max rural speed limit	No
Max motorway speed limit	100 km/h
Local authorities can modify limits	Yes
Self-reported enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Predominant type of enforcement	Manual
National drink-driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	≤ 0.02 g/dl
Random breath testing carried out	Yes
Testing carried out in case of fatal crash	All drivers tested
Self-reported enforcement	0 1 2 3 4 5 6 (7) 8 9 10
% road traffic deaths involving alcohol	17% [c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	Yes
Helmet standard referred to and/or specified	Yes
Children passengers on motorcycles	Prohibited under 12 yrs
Self-reported enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Helmet wearing rate	75% Drivers [d], 68% Passengers [d]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Self-reported enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Seat-belt wearing rate	–
National child restraint law	Yes
Children seated in front seat	Allowed in a child restraint [e]
Child restraint required	Up to 135/150 cm [f]
Child restraint standard referred to and/or specified	Yes
Self-reported enforcement	0 1 2 3 4 5 (6) 7 8 9 10
% children using child restraints	–
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

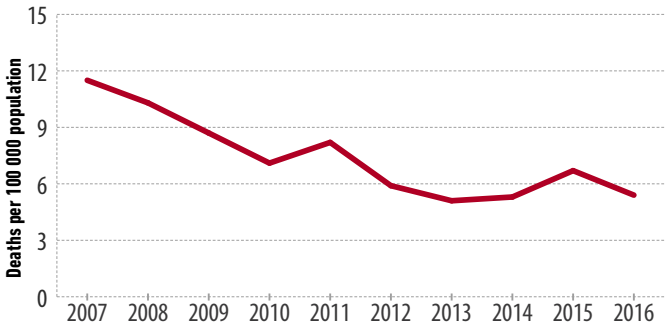
[c] 2016, Cyprus Police
[d] 2010, Cyprus Police
[e] Provided that airbag is deactivated if child is in a rear-facing child restraint system
[f] A child of height 135-150 cm can be restrained with an adult seat belt only provided that this child sits in the rear of the car

Deaths by road user category



Source: 2016, Cyprus Police

Trends in reported road traffic deaths



Source: Cyprus Police and Cyprus Statistical Service

Legislative review conducted by WHO. Vehicle safety data from UNECE WP.29. Other data collected by questionnaire and cleared by Ministry of Health.

Czechia

Population: 10 610 947 | Income group: High | Gross national income per capita: US$ 17 570

INSTITUTIONAL FRAMEWORK

Lead agency	The Council of the Government of the Czech Republic for Road Safety
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	60% (2011-2020)

SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	Partial
Design standards for the safety of pedestrians / cyclists	Yes
Inspections / star rating of existing roads	Yes
Investments to upgrade high risk locations	No
Policies & investment in urban public transport	Yes

SAFER VEHICLES

Total registered vehicles for 2015	7 325 789
Cars and 4-wheeled light vehicles	5 115 316
Motorized 2- and 3-wheelers	1 046 467
Heavy trucks	646 792
Buses	19 950
Other	497 264
Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes
Motorcycle anti-lock braking system	Yes

POST-CRASH CARE

National emergency care access number	National, single number
Trauma registry	National
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	Yes

DATA

Reported road traffic fatalities (2016)	611 [a] (76% M, 24% F)
Reported rate per 100 000 population (2016)	5.9 [a]
WHO estimated road traffic fatalities (2016)	630 [b]
WHO estimated rate per 100 000 population (2016)	5.9 [b]

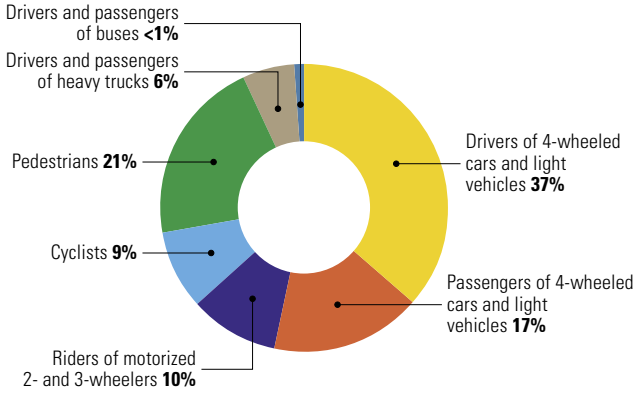
[a] Ranking EU Progress on Road Safety. Died within 30 days of crash
[b] WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h [c]
Max rural speed limit	90 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	Yes
Self-reported enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Predominant type of enforcement	Manual
National drink-driving law	Yes
BAC limit – general population	≤ 0.03 g/dl
BAC limit – young or novice drivers	≤ 0.03 g/dl
Random breath testing carried out	Yes
Testing carried out in case of fatal crash	All drivers tested
Self-reported enforcement	0 1 2 3 4 5 6 (7) 8 9 10
% road traffic deaths involving alcohol	10% [d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	Yes
Helmet standard referred to and/or specified	Yes
Children passengers on motorcycles	Prohibited under 12 yrs
Self-reported enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Helmet wearing rate	–
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	98% Front seats [e], 72% Rear seats [e]
National child restraint law	Yes
Children seated in front seat	Allowed in a child restraint [f]
Child restraint required	Up to 36 kg/150 cm
Child restraint standard referred to and/or specified	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% children using child restraints	–
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

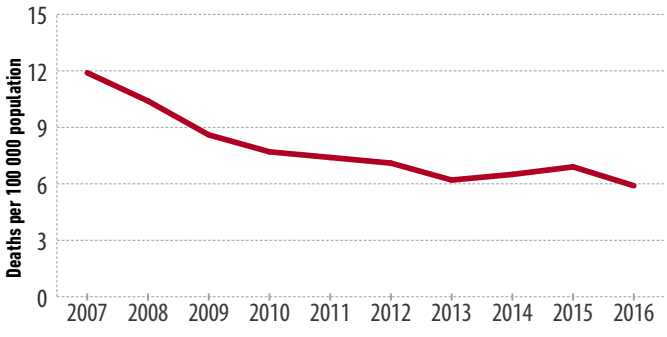
[c] Can be increased up to 80 km/h
[d] 2016, Directorate of Traffic Police Service, Traffic accident statistics
[e] 2016, Center for Transport Research, Public Research Institute
[f] Provided that airbag is deactivated if child is in a rear-facing child restraint system

Deaths by road user category



Source: 2016, Directorate of Traffic Police Service, Traffic accident statistics

Trends in reported road traffic deaths



Source: Directorate of Traffic Police Service, Traffic accident statistics

Legislative review conducted by WHO. Vehicle safety data from UNECE WP.29. Other data collected by questionnaire and cleared by Ministry of Health.

Denmark

Population: 5 711 870 | Income group: High | Gross national income per capita: US$ 56 730

INSTITUTIONAL FRAMEWORK

Lead agency	No
Funded in national budget	–
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	≤120 fatalities by 2020 (2013-2020)

SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	Partial
Design standards for the safety of pedestrians / cyclists	Yes
Inspections / star rating of existing roads	Yes
Investments to upgrade high risk locations	Yes
Policies & investment in urban public transport	Yes

SAFER VEHICLES

Total registered vehicles for 2016	3 131 673
Cars and 4-wheeled light vehicles	2 786 472
Motorized 2- and 3-wheelers	198 035
Heavy trucks	41 436
Buses	13 383
Other	92 347
Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes
Motorcycle anti-lock braking system	Yes

POST-CRASH CARE

National emergency care access number	National, single number
Trauma registry	National
Formal certification for prehospital providers	–
National assessment of emergency care systems	Yes

DATA

Reported road traffic fatalities (2016)	211 [a] (73% M, 27% F)
Reported rate per 100 000 population (2016)	3.7 [a]
WHO estimated road traffic fatalities (2016)	227 [b]
WHO estimated rate per 100 000 population (2016)	4 [b]

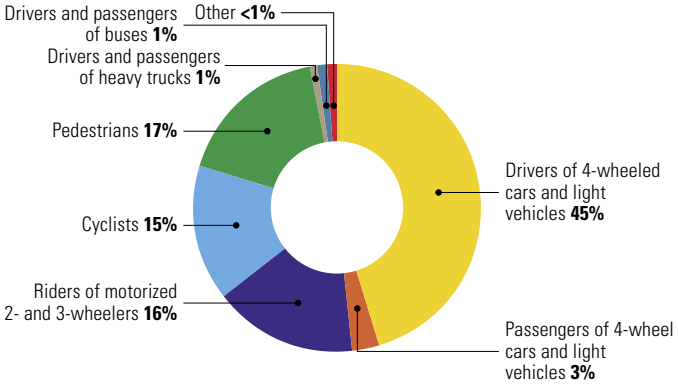
[a] Road Directorate, Traffic accidents for the year 2016. Died within 30 days of crash
[b] WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	Yes [c]
Self-reported enforcement	–
Predominant type of enforcement	Automated
National drink-driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	≤ 0.05 g/dl
Random breath testing carried out	Yes
Testing carried out in case of fatal crash	Some drivers tested
Self-reported enforcement	–
% road traffic deaths involving alcohol	–
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	Yes
Helmet standard referred to and/or specified	Yes
Children passengers on motorcycles	Prohibited under 5 yrs / 135 cm
Self-reported enforcement	–
Helmet wearing rate	98% Drivers [d]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Self-reported enforcement	–
Seat-belt wearing rate	96% Front seats [d], 91% Rear seats [d]
National child restraint law	Yes
Children seated in front seat	Allowed in a child restraint [e]
Child restraint required	Up to 135 cm
Child restraint standard referred to and/or specified	Yes
Self-reported enforcement	–
% children using child restraints	97% [f]
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

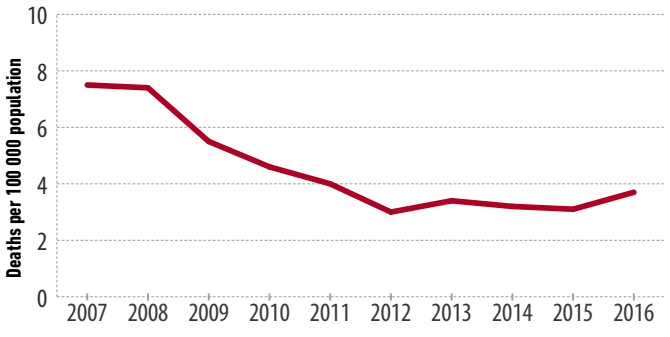
[c] Speed limits can be modified at local level by the road authorities and the police
[d] 2016, Danish Road Safety Council
[e] Provided that airbag is deactivated if a rear-facing restraint is used
[f] 2012, The Danish Road Traffic Investigation Board, Christian Skov

Deaths by road user category



Source: 2016, Danish Road Directorate statistics (based on police data)

Trends in reported road traffic deaths



Source: Danish Road Directorate statistics (based on police data), National statistics (Statistics Denmark)

Legislative review conducted by WHO. Vehicle safety data from UNECE WP.29. Other data collected by questionnaire and cleared by Danish Road Directorate.

Estonia

Population: 1 312 442 | Income group: High | Gross national income per capita: US$ 17 750

INSTITUTIONAL FRAMEWORK

Lead agency	Governmental Committee of Traffic Safety, Traffic Safety Department
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	51% (2015-2025)

SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	Partial
Design standards for the safety of pedestrians / cyclists	Yes
Inspections / star rating of existing roads	Yes
Investments to upgrade high risk locations	Yes
Policies & investment in urban public transport	No

SAFER VEHICLES

Total registered vehicles for 2016	865 040
Cars and 4-wheeled light vehicles	703 151
Motorized 2- and 3-wheelers	48 834
Heavy trucks	108 217
Buses	4 838
Other	0
Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes
Motorcycle anti-lock braking system	Yes

POST-CRASH CARE

National emergency care access number	National, single number
Trauma registry	None
Formal certification for prehospital providers	No
National assessment of emergency care systems	No

DATA

Reported road traffic fatalities (2016)	71 [a] (70% M, 30% F)
Reported rate per 100 000 population (2016)	5.4 [a]
WHO estimated road traffic fatalities (2016)	80 [b]
WHO estimated rate per 100 000 population (2016)	6.1 [b]

[a] Police and Border Guard Board's analysis and data warehouse information system. Died within 30 days of crash

[b] WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h [c]
Max rural speed limit	90 km/h
Max motorway speed limit	No [d]
Local authorities can modify limits	Yes
Self-reported enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Predominant type of enforcement	Automated
National drink-driving law	Yes
BAC limit – general population	< 0.02 g/dl
BAC limit – young or novice drivers	< 0.02 g/dl
Random breath testing carried out	Yes
Testing carried out in case of fatal crash	All drivers tested
Self-reported enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% road traffic deaths involving alcohol	10% [e]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	Yes
Helmet standard referred to and/or specified	Yes
Children passengers on motorcycles	Prohibited under 12 yrs
Self-reported enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Helmet wearing rate	98% Drivers [f]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Self-reported enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Seat-belt wearing rate	97 Front seats [g], 82% Rear seats [g]
National child restraint law	Yes [h]
Children seated in front seat	Not restricted
Child restraint required	— [h]
Child restraint standard referred to and/or specified	No
Self-reported enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% children using child restraints	98% [g]
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

[c] Can be increased up to 90 km/h on certain conditions

[d] No motorways in the country

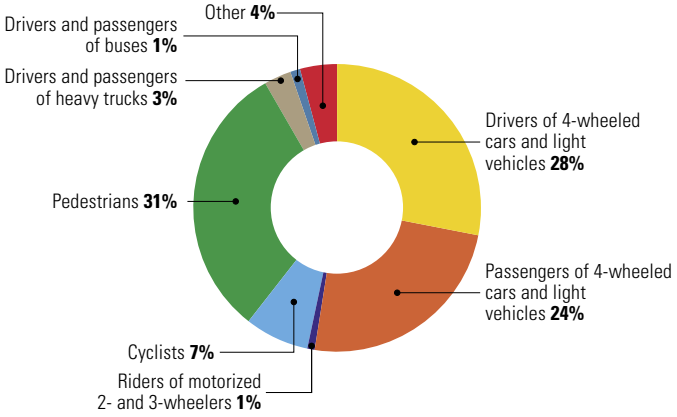
[e] 2016, Police and Border Guard Board's analysis and data warehouse information system

[f] 2015, Motorcyclist's travel, driving and safety habits

[g] 2016, Traffic Behavior Monitoring 2016

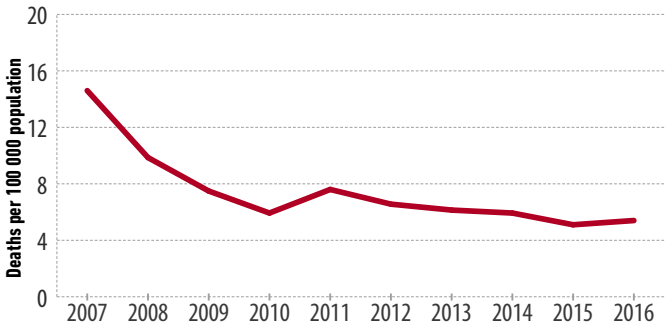
[h] The legislation generally states that children not tall enough to wear a seat belt must be secured by a safety device corresponding to the height and weight of the child but does not specify age/height/weight group covered

Deaths by road user category



Source: 2016, Police and Border Guard Board's analysis and data warehouse information system

Trends in reported road traffic deaths



Source: Police and Border Guard Board's analysis and data warehouse information system and Statistics Estonia

Legislative review conducted by WHO. Vehicle safety data from UNECE WP.29. Other data collected by questionnaire and cleared by Estonian Road Administration.

Finland

Population: 5 503 132 | Income group: High | Gross national income per capita: US$ 44 730

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	Yes
Design standards for the safety of pedestrians / cyclists	Yes
Inspections / star rating of existing roads	Yes
Investments to upgrade high risk locations	Yes
Policies & investment in urban public transport	Yes

SAFER VEHICLES

Total registered vehicles for 2016	5 217 850
Cars and 4-wheeled light vehicles	3 781 441
Motorized 2- and 3-wheelers	592 960
Heavy trucks	146 624
Buses	17 536
Other	679 289
Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes
Motorcycle anti-lock braking system	Yes

POST-CRASH CARE

National emergency care access number	National, single number
Trauma registry	National
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	Yes

DATA

Reported road traffic fatalities (2016)	252 [a] (81% M, 19% F)
Reported rate per 100 000 population (2016)	4.6 [a]
WHO estimated road traffic fatalities (2016)	260 [b]
WHO estimated rate per 100 000 population (2016)	4.7 [b]

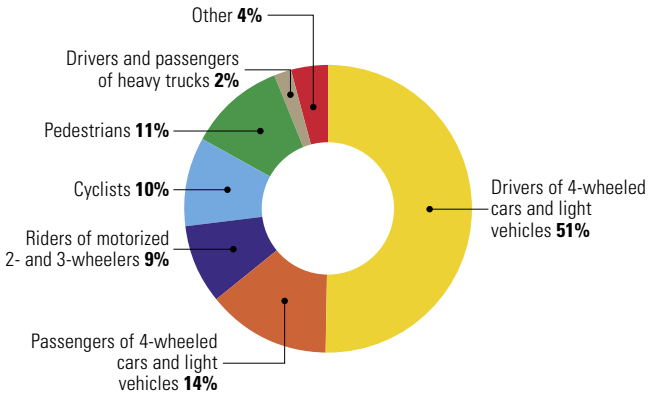
[a] Statistics Finland. Died within 30 days of crash
[b] WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Predominant type of enforcement	Manual and automated
National drink-driving law	Yes
BAC limit – general population	< 0.05 g/dl
BAC limit – young or novice drivers	< 0.05 g/dl
Random breath testing carried out	Yes
Testing carried out in case of fatal crash	All drivers tested
Self-reported enforcement	0 1 2 3 4 5 6 7 8 (9) 10
% road traffic deaths involving alcohol	24% [c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	No
Helmet standard referred to and/or specified	No
Children passengers on motorcycles	Not restricted
Self-reported enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Helmet wearing rate	98% All riders [d]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	95% Front seats [e], 85% Rear seats [e]
National child restraint law	Yes
Children seated in front seat	Allowed in a child restraint [f]
Child restraint required	Up to 135 cm
Child restraint standard referred to and/or specified	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% children using child restraints	97% [e]
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

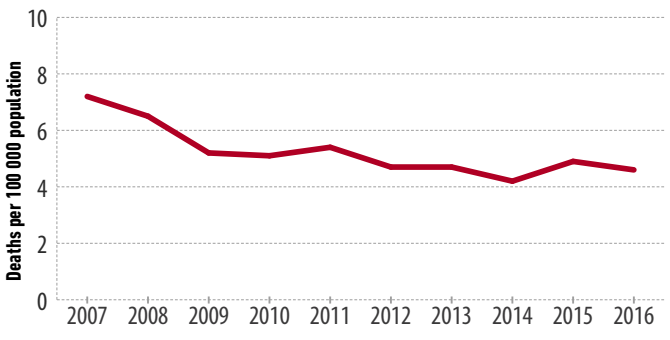
[c] 2016, Statistics Finland
[d] 2011, Finnish Road Safety Council, Research survey on moped drivers among students
[e] 2016, Finnish Road Safety Council
[f] Provided that airbag is deactivated if child is in a rear-facing child restraint system

Deaths by road user category



Source: 2016, Statistics Finland

Trends in reported road traffic deaths



Source: Statistics Finland

Legislative review conducted by WHO. Vehicle safety data from UNECE WP.29. Other data collected by questionnaire and cleared by Finnish Transport Safety Agency.

France

Population: 64 720 688 | Income group: High | Gross national income per capita: US$ 38 950

INSTITUTIONAL FRAMEWORK

Lead agency	Inter-ministerial Delegation for Road Safety, Ministry of Interior
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	50% (2010-2020)

SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	Partial
Design standards for the safety of pedestrians / cyclists	Yes
Inspections / star rating of existing roads	Yes
Investments to upgrade high risk locations	Yes
Policies & investment in urban public transport	Yes

SAFER VEHICLES

Total registered vehicles for 2015	42 363 000
Cars and 4-wheeled light vehicles	37 920 000
Motorized 2- and 3-wheelers	3 800 000
Heavy trucks	550 000
Buses	93 000
Other	0
Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes
Motorcycle anti-lock braking system	Yes

POST-CRASH CARE

National emergency care access number	National, single number
Trauma registry	Subnational
Formal certification for prehospital providers	–
National assessment of emergency care systems	No

DATA

Reported road traffic fatalities (2016)	3 477 [a] (76% M, 24% F)
Reported rate per 100 000 population (2016)	5.4 [a]
WHO estimated road traffic fatalities (2016)	3 585 [b]
WHO estimated rate per 100 000 population (2016)	5.5 [b]

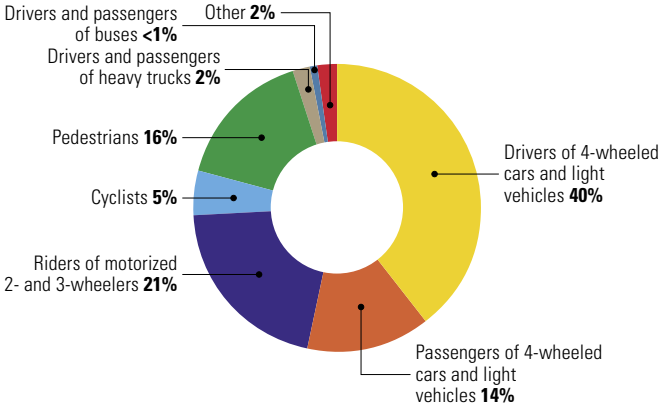
[a] National Interdepartmental Observatory of Road Safety (ONISR). Died within 30 days of crash
[b] WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Predominant type of enforcement	Automated
National drink-driving law	Yes
BAC limit – general population	< 0.05 g/dl
BAC limit – young or novice drivers	< 0.02 g/dl
Random breath testing carried out	Yes
Testing carried out in case of fatal crash	All drivers tested
Self-reported enforcement	0 1 2 3 4 5 6 (7) 8 9 10
% road traffic deaths involving alcohol	29% [c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	Yes
Helmet standard referred to and/or specified	Yes
Children passengers on motorcycles	Not restricted
Self-reported enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Helmet wearing rate	98% All riders [c]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	98% Front seats [c], 88% Rear seats [c]
National child restraint law	Yes
Children seated in front seat	Prohibited under 10 yrs [d]
Child restraint required	Up to 10 yrs
Child restraint standard referred to and/or specified	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 8 (9) 10
% children using child restraints	–
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

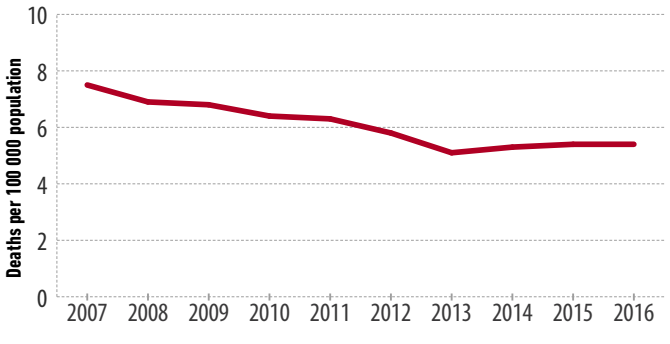
[c] 2016, National Interdepartmental Observatory of Road Safety (ONISR).
[d] By exception, children under 10 years can sit in the front if placed in a rear-facing child restraint (if front airbag is deactivated) or if there are no available rear seats

Deaths by road user category



Source: 2016, National Interdepartmental Observatory of Road Safety (ONISR)

Trends in reported road traffic deaths



Source: National Interdepartmental Observatory of Road Safety (ONISR, fatality data)

Legislative review conducted by WHO. Vehicle safety data from UNECE WP.29. Other data collected by questionnaire and cleared by Ministry of the Interior.

Georgia

Population: 3 925 405 | Income group: Middle | Gross national income per capita: US$ 3 810

INSTITUTIONAL FRAMEWORK

Lead agency	Ministry of Economy and Sustainable Development of Georgia
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	25% (2016-2020)

SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	Yes
Design standards for the safety of pedestrians / cyclists	Partial
Inspections / star rating of existing roads	No
Investments to upgrade high risk locations	Yes
Policies & investment in urban public transport	Yes

SAFER VEHICLES

Total registered vehicles for 2016	1 126 470
Cars and 4-wheeled light vehicles	919 199
Motorized 2- and 3-wheelers	63 083
Heavy trucks	93 497
Buses	50 691
Other	0
Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No
Motorcycle anti-lock braking system	No

POST-CRASH CARE

National emergency care access number	National, single number
Trauma registry	None
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	No

DATA

Reported road traffic fatalities (2016)	581 [a] (54% M, 20% F)
Reported rate per 100 000 population (2016)	15.6 [a]
WHO estimated road traffic fatalities (2016)	599 [b]
WHO estimated rate per 100 000 population (2016)	15.3 [b]

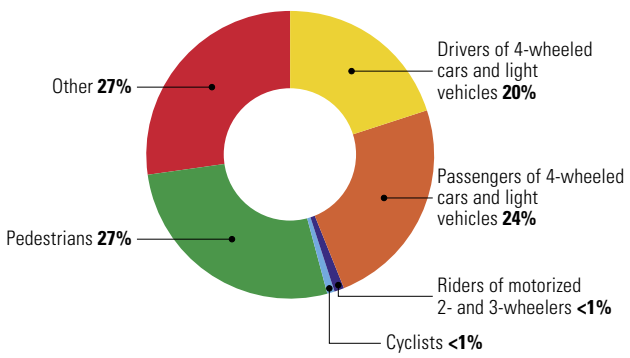
[a] Ministry of Interior Affairs. Died within 30 days of crash
[b] WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	110 km/h
Local authorities can modify limits	No
Self-reported enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Predominant type of enforcement	Automated
National drink-driving law	Yes
BAC limit – general population	≤ 0.03 g/dl
BAC limit – young or novice drivers	≤ 0.03 g/dl
Random breath testing carried out	Yes [c]
Testing carried out in case of fatal crash	All drivers tested
Self-reported enforcement	0 1 2 3 4 5 6 (7) 8 9 10
% road traffic deaths involving alcohol	9% [d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	Yes
Helmet standard referred to and/or specified	No
Children passengers on motorcycles	Prohibited under 12 yrs
Self-reported enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Helmet wearing rate	–
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Self-reported enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	70% Drivers [e], 60% Front seats [e]
National child restraint law	No
Children seated in front seat	Prohibited under 12 yrs
Child restraint required	–
Child restraint standard referred to and/or specified	–
Self-reported enforcement	–
% children using child restraints	–
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

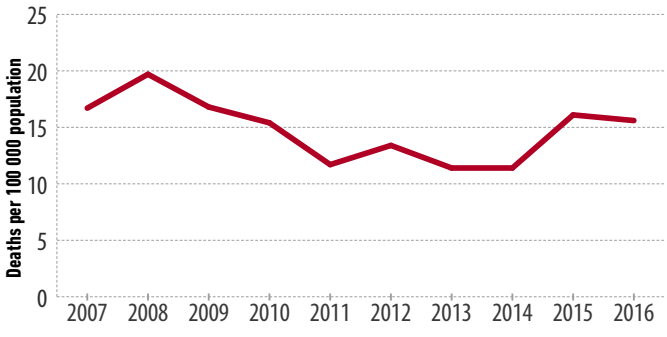
[c] Legislation requires probable cause to test drivers
[d] 2016, Ministry of Interior Affairs (Patrol police)
[e] 2006, World Bank Survey on Seat Belt in Tbilisi

Deaths by road user category



Source: 2016, Patrol police of the Ministry of Interior Affairs

Trends in reported road traffic deaths



Source: Ministry of Interior Affairs of Georgia

Legislative review conducted by WHO. Vehicle safety data from UNECE WP.29. Other data collected by questionnaire and cleared by National Center for Disease Control and Public Health.

Germany

Population: 81 914 672 | Income group: High | Gross national income per capita: US$ 43 660

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	Yes
Design standards for the safety of pedestrians / cyclists	Yes
Inspections / star rating of existing roads	Yes
Investments to upgrade high risk locations	Yes
Policies & investment in urban public transport	No

SAFER VEHICLES

Total registered vehicles for 2016	56 622 000
Cars and 4-wheeled light vehicles	45 071 000
Motorized 2- and 3-wheelers	6 248 000
Heavy trucks	4 942 000
Buses	78 000
Other	283 000
Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes
Motorcycle anti-lock braking system	Yes

POST-CRASH CARE

National emergency care access number	National, single number
Trauma registry	Some facilities
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	Yes

DATA

Reported road traffic fatalities (2016)	3 206 [a] (73% M, 27% F)
Reported rate per 100 000 population (2016)	3.9 [a]
WHO estimated road traffic fatalities (2016)	3 327 [b]
WHO estimated rate per 100 000 population (2016)	4.1 [b]

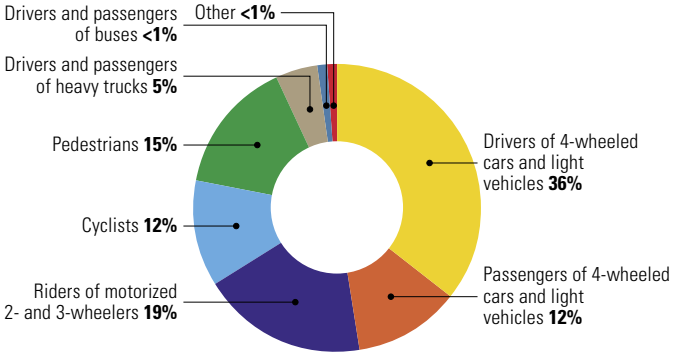
[a] Federal Statistical Office. Died within 30 days of crash
[b] WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	100 km/h
Max motorway speed limit	No [c]
Local authorities can modify limits	Yes
Self-reported enforcement	–
Predominant type of enforcement	–
National drink-driving law	Yes
BAC limit – general population	< 0.05 g/dl
BAC limit – young or novice drivers	0.00 g/dl
Random breath testing carried out	Yes
Testing carried out in case of fatal crash	Some drivers tested
Self-reported enforcement	–
% road traffic deaths involving alcohol	7% [d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	No
Helmet standard referred to and/or specified	No
Children passengers on motorcycles	Not restricted
Self-reported enforcement	–
Helmet wearing rate	99% Drivers [e], 100% Passengers [e]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Self-reported enforcement	–
Seat-belt wearing rate	98% Front seats [e], 99% Rear seats [e]
National child restraint law	Yes
Children seated in front seat	Allowed in a child restraint
Child restraint required	Up to 12 yrs/150 cm
Child restraint standard referred to and/or specified	Yes
Self-reported enforcement	–
% children using child restraints	97-99% [e]
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

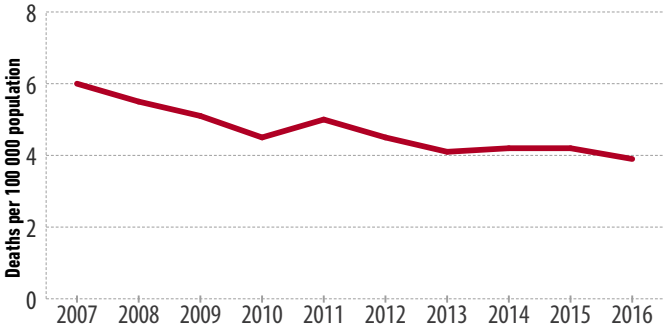
[c] There is no maximum speed limit on motorways
[d] 2016, Federal Statistical Office
[e] 2015, Federal Highway Research Institute (BASt)

Deaths by road user category



Source: 2016, Federal Statistical Office

Trends in reported road traffic deaths



Source: Federal Statistical Office

Legislative review conducted by WHO. Vehicle safety data from UNECE WP.29. Other data collected by questionnaire and cleared by Federal Highway Research Institute (BASt).

Greece

Population: 11 183 716 | Income group: High | Gross national income per capita: US$ 18 960

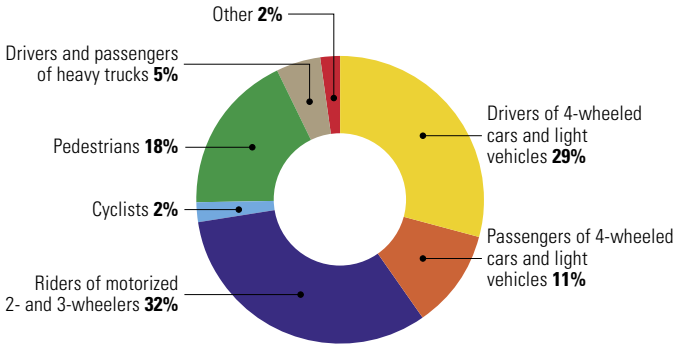
INSTITUTIONAL FRAMEWORK	
Lead agency	Inter-Ministerial Road Safety Committee
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	< 640 fatalities (2010-2020)
SAFER ROADS AND MOBILITY	
Audits or star rating required for new road infrastructure	Partial
Design standards for the safety of pedestrians / cyclists	Partial
Inspections / star rating of existing roads	Yes
Investments to upgrade high risk locations	Yes
Policies & investment in urban public transport	Yes
SAFER VEHICLES	
Total registered vehicles for 2016	9 489 299
Cars and 4-wheeled light vehicles	5 160 056
Motorized 2- and 3-wheelers	2 969 879
Heavy trucks	1 332 823
Buses	26 541
Other	0
Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes
Motorcycle anti-lock braking system	Yes
POST-CRASH CARE	
National emergency care access number	National, single number
Trauma registry	Some facilities
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	No
DATA	
Reported road traffic fatalities (2016)	824 [a] (80% M, 20% F)
Reported rate per 100 000 population (2016)	7.6 [a]
WHO estimated road traffic fatalities (2016)	1 026 [b]
WHO estimated rate per 100 000 population (2016)	9.2 [b]

[a] Hellenic Statistical Authority (ELSTAT). Died within 30 days of crash
[b] WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	Yes
Self-reported enforcement	0 1 2 (3) 4 5 6 7 8 9 10
Predominant type of enforcement	Manual
National drink-driving law	Yes
BAC limit – general population	< 0.05 g/dl
BAC limit – young or novice drivers	< 0.02 g/dl
Random breath testing carried out	Yes
Testing carried out in case of fatal crash	All drivers tested
Self-reported enforcement	0 1 2 3 (4) 5 6 7 8 9 10
% road traffic deaths involving alcohol	25% [c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	Yes
Helmet standard referred to and/or specified	Yes
Children passengers on motorcycles	Prohibited under 5 yrs [d]
Self-reported enforcement	0 1 2 3 (4) 5 6 7 8 9 10
Helmet wearing rate	75% Drivers [e], 46% Passengers [e]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Self-reported enforcement	0 1 2 3 (4) 5 6 7 8 9 10
Seat-belt wearing rate	74% Front seats [e], 23% Rear seats [e]
National child restraint law	Yes
Children seated in front seat	Allowed in a child restraint
Child restraint required	135-150 cm [f]
Child restraint standard referred to and/or specified	Yes
Self-reported enforcement	0 1 (2) 3 4 5 6 7 8 9 10
% children using child restraints	67% [e]
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

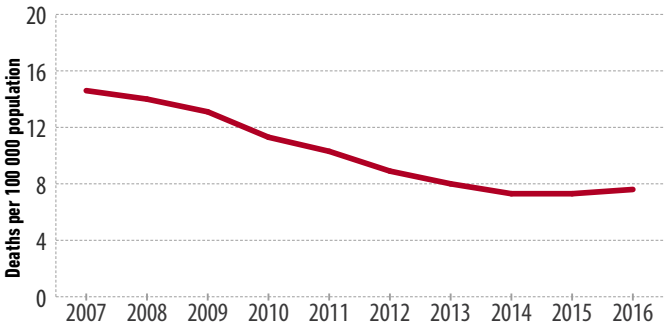
[c] 2015, Hellenic Statistical Authority (ELSTAT), National Technical University of Athens
[d] Unless placed in an appropriate child restraint
[e] 2009, National Technical University of Athens
[f] The use of seat belt is allowed for children of height 135-150 cm sitting in the rear

Deaths by road user category



Source: 2016, Hellenic Statistical Authority (ELSTAT)

Trends in reported road traffic deaths



Source: Hellenic Statistical Authority (ELSTAT)

Legislative review conducted by WHO. Vehicle safety data from UNECE WP.29. Other data collected by questionnaire and cleared by Department of Transportation Planning and Engineering.

Hungary

Population: 9 753 281 | Income group: High | Gross national income per capita: US$ 12 570

INSTITUTIONAL FRAMEWORK

Lead agency	No
Funded in national budget	–
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2017-2020)

SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	Yes
Design standards for the safety of pedestrians / cyclists	Yes
Inspections / star rating of existing roads	Yes
Investments to upgrade high risk locations	No
Policies & investment in urban public transport	No

SAFER VEHICLES

Total registered vehicles for 2016	4 022 798
Cars and 4-wheeled light vehicles	3 313 206
Motorized 2- and 3-wheelers	162 148
Heavy trucks	528 962
Buses	18 482
Other	0
Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes
Motorcycle anti-lock braking system	Yes

POST-CRASH CARE

National emergency care access number	National, single number
Trauma registry	None
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	No

DATA

Reported road traffic fatalities (2016)	607 [a] (76% M, 24% F)
Reported rate per 100 000 population (2016)	6.2 [a]
WHO estimated road traffic fatalities (2016)	756 [b]
WHO estimated rate per 100 000 population (2016)	7.8 [b]

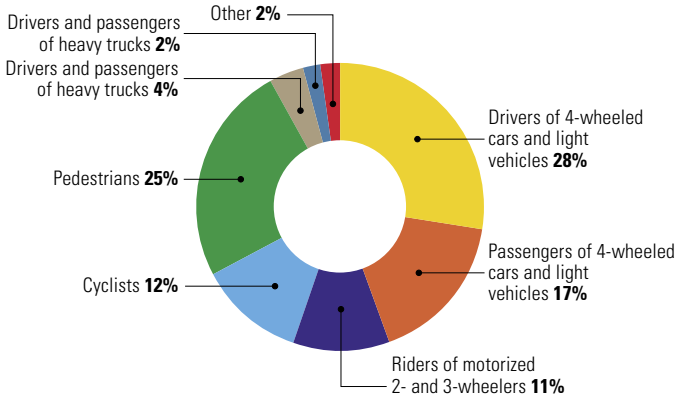
[a] Hungarian Central Statistical Office: Data collection No. 1009. Died within 30 days of crash
[b] WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	Yes
Self-reported enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Predominant type of enforcement	Manual and automated
National drink-driving law	Yes [c]
BAC limit – general population	0.00 g/dl
BAC limit – young or novice drivers	0.00 g/dl
Random breath testing carried out	Yes [d]
Testing carried out in case of fatal crash	All drivers tested
Self-reported enforcement	0 1 2 3 4 (5) 6 7 8 9 10
% road traffic deaths involving alcohol	7% [e]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	Yes
Helmet standard referred to and/or specified	Yes
Children passengers on motorcycles	Not restricted
Self-reported enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Helmet wearing rate	100% Budapest, 92% Country road [f]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Self-reported enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Seat-belt wearing rate	83% Front seats [g], 39% Rear seats [gf]
National child restraint law	Yes
Children seated in front seat	Allowed in a child restraint
Child restraint required	135-150 cm [h]
Child restraint standard referred to and/or specified	Yes
Self-reported enforcement	0 1 2 3 4 5 6 (7) 8 9 10
% children using child restraints	67% [i]
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

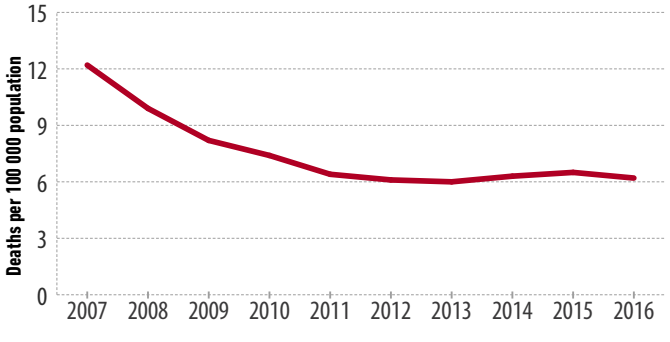
[c] Any presence of alcohol in the body is prohibited
[d] Legislation requires probable cause to test drivers
[e] 2016, Hungarian Central Statistical Office
[f] 2017, Institute for Transport Sciences
[g] 2015, Institute for Transport Sciences
[h] Children of height 135-150 cm can be restrained with seat belt only if they sit in the back
[i] 2015, Institute for Transport Sciences, Roadside survey

Deaths by road user category



Source: 2016, Hungarian Central Statistical Office: Data collection No. 1009

Trends in reported road traffic deaths



Source: Hungarian Central Statistical Office: Data collection No. 1009

Legislative review conducted by WHO. Vehicle safety data from UNECE WP.29. Other data collected by questionnaire and cleared by Ministry of Health Capacities.

Iceland

Population: 332 474 | Income group: High | Gross national income per capita: US$ 56 990

INSTITUTIONAL FRAMEWORK

Lead agency	The Icelandic Transport Authority (Samgöngustofa)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	–

SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	Yes
Design standards for the safety of pedestrians / cyclists	Partial
Inspections / star rating of existing roads	Yes
Investments to upgrade high risk locations	Yes
Policies & investment in urban public transport	Yes

SAFER VEHICLES

Total registered vehicles for 2016	289 501
Cars and 4-wheeled light vehicles	264 998
Motorized 2- and 3-wheelers	10 573
Heavy trucks	11 068
Buses	2 862
Other	0
Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes
Motorcycle anti-lock braking system	Yes

POST-CRASH CARE

National emergency care access number	National, single number
Trauma registry	National
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	No

DATA

Reported road traffic fatalities (2016)	18 [a] (72% M, 28% F)
Reported rate per 100 000 population (2016)	5.4 [a]
WHO estimated road traffic fatalities (2016)	22 [b]
WHO estimated rate per 100 000 population (2016)	6.6 [b]

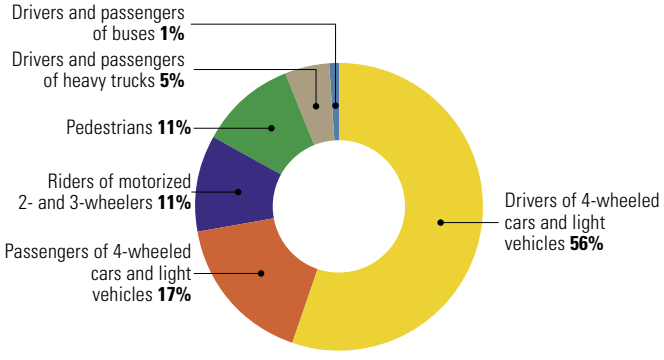
[a] Road Traffic Accident Report 2016, The Icelandic Transport Authority. Died within 30 days of crash
[b] WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	100 km/h
Local authorities can modify limits	No
Self-reported enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Predominant type of enforcement	Automated
National drink-driving law	Yes
BAC limit – general population	< 0.05 g/dl
BAC limit – young or novice drivers	< 0.05 g/dl
Random breath testing carried out	Yes
Testing carried out in case of fatal crash	All drivers tested
Self-reported enforcement	0 1 2 3 4 5 6 (7) 8 9 10
% road traffic deaths involving alcohol	14% [c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	No
Helmet standard referred to and/or specified	No
Children passengers on motorcycles	Not restricted [d]
Self-reported enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Helmet wearing rate	–
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Seat-belt wearing rate	93% Front seats [e], 86% Rear seats [e]
National child restraint law	Yes
Children seated in front seat	Allowed in a child restraint [f]
Child restraint required	Up to 135 cm
Child restraint standard referred to and/or specified	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 8 (9) 10
% children using child restraints	93% [gs]
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

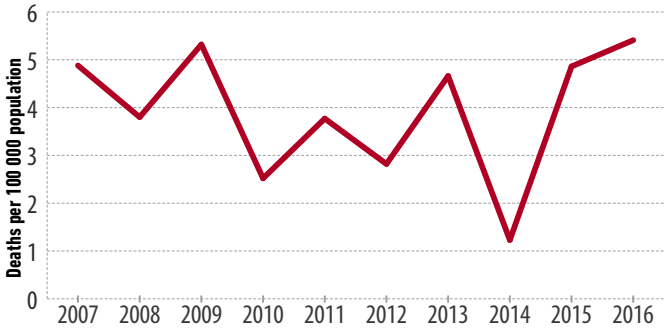
[c] 2007-2016, The IceTrA accident database
[d] Children who are 7 years or younger shall be placed in an appropriate child seat while children older than 7 years shall be able to have their feet reaching the pedals
[e] Survey on attitudes and behaviour in traffic 2016
[f] Seating of children under 150cm allowed in the front only if front airbag deactivated
[g] 2015, Transport Authority

Deaths by road user category



Source: The Icelandic Transport Authority, Road Traffic Accident Report 2016

Trends in reported road traffic deaths

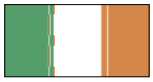


Source: The Icelandic Transport Authority, Road Traffic Accident Report 2016

Legislative review conducted by WHO. Vehicle safety data from UNECE WP.29. Other data collected by questionnaire and cleared by Icelandic Transport Authority.

Ireland

Population: 4 726 078 | Income group: High | Gross national income per capita: US$ 52 560



INSTITUTIONAL FRAMEWORK

Lead agency	The Road Safety Authority (RSA)
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	25 deaths per million population by 2020 (2012-2020)

SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	Partial
Design standards for the safety of pedestrians / cyclists	Yes
Inspections / star rating of existing roads	Yes
Investments to upgrade high risk locations	Yes
Policies & investment in urban public transport	Yes

SAFER VEHICLES

Total registered vehicles for 2015	2 573 961
Cars and 4-wheeled light vehicles	1 985 130
Motorized 2- and 3-wheelers	36 974
Heavy trucks	330 541
Buses	31 236
Other	190 080
Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes
Motorcycle anti-lock braking system	Yes

POST-CRASH CARE

National emergency care access number	National, single number
Trauma registry	National
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	Yes

DATA

Reported road traffic fatalities (2016)	188 [a] (74% M, 26% F)
Reported rate per 100 000 population (2016)	4.0 [a]
WHO estimated road traffic fatalities (2016)	194 [b]
WHO estimated rate per 100 000 population (2016)	4.1 [b]

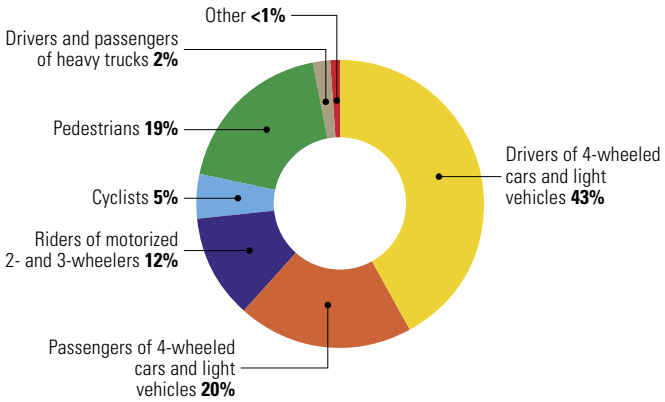
[a] Road Safety Authority Collision Database, 2017. Died within 30 days of crash
[b] WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	100 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
Predominant type of enforcement	Automated
National drink-driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	≤ 0.02 g/dl
Random breath testing carried out	Yes
Testing carried out in case of fatal crash	All drivers tested
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	39% [c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	No
Helmet standard referred to and/or specified	Yes
Children passengers on motorcycles	Not restricted
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	99% Drivers [d]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	94% Front seats [e], 74% Rear seats [e]
National child restraint law	Yes
Children seated in front seat	Allowed in a child restraint [f]
Child restraint required	Up to 36 kg/150 cm
Child restraint standard referred to and/or specified	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	–
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

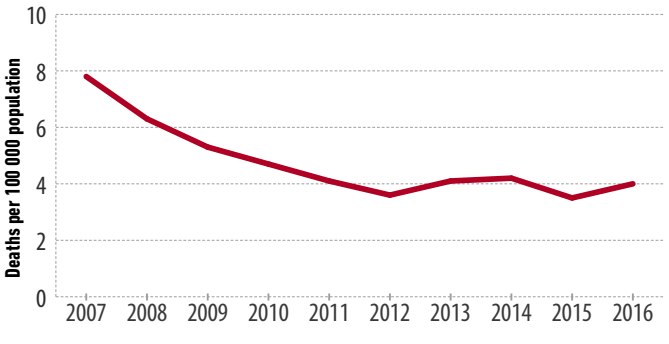
[c] 2008-2012, Fatal Collisions 2008-2012, Alcohol as a Factor, 2016
[d] 2016, 2016 Observational Report on High Visibility and Helmet Wearing rates (only motorcycle drivers)
[e] 2016, Mobile Phone and Seatbelt Observational Study 2016
[f] Provided that airbag is deactivated if child is in a rear-facing child restraint system

Deaths by road user category



Source: 2016, Road Safety Authority Collision Database, 2017

Trends in reported road traffic deaths



Source: Road Safety Authority Collision Database 2017 and CSO website

Legislative review conducted by WHO. Vehicle safety data from UNECE WP.29. Other data collected by questionnaire and cleared by Department for Transport, Tourism and Sport.

Israel

Population: 8 191 828 | Income group: High | Gross national income per capita: US$ 36 190

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	Yes
Design standards for the safety of pedestrians / cyclists	Partial
Inspections / star rating of existing roads	Yes
Investments to upgrade high risk locations	Yes
Policies & investment in urban public transport	Yes

SAFER VEHICLES

Total registered vehicles for 2016	3 239 305
Cars and 4-wheeled light vehicles	2 726 835
Motorized 2- and 3-wheelers	130 442
Heavy trucks	92 817
Buses	20 212
Other	268 999
Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	Yes [a]
Electronic stability control	Yes [a]
Pedestrian protection	No
Motorcycle anti-lock braking system	No

POST-CRASH CARE

National emergency care access number	National, single number
Trauma registry	National
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	No

DATA

Reported road traffic fatalities (2016)	335 [b] (76% M, 24% F)
Reported rate per 100 000 population (2016)	3.9 [a]
WHO estimated road traffic fatalities (2016)	345 [c]
WHO estimated rate per 100 000 population (2016)	4.2 [c]

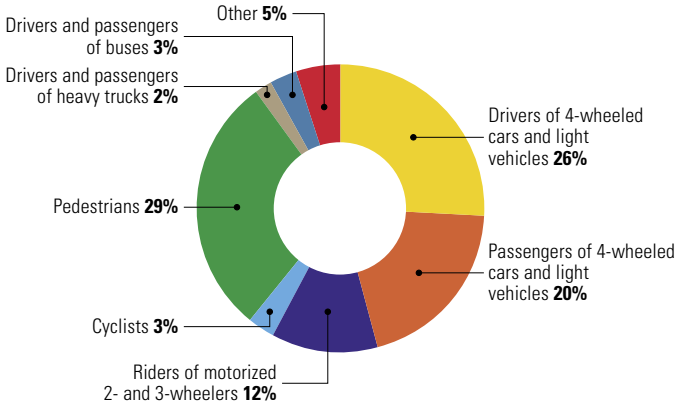
[a] Required for cars made under US regulations - for European cars, no requirements further than ESC
[b] Central Bureau of Statistic, Jerusalem, Israel. Died within 30 days of crash
[c] WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	110 km/h
Local authorities can modify limits	No
Self-reported enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Predominant type of enforcement	Automated
National drink-driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	≤ 0.01 g/dl
Random breath testing carried out	Yes
Testing carried out in case of fatal crash	All drivers tested
Self-reported enforcement	0 1 2 3 4 5 6 (7) 8 9 10
% road traffic deaths involving alcohol	4% [d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	Yes
Helmet standard referred to and/or specified	Yes
Children passengers on motorcycles	Not restricted
Self-reported enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Helmet wearing rate	98% Drivers [e], 98% Passengers [e]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Self-reported enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Seat-belt wearing rate	89% Front seats [f], 70% Rear seats [f]
National child restraint law	Yes
Children seated in front seat	Allowed in a child restraint
Child restraint required	Up to 8 yrs [g]
Child restraint standard referred to and/or specified	Yes
Self-reported enforcement	0 1 2 3 4 5 (6) 7 8 9 10
% children using child restraints	52% [h]
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

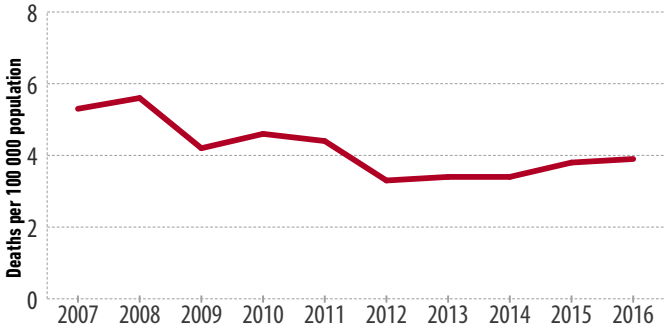
[d] 2016, Israeli police
[e] 2011, Israel National Road Safety authority
[f] 2016, Israel National Road Safety Authority
[g] For children under 3 years, a child restraint is required (and a rear-facing child restraint for children under one year) while for children aged 3-8 years the legislation refers either to child restraint or booster seat use
[h] Observational survey (Figure for children aged 0-15 years buckled in accordance with the law)

Deaths by road user category



Source: 2016, Central Bureau of Statistics, Jerusalem, Israel and Israeli Police data

Trends in reported road traffic deaths



Source: Central Bureau of Statistics, Jerusalem, Israel

Legislative review conducted by WHO. Vehicle safety data from UNECE WP.29. Other data collected by questionnaire and cleared by Ministry of Health.

Italy

Population: 59 429 936 | Income group: High | Gross national income per capita: US$ 31 590

INSTITUTIONAL FRAMEWORK

Lead agency	Ministry of Transport, Directorate General Road Safety
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2010-2020)

SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	Yes
Design standards for the safety of pedestrians / cyclists	Yes
Inspections / star rating of existing roads	Yes
Investments to upgrade high risk locations	No
Policies & investment in urban public transport	Yes

SAFER VEHICLES

Total registered vehicles for 2016	52 581 575
Cars and 4-wheeled light vehicles	41 322 370
Motorized 2- and 3-wheelers	9 354 428
Heavy trucks	885 513
Buses	97 817
Other	921 447
Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes
Motorcycle anti-lock braking system	Yes

POST-CRASH CARE

National emergency care access number	National, single number
Trauma registry	Subnational
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	No

DATA

Reported road traffic fatalities (2015)	3 428 [a] (80% M, 20% F)
Reported rate per 100 000 population (2015)	5.6 [a]
WHO estimated road traffic fatalities (2016)	3 333 [b]
WHO estimated rate per 100 000 population (2016)	5.6 [b]

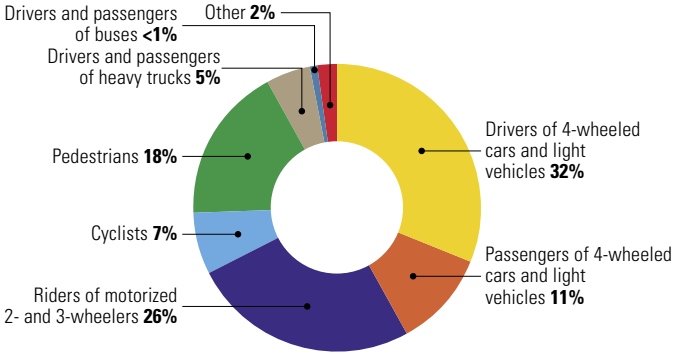
[a] Italian National Institute of Statistics (ISTAT) and Automobile Club of Italy (ACI) Survey on road accidents resulting in death or injury. Died within 30 days of crash
[b] WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	110 km/h [c]
Max motorway speed limit	150 km/h
Local authorities can modify limits	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Predominant type of enforcement	Automated
National drink-driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	0.00 g/dl
Random breath testing carried out	Yes
Testing carried out in case of fatal crash	Some drivers tested
Self-reported enforcement	0 1 2 3 4 5 6 (7) 8 9 10
% road traffic deaths involving alcohol	20-25% [d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	Yes
Helmet standard referred to and/or specified	Yes
Children passengers on motorcycles	Prohibited under 5 yrs
Self-reported enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Helmet wearing rate	98% All riders [e]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Self-reported enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Seat-belt wearing rate	62% Front seats [e], 15% Rear seats [e]
National child restraint law	Yes
Children seated in front seat	Allowed in a child restraint [f]
Child restraint required	Up to 150 cm
Child restraint standard referred to and/or specified	Yes
Self-reported enforcement	0 1 2 3 4 5 (6) 7 8 9 10
% children using child restraints	38% [e]
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

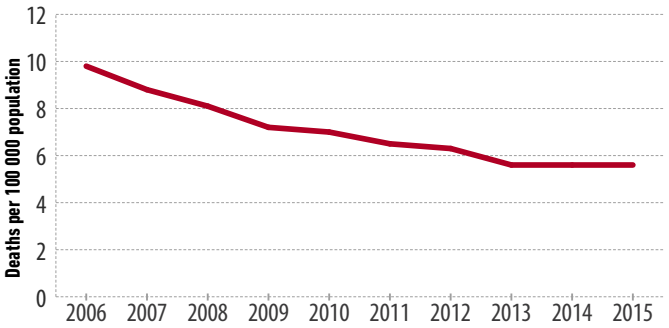
[c] 110 km/h for main suburban roads, 90 km/h for secondary suburban roads
[d] 2010, DRUID project on prevalence of alcohol and other psychoactive substances in drivers killed and injured (Isalberti et al., 2011)
[e] 2015, Italian National Institute of Health
[f] Provided that airbag is deactivated

Deaths by road user category



Source: 2015, Italian National Institute of Statistics (ISTAT) and Automobile Club of Italy (ACI) Survey on road accidents resulting in death or injury

Trends in reported road traffic deaths



Source: Italian National Institute of Statistics (ISTAT) and Automobile Club of Italy (ACI) Survey on road accidents resulting in death or injury

Legislative review conducted by WHO. Vehicle safety data from UNECE WP.29. Other data collected by questionnaire and cleared by Ministry of Health.

Kazakhstan

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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	Yes
Design standards for the safety of pedestrians / cyclists	Yes
Inspections / star rating of existing roads	Yes
Investments to upgrade high risk locations	Yes
Policies & investment in urban public transport	Yes

SAFER VEHICLES

Total registered vehicles for 2016	4 383 120
Cars and 4-wheeled light vehicles	3 835 609
Motorized 2- and 3-wheelers	9 692
Heavy trucks	439 167
Buses	98 652
Other	0
Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No
Motorcycle anti-lock braking system	No

POST-CRASH CARE

National emergency care access number	National, single number
Trauma registry	National
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	No

DATA

Reported road traffic fatalities (2016)	2 625 [a] (74% M, 26% F)
Reported rate per 100 000 population (2016)	14.7 [a]
WHO estimated road traffic fatalities (2016)	3 158 [b]
WHO estimated rate per 100 000 population (2016)	17.6 [b]

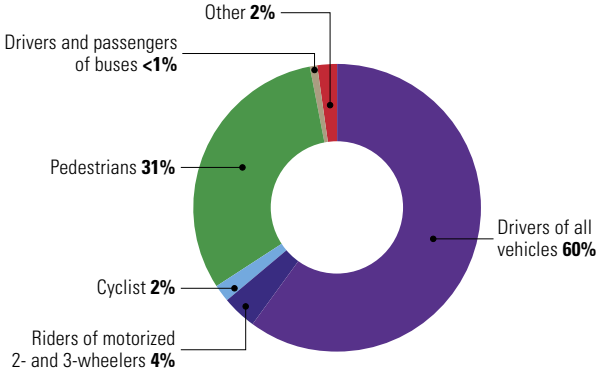
[a] Combined sources, including Committee on Statistics of the Ministry of National Economy of the Republic of Kazakhstan. Died within 30 days of crash
[b] WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	60 km/h [c]
Max rural speed limit	110 km/h
Max motorway speed limit	140 km/h
Local authorities can modify limits	No
Self-reported enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Predominant type of enforcement	Automated
National drink-driving law	Yes
BAC limit – general population	< 0.05 g/dl [d]
BAC limit – young or novice drivers	< 0.05 g/dl [d]
Random breath testing carried out	No
Testing carried out in case of fatal crash	All drivers tested
Self-reported enforcement	0 1 2 3 4 5 6 (7) 8 9 10
% road traffic deaths involving alcohol	<1% [e]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	Yes
Helmet standard referred to and/or specified	No
Children passengers on motorcycles	Prohibited under 12 yrs
Self-reported enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Helmet wearing rate	–
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Self-reported enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Seat-belt wearing rate	–
National child restraint law	Yes
Children seated in front seat	Allowed in a child restraint
Child restraint required	– [f]
Child restraint standard referred to and/or specified	Yes [f]
Self-reported enforcement	0 1 2 3 4 5 6 (7) 8 9 10
% children using child restraints	–
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

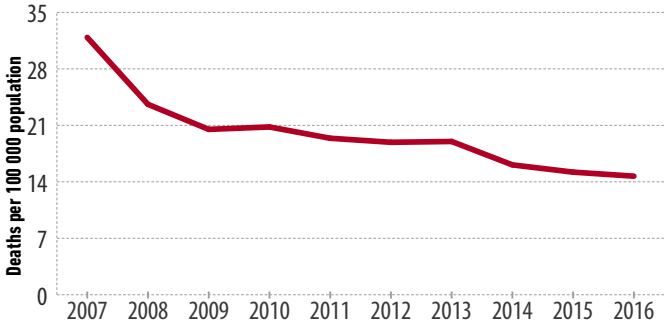
[c] Can be increased up to 90 km/h
[d] Different ranges are provided to characterize the degree of intoxication with the 0.05 to <0.15g/dl range corresponding to light intoxication
[e] 2016, Committee on Statistics of the Ministry of National Economy of the Republic of Kazakhstan
[f] The legislation requires that children under 12 years be placed in a child restraint or "other means" used in conjunction with a seat belt

Deaths by road user category



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

Trends in reported road traffic deaths



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

Legislative review conducted by WHO. Vehicle safety data from UNECE WP.29. Other data collected by questionnaire and cleared by Ministry of Health.

Kyrgyzstan

Population: 5 955 734 | Income group: Middle | Gross national income per capita: US$ 1 100

INSTITUTIONAL FRAMEWORK

Lead agency	Commission for Road Safety, under leadership of the Prime Minister
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	Decrease mortality by 156 (2007-2016)

SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	Yes
Design standards for the safety of pedestrians / cyclists	Partial
Inspections / star rating of existing roads	No
Investments to upgrade high risk locations	Yes
Policies & investment in urban public transport	Yes

SAFER VEHICLES

Total registered vehicles for 2015	993 000
Cars and 4-wheeled light vehicles	–
Motorized 2- and 3-wheelers	–
Heavy trucks	–
Buses	–
Other	–
Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No
Motorcycle anti-lock braking system	No

POST-CRASH CARE

National emergency care access number	National, single number
Trauma registry	None
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	Yes

DATA

Reported road traffic fatalities (2016)	812 [a] (74% M, 26% F)
Reported rate per 100 000 population (2016)	14.8 [a]
WHO estimated road traffic fatalities (2016)	916 [b]
WHO estimated rate per 100 000 population (2016)	15.4 [b]

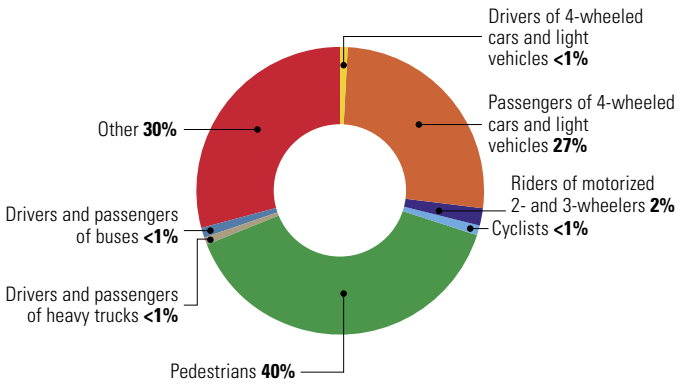
[a] National Statistical Committee. Died within a year of crash
[b] WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	110 km/h
Local authorities can modify limits	No
Self-reported enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Predominant type of enforcement	Manual and automated
National drink-driving law	Yes [b]
BAC limit – general population	–
BAC limit – young or novice drivers	–
Random breath testing carried out	Yes
Testing carried out in case of fatal crash	All drivers tested
Self-reported enforcement	0 1 2 3 4 (5) 6 7 8 9 10
% road traffic deaths involving alcohol	–
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	Yes
Helmet standard referred to and/or specified	No
Children passengers on motorcycles	Prohibited under 12 yrs
Self-reported enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Helmet wearing rate	–
National seat-belt law	Yes
Applies to front and rear seat occupants	No [d]
Self-reported enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Seat-belt wearing rate	–
National child restraint law	No
Children seated in front seat	Allowed in a child restraint [e]
Child restraint required	– [f]
Child restraint standard referred to and/or specified	–
Self-reported enforcement	–
% children using child restraints	–
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

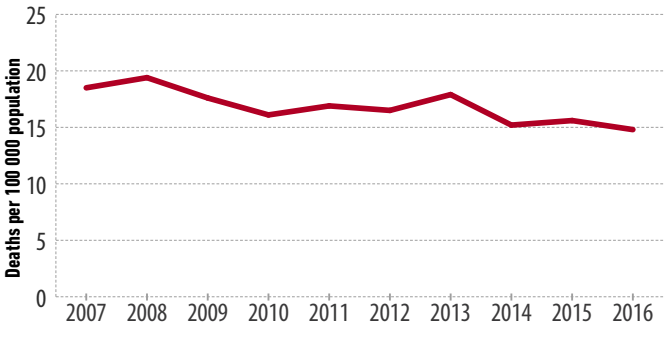
[c] Not based on BAC
[d] The obligation to use seat belt does not apply in residential areas nor for children under 12 years
[e] Children under 12 years travelling in the front of a car must be placed in a child restraint
[f] Legislation only refers to the use of child restraints for children under 12 years travelling in the front

Deaths by road user category



Source: 2016, National Statistical Committee

Trends in reported road traffic deaths



Source: National Statistical Committee

Legislative review conducted by WHO. Vehicle safety data from UNECE WP.29. Other data collected by questionnaire and cleared by Ministry of Health.

Latvia

Population: 1 970 530 | Income group: High | Gross national income per capita: US$ 14 630

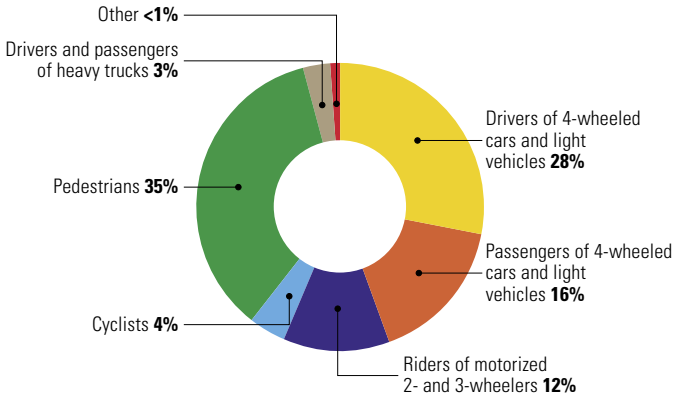
INSTITUTIONAL FRAMEWORK	
Lead agency	No
Funded in national budget	–
National road safety strategy	Yes
Funding to implement strategy	Not funded
Fatality reduction target	50% (2010-2020)
SAFER ROADS AND MOBILITY	
Audits or star rating required for new road infrastructure	Yes
Design standards for the safety of pedestrians / cyclists	Yes
Inspections / star rating of existing roads	Yes
Investments to upgrade high risk locations	Yes
Policies & investment in urban public transport	No
SAFER VEHICLES	
Total registered vehicles for on 01.01.2017	803 628
Cars and 4-wheeled light vehicles	665 284
Motorized 2- and 3-wheelers	49 581
Heavy trucks	84 067
Buses	4 696
Other	0
Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes
Motorcycle anti-lock braking system	Yes
POST-CRASH CARE	
National emergency care access number	National, single number
Trauma registry	National
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	Yes
DATA	
Reported road traffic fatalities (2016)	158 [a] (78% M, 22% F)
Reported rate per 100 000 population (2016)	8.0 [a]
WHO estimated road traffic fatalities (2016)	184 [b]
WHO estimated rate per 100 000 population (2016)	9.3 [b]

[a] Road traffic safety directorate. Died within 30 days of crash
[b] WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
Self-reported enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Predominant type of enforcement	Manual and automated
National drink-driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	≤ 0.02 g/dl
Random breath testing carried out	Yes [c]
Testing carried out in case of fatal crash	All drivers tested
Self-reported enforcement	0 1 2 3 4 5 6 (7) 8 9 10
% road traffic deaths involving alcohol	11% [d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	Yes
Helmet standard referred to and/or specified	No
Children passengers on motorcycles	Prohibited under 150 cm [e]
Self-reported enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Helmet wearing rate	–
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Self-reported enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Seat-belt wearing rate	85% Front seats [e], 53% Rear seats [f]
National child restraint law	Yes
Children seated in front seat	Allowed in a child restraint [g]
Child restraint required	Up to 150 cm
Child restraint standard referred to and/or specified	No
Self-reported enforcement	0 1 2 3 4 5 6 (7) 8 9 10
% children using child restraints	–
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

[c] Legislation requires probable cause to test drivers
[d] 2016, Road traffic safety directorate
[e] Or until the child can hold the balance and reach feet support or is sitting on a seat corresponding to its age and weight
[f] 2016, Health behaviour among Latvian adult population, 2016
[g] Except if no seat belt is fitted in the vehicle, in which case children under 150cm shall be travelling in the rear

Deaths by road user category



Source: 2016, Road traffic safety directorate

Trends in reported road traffic deaths

Source: Central Statistical Bureau of Latvia

Legislative review conducted by WHO. Vehicle safety data from UNECE WP.29. Other data collected by questionnaire and cleared by Centre for Disease Prevention and Control of the Republic of Latvia.

Lithuania

Population: 2 908 249 | Income group: High | Gross national income per capita: US$ 14 770

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	Partial
Design standards for the safety of pedestrians / cyclists	Yes
Inspections / star rating of existing roads	Yes
Investments to upgrade high risk locations	Yes
Policies & investment in urban public transport	Yes

SAFER VEHICLES

Total registered vehicles for 2015	1 391 568
Cars and 4-wheeled light vehicles	1 295 018
Motorized 2- and 3-wheelers	37 753
Heavy trucks	51 941
Buses	6 856
Other	0
Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes
Motorcycle anti-lock braking system	Yes

POST-CRASH CARE

National emergency care access number	National, single number
Trauma registry	National
Formal certification for prehospital providers	No
National assessment of emergency care systems	No

DATA

Reported road traffic fatalities (2016)	188 [a] (74% M, 26% F)
Reported rate per 100 000 population (2016)	6.6 [a]
WHO estimated road traffic fatalities (2016)	234 [b]
WHO estimated rate per 100 000 population (2016)	8 [b]

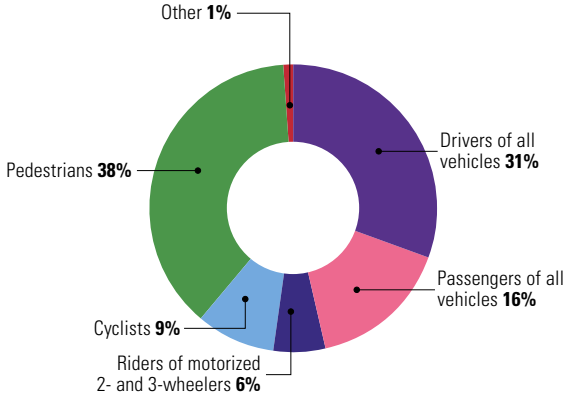
[a] Police Department, Ministry of Interior. Died within 30 days of crash
[b] WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h [c]
Max rural speed limit	90 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	No
Self-reported enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Predominant type of enforcement	Automated
National drink-driving law	Yes
BAC limit – general population	≤ 0.04 g/dl
BAC limit – young or novice drivers	0.00 g/dl
Random breath testing carried out	Yes
Testing carried out in case of fatal crash	All drivers tested
Self-reported enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% road traffic deaths involving alcohol	10% [d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	Yes
Helmet standard referred to and/or specified	No
Children passengers on motorcycles	Prohibited under 12 yrs
Self-reported enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Helmet wearing rate	–
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Self-reported enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Seat-belt wearing rate	97% Front seats [e], 30% Rear seats [e]
National child restraint law	Yes
Children seated in front seat	Allowed in a child restraint [f]
Child restraint required	Up to 135 cm
Child restraint standard referred to and/or specified	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% children using child restraints	–
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

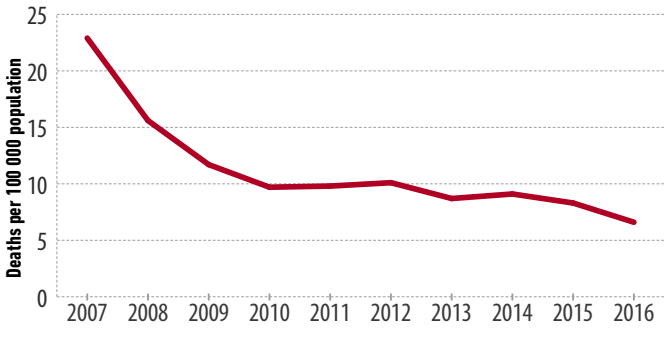
[c] Can be increased or decreased to an unspecified speed under certain circumstances
[d] 2016, Lithuanian Traffic Police Service, Ministry of Interior
[e] 2016, Road and Transport Research Institute
[f] If transported in rear-facing restraints, airbag must be deactivated

Deaths by road user category



Source: 2016, Lithuania Traffic Police Service report

Trends in reported road traffic deaths



Source: Police records and Statistics Lithuania

Legislative review conducted by WHO. Vehicle safety data from UNECE WP.29. Other data collected by questionnaire and cleared by Centre for Health Education and Diseases Prevention.

Luxembourg

Population: 575 747 | Income group: High | Gross national income per capita: US$ 76 660

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

SAFER ROADS AND MOBILITY	
Audits or star rating required for new road infrastructure	Partial
Design standards for the safety of pedestrians / cyclists	Yes
Inspections / star rating of existing roads	Yes
Investments to upgrade high risk locations	Yes
Policies & investment in urban public transport	Yes

SAFER VEHICLES	
Total registered vehicles for 01.01.2017	466 472
Cars and 4-wheeled light vehicles	422 073
Motorized 2- and 3-wheelers	29 253
Heavy trucks	13 242
Buses	1 904
Other	0
Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes
Motorcycle anti-lock braking system	Yes

POST-CRASH CARE	
National emergency care access number	National, single number
Trauma registry	Some facilities
Formal certification for prehospital providers	No
National assessment of emergency care systems	No

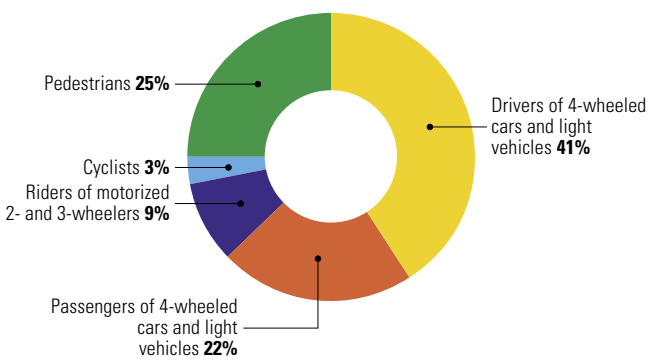
DATA	
Reported road traffic fatalities (2016)	32 [a] (66% M, 34% F)
Reported rate per 100 000 population (2016)	5.4 [a]
WHO estimated road traffic fatalities (2016)	36 [b]
WHO estimated rate per 100 000 population (2016)	6.3 [b]

[a] National Institute of Statistics and Economic Studies (STATEC), Police Grand-Ducale. Died within 30 days of crash
[b] WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	Yes
Self-reported enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Predominant type of enforcement	Automated
National drink-driving law	Yes
BAC limit – general population	< 0.05 g/dl
BAC limit – young or novice drivers	< 0.02 g/dl
Random breath testing carried out	Yes
Testing carried out in case of fatal crash	All drivers tested
Self-reported enforcement	0 1 2 3 4 5 (6) 7 8 9 10
% road traffic deaths involving alcohol	14% [c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	Yes
Helmet standard referred to and/or specified	Yes
Children passengers on motorcycles	Prohibited under 12 yrs [d]
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 (10)
Helmet wearing rate	–
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Self-reported enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Seat-belt wearing rate	90% Front seats [e], 76% Rear seats [e]
National child restraint law	Yes
Children seated in front seat	Allowed in a child restraint [f]
Child restraint required	Up to 17 yrs/150 cm
Child restraint standard referred to and/or specified	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% children using child restraints	–
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

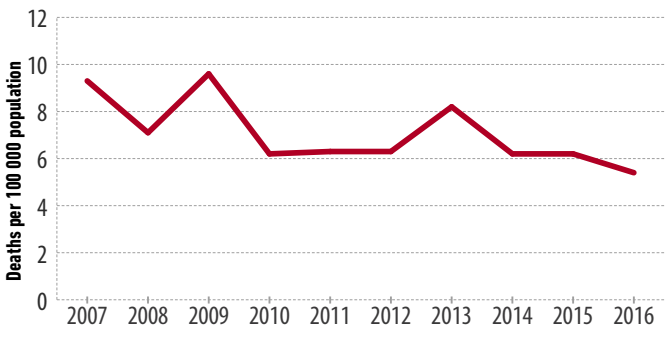
[c] 2016, National Institute of Statistics and Economic Studies (STATEC), Police Grand-Ducale
[d] And until the child is tall enough to adequately use the foot pegs
[e] 2015, TNS ILRES/MDDI
[f] Provided that airbag is deactivated if child is in a rear-facing child restraint system

Deaths by road user category



Source: 2016, National Institute of Statistics and Economic Studies (STATEC), Police Grand-Ducale

Trends in reported road traffic deaths

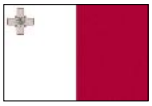


Source: National Institute of Statistics and Economic Studies (STATEC), Police Grand-Ducale

Legislative review conducted by WHO. Vehicle safety data from UNECE WP.29. Other data collected by questionnaire and cleared by Ministry of Health.

Malta

Population: 429 362 | Income group: High | Gross national income per capita: US$ 24 140



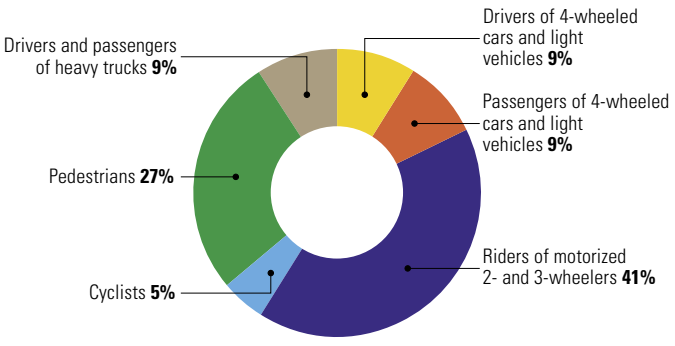
INSTITUTIONAL FRAMEWORK	
Lead agency	Transport Malta
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	50% (2014-2020)
SAFER ROADS AND MOBILITY	
Audits or star rating required for new road infrastructure	Partial
Design standards for the safety of pedestrians / cyclists	Partial
Inspections / star rating of existing roads	Yes
Investments to upgrade high risk locations	No
Policies & investment in urban public transport	Yes
SAFER VEHICLES	
Total registered vehicles for 2016	358 947
Cars and 4-wheeled light vehicles	–
Motorized 2- and 3-wheelers	–
Heavy trucks	–
Buses	–
Other	–
Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes
Motorcycle anti-lock braking system	Yes
POST-CRASH CARE	
National emergency care access number	National, single number
Trauma registry	National
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	Yes
DATA	
Reported road traffic fatalities (2016)	22 [a] (77% M, 23% F)
Reported rate per 100 000 population (2016)	5.0 [a]
WHO estimated road traffic fatalities (2016)	26 [b]
WHO estimated rate per 100 000 population (2016)	6.1 [b]

[a] Vital registration data (mortality registry). Died within a year of crash
[b] WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
Self-reported enforcement	0 1 2 3 (4) 5 6 7 8 9 10
Predominant type of enforcement	Automated
National drink-driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	≤ 0.02 g/dl
Random breath testing carried out	Yes [c]
Testing carried out in case of fatal crash	All drivers tested
Self-reported enforcement	0 1 2 3 (4) 5 6 7 8 9 10
% road traffic deaths involving alcohol	–
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	No
Helmet standard referred to and/or specified	No
Children passengers on motorcycles	Not restricted
Self-reported enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Helmet wearing rate	–
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Self-reported enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Seat-belt wearing rate	–
National child restraint law	Yes
Children seated in front seat	Allowed in a child restraint
Child restraint required	Up to 3 yrs [d]
Child restraint standard referred to and/or specified	Yes
Self-reported enforcement	0 1 2 (3) 4 5 6 7 8 9 10
% children using child restraints	–
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

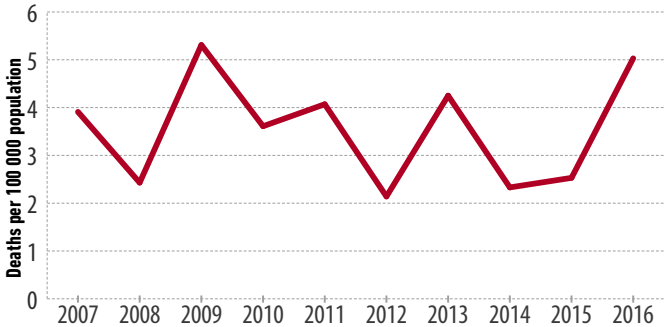
[c] Legislation requires probable cause to test drivers
[d] Legislation refers to child restraint use for children up to 12 yrs / 150cm but allows children aged 3 years and over, in the absence of an available restraint, to travel in the rear without a restraint. For children under 3 years, a child restraint shall be mandatorily used

Deaths by road user category



Source: 2016, Malta National Mortality Register, Directorate for Health Information and Research

Trends in reported road traffic deaths



Source: National Statistics Office

Legislative review conducted by WHO. Vehicle safety data from UNECE WP.29. Other data collected by questionnaire and cleared by Ministry for Health.

Montenegro

Population: 628 615 | Income group: Middle | Gross national income per capita: US$ 6 970

INSTITUTIONAL FRAMEWORK

Lead agency	Coordination Body for monitoring the implementation of Strategy for the improvement of Road Safety
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2010-2019)

SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	Yes
Design standards for the safety of pedestrians / cyclists	Yes
Inspections / star rating of existing roads	Yes
Investments to upgrade high risk locations	Yes
Policies & investment in urban public transport	No

SAFER VEHICLES

Total registered vehicles for 2016	211 219
Cars and 4-wheeled light vehicles	184 623
Motorized 2- and 3-wheelers	4 362
Heavy trucks	13 445
Buses	1 308
Other	7 481
Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No
Motorcycle anti-lock braking system	No

POST-CRASH CARE

National emergency care access number	National, single number
Trauma registry	National
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	Yes

DATA

Reported road traffic fatalities (2016)	65 [a] (80% M, 20% F)
Reported rate per 100 000 population (2016)	10.6 [a]
WHO estimated road traffic fatalities (2016)	67 [b]
WHO estimated rate per 100 000 population (2016)	10.7 [b]

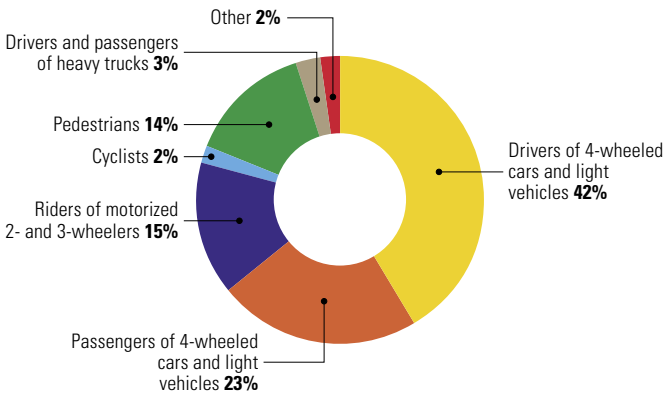
[a] Statistical office of Montenegro (MONSTAT). Died within 30 days of crash
[b] WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	No
Self-reported enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Predominant type of enforcement	Manual
National drink-driving law	Yes
BAC limit – general population	≤ 0.03 g/dl
BAC limit – young or novice drivers	0.00 g/dl
Random breath testing carried out	Yes
Testing carried out in case of fatal crash	All drivers tested
Self-reported enforcement	0 1 2 3 4 5 6 (7) 8 9 10
% road traffic deaths involving alcohol	–
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	Yes
Helmet standard referred to and/or specified	Yes [c]
Children passengers on motorcycles	Prohibited under 12 yrs
Self-reported enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Helmet wearing rate	70% Drivers [c], 30% Passengers [d]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Self-reported enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Seat-belt wearing rate	40% Front seats [d], 5% Rear seats [d]
National child restraint law	Yes
Children seated in front seat	Prohibited under 12 yrs [e]
Child restraint required	Up to 5 yrs
Child restraint standard referred to and/or specified	No
Self-reported enforcement	0 1 2 3 (4) 5 6 7 8 9 10
% children using child restraints	–
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	Yes
National drug-driving law	Yes

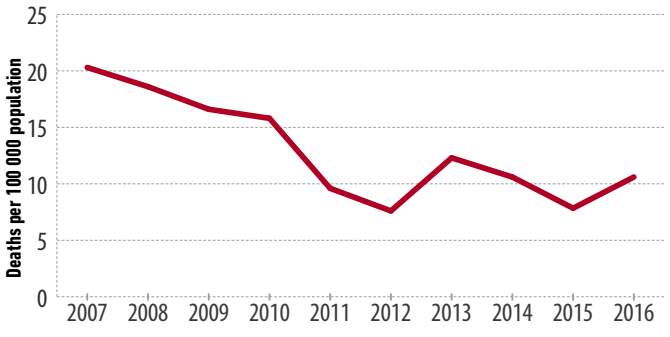
[c] As prescribed by the responsible state administration
[d] 2016, Police Directorate
[e] By exception, a child under 3 years can be transported in the front of the vehicle if placed in a rear-facing restraint provided that the airbag is deactivated

Deaths by road user category



Source: 2016, Police Directorate

Trends in reported road traffic deaths



Source: Statistical office of Montenegro (MONSTAT)

Legislative review conducted by WHO. Vehicle safety data from UNECE WP.29. Other data collected by questionnaire and cleared by Ministry of Health.

Netherlands

Population: 16 987 330 | Income group: High | Gross national income per capita: US$ 46 310

INSTITUTIONAL FRAMEWORK

Lead agency	Ministry of Infrastructure and the Environment, Directorate-general for Mobility and Transport (DGB)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	≤140 fatalities (2010-2020)

SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	Yes
Design standards for the safety of pedestrians / cyclists	Yes
Inspections / star rating of existing roads	Yes
Investments to upgrade high risk locations	Yes
Policies & investment in urban public transport	Yes

SAFER VEHICLES

Total registered vehicles for 2015	10 757 655
Cars and 4-wheeled light vehicles	8 794 037
Motorized 2- and 3-wheelers	652 336
Heavy trucks	133 889
Buses	9 597
Other	1 167 796
Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes
Motorcycle anti-lock braking system	Yes

POST-CRASH CARE

National emergency care access number	National, single number
Trauma registry	National
Formal certification for prehospital providers	No
National assessment of emergency care systems	No

DATA

Reported road traffic fatalities (2015)	621 [a] (74% M, 26% F)
Reported rate per 100 000 population (2015)	3.7 [a]
WHO estimated road traffic fatalities (2016)	648 [b]
WHO estimated rate per 100 000 population (2016)	3.8 [b]

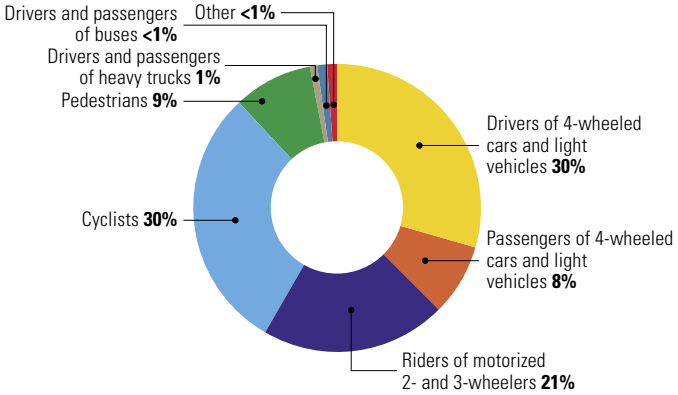
[a] Dutch Statistics, Vital Statistics. Died within 30 days of crash
[b] WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	Yes
Self-reported enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Predominant type of enforcement	Manual and automated
National drink-driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	≤ 0.02 g/dl
Random breath testing carried out	Yes
Testing carried out in case of fatal crash	No
Self-reported enforcement	0 1 2 3 4 5 (6) 7 8 9 10
% road traffic deaths involving alcohol	11-24% [c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	Yes
Helmet standard referred to and/or specified	Yes
Children passengers on motorcycles	Not restricted
Self-reported enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Helmet wearing rate	100% Drivers [d], 84% Passengers [e]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Self-reported enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Seat-belt wearing rate	97% Front seats [f], 82% Rear seats [f]
National child restraint law	Yes
Children seated in front seat	Allowed in a child restraint [g]
Child restraint required	Up to 18 yrs/135 cm
Child restraint standard referred to and/or specified	Yes
Self-reported enforcement	0 1 2 3 4 5 (6) 7 8 9 10
% children using child restraints	–
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

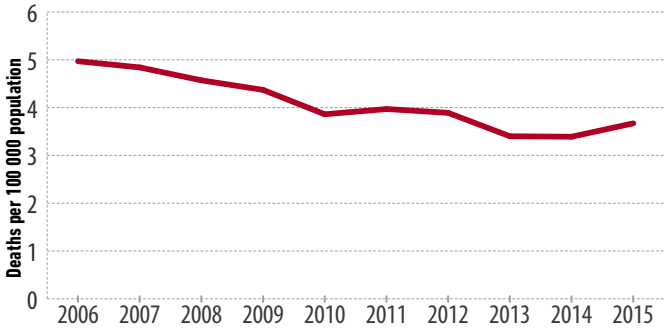
[c] 2013-2015, SWOV factsheet DUI
[d] 2012, PROV final report
[e] 2008, BVOM, 'Monitoring Bromfietshelmen 2008'
[f] 2010, BIA report
[g] Provided that the airbag is deactivated if child is in a rear-facing child restraint

Deaths by road user category



Source: 2015, Dutch Statistics

Trends in reported road traffic deaths



Source: Dutch Statistics

Legislative review conducted by WHO. Vehicle safety data from UNECE WP.29. Other data collected by questionnaire and cleared by Ministry of Infrastructure and the Environment.

North Macedonia

Population: 2 081 206 | Income group: Middle | Gross national income per capita: US$ 4 980

INSTITUTIONAL FRAMEWORK

Lead agency	Republic Council on Road Traffic Safety and Coordination Body of the Government of North Macedonia
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	Reduction of fatalities to EU average, reduction of young driver victims by 30%, and zero child victims (2015 - 2020)

SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	Partial
Design standards for the safety of pedestrians / cyclists	Yes
Inspections / star rating of existing roads	Yes
Investments to upgrade high risk locations	No
Policies & investment in urban public transport	Yes

SAFER VEHICLES

Total registered vehicles for 2015	442 962
Cars and 4-wheeled light vehicles	383 833
Motorized 2- and 3-wheelers	10 050
Heavy trucks	45 836
Buses	3 243
Other	0
Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No
Motorcycle anti-lock braking system	No

POST-CRASH CARE

National emergency care access number	National, single number
Trauma registry	National
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	Yes

DATA

Reported road traffic fatalities (2015)	148 [a] (80% M, 20% F)
Reported rate per 100 000 population (2015)	7.1 [a]
WHO estimated road traffic fatalities (2016)	134 [b]
WHO estimated rate per 100 000 population (2016)	6.4 [b]

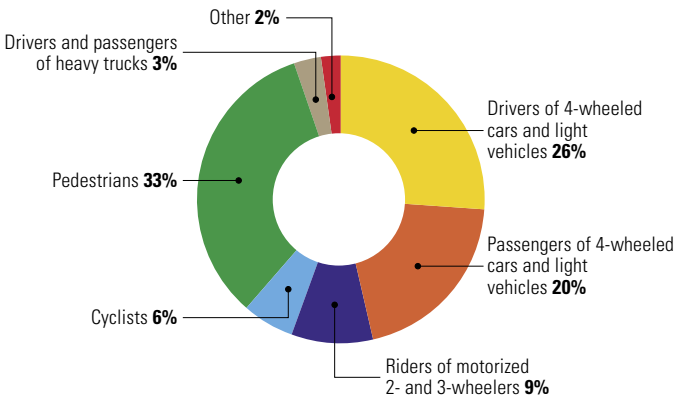
[a] Ministry of Interior and State Statistical Office. Died within 30 days of crash
[b] WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h [c]
Max rural speed limit	90 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	No
Self-reported enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Predominant type of enforcement	Manual
National drink-driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	< 0.01 g/dl [d]
Random breath testing carried out	Yes
Testing carried out in case of fatal crash	All drivers tested
Self-reported enforcement	0 1 2 3 4 (5) 6 7 8 9 10
% road traffic deaths involving alcohol	1% [e]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	No
Helmet standard referred to and/or specified	No
Children passengers on motorcycles	Not restricted
Self-reported enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Helmet wearing rate	–
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Self-reported enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Seat-belt wearing rate	20% Front seats [f], 3% Rear seats [f]
National child restraint law	Yes
Children seated in front seat	Prohibited under 12 yrs [g]
Child restraint required	Up to 5 yrs
Child restraint standard referred to and/or specified	No
Self-reported enforcement	0 1 2 3 4 5 6 (7) 8 9 10
% children using child restraints	–
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

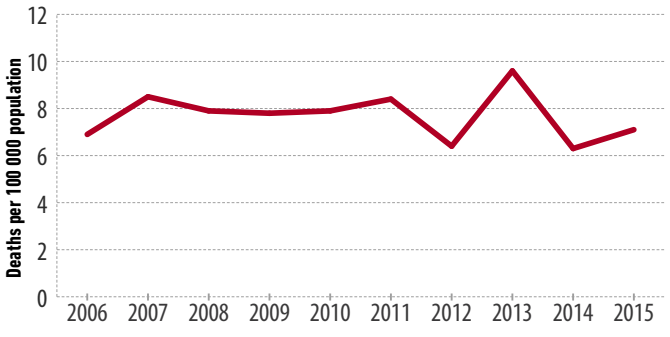
[c] Can be increased up to 70 km/h
[d] In the law ≤ 0.009 g/dl
[e] 2015, State Statistical Office and Ministry of Interior
[f] 2015, Survey conducted by the Department for traffic and transport
[g] Except for children under 2 years in a rear-facing child restraint if airbag is deactivated

Deaths by road user category



Source: 2015, Ministry of Interior and State Statistical Office

Trends in reported road traffic deaths



Source: State Statistical Office and Ministry of Interior

Legislative review conducted by WHO. Vehicle safety data from UNECE WP.29. Other data collected by questionnaire and cleared by Ministry of Health.

Norway

Population: 5 254 694 | Income group: High | Gross national income per capita: US$ 82 330

INSTITUTIONAL FRAMEWORK

Lead agency	The Norwegian Public Road Administration
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	Deaths and serious injuries ≤500 (2014-2023)

SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	Yes
Design standards for the safety of pedestrians / cyclists	Partial
Inspections / star rating of existing roads	Yes
Investments to upgrade high risk locations	Yes
Policies & investment in urban public transport	Yes

SAFER VEHICLES

Total registered vehicles for 2016	3 969 612
Cars and 4-wheeled light vehicles	3 147 101
Motorized 2- and 3-wheelers	305 265
Heavy trucks	74 622
Buses	16 258
Other	426 366
Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes
Motorcycle anti-lock braking system	Yes

POST-CRASH CARE

National emergency care access number	National, single number
Trauma registry	National
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	Yes

DATA

Reported road traffic fatalities (2016)	135 [a] (82% M, 18% F)
Reported rate per 100 000 population (2016)	2.6 [a]
WHO estimated road traffic fatalities (2016)	143 [b]
WHO estimated rate per 100 000 population (2016)	2.7 [b]

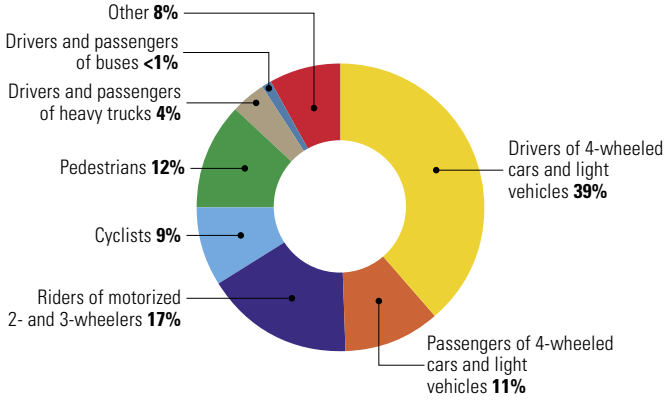
[a] Statistics Norway. Died within 30 days of crash
[b] WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	100 km/h
Local authorities can modify limits	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
Predominant type of enforcement	Manual and automated
National drink-driving law	Yes
BAC limit – general population	≤ 0.02 g/dl
BAC limit – young or novice drivers	≤ 0.02 g/dl
Random breath testing carried out	Yes
Testing carried out in case of fatal crash	Some drivers tested
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	13% [c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	No
Helmet standard referred to and/or specified	Yes
Children passengers on motorcycles	Not restricted
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	99% Drivers [d], 99% Passengers [d]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	96-98% Drivers [e], 95-96% Front seats [e]
National child restraint law	Yes
Children seated in front seat	Allowed in a child restraint [f]
Child restraint required	135-150 cm [g]
Child restraint standard referred to and/or specified	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	–
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

[c] 2015, Road safety, environmental and technology department, 2015 state of road safety report
[d] 2010, Statistics Norway
[e] 2016, The Norwegian Public Road Administration (Percentages reflect "urban" and "outside urban" areas, respectively)
[f] Provided that the airbag is deactivated if child is in a rear-facing child restraint
[g] Child restraints are required for children under 150 cm. By exception, children of height 135-150 cm can be restrained with a seat belt only if sitting in the rear

Deaths by road user category



Source: 2016, Norwegian Public Roads database (STRAKS)

Trends in reported road traffic deaths

Source: Statistics Norway

Legislative review conducted by WHO. Vehicle safety data from UNECE WP.29. Other data collected by questionnaire and cleared by Norwegian Public Road Administration.

Poland

Population: 38 224 408 | Income group: High | Gross national income per capita: US$ 12 680

INSTITUTIONAL FRAMEWORK

Lead agency	National Road Safety Council
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2013-2020)

SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	Partial
Design standards for the safety of pedestrians / cyclists	Yes
Inspections / star rating of existing roads	Yes
Investments to upgrade high risk locations	Yes
Policies & investment in urban public transport	Yes

SAFER VEHICLES

Total registered vehicles for 2015	27 409 106
Cars and 4-wheeled light vehicles	20 723 423
Motorized 2- and 3-wheelers	2 531 520
Heavy trucks	3 098 376
Buses	109 844
Other	945 943
Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes
Motorcycle anti-lock braking system	Yes

POST-CRASH CARE

National emergency care access number	National, single number
Trauma registry	None
Formal certification for prehospital providers	No
National assessment of emergency care systems	No

DATA

Reported road traffic fatalities (2016)	3 026 [a] (75% M, 25% F)
Reported rate per 100 000 population (2016)	7.9 [a]
WHO estimated road traffic fatalities (2016)	3 698 [b]
WHO estimated rate per 100 000 population (2016)	9.7 [b]

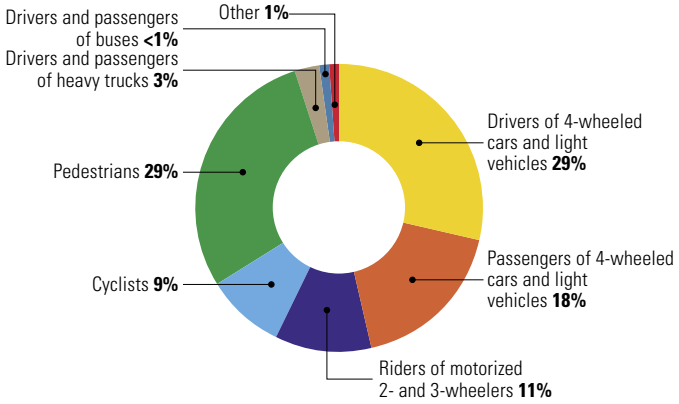
[a] SEWiK Police Database (Traffic accidents and collisions reporting system). Died within 30 days of crash
[b] WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h [c]
Max rural speed limit	90 km/h
Max motorway speed limit	140 km/h
Local authorities can modify limits	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Predominant type of enforcement	Manual
National drink-driving law	Yes
BAC limit – general population	< 0.02 g/dl
BAC limit – young or novice drivers	< 0.02 g/dl
Random breath testing carried out	Yes
Testing carried out in case of fatal crash	All drivers tested
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 (10)
% road traffic deaths involving alcohol	13% [d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	No
Helmet standard referred to and/or specified	Yes
Children passengers on motorcycles	Not restricted [e]
Self-reported enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Helmet wearing rate	99% Drivers [f], 100% Passengers [f]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	96% Front seats [g], 76% Rear seats [g]
National child restraint law	Yes
Children seated in front seat	Allowed in a child restraint [h]
Child restraint required	135-150 cm [i]
Child restraint standard referred to and/or specified	Yes
Self-reported enforcement	0 1 2 3 4 5 6 (7) 8 9 10
% children using child restraints	93% [j]
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

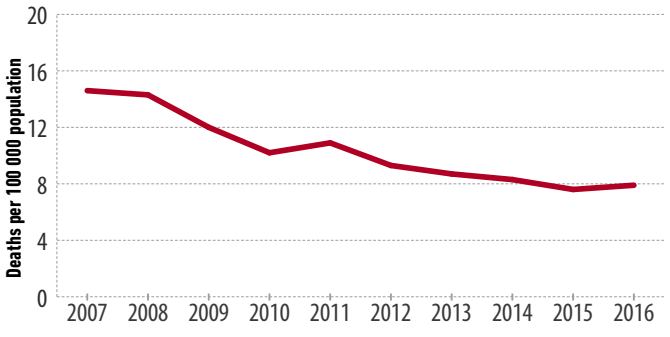
[c] 60 km/h from 23:00 - 05:00
[d] 2016, SEWiK Police Database (Traffic accidents and collisions reporting system)
[e] Speed limit for motorcycles transporting a child under 7 years is limited to 40 km/h
[f] 2015, Ministry of Infrastructure and Development, Using of motorcycle helmet in Poland 2015
[g] 2015, Ministry of Infrastructure and Development, Using of seat belts in Poland 2015
[h] Provided that airbag is deactivated if child is in a rear-facing restraint
[i] Child restraints are required for children under 150 cm. By exception, children of height 135-150 cm can be restrained with a seat belt only if sitting in the rear
[j] 2015, Ministry of Infrastructure and Development, Using of child restraints device in Poland 2015a

Deaths by road user category



Source: 2016, SEWiK Police Database (Traffic accidents and collisions reporting system)

Trends in reported road traffic deaths



Source: SEWiK Police Database (Traffic accidents and collisions reporting system)

Legislative review conducted by WHO. Vehicle safety data from UNECE WP.29. Other data collected by questionnaire and cleared by Ministry of Infrastructure.

Portugal

Population: 10 371 627 | Income group: High | Gross national income per capita: US$ 19 850

INSTITUTIONAL FRAMEWORK

Lead agency	National Authority for Road Safety, Ministry of Internal Administration
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	41 deaths per million people (2016-2020)

SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	Partial
Design standards for the safety of pedestrians / cyclists	Yes
Inspections / star rating of existing roads	Yes
Investments to upgrade high risk locations	No
Policies & investment in urban public transport	Yes

SAFER VEHICLES

Total registered vehicles for 2015	6 590 094
Cars and 4-wheeled light vehicles	5 970 710
Motorized 2- and 3-wheelers	506 400
Heavy trucks	98 267
Buses	14 717
Other	0
Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes
Motorcycle anti-lock braking system	Yes

POST-CRASH CARE

National emergency care access number	National, single number
Trauma registry	National
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	No

DATA

Reported road traffic fatalities (2016)	563 [a] (77% M, 23% F)
Reported rate per 100 000 population (2016)	5.5 [a]
WHO estimated road traffic fatalities (2016)	768 [b]
WHO estimated rate per 100 000 population (2016)	7.4 [b]

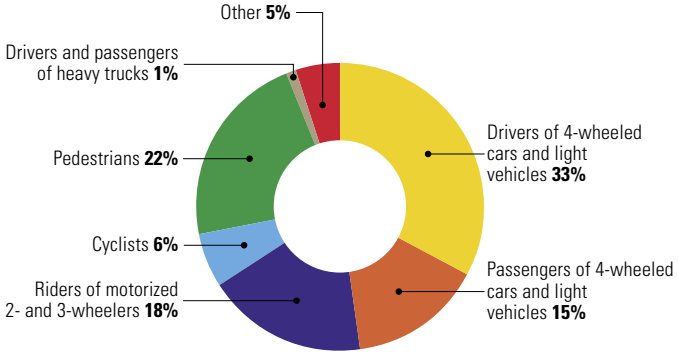
[a] National Authority for Road Safety. Died within 30 days of crash
[b] WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	No
Self-reported enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Predominant type of enforcement	Manual
National drink-driving law	Yes
BAC limit – general population	< 0.05 g/dl
BAC limit – young or novice drivers	< 0.02 g/dl
Random breath testing carried out	Yes
Testing carried out in case of fatal crash	All drivers tested
Self-reported enforcement	0 1 2 3 4 5 6 (7) 8 9 10
% road traffic deaths involving alcohol	29% [c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	Yes
Helmet standard referred to and/or specified	Yes
Children passengers on motorcycles	Prohibited under 7 yrs
Self-reported enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Helmet wearing rate	98% Drivers [c], 97% Passengers [c]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	96% Front seats [d], 77% Rear seats [d]
National child restraint law	Yes
Children seated in front seat	Prohibited under 12 yrs/135 cm [e]
Child restraint required	Up to 12 yrs/135 cm
Child restraint standard referred to and/or specified	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% children using child restraints	91-100% [d]
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

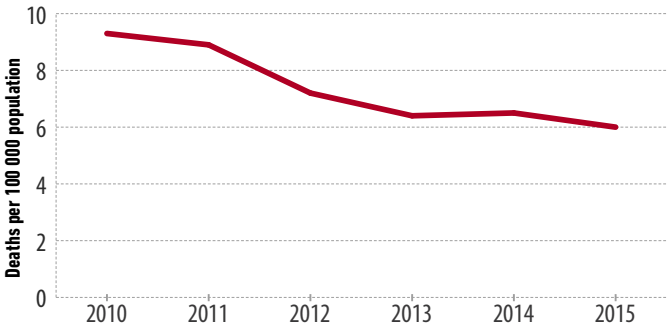
[c] 2015, National Authority for Road Safety and National Institute of Forensic Medicine and Forensic Sciences (INMLCF)
[d] 2012, Portuguese Road Safety (PRP)
[e] Except for children under 3 years in rear-facing child restraint with airbag deactivated

Deaths by road user category



Source: 2016, National Authority for Road Safety, Ministry of Internal Administration

Trends in reported road traffic deaths



Source: National Authority for Road Safety, Ministry of Internal Administration and National Institute of Statistics

Legislative review conducted by WHO. Vehicle safety data from UNECE WP.29. Other data collected by questionnaire and cleared by Ministry of Health.

Republic of Moldova

Population: 4 059 608 | Income group: Middle | Gross national income per capita: US$ 2 120

INSTITUTIONAL FRAMEWORK

Lead agency	The National Committee on Road safety
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2011-2020)

SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	Yes
Design standards for the safety of pedestrians / cyclists	Yes
Inspections / star rating of existing roads	Yes
Investments to upgrade high risk locations	Yes
Policies & investment in urban public transport	Yes

SAFER VEHICLES

Total registered vehicles for 2016	894 253
Cars and 4-wheeled light vehicles	547 712
Motorized 2- and 3-wheelers	37 987
Heavy trucks	177 781
Buses	20 971
Other	109 802
Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No
Motorcycle anti-lock braking system	No

POST-CRASH CARE

National emergency care access number	National, multiple numbers
Trauma registry	Some facilities
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	No

DATA

Reported road traffic fatalities (2016)	346 [a] (76% M, 24% F)
Reported rate per 100 000 population (2016)	9.7 [a]
WHO estimated road traffic fatalities (2016)	394 [b]
WHO estimated rate per 100 000 population (2016)	9.7 [b]

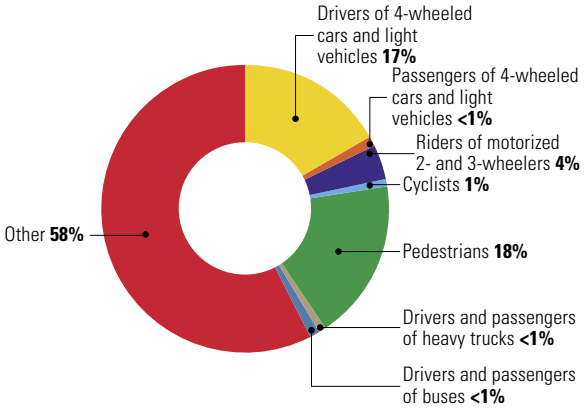
[a] National Center for Health Management. Died within 30 days of crash
[b] WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	110 km/h
Max motorway speed limit	110 km/h
Local authorities can modify limits	No
Self-reported enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Predominant type of enforcement	Manual and automated
National drink-driving law	Yes
BAC limit – general population	≤ 0.03 g/dl
BAC limit – young or novice drivers	≤ 0.03 g/dl
Random breath testing carried out	Yes
Testing carried out in case of fatal crash	All drivers tested
Self-reported enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% road traffic deaths involving alcohol	9% [c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	Yes
Helmet standard referred to and/or specified	No
Children passengers on motorcycles	Prohibited under 12 yrs
Self-reported enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Helmet wearing rate	–
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	62% Front seats [c], 18% Rear seats [d]
National child restraint law	Yes
Children seated in front seat	Prohibited under 12 yrs
Child restraint required	– [e]
Child restraint standard referred to and/or specified	No
Self-reported enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% children using child restraints	50% [d]
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

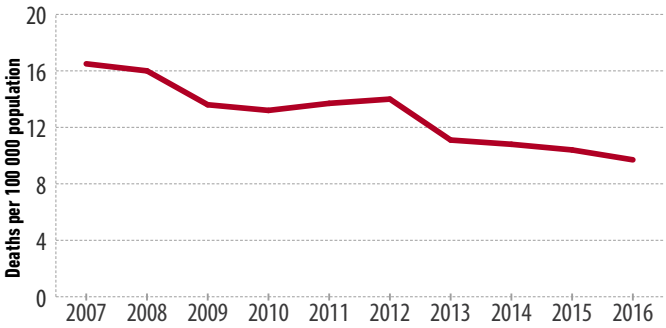
[c] 2016, Ministry of Internal Affairs statistics
[d] 2012, Joint report on the statistical data and the public's attitude to road safety in Chisinau and Tiraspol
[e] The legislation refers to the use of child restraint systems or other means to transport children under 12 years

Deaths by road user category



Source: 2016, National Center for Health Management

Trends in reported road traffic deaths



Source: National Center for Health Management

Legislative review conducted by WHO. Vehicle safety data from UNECE WP.29. Other data collected by questionnaire and cleared by Ministry of Health, Labor and Social Protection.

Romania

Population: 19 778 084 | Income group: Middle | Gross national income per capita: US$ 9 470

INSTITUTIONAL FRAMEWORK	
Lead agency	Interministerial Council for Road Safety
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2011-2020)

SAFER ROADS AND MOBILITY	
Audits or star rating required for new road infrastructure	Yes
Design standards for the safety of pedestrians / cyclists	Yes
Inspections / star rating of existing roads	Yes
Investments to upgrade high risk locations	No
Policies & investment in urban public transport	Yes

SAFER VEHICLES	
Total registered vehicles for 2016	7 014 661
Cars and 4-wheeled light vehicles	5 472 423
Motorized 2- and 3-wheelers	119 534
Heavy trucks	912 790
Buses	48 803
Other	461 111
Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes
Motorcycle anti-lock braking system	Yes

POST-CRASH CARE	
National emergency care access number	National, single number
Trauma registry	None
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	Yes

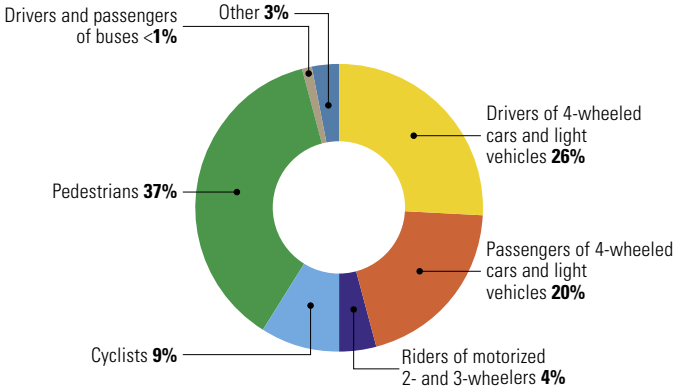
DATA	
Reported road traffic fatalities (2016)	1 913 [a] (73% M, 27% F)
Reported rate per 100 000 population (2016)	9.6 [a]
WHO estimated road traffic fatalities (2016)	2 044 [b]
WHO estimated rate per 100 000 population (2016)	10.3 [b]

[a] National database (EAC). Died within 30 days of crash
[b] WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	Yes
Self-reported enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Predominant type of enforcement	Manual
National drink-driving law	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	≤ 0.08 g/dl
Random breath testing carried out	Yes
Testing carried out in case of fatal crash	All drivers tested
Self-reported enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% road traffic deaths involving alcohol	6% [c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	No
Helmet standard referred to and/or specified	No
Children passengers on motorcycles	Prohibited under 14 yrs [d]
Self-reported enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Helmet wearing rate	–
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Self-reported enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Seat-belt wearing rate	–
National child restraint law	Yes
Children seated in front seat	Allowed in a child restraint [e]
Child restraint required	Up to 135 cm
Child restraint standard referred to and/or specified	Yes
Self-reported enforcement	0 1 2 3 4 5 6 (7) 8 9 10
% children using child restraints	–
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

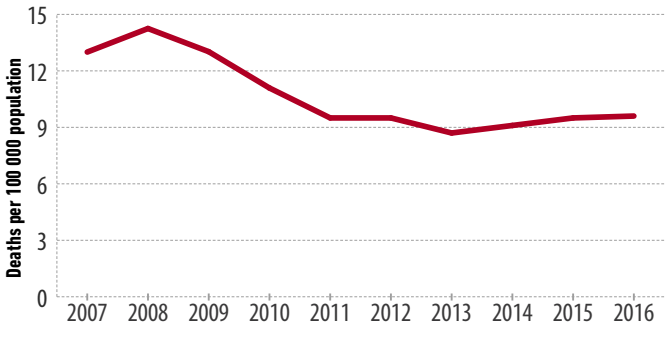
[c] 2016, National database (EAC)
[d] Children under 14 years allowed to be transported in the motorcycle sidecar and must be held in the arms under 7 years
[e] If in accordance with the manufacturer's instruction and for rear-facing restraint if airbag is deactivated

Deaths by road user category



Source: 2016, National database (EAC)

Trends in reported road traffic deaths



Source: National database (EAC) and National Institute of Statistics (INS)

Legislative review conducted by WHO. Vehicle safety data from UNECE WP.29. Other data collected by questionnaire and cleared by Ministry of Internal Affairs.

Russian Federation

Population: 143 964 512 | Income group: Middle | Gross national income per capita: US$ 9 720

INSTITUTIONAL FRAMEWORK

Lead agency	The Governmental Commission on Road Safety
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	Reduce deaths by 8 000 (2012-2020)

SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	Yes
Design standards for the safety of pedestrians / cyclists	Yes
Inspections / star rating of existing roads	No
Investments to upgrade high risk locations	Yes
Policies & investment in urban public transport	Yes

SAFER VEHICLES

Total registered vehicles for 2016	54 014 259
Cars and 4-wheeled light vehicles	44 698 592
Motorized 2- and 3-wheelers	2 237 218
Heavy trucks	3 179 460
Buses	865 897
Other	3 033 092
Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes
Motorcycle anti-lock braking system	No

POST-CRASH CARE

National emergency care access number	National, single number
Trauma registry	Some facilities
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	No

DATA

Reported road traffic fatalities (2016)	20 308 [a] (72% M, 25% F)
Reported rate per 100 000 population (2016)	13.9 [a]
WHO estimated road traffic fatalities (2016)	20 938 [b]
WHO estimated rate per 100 000 population (2016)	14.5 [b]

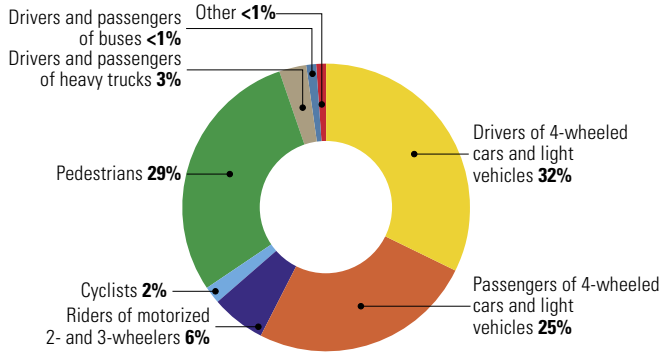
[a] Ministry of Internal Affairs of the Russian Federation. Died within 30 days of crash. Estimates included off-road traffic fatalities.
[b] WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details.

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	110 km/h
Local authorities can modify limits	Yes [c]
Self-reported enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Predominant type of enforcement	Automated
National drink-driving law	Yes
BAC limit – general population	≤ 0.03 g/dl [d]
BAC limit – young or novice drivers	≤ 0.03 g/dl [d]
Random breath testing carried out	Yes [e]
Testing carried out in case of fatal crash	All drivers tested
Self-reported enforcement	0 1 2 3 4 5 (6) 7 8 9 10
% road traffic deaths involving alcohol	23% [f]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	Yes
Helmet standard referred to and/or specified	Yes
Children passengers on motorcycles	Prohibited under 12 yrs
Self-reported enforcement	0 1 2 3 (4) 5 6 7 8 9 10
Helmet wearing rate	–
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Self-reported enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Seat-belt wearing rate	66-83% Front seats [f], 20-50% Rear seats [g]
National child restraint law	Yes [h]
Children seated in front seat	Allowed in a child restraint [i]
Child restraint required	Up to 7 yrs [j]
Child restraint standard referred to and/or specified	Yes
Self-reported enforcement	0 1 2 3 4 5 6 (7) 8 9 10
% children using child restraints	49-52% [g]
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

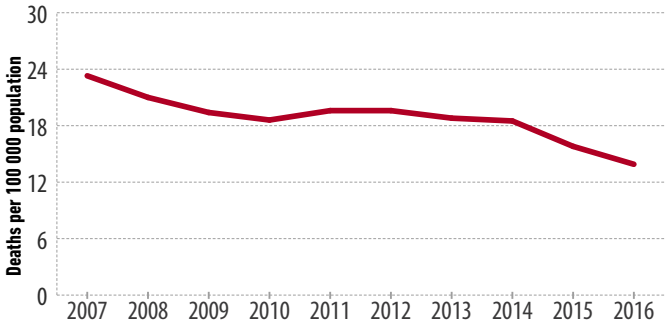
[c] Local authorities can modify national speed limits through the posting of speed signs
[d] Law based on breath alcohol concentration, values converted to BAC
[e] Legislation requires probable cause to test drivers
[f] 2016, Ministry of Internal Affairs of the Russian Federation
[g] 2016, Survey performed by the Russian Public Opinion Research Center, 2016
[h] Since 2017, child restraint systems are the only form of restraint allowed for children under 7 years (before the 2017 revision, children under 12 years were to be restrained either in a child restraint or by "other means")
[i] Children up to 11 years (included) while sitting in the front shall be placed in a child restraint, children aged 12 years and more can sit in the front without a child restraint
[j] For children aged 7-11 years old (included) sitting in the rear, child restraint or seat belt can be used

Deaths by road user category



Source: 2016, Ministry of Internal Affairs of the Russian Federation

Trends in reported road traffic deaths



Source: Ministry of Internal Affairs of the Russian Federation

Legislative review conducted by WHO. Vehicle safety data from UNECE WP.29. Other data collected by questionnaire and cleared by Ministry of Health.

San Marino

Population: 33 203 | Income group: High | Gross national income per capita: US$ 51 810[a]

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	Partial
Design standards for the safety of pedestrians / cyclists	Partial
Inspections / star rating of existing roads	No
Investments to upgrade high risk locations	Yes
Policies & investment in urban public transport	Yes

SAFER VEHICLES

Total registered vehicles for 2016	54 956
Cars and 4-wheeled light vehicles	35 369
Motorized 2- and 3-wheelers	13 109
Heavy trucks	548
Buses	76
Other	5 854
Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes
Motorcycle anti-lock braking system	No

POST-CRASH CARE

National emergency care access number	National, multiple numbers
Trauma registry	None
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	Yes

DATA

Reported road traffic fatalities (2016)	0[b]
Reported rate per 100 000 population (2016)	0.0[b]
WHO estimated road traffic fatalities (2016)	0[c]
WHO estimated rate per 100 000 population (2016)	0[c]

[a] Data available only for 2008
[b] Information Technology, Data and Statistics Office. Died within 30 days of crash
[c] WHO's method to obtain comparable country estimates: Group 3. Countries with populations less than 150 000. See explanatory note 3 in *Global status report on road safety 2018* for full details

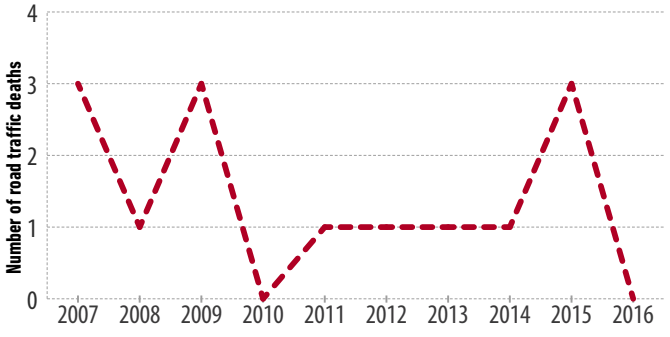
SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	70 km/h
Max rural speed limit	70 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
Self-reported enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Predominant type of enforcement	Manual and automated
National drink-driving law	Yes
BAC limit – general population	< 0.05 g/dl
BAC limit – young or novice drivers	< 0.05 g/dl
Random breath testing carried out	Yes[d]
Testing carried out in case of fatal crash	All drivers tested
Self-reported enforcement	0 1 2 3 4 5 (6) 7 8 9 10
% road traffic deaths involving alcohol	–
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	Yes
Helmet standard referred to and/or specified	Yes
Children passengers on motorcycles	Not restricted
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 (10)
Helmet wearing rate	–
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	–
National child restraint law	Yes
Children seated in front seat	Allowed in a child restraint
Child restraint required	Up to 150 cm
Child restraint standard referred to and/or specified	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% children using child restraints	–
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

[d] Legislation requires probable cause to test drivers

Deaths by road user category

Trends in reported road traffic deaths



Source: Information Technology, Data and Statistics Office

Legislative review conducted by WHO. Vehicle safety data from UNECE WP.29. Other data collected by questionnaire and cleared by Ministry of Health.

Serbia

Population: 8 820 083 | Income group: Middle | Gross national income per capita: US$ 5 280

INSTITUTIONAL FRAMEWORK

Lead agency	Coordination Body for Road Traffic Safety
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2011-2020)

SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	No
Design standards for the safety of pedestrians / cyclists	Yes
Inspections / star rating of existing roads	No
Investments to upgrade high risk locations	Yes
Policies & investment in urban public transport	Yes

SAFER VEHICLES

Total registered vehicles for 2016	2 282 401
Cars and 4-wheeled light vehicles	1 908 449
Motorized 2- and 3-wheelers	63 587
Heavy trucks	208 925
Buses	9 709
Other	91 731
Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No
Motorcycle anti-lock braking system	No

POST-CRASH CARE

National emergency care access number	National, multiple numbers
Trauma registry	Some facilities
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	Yes

DATA

Reported road traffic fatalities (2016)	607 [a] (82% M, 18% F)
Reported rate per 100 000 population (2016)	8.6 [a]
WHO estimated road traffic fatalities (2016)	649 [b]
WHO estimated rate per 100 000 population (2016)	7.4 [b]

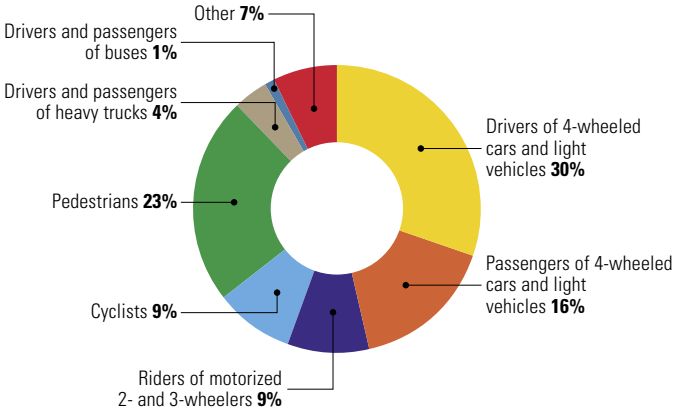
[a] Database of the Ministry of Interior on road traffic accidents. Died within 30 days of crash
[b] WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h [c]
Max rural speed limit	100 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes
Self-reported enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Predominant type of enforcement	Manual
National drink-driving law	Yes
BAC limit – general population	≤ 0.03 g/dl
BAC limit – young or novice drivers	0.00 g/dl
Random breath testing carried out	Yes
Testing carried out in case of fatal crash	All drivers tested
Self-reported enforcement	0 1 2 3 4 (5) 6 7 8 9 10
% road traffic deaths involving alcohol	17% [d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	Yes
Helmet standard referred to and/or specified	No
Children passengers on motorcycles	Prohibited under 12 yrs
Self-reported enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Helmet wearing rate	86% Drivers [e], 74-87% Passengers [e]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Self-reported enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Seat-belt wearing rate	75% Front seats [e], 10% Rear seats [e]
National child restraint law	Yes
Children seated in front seat	Prohibited under 12 yrs [f]
Child restraint required	Up to 3 yrs
Child restraint standard referred to and/or specified	Yes
Self-reported enforcement	0 1 2 (3) 4 5 6 7 8 9 10
% children using child restraints	28% [d]
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

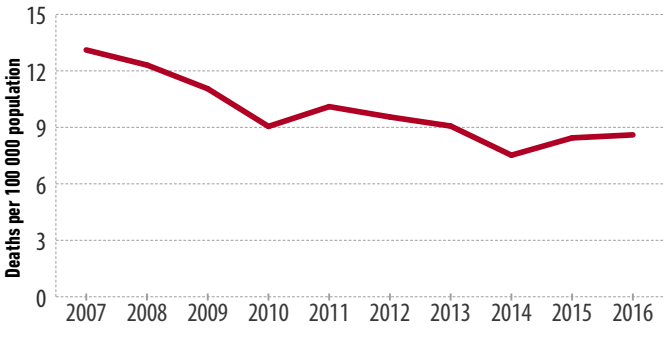
[c] Can be increased to 80 km/h
[d] 2016, Database of the Ministry of Interior on road traffic accidents
[e] 2016, Road Traffic Safety Agency of Republic of Serbia (percentages for helmet wearing are for mopeds and motorcycles, respectively)
[f] Except for children under 3 years if airbag is deactivated

Deaths by road user category



Source: 2016, Database of the Ministry of Interior on road traffic accidents

Trends in reported road traffic deaths



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

Legislative review conducted by WHO. Vehicle safety data from UNECE WP.29. Other data collected by questionnaire and cleared by Ministry of Health.

Slovakia

Population: 5 444 218 | Income group: High | Gross national income per capita: US$ 16 810

INSTITUTIONAL FRAMEWORK	
Lead agency	Ministry of transport of the Slovak Republic
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2011-2020)

SAFER ROADS AND MOBILITY	
Audits or star rating required for new road infrastructure	Partial
Design standards for the safety of pedestrians / cyclists	Yes
Inspections / star rating of existing roads	Yes
Investments to upgrade high risk locations	Yes
Policies & investment in urban public transport	Yes

SAFER VEHICLES	
Total registered vehicles for 2016	2 606 412
Cars and 4-wheeled light vehicles	2 388 415
Motorized 2- and 3-wheelers	126 630
Heavy trucks	82 563
Buses	8 804
Other	0
Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes
Motorcycle anti-lock braking system	Yes

POST-CRASH CARE	
National emergency care access number	National, single number
Trauma registry	None
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	No

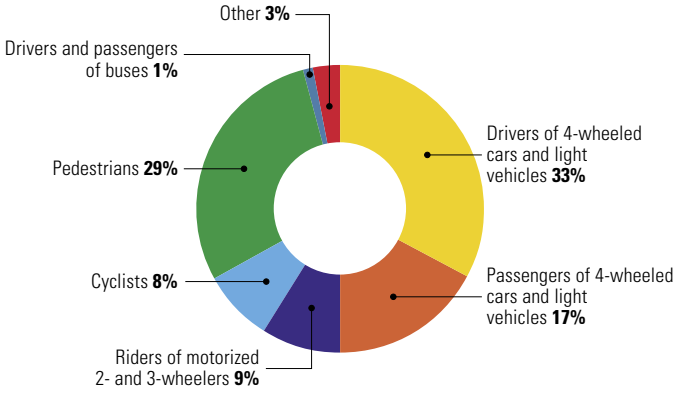
DATA	
Reported road traffic fatalities (2016)	275 [a] (78% M, 22% F)
Reported rate per 100 000 population (2016)	5.1 [a]
WHO estimated road traffic fatalities (2016)	330 [b]
WHO estimated rate per 100 000 population (2016)	6.1 [b]

[a] Road Accident Database (ISDN). Died within 30 days of crash
[b] WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	No
Self-reported enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Predominant type of enforcement	Manual
National drink-driving law	Yes [c]
BAC limit – general population	0.00 g/dl [c]
BAC limit – young or novice drivers	0.00 g/dl [c]
Random breath testing carried out	Yes
Testing carried out in case of fatal crash	All drivers tested
Self-reported enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% road traffic deaths involving alcohol	6% [d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	Yes
Helmet standard referred to and/or specified	No
Children passengers on motorcycles	Prohibited under 12 yrs
Self-reported enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Helmet wearing rate	–
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	–
National child restraint law	Yes
Children seated in front seat	Allowed in a child restraint [e]
Child restraint required	Up to 150 cm
Child restraint standard referred to and/or specified	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% children using child restraints	–
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

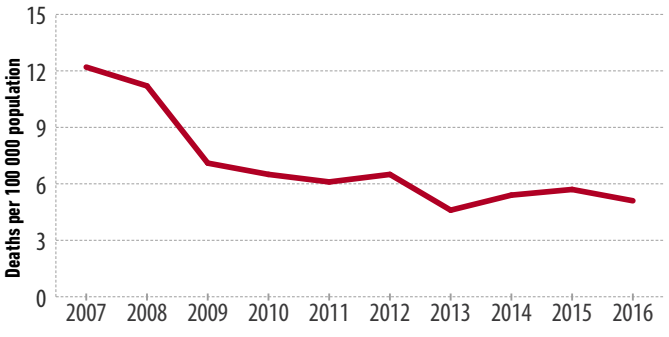
[c] Driving with presence of any alcohol in the body is prohibited
[d] 2016, Road Accident Database (ISDN)
[e] Provided that airbag is deactivated if child is in a rear-facing child restraint system

Deaths by road user category



Source: 2016, Road Accident Database (ISDN)

Trends in reported road traffic deaths



Source: Road Accident Database (SEDN) for 2007-2009; Road Accident Database (ISDN) for 2010-2016; and Statistical Bureau of Slovak Republic

Legislative review conducted by WHO. Vehicle safety data from UNECE WP.29. Other data collected by questionnaire and cleared by Ministry of Health.

Slovenia

Population: 2 077 862 | Income group: High | Gross national income per capita: US$ 21 660

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

SAFER ROADS AND MOBILITY	
Audits or star rating required for new road infrastructure	Partial
Design standards for the safety of pedestrians / cyclists	Yes
Inspections / star rating of existing roads	Yes
Investments to upgrade high risk locations	Yes
Policies & investment in urban public transport	Yes

SAFER VEHICLES	
Total registered vehicles for 2016	1 468 439
Cars and 4-wheeled light vehicles	1 183 476
Motorized 2- and 3-wheelers	97 418
Heavy trucks	31 374
Buses	2 690
Other	153 481
Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes
Motorcycle anti-lock braking system	Yes

POST-CRASH CARE	
National emergency care access number	National, single number
Trauma registry	National
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	No

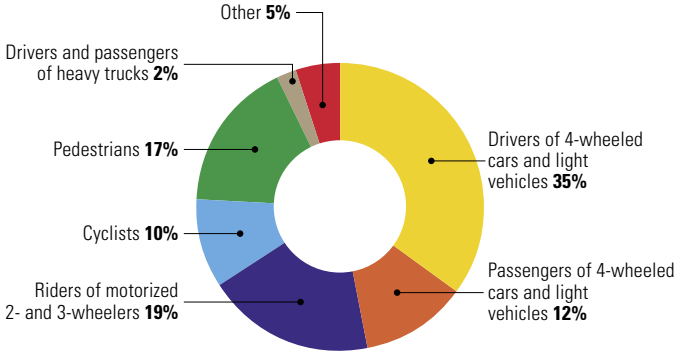
DATA	
Reported road traffic fatalities (2016)	130 [a] (78% M, 22% F)
Reported rate per 100 000 population (2016)	6.3 [a]
WHO estimated road traffic fatalities (2016)	134 [b]
WHO estimated rate per 100 000 population (2016)	6.4 [b]

[a] Police records. Died within 30 days of crash
[b] WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h [c]
Max rural speed limit	90 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	No
Self-reported enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Predominant type of enforcement	Manual
National drink-driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	0.00 g/dl
Random breath testing carried out	Yes
Testing carried out in case of fatal crash	All drivers tested
Self-reported enforcement	0 1 2 3 4 5 6 (7) 8 9 10
% road traffic deaths involving alcohol	32% [d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	Yes
Helmet standard referred to and/or specified	Yes
Children passengers on motorcycles	Prohibited under 12 yrs [e]
Self-reported enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Helmet wearing rate	–
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Seat-belt wearing rate	92% Front seats [f], 69% Rear seats [f]
National child restraint law	Yes
Children seated in front seat	Allowed in a child restraint [g]
Child restraint required	Up to 150 cm
Child restraint standard referred to and/or specified	No
Self-reported enforcement	0 1 2 3 4 5 6 7 8 (9) 10
% children using child restraints	–
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

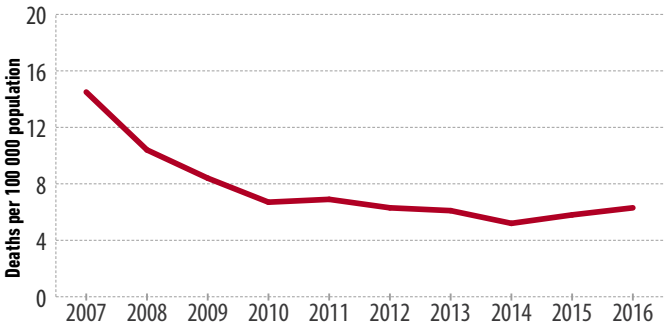
[c] Can be increased up to 70 km/h
[d] 2016, Police records
[e] Only children older than 12 years are allowed to ride as passengers on motorcycles
[f] 2016, Slovenian Traffic Safety Agency
[g] Provided that airbag is deactivated if child is in a rear-facing child restraint system

Deaths by road user category



Source: 2016, Police database

Trends in reported road traffic deaths



Source: Slovenian Traffic Safety Agency

Legislative review conducted by WHO. Vehicle safety data from UNECE WP.29. Other data collected by questionnaire and cleared by Slovenian Traffic Safety Agency.

Spain

Population: 46 347 576 | Income group: High | Gross national income per capita: US$ 27 520

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	Yes
Design standards for the safety of pedestrians / cyclists	Yes
Inspections / star rating of existing roads	Yes
Investments to upgrade high risk locations	Yes
Policies & investment in urban public transport	Yes

SAFER VEHICLES

Total registered vehicles for 2015	32 986 384
Cars and 4-wheeled light vehicles	26 876 165
Motorized 2- and 3-wheelers	5 102 674
Heavy trucks	526 559
Buses	60 252
Other	420 734
Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes
Motorcycle anti-lock braking system	Yes

POST-CRASH CARE

National emergency care access number	National, single number
Trauma registry	Some facilities
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	No

DATA

Reported road traffic fatalities (2016)	1 810 [a] (77% M, 23% F)
Reported rate per 100 000 population (2016)	3.8 [a]
WHO estimated road traffic fatalities (2016)	1 922 [b]
WHO estimated rate per 100 000 population (2016)	4.1 [b]

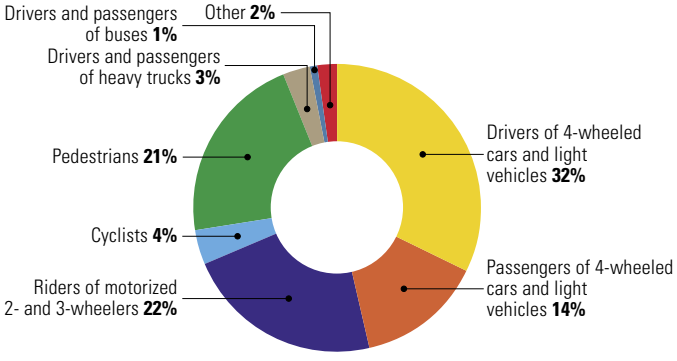
[a] Directorate General of Traffic. Died within 30 days of crash
[b] WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes [c]
Self-reported enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Predominant type of enforcement	Manual and automated
National drink-driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	≤ 0.03 g/dl
Random breath testing carried out	Yes
Testing carried out in case of fatal crash	Some drivers tested
Self-reported enforcement	0 1 2 3 4 5 6 (7) 8 9 10
% road traffic deaths involving alcohol	17% Males, 7% Females [d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	No
Helmet standard referred to and/or specified	Yes
Children passengers on motorcycles	Prohibited under 7/12 yrs [e]
Self-reported enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Helmet wearing rate	99% Drivers [f], 93% Passengers [f]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	91% Front seats [f], 81% Rear seats [f]
National child restraint law	Yes
Children seated in front seat	Prohibited under 135 cm [g]
Child restraint required	Up to 135 cm
Child restraint standard referred to and/or specified	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% children using child restraints	88% [h]
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

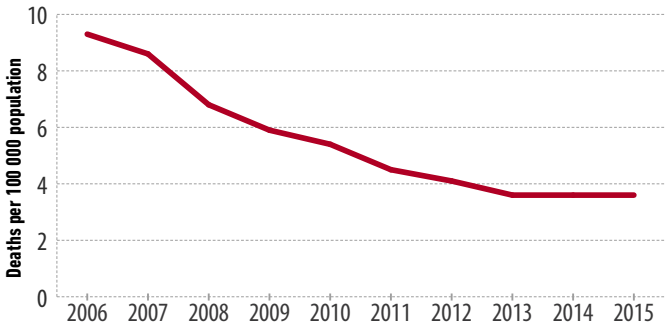
[c] Road authorities can decrease speed limits on both urban and rural roads. Speed limits can only be increased on urban highways
[d] 2012, Global Status Report on Alcohol and Health 2014, WHO (percentages for females and males, respectively)
[e] In principle, children under 12 years are not allowed to ride as passenger on motorcycles, by exception the minimum age is lowered to 7 years when the driver is one of the parents, or a person authorized by them
[f] 2012, Directorate General of Traffic
[g] Front seating for children under 135 cm is only allowed as an exception if there are no seats in the back or all other seats are occupied by children
[h] 2012, Directorate General of Traffic.

Deaths by road user category



Source: 2015, Directorate General of Traffic

Trends in reported road traffic deaths



Source: Directorate General of Traffic

Legislative review conducted by WHO. Vehicle safety data from UNECE WP.29. Other data collected by questionnaire and cleared by Ministry of Health, Social Services and Equality.

Sweden

Population: 9 837 533 | Income group: High | Gross national income per capita: US$ 54 630

INSTITUTIONAL FRAMEWORK

Lead agency	Swedish Transport Administration, Ministry of Enterprise and Innovation
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2007-2020)

SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	Partial
Design standards for the safety of pedestrians / cyclists	Yes
Inspections / star rating of existing roads	Yes
Investments to upgrade high risk locations	Yes
Policies & investment in urban public transport	Yes

SAFER VEHICLES

Total registered vehicles for 2016	6 102 914
Cars and 4-wheeled light vehicles	5 302 808
Motorized 2- and 3-wheelers	375 188
Heavy trucks	81 430
Buses	13 890
Other	329 598
Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes
Motorcycle anti-lock braking system	Yes

POST-CRASH CARE

National emergency care access number	National, single number
Trauma registry	National
Formal certification for prehospital providers	No
National assessment of emergency care systems	No

DATA

Reported road traffic fatalities (2016)	270 [a] (76% M, 24% F)
Reported rate per 100 000 population (2016)	2.7 [a]
WHO estimated road traffic fatalities (2016)	278 [b]
WHO estimated rate per 100 000 population (2016)	2.8 [b]

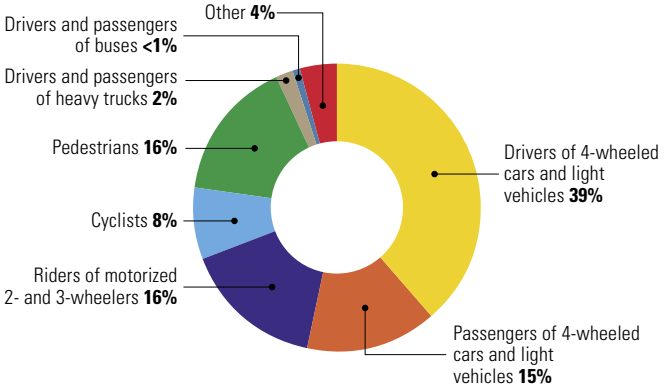
[a] Official statistics (Swedish Transport Analysis). Died within 30 days of crash
[b] WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	110 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes
Self-reported enforcement	0 1 2 3 4 5 6 (8) 9 10
Predominant type of enforcement	Automated
National drink-driving law	Yes
BAC limit – general population	< 0.02 g/dl
BAC limit – young or novice drivers	< 0.02 g/dl
Random breath testing carried out	Yes
Testing carried out in case of fatal crash	All drivers tested
Self-reported enforcement	0 1 2 3 4 5 (6) 7 8 9 10
% road traffic deaths involving alcohol	24% [c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	Yes
Helmet standard referred to and/or specified	Yes
Children passengers on motorcycles	Not restricted
Self-reported enforcement	0 1 2 3 4 5 6 (8) 9 10
Helmet wearing rate	97-99% All Riders [d]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Self-reported enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Seat-belt wearing rate	96% Front seats [e], 90% Rear seats [e]
National child restraint law	Yes
Children seated in front seat	Allowed in a child restraint [f]
Child restraint required	Up to 135 cm
Child restraint standard referred to and/or specified	Yes
Self-reported enforcement	0 1 2 3 4 5 (6) 7 8 9 10
% children using child restraints	96% [g]
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	No
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

[c] 2016, In-depth studies of fatal crashes, Swedish Transport Administration
[d] 2016, Travel survey (VTI)
[e] 2016, Swedish Transport Administration, Analysis of road safety development 2016
[f] Provided that airbag is deactivated if child is in a rear-facing child restraint system
[g] 2013, The Sweden National Road and Transport Research Institute (VTI), The use of seat belts in Sweden 2013.

Deaths by road user category



Source: 2016, STRADA (Swedish Traffic Accident Data Acquisition), Swedish Transport Agency

Trends in reported road traffic deaths

Source: Official statistics (Swedish Transport Analysis)

Legislative review conducted by WHO. Vehicle safety data from UNECE WP.29. Other data collected by questionnaire and cleared by Swedish Transport Administration.

Switzerland

Population: 8 401 739 | Income group: High | Gross national income per capita: US$ 81 240

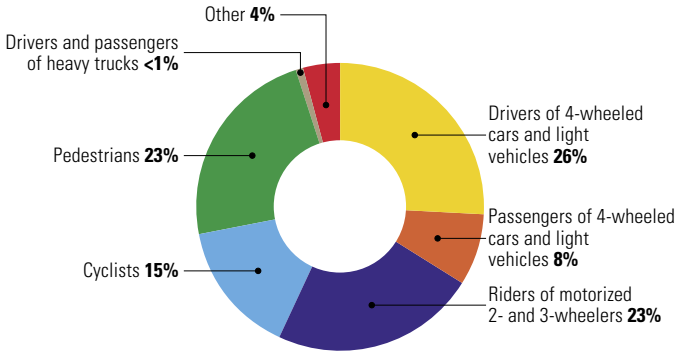
INSTITUTIONAL FRAMEWORK	
Lead agency	Federal Roads Office (FEDRO)
Funded in national budget	Yes
National road safety strategy	No
Funding to implement strategy	–
Fatality reduction target	–
SAFER ROADS AND MOBILITY	
Audits or star rating required for new road infrastructure	Partial
Design standards for the safety of pedestrians / cyclists	No
Inspections / star rating of existing roads	Yes
Investments to upgrade high risk locations	Yes
Policies & investment in urban public transport	Yes
SAFER VEHICLES	
Total registered vehicles for 2016	5 980 512
Cars and 4-wheeled light vehicles	4 927 655
Motorized 2- and 3-wheelers	720 381
Heavy trucks	53 094
Buses	14 742
Other	264 640
Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes
Motorcycle anti-lock braking system	Yes
POST-CRASH CARE	
National emergency care access number	National, single number
Trauma registry	National
Formal certification for prehospital providers	No
National assessment of emergency care systems	No
DATA	
Reported road traffic fatalities (2016)	216 [a] (70% M, 30% F)
Reported rate per 100 000 population (2016)	2.6 [a]
WHO estimated road traffic fatalities (2016)	223 [b]
WHO estimated rate per 100 000 population (2016)	2.7 [b]

[a] Federal Roads Office. Died within 30 days of crash
[b] WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	No
Self-reported enforcement	0 1 2 3 4 5 6 (7) 8 9 10
Predominant type of enforcement	–
National drink-driving law	Yes
BAC limit – general population	< 0.05 g/dl
BAC limit – young or novice drivers	< 0.01 g/dl
Random breath testing carried out	Yes
Testing carried out in case of fatal crash	Some drivers tested
Self-reported enforcement	0 1 2 3 4 5 (6) 7 8 9 10
% road traffic deaths involving alcohol	13% [c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	No
Helmet standard referred to and/or specified	Yes
Children passengers on motorcycles	Not restricted
Self-reported enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Helmet wearing rate	100% Drivers [d]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Seat-belt wearing rate	94% Front seats [d], 86% Rear seats [d]
National child restraint law	Yes
Children seated in front seat	Allowed in a child restraint
Child restraint required	Up to 12 yrs/150 cm [e]
Child restraint standard referred to and/or specified	Yes
Self-reported enforcement	0 1 2 3 4 5 6 (7) 8 9 10
% children using child restraints	93% [f]
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

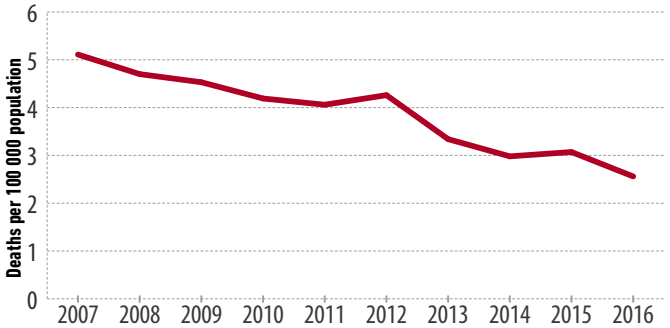
[c] 2016, Federal Roads Office
[d] 2016, Swiss Council for Accident Prevention (BFU)
[e] Children under 12 years and less than 150 cm shall be placed in a child restraint
[f] 2012, Swiss Council for Accident Prevention (BFU)

Deaths by road user category



Source: 2016, Federal Roads Office

Trends in reported road traffic deaths



Source: Swiss Federal Statistical Office

Legislative review conducted by WHO. Vehicle safety data from UNECE WP.29. Other data collected by questionnaire and cleared by Federal Department of the Environment, Transport, Energy and Communications.

Tajikistan

Population: 8 734 951 | Income group: Middle | Gross national income per capita: US$ 1 110

INSTITUTIONAL FRAMEWORK

Lead agency	Department of the State Automobile Inspection, Ministry of Internal Affairs
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	–

SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	Yes
Design standards for the safety of pedestrians / cyclists	Partial
Inspections / star rating of existing roads	Yes
Investments to upgrade high risk locations	Yes
Policies & investment in urban public transport	Yes

SAFER VEHICLES

Total registered vehicles for 2016	439 972
Cars and 4-wheeled light vehicles	380 496
Motorized 2- and 3-wheelers	4 546
Heavy trucks	39 261
Buses	15 669
Other	0
Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No
Motorcycle anti-lock braking system	No

POST-CRASH CARE

National emergency care access number	National, single number
Trauma registry	National
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	No

DATA

Reported road traffic fatalities (2016)	427 [a] (72% M, 28% F)
Reported rate per 100 000 population (2016)	4.9 [a]
WHO estimated road traffic fatalities (2016)	1 577 (95% CI 1 449 - 1 704) [b]
WHO estimated rate per 100 000 population (2016)	18.1 [b]

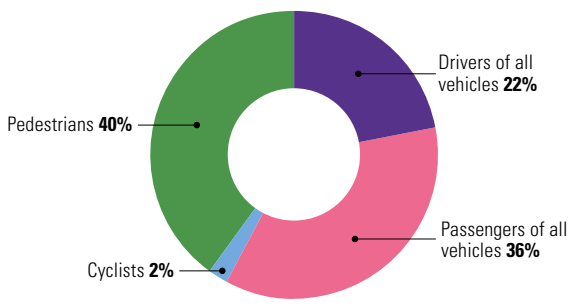
[a] Department of the State Automobile Inspection, Ministry of Internal Affairs. Died within 7 days of crash
[b] WHO's method to obtain comparable country estimates: Group 4. Countries/areas without eligible death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	110 km/h
Local authorities can modify limits	No
Self-reported enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Predominant type of enforcement	Manual
National drink-driving law	Yes [c]
BAC limit – general population	– [c]
BAC limit – young or novice drivers	– [c]
Random breath testing carried out	Yes
Testing carried out in case of fatal crash	All drivers tested
Self-reported enforcement	0 1 2 3 4 5 6 7 8 (9) 10
% road traffic deaths involving alcohol	4% [d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	Yes
Helmet standard referred to and/or specified	No
Children passengers on motorcycles	Prohibited under 12 yrs
Self-reported enforcement	0 1 2 3 4 5 (6) 7 8 9 10
Helmet wearing rate	–
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Self-reported enforcement	0 1 2 (3) 4 5 6 7 8 9 10
Seat-belt wearing rate	–
National child restraint law	No
Children seated in front seat	Allowed in a child restraint [e]
Child restraint required	– [f]
Child restraint standard referred to and/or specified	–
Self-reported enforcement	–
% children using child restraints	–
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

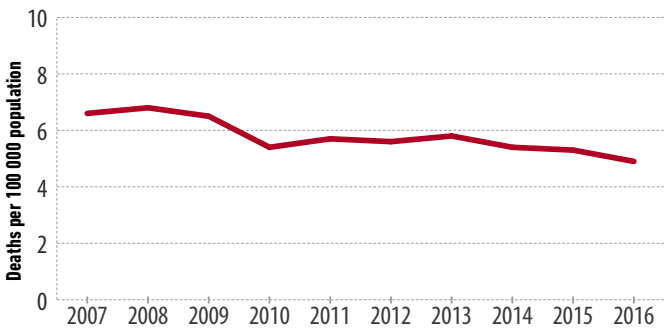
[c] Not based on BAC
[d] 2016, Department of the State Automobile Inspection, Ministry of Internal Affairs.
[e] Front seating of children under 12 years allowed if a child restraint is being used
[f] Legislation refers to child restraints or "other means" to secure children under 12 years but allows the transport of children under 12 years on the knees of an adult passenger seated in the back with the seat belt fastened

Deaths by road user category



Source: 2016, Department of the State Automobile Inspection, Ministry of Internal Affairs

Trends in reported road traffic deaths



Source: Department of the State Automobile Inspection, Ministry of Internal Affairs.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP.29. Other data collected by questionnaire and cleared by Ministry of Health and Social Protection.

Turkey

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

INSTITUTIONAL FRAMEWORK

Lead agency	Higher Board of Road Safety, Ministry of Interior
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	50% (2011-2020)

SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	Partial
Design standards for the safety of pedestrians / cyclists	Yes
Inspections / star rating of existing roads	Yes
Investments to upgrade high risk locations	Yes
Policies & investment in urban public transport	Yes

SAFER VEHICLES

Total registered vehicles for 2016	21 090 424
Cars and 4-wheeled light vehicles	17 040 996
Motorized 2- and 3-wheelers	3 003 733
Heavy trucks	825 334
Buses	220 361
Other	0
Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes
Motorcycle anti-lock braking system	No

POST-CRASH CARE

National emergency care access number	National, single number
Trauma registry	Some facilities
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	Yes

DATA

Reported road traffic fatalities (2016)	7 300 [a] (78% M, 22% F)
Reported rate per 100 000 population (2016)	4.4 [a]
WHO estimated road traffic fatalities (2016)	9 782 [b]
WHO estimated rate per 100 000 population (2016)	12.3 [b]

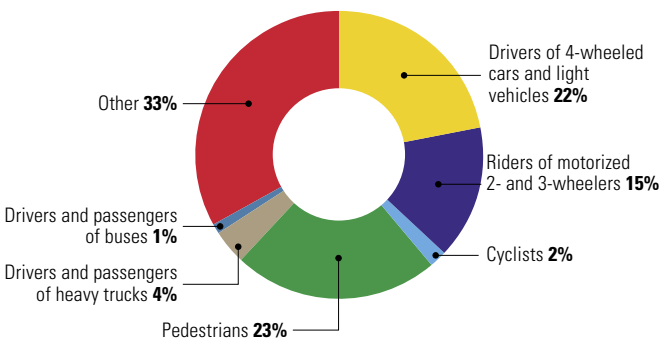
[a] Directorate General For Security. Died within 30 days of crash
[b] WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	110 km/h [c]
Max motorway speed limit	120 km/h [c]
Local authorities can modify limits	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Predominant type of enforcement	Manual and automated
National drink-driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	≤ 0.05 g/dl
Random breath testing carried out	Yes
Testing carried out in case of fatal crash	All drivers tested
Self-reported enforcement	0 1 2 3 4 5 6 7 8 (9) 10
% road traffic deaths involving alcohol	3% [d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	No
Helmet standard referred to and/or specified	Yes
Children passengers on motorcycles	Not restricted
Self-reported enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Helmet wearing rate	75% All riders [e]
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Seat-belt wearing rate	50% Drivers [f], 41% Front seats [f]
National child restraint law	Yes
Children seated in front seat	Allowed in a child restraint [g]
Child restraint required	Up to 36 kg/135 cm [h]
Child restraint standard referred to and/or specified	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 8 (9) 10
% children using child restraints	–
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	Yes
National drug-driving law	Yes

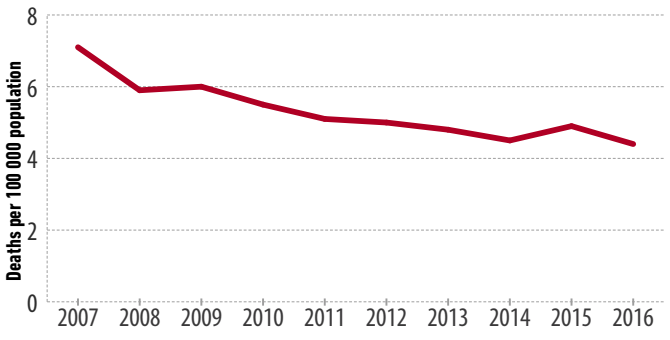
[c] Ministry of Interior can increase speed limits by 20 km/h for automobiles
[d] 2012, Turkish National Police
[e] 2016, Directorate General for Security
[f] 2013, 2016 - Turkey Analysis: Follow-up study on driver and front seat-belt use
[g] Provided that airbag is deactivated for children travelling in a rear-facing restraint
[h] Child restraints are required for children under 150cm, by exception children of height 135-150 cm can be restrained by a seat belt only if they sit in the back

Deaths by road user category



Source: 2016, Accident Reporting Database

Trends in reported road traffic deaths



Source: Directorate General for Security

Legislative review conducted by WHO. Vehicle safety data from UNECE WP.29. Other data collected by questionnaire and cleared by Ministry of Interior.

Turkmenistan

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

INSTITUTIONAL FRAMEWORK

Lead agency	Ministry of Health and Medical Industry of Turkmenistan
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	–

SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	Yes
Design standards for the safety of pedestrians / cyclists	Partial
Inspections / star rating of existing roads	No
Investments to upgrade high risk locations	Yes
Policies & investment in urban public transport	Yes

SAFER VEHICLES

Total registered vehicles	–
Cars and 4-wheeled light vehicles	–
Motorized 2- and 3-wheelers	–
Heavy trucks	–
Buses	–
Other	–
Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No
Motorcycle anti-lock braking system	No

POST-CRASH CARE

National emergency care access number	National, single number
Trauma registry	Some facilities
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	No

DATA

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

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

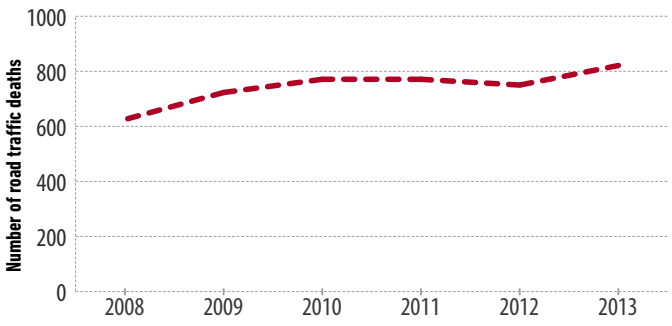
SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	110 km/h
Local authorities can modify limits	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 (10)
Predominant type of enforcement	Manual and automated
National drink-driving law	Yes
BAC limit – general population	< 0.05 g/dl
BAC limit – young or novice drivers	< 0.05 g/dl
Random breath testing carried out	Yes
Testing carried out in case of fatal crash	All drivers tested
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 (10)
% road traffic deaths involving alcohol	–
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	No
Helmet standard referred to and/or specified	No
Children passengers on motorcycles	Prohibited under 12 yrs
Self-reported enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Helmet wearing rate	–
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 (10)
Seat-belt wearing rate	–
National child restraint law	No
Children seated in front seat	Allowed in a child restraint [c]
Child restraint required	– [d]
Child restraint standard referred to and/or specified	–
Self-reported enforcement	–
% children using child restraints	–
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	Yes
National drug-driving law	No

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

Deaths by road user category

Trends in reported road traffic deaths



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

Legislative review conducted by WHO. Vehicle safety data from UNECE WP.29. Other data collected by questionnaire and cleared by Ministry of Health and Medical Industry.

Ukraine

Population: 44 438 624 | Income group: Middle | Gross national income per capita: US$ 2 310

INSTITUTIONAL FRAMEWORK

Lead agency	No
Funded in national budget	–
National road safety strategy	No
Funding to implement strategy	–
Fatality reduction target	–

SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	Yes
Design standards for the safety of pedestrians / cyclists	Yes
Inspections / star rating of existing roads	Yes
Investments to upgrade high risk locations	No
Policies & investment in urban public transport	Yes

SAFER VEHICLES

Total registered vehicles for 2014	14 433 709
Cars and 4-wheeled light vehicles	9 162 795
Motorized 2- and 3-wheelers	1 725 447
Heavy trucks	2 063 276
Buses	324 151
Other	1 158 040
Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No
Motorcycle anti-lock braking system	No

POST-CRASH CARE

National emergency care access number	National, single number
Trauma registry	None
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	No

DATA

Reported road traffic fatalities (2016)	4 687 [a] (76% M, 24% F)
Reported rate per 100 000 population (2016)	12.4 [a]
WHO estimated road traffic fatalities (2016)	6 089 [b]
WHO estimated rate per 100 000 population (2016)	13.7 [b]

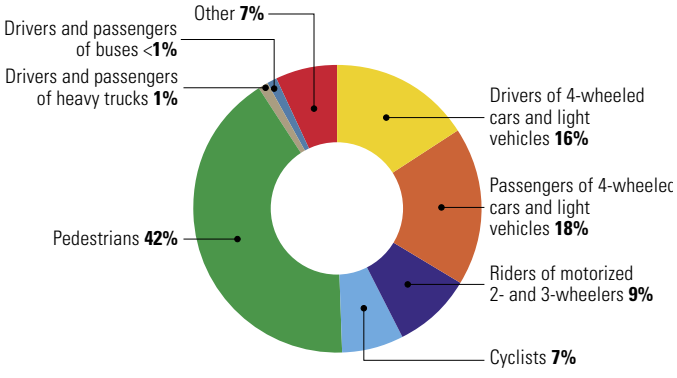
[a] State Statistics Service of Ukraine. Unlimited time period following crash
[b] WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	Yes
Self-reported enforcement	0 1 2 (3) 4 5 6 7 8 9 10
Predominant type of enforcement	–
National drink-driving law	Yes
BAC limit – general population	≤ 0.02 g/dl
BAC limit – young or novice drivers	≤ 0.02 g/dl
Random breath testing carried out	No
Testing carried out in case of fatal crash	All drivers tested
Self-reported enforcement	0 1 2 3 4 (5) 6 7 8 9 10
% road traffic deaths involving alcohol	7% [c]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	Yes
Helmet standard referred to and/or specified	No
Children passengers on motorcycles	Prohibited under 12 yrs/145 cm
Self-reported enforcement	0 1 2 (3) 4 5 6 7 8 9 10
Helmet wearing rate	–
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Self-reported enforcement	0 1 2 (3) 4 5 6 7 8 9 10
Seat-belt wearing rate	–
National child restraint law	Yes [d]
Children seated in front seat	Allowed in a child restraint [e]
Child restraint required	– [d]
Child restraint standard referred to and/or specified	No
Self-reported enforcement	0 1 (2) 3 4 5 6 7 8 9 10
% children using child restraints	–
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

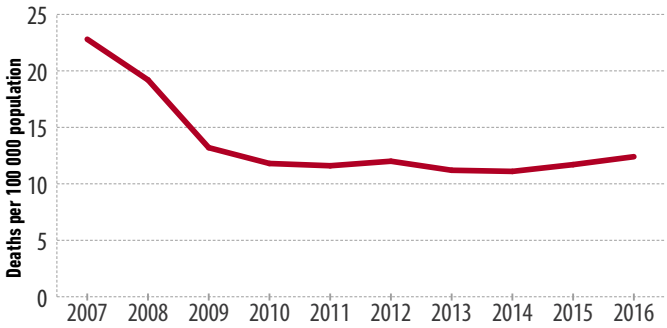
[c] 2016, State Statistics Service of Ukraine
[d] The legislation refers to the use of "special means" to be used in conjunction with the seat belt to restrain children under 12 years and 145 cm
[e] No specific reference to child restraint but to "special means" for children under 145 cm and 12 years sitting in the front

Deaths by road user category



Source: 2016, State Statistics Service of Ukraine

Trends in reported road traffic deaths



Source: State Statistics Service of Ukraine

Legislative review conducted by WHO. Vehicle safety data from UNECE WP.29. Other data collected by questionnaire and cleared by Ministry of Health.

United Kingdom of Great Britain and Northern Ireland

Population: 65 788 572 | Income group: High | Gross national income per capita: US$ 42 390

INSTITUTIONAL FRAMEWORK

Lead agency	Department for Transport (Great Britain); Transport - Policy, Planning and Partnership Division (Wales); Transport Scotland (Scotland); Department for Infrastructure (Northern Ireland)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	40-60% [a]

SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	Yes
Design standards for the safety of pedestrians / cyclists	Yes
Inspections / star rating of existing roads	Yes
Investments to upgrade high risk locations	Yes
Policies & investment in urban public transport	Yes

SAFER VEHICLES

Total registered vehicles for 2016	38 388 214
Cars and 4-wheeled light vehicles	35 681 940
Motorized 2- and 3-wheelers	1 270 216
Heavy trucks	517 144
Buses	167 056
Other	751 858
Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes
Motorcycle anti-lock braking system	Yes

POST-CRASH CARE

National emergency care access number	National, single number
Trauma registry	Subnational
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	No

DATA

Reported road traffic fatalities (2015)	1 804 [b] (76% M, 24% F)
Reported rate per 100 000 population (2015)	2.8 [a]
WHO estimated road traffic fatalities (2016)	2 019 [c]
WHO estimated rate per 100 000 population (2016)	3.1 [c]

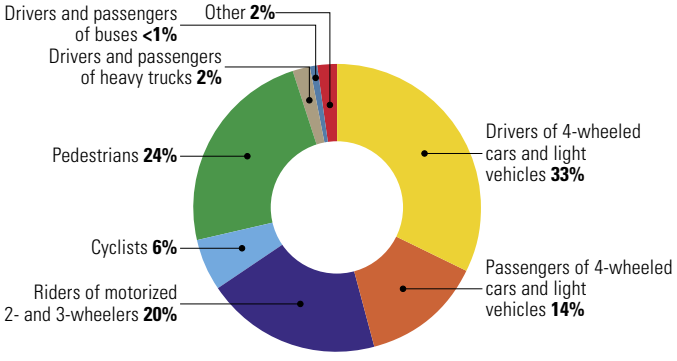
[a] Wales 40%; Scotland 40%; NI at least 60% (2004-2008 average to 2020)
[b] Department for Transport, Road accidents and safety statistics (Great Britain), Police Recorded Injury Road Traffic Collision Statistics (Northern Ireland). Defined as died within 30 days of crash
[c] WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	~ 48 km/h
Max rural speed limit	~ 96 km/h
Max motorway speed limit	~ 112 km/h
Local authorities can modify limits	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Predominant type of enforcement	Automated
National drink-driving law	Yes
BAC limit – general population	≤ 0.08 g/dl [d]
BAC limit – young or novice drivers	≤ 0.08 g/dl [d]
Random breath testing carried out	Yes [e]
Testing carried out in case of fatal crash	All drivers tested
Self-reported enforcement	0 1 2 3 4 5 6 7 (8) 9 10
% road traffic deaths involving alcohol	13% (GB), 23% (NI) [f]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	Yes
Helmet standard referred to and/or specified	Yes
Children passengers on motorcycles	Not restricted
Self-reported enforcement	0 1 2 3 4 5 6 7 8 (9) 10
Helmet wearing rate	–
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 (10)
Seat-belt wearing rate	95% (England and Scotland), 98% (NI) Front seats [g], 90% (England and Scotland), 94% (NI) Rear seats [g]
National child restraint law	Yes
Children seated in front seat	Allowed in a child restraint
Child restraint required	Up to 12 yrs/135 cm
Child restraint standard referred to and/or specified	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 (10)
% children using child restraints	95% (NI) [h]
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

[d] In Scotland legal BAC limit is ≤ 0.05g/dl
[e] Legislation requires probable cause to test drivers
[f] 2014, Police Services of Northern Island statistics (NI); Department for Transport Statistical Release 2016 (GB)
[g] 2014, Seatbelt and mobile phone use surveys 2014 (England and Scotland); Survey of Seat Belt Wearing 2014 (NI)
[h] 2014, Northern Ireland Survey of Seat Belt Wearing (figure for all ages and for children seated in the back)

Deaths by road user category



Source: 2015, Department for Transport, Road accidents and safety statistics (Great Britain), Police Recorded Injury Road Traffic Collision Statistics (Northern Ireland)

Trends in reported road traffic deaths

Source: Department for Transport, Road accidents and safety statistics (Great Britain), Police Recorded Injury Road Traffic Collision Statistics (Northern Ireland)

Legislative review conducted by WHO. Vehicle safety data from UNECE WP.29. Other data collected by questionnaire and cleared by Department for Transport.

Uzbekistan

Population: 31 446 796 | Income group: Middle | Gross national income per capita: US$ 2 220

INSTITUTIONAL FRAMEWORK

Lead agency	State Service on Traffic Safety, Ministry of Internal Affairs of Republic of Uzbekistan
Funded in national budget	Yes
National road safety strategy	No
Funding to implement strategy	–
Fatality reduction target	–

SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	Yes
Design standards for the safety of pedestrians / cyclists	Yes
Inspections / star rating of existing roads	Yes
Investments to upgrade high risk locations	Yes
Policies & investment in urban public transport	Yes

SAFER VEHICLES

Total registered vehicles	–
Cars and 4-wheeled light vehicles	–
Motorized 2- and 3-wheelers	–
Heavy trucks	–
Buses	–
Other	–
Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No
Motorcycle anti-lock braking system	No

POST-CRASH CARE

National emergency care access number	National, single number
Trauma registry	–
Formal certification for prehospital providers	–
National assessment of emergency care systems	–

DATA

Reported road traffic fatalities (2016)	2 496 [a]
Reported rate per 100 000 population (2016)	7.9 [a]
WHO estimated road traffic fatalities (2016)	3 617 [b]
WHO estimated rate per 100 000 population (2016)	11.5 [b]

[a] State service on Traffic Safety, Ministry of Internal Affairs of Republic of Uzbekistan. Died within 30 days of crash

[b] WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

SAFER ROAD USERS

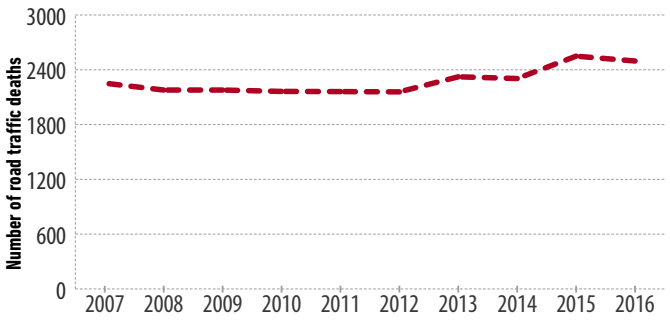
National speed limit law	Yes
Max urban speed limit	70 km/h
Max rural speed limit	100 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
Self-reported enforcement	0 1 2 3 4 5 6 7 (8) 9 10
Predominant type of enforcement	Manual
National drink-driving law	Yes [c]
BAC limit – general population	–
BAC limit – young or novice drivers	–
Random breath testing carried out	Yes
Testing carried out in case of fatal crash	–
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 (10)
% road traffic deaths involving alcohol	4% [d]
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	Yes
Helmet standard referred to and/or specified	No
Children passengers on motorcycles	Prohibited under 12 yrs
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 (10)
Helmet wearing rate	–
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Self-reported enforcement	0 1 2 3 4 (5) 6 7 8 9 10
Seat-belt wearing rate	–
National child restraint law	No
Children seated in front seat	Allowed in a child restraint
Child restraint required	–
Child restraint standard referred to and/or specified	–
Self-reported enforcement	–
% children using child restraints	–
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	Yes
National drug-driving law	Yes

[c] Not based on BAC

[d] 2016, Statistics of State Road Safety Service

Deaths by road user category

Trends in reported road traffic deaths



Source: Statistics of State Service on Traffic Safety, Ministry of Internal Affairs of Republic of Uzbekistan

Legislative review conducted by WHO. Vehicle safety data from UNECE WP.29. Other data collected by questionnaire and cleared by Republican specialized scientific-practical medical center of traumatology and orthopedics.


SVJOTA

ANNEXES

ANNEX 1

NATIONAL DATA COORDINATORS

National data coordinators by country/area shown in Table A1.1.

Table A1.1. National data coordinators

Country	Name of national data coordinator(s)	Country	Name of national data coordinator(s)
Albania	Gentiana Qirjako	**Lithuania**	Aida Laukaitienė
Armenia	Kristina Gyurjyan	**Luxembourg**	Scharel Lehners
Austria	Martin Labuda	**Malta**	Beatrice Farrugia
Belarus	Aleksandr Beletski	**Montenegro**	Svetlana Stojanović
Belgium	Wouter Van den Berghe	**Netherlands**	Peter Mak
Bosnia and Herzegovina	Dalibor Pejović Alen Seranic Elma Sokic	**North Macedonia**	Fimka Tozija
Bulgaria	Galia Tsolova	**Norway**	Guro Ranes
Croatia	Ivana Brkić Biloš	**Poland**	Krystian Warda
Cyprus	Vasos Scoutellas	**Portugal**	Miguel Telo de Arriaga
Czechia	Alena Švancarová	**Republic of Moldova**	Tatiana Zatic
Denmark	Lartey Lawson	**Romania**	Bogdan Pop
Estonia	Reigo Ude	**Russian Federation**	Sergey Ryzhov Yulia Shevtsova
Finland	Riikka Rajamäki	**San Marino**	Andrea Gualtieri
France	Joël Valmain	**Serbia**	Marija Markovic
Georgia	Tamar Chachava	**Slovakia**	Zora Brucháčová
Germany[a]	–	**Slovenia**	Andraž Murkovič
Greece	Georgios Yannis	**Spain**	Martha Molina Olivas
Hungary	Péter Csizmadia	**Sweden**	Matts-Åke Belin
Iceland	Gunnar Gunnarsson	**Switzerland**	Christoph Jahn Maja Ouertani
Israel	Kobi Peleg	**Tajikistan**	Abduvali Razzakov
Italy	Maria Giuseppina Lecce	**Turkey**	Kayhan Keser
Kazakhstan	Nurlan Batpenov	**Ukraine**	Iurii Chornyi
Kyrgyzstan	Samatbek Toimatov	**United Kingdom**	Mark Bellis
Latvia	Eva Ramuse	**Uzbekistan**	Azizov Mirklhakim

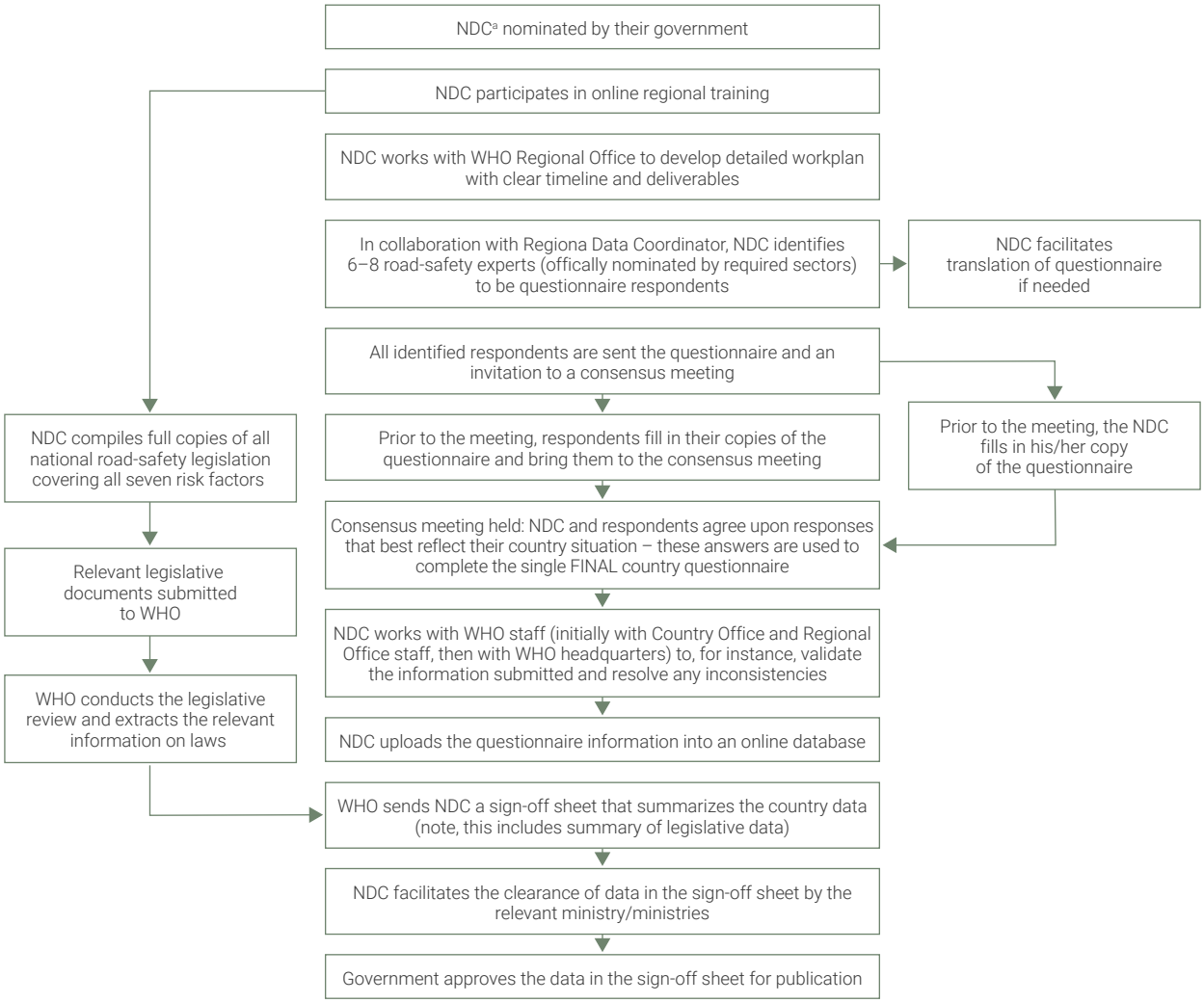
[a] Questionnaire completed by Horst Schulzes.

ANNEX 2

METHODOLOGY

A rigorous methodology for data collection was used (Fig. A2.1). This involved systematically gathering data and other information from each responding country in a four-phase process, primarily led by a government-appointed national data coordinator.

Fig. A2.1. Flow chart of methodology used for data collection and validation



[a] NDC: national data coordinator/s.

First, a self-administered questionnaire was completed in each country by respondents from ministries including health, transport, police, national highway agency, emergency care, education, interior, national statistics office and, where relevant, nongovernmental organizations. Secondly, respondents were encouraged to hold a consensus meeting and agree on the data that best represented their country. Thirdly, WHO headquarters and regional technical staff validated the final data submitted for each responding country by checking them against independent databases and other sources. Lastly, approval to include the final data in this report was obtained from the national data coordinator and/or government officials.

Some data presented in this report were obtained from the WHO Global Health Estimates *(1)*: this is clearly stated where applicable.

The questionnaire covered the following areas, which included indicators such as:

- → the existence of a lead agency for road safety;
- → national strategies and targets relating to reductions in road-traffic deaths;
- → data on the magnitude of the road-traffic injury problem;
- → policy and practices on infrastructure;
- → legislation and enforcement on a number of key risk factors – speed, drink–driving and seat-belt and helmet use; and
- → services to address the post-crash situation.

This report presents data from 51 countries that participated in the survey out of a total of 53 countries of the WHO European Region. National counterparts from Andorra and Monaco were not able to participate in the survey. Subanalyses by country income and subregional grouping are offered to identify inequalities in the Region. Analyses by income level include 30 high-income countries and 21 low- and middle-income countries, as defined by the World Bank *(2)*. Analyses by subregion include 28 European Union countries and the 11 countries comprising the Commonwealth of Independent States. Together, these countries represent almost 100% of the Region's 916 million people. Progress in the Region is also analysed against results from 48 Member States in the base survey conducted in 2013.

REFERENCES

1. WHO global health estimates 2016 summary tables: deaths by cause, age and sex, by WHO region, 2000–2016. In: World Health Organization [website]. Geneva: World Health Organization; 2016 (https://www.who.int/healthinfo/global_burden_disease/estimates/en/index1.html, accessed 20 February 2020).
2. World Bank open data [online database]. In: World Bank [website]. Washington (DC): World Bank; 2019 (https://data.worldbank.org, accessed 20 February 2020).

ANNEX 3

ESTIMATION OF TOTAL ROAD-TRAFFIC DEATHS

INTRODUCTION

This annex gives an overview of the methodology used to generate WHO estimates of road-traffic deaths in 2016 for all Member States of the WHO European Region. The estimates for the 51 countries that participated in the questionnaire and the methodological approach for each country are summarized in Table A3.1.

Table A3.1. Summary of methodology used per country

Country	Approaches to estimation	Country grouping	Latest year of death registration data	Reported data (2016)	Source of reported data	Time frame	WHO Global Health Estimates (2016)
Albania	4	Group 4	–	269	Interior	30 days	399
Armenia	1.1	Group 1	–	267	Statistics	30 days	461
Austria	1.2	Group 1	2015	432	Statistics	30 days	452
Azerbaijan	1.3	Group 1	2007	759	Interior	7 days	845
Belarus	1.2	Group 1	2011	588	Interior	30 days	841
Belgium	1.3	Group 1	2014	637	Statistics	30 days	657
Bosnia and Herzegovina	4	Group 4	–	318	Interior	30 days	552
Bulgaria	1.3	Group 1	2014	708	Interior	30 days	730
Croatia	1.2	Group 1	2015	307	Interior	30 days	340
Cyprus	1.2	Group 1	2015	46	Interior	30 days	60
Czechia	1.3	Group 1	2015	611	–	30 days	630
Denmark	1.2	Group 1	2015	211	Interior	30 days	227
Estonia	1.2	Group 1	2015	71	Interior	30 days	80
Finland	1.3	Group 1	2015	252	Statistics	30 days	260
France	1.3	Group 1	2014	3 477	Intersectoral	30 days	3 585
Georgia	1.3	Group 1	2014	581	Interior	30 days	599
Germany	1.2	Group 1	2015	3 206	Statistics	30 days	3 327
Greece	1.2	Group 1	2014	824	Statistics	30 days	1 026
Hungary	1.2	Group 1	2015	607	Statistics	30 days	756
Iceland	1.1	Group 1	2016	18	Transport	30 days	22
Ireland	1.3	Group 1	2014	188	Transport	30 days	194

Table A3.1 contd

Country	Approaches to estimation	Country grouping	Latest year of death registration data	Reported data (2016)	Source of reported data	Time frame	WHO Global Health Estimates (2016)
Malta	1.2	Group 1	2014	22	Vital registration	365 days	26
Israel	1.3	Group 1	2015	335	Statistics	30 days	345
Italy	1.2	Group 1	2014	3 428 (2015)	Statistics	30 days	3 333
Kazakhstan	1.2	Group 1	2015	2 625	Statistics	30 days	3 158
Kyrgyzstan	1.2	Group 1	2015	812	Statistics	365 days	916
Latvia	1.2	Group 1	2015	158	Interior	30 days	184
Lithuania	1.2	Group 1	2015	192	Interior	30 days	234
Luxembourg	1.3	Group 1	2015	32	Statistics	30 days	36
Montenegro	1.3	Group 1	2009	65	Statistics	30 days	67
Netherlands	1.3	Group 1	2015	621 (2015)	Statistics	30 days	648
North Macedonia	1.3	Group 1	2013	148 (2015)	Interior	30 days	134
Norway	1.2	Group 1	2015	135	Statistics	30 days	143
Poland	1.2	Group 1	2015	3 026	Interior	30 days	3 698
Portugal	1.2	Group 1	2014	563	Interior	30 days	768
Republic of Moldova	1.1	Group 1	2016	346	Health	30 days	394
Romania	1.2	Group 1	2015	1 913	–	30 days	2 044
Russian Federation	1.3	Group 1	2011	20 308	Interior	30 days	20 938
San Marino	3	Group 3	2015	0	Statistics	30 days	0
Serbia	1.2	Group 1	2015	607	Interior	30 days	649
Slovakia	1.2	Group 1	2014	275	Statistics	30 days	330
Slovenia	1.3	Group 1	2015	130	Police	30 days	134
Spain	1.2	Group 1	2015	1 810	Transport	30 days	1 922
Sweden	1.2	Group 1	2015	270	Transport	30 days	278
Switzerland	1.3	Group 1	2015	216	Transport	30 days	223
Tajikistan	4	Group 4	–	427	Interior	7 days	1 577
Turkey	1.2	Group 1	2015	7 300	Interior	30 days	9 782
Turkmenistan	4	Group 4	–	543	Statistics	7 days	823
Ukraine	1.2	Group 1	2012	4 687	Statistics	Unlimited	6 089
United Kingdom	1.2	Group 1	2015	1 804 (2015)	Transport	30 days	2 019
Uzbekistan	1.2	Group 1	2014	2 496	Interior	30 days	3 617

Countries were categorized in four groups, based on the completeness of capture and classification by cause of deaths in national vital registration systems. Table A3.2 provides an overview of the country grouping. The estimation methodology for each group is described in detail below.

Table A3.2. Overview of the country grouping and the methods used to obtain comparable country estimates

Estimation method	Country
GROUP 1 Countries with good death registration data	
→ **Group 1.1**	Armenia, Iceland, Republic of Moldova
→ **Group 1.2**	Austria, Belarus, Croatia, Cyprus, Denmark, Estonia, Germany, Greece, Hungary, Italy, Kazakhstan, Kyrgyzstan, Latvia, Lithuania, Malta, Norway, Poland, Portugal, Romania, Russian Federation, Serbia, Slovakia, Spain, Sweden, Turkey, Ukraine, United Kingdom, Uzbekistan
→ **Group 1.3**	Azerbaijan, Belgium, Bulgaria, Czechia, Finland, France, Georgia, Ireland, Israel, Luxembourg, Montenegro, Netherlands, North Macedonia, Slovenia, Switzerland
GROUP 2 Countries with other sources of cause of death information	No application to any WHO European Region Member State
GROUP 3 Countries with populations less than 150 000	San Marino
GROUP 4 Countries without eligible death registration data	Albania, Bosnia and Herzegovina, Tajikistan, Turkmenistan

APPROACHES TO ESTIMATION

Group 1. Countries with death registration data

This group includes 45 countries with death registration data that meet the following completeness criteria: completeness for the year estimated at 80% or more; or average completeness for the decade, including the country-year, was 80% or more. Total road-traffic deaths were calculated from the death registration data and population data reported to WHO as follows.

Injury deaths classified as "undetermined intent" were redistributed pro rata across all unintentional and intentional injury categories within age–sex groups. These data were used to compute age–sex-specific death rates for road-traffic deaths. Where completeness was assessed at less than 100%, death rates were adjusted for incompleteness by multiplying by (100/ completeness %). These death rates were applied to the United Nations estimates of population by five-year age group and sex *(1)* to estimate total road-traffic deaths for each country-year.

These countries fall into three further categories.

1.1 Countries with death registration data for year 2016 where the estimated road-traffic deaths for 2016 exceeded the number reported from the surveillance system. The death registration-based estimate is used. This category contains three countries (Armenia, Iceland and the Republic of Moldova).

1.2 Countries where the latest death registration data submitted to WHO are earlier than 2015 but not earlier than 2007. Deaths in year 2016 were estimated based on a projection of the most recent death registration data using the trends in reported surveillance data: this category contains 28 countries (Austria, Belarus, Croatia, Cyprus, Denmark, Estonia, Germany, Greece, Hungary, Italy, Kazakhstan, Kyrgyzstan, Latvia, Lithuania, Malta, Norway, Poland, Portugal, Romania, the Russian Federation, Serbia, Slovakia, Spain, Sweden, Turkey, Ukraine, the United Kingdom and Uzbekistan).

1.3 Countries where the reported number of road-traffic deaths adjusted to unlimited time for 2016 exceeded the estimate based on death registration data. For 15 countries, the reported road-traffic deaths were used for year 2016 (Azerbaijan, Belgium, Bulgaria, Czechia, Finland, France, Georgia, Ireland, Israel, Luxembourg, Montenegro, the Netherlands, North Macedonia, Slovenia and Switzerland).

Group 2. Countries with other sources of information on causes of death

In the WHO European Region, no countries fall under this grouping. For countries in other WHO regions that fall into this group, the regression method described below was used to project forward from the most recent year for which an estimate of total road-traffic deaths was available.

Group 3. Countries with populations less than 150 000

Regression estimates were not used for countries with populations less than 150 000 and which did not have eligible death registration data. The reported deaths were used directly without adjustment. This category contains one country (San Marino).

Group 4. Countries without eligible death registration data

For four countries (Albania, Bosnia and Herzegovina, Tajikistan and Ukraine) without death registration data at least 80% complete and with populations greater than 150 000, a regression model was used to estimate total road-traffic deaths. As for the first report, a negative binomial regression model, appropriate for modeling non-negative integer count data (number of road-traffic deaths) *(2,3),* was used. A likelihood ratio test was used to assess that the negative binomial model provided a better fit to the data than a Poisson model (where the variance of the data is constrained to equal the mean):

$$(1)\ \ln N = C + \beta 1X1 + \beta 2X2 + \ldots + \beta nXn + \ln Pop + \varepsilon$$

where N is the total road-traffic deaths (for a country-year), C is a constant term, Xi are a set of explanatory covariates, Pop is the population for the country-year, and ε is the negative binomial error term. Population was used as exposure, making it possible to interpret the coefficients (βi) for the independent variables as effects on rates rather than a count. In a previous study, this type of model was used to represent

"accident proneness" *(4)*. Karlaftis & Tarko *(5)* have also found a negative binomial regression model to be appropriate for counting data such as road-traffic fatalities.

The parameters β1, β2, β3 ··· βn (equation 1) were estimated by fitting the negative binomial regression model to estimated total road-traffic deaths for all country-years in the range 2000–2016 meeting the completeness criteria. By using the number of road-traffic deaths from countries from group 1 described above, we chose three models (Models A, B and C) that had good in-sample- and out-of-sample fit, and for which all the covariates were statistically significant and overall estimation is the average of the prediction of these three best models. See Table A3.3 for a detailed description of the covariates used for the regression model.

Table A3.3. Covariates used in the model

Independent variables	Description	Source of information	Included in models
ln (Gross Domestic Product (GDP))	World Development Indicators (2017) and WHO estimates of GDP per capita (international dollars or purchasing power parity dollars, 2011 base)	World Bank and WHO database	Models A, B, C
ln (vehicles per capita)	Total vehicles per 1 000 persons	GSRRS[a] surveys and WHO database	Models A, B, C
Road density	Total roads (km) per 1 000 hectares	International Futures	Models A, B, C
National speed limits on rural roads	The maximum national speed limits on rural roads (km/h) from WHO questionnaire	database[b]	Models A, B, C
National speed limits on urban roads	The maximum national speed limits on urban roads (km/h) from WHO questionnaire	GSRRS[a] survey	Models A, B, C
Health system access	Health system access variable (principal component score based on a set of coverage indicators for each country)	GSRRS[a] survey	Models A, B, C
Alcohol apparent consumption	Litres of alcohol (recorded plus unrecorded) per adult aged 15+	WHO database	Models A, B, C
Population working	Proportion of population aged 15–64 years	World Population Prospects 2017 revision[c]	Models A, B, C
Percentage motorbikes	Proportion of population aged 15–64 years	GSRRS[a] survey	Model B
Corruption index	Control of corruption index (units range from about −2.5 to +2.5 with higher values corresponding to better control of corruption)	World Bank Kaufmann et al.[d] International Futures databaseb	Model B
National policies for walking/cycling	Existence of national policies that encourage walking and/or cycling	GSRRS[a] survey	Model C
Population	Total population (used as offset in negative binomial regression)	World Population Prospects 2017 revision (United Nations Department of Economic and Social Affairs)	Models A, B, C

[a] GSRRS: *WHO global status report on road safety 2018 (6).*

[b] The International Futures (IFs) modeling system, version 6.5.4. Denver (CO): Frederick S. Pardee Center for International Futures, Josef Korbel School of International Studies, University of Denver; undated (www.ifs.du.edu, accessed 20 February 2020).

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ANNEX 4

THE STOCKHOLM DECLARATION

Stockholm Declaration
Third Global Ministerial Conference on Road Safety: Achieving Global Goals 2030
Stockholm, 19–20 February 2020

We, Ministers and Heads of Delegations as well as representatives of international, regional and sub-regional governmental and nongovernmental organizations and the private sector gathered in Stockholm, Sweden, on 19 and 20 February 2020 for the Third Global Ministerial Conference on Road Safety;

Acknowledge the leadership of the Government of Sweden in preparing and hosting this Third Global Ministerial Conference on Road Safety;

Commend the Government of the Russian Federation for hosting the First Global Ministerial Conference on Road Safety in 2009, which culminated in the Moscow Declaration, and the Government of Brazil for hosting the Second Global High-level Conference on Road Safety in 2015, which culminated in the Brasilia Declaration;

Acknowledge the role of the Governments of the Russian Federation and the Sultanate of Oman in leading the process for adoption of related United Nations General Assembly resolutions;

Recognize the right of every individual to the enjoyment of the highest attainable standard of health;

Reaffirm the importance of intensifying international cooperation and multilateralism in achieving health-related Sustainable Development Goals, with particular focus on achieving global road safety targets;

Welcome United Nations General Assembly resolution 70/1 of 25 September 2015, entitled "Transforming our world: the 2030 Agenda for Sustainable Development", and the Sustainable Development Goals (SDGs) as a framework to integrate road safety in other policy areas, especially policy areas relating to SDG targets for Climate Action, Gender Equality, Health and Well-Being, Quality Education, Reduced Inequalities, Sustainable Cities and Communities, Infrastructure and Responsible Consumption and Production for mutual benefits for all;

Welcome the adoption on 10 October 2019 of the United Nations High-level Political Forum on Sustainable Development's political declaration and its pledge in September 2019, to make the coming decade one of **action and delivery**, and the continued commitment to maintain the integrity of the 2030 Agenda, including by "ensuring ambitious and continuous action on the targets of the SDGs with a 2020 timeline[1]", including target 3.6 of reducing road traffic fatalities and injuries by half;

Welcome the adoption of sub-national, national and regional road safety strategies, targets and action plans such as those already adopted by the Central Asia Regional Economic Cooperation (CAREC) and the European Union (EU) to meet the target to halve road deaths and serious injuries by 2030; and recognize the importance of regional initiatives to mobilize multi-sector road safety partnerships;

Welcome and encourage monitoring and reporting of progress towards the achievement of Road Safety goals, such as the Voluntary Global Road Safety Performance Targets agreed by United Nations Member States;

Welcome key achievements to date of the Decade of Action for Road Safety 2011–2020, including enhanced global coordination through the World Health Organization, the United Nations Regional Commissions and the United Nations Road Safety Collaboration, increased accession and implementation of the United Nations legal instruments on road safety, greater civil society engagement, production and dissemination of information resources on road traffic injury prevention including the WHO Global Status Reports on Road Safety, inclusion of road safety targets in the

1 https://undocs.org/en/A/HLPF/2019/l.1

SDGs, the establishment of the United Nations Road Safety Fund by support of the United Nations Secretary-General, the appointment and efforts of the United Nations Secretary-General's Special Envoy for Road Safety in effectively mobilizing sustained high-level commitment to road safety, the increased commitment of the World Bank and other MDBs to road safety, increased focus and resources for road safety by many governments and the private sector including through donations to the Global Road Safety Facility and the Global Road Safety Partnership;

Acknowledge the lessons learnt from the Decade of Action for Road Safety 2011–2020 such as the need to promote an integrated approach to road safety such as a safe system approach and Vision Zero, pursue long-term and sustainable safety solutions, and strengthen national inter-sectoral collaboration including engagement with NGOs and civil society as well as businesses and industry which contribute to and influence the social and economic development of countries;

Commend the progress made but emphasize that **all countries** still face major challenges and whilst there are specific regional and local challenges there are also many proven measures that need to be intensified everywhere;

Recognize and work together to share experiences on adoption and enforcement of legislation on behavioral risks such as speeding, drinking and driving and failing to use seat-belts, child restraints and motorcycle helmets and implementation of proven measures to mitigate such risks, which could save hundreds of thousands of lives annually, but are still not being addressed in most countries;

Express great concern that road traffic crashes kill more than 1.35 million people every year, with over 90% of these casualties occurring in low- and middle-income countries, that these collisions are the leading cause of death for children and young adults aged 5–29 years, and that the projected up to 500 million road traffic deaths and injuries worldwide between 2020 and 2030 constitute a preventable epidemic and crisis that to avoid will require more significant political commitment, leadership and greater action at all levels in the next decade;

Acknowledge the significant impact of road traffic crashes on children and youth and emphasize the importance of taking into account their needs and those of other vulnerable populations including older people and persons with disabilities;

Call attention to the damaging impact of road crashes and related deaths and injuries on long-term national economic growth, the unequal progress across regions and income levels and express concern over the fact that no low-income countries have reduced the number of road traffic deaths between 2013 and 2016 which highlights clearly the link between development and road safety;

Acknowledge that the overwhelming majority of road traffic deaths and injuries are preventable and that they remain a major development and public health problem that has broad social and economic consequences which, if unaddressed, will affect progress towards the achievement of the SDGs;

Recognize the distinct and divergent challenges posed for road safety and sustainability in both urban and rural areas and note in particular the growing safety threat for vulnerable road users in cities;

Stress the centrality to effective, evidence-based policymaking of gathering quality data, including at the regional level, notably on deaths and serious injuries;

Recognize that advanced vehicle safety technologies are among the most effective of all automotive safety devices;

Recognize our **shared responsibility** between system designers and road users to move towards a world free from road traffic fatalities and serious injuries and that addressing road safety demands multi-stakeholder collaboration among the public and private sectors, academia, professional organizations, nongovernmental organizations and the media;

Recognize that **SDG target 3.6 will not be met by 2020** and that significant progress can only be achieved through stronger national leadership, global cooperation, implementation of evidence-based strategies and engagement with all relevant actors including the private sector, as well as additional innovative approaches.

Reiterating our strong commitment to achieving global goals by 2030 and emphasizing our shared responsibility, we hereby resolve to;

1. *Reaffirm* our commitment to the full implementation of the 2030 Agenda, recognizing the synergies between the SDG policy areas, as well as the need to work in an integrated manner for mutual benefits;

2. *Address* the connections between road safety, mental and physical health, development, education, equity, gender equality, sustainable cities, environment and climate change, as well as the social determinants of safety and the interdependence between the different SDGs, recalling that the SDGs and targets are integrated and indivisible;

3. *Call* upon Member States to contribute to reducing road traffic deaths by at least 50% from 2020 to 2030 in line with the United Nations High-Level Political Forum on Sustainable Development's pledge to continue action on the road safety related SDG targets, including 3.6 after 2020, and to set targets to reduce fatalities and serious injuries, in line with this commitment, for all groups of road users and especially vulnerable road users such as pedestrians, cyclists and motorcyclists and users of public transport;

4. *Call* upon Member States and the international community to address the unacceptable burden of road traffic injury on children and young people as a priority, increasing political commitment, by ensuring that the Global Strategy for Women's, Children's and Adolescents' Health delivers necessary action on road safety;

5. *Ensure* political commitment and responsibility at the highest level and establish regional, national and sub-national strategies and action plans for road safety and contributions from different governmental agencies as well as multi-sectoral partnerships to deliver the scale of efforts required at regional, national and sub-national levels to achieve SDG targets, and that these strategies and efforts are transparent and public;

6. *Encourage* Member States that have not yet done so to consider becoming contracting parties to the United Nations legal instruments on road safety as well as applying, implementing and promoting their provisions or safety regulations, and ensure that legislation and standards for road design and construction, vehicles, and road use are consistent with safe system principles and are enforced;

7. *Include* road safety and a safe system approach as an integral element of land use, street design, transport system planning and governance, especially for vulnerable road users and in urban areas, by strengthening institutional capacity with regard to road safety laws and law enforcement, vehicle safety, infrastructure improvements, public transport, post-crash care, and data;

8. *Speed up* the shift toward safer, cleaner, more energy efficient and affordable modes of transport and promote higher levels of physical activity such as walking and cycling as well as integrating these modes with the use of public transport to achieve sustainability;

9. *Encourage and incentivize* the development, application and deployment of existing and future technologies and other innovations to improve accessibility and all aspects of road safety from crash prevention to emergency response and trauma care, with special attention given to the safety needs of those road users who are the most vulnerable including pedestrians, cyclists, motorcyclists and users of public transport;

10. *Ensure* timely access to high quality emergency and long-term health care services for the injured and recognize that an effective post-crash response includes also mental, social and legal support for victims, survivors and families;

11. *Focus* on speed management, including the strengthening of law enforcement to prevent speeding and mandate a maximum road travel speed of 30 km/h in areas where vulnerable road users and vehicles mix in a frequent and planned manner, except where strong evidence exists that higher speeds are safe, noting that efforts to reduce speed in general will have a beneficial impact on air quality and climate change as well as being vital to reduce road traffic deaths and injuries;

12. *Ensure* that all vehicles produced and sold for every market by 2030 are equipped with appropriate levels of safety performance, and that incentives for use of vehicles with enhanced safety performance are provided where possible;

13. *Ensure* that an integrated road safety approach and minimum safety performance standards for all road users are a key requirement in road infrastructure improvements and investments;

14. *Call upon* businesses and industries of all sizes and sectors to contribute to the attainment of the road safety related SDGs by applying safe system principles to their entire value chain including internal practices throughout their procurement, production and distribution process, and to include reporting of safety performance in their sustainability reports;

15. *Call upon* public organisations at all levels to procure safe and sustainable transport services and vehicles and encourage the private sector to follow this example, including the purchase of safe and sustainable vehicle fleets;

16. *Encourage* increased investment in road safety, recognizing the high rates of return of road injury prevention projects and programs and the necessity of scaling up activities to meet the road safety related SDGs;

17. *Emphasize* the importance of monitoring and reporting progress towards the achievement of our common goals and, as appropriate, the Voluntary Global Road Safety Performance Targets agreed by Member States, and call upon the World Health Organization to continue to collect, publish and disseminate data through the series of Global Status Reports on Road Safety, leveraging as appropriate existing efforts including those of regional road safety observatories to harmonize and make road safety data available and comparable;

18. *Call upon* the World Health Organization to prepare an inventory of proven strategies and initiatives from a wide variety of member countries that have successfully reduced fatalities in member countries. A report should be readied for publication in 2024.

We call for a first High-Level Meeting of the United Nations General Assembly on Road Safety at the level of Heads of State and government to mobilize adequate national leadership and advance international and multisectoral collaboration in all the areas covered by this Declaration to deliver a 50% reduction in deaths and injuries over the next decade on our way to Vision Zero by 2050; and

We invite the United Nations General Assembly to endorse the content of this declaration.

ANNEX 5

STATEMENT OF THE WHO EUROPEAN HEALTHY CITIES NETWORK AND THE WHO REGIONS FOR HEALTH NETWORK

Statement of the WHO European Healthy Cities Network and WHO Regions for Health Network agreed at a meeting on urban road safety, satellite to the 3rd Global Ministerial Conference on Road Safety – Achieving Global Goals 2030

1. We, the cities and national networks of the WHO European Healthy Cities Network, and the regions of the WHO Regions for Health Network, fully support the Stockholm Declaration on Road Safety and recognize the vital role that cities play in creating safe urban environments and in remaining at the forefront of global, regional and local agendas affecting well-being for future generations.

2. We recognize that 75% of the 900 million people living in the WHO European Region live in cities, municipalities and urban centres.

3. We note that 70% of the people dying from road crashes on urban roads in the European Union are pedestrians, cyclists and motorcyclists, the most vulnerable road users.

4. We believe that safety is required for us to be healthy on our roads and in our communities, schools and homes.

5. We recognize that injuries and deaths from road crashes are not “accidents”. Scaling up our efforts to save lives requires that our language reflect the fact that injuries and deaths from road crashes can be prevented.

6. We therefore define road safety as a public health issue but also a key challenge for and determinant of sustainable mobility, transport, justice and social and economic development.

7. We believe that road safety can unlock the human potential of our urban streets, making them a resource for active mobility, further promoting public health and well-being.

8. We believe that through their urban planning, cities and municipalities should ensure that how they plan for motorized transport does not compromise the safety and active mobility of their residents.

9. We understand that focusing both political and technical attention on road safety is critical now, as is taking action to address the underlying social, cultural, economic and environmental factors that influence the road safety of urban populations.

10. We stress, as the levels of government closest to people and communities, that we are key actors in supporting the implementation of global and regional frameworks, and we are obligated to accelerate progress to improve road safety through participatory approaches throughout our policy and strategy planning.

11. We believe that achieving road safety requires engaging our populations in the decisions that affect them and that our close relationships with local communities put us at the forefront of implementation.

12. We recognize that progress in road safety varies highly within and between countries, regions and cities and that, by striving for progress in road safety locally, we will contribute to broader national and international efforts to create a safer WHO European Region and, by extension through collaboration and sharing experiences, a safer world.

13. We emphasize the leading roles of municipalities, cities and regions as advocates for public health, ensuring that the focus on evidence-informed and data-driven action withstands fluctuating social, cultural and political changes.

14. We recognize that the complexity behind the causes of injuries and deaths from road crashes requires a multidisciplinary and intersectoral response and makes victim blaming especially cruel to grieving loved ones and an ineffective and unacceptable approach.

15. We note that WHO and other road safety organizations recommend adopting the Safe System Approach to road safety. A safe system recognizes that the human body is highly vulnerable to injury and that people make mistakes but that complementary interventions to create safer roads, safer vehicles, safer speeds and safer behaviour by road users can work together to compensate for the mistakes and prevent inevitable crashes from resulting in injuries or death.

16. We reiterate that the recommended safe system approach to road safety is not under the jurisdiction of a single entity but that successful road safety outcomes require coordinated, collaborative and multilevel governance, political will, leadership and action.

17. We reiterate, that although global and regional frameworks and agendas provide the policy context and framing for improving road safety, we can work at the regional, municipal and city levels to ensure that no individuals are left behind regardless of their sex, race, religious beliefs, migration status, ethnicity, sexual orientation, age, political orientation, disability or socioeconomic circumstances.

18. We stress the importance of ensuring that road safety be considered throughout the policy process in cities and regions, from planning through implementation; otherwise actions in one

area can worsen road safety or increase challenges to it in other areas. This is especially pertinent in such areas as urban roads and infrastructure, open green space, public transport, active transport and modal shift in transport.

19. We commit to leading by example in implementing evidence-informed and data-driven strategies, including those for example recommended by WHO's Save LIVES technical package, by POLIS and EUROCITIES in their New Paradigm for Safe City Streets and by the World Resources Institute.

20. We recognize that reducing speed in urban areas, both by enforced limits and by infrastructure design, is the most rapid and effective way to reduce deaths and injuries from road crashes.

21. We acknowledge that making urban streets safe requires significant investment, much more than can be sourced from city budgets. We need financial and technical support from our national governments.

22. We are fully aware that monitoring is key to accelerating progress towards improving road safety in the European Region. We commit to strengthening our local observatory and monitoring capacity, to showing progress towards and identifying challenges to achieving Sustainable Development Goal target 3.6 and to sharing information with all relevant stakeholders to ensure that findings are acted on.

23. We know that building safe, sustainable and resilient communities needs to be at the heart of strategies for accelerating progress towards public health and prosperity for all. We also know that action is required at the regional and city levels to achieve safe and resilient communities. We commit to being key partners in this process.

24. We commit to using and building on existing partnerships at the regional and city levels to accelerate progress towards improving road safety and commit to using the WHO European Healthy Cities Network and the Regions for Health Network as platforms for networking and partnering with relevant actors across society and multilevel government, ensuring an intersectoral approach to promoting public health diplomacy and policy coherence.

25. We commit to building capacity across all sectors of local government to equip them with the skills, tools and knowledge to develop policy that provides the framework for national, regional and local action to prevent deaths and injuries from road crashes and to develop appropriate indicators that measure progress.

26. We recognize and commit to achieving road safety in our local communities. We also call on our national governments, WHO, United Nations partners and the global community to simultaneously take urgent action on this global problem.

27. We, the WHO European Healthy Cities Network and the WHO Regions for Health Network, adopt this Declaration. We commit to taking forward this agenda in the spirit of the 3rd Global Ministerial Conference on Road Safety, held on 19–20 February 2020 in Stockholm, Sweden, and for it to serve as an impetus for enhancing and sustaining further engagement, collaboration and action on road safety in all our regions, cities and countries.

Now is the time to act. We cannot afford to fail.

ANNEX 6

GLOBAL YOUTH STATEMENT FOR ROAD SAFETY

ENOUGH IS ENOUGH!

We, the Youth of the World, gathering in Stockholm, Sweden for the 2nd World Youth Assembly for Road Safety, unite and say "no more!" to dying and getting injured on world's roads. We were born into a global crisis: road traffic crashes have been the biggest killer of young people aged 15-29 for more than a decade. We are done with over 1000 young people dying every day. Why is the world not panicking? Wake up!

We the Youth have been seen as 'problematic road users' – as the group in society that is reckless, takes risks and overestimates their capabilities. Why then are young people more likely to die in low- and middle-income countries than in high-income countries? It is the unsafe mobility system that is failing us. Stop blaming us, start protecting and engaging us.

This Global Youth Statement brings together the voices of more than 1500 young people who took part in Youth Consultations. It paints a vivid picture of what we experience every-day on our unsafe roads. We, the Youth, representing over 74 countries proclaim 'hear our voice' and our call for immediate action. Not tomorrow, today.

THE REALITY WE FACE

We, the Youth of Africa, are forced to deal with **badly designed road infrastructure**, leading pedestrians to jaywalk and vehicles to get involved in serious crashes. A lack of basic **education and awareness**, causes people to drive without proper training. The air pollution caused by unroadworthy vehicles is making us suffocate.

We, the **Youth of the Americas**, experience **poverty** leading to poor public services. Many of the victims could have been saved if post-crash services were more efficient or adequate facilities even existed. Also, public insecurity and sexual harassment are major concerns that prevent women from using public transport.

We, the **Youth of South-East Asia**, and of the **Western Pacific**, are fed up of corruption leading to **poor regulation and enforcement.** Pedestrians get forced out of the sidewalk by vendors and vehicles. We see overcrowded and speeding public vehicles, simply because drivers want to earn more. And still, not enough people are wearing helmets on two-wheelers.

We, the **Youth of the Eastern Mediterranean**, can't **access safe and sustainable transportation**. Wheelchair users in particular, are required to wait hours for a bus, due to the lack of disability-friendly systems across the region.

We, the **Youth of Europe**, need better infrastructure for cyclists and pedestrians, as well as **safer road users**. Problems like drunk/drug-driving still exist and mobile phone use behind the wheel has become a pressing modern-day issue for all road users.

These challenges affect us all in the same way, no matter where we are.

WHAT WE DEMAND

We cannot trust that our decision-makers will make the right decisions. We are therefore claiming our space at the decision-making table. **We, the Youth of the World, demand:**

Roads that do not kill our dreams: protect vulnerable users, children and youth on their way to get an education. Stop funding and building anything less than 3-star roads.

Education for every road user: so that we can afford formal and graduated driving training, the necessary safety-equipment and information on how to be safer.

"Slow down!": speed kills; we need established and enforced safe speed limits appropriate to the function and location of the road by transport authorities and police.

No more deathtrap cars: get the unsafe vehicles off the roads and commit to a global vehicle safety standard.

There is no planet B: we need safe and sustainable transport systems to combat the climate crisis. Let us breathe!

Lawsss!: we need good helmet and seatbelt laws, laws that protect children in the back seat and have zero tolerance for drugs, alcohol, and distractions. We need the political will to enforce these laws.

That every second counts: Post-crash care saves lives. We demand a quick and efficient response when the worst happens and justice for road traffic victims.

Stop blaming us and start engaging us: It's time to change your perception of youth. No more manipulation, decoration or participation for show. We want our needs, ideas, skills and opinions taken into account. Use our boundless potential.

We call on decision-makers and all stakeholders to invest in a Global Youth Coalition for Road Safety to take the movement forward and enact these demands and commitments. We, the Youth, must also be part of the road safety revolution. So **we decided to act.**

WHAT WE'LL DO

We, the Youth of the World, commit to the evidence-based solutions that will save lives and act as role models for safe road behaviour to be the change we would like to see. We know that road safety is a facilitator of many SDGs:

SDG 3 HEALTH TARGET 3.6

- Advocating for better road safety laws and enforcement, quality forms of non-motorized transport and better post-crash care.
- Calling for a new target to halve road deaths and injuries by 2030.

SDG 4 - EDUCATION

- Raising awareness and campaigning for safe school zones.
- Promoting peer education on the importance of observing road safety rules.

SDG 10 - REDUCE INEQUALITIES TARGET 10.2

- Petitioning for more meaningful youth representation in road safety decision-making.
- Fighting for women's rights to move safely and free of prejudices.

SDG 11 - SUSTAINABLE CITIES AND COMMUNITIES TARGET 11.2

- Advocating to put vulnerable road users first in city design.
- Pressing local decision-makers to invest in safer and sustainable infrastructure, vehicles and road users.

SDG 13 - CLIMATE ACTION

- Advocating for safe and sustainable transport that is clean and green.

It's time for real action, no more false promises or fake commitments. You have to pick a lane: will you work with us to save lives and create a healthier world? Or will you confess to your children in 2030 that you did nothing to stop this global road safety crisis?

**WE ARE THE YOUTH OF THE WORLD, WE ARE HERE TODAY,
THESE ARE OUR DEMANDS, THESE ARE OUR COMMITMENTS.
WE ARE #CLAIMINGOURSPACE**

The WHO Regional Office for Europe

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

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European regional status report on road safety 2019

The 4th Global Status Report Study estimated that more than 80 000 people were killed from road-traffic injuries in the WHO European Region in 2016, representing 6% of road-traffic deaths worldwide. Decreasing by 13% between 2010 and 2016, the WHO European and Western Pacific regions are the only WHO regions to show reductions in road-traffic mortality since the global community adopted the visionary but ambitious United Nations Sustainable Development Goal (SDG) target to "halve the number of road traffic death and injuries by 2020". Reductions in mortality have been achieved despite 14% growth in the number of registered vehicles. While the European Region has the lowest road-traffic mortality rate of any WHO region (8.8 deaths per 100 000 population compared to 18.2 per 100 000 globally), wide variation continues to persist, with a seven-fold difference between countries with the highest and lowest road-traffic mortality rates. Should the fall in the number of deaths continue at its current pace, SDG target 3.6 will not be met. This report assesses the laws and practices on key risk factors, such as regulating speed appropriate to road type, drink–driving, and use of seat belts, motorcycle helmets and child restraints to reduce the risk of road-traffic injury.

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