

# Global status report on road safety 2023

Country and territory profiles







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# Introduction

This *Country and Territory profile report* accompanies the main WHO *Global status report on road safety 2023* (1). It contains country profiles for the 194 Member States and two territories.

The individual country or territory profiles were generated from surveys, data extracted from public sources and other specialized databases, a WHO-led review of legal data, and WHO estimates for road traffic fatalities. These provide a snapshot of the status of the country relative to key indicators grouped according to key recommendations of the Global Plan for the Decade of Action on Road Safety 2021–2030 (2).

As the *Global status report on road safety 2023* aims to provide an assessment of progress during the Decade of Action for Road Safety 2011–2020 (3), comparisons with

2010 (the baseline year for the Decade of Action 2011–2020) are shown, where possible. Full methodological details and definitions are provided in Annex 1 and Annex 6 of the report (1).

Individual country and territory profiles can be accessed and downloaded at <https://www.who.int/teams/social-determinants-of-health/safety-and-mobility/global-status-report-on-road-safety-2023>.

The data presented in these country profiles can be accessed in all six United Nations official languages via the WHO Road Safety data app (4).

This collection of country profiles is the 5th in a series published to accompany previous editions of the *Global status report on road safety* (5–8).





# Country and territory profiles

# Afghanistan

Population:  
40 099 462

Income group:  
Low income

WHO Region:  
Eastern Mediterranean Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	738 (2021)	
Reported fatalities sex distribution (Male; Female)	-	N/A
Reported fatalities user distribution <sup>1</sup>	-	N/A
WHO estimated road traffic fatalities (95% CI) (year)	9 684 (95% CI 8 542 - 10 826) (2021)	
WHO estimated rate per 100 000 population (year)	24.1 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	11 309 (2021)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes <sup>†</sup>	N/A
Presence of systematic approaches to assess/audit new roads <sup>2</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	-	N/A
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	-	N/A
Four-wheel vehicles	-	N/A
Powered 2- and 3-wheelers	-	N/A
Heavy trucks	-	N/A
Buses	-	N/A
Other	-	N/A
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	N/A
National laws on front and side impact protection	No	N/A
National laws on seat-belt and seat-belt anchorages	No	N/A
National law on electronic stability control	No	N/A
National law on pedestrian protection	No	N/A
National law on anti-lock braking systems	No	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	No	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	-§	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	N/A
National good Samaritan law	No	N/A
National emergency care access number	National, multiple numbers	
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	-	N/A
Non fatal reduction target (year)	-	N/A
Funding to implement strategy	-	N/A
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	No	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	0	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	No	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	N/A

Strong	Moderate	Weak/None
Increase	Decrease	No change

Not provided	

Not applicable	

Evolution since 2010 or closest year possible	

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		
National law setting a speed limit	Yes	
Maximum urban speed limit	90 km/h	
Maximum rural speed limit	90 km/h	
Maximum motorway speed limit	90 km/h	
Local authorities can modify limits	No	N/A
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2025)	N/A
Available types of enforcement	-	N/A
Legislation on drink driving <sup>2</sup>		*
National law on drink-driving	Yes	
BAC limit – general population	-	N/A
BAC limit – young or novice drivers	-	N/A
Random breath testing carried out	No	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2025)	N/A
Testing carried out in case of fatal crash	Some (not all) drivers are tested	
Legislation on drug driving	Yes	
Legislation on distracted driving (mobile phones)	No	N/A
Ban on mobile phone use <sup>2</sup>	-	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	-	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>		
National motorcycle helmet law	No	
Legislation requires helmet fastening	No	
Legislation applies to:	-	N/A
Legislation applies to all road types	No	
Legislation applies to all engine types	No	
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No	
Presence of targets to increase helmet use (year)	Yes, national (2025)	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-	N/A
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		
National seat-belt law	No	
Legislation applies to front and rear seat occupants	-	
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2025)	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-	N/A
Legislation on child restraint systems <sup>2</sup>		
National child restraints use law	No	
Children seated in front seat	No	
Age or height specified for children requiring child restraint	-	
Child restraint standard referred to and/or specified	No	
Presence of targets to increase child safety restraint use (year)	No	N/A

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 4	
Frequency and distribution of journeys by modal type	-	N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes	N/A
Seat belt and child-restraint systems use <sup>2</sup>	No	N/A
Powered 2- and 3- wheeler helmet use <sup>2</sup>	Yes	N/A
Mobile phone use while driving <sup>2</sup>	Yes	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Albania

Population:  
2 854 710

Income group:  
Upper middle income

WHO Region:  
European Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	197 (2021)	
Reported fatalities sex distribution (Male; Female)	79%; 21%	N/A
Reported fatalities user distribution <sup>1</sup>	57%; 6%; 19%; 7%; 11%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	309 (95% CI 289 - 329) (2021)	
WHO estimated rate per 100 000 population (year)	10.8 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	-	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes†	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	No	N/A
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	740 669 [25 945.5] (2021)	
Four-wheel vehicles	593 280	
Powered 2- and 3-wheelers	44 788	
Heavy trucks	19 542	
Buses	7 875	
Other	75 184	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes†	N/A
National laws on front and side impact protection	No†	N/A
National laws on seat-belt and seat-belt anchorages	No†	N/A
National law on electronic stability control	No†	N/A
National law on pedestrian protection	No†	N/A
National law on anti-lock braking systems	No†	N/A
Government vehicle procurement practices include safety prerequisites	No	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	Yes	N/A
National good Samaritan law	No	N/A
National emergency care access number	National, single number	
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	No	
Fatality reduction target (year)	-	N/A
Non fatal reduction target (year)	-	N/A
Funding to implement strategy	-	N/A
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	6	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	-	N/A

Strong    Moderate    Weak/None

Increase    Decrease    No change    Change    Advancement

None or unknown    Not provided

Evolution since 2010 or closest year possible

N/A Not applicable

N/A Not validated

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		
National law setting a speed limit	Yes	
Maximum urban speed limit	40 km/h	
Maximum rural speed limit	80 km/h	
Maximum motorway speed limit	110 km/h	
Local authorities can modify limits	Yes	
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	No	N/A
Available types of enforcement	Manual	
Legislation on drink driving <sup>2</sup>		
National law on drink-driving	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	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	No	N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested	
Legislation on drug driving	Yes	
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use <sup>2</sup>	Hand held	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	No	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>		
National motorcycle helmet law	Yes	
Legislation requires helmet fastening	No	
Legislation applies to:	Drivers and Passengers	
Legislation applies to all road types	Yes	
Legislation applies to all engine types	Yes	
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes†	
Presence of targets to increase helmet use (year)	No	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-	N/A
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Yes	
Presence of targets to increase seat belt use (year) <sup>2</sup>	No	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-	N/A
Legislation on child restraint systems <sup>2</sup>		
National child restraints use law	Yes	
Children seated in front seat	Yes	
Age or height specified for children requiring child restraint	4 y	
Child restraint standard referred to and/or specified	Yes†	
Presence of targets to increase child safety restraint use (year)	No	N/A

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 4	
Frequency and distribution of journeys by modal type	No	N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	-	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes	N/A
Seat belt and child-restraint systems use <sup>2</sup>	Yes	N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes	N/A
Mobile phone use while driving <sup>2</sup>	Yes	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Algeria

Population:  
44 177 969

Income group:  
Lower middle income

WHO Region:  
African Region

GSRRS participation:  
2015, 2023

## BURDEN

Reported fatalities (year)	3 322 (2021)	
Reported fatalities sex distribution (Male; Female)	-	N/A
Reported fatalities user distribution <sup>1</sup>	0%; 0%; 25%; 0%; 75%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	8 106 (95% CI 7 119 - 9 094) (2021)	
WHO estimated rate per 100 000 population (year)	18.3 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	-	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	No	N/A
Target for roads to meet technical safety standards for all users (year)	-	N/A
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	8 720 015 [19 738.4] (2021)	
Four-wheel vehicles	5 432 965	N/A
Powered 2- and 3-wheelers	371 985	N/A
Heavy trucks	510 341	N/A
Buses	125 657	N/A
Other	-	N/A
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	N/A
National laws on front and side impact protection	No	N/A
National laws on seat-belt and seat-belt anchorages	Yes	N/A
National law on electronic stability control	Yes	N/A
National law on pedestrian protection	No	N/A
National law on anti-lock braking systems	Yes	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	-	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	Yes	N/A
National good Samaritan law	No	N/A
National emergency care access number	National, single number	
National target for time between serious crash and initial provision of professional emergency care (year)	(2030)	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	-	N/A
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	50% (2030)	
Non fatal reduction target (year)	50 (2030)	N/A
Funding to implement strategy	-	N/A
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	1	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	N/A
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	N/A

Strong	Moderate	Weak/None
Increase	Decrease	No change
		Change
		Advancement
		Not provided
		N/A Not applicable

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		
National law setting a speed limit	Yes	
Maximum urban speed limit	50 km/h	
Maximum rural speed limit	100 km/h	
Maximum motorway speed limit	120 km/h	
Local authorities can modify limits	Yes	
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	-	N/A
Available types of enforcement	Manual	
Legislation on drink driving <sup>2</sup>		
National law on drink-driving	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	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	-	N/A
Testing carried out in case of fatal crash	Some (not all) drivers are tested	
Legislation on drug driving	Yes	
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use <sup>2</sup>	Hand held	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	-	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>		
National motorcycle helmet law	Yes	
Legislation requires helmet fastening	No	
Legislation applies to:	Drivers and Passengers	
Legislation applies to all road types	Yes	
Legislation applies to all engine types	Yes	
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No	
Presence of targets to increase helmet use (year)	Yes, national (2030)	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	60%	N/A
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Yes	
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2030)	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-	N/A
Legislation on child restraint systems <sup>2</sup>		
National child restraints use law	No	
Children seated in front seat	Yes	
Age or height specified for children requiring child restraint	-	
Child restraint standard referred to and/or specified	No	
Presence of targets to increase child safety restraint use (year)	-	N/A
<b>NATIONAL DATA SYSTEMS ON...</b>		
Civil Registration and Vital Statistics (2021)	Group 4	
Frequency and distribution of journeys by modal type	Partially	N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	-	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	-	N/A
Seat belt and child-restraint systems use <sup>2</sup>	-	N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	-	N/A
Mobile phone use while driving <sup>2</sup>	-	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Antigua and Barbuda

Population:  
93 219 ↑

Income group:  
High income ↑

WHO Region:  
Region of the Americas

GSRRS participation:  
2015, 2018, 2023

## BURDEN

Reported fatalities (year)	7 (2021) ↓
Reported fatalities sex distribution (Male; Female)	86%; 14% N/A
Reported fatalities user distribution <sup>1</sup>	57%; 0%; 43%; 0%; 0% N/A
WHO estimated road traffic fatalities (95% CI) (year)	7 (95% CI 12 - 14) (2021) N/A
WHO estimated rate per 100 000 population (year)	7.5 (2021) N/A

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	- N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	No N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	No ☑
National law requiring a formal road safety inspection/assessment	No N/A
Target for roads to meet technical safety standards for all users (year)	No N/A
Investments to upgrade high risk locations	No ☑

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	46 722 [50 120.7] (2021) ↑
Four-wheel vehicles	37 540 N/A
Powered 2- and 3-wheelers	878 N/A
Heavy trucks	3 354 N/A
Buses	1 602 N/A
Other	878 N/A
Legislation on periodic vehicle technical inspection <sup>2</sup>	- N/A
National laws on front and side impact protection	No N/A
National laws on seat-belt and seat-belt anchorages	No N/A
National law on electronic stability control	No N/A
National law on pedestrian protection	No N/A
National law on anti-lock braking systems	No N/A
Government vehicle procurement practices include safety prerequisites	Yes N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	No N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No N/A
National good Samaritan law	No N/A
National emergency care access number	National, single number ☑
National target for time between serious crash and initial provision of professional emergency care (year)	- N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	- N/A
National road safety strategy <sup>2</sup>	No ☒
Fatality reduction target (year)	- N/A
Non fatal reduction target (year)	- N/A
Funding to implement strategy	- N/A
National law mandating third-party liability insurance for powered vehicles	Yes N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	No N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	0 N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes N/A
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national N/A

Strong	Moderate	Weak/None
↑ Increase	↓ Decrease	= No change
∅ None or unknown	— Not provided	⌚ Change ☞ Advancement
⌚ Evolution since 2010 or closest year possible	N/A	Not applicable

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	Yes ☐
National law setting a speed limit	32 km/h ☒
Maximum urban speed limit	64 km/h ☒
Maximum rural speed limit	- N/A
Local authorities can modify limits	No N/A
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	No N/A
Available types of enforcement	Manual ☑
Legislation on drink driving <sup>2</sup>	Yes ☐
National law on drink-driving	Yes ☒
BAC limit – general population	- N/A
BAC limit – young or novice drivers	- N/A
Random breath testing carried out	No ☒
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National N/A
Testing carried out in case of fatal crash	No ☒
Legislation on drug driving	Yes ☒
Legislation on distracted driving (mobile phones)	No N/A
Ban on mobile phone use <sup>2</sup>	- ☒
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	- N/A
Legislation on helmets for motorcycle riders <sup>2</sup>	Yes ☐
National motorcycle helmet law	No ☒
Legislation requires helmet fastening	No ☒
Legislation applies to:	- ☒
Legislation applies to all road types	No ☒
Legislation applies to all engine types	No ☒
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No ☒
Presence of targets to increase helmet use (year)	Yes, national N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	- N/A
Minimum age/height children are allowed as passengers	No N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	Yes ☐
National seat-belt law	No ☒
Legislation applies to front and rear seat occupants	- ☒
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2030) N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	- N/A
Legislation on child restraint systems <sup>2</sup>	Yes ☐
National child restraints use law	No ☒
Children seated in front seat	No ☑
Age or height specified for children requiring child restraint	- ☒
Child restraint standard referred to and/or specified	No ☒
Presence of targets to increase child safety restraint use (year)	Yes, national N/A

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 3 ☑
Frequency and distribution of journeys by modal type	- N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes N/A
Seat belt and child-restraint systems use <sup>2</sup>	No N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	No N/A
Mobile phone use while driving <sup>2</sup>	Yes N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Argentina

Population:  
45 276 780

Income group:  
Upper middle income

WHO Region:  
Region of the Americas

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	3 863 (2021)	
Reported fatalities sex distribution (Male; Female)	79%; 20%	N/A
Reported fatalities user distribution <sup>1</sup>	32%; 46%; 11%; 3%; 8%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	3 983 (95% CI 3 743 - 4 223) (2021)	
WHO estimated rate per 100 000 population (year)	8.8 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	40 188 (2019)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	No	
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	-	N/A
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	26 413 085 [58 336.9] (2021)	
Four-wheel vehicles	16 754 756	N/A
Powered 2- and 3-wheelers	9 181 655	N/A
Heavy trucks	244 717	N/A
Buses	231 957	N/A
Other	476 674	N/A
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	N/A
National laws on front and side impact protection	Yes	N/A
National laws on seat-belt and seat-belt anchorages	Yes	N/A
National law on electronic stability control	Yes	N/A
National law on pedestrian protection	Yes	N/A
National law on anti-lock braking systems	Yes	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	Yes	N/A
National good Samaritan law	No	N/A
National emergency care access number	National, multiple numbers	
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	-	N/A
National road safety strategy <sup>2</sup>	Subnational	
Fatality reduction target (year)	30% (2030)	
Non fatal reduction target (year)	50% (2030)	N/A
Funding to implement strategy	Yes, fully funded	
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	No	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	1	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, subnational	N/A

Strong	Moderate	Weak/None
Increase	Decrease	No change
		Change

Not provided	
None or unknown	

Evolution since 2010 or closest year possible	
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## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	
National law setting a speed limit	Yes
Maximum urban speed limit	60 km/h
Maximum rural speed limit	110 km/h
Maximum motorway speed limit	130 km/h
Local authorities can modify limits	Yes
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	-
Available types of enforcement	Manual

Legislation on drink driving <sup>2</sup>	
National law on drink-driving	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
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2025)
Testing carried out in case of fatal crash	Some (not all) drivers are tested

Legislation on drug driving	Yes
Legislation on distracted driving (mobile phones)	Yes
Ban on mobile phone use <sup>2</sup>	Hand held; Hand free
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National (2025)
Legislation on helmets for motorcycle riders <sup>2</sup>	

National motorcycle helmet law	Yes
Legislation requires helmet fastening	Yes
Legislation applies to:	Drivers and Passengers
Legislation applies to all road types	Yes
Legislation applies to all engine types	Yes
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes
Presence of targets to increase helmet use (year)	Yes, national (2025)
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	69%; 42%
Minimum age/height children are allowed as passengers	No

Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	
National seat-belt law	Yes
Legislation applies to front and rear seat occupants	Yes
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2025)
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	55%; 43%; 20%

Legislation on child restraint systems <sup>2</sup>	
National child restraints use law	Yes
Children seated in front seat	Yes
Age or height specified for children requiring child restraint	10 y
Child restraint standard referred to and/or specified	Yes
Presence of targets to increase child safety restraint use (year)	Yes, national (2025)

NATIONAL DATA SYSTEMS ON...	
Civil Registration and Vital Statistics (2021)	Group 1
Frequency and distribution of journeys by modal type	Yes
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes
Seat belt and child-restraint systems use <sup>2</sup>	Yes
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes
Mobile phone use while driving <sup>2</sup>	Yes

<sup>1</sup> 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

<sup>2</sup> UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Armenia

Population:  
2 790 974

Income group:  
Upper middle income

WHO Region:  
European Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	368 (2021)	
Reported fatalities sex distribution (Male; Female)	76%; 25%	N/A
Reported fatalities user distribution <sup>1</sup>	68%; 0%; 32%; 0%; 0%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	379 (95% CI 350 - 409) (2021)	
WHO estimated rate per 100 000 population (year)	13.6 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	-	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes†	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	-	N/A
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	- (2021)	N/A
Four-wheel vehicles	-	N/A
Powered 2- and 3-wheelers	-	
Heavy trucks	-	N/A
Buses	-	N/A
Other	-	N/A
Legislation on periodic vehicle technical inspection <sup>2</sup>		
National laws on front and side impact protection	-†§	N/A
National laws on seat-belt and seat-belt anchorages	-†§	N/A
National law on electronic stability control	-†§	N/A
National law on pedestrian protection	-†§	N/A
National law on anti-lock braking systems	-†§	N/A
Government vehicle procurement practices include safety prerequisites	-	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	-§	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§	N/A
National good Samaritan law	-§	N/A
National emergency care access number	National, single number	
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	No	
Fatality reduction target (year)	-	N/A
Non fatal reduction target (year)	-	N/A
Funding to implement strategy	-	N/A
National law mandating third-party liability insurance for powered vehicles	-§	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	-§	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	4	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	N/A

Strong	Moderate	Weak/None
↑ Increase	↓ Decrease	= No change
		N/A Not applicable

None or unknown	Not provided

Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		
National law setting a speed limit	Yes	
Maximum urban speed limit	90 km/h	
Maximum rural speed limit	90 km/h	
Maximum motorway speed limit	110 km/h	
Local authorities can modify limits	No	N/A
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National	N/A
Available types of enforcement	Manual	
Legislation on drink driving <sup>2</sup>		
National law on drink-driving	Yes	
BAC limit – general population	≤ 0.04 g/dl	
BAC limit – young or novice drivers	≤ 0.04 g/dl	
Random breath testing carried out	No	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National	N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested	
Legislation on drug driving	Yes	
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use <sup>2</sup>	Hand held	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>		
National motorcycle helmet law	Yes	
Legislation requires helmet fastening	Yes	
Legislation applies to:	Drivers and Passengers	
Legislation applies to all road types	Yes	
Legislation applies to all engine types	Yes	
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No†	
Presence of targets to increase helmet use (year)	Yes, national	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-	N/A
Minimum age/height children are allowed as passengers	Yes (12 y)	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Yes	
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-	N/A
Legislation on child restraint systems <sup>2</sup>		
National child restraints use law	No	
Children seated in front seat	Yes	
Age or height specified for children requiring child restraint	-	
Child restraint standard referred to and/or specified	No†	
Presence of targets to increase child safety restraint use (year)	Yes, national	N/A

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1	
Frequency and distribution of journeys by modal type	Partially	N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes	N/A
Seat belt and child-restraint systems use <sup>2</sup>	Yes	N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes	N/A
Mobile phone use while driving <sup>2</sup>	Yes	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Australia

Population:  
25 921 089 ↑

Income group:  
High income

WHO Region:  
Western Pacific Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	1 128 (2021)	
Reported fatalities sex distribution (Male; Female)	74%; 26%	N/A
Reported fatalities user distribution <sup>1</sup>	0%; 17%; 12%; 4%; 67%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	1 163 (95% CI 1 086 - 1 240) (2021)	
WHO estimated rate per 100 000 population (year)	4.5 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	381 185 (2015)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	No	N/A
Target for roads to meet technical safety standards for all users (year)	Yes (2030)	N/A
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	20 142 942 [77 708.7] (2021)	
Four-wheel vehicles	18 270 132	
Powered 2- and 3-wheelers	913 803	
Heavy trucks	662 245	
Buses	97 060	
Other	99 702	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	N/A
National laws on front and side impact protection	Yes†	N/A
National laws on seat-belt and seat-belt anchorages	Yes	N/A
National law on electronic stability control	Yes†	N/A
National law on pedestrian protection	Yes†	N/A
National law on anti-lock braking systems	Yes	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	N/A
National good Samaritan law	Yes	N/A
National emergency care access number	National, single number	
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	50% (2030)	
Non fatal reduction target (year)	30% (2030)	N/A
Funding to implement strategy	Yes, partially funded	
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	No	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	3	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, subnational	N/A

Strong	Moderate	Weak/None
Increase	Decrease	No change
		Change

None or unknown  
Evolution since 2010 or closest year possible

Not provided  
Not applicable

N/A Not applicable

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	
National law setting a speed limit	Yes
Maximum urban speed limit	50 km/h
Maximum rural speed limit	130 km/h
Maximum motorway speed limit	130 km/h
Local authorities can modify limits	Yes
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2030) N/A
Available types of enforcement	Manual
Legislation on drink driving <sup>2</sup>	
National law on drink-driving	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	-
Random breath testing carried out	Yes
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2030) N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested
Legislation on drug driving	Yes
Legislation on distracted driving (mobile phones)	Yes N/A
Ban on mobile phone use <sup>2</sup>	Hand held
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National (2030) N/A
Legislation on helmets for motorcycle riders <sup>2</sup>	
National motorcycle helmet law	Yes
Legislation requires helmet fastening	Yes
Legislation applies to:	Drivers and Passengers
Legislation applies to all road types	Yes
Legislation applies to all engine types	Yes
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes
Presence of targets to increase helmet use (year)	Yes, national (2030) N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	98% N/A
Minimum age/height children are allowed as passengers	Yes (8 y) N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	
National seat-belt law	Yes
Legislation applies to front and rear seat occupants	Yes
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	99% N/A
Legislation on child restraint systems <sup>2</sup>	
National child restraints use law	Yes
Children seated in front seat	Yes
Age or height specified for children requiring child restraint	7 y
Child restraint standard referred to and/or specified	Yes
Presence of targets to increase child safety restraint use (year)	Yes, national (2030) N/A

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1
Frequency and distribution of journeys by modal type	Yes N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes N/A
Seat belt and child-restraint systems use <sup>2</sup>	Yes N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes N/A
Mobile phone use while driving <sup>2</sup>	Yes N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Austria

Population:  
8 922 082

Income group:  
High income

WHO Region:  
European Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	362 (2021)	
Reported fatalities sex distribution (Male; Female)	-	
Reported fatalities user distribution <sup>1</sup>	45%; 24%; 10%; 14%; 7%	
WHO estimated road traffic fatalities (95% CI) (year)	409 (95% CI 386 - 432) (2021)	
WHO estimated rate per 100 000 population (year)	4.6 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	2 249 (2021)	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes <sup>†</sup>	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	
Target for roads to meet technical safety standards for all users (year)	Yes	
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	-	
Four-wheel vehicles	5 166 333	
Powered 2- and 3-wheelers	877 045	
Heavy trucks	54 646	
Buses	10 136	
Other	-	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes <sup>#</sup>	
National laws on front and side impact protection	Yes <sup>#</sup>	
National laws on seat-belt and seat-belt anchorages	Yes <sup>#</sup>	
National law on electronic stability control	Yes <sup>#</sup>	
National law on pedestrian protection	Yes <sup>#</sup>	
National law on anti-lock braking systems	Yes <sup>#</sup>	
Government vehicle procurement practices include safety prerequisites	-	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	No	

## POST-CRASH RESPONSE

National law on universal access to emergency care	- <sup>§</sup>	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	- <sup>§</sup>	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	- <sup>§</sup>	
National good Samaritan law	- <sup>§</sup>	
National emergency care access number	-	
National target for time between serious crash and initial provision of professional emergency care (year)	-	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	-	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	50% (2030)	
Non fatal reduction target (year)	50% (2030)	
Funding to implement strategy	-	
National law mandating third-party liability insurance for powered vehicles	- <sup>§</sup>	
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes <sup>#</sup>	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	6	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	-	

Strong	Moderate	Weak/None

None or unknown	Not provided

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	
National law setting a speed limit	Yes
Maximum urban speed limit	50 km/h
Maximum rural speed limit	100 km/h
Maximum motorway speed limit	130 km/h
Local authorities can modify limits	Yes
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National
Available types of enforcement	Manual
Legislation on drink driving <sup>2</sup>	
National law on drink-driving	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
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National
Testing carried out in case of fatal crash	No
Legislation on drug driving	Yes
Legislation on distracted driving (mobile phones)	Yes
Ban on mobile phone use <sup>2</sup>	Hand held
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	- N/A
Legislation on helmets for motorcycle riders <sup>2</sup>	
National motorcycle helmet law	Yes
Legislation requires helmet fastening	No
Legislation applies to:	Drivers and Passengers
Legislation applies to all road types	Yes
Legislation applies to all engine types	Yes
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes <sup>#</sup>
Presence of targets to increase helmet use (year)	Yes, national
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	- N/A
Minimum age/height children are allowed as passengers	Yes (12 y / Reach footrest)
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	
National seat-belt law	Yes
Legislation applies to front and rear seat occupants	Yes
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-
Legislation on child restraint systems <sup>2</sup>	
National child restraints use law	Yes
Children seated in front seat	Yes
Age or height specified for children requiring child restraint	14 y / 150 cm
Child restraint standard referred to and/or specified	Yes <sup>#</sup>
Presence of targets to increase child safety restraint use (year)	Yes, national

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1
Frequency and distribution of journeys by modal type	Yes
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes
Seat belt and child-restraint systems use <sup>2</sup>	Yes
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes
Mobile phone use while driving <sup>2</sup>	Yes

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Azerbaijan

Population:  
10 312 992 ↑

Income group:  
Upper middle income

WHO Region:  
European Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	706 (2021)	↓
Reported fatalities sex distribution (Male; Female)	79%; 21%	N/A
Reported fatalities user distribution <sup>1</sup>	52%; 1%; 42%; 1%; 4%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	1 769 (95% CI 1 635 - 1 904) (2021)	↓
WHO estimated rate per 100 000 population (year)	17.2 (2021)	↓

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	18 816 (2021)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes†	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	↗
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	-	N/A
Investments to upgrade high risk locations	Yes	↗

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	1 591 786 [15 434.8] (2021)	↑
Four-wheel vehicles	1 361 560	↑
Powered 2- and 3-wheelers	5 284	↑
Heavy trucks	161 279	↑
Buses	30 815	↑
Other	38 135	↑
Legislation on periodic vehicle technical inspection <sup>2</sup>	-	N/A
National laws on front and side impact protection	-§	N/A
National laws on seat-belt and seat-belt anchorages	-§	N/A
National law on electronic stability control	-†§	N/A
National law on pedestrian protection	-†§	N/A
National law on anti-lock braking systems	-†§	N/A
Government vehicle procurement practices include safety prerequisites	-	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	No	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	-§	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	-§	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§	N/A
National good Samaritan law	-§	N/A
National emergency care access number	-	N/A
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	-	N/A
National road safety strategy <sup>2</sup>	Yes	N/A
Fatality reduction target (year)	-	N/A
Non fatal reduction target (year)	-	N/A
Funding to implement strategy	-	N/A
National law mandating third-party liability insurance for powered vehicles	-§	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	-§	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	5	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	≡
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	-	N/A

Strong      Moderate      Weak/None

↑ Increase    ↓ Decrease    = No change    ↗ Change    ↛ Advancement

∅ None or unknown    ━ Not provided

🕒 Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	███████████	███████████
National law setting a speed limit	Yes	███████████
Maximum urban speed limit	60 km/h	███████████
Maximum rural speed limit	90 km/h	███████████
Maximum motorway speed limit	110 km/h	███████████
Local authorities can modify limits	No	N/A
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	-	N/A
Available types of enforcement	-	N/A
Legislation on drink driving <sup>2</sup>	███████████	███████████
National law on drink-driving	Yes	███████████
BAC limit – general population	-	N/A
BAC limit – young or novice drivers	-	N/A
Random breath testing carried out	No	███████████
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	-	N/A
Testing carried out in case of fatal crash	No	███████████
Legislation on drug driving	Yes	███████████
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use <sup>2</sup>	Hand held	███████████
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	-	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>	███████████	███████████
National motorcycle helmet law	Yes	███████████
Legislation requires helmet fastening	No	███████████
Legislation applies to:	Drivers and Passengers	███████████
Legislation applies to all road types	Yes	███████████
Legislation applies to all engine types	Yes	███████████
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No	███████████
Presence of targets to increase helmet use (year)	-	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-	N/A
Minimum age/height children are allowed as passengers	Yes (12 y)	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	███████████	███████████
National seat-belt law	Yes	███████████
Legislation applies to front and rear seat occupants	-	███████████
Presence of targets to increase seat belt use (year) <sup>2</sup>	-	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-	N/A
Legislation on child restraint systems <sup>2</sup>	███████████	███████████
National child restraints use law	No	███████████
Children seated in front seat	Yes	███████████
Age or height specified for children requiring child restraint	-	███████████
Child restraint standard referred to and/or specified	No	███████████
Presence of targets to increase child safety restraint use (year)	-	N/A
<b>NATIONAL DATA SYSTEMS ON...</b>		
Civil Registration and Vital Statistics (2021)	Group 4	↗
Frequency and distribution of journeys by modal type	-	N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes	N/A
Seat belt and child-restraint systems use <sup>2</sup>	No	N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes	N/A
Mobile phone use while driving <sup>2</sup>	-	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Bahamas

Population:  
407 906

Income group:  
High income

WHO Region:  
Region of the Americas

GSRRS participation:  
2009, 2013, 2015, 2023

## BURDEN

Reported fatalities (year)	50 (2021)	
Reported fatalities sex distribution (Male; Female)	-	
Reported fatalities user distribution <sup>1</sup>	0%; 0%; 28%; 0%; 72%	
WHO estimated road traffic fatalities (95% CI) (year)	66 (95% CI 59 - 72) (2021)	
WHO estimated rate per 100 000 population (year)	16.2 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	-	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	No	
Target for roads to meet technical safety standards for all users (year)	No	
Investments to upgrade high risk locations	No	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	- (2021)	
Four-wheel vehicles	-	
Powered 2- and 3-wheelers	-	
Heavy trucks	-	
Buses	-	
Other	-	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	
National laws on front and side impact protection	No	
National laws on seat-belt and seat-belt anchorages	Yes	
National law on electronic stability control	No	
National law on pedestrian protection	No	
National law on anti-lock braking systems	No	
Government vehicle procurement practices include safety prerequisites	-	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	

## POST-CRASH RESPONSE

National law on universal access to emergency care	No	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	
National good Samaritan law	No	
National emergency care access number	Partial coverage	
National target for time between serious crash and initial provision of professional emergency care (year)	-	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	No	
Fatality reduction target (year)	-	
Non fatal reduction target (year)	-	
Funding to implement strategy	-	
National law mandating third-party liability insurance for powered vehicles	Yes	
National law on driving time and rest periods for professional drivers <sup>2</sup>	No	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	1	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	

Strong   Moderate   Weak/None

Increase   Decrease   No change   Change   Advancement  
 None or unknown   Not provided  
 Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		
National law setting a speed limit	Yes	
Maximum urban speed limit	40 km/h	
Maximum rural speed limit	48 km/h	
Maximum motorway speed limit	72 km/h	
Local authorities can modify limits	Yes	
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	-	
Available types of enforcement	Speed limiters	
Legislation on drink driving <sup>2</sup>		
National law on drink-driving	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	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	-	
Testing carried out in case of fatal crash	Yes, all drivers are tested	
Legislation on drug driving	Yes	
Legislation on distracted driving (mobile phones)	No	
Ban on mobile phone use <sup>2</sup>	-	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	-	
Legislation on helmets for motorcycle riders <sup>2</sup>		
National motorcycle helmet law	Yes	
Legislation requires helmet fastening	No	
Legislation applies to:	Drivers and Passengers	
Legislation applies to all road types	Yes	
Legislation applies to all engine types	Yes	
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes	
Presence of targets to increase helmet use (year)	-	
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-	
Minimum age/height children are allowed as passengers	No	
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Yes	
Presence of targets to increase seat belt use (year) <sup>2</sup>	-	
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-	
Legislation on child restraint systems <sup>2</sup>		
National child restraints use law	Yes	
Children seated in front seat	No	
Age or height specified for children requiring child restraint	-	
Child restraint standard referred to and/or specified	No	
Presence of targets to increase child safety restraint use (year)	-	

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1	
Frequency and distribution of journeys by modal type	-	
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	-	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes	
Seat belt and child-restraint systems use <sup>2</sup>	No	
Powered 2- and 3-wheeler helmet use <sup>2</sup>	No	
Mobile phone use while driving <sup>2</sup>	No	

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Bahrain

Population:  
1 463 265

Income group:  
High income

WHO Region:  
Eastern Mediterranean Region

GSRRS participation:  
2009, 2013, 2015, 2023

## BURDEN

Reported fatalities (year)	62 (2021)	
Reported fatalities sex distribution (Male; Female)	92%; 8%	N/A
Reported fatalities user distribution <sup>1</sup>	24%; 16%; 23%; 13%; 24%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	118 (95% CI 106 - 129) (2021)	
WHO estimated rate per 100 000 population (year)	8.1 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	9 004 (2022)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	No	N/A
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	737 510 [50 401.7] (2021)	
Four-wheel vehicles	627 371	
Powered 2- and 3-wheelers	23 457	
Heavy trucks	22 663	
Buses	14 235	
Other	73 241	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	N/A
National laws on front and side impact protection	No	N/A
National laws on seat-belt and seat-belt anchorages	Yes	N/A
National law on electronic stability control	Yes	N/A
National law on pedestrian protection	No	N/A
National law on anti-lock braking systems	Yes	N/A
Government vehicle procurement practices include safety prerequisites	No	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	N/A
National good Samaritan law	No	N/A
National emergency care access number	National, single number	
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	50% (2030)	
Non fatal reduction target (year)	-	N/A
Funding to implement strategy	Not funded	
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	No	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	2	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	-	N/A

Strong   Moderate   Weak/None

Increase   Decrease   No change   Change   Advancement

None or unknown   Not provided

Evolution since 2010 or closest year possible

N/A Not applicable

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		
National law setting a speed limit	Yes	
Maximum urban speed limit	60 km/h	N/A
Maximum rural speed limit	60 km/h	N/A
Maximum motorway speed limit	100 km/h	N/A
Local authorities can modify limits	No	N/A
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	No	N/A
Available types of enforcement	Manual	
Legislation on drink driving <sup>2</sup>		
National law on drink-driving	Yes	
BAC limit – general population	-	N/A
BAC limit – young or novice drivers	-	N/A
Random breath testing carried out	No	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	No	N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested	
Legislation on drug driving	Yes	
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use <sup>2</sup>	Hand held	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>		
National motorcycle helmet law	Yes	
Legislation requires helmet fastening	No	
Legislation applies to:	Drivers and Passengers	
Legislation applies to all road types	No	
Legislation applies to all engine types	No	
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No	
Presence of targets to increase helmet use (year)	No	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-	N/A
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Not all	
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-	N/A
Legislation on child restraint systems <sup>2</sup>		
National child restraints use law	Yes	
Children seated in front seat	Yes	
Age or height specified for children requiring child restraint	-	
Child restraint standard referred to and/or specified	Yes	
Presence of targets to increase child safety restraint use (year)	No	N/A
<b>NATIONAL DATA SYSTEMS ON...</b>		
Civil Registration and Vital Statistics (2021)	Group 1	
Frequency and distribution of journeys by modal type	No	
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes	
Seat belt and child-restraint systems use <sup>2</sup>	Yes	
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes	
Mobile phone use while driving <sup>2</sup>	Yes	

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Bangladesh

Population:  
169 356 251

Income group:  
Lower middle income

WHO Region:  
South-East Asia Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	5 084 (2021)	
Reported fatalities sex distribution (Male; Female)	-	
Reported fatalities user distribution <sup>1</sup>	42%; 11%; 32%; 2%; 14%	
WHO estimated road traffic fatalities (95% CI) (year)	31 578 (95% CI 27 441 - 35 716) (2021)	
WHO estimated rate per 100 000 population (year)	18.6 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	150 956 (2021)	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes <sup>†</sup>	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	
Target for roads to meet technical safety standards for all users (year)	No	
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	5 013 908 [2 960.6] (2021)	
Four-wheel vehicles	767 797	
Powered 2- and 3-wheelers	3 822 446	
Heavy trucks	195 094	
Buses	76 903	
Other	195 094	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	
National laws on front and side impact protection	-§	
National laws on seat-belt and seat-belt anchorages	-§	
National law on electronic stability control	-§	
National law on pedestrian protection	-§	
National law on anti-lock braking systems	-§	
Government vehicle procurement practices include safety prerequisites	No	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	
National good Samaritan law	Yes	
National emergency care access number	National, single number	
National target for time between serious crash and initial provision of professional emergency care (year)	-	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	(2030)	
Non fatal reduction target (year)	(2030)	
Funding to implement strategy	-	
National law mandating third-party liability insurance for powered vehicles	No	
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	1	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	

Strong   Moderate   Weak/None

Increase   Decrease   No change   Change   Advancement  
 None or unknown   Not provided  
 Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	
National law setting a speed limit	Yes
Maximum urban speed limit	No
Maximum rural speed limit	No
Maximum motorway speed limit	No
Local authorities can modify limits	Yes
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	No
Available types of enforcement	-
<b>Legislation on drink driving<sup>2</sup></b>	
National law on drink-driving	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
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	-
Testing carried out in case of fatal crash	Some (not all) drivers are tested
<b>Legislation on drug driving</b>	
<b>Legislation on distracted driving (mobile phones)</b>	
Ban on mobile phone use <sup>2</sup>	-
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	-
<b>Legislation on helmets for motorcycle riders<sup>2</sup></b>	
National motorcycle helmet law	Yes
Legislation requires helmet fastening	Yes
Legislation applies to:	Drivers and Passengers
Legislation applies to all road types	Yes
Legislation applies to all engine types	Yes
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes
Presence of targets to increase helmet use (year)	-
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-
Minimum age/height children are allowed as passengers	No
<b>Legislation on seat-belts for motor vehicle occupants<sup>2</sup></b>	
National seat-belt law	Yes
Legislation applies to front and rear seat occupants	Yes
Presence of targets to increase seat belt use (year) <sup>2</sup>	-
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-
<b>Legislation on child restraint systems<sup>2</sup></b>	
National child restraints use law	No
Children seated in front seat	No
Age or height specified for children requiring child restraint	-
Child restraint standard referred to and/or specified	No
Presence of targets to increase child safety restraint use (year)	-

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 4
Frequency and distribution of journeys by modal type	-
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	No
Seat belt and child-restraint systems use <sup>2</sup>	No
Powered 2- and 3-wheeler helmet use <sup>2</sup>	-
Mobile phone use while driving <sup>2</sup>	No

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Barbados

Population:  
281 200

Income group:  
High income

WHO Region:  
Region of the Americas

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	16 (2021)	
Reported fatalities sex distribution (Male; Female)	94%; 6%	
Reported fatalities user distribution <sup>1</sup>	33%; 33%; 22%; 0%; 11%	
WHO estimated road traffic fatalities (95% CI) (year)	28 (95% CI 25 - 31) (2021)	
WHO estimated rate per 100 000 population (year)	10.0 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	-	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	No	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	No	
National law requiring a formal road safety inspection/assessment	-§	
Target for roads to meet technical safety standards for all users (year)	-	
Investments to upgrade high risk locations	No	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	131 715 [46 840.3] (2021)	
Four-wheel vehicles	-	
Powered 2- and 3-wheelers	-	
Heavy trucks	-	
Buses	-	
Other	-	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	
National laws on front and side impact protection	No	
National laws on seat-belt and seat-belt anchorages	Yes	
National law on electronic stability control	No	
National law on pedestrian protection	No	
National law on anti-lock braking systems	No	
Government vehicle procurement practices include safety prerequisites	No	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	

## POST-CRASH RESPONSE

National law on universal access to emergency care	-§	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	-§	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§	
National good Samaritan law	-§	
National emergency care access number	National, single number	
National target for time between serious crash and initial provision of professional emergency care (year)	-	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	-	
National road safety strategy <sup>2</sup>	-	
Fatality reduction target (year)	-	
Non fatal reduction target (year)	-	
Funding to implement strategy	-	
National law mandating third-party liability insurance for powered vehicles	Yes	
National law on driving time and rest periods for professional drivers <sup>2</sup>	No	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	1	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	

Strong		Moderate		Weak/None	
↑ Increase		↓ Decrease		= No change	
∅ None or unknown		— Not provided		⌚ Change	
⌚ Evolution since 2010 or closest year possible				N/A Not applicable	

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		
National law setting a speed limit	Yes	
Maximum urban speed limit	80 km/h	
Maximum rural speed limit	80 km/h	
Maximum motorway speed limit	80 km/h	
Local authorities can modify limits	No	
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	-	
Available types of enforcement	Manual	
Legislation on drink driving <sup>2</sup>		
National law on drink-driving	Yes	
BAC limit – general population	≤ 0.08 g/dl	
BAC limit – young or novice drivers	≤ 0.08 g/dl	
Random breath testing carried out	No	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	-	
Testing carried out in case of fatal crash	-	
Legislation on drug driving	Yes	
Legislation on distracted driving (mobile phones)	Yes	
Ban on mobile phone use <sup>2</sup>	Hand held	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	-	
Legislation on helmets for motorcycle riders <sup>2</sup>		
National motorcycle helmet law	Yes	
Legislation requires helmet fastening	No	
Legislation applies to:	Drivers and Passengers	
Legislation applies to all road types	Yes	
Legislation applies to all engine types	Yes	
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes	
Presence of targets to increase helmet use (year)	-	
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-	
Minimum age/height children are allowed as passengers	No	
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Yes	
Presence of targets to increase seat belt use (year) <sup>2</sup>	-	
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-	
Legislation on child restraint systems <sup>2</sup>		
National child restraints use law	Yes	
Children seated in front seat	Yes	
Age or height specified for children requiring child restraint	4 y	
Child restraint standard referred to and/or specified	Yes	
Presence of targets to increase child safety restraint use (year)	-	

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1
Frequency and distribution of journeys by modal type	No
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	No
Seat belt and child-restraint systems use <sup>2</sup>	No
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes
Mobile phone use while driving <sup>2</sup>	No

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Belarus

Population:  
9 578 167

Income group:  
Upper middle income

WHO Region:  
European Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	524 (2021)	
Reported fatalities sex distribution (Male; Female)	62%; 38%	
Reported fatalities user distribution <sup>1</sup>	49%; 0%; 41%; 9%; 1%	
WHO estimated road traffic fatalities (95% CI) (year)	706 (95% CI 650 - 761) (2021)	
WHO estimated rate per 100 000 population (year)	7.4 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	-	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	-†	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	-	
National law requiring a formal road safety inspection/assessment	Yes	
Target for roads to meet technical safety standards for all users (year)	-	
Investments to upgrade high risk locations	-	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	-	
Four-wheel vehicles	-	
Powered 2- and 3-wheelers	-	
Heavy trucks	-	
Buses	-	
Other	-	
Legislation on periodic vehicle technical inspection <sup>2</sup>	-†	
National laws on front and side impact protection	-†§	
National laws on seat-belt and seat-belt anchorages	-†§	
National law on electronic stability control	-†§	
National law on pedestrian protection	-†§	
National law on anti-lock braking systems	-†§	
Government vehicle procurement practices include safety prerequisites	-	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	No	

## POST-CRASH RESPONSE

National law on universal access to emergency care	-§	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	-§	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§	
National good Samaritan law	-§	
National emergency care access number	National, single number	
National target for time between serious crash and initial provision of professional emergency care (year)	-	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	-	
National road safety strategy <sup>2</sup>	-	
Fatality reduction target (year)	-	
Non fatal reduction target (year)	-	
Funding to implement strategy	-	
National law mandating third-party liability insurance for powered vehicles	-§	
National law on driving time and rest periods for professional drivers <sup>2</sup>	-§	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	6	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	-	

Strong    Moderate    Weak/None

Increase    Decrease    No change    Change    Advancement  
 None or unknown    Not provided  
 Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	
National law setting a speed limit	Yes
Maximum urban speed limit	60 km/h
Maximum rural speed limit	60 km/h
Maximum motorway speed limit	110 km/h
Local authorities can modify limits	No
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	-
Available types of enforcement	Manual
<b>Legislation on drink driving<sup>2</sup></b>	
National law on drink-driving	Yes
BAC limit – general population	≤ 0.03 g/dl
BAC limit – young or novice drivers	≤ 0.3 g/dl
Random breath testing carried out	No
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National
Testing carried out in case of fatal crash	Yes, all drivers are tested
<b>Legislation on drug driving</b>	
<b>Legislation on distracted driving (mobile phones)</b>	
Ban on mobile phone use <sup>2</sup>	Hand held
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	-
<b>Legislation on helmets for motorcycle riders<sup>2</sup></b>	
National motorcycle helmet law	Yes
Legislation requires helmet fastening	Yes
Legislation applies to:	Drivers and Passengers
Legislation applies to all road types	Yes
Legislation applies to all engine types	Yes
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes†
Presence of targets to increase helmet use (year)	-
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-
Minimum age/height children are allowed as passengers	Yes (12 y)
<b>Legislation on seat-belts for motor vehicle occupants<sup>2</sup></b>	
National seat-belt law	Yes
Legislation applies to front and rear seat occupants	Yes
Presence of targets to increase seat belt use (year) <sup>2</sup>	-
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-
<b>Legislation on child restraint systems<sup>2</sup></b>	
National child restraints use law	Yes
Children seated in front seat	Yes
Age or height specified for children requiring child restraint	5 y
Child restraint standard referred to and/or specified	Yes†
Presence of targets to increase child safety restraint use (year)	-
<b>NATIONAL DATA SYSTEMS ON...</b>	
Civil Registration and Vital Statistics (2021)	Group 1
Frequency and distribution of journeys by modal type	-
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes
Seat belt and child-restraint systems use <sup>2</sup>	Yes
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes
Mobile phone use while driving <sup>2</sup>	Yes

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Belgium

Population:  
11 611 419

Income group:  
High income

WHO Region:  
European Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	516 (2021)	
Reported fatalities sex distribution (Male; Female)	73%; 24%	N/A
Reported fatalities user distribution <sup>1</sup>	47%; 15%; 15%; 17%; 6%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	532 (95% CI 481 - 583) (2021)	
WHO estimated rate per 100 000 population (year)	4.6 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	106 948 (2014)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	-†	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	Yes (2030)	N/A
Investments to upgrade high risk locations	-	N/A

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	7 751 422 [66 756.9] (2021)	
Four-wheel vehicles	5 927 912	N/A
Powered 2- and 3-wheelers	525 348	
Heavy trucks	147 434	
Buses	16 628	
Other	1 134 100	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes‡	N/A
National laws on front and side impact protection	Yes†‡	N/A
National laws on seat-belt and seat-belt anchorages	Yes†‡	N/A
National law on electronic stability control	Yes†‡	N/A
National law on pedestrian protection	Yes†‡	N/A
National law on anti-lock braking systems	Yes†‡	N/A
Government vehicle procurement practices include safety prerequisites	-	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	N/A
National good Samaritan law	No	N/A
National emergency care access number	National, single number	
National target for time between serious crash and initial provision of professional emergency care (year)	15 mn in 90% cases	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	50% (2030)	
Non fatal reduction target (year)	50% (2030)	N/A
Funding to implement strategy	Not funded	
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes‡	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	6	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	No	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	N/A

Strong   Moderate   Weak/None

Increase   Decrease   No change   Change   Advancement

None or unknown   Not provided

Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		
National law setting a speed limit	Yes	
Maximum urban speed limit	50 km/h	
Maximum rural speed limit	90 km/h	
Maximum motorway speed limit	120 km/h	
Local authorities can modify limits	Yes	
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2030)	N/A
Available types of enforcement	Automatic	
Legislation on drink driving <sup>2</sup>		
National law on drink-driving	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	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2030)	N/A
Testing carried out in case of fatal crash	Some (not all) drivers are tested	
Legislation on drug driving	Yes	
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use <sup>2</sup>	Hand held; Hand free	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National (2030)	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>		
National motorcycle helmet law	Yes	
Legislation requires helmet fastening	No	
Legislation applies to:	Drivers and Passengers	
Legislation applies to all road types	Yes	
Legislation applies to all engine types	Yes	
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes†‡	
Presence of targets to increase helmet use (year)	Yes, national (2030)	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	99%; 70%	N/A
Minimum age/height children are allowed as passengers	Yes (3 y)	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Yes	
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2030)	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	95%; 96%; 86%	N/A
Legislation on child restraint systems <sup>2</sup>		
National child restraints use law	Yes	
Children seated in front seat	Yes	
Age or height specified for children requiring child restraint	18 y / 135 cm	
Child restraint standard referred to and/or specified	Yes†‡	
Presence of targets to increase child safety restraint use (year)	No	N/A
<b>NATIONAL DATA SYSTEMS ON...</b>		
Civil Registration and Vital Statistics (2021)	Group 1	
Frequency and distribution of journeys by modal type	Partially	N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes	N/A
Seat belt and child-restraint systems use <sup>2</sup>	Yes	N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes	N/A
Mobile phone use while driving <sup>2</sup>	Yes	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Belize

Population:  
400 031

Income group:  
Upper middle income

WHO Region:  
Region of the Americas

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	70 (2021)	
Reported fatalities sex distribution (Male; Female)	-	N/A
Reported fatalities user distribution <sup>1</sup>	19%; 20%; 25%; 12%; 25%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	70 (95% CI 66 - 75) (2021)	
WHO estimated rate per 100 000 population (year)	17.5 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	-	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	-	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	-	N/A
National law requiring a formal road safety inspection/assessment	No	N/A
Target for roads to meet technical safety standards for all users (year)	Yes	N/A
Investments to upgrade high risk locations	-	N/A

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	-	N/A
Four-wheel vehicles	-	N/A
Powered 2- and 3-wheelers	-	N/A
Heavy trucks	-	N/A
Buses	-	N/A
Other	-	N/A
Legislation on periodic vehicle technical inspection <sup>2</sup>	No	N/A
National laws on front and side impact protection	No	N/A
National laws on seat-belt and seat-belt anchorages	No	N/A
National law on electronic stability control	No	N/A
National law on pedestrian protection	No	N/A
National law on anti-lock braking systems	No	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	No	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	No	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	N/A
National good Samaritan law	No	N/A
National emergency care access number	National, single number	N/A
National target for time between serious crash and initial provision of professional emergency care (year)	(2030)	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	(2030)	N/A
Non fatal reduction target (year)	-	N/A
Funding to implement strategy	-	N/A
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	0	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	N/A

Strong		Moderate		Weak/None	
Increase	Decrease	No change	Change	Advancement	
None or unknown	Not provided				
Evolution since 2010 or closest year possible					

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		
National law setting a speed limit	Yes	
Maximum urban speed limit	40 km/h	
Maximum rural speed limit	88 km/h	
Maximum motorway speed limit	88 km/h	
Local authorities can modify limits	No	N/A
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2030)	N/A
Available types of enforcement	Automatic	
Legislation on drink driving <sup>2</sup>		
National law on drink-driving	Yes	
BAC limit – general population	≤ 0.08 g/dl	
BAC limit – young or novice drivers	≤ 0.08 g/dl	
Random breath testing carried out	No	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2030)	N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested	
Legislation on drug driving	Yes	
Legislation on distracted driving (mobile phones)	No	N/A
Ban on mobile phone use <sup>2</sup>	-	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	-	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>		
National motorcycle helmet law	Yes	
Legislation requires helmet fastening	Yes	
Legislation applies to:	Drivers and Passengers	
Legislation applies to all road types	No	
Legislation applies to all engine types	Yes	
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No	
Presence of targets to increase helmet use (year)	Yes, national (2030)	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-	N/A
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Not all	
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2030)	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-	N/A
Legislation on child restraint systems <sup>2</sup>		
National child restraints use law	No	
Children seated in front seat	No	
Age or height specified for children requiring child restraint	-	
Child restraint standard referred to and/or specified	No	
Presence of targets to increase child safety restraint use (year)	-	N/A
<b>NATIONAL DATA SYSTEMS ON...</b>		
Civil Registration and Vital Statistics (2021)	Group 1	
Frequency and distribution of journeys by modal type	-	N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	No	N/A
Seat belt and child-restraint systems use <sup>2</sup>	No	N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	No	N/A
Mobile phone use while driving <sup>2</sup>	No	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Benin

Population:  
12 996 895

Income group:  
Lower middle income

WHO Region:  
African Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	1 124 (2021)	
Reported fatalities sex distribution (Male; Female)	82%; 18%	N/A
Reported fatalities user distribution <sup>1</sup>	0%; 0%; 18%; 0%; 82%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	3 225 (95% CI 2 645 - 3 804) (2021)	
WHO estimated rate per 100 000 population (year)	24.8 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	9 229 (2001)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	-	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	No	N/A
Target for roads to meet technical safety standards for all users (year)	Yes (2030)	N/A
Investments to upgrade high risk locations	No	N/A

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	- (2021)	N/A
Four-wheel vehicles	-	
Powered 2- and 3-wheelers	-	
Heavy trucks	-	
Buses	-	
Other	-	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	N/A
National laws on front and side impact protection	No	N/A
National laws on seat-belt and seat-belt anchorages	No	N/A
National law on electronic stability control	No	N/A
National law on pedestrian protection	No	N/A
National law on anti-lock braking systems	No	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	No	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	N/A
National good Samaritan law	No	N/A
National emergency care access number	National, multiple numbers	N/A
National target for time between serious crash and initial provision of professional emergency care (year)	15mn (2030)	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	50% (2030)	
Non fatal reduction target (year)	50% (2030)	N/A
Funding to implement strategy	Yes, partially funded	
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	No	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	3	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	N/A

Strong   Moderate   Weak/None

Increase   Decrease   No change   Change   Advancement

None or unknown   Not provided

Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		=
National law setting a speed limit	No	=
Maximum urban speed limit	-	
Maximum rural speed limit	-	
Maximum motorway speed limit	-	
Local authorities can modify limits	No	N/A
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2030)	N/A
Available types of enforcement	Manual	
Legislation on drink driving <sup>2</sup>		=
National law on drink-driving	Yes	=
BAC limit – general population	-	
BAC limit – young or novice drivers	-	
Random breath testing carried out	Yes	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2030)	N/A
Testing carried out in case of fatal crash	No	
Legislation on drug driving	No	=
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use <sup>2</sup>	Hand held; Hand free	=
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National (2030)	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>		=
National motorcycle helmet law	Yes	=
Legislation requires helmet fastening	Yes	=
Legislation applies to:	Drivers and Passengers	
Legislation applies to all road types	Yes	=
Legislation applies to all engine types	Yes	=
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No	=
Presence of targets to increase helmet use (year)	Yes, national (2030)	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	65%; 2%	N/A
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		=
National seat-belt law	No	=
Legislation applies to front and rear seat occupants	-	=
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2030)	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	30%; 20%; 1%	N/A

## Legislation on child restraint systems<sup>2</sup>

National child restraints use law	No	=
Children seated in front seat	No	=
Age or height specified for children requiring child restraint	-	=
Child restraint standard referred to and/or specified	No	=
Presence of targets to increase child safety restraint use (year)	Yes, national (2030)	N/A

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 4	=
Frequency and distribution of journeys by modal type	No	N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	No	N/A
Seat belt and child-restraint systems use <sup>2</sup>	No	N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	No	N/A
Mobile phone use while driving <sup>2</sup>	No	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Bhutan

Population:  
777 486

Income group:  
Lower middle income

WHO Region:  
South-East Asia Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	71 (2021)	
Reported fatalities sex distribution (Male; Female)	21%; 79%	
Reported fatalities user distribution <sup>1</sup>	95%; 2%; 3%; 0%; 0%	
WHO estimated road traffic fatalities (95% CI) (year)	95 (95% CI 84 - 106) (2021)	
WHO estimated rate per 100 000 population (year)	12.2 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	19 (2020)	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	No <sup>†</sup>	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	No	
National law requiring a formal road safety inspection/assessment	Yes	
Target for roads to meet technical safety standards for all users (year)	-	
Investments to upgrade high risk locations	No	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	119 636 [15 387.5] (2021)	
Four-wheel vehicles	-	
Powered 2- and 3-wheelers	-	
Heavy trucks	-	
Buses	-	
Other	-	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	
National laws on front and side impact protection	-	
National laws on seat-belt and seat-belt anchorages	-	
National law on electronic stability control	No	
National law on pedestrian protection	-	
National law on anti-lock braking systems	No	
Government vehicle procurement practices include safety prerequisites	Yes	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	No	

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	Yes	
National good Samaritan law	No	
National emergency care access number	National, single number	
National target for time between serious crash and initial provision of professional emergency care (year)	10 mn	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	50% (2020)	
Non fatal reduction target (year)	50% (2020)	
Funding to implement strategy	-	
National law mandating third-party liability insurance for powered vehicles	Yes	
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	0	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	-	

Strong   Moderate   Weak/None

Increase   Decrease   No change   Change   Advancement  
 None or unknown   Not provided   N/A Not applicable

Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		
National law setting a speed limit	Yes	
Maximum urban speed limit	30 km/h	
Maximum rural speed limit	50 km/h	
Maximum motorway speed limit	50 km/h	
Local authorities can modify limits	No	
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National	
Available types of enforcement	Manual	
Legislation on drink driving <sup>2</sup>		
National law on drink-driving	Yes	
BAC limit – general population	≤ 0.08 g/dl	
BAC limit – young or novice drivers	-	
Random breath testing carried out	Yes	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National	
Testing carried out in case of fatal crash	Yes, all drivers are tested	
Legislation on drug driving	Yes	
Legislation on distracted driving (mobile phones)	Yes	
Ban on mobile phone use <sup>2</sup>	Hand held	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	Subnational	
Legislation on helmets for motorcycle riders <sup>2</sup>		
National motorcycle helmet law	Yes	
Legislation requires helmet fastening	Yes	
Legislation applies to:	Drivers and Passengers	
Legislation applies to all road types	Yes	
Legislation applies to all engine types	Yes	
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes	
Presence of targets to increase helmet use (year)	Yes, national (2022)	
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	100%; 100%	
Minimum age/height children are allowed as passengers	No	
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Yes	
Presence of targets to increase seat belt use (year) <sup>2</sup>	No	
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-	
Legislation on child restraint systems <sup>2</sup>		
National child restraints use law	No	
Children seated in front seat	No	
Age or height specified for children requiring child restraint	-	
Child restraint standard referred to and/or specified	No	
Presence of targets to increase child safety restraint use (year)	No	

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 4
Frequency and distribution of journeys by modal type	Yes
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes
Seat belt and child-restraint systems use <sup>2</sup>	No
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes
Mobile phone use while driving <sup>2</sup>	Yes

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Bolivia (Plurinational State of)

Population:

12 079 472

Income group:

Lower middle income

WHO Region:

Region of the Americas

GSRRS participation:

2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	1 325 (2021)	
Reported fatalities sex distribution (Male; Female)	77%; 23%	
Reported fatalities user distribution <sup>1</sup>	61%; 20%; 3%; 0%; 17%	
WHO estimated road traffic fatalities (95% CI) (year)	2 127 (95% CI 1 987 - 2 268) (2021)	
WHO estimated rate per 100 000 population (year)	17.6 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	156 319 (2021)	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	No	
National law requiring a formal road safety inspection/assessment	No	
Target for roads to meet technical safety standards for all users (year)	-	
Investments to upgrade high risk locations	No	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	2 226 662 [18 433.4] (2021)	
Four-wheel vehicles	1 163 386	
Powered 2- and 3-wheelers	657 718	
Heavy trucks	166 492	
Buses	152 478	
Other	318 836	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	
National laws on front and side impact protection	-§	
National laws on seat-belt and seat-belt anchorages	-§	
National law on electronic stability control	-§	
National law on pedestrian protection	-§	
National law on anti-lock braking systems	-§	
Government vehicle procurement practices include safety prerequisites	-	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	-	

## POST-CRASH RESPONSE

National law on universal access to emergency care	No	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	
National good Samaritan law	No	
National emergency care access number	National, multiple numbers	
National target for time between serious crash and initial provision of professional emergency care (year)	(2018)	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	-	
Non fatal reduction target (year)	-	
Funding to implement strategy	Not funded	
National law mandating third-party liability insurance for powered vehicles	Yes	
National law on driving time and rest periods for professional drivers <sup>2</sup>	No	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	O	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	

Strong   Moderate   Weak/None

Increase   Decrease   No change   Change   Advancement

None or unknown   Not provided

Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	
National law setting a speed limit	Yes
Maximum urban speed limit	40 km/h
Maximum rural speed limit	80 km/h
Maximum motorway speed limit	80 km/h
Local authorities can modify limits	Yes
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2030)
Available types of enforcement	Manual
Legislation on drink driving <sup>2</sup>	
National law on drink-driving	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
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	-
Testing carried out in case of fatal crash	Yes, all drivers are tested
Legislation on drug driving	Yes
Legislation on distracted driving (mobile phones)	No
Ban on mobile phone use <sup>2</sup>	-
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	No
Legislation on helmets for motorcycle riders <sup>2</sup>	
National motorcycle helmet law	Yes
Legislation requires helmet fastening	No
Legislation applies to:	Drivers and Passengers
Legislation applies to all road types	Yes
Legislation applies to all engine types	Yes
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes
Presence of targets to increase helmet use (year)	No
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-
Minimum age/height children are allowed as passengers	No
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	
National seat-belt law	Yes
Legislation applies to front and rear seat occupants	Not all
Presence of targets to increase seat belt use (year) <sup>2</sup>	No
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-
Legislation on child restraint systems <sup>2</sup>	
National child restraints use law	No
Children seated in front seat	No
Age or height specified for children requiring child restraint	-
Child restraint standard referred to and/or specified	No
Presence of targets to increase child safety restraint use (year)	No

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 4
Frequency and distribution of journeys by modal type	Partially
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	No
Seat belt and child-restraint systems use <sup>2</sup>	No
Powered 2- and 3-wheeler helmet use <sup>2</sup>	No
Mobile phone use while driving <sup>2</sup>	No

<sup>1</sup> 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

<sup>2</sup> UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Bosnia and Herzegovina

Population:  
3 270 943

Income group:  
Upper middle income

WHO Region:  
European Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	263 (2021)	
Reported fatalities sex distribution (Male; Female)	-	
Reported fatalities user distribution <sup>1</sup>	53%; 9%; 27%; 11%; 0%	
WHO estimated road traffic fatalities (95% CI) (year)	447 (95% CI 425 - 470) (2021)	
WHO estimated rate per 100 000 population (year)	13.7 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	3 969 (2015)	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	-†	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	
Target for roads to meet technical safety standards for all users (year)	Yes	
Investments to upgrade high risk locations	-	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	1 152 743 [35 241.9] (2021)	
Four-wheel vehicles	985 070	
Powered 2- and 3-wheelers	19 054	
Heavy trucks	-	
Buses	3 945	
Other	48 670	
Legislation on periodic vehicle technical inspection <sup>2</sup>	-	
National laws on front and side impact protection	-§	
National laws on seat-belt and seat-belt anchorages	-†§	
National law on electronic stability control	-†§	
National law on pedestrian protection	-†§	
National law on anti-lock braking systems	-†§	
Government vehicle procurement practices include safety prerequisites	-	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	

## POST-CRASH RESPONSE

National law on universal access to emergency care	-§	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	-§	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§	
National good Samaritan law	-§	
National emergency care access number	-	
National target for time between serious crash and initial provision of professional emergency care (year)	-	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	-	
National road safety strategy <sup>2</sup>	No	
Fatality reduction target (year)	50% (2022)	
Non fatal reduction target (year)	50%	
Funding to implement strategy	-	
National law mandating third-party liability insurance for powered vehicles	-§	
National law on driving time and rest periods for professional drivers <sup>2</sup>	-§	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	4	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	-	

Strong   Moderate   Weak/None

Increase   Decrease   No change   Change   Advancement

None or unknown   Not provided

Evolution since 2010 or closest year possible

N/A Not applicable

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		
National law setting a speed limit	Yes	
Maximum urban speed limit	50 km/h	
Maximum rural speed limit	80 km/h	
Maximum motorway speed limit	130 km/h	
Local authorities can modify limits	No	
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	-	
Available types of enforcement	Manual	
Legislation on drink driving <sup>2</sup>		
National law on drink-driving	Yes	
BAC limit – general population	≤ 0.03 g/dl	
BAC limit – young or novice drivers	-	
Random breath testing carried out	Yes	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National	
Testing carried out in case of fatal crash	Some (not all) drivers are tested	
Legislation on drug driving	Yes	
Legislation on distracted driving (mobile phones)	Yes	
Ban on mobile phone use <sup>2</sup>	Hand held	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National	
Legislation on helmets for motorcycle riders <sup>2</sup>		
National motorcycle helmet law	Yes	
Legislation requires helmet fastening	No	
Legislation applies to:	Drivers and Passengers	
Legislation applies to all road types	Yes	
Legislation applies to all engine types	Yes	
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No†	
Presence of targets to increase helmet use (year)	Yes, national	
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-	
Minimum age/height children are allowed as passengers	Yes (12 y)	
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Yes	
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national	
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-	
Legislation on child restraint systems <sup>2</sup>		
National child restraints use law	Yes	
Children seated in front seat	Yes	
Age or height specified for children requiring child restraint	12 y	
Child restraint standard referred to and/or specified	No	
Presence of targets to increase child safety restraint use (year)	Yes, national	

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 4	
Frequency and distribution of journeys by modal type	-	
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes	
Seat belt and child-restraint systems use <sup>2</sup>	Yes	
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes	
Mobile phone use while driving <sup>2</sup>	Yes	

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Botswana

Population:  
2 588 423

Income group:  
Upper middle income

WHO Region:  
African Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	413 (2021)	
Reported fatalities sex distribution (Male; Female)	71%; 29%	N/A
Reported fatalities user distribution <sup>1</sup>	63%; 0%; 25%; 2%; 10%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	426 (95% CI 376 - 475) (2021)	
WHO estimated rate per 100 000 population (year)	16.5 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	8 706 (2023)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	No	N/A
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	914 730 [35 339.3] (2021)	
Four-wheel vehicles	876 595	N/A
Powered 2- and 3-wheelers	5 128	N/A
Heavy trucks	50 086	N/A
Buses	33 648	N/A
Other	-	N/A
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	N/A
National laws on front and side impact protection	-	N/A
National laws on seat-belt and seat-belt anchorages	-	N/A
National law on electronic stability control	-	N/A
National law on pedestrian protection	-	N/A
National law on anti-lock braking systems	-	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	-	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	No	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	-§	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§	N/A
National good Samaritan law	-§	N/A
National emergency care access number	-	N/A
National target for time between serious crash and initial provision of professional emergency care (year)	(2030)	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	-	N/A
Non fatal reduction target (year)	-	N/A
Funding to implement strategy	Yes, partially funded	
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	-§	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	1	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	N/A

Strong   Moderate   Weak/None

Increase   Decrease   No change   Change   Advancement

None or unknown   Not provided

Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		
National law setting a speed limit	Yes	
Maximum urban speed limit	60 km/h	
Maximum rural speed limit	80 km/h	
Maximum motorway speed limit	120 km/h	
Local authorities can modify limits	Yes	
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2020)	N/A
Available types of enforcement	Manual	
Legislation on drink driving <sup>2</sup>		
National law on drink-driving	Yes	
BAC limit – general population	≤ 0.05 g/dl	
BAC limit – young or novice drivers	≤ 0.05 g/dl	
Random breath testing carried out	No	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	-	N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested	
Legislation on drug driving	Yes	
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use <sup>2</sup>	Hand held	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	-	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>		
National motorcycle helmet law	Yes	
Legislation requires helmet fastening	Yes	
Legislation applies to:	Drivers and Passengers	
Legislation applies to all road types	Yes	
Legislation applies to all engine types	Yes	
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes	
Presence of targets to increase helmet use (year)	Yes, national (2020)	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-	N/A
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Yes	
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2020)	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-	N/A
Legislation on child restraint systems <sup>2</sup>		
National child restraints use law	Yes	
Children seated in front seat	Yes	
Age or height specified for children requiring child restraint	5 y	
Child restraint standard referred to and/or specified	No	
Presence of targets to increase child safety restraint use (year)	-	N/A
<b>NATIONAL DATA SYSTEMS ON...</b>		
Civil Registration and Vital Statistics (2021)	Group 4	
Frequency and distribution of journeys by modal type	Partially	N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes	N/A
Seat belt and child-restraint systems use <sup>2</sup>	-	N/A
Powered 2- and 3- wheeler helmet use <sup>2</sup>	Yes	N/A
Mobile phone use while driving <sup>2</sup>	-	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Brazil

Population:  
214 326 223

Income group:  
Upper middle income

WHO Region:  
Region of the Americas

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	31 468 (2021)	
Reported fatalities sex distribution (Male; Female)	83%; 17%	
Reported fatalities user distribution <sup>1</sup>	22%; 35%; 15%; 4%; 24%	
WHO estimated road traffic fatalities (95% CI) (year)	33 586 (95% CI 30 470 - 36 701) (2021)	
WHO estimated rate per 100 000 population (year)	15.7 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	1 780 236 (2021)	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	No	
Target for roads to meet technical safety standards for all users (year)	Yes (2028)	
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	111 446 870 [51 998.7] (2021)	
Four-wheel vehicles	73 134 262	
Powered 2- and 3-wheelers	30 252 020	
Heavy trucks	3 744 022	
Buses	1 099 159	
Other	3 217 407	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	
National laws on front and side impact protection	No	
National laws on seat-belt and seat-belt anchorages	Yes	
National law on electronic stability control	Yes	
National law on pedestrian protection	Yes	
National law on anti-lock braking systems	No	
Government vehicle procurement practices include safety prerequisites	No	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	
National good Samaritan law	No	
National emergency care access number	Partial coverage	
National target for time between serious crash and initial provision of professional emergency care (year)	(2028)	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	50% (2028)	
Non fatal reduction target (year)	-	
Funding to implement strategy	-	
National law mandating third-party liability insurance for powered vehicles	Yes	
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	1	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	

Strong	Moderate	Weak/None
↑ Increase	↓ Decrease	= No change

Change	Advancement

N/A Not applicable

Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	
National law setting a speed limit	Yes
Maximum urban speed limit	80 km/h
Maximum rural speed limit	100 km/h
Maximum motorway speed limit	110 km/h
Local authorities can modify limits	Yes
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2028)
Available types of enforcement	Manual
<b>Legislation on drink driving<sup>2</sup></b>	
National law on drink-driving	Yes
BAC limit – general population	≤ 0 g/dl
BAC limit – young or novice drivers	≤ 0 g/dl
Random breath testing carried out	Yes
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2028)
Testing carried out in case of fatal crash	Some (not all) drivers are tested
<b>Legislation on drug driving</b>	Yes
<b>Legislation on distracted driving (mobile phones)</b>	Yes
Ban on mobile phone use <sup>2</sup>	Hand held; Hand free
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National (2028)
<b>Legislation on helmets for motorcycle riders<sup>2</sup></b>	
National motorcycle helmet law	Yes
Legislation requires helmet fastening	Yes
Legislation applies to:	Drivers and Passengers
Legislation applies to all road types	Yes
Legislation applies to all engine types	Yes
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes
Presence of targets to increase helmet use (year)	Yes, national (2028)
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	100%
Minimum age/height children are allowed as passengers	Yes (7 y)
<b>Legislation on seat-belts for motor vehicle occupants<sup>2</sup></b>	
National seat-belt law	Yes
Legislation applies to front and rear seat occupants	Yes
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2028)
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	98%; 98%
<b>Legislation on child restraint systems<sup>2</sup></b>	
National child restraints use law	Yes
Children seated in front seat	Yes
Age or height specified for children requiring child restraint	10 y / 145 cm
Child restraint standard referred to and/or specified	Yes
Presence of targets to increase child safety restraint use (year)	Yes, national (2028)

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1
Frequency and distribution of journeys by modal type	No
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes
Seat belt and child-restraint systems use <sup>2</sup>	Yes
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes
Mobile phone use while driving <sup>2</sup>	Yes

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# British Virgin Islands

Population:  
31 122 ↑

Income group:  
High income

WHO Region:  
Region of the Americas

GSRRS participation:  
2009, 2023

## BURDEN

Reported fatalities (year)	1 (2021)	↓	
Reported fatalities sex distribution (Male; Female)	100%	N/A	
Reported fatalities user distribution <sup>1</sup>	0%; 100%; 0%; 0%	N/A	
WHO estimated road traffic fatalities (95% CI) (year)	N/A (95% CI - ) (2021)	N/A	
WHO estimated rate per 100 000 population (year)	- (2021)	N/A	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	65 (2022)	N/A	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	No	N/A	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	No	N/A	
Law requiring a formal road safety inspection/assessment	No	N/A	
Target for roads to meet technical safety standards for all users (year)	-	N/A	
Investments to upgrade high risk locations	No	≡	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	18 425 [59 202.5] (2021)	↑	
Four-wheel vehicles	-	N/A	
Powered 2- and 3-wheelers	421	N/A	
Heavy trucks	-	N/A	
Buses	-	N/A	
Other	-	N/A	
Legislation on periodic vehicle technical inspection <sup>2</sup>	No	N/A	
Laws on front and side impact protection	-	N/A	
Laws on seat-belt and seat-belt anchorages	Yes	N/A	
Law on electronic stability control	-	N/A	
Law on pedestrian protection	-	N/A	
Law on anti-lock braking systems	-	N/A	
Government vehicle procurement practices include safety prerequisites	Yes	N/A	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	No	N/A	

## POST-CRASH RESPONSE

Law on universal access to emergency care	-§	N/A	
Law guaranteeing free-of-charge access to rehabilitative care for all injured	-§	N/A	
Law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§	N/A	
Good Samaritan law	-§	N/A	
Emergency care access number	Single number	⌚	
Target for time between serious crash and initial provision of professional emergency care (year)	-	N/A	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	≡	
Road safety strategy <sup>2</sup>	-	N/A	
Fatality reduction target (year)	-	N/A	
Non fatal reduction target (year)	-	N/A	
Funding to implement strategy	-	N/A	
Law mandating third-party liability insurance for powered vehicles	Yes	N/A	
Law on driving time and rest periods for professional drivers <sup>2</sup>	No	N/A	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	0	N/A	
Presence of lead agency to implement road safety strategy <sup>2</sup>	No	≡	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	-	N/A	



## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	⌚	N/A
Law setting a speed limit	Yes	N/A
Maximum urban speed limit	-	N/A
Maximum rural speed limit	-	N/A
Maximum motorway speed limit	-	N/A
Local authorities can modify limits	-	N/A
Presence of targets to reduce speeds (year) <sup>2</sup>	-	N/A
Available types of enforcement	Manual	⌚
Legislation on drink driving <sup>2</sup>	⌚	N/A
Law on drink-driving	Yes	⌚
BAC limit – general population	≤ 0.08 g/dl	N/A
BAC limit – young or novice drivers	-	N/A
Random breath testing carried out	No	=
Presence of targets to reduce driving after drinking (year) <sup>2</sup>	-	N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested	=
Legislation on drug driving	Yes	N/A
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use <sup>2</sup>	Hand held	⌚
Presence of targets to reduce distracted driving (year) <sup>2</sup>	Yes (2022)	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>	⌚	N/A
Motorcycle helmet law	Yes	N/A
Legislation requires helmet fastening	No	⌚
Legislation applies to:	-	=
Legislation applies to all road types	No	⌚
Legislation applies to all engine types	No	⌚
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No	⌚
Presence of targets to increase helmet use (year)	Yes (2022)	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	10%; 5%	N/A
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	⌚	N/A
Seat-belt law	Yes	⌚
Legislation applies to front and rear seat occupants	Yes	⌚
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	60%; 20%	N/A

## Legislation on child restraint systems<sup>2</sup>

Child restraints use law	Yes	⌚
Children seated in front seat	Yes	⌚
Age or height specified for children requiring child restraint	4 y	N/A
Child restraint standard referred to and/or specified	No	=
Presence of targets to increase child safety restraint use (year)	Yes (2022)	N/A

## DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	-	N/A
Frequency and distribution of journeys by modal type	No	N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes	N/A
Seat belt and child-restraint systems use <sup>2</sup>	Yes	N/A
Powered 2- and 3- wheeler helmet use <sup>2</sup>	Yes	N/A
Mobile phone use while driving <sup>2</sup>	Yes	N/A

<sup>1</sup> 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

<sup>2</sup> UN voluntary target indicator

\* Alcohol consumption prohibited

† Adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Bulgaria

Population:  
6 885 868

Income group:  
Upper middle income

WHO Region:  
European Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	561 (2021)	
Reported fatalities sex distribution (Male; Female)	74%; 26%	
Reported fatalities user distribution <sup>1</sup>	48%; 8%; 17%; 3%; 25%	
WHO estimated road traffic fatalities (95% CI) (year)	578 (95% CI 546 - 611) (2021)	
WHO estimated rate per 100 000 population (year)	8.4 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	19 925 (2021)	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes <sup>†</sup>	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	
Target for roads to meet technical safety standards for all users (year)	Yes (2030)	
Investments to upgrade high risk locations	No	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	3 571 571 [51 868.1] (2021)	
Four-wheel vehicles	2 830 594	
Powered 2- and 3-wheelers	213 379	
Heavy trucks	458 557	
Buses	17 353	
Other	313	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes <sup>†‡</sup>	
National laws on front and side impact protection	Yes <sup>†‡</sup>	
National laws on seat-belt and seat-belt anchorages	Yes <sup>†‡</sup>	
National law on electronic stability control	Yes <sup>†‡</sup>	
National law on pedestrian protection	Yes <sup>†‡</sup>	
National law on anti-lock braking systems	Yes <sup>†‡</sup>	
Government vehicle procurement practices include safety prerequisites	Yes	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	No	

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	
National good Samaritan law	-	
National emergency care access number	National, single number	
National target for time between serious crash and initial provision of professional emergency care (year)	(2030)	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	50% (2030)	
Non fatal reduction target (year)	50% (2030)	
Funding to implement strategy	Yes, fully funded	
National law mandating third-party liability insurance for powered vehicles	Yes	
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes <sup>‡</sup>	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	6	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	

Strong	Moderate	Weak/None

None or unknown  
Not provided  
Evolution since 2010 or closest year possible

N/A Not applicable

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	
National law setting a speed limit	Yes
Maximum urban speed limit	50 km/h
Maximum rural speed limit	90 km/h
Maximum motorway speed limit	140 km/h
Local authorities can modify limits	No
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	No
Available types of enforcement	Manual
Legislation on drink driving <sup>2</sup>	
National law on drink-driving	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
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	No
Testing carried out in case of fatal crash	Yes, all drivers are tested
Legislation on drug driving	Yes
Legislation on distracted driving (mobile phones)	Yes
Ban on mobile phone use <sup>2</sup>	Hand held
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National (2030)
Legislation on helmets for motorcycle riders <sup>2</sup>	
National motorcycle helmet law	Yes
Legislation requires helmet fastening	No
Legislation applies to:	Drivers and Passengers
Legislation applies to all road types	Yes
Legislation applies to all engine types	Yes
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Not <sup>†‡</sup>
Presence of targets to increase helmet use (year)	Yes, national (2030)
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	96%; 93%
Minimum age/height children are allowed as passengers	Yes (12 y)
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	
National seat-belt law	Yes
Legislation applies to front and rear seat occupants	Yes
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2030)
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	82%; 76%; 26%
Legislation on child restraint systems <sup>2</sup>	
National child restraints use law	Yes
Children seated in front seat	Yes
Age or height specified for children requiring child restraint	150 cm
Child restraint standard referred to and/or specified	Yes <sup>†‡</sup>
Presence of targets to increase child safety restraint use (year)	Yes, national (2030)

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1
Frequency and distribution of journeys by modal type	Partially
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	No
Seat belt and child-restraint systems use <sup>2</sup>	No
Powered 2- and 3-wheeler helmet use <sup>2</sup>	No
Mobile phone use while driving <sup>2</sup>	No

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Burkina Faso

Population:  
22 100 683 ↑

Income group:  
Low income ■■■

WHO Region:  
African Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	1 272 (2021)	↑
Reported fatalities sex distribution (Male; Female)	-	N/A
Reported fatalities user distribution <sup>1</sup>	-	N/A
WHO estimated road traffic fatalities (95% CI) (year)	6 137 (95% CI 5 032 - 7 242) (2021)	↑
WHO estimated rate per 100 000 population (year)	27.8 (2021)	↑

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	-	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	↗
National law requiring a formal road safety inspection/assessment	No	N/A
Target for roads to meet technical safety standards for all users (year)	-	N/A
Investments to upgrade high risk locations	-	N/A

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	- (2021)	N/A
Four-wheel vehicles	-	N/A
Powered 2- and 3-wheelers	-	N/A
Heavy trucks	-	N/A
Buses	-	N/A
Other	-	N/A
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	N/A
National laws on front and side impact protection	No	N/A
National laws on seat-belt and seat-belt anchorages	No	N/A
National law on electronic stability control	No	N/A
National law on pedestrian protection	No	N/A
National law on anti-lock braking systems	No	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	-§	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	N/A
National good Samaritan law	No	N/A
National emergency care access number	National, single number	↗
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, subnational	↗
National road safety strategy <sup>2</sup>	Yes	≡
Fatality reduction target (year)	-	N/A
Non fatal reduction target (year)	-	N/A
Funding to implement strategy	Yes, partially funded	↗
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	1	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	≡
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	-	N/A

Strong	Moderate	Weak/None
↑ Increase	↓ Decrease	— No change
○ None or unknown	— Not provided	Change ↗ Advancement
🕒 Evolution since 2010 or closest year possible	N/A Not applicable	

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	Green	≡
National law setting a speed limit	Yes	≡
Maximum urban speed limit	50 km/h	≡
Maximum rural speed limit	90 km/h	≡
Maximum motorway speed limit	-	N/A
Local authorities can modify limits	Yes	≡
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	-	N/A
Available types of enforcement	Manual	↗
Legislation on drink driving <sup>2</sup>	Green	↗
National law on drink-driving	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	○
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National	N/A
Testing carried out in case of fatal crash	No	○
Legislation on drug driving	Yes	≡
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use <sup>2</sup>	Hand held	≡
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>	Orange	≡
National motorcycle helmet law	Yes	≡
Legislation requires helmet fastening	No	≡
Legislation applies to:	Drivers and Passengers	○
Legislation applies to all road types	Yes	≡
Legislation applies to all engine types	Yes	≡
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes	≡
Presence of targets to increase helmet use (year)	Yes, national	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	9%	N/A
Minimum age/height children are allowed as passengers	Yes (5 y)	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	Green	≡
National seat-belt law	Yes	≡
Legislation applies to front and rear seat occupants	Yes	≡
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-	N/A
Legislation on child restraint systems <sup>2</sup>	Orange	≡
National child restraints use law	Yes	≡
Children seated in front seat	Yes	≡
Age or height specified for children requiring child restraint	8 y	≡
Child restraint standard referred to and/or specified	No	≡
Presence of targets to increase child safety restraint use (year)	Yes, national	N/A
<b>NATIONAL DATA SYSTEMS ON...</b>		
Civil Registration and Vital Statistics (2021)	Group 4	≡
Frequency and distribution of journeys by modal type	No	N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	-	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	-	N/A
Seat belt and child-restraint systems use <sup>2</sup>	-	N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	-	N/A
Mobile phone use while driving <sup>2</sup>	-	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Burundi

Population:  
12 551 213 ↑

Income group:  
Low income ■■■

WHO Region:  
African Region

GSRRS participation:  
2009, 2013, 2018, 2023

## BURDEN

Reported fatalities (year)	592 (2021) ↑
Reported fatalities sex distribution (Male; Female)	76%; 24% N/A
Reported fatalities user distribution <sup>1</sup>	- N/A
WHO estimated road traffic fatalities (95% CI) (year)	1 546 (95% CI 1 236 - 1 857) (2021) ↑
WHO estimated rate per 100 000 population (year)	12.3 (2021) ↑

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	7 012 (2018) N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes ↑
National law requiring a formal road safety inspection/assessment	No N/A
Target for roads to meet technical safety standards for all users (year)	No N/A
Investments to upgrade high risk locations	No ↑

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	- (2021) N/A
Four-wheel vehicles	- N/A
Powered 2- and 3-wheelers	- N/A
Heavy trucks	- N/A
Buses	- N/A
Other	- N/A
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes N/A
National laws on front and side impact protection	No N/A
National laws on seat-belt and seat-belt anchorages	Yes N/A
National law on electronic stability control	No N/A
National law on pedestrian protection	No N/A
National law on anti-lock braking systems	No N/A
Government vehicle procurement practices include safety prerequisites	- N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	No N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	No N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No N/A
National good Samaritan law	No N/A
National emergency care access number	National, multiple numbers N/A
National target for time between serious crash and initial provision of professional emergency care (year)	<30 mn N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No ↑
National road safety strategy <sup>2</sup>	Yes N/A
Fatality reduction target (year)	- N/A
Non fatal reduction target (year)	- N/A
Funding to implement strategy	- N/A
National law mandating third-party liability insurance for powered vehicles	Yes N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	No N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	0 N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes ↑
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	No N/A

Strong ■■■ Moderate ■■ Weak/None ■

↑ Increase ↓ Decrease — No change ↪ Change ↗ Advancement

∅ None or unknown — Not provided

🕒 Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	■■■ Yes
National law setting a speed limit	Yes
Maximum urban speed limit	50 km/h
Maximum rural speed limit	100 km/h
Maximum motorway speed limit	100 km/h
Local authorities can modify limits	Yes
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National N/A
Available types of enforcement	Manual ↗
Legislation on drink driving <sup>2</sup>	■■■ Yes
National law on drink-driving	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	≤ 0.08 g/dl
Random breath testing carried out	No
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National N/A
Testing carried out in case of fatal crash	Some (not all) drivers are tested
Legislation on drug driving	No
Legislation on distracted driving (mobile phones)	Yes N/A
Ban on mobile phone use <sup>2</sup>	Hand held; Hand free
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National N/A
Legislation on helmets for motorcycle riders <sup>2</sup>	■■■ Yes
National motorcycle helmet law	Yes
Legislation requires helmet fastening	No
Legislation applies to:	Drivers and Passengers ↪
Legislation applies to all road types	Yes
Legislation applies to all engine types	Yes
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No
Presence of targets to increase helmet use (year)	Yes, national N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	- N/A
Minimum age/height children are allowed as passengers	No N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	■■■ Yes
National seat-belt law	Yes
Legislation applies to front and rear seat occupants	Yes
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	- N/A
Legislation on child restraint systems <sup>2</sup>	■■■ Yes
National child restraints use law	No
Children seated in front seat	Yes
Age or height specified for children requiring child restraint	-
Child restraint standard referred to and/or specified	No
Presence of targets to increase child safety restraint use (year)	- N/A
<b>NATIONAL DATA SYSTEMS ON...</b>	
Civil Registration and Vital Statistics (2021)	Group 4
Frequency and distribution of journeys by modal type	Partially N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes N/A
Seat belt and child-restraint systems use <sup>2</sup>	- N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes N/A
Mobile phone use while driving <sup>2</sup>	Yes N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Cabo Verde

Population:  
587 925

Income group:  
Lower middle income

WHO Region:  
African Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	39 (2020)	
Reported fatalities sex distribution (Male; Female)	-	
Reported fatalities user distribution <sup>1</sup>	-	
WHO estimated road traffic fatalities (95% CI) (year)	97 (95% CI 86 - 107) (2021)	
WHO estimated rate per 100 000 population (year)	16.5 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	-	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	-	
National law requiring a formal road safety inspection/assessment	Yes	
Target for roads to meet technical safety standards for all users (year)	Yes	
Investments to upgrade high risk locations	No	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	81 000 [13 777.3] (2021)	
Four-wheel vehicles	57 510	
Powered 2- and 3-wheelers	-	
Heavy trucks	-	
Buses	-	
Other	-	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	
National laws on front and side impact protection	-§	
National laws on seat-belt and seat-belt anchorages	-§	
National law on electronic stability control	-§	
National law on pedestrian protection	-§	
National law on anti-lock braking systems	-§	
Government vehicle procurement practices include safety prerequisites	Yes	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	

## POST-CRASH RESPONSE

National law on universal access to emergency care	-§	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	-§	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§	
National good Samaritan law	-§	
National emergency care access number	National, multiple numbers	
National target for time between serious crash and initial provision of professional emergency care (year)	(2030)	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	50% (2030)	
Non fatal reduction target (year)	-	
Funding to implement strategy	Yes, partially funded	
National law mandating third-party liability insurance for powered vehicles	Yes	
National law on driving time and rest periods for professional drivers <sup>2</sup>	-§	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	1	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	

Strong	Moderate	Weak/None
Increase	Decrease	No change

Change	Advancement
None or unknown	Not provided

Evolution since 2010 or closest year possible	
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## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	
National law setting a speed limit	Yes
Maximum urban speed limit	50 km/h
Maximum rural speed limit	90 km/h
Maximum motorway speed limit	120 km/h
Local authorities can modify limits	Yes
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2030)

Available types of enforcement	Manual
Legislation on drink driving <sup>2</sup>	
National law on drink-driving	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
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2030)

Testing carried out in case of fatal crash	Some (not all) drivers are tested
Legislation on drug driving	No
Legislation on distracted driving (mobile phones)	Yes
Ban on mobile phone use <sup>2</sup>	Hand held
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National

Legislation on helmets for motorcycle riders <sup>2</sup>	
National motorcycle helmet law	Yes
Legislation requires helmet fastening	Yes
Legislation applies to:	Drivers and Passengers
Legislation applies to all road types	Yes
Legislation applies to all engine types	No
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes
Presence of targets to increase helmet use (year)	Yes, national

Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-
Minimum age/height children are allowed as passengers	Yes (7 y)
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	
National seat-belt law	Yes
Legislation applies to front and rear seat occupants	Not all
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-

Legislation on child restraint systems <sup>2</sup>	
National child restraints use law	No
Children seated in front seat	Yes
Age or height specified for children requiring child restraint	-
Child restraint standard referred to and/or specified	No
Presence of targets to increase child safety restraint use (year)	Yes, national

NATIONAL DATA SYSTEMS ON...	
Civil Registration and Vital Statistics (2021)	Group 4
Frequency and distribution of journeys by modal type	Partially
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes
Seat belt and child-restraint systems use <sup>2</sup>	Yes
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes
Mobile phone use while driving <sup>2</sup>	Yes

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Cambodia

Population:  
16 589 023

Income group:  
Lower middle income

WHO Region:  
Western Pacific Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	1 794 (2020)	
Reported fatalities sex distribution (Male; Female)	81%; 19%	
Reported fatalities user distribution <sup>1</sup>	6%; 74%; 10%; 2%; 8%	
WHO estimated road traffic fatalities (95% CI) (year)	3 113 (95% CI 2 804 - 3 422) (2021)	
WHO estimated rate per 100 000 population (year)	18.8 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	203 (2022)	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	No <sup>†</sup>	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	
Target for roads to meet technical safety standards for all users (year)	Yes (2030)	
Investments to upgrade high risk locations	No	

## SAFE VEHICLES

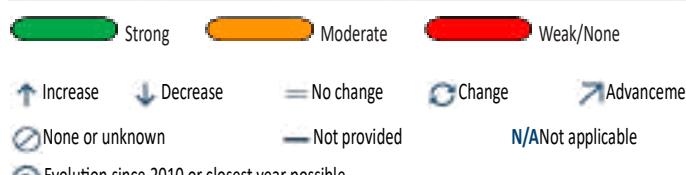
Total registered vehicles [rate per 100 000 pop] (year)	6 356 653 [38 318.4] (2021)	
Four-wheel vehicles	-	
Powered 2- and 3-wheelers	-	
Heavy trucks	-	
Buses	-	
Other	-	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	
National laws on front and side impact protection	No	
National laws on seat-belt and seat-belt anchorages	No	
National law on electronic stability control	No	
National law on pedestrian protection	No	
National law on anti-lock braking systems	No	
Government vehicle procurement practices include safety prerequisites	-	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	No	

## POST-CRASH RESPONSE

National law on universal access to emergency care	No	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§	
National good Samaritan law	No	
National emergency care access number	National, multiple numbers	
National target for time between serious crash and initial provision of professional emergency care (year)	30mn (2030)	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	50% (2030)	
Non fatal reduction target (year)	-	
Funding to implement strategy	Yes, partially funded	
National law mandating third-party liability insurance for powered vehicles	-§	
National law on driving time and rest periods for professional drivers <sup>2</sup>	No	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	1	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	



## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	
National law setting a speed limit	Yes
Maximum urban speed limit	40 km/h
Maximum rural speed limit	90 km/h
Maximum motorway speed limit	100 km/h
Local authorities can modify limits	No
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2030)
Available types of enforcement	Manual
Legislation on drink driving <sup>2</sup>	
National law on drink-driving	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	≤ 0.05 g/dl
Random breath testing carried out	No
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National
Testing carried out in case of fatal crash	Some (not all) drivers are tested
Legislation on drug driving	Yes
Legislation on distracted driving (mobile phones)	Yes
Ban on mobile phone use <sup>2</sup>	Hand held
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National (2030)
Legislation on helmets for motorcycle riders <sup>2</sup>	
National motorcycle helmet law	Yes
Legislation requires helmet fastening	No
Legislation applies to:	Drivers and Passengers
Legislation applies to all road types	Yes
Legislation applies to all engine types	Yes
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes
Presence of targets to increase helmet use (year)	Yes, national (2030)
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	- N/A
Minimum age/height children are allowed as passengers	No
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	
National seat-belt law	Yes
Legislation applies to front and rear seat occupants	Not all
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2030)
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	- N/A
Legislation on child restraint systems <sup>2</sup>	
National child restraints use law	Yes
Children seated in front seat	Yes
Age or height specified for children requiring child restraint	4 y
Child restraint standard referred to and/or specified	No
Presence of targets to increase child safety restraint use (year)	Yes, national (2030)

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 4
Frequency and distribution of journeys by modal type	No
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes
Seat belt and child-restraint systems use <sup>2</sup>	No
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes
Mobile phone use while driving <sup>2</sup>	Yes

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Cameroon

Population:  
27 198 628 ↑

Income group:  
Lower middle income

WHO Region:  
African Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	930 (2021)	↓
Reported fatalities sex distribution (Male; Female)	-	N/A
Reported fatalities user distribution <sup>1</sup>	-	N/A
WHO estimated road traffic fatalities (95% CI) (year)	2 870 (95% CI 2 322 - 3 419) (2021)	↓
WHO estimated rate per 100 000 population (year)	10.6 (2021)	↓

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	7 252 (2020)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	No	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	No	↔
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	Yes (2025)	N/A
Investments to upgrade high risk locations	No	↔

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	31 594 [ 116.2 ] (2021)	↓
Four-wheel vehicles	-	↑
Powered 2- and 3-wheelers	-	N/A
Heavy trucks	-	↑
Buses	-	↑
Other	-	↑
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	N/A
National laws on front and side impact protection	No	N/A
National laws on seat-belt and seat-belt anchorages	Yes	N/A
National law on electronic stability control	No	N/A
National law on pedestrian protection	No	N/A
National law on anti-lock braking systems	No	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	-§	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	N/A
National good Samaritan law	No	N/A
National emergency care access number	National, multiple numbers	↔
National target for time between serious crash and initial provision of professional emergency care (year)	(2027)	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	-	N/A
National road safety strategy <sup>2</sup>	Yes	↔
Fatality reduction target (year)	50% (2027)	↔
Non fatal reduction target (year)	50% (2027)	N/A
Funding to implement strategy	Yes, partially funded	↔
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	No	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	0	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	No	↔
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	N/A

Strong	Moderate	Weak/None
↑ Increase	↓ Decrease	↔ No change
∅ None or unknown	— Not provided	○ Change
🕒 Evolution since 2010 or closest year possible		↗ Advancement

N/A Not applicable

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	Red	↔
National law setting a speed limit	Yes	↔
Maximum urban speed limit	60 km/h	↔
Maximum rural speed limit	110 km/h	↔
Maximum motorway speed limit	-	N/A
Local authorities can modify limits	Yes	↔
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2025)	N/A
Available types of enforcement	Manual	↗
Legislation on drink driving <sup>2</sup>	Orange	↔
National law on drink-driving	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	↔
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2025)	N/A
Testing carried out in case of fatal crash	Some (not all) drivers are tested	↔
Legislation on drug driving	No	↔
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use <sup>2</sup>	Hand held; Hand free	↔
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>	Orange	↔
National motorcycle helmet law	Yes	↔
Legislation requires helmet fastening	No	↔
Legislation applies to:	Drivers and Passengers	↔
Legislation applies to all road types	Yes	↔
Legislation applies to all engine types	Yes	↔
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No	↔
Presence of targets to increase helmet use (year)	Yes, national	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-	N/A
Minimum age/height children are allowed as passengers	Yes (5 y)	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	Orange	↔
National seat-belt law	Yes	↔
Legislation applies to front and rear seat occupants	Not all	↔
Presence of targets to increase seat belt use (year) <sup>2</sup>	-	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-	N/A
Legislation on child restraint systems <sup>2</sup>	Red	↔
National child restraints use law	No	↔
Children seated in front seat	No	↔
Age or height specified for children requiring child restraint	-	↔
Child restraint standard referred to and/or specified	No	↔
Presence of targets to increase child safety restraint use (year)	-	N/A

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 4	↔
Frequency and distribution of journeys by modal type	No	N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	-	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	-	N/A
Seat belt and child-restraint systems use <sup>2</sup>	-	N/A
Powered 2- and 3- wheeler helmet use <sup>2</sup>	-	N/A
Mobile phone use while driving <sup>2</sup>	-	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Canada

Population:  
38 155 012 ↑

Income group:  
High income

WHO Region:  
Region of the Americas

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	1 751 (2021)	↓
Reported fatalities sex distribution (Male; Female)	72%; 28%	N/A
Reported fatalities user distribution <sup>1</sup>	60%; 14%; 16%; 3%; 8%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	1 805 (95% CI 1 701 - 1 909) (2021)	↓
WHO estimated rate per 100 000 population (year)	4.7 (2021)	↓

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	452 038 (2020)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	↗
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	(2025)	N/A
Investments to upgrade high risk locations	Yes	≡

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	26 223 000 [68 727.5] (2021)	↑
Four-wheel vehicles	24 097 000	↑
Powered 2- and 3-wheelers	816 000	↑
Heavy trucks	1 310 000	↑
Buses	-	N/A
Other	0	↓
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	N/A
National laws on front and side impact protection	Yes	N/A
National laws on seat-belt and seat-belt anchorages	Yes	N/A
National law on electronic stability control	Yes†	N/A
National law on pedestrian protection	No†	N/A
National law on anti-lock braking systems	No	N/A
Government vehicle procurement practices include safety prerequisites	No	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	-§	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	-§	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§	N/A
National good Samaritan law	Yes	N/A
National emergency care access number	National, multiple numbers	↗
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, subnational	○
National road safety strategy <sup>2</sup>	Yes	≡
Fatality reduction target (year)	(2025)	N/A
Non fatal reduction target (year)	(2025)	N/A
Funding to implement strategy	Yes, partially funded	○
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	2	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	≡
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, subnational	N/A

Strong	Moderate	Weak/None
↑ Increase	↓ Decrease	≡ No change
○ None or unknown	— Not provided	↗ Change
⌚ Evolution since 2010 or closest year possible		↗ Advancement

N/A Not applicable

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	Green	≡
National law setting a speed limit	Yes	≡
Maximum urban speed limit	50 km/h	≡
Maximum rural speed limit	100 km/h	≡
Maximum motorway speed limit	100 km/h	≡
Local authorities can modify limits	Yes	≡
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	Subnational (2025)	N/A
Available types of enforcement	Manual	↗
Legislation on drink driving <sup>2</sup>	Yellow	≡
National law on drink-driving	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	○
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2025)	N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested	○
Legislation on drug driving	Yes	≡
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use <sup>2</sup>	Hand held	≡
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	Subnational (2025)	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>	Green	≡
National motorcycle helmet law	Yes	≡
Legislation requires helmet fastening	Yes	≡
Legislation applies to:	Drivers and Passengers	○
Legislation applies to all road types	Yes	≡
Legislation applies to all engine types	Yes	≡
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes	≡
Presence of targets to increase helmet use (year)	Yes, subnational (2025)	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	100%; 100%	N/A
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	Green	≡
National seat-belt law	Yes	≡
Legislation applies to front and rear seat occupants	Yes	≡
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, subnational (2025)	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	98%; 97%	N/A
Legislation on child restraint systems <sup>2</sup>	Yellow	≡
National child restraints use law	Yes	≡
Children seated in front seat	Yes	≡
Age or height specified for children requiring child restraint	8 y	≡
Child restraint standard referred to and/or specified	Yes	≡
Presence of targets to increase child safety restraint use (year)	Yes, subnational (2025)	N/A

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1	≡
Frequency and distribution of journeys by modal type	Yes	N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes	N/A
Seat belt and child-restraint systems use <sup>2</sup>	Yes	N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes	N/A
Mobile phone use while driving <sup>2</sup>	Yes	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Central African Republic

Population:  
5 457 154

Income group:  
Low income

WHO Region:  
African Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	1 370 (2021)	
Reported fatalities sex distribution (Male; Female)	70%; 30%	N/A
Reported fatalities user distribution <sup>1</sup>	0%; 48%; 0%; 0%; 52%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	1 412 (95% CI 1 129 - 1 696) (2021)	
WHO estimated rate per 100 000 population (year)	25.9 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	-	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	-	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	-	N/A
National law requiring a formal road safety inspection/assessment	-§	N/A
Target for roads to meet technical safety standards for all users (year)	Yes	N/A
Investments to upgrade high risk locations	-	N/A

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	-	N/A
Four-wheel vehicles	-	N/A
Powered 2- and 3-wheelers	-	N/A
Heavy trucks	-	N/A
Buses	-	N/A
Other	-	N/A
Legislation on periodic vehicle technical inspection <sup>2</sup>	-	N/A
National laws on front and side impact protection	-§	N/A
National laws on seat-belt and seat-belt anchorages	-§	N/A
National law on electronic stability control	-§	N/A
National law on pedestrian protection	-§	N/A
National law on anti-lock braking systems	-§	N/A
Government vehicle procurement practices include safety prerequisites	-	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	-	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	-§	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	-§	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§	N/A
National good Samaritan law	-§	N/A
National emergency care access number	-	N/A
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	-	N/A
Non fatal reduction target (year)	-	N/A
Funding to implement strategy	-	N/A
National law mandating third-party liability insurance for powered vehicles	-§	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	-§	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	3	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	-	N/A

Strong   Moderate   Weak/None

Increase   Decrease   No change   Change   Advancement

None or unknown   Not provided

Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		=
National law setting a speed limit	Yes	=
Maximum urban speed limit	60 km/h	=
Maximum rural speed limit	110 km/h	=
Maximum motorway speed limit	-	N/A
Local authorities can modify limits	Yes	=
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National	N/A
Available types of enforcement	-	N/A
Legislation on drink driving <sup>2</sup>		=
National law on drink-driving	Yes	=
BAC limit – general population	≤ 0.08 g/dl	=
BAC limit – young or novice drivers	≤ 0.08 g/dl	=
Random breath testing carried out	-	N/A
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National	N/A
Testing carried out in case of fatal crash	-	N/A
Legislation on drug driving	No	=
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use <sup>2</sup>	Hand held; Hand free	=
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>		=
National motorcycle helmet law	Yes	=
Legislation requires helmet fastening	Yes	=
Legislation applies to:	Drivers and Passengers	
Legislation applies to all road types	Yes	=
Legislation applies to all engine types	No	=
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No	=
Presence of targets to increase helmet use (year)	Yes, national	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-	N/A
Minimum age/height children are allowed as passengers	Yes (5 y)	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		=
National seat-belt law	Yes	=
Legislation applies to front and rear seat occupants	Not all	=
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-	N/A
Legislation on child restraint systems <sup>2</sup>		=
National child restraints use law	No	=
Children seated in front seat	No	=
Age or height specified for children requiring child restraint	-	=
Child restraint standard referred to and/or specified	No	=
Presence of targets to increase child safety restraint use (year)	No	N/A

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 4	=
Frequency and distribution of journeys by modal type	No	N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	-	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	-	N/A
Seat belt and child-restraint systems use <sup>2</sup>	-	N/A
Powered 2- and 3- wheeler helmet use <sup>2</sup>	-	N/A
Mobile phone use while driving <sup>2</sup>	-	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Chad

Population:  
17 179 740 ↑

Income group:  
Low income

WHO Region:  
African Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	254 (2018)	↓
Reported fatalities sex distribution (Male; Female)	-	N/A
Reported fatalities user distribution <sup>1</sup>	-	N/A
WHO estimated road traffic fatalities (95% CI) (year)	4 533 (95% CI 3 722 - 5 343) (2021)	↑
WHO estimated rate per 100 000 population (year)	26.4 (2021)	↑

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	27 300 (2021)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	▢
National law requiring a formal road safety inspection/assessment	No	N/A
Target for roads to meet technical safety standards for all users (year)	No	N/A
Investments to upgrade high risk locations	No	▢

## SAFE VEHICLES

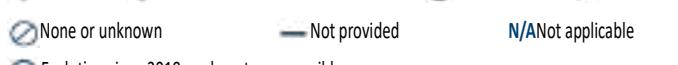
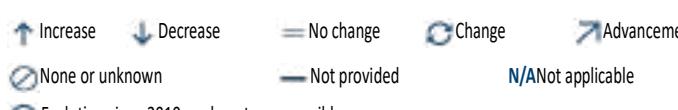
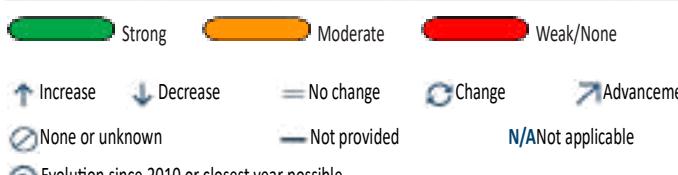
Total registered vehicles [rate per 100 000 pop] (year)	32 995 [ 192.1] (2021)	↓
Four-wheel vehicles	130 291	↑
Powered 2- and 3-wheelers	420 594	↑
Heavy trucks	20 737	↑
Buses	9 053	↑
Other	7 243	↑
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	N/A
National laws on front and side impact protection	No	N/A
National laws on seat-belt and seat-belt anchorages	No	N/A
National law on electronic stability control	No	N/A
National law on pedestrian protection	No	N/A
National law on anti-lock braking systems	No	N/A
Government vehicle procurement practices include safety prerequisites	No	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	No	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	No	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	N/A
National good Samaritan law	No	N/A
National emergency care access number	-	N/A
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	↗
National road safety strategy <sup>2</sup>	Yes	≡
Fatality reduction target (year)	50% (2025)	▢
Non fatal reduction target (year)	50% (2025)	N/A
Funding to implement strategy	Yes, partially funded	▢
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	No	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	0	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	≡
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	No	N/A



## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	Yes	≡
National law setting a speed limit	30 km/h	↓
Maximum urban speed limit	90 km/h	↓
Maximum rural speed limit	90 km/h	N/A
Local authorities can modify limits	Yes	≡
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National	N/A
Available types of enforcement	Speed limiters	↗
Legislation on drink driving <sup>2</sup>	Yes	≡
National law on drink-driving	≤ 0.04 g/dl	↓
BAC limit – general population	≤ 0.04 g/dl	↓
BAC limit – young or novice drivers	No	≡
Random breath testing carried out	No	≡
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	No	N/A
Testing carried out in case of fatal crash	No	≡
Legislation on drug driving	Yes	↗
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use <sup>2</sup>	Hand held; Hand free	≡
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	No	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>	Yes	≡
National motorcycle helmet law	No	≡
Legislation requires helmet fastening	Drivers and Passengers	▢
Legislation applies to:	Drivers and Passengers	▢
Legislation applies to all road types	Yes	≡
Legislation applies to all engine types	No	≡
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No	≡
Presence of targets to increase helmet use (year)	No	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-	N/A
Minimum age/height children are allowed as passengers	Yes (5 y)	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	Yes	≡
National seat-belt law	Yes	≡
Legislation applies to front and rear seat occupants	Not all	≡
Presence of targets to increase seat belt use (year) <sup>2</sup>	No	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-	N/A
Legislation on child restraint systems <sup>2</sup>	Yes	≡
National child restraints use law	No	≡
Children seated in front seat	No	≡
Age or height specified for children requiring child restraint	-	≡
Child restraint standard referred to and/or specified	No	≡
Presence of targets to increase child safety restraint use (year)	No	N/A
<b>NATIONAL DATA SYSTEMS ON...</b>		
Civil Registration and Vital Statistics (2021)	Group 4	≡
Frequency and distribution of journeys by modal type	No	N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	No	N/A
Seat belt and child-restraint systems use <sup>2</sup>	No	N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes	N/A
Mobile phone use while driving <sup>2</sup>	No	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Chile

Population:  
19 493 184 ↑

Income group:  
High income ↑

WHO Region:  
Region of the Americas

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	1 688 (2021)	↓
Reported fatalities sex distribution (Male; Female)	79%; 21%	N/A
Reported fatalities user distribution <sup>1</sup>	45%; 13%; 23%; 4%; 15%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	2 009 (95% CI 1 911 - 2 106) (2021)	↓
WHO estimated rate per 100 000 population (year)	10.3 (2021)	↓

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	39 789 (2021)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	No	↓
National law requiring a formal road safety inspection/assessment	No	N/A
Target for roads to meet technical safety standards for all users (year)	Yes (2030)	N/A
Investments to upgrade high risk locations	No	↓

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	5 980 693 [30 680.9] (2021)	N/A
Four-wheel vehicles	5 142 938	↑
Powered 2- and 3-wheelers	234 020	↑
Heavy trucks	213 010	↑
Buses	360 421	↑
Other	30 304	↓
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	N/A
National laws on front and side impact protection	Yes	N/A
National laws on seat-belt and seat-belt anchorages	Yes	N/A
National law on electronic stability control	Yes	N/A
National law on pedestrian protection	No	N/A
National law on anti-lock braking systems	Yes	N/A
Government vehicle procurement practices include safety prerequisites	No	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	-§	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	-§	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§	N/A
National good Samaritan law	-§	N/A
National emergency care access number	National, multiple numbers	↗
National target for time between serious crash and initial provision of professional emergency care (year)	15 mn in urban areas (2030)	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	○
National road safety strategy <sup>2</sup>	Yes	N/A
Fatality reduction target (year)	30% (2030)	○
Non fatal reduction target (year)	-	N/A
Funding to implement strategy	Not funded	○
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	2	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	↓
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	N/A

Strong	Moderate	Weak/None
↑ Increase	↓ Decrease	— No change
○ None or unknown	— Not provided	Change ↗ Advancement
🕒 Evolution since 2010 or closest year possible	N/A Not applicable	

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	Yes	█
National law setting a speed limit	Yes	█
Maximum urban speed limit	50 km/h	↓
Maximum rural speed limit	100 km/h	↓
Maximum motorway speed limit	120 km/h	≡
Local authorities can modify limits	Yes	≡
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	No	N/A
Available types of enforcement	Manual	↗
Legislation on drink driving <sup>2</sup>	Yes	█
National law on drink-driving	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	○
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2030)	N/A
Testing carried out in case of fatal crash	-	N/A
Legislation on drug driving	Yes	≡
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use <sup>2</sup>	Hand held	≡
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National (2030)	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>	Yes	█
National motorcycle helmet law	Yes	≡
Legislation requires helmet fastening	Yes	≡
Legislation applies to:	Drivers and Passengers	○
Legislation applies to all road types	Yes	≡
Legislation applies to all engine types	Yes	≡
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes	≡
Presence of targets to increase helmet use (year)	Yes, national (2030)	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	95%; 87%	N/A
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	Yes	█
National seat-belt law	Yes	≡
Legislation applies to front and rear seat occupants	Yes	≡
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2030)	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	86%; 72%; 21%	N/A
Legislation on child restraint systems <sup>2</sup>	Yes	█
National child restraints use law	Yes	≡
Children seated in front seat	Yes	≡
Age or height specified for children requiring child restraint	8 y / 135 cm	≡
Child restraint standard referred to and/or specified	Yes	≡
Presence of targets to increase child safety restraint use (year)	Yes, national (2030)	N/A

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1	≡
Frequency and distribution of journeys by modal type	Yes	N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes	N/A
Seat belt and child-restraint systems use <sup>2</sup>	Yes	N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes	N/A
Mobile phone use while driving <sup>2</sup>	Yes	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# China

Population:  
1 425 893 465 ↑

Income group:  
Upper middle income

WHO Region:  
Western Pacific Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	62 218 (2021) ↓
Reported fatalities sex distribution (Male; Female)	68%; 32% N/A
Reported fatalities user distribution <sup>1</sup>	13%; 26%; 29%; 20%; 12% N/A
WHO estimated road traffic fatalities (95% CI) (year)	248 099 (95% CI 233 685 - 262 513) (2021) ↓
WHO estimated rate per 100 000 population (year)	17.4 (2021) ↓

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	- N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	-↑ N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	- N/A
National law requiring a formal road safety inspection/assessment	Yes N/A
Target for roads to meet technical safety standards for all users (year)	- N/A
Investments to upgrade high risk locations	- N/A

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	395 264 200 [27 720.5] (2021) ↑
Four-wheel vehicles	257 973 900 N/A
Powered 2- and 3-wheelers	80 257 700 N/A
Heavy trucks	- N/A
Buses	2 184 500 N/A
Other	- N/A
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes N/A
National laws on front and side impact protection	Yes N/A
National laws on seat-belt and seat-belt anchorages	Yes N/A
National law on electronic stability control	Yes↑ N/A
National law on pedestrian protection	Yes↑ N/A
National law on anti-lock braking systems	Yes N/A
Government vehicle procurement practices include safety prerequisites	- N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	No N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	Yes N/A
National good Samaritan law	Yes N/A
National emergency care access number	National, single number ↗
National target for time between serious crash and initial provision of professional emergency care (year)	50% reduction in time (2025) N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	- N/A
National road safety strategy <sup>2</sup>	Yes =
Fatality reduction target (year)	3% (2025) ↗
Non fatal reduction target (year)	- N/A
Funding to implement strategy	Yes, partially funded ↗
National law mandating third-party liability insurance for powered vehicles	Yes N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	1 N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes =
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national N/A

Strong	Moderate	Weak/None
↑ Increase	↓ Decrease	= No change
○ None or unknown	— Not provided	Change ↗ Advancement ↗
🕒 Evolution since 2010 or closest year possible	N/A Not applicable	

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	Green
National law setting a speed limit	Yes
Maximum urban speed limit	50 km/h
Maximum rural speed limit	70 km/h
Maximum motorway speed limit	120 km/h
Local authorities can modify limits	Yes
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National N/A
Available types of enforcement	Manual
Legislation on drink driving <sup>2</sup>	Green
National law on drink-driving	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 ↗
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested ↗
Legislation on drug driving	Yes
Legislation on distracted driving (mobile phones)	Yes N/A
Ban on mobile phone use <sup>2</sup>	Hand held
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National N/A
Legislation on helmets for motorcycle riders <sup>2</sup>	Orange
National motorcycle helmet law	Yes
Legislation requires helmet fastening	No
Legislation applies to:	Drivers and Passengers ↗
Legislation applies to all road types	Yes
Legislation applies to all engine types	Yes
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes
Presence of targets to increase helmet use (year)	Yes, national (2025) N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	62%; 42% N/A
Minimum age/height children are allowed as passengers	Yes (12 y) N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	Green
National seat-belt law	Yes
Legislation applies to front and rear seat occupants	Yes
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2025) N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	95% N/A
Legislation on child restraint systems <sup>2</sup>	Red
National child restraints use law	Yes ↗
Children seated in front seat	No
Age or height specified for children requiring child restraint	-
Child restraint standard referred to and/or specified	No
Presence of targets to increase child safety restraint use (year)	Yes, national N/A

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1
Frequency and distribution of journeys by modal type	- N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes N/A
Seat belt and child-restraint systems use <sup>2</sup>	Yes N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes N/A
Mobile phone use while driving <sup>2</sup>	Yes N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Colombia

Population:  
51 516 562 ↑

Income group:  
Upper middle income

WHO Region:  
Region of the Americas

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	7 238 (2021)	↑
Reported fatalities sex distribution (Male; Female)	83%; 17%	N/A
Reported fatalities user distribution <sup>1</sup>	8%; 60%; 22%; 7%; 5%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	8 341 (95% CI 7 693 - 8 988) (2021)	↑
WHO estimated rate per 100 000 population (year)	16.2 (2021)	↑

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	61 315 (2021)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	No	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	No	↔
National law requiring a formal road safety inspection/assessment	No	N/A
Target for roads to meet technical safety standards for all users (year)	Yes (2031)	N/A
Investments to upgrade high risk locations	Yes	↔

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	16 780 651 [32 573.3] (2021)	↑
Four-wheel vehicles	5 957 616	↑
Powered 2- and 3-wheelers	10 230 589	↑
Heavy trucks	399 047	↑
Buses	193 332	↑
Other	67	↑
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	N/A
National laws on front and side impact protection	No	N/A
National laws on seat-belt and seat-belt anchorages	Yes	N/A
National law on electronic stability control	No	N/A
National law on pedestrian protection	No	N/A
National law on anti-lock braking systems	No	N/A
Government vehicle procurement practices include safety prerequisites	–	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	–§	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	–§	N/A
National good Samaritan law	No	N/A
National emergency care access number	National, single number	↔
National target for time between serious crash and initial provision of professional emergency care (year)	(2031)	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	↔
National road safety strategy <sup>2</sup>	Yes	↔
Fatality reduction target (year)	50% (2031)	↔
Non fatal reduction target (year)	50% (2031)	N/A
Funding to implement strategy	–	N/A
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	No	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	0	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	↔
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	N/A

Strong      Moderate      Weak/None

↑ Increase    ↓ Decrease    ↔ No change    ⚡ Change    ➤ Advancement

∅ None or unknown    ━ Not provided

🕒 Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	Yes	↔
National law setting a speed limit	50 km/h	↓
Maximum urban speed limit	90 km/h	↓
Maximum rural speed limit	120 km/h	↔
Local authorities can modify limits	Yes	↔
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2031)	N/A
Available types of enforcement	Manual	↔
Legislation on drink driving <sup>2</sup>	Yes	↔
National law on drink-driving	≤ 0.02 g/dl	↔
BAC limit – general population	≤ 0.02 g/dl	↔
BAC limit – young or novice drivers	Yes	↔
Random breath testing carried out	National (2031)	N/A
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	Some (not all) drivers are tested	↔
Legislation on drug driving	Yes	↔
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use <sup>2</sup>	Hand held	↔
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	–	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>	Yes	↔
National motorcycle helmet law	Yes	↔
Legislation requires helmet fastening	No	↔
Legislation applies to:	Drivers and Passengers	↔
Legislation applies to all road types	Yes	↔
Legislation applies to all engine types	Yes	↔
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes	↔
Presence of targets to increase helmet use (year)	Yes, national (2031)	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	79%; 53%	↓
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	Yes	↔
National seat-belt law	Yes	↔
Legislation applies to front and rear seat occupants	Yes	↔
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2031)	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	67%; 49%	N/A
Legislation on child restraint systems <sup>2</sup>	Yes	↔
National child restraints use law	No	↔
Children seated in front seat	Yes	↔
Age or height specified for children requiring child restraint	–	↔
Child restraint standard referred to and/or specified	No	↔
Presence of targets to increase child safety restraint use (year)	Yes, national (2031)	N/A

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1	↔
Frequency and distribution of journeys by modal type	Yes	N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes	N/A
Seat belt and child-restraint systems use <sup>2</sup>	No	N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes	N/A
Mobile phone use while driving <sup>2</sup>	No	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Comoros

Population:  
821 625

Income group:  
Lower middle income

WHO Region:  
African Region

GSRRS participation:  
2009, 2013, 2018, 2023

## BURDEN

Reported fatalities (year)	32 (2021)	P	
Reported fatalities sex distribution (Male; Female)	87%; 13%	N/A	
Reported fatalities user distribution <sup>1</sup>	35%; 0%; 26%; 22%; 17%	N/A	
WHO estimated road traffic fatalities (95% CI) (year)	238 (95% CI 205 - 271) (2021)	P	
WHO estimated rate per 100 000 population (year)	29.0 (2021)	P	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	800 (2020)	N/A	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	N/A	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	C	
National law requiring a formal road safety inspection/assessment	Yes	N/A	
Target for roads to meet technical safety standards for all users (year)	-	N/A	
Investments to upgrade high risk locations	Yes	A	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	- (2021)	N/A	
Four-wheel vehicles	-	P	
Powered 2- and 3-wheelers	-	P	
Heavy trucks	-	P	
Buses	-	P	
Other	-	N/A	
Legislation on periodic vehicle technical inspection <sup>2</sup>			
National laws on front and side impact protection	-§	N/A	
National laws on seat-belt and seat-belt anchorages	-§	N/A	
National law on electronic stability control	-§	N/A	
National law on pedestrian protection	-§	N/A	
National law on anti-lock braking systems	-§	N/A	
Government vehicle procurement practices include safety prerequisites	No	N/A	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A	

## POST-CRASH RESPONSE

National law on universal access to emergency care	-§	N/A	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	N/A	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	N/A	
National good Samaritan law	-§	N/A	
National emergency care access number	National, single number	A	
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	A	
National road safety strategy <sup>2</sup>	No	N/A	
Fatality reduction target (year)	-	N/A	
Non fatal reduction target (year)	-	N/A	
Funding to implement strategy	Not funded	C	
National law mandating third-party liability insurance for powered vehicles	Yes	N/A	
National law on driving time and rest periods for professional drivers <sup>2</sup>	No	N/A	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	O	N/A	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	=	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	N/A	

Strong	Moderate	Weak/None	
↑ Increase	↓ Decrease	— No change	
∅ None or unknown	— Not provided	⌚ Change	
⌚ Evolution since 2010 or closest year possible		↗ Advancement	
N/A Not applicable			

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	Red	—	
National law setting a speed limit	Yes	—	
Maximum urban speed limit	-	N/A	
Maximum rural speed limit	-	N/A	
Maximum motorway speed limit	-	N/A	
Local authorities can modify limits	-	N/A	
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	No	N/A	
Available types of enforcement	Speed limiters	A	
Legislation on drink driving <sup>2</sup>	Red	—	
National law on drink-driving	Yes	—	
BAC limit – general population	-	N/A	
BAC limit – young or novice drivers	-	N/A	
Random breath testing carried out	No	—	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	No	N/A	
Testing carried out in case of fatal crash	No	—	
Legislation on drug driving	Yes	—	
Legislation on distracted driving (mobile phones)	Yes	N/A	
Ban on mobile phone use <sup>2</sup>	Hand held	A	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	No	N/A	
Legislation on helmets for motorcycle riders <sup>2</sup>	Orange	A	
National motorcycle helmet law	Yes	A	
Legislation requires helmet fastening	No	—	
Legislation applies to:	Drivers and Passengers	C	
Legislation applies to all road types	Yes	C	
Legislation applies to all engine types	Yes	C	
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No	—	
Presence of targets to increase helmet use (year)	No	N/A	
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-	N/A	
Minimum age/height children are allowed as passengers	No	N/A	
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	Green	A	
National seat-belt law	Yes	A	
Legislation applies to front and rear seat occupants	Yes	A	
Presence of targets to increase seat belt use (year) <sup>2</sup>	No	N/A	
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-	N/A	
Legislation on child restraint systems <sup>2</sup>	Green	A	
National child restraints use law	Yes	A	
Children seated in front seat	Yes	A	
Age or height specified for children requiring child restraint	10 y	C	
Child restraint standard referred to and/or specified	Yes	A	
Presence of targets to increase child safety restraint use (year)	No	N/A	

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 4	—
Frequency and distribution of journeys by modal type	No	N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	No	N/A
Seat belt and child-restraint systems use <sup>2</sup>	No	N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	No	N/A
Mobile phone use while driving <sup>2</sup>	No	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Congo

Population:  
5 835 806

Income group:  
Lower middle income

WHO Region:  
African Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	223 (2020)	
Reported fatalities sex distribution (Male; Female)	-	
Reported fatalities user distribution <sup>1</sup>	-	
WHO estimated road traffic fatalities (95% CI) (year)	488 (95% CI 403 - 572) (2021)	
WHO estimated rate per 100 000 population (year)	8.4 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	3 400 (2022)	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	No	
Target for roads to meet technical safety standards for all users (year)	No	
Investments to upgrade high risk locations	No	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	25 227 [ 432.3] (2021)	
Four-wheel vehicles	1 466	
Powered 2- and 3-wheelers	3 721	
Heavy trucks	1 297	
Buses	-	
Other	16 629	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	
National laws on front and side impact protection	No	
National laws on seat-belt and seat-belt anchorages	No	
National law on electronic stability control	No	
National law on pedestrian protection	No	
National law on anti-lock braking systems	No	
Government vehicle procurement practices include safety prerequisites	Yes	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	

## POST-CRASH RESPONSE

National law on universal access to emergency care	-§	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	-§	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	
National good Samaritan law	No	
National emergency care access number	Partial coverage	
National target for time between serious crash and initial provision of professional emergency care (year)	-	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	No	
Fatality reduction target (year)	-	
Non fatal reduction target (year)	-	
Funding to implement strategy	-	
National law mandating third-party liability insurance for powered vehicles	Yes	
National law on driving time and rest periods for professional drivers <sup>2</sup>	No	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	1	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	

Strong	Moderate	Weak/None

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		Group 4
National law setting a speed limit	Yes	
Maximum urban speed limit	60 km/h	
Maximum rural speed limit	110 km/h	
Maximum motorway speed limit	-	
Local authorities can modify limits	Yes	
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National	
Available types of enforcement	-	
Legislation on drink driving <sup>2</sup>		
National law on drink-driving	Yes	
BAC limit – general population	≤ 0.08 g/dl	
BAC limit – young or novice drivers	≤ 0.08 g/dl	
Random breath testing carried out	No	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	No	
Testing carried out in case of fatal crash	No	
Legislation on drug driving	No	
Legislation on distracted driving (mobile phones)	Yes	
Ban on mobile phone use <sup>2</sup>	Hand held; Hand free	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	No	
Legislation on helmets for motorcycle riders <sup>2</sup>		
National motorcycle helmet law	Yes	
Legislation requires helmet fastening	No	
Legislation applies to:	Drivers and Passengers	
Legislation applies to all road types	Yes	
Legislation applies to all engine types	No	
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No	
Presence of targets to increase helmet use (year)	Yes, national	
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-	
Minimum age/height children are allowed as passengers	Yes (5 y)	
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Not all	
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national	
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-	
Legislation on child restraint systems <sup>2</sup>		
National child restraints use law	No	
Children seated in front seat	No	
Age or height specified for children requiring child restraint	-	
Child restraint standard referred to and/or specified	No	
Presence of targets to increase child safety restraint use (year)	No	
<b>NATIONAL DATA SYSTEMS ON...</b>		
Civil Registration and Vital Statistics (2021)	Group 4	
Frequency and distribution of journeys by modal type	No	
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	No	
Seat belt and child-restraint systems use <sup>2</sup>	-	
Powered 2- and 3- wheeler helmet use <sup>2</sup>	-	
Mobile phone use while driving <sup>2</sup>	No	

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Cook Islands

Population:  
17 003

Income group:

WHO Region:  
Western Pacific Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	3 (2021)	
Reported fatalities sex distribution (Male; Female)	-	
Reported fatalities user distribution <sup>1</sup>	20%; 80%; 0%; 0%	
WHO estimated road traffic fatalities (95% CI) (year)	3 (95% CI 3 - 4) (2021)	
WHO estimated rate per 100 000 population (year)	17.6 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	62 (2021)	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	-	
National law requiring a formal road safety inspection/assessment	Yes	
Target for roads to meet technical safety standards for all users (year)	Yes	
Investments to upgrade high risk locations	No	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	1 291 [7 592.8] (2021)	
Four-wheel vehicles	34	
Powered 2- and 3-wheelers	601	
Heavy trucks	99	
Buses	-	
Other	-	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	
National laws on front and side impact protection	No	
National laws on seat-belt and seat-belt anchorages	No	
National law on electronic stability control	No	
National law on pedestrian protection	No	
National law on anti-lock braking systems	No	
Government vehicle procurement practices include safety prerequisites	Yes	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	

## POST-CRASH RESPONSE

National law on universal access to emergency care	-§	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§	
National good Samaritan law	-§	
National emergency care access number	National, single number	
National target for time between serious crash and initial provision of professional emergency care (year)	-	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	50% (2030)	
Non fatal reduction target (year)	-	
Funding to implement strategy	-	
National law mandating third-party liability insurance for powered vehicles	No	
National law on driving time and rest periods for professional drivers <sup>2</sup>	No	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	0	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	

Strong		Moderate		Weak/None	
↑ Increase		↓ Decrease		= No change	
○ None or unknown		— Not provided		Change	
🕒 Evolution since 2010 or closest year possible				N/A Not applicable	

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		Yes	
National law setting a speed limit		Yes	
Maximum urban speed limit	50 km/h		
Maximum rural speed limit	50 km/h		
Maximum motorway speed limit	50 km/h		
Local authorities can modify limits	No		
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National		
Available types of enforcement	Manual		
Legislation on drink driving <sup>2</sup>		Yes	
National law on drink-driving		Yes	
BAC limit – general population	≤ 0.08 g/dl		
BAC limit – young or novice drivers	≤ 0.08 g/dl		
Random breath testing carried out	No		
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National		
Testing carried out in case of fatal crash	Yes, all drivers are tested		
Legislation on drug driving	Yes		
Legislation on distracted driving (mobile phones)	No		
Ban on mobile phone use <sup>2</sup>	-		
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National		
Legislation on helmets for motorcycle riders <sup>2</sup>		Yes	
National motorcycle helmet law		Yes	
Legislation requires helmet fastening	No		
Legislation applies to:	Drivers and Passengers		
Legislation applies to all road types	Yes		
Legislation applies to all engine types	Yes		
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes		
Presence of targets to increase helmet use (year)	Yes, national		
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	100%		
Minimum age/height children are allowed as passengers	No		
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		Yes	
National seat-belt law	No		
Legislation applies to front and rear seat occupants	-		
Presence of targets to increase seat belt use (year) <sup>2</sup>	No		
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-		
Legislation on child restraint systems <sup>2</sup>		Yes	
National child restraints use law	No		
Children seated in front seat	No		
Age or height specified for children requiring child restraint	-		
Child restraint standard referred to and/or specified	No		
Presence of targets to increase child safety restraint use (year)	No		

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 3	
Frequency and distribution of journeys by modal type	No	
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes	
Seat belt and child-restraint systems use <sup>2</sup>	No	
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes	
Mobile phone use while driving <sup>2</sup>	Yes	

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Costa Rica

Population:  
5 153 957

Income group:  
Upper middle income

WHO Region:  
Region of the Americas

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	722 (2021)		
Reported fatalities sex distribution (Male; Female)	86%; 14%	N/A	
Reported fatalities user distribution <sup>1</sup>	24%; 40%; 25%; 10%; 1%	N/A	
WHO estimated road traffic fatalities (95% CI) (year)	798 (95% CI 734 - 863) (2021)		
WHO estimated rate per 100 000 population (year)	15.5 (2021)		

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	-	N/A	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	N/A	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes		
National law requiring a formal road safety inspection/assessment	Yes	N/A	
Target for roads to meet technical safety standards for all users (year)	No	N/A	
Investments to upgrade high risk locations	No		

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	2 631 200 [51 052.0] (2021)		
Four-wheel vehicles	1 686 979		
Powered 2- and 3-wheelers	756 234		
Heavy trucks	56 980		
Buses	47 064		
Other	83 943		
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	N/A	
National laws on front and side impact protection	No	N/A	
National laws on seat-belt and seat-belt anchorages	Yes	N/A	
National law on electronic stability control	No	N/A	
National law on pedestrian protection	No	N/A	
National law on anti-lock braking systems	No	N/A	
Government vehicle procurement practices include safety prerequisites	No	N/A	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A	

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	N/A	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	N/A	
National good Samaritan law	No	N/A	
National emergency care access number	National, single number		
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No		
National road safety strategy <sup>2</sup>	No		
Fatality reduction target (year)	-	N/A	
Non fatal reduction target (year)	-	N/A	
Funding to implement strategy	Not funded		
National law mandating third-party liability insurance for powered vehicles	Yes	N/A	
National law on driving time and rest periods for professional drivers <sup>2</sup>	No	N/A	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	0	N/A	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes		
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	N/A	

Strong		Moderate	
Weak/None			
Increase		Decrease	
No change		Change	
Not provided		Advancement	
None or unknown			
Evolution since 2010 or closest year possible		Not applicable	

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>			
National law setting a speed limit	Yes		
Maximum urban speed limit	50 km/h		
Maximum rural speed limit	60 km/h		
Maximum motorway speed limit	-	N/A	
Local authorities can modify limits	No	N/A	
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2023)	N/A	
Available types of enforcement	Manual		
Legislation on drink driving <sup>2</sup>			
National law on drink-driving	Yes		
BAC limit – general population	≤ 0.05 g/dl		
BAC limit – young or novice drivers	≤ 0.02 g/dl		
Random breath testing carried out	No		
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2023)	N/A	
Testing carried out in case of fatal crash	Some (not all) drivers are tested		
Legislation on drug driving			
Legislation on distracted driving (mobile phones)	Yes		
Ban on mobile phone use <sup>2</sup>	Hand held		
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National (2023)	N/A	
Legislation on helmets for motorcycle riders <sup>2</sup>			
National motorcycle helmet law	Yes		
Legislation requires helmet fastening	No		
Legislation applies to:	Drivers and Passengers		
Legislation applies to all road types	Yes		
Legislation applies to all engine types	Yes		
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes		
Presence of targets to increase helmet use (year)	Yes, national (2023)	N/A	
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	97%; 90%		
Minimum age/height children are allowed as passengers	Yes (5 y)	N/A	
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Yes		
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2023)	N/A	
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	71%; 63%; 36%		
Legislation on child restraint systems <sup>2</sup>			
National child restraints use law	Yes		
Children seated in front seat	Yes		
Age or height specified for children requiring child restraint	12 y / 145 cm		
Child restraint standard referred to and/or specified	No		
Presence of targets to increase child safety restraint use (year)	No	N/A	
NATIONAL DATA SYSTEMS ON...			
Civil Registration and Vital Statistics (2021)	Group 1		
Frequency and distribution of journeys by modal type	No	N/A	
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	N/A	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	No	N/A	
Seat belt and child-restraint systems use <sup>2</sup>	No	N/A	
Powered 2- and 3-wheeler helmet use <sup>2</sup>	No	N/A	
Mobile phone use while driving <sup>2</sup>	No	N/A	

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Côte d'Ivoire

Population:  
27 478 249

Income group:  
Lower middle income

WHO Region:  
African Region

GSRRS participation:  
2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	1 614 (2021)	
Reported fatalities sex distribution (Male; Female)	79%; 21%	N/A
Reported fatalities user distribution <sup>1</sup>	11%; 35%; 40%; 0%; 13%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	5 670 (95% CI 4 883 - 6 456) (2021)	
WHO estimated rate per 100 000 population (year)	20.6 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	7 499 (2021)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	No	N/A
Target for roads to meet technical safety standards for all users (year)	-	N/A
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	- (2021)	N/A
Four-wheel vehicles	-	N/A
Powered 2- and 3-wheelers	-	
Heavy trucks	-	
Buses	-	
Other	-	N/A
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	N/A
National laws on front and side impact protection	-	N/A
National laws on seat-belt and seat-belt anchorages	-	N/A
National law on electronic stability control	-	N/A
National law on pedestrian protection	-	N/A
National law on anti-lock braking systems	-	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	-§	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	-§	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§	N/A
National good Samaritan law	-§	N/A
National emergency care access number	National, multiple numbers	
National target for time between serious crash and initial provision of professional emergency care (year)	(2030)	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	50% (2030)	
Non fatal reduction target (year)	50% (2030)	N/A
Funding to implement strategy	Yes, partially funded	
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	-§	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	3	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	N/A

Strong   Moderate   Weak/None

Increase   Decrease   No change   Change   Advancement  
 None or unknown   Not provided  
 Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		
National law setting a speed limit	Yes	
Maximum urban speed limit	60 km/h	
Maximum rural speed limit	110 km/h	
Maximum motorway speed limit	120 km/h	
Local authorities can modify limits	No	N/A
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2030)	N/A
Available types of enforcement	Manual	
Legislation on drink driving <sup>2</sup>		
National law on drink-driving	Yes	
BAC limit – general population	≤ 0.08 g/dl	
BAC limit – young or novice drivers	≤ 0.08 g/dl	
Random breath testing carried out	No	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2030)	N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested	
Legislation on drug driving	No	
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use <sup>2</sup>	Hand held; Hand free	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National (2030)	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>		
National motorcycle helmet law	Yes	
Legislation requires helmet fastening	No	
Legislation applies to:	Drivers and Passengers	
Legislation applies to all road types	Yes	
Legislation applies to all engine types	Yes	
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes	
Presence of targets to increase helmet use (year)	Yes, national (2030)	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	30%; 2%	N/A
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Not all	
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2030)	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	30%; 30%	N/A
Legislation on child restraint systems <sup>2</sup>		
National child restraints use law	No	
Children seated in front seat	No	
Age or height specified for children requiring child restraint	-	
Child restraint standard referred to and/or specified	No	
Presence of targets to increase child safety restraint use (year)	No	N/A

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 4
Frequency and distribution of journeys by modal type	No
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes
Seat belt and child-restraint systems use <sup>2</sup>	No
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes
Mobile phone use while driving <sup>2</sup>	Yes

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Croatia

Population:  
4 060 135

Income group:  
High income

WHO Region:  
European Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	292 (2021)	
Reported fatalities sex distribution (Male; Female)	79%; 21%	
Reported fatalities user distribution <sup>1</sup>	44%; 22%; 13%; 10%; 12%	
WHO estimated road traffic fatalities (95% CI) (year)	328 (95% CI 308 - 348) (2021)	
WHO estimated rate per 100 000 population (year)	8.1 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	26 652 (2022)	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes <sup>†</sup>	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	
Target for roads to meet technical safety standards for all users (year)	Yes (2030)	
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	2 437 190 [60 027.3] (2021)	
Four-wheel vehicles	1 956 996	
Powered 2- and 3-wheelers	148 192	
Heavy trucks	51 072	
Buses	5 136	
Other	-	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes <sup>#</sup>	
National laws on front and side impact protection	Yes <sup>†#</sup>	
National laws on seat-belt and seat-belt anchorages	Yes <sup>†#</sup>	
National law on electronic stability control	Yes <sup>†#</sup>	
National law on pedestrian protection	Yes <sup>†#</sup>	
National law on anti-lock braking systems	Yes <sup>†#</sup>	
Government vehicle procurement practices include safety prerequisites	-	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	
National good Samaritan law	No	
National emergency care access number	National, multiple numbers	
National target for time between serious crash and initial provision of professional emergency care (year)	10 min in urban area (2030)	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	50% (2030)	
Non fatal reduction target (year)	50% (2030)	
Funding to implement strategy	-	
National law mandating third-party liability insurance for powered vehicles	Yes	
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes <sup>#</sup>	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	6	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	No	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	

Strong	Moderate	Weak/None
↑ Increase	↓ Decrease	= No change

Change	Advancement

N/A Not applicable

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	
National law setting a speed limit	Yes
Maximum urban speed limit	50 km/h
Maximum rural speed limit	90 km/h
Maximum motorway speed limit	130 km/h
Local authorities can modify limits	Yes
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2030)
Available types of enforcement	Manual
Legislation on drink driving <sup>2</sup>	
National law on drink-driving	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	-
Random breath testing carried out	Yes
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2030)
Testing carried out in case of fatal crash	Some (not all) drivers are tested
Legislation on drug driving	Yes
Legislation on distracted driving (mobile phones)	Yes
Ban on mobile phone use <sup>2</sup>	Hand held
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National (2030)
Legislation on helmets for motorcycle riders <sup>2</sup>	
National motorcycle helmet law	Yes
Legislation requires helmet fastening	Yes
Legislation applies to:	Drivers and Passengers
Legislation applies to all road types	Yes
Legislation applies to all engine types	Yes
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes <sup>#</sup>
Presence of targets to increase helmet use (year)	Yes, national (2030)
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	94%; 95%
Minimum age/height children are allowed as passengers	Yes (12 y)
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	
National seat-belt law	Yes
Legislation applies to front and rear seat occupants	Yes
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2030)
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	61%; 62%; 14%
Legislation on child restraint systems <sup>2</sup>	
National child restraints use law	Yes
Children seated in front seat	Yes
Age or height specified for children requiring child restraint	135 cm
Child restraint standard referred to and/or specified	Not <sup>#</sup>
Presence of targets to increase child safety restraint use (year)	Yes, national (2030)

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1
Frequency and distribution of journeys by modal type	Partially
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes
Seat belt and child-restraint systems use <sup>2</sup>	No
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes
Mobile phone use while driving <sup>2</sup>	Yes

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Cuba

Population:  
11 256 372

Income group:  
Upper middle income

WHO Region:  
Region of the Americas

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	589 (2021)	
Reported fatalities sex distribution (Male; Female)	81%; 19%	
Reported fatalities user distribution <sup>1</sup>	15%; 27%; 30%; 12%; 16%	
WHO estimated road traffic fatalities (95% CI) (year)	613 (95% CI 556 - 670) (2021)	
WHO estimated rate per 100 000 population (year)	5.4 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	-	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	
Target for roads to meet technical safety standards for all users (year)	Yes (2022)	
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	663 898 [5 898.0] (2021)	
Four-wheel vehicles	267 773	
Powered 2- and 3-wheelers	256 216	
Heavy trucks	98 721	
Buses	18 728	
Other	22 460	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	
National laws on front and side impact protection	No	
National laws on seat-belt and seat-belt anchorages	Yes	
National law on electronic stability control	No	
National law on pedestrian protection	No	
National law on anti-lock braking systems	No	
Government vehicle procurement practices include safety prerequisites	Yes	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	
National good Samaritan law	No	
National emergency care access number	National, multiple numbers	
National target for time between serious crash and initial provision of professional emergency care (year)	-	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	0% (2030)	
Non fatal reduction target (year)	-	
Funding to implement strategy	Not funded	
National law mandating third-party liability insurance for powered vehicles	No	
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	3	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	No	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	

Strong	Moderate	Weak/None
Increase	Decrease	No change

Change	Advancement
Not provided	

N/A Not applicable

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	
National law setting a speed limit	Yes
Maximum urban speed limit	50 km/h
Maximum rural speed limit	90 km/h
Maximum motorway speed limit	100 km/h
Local authorities can modify limits	No
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2030)
Available types of enforcement	Manual
Legislation on drink driving <sup>2</sup>	
National law on drink-driving	Yes
BAC limit – general population	≤ 0.0025 g/dl
BAC limit – young or novice drivers	≤ 0.0025 g/dl
Random breath testing carried out	No
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2030)
Testing carried out in case of fatal crash	Yes, all drivers are tested
Legislation on drug driving	Yes
Legislation on distracted driving (mobile phones)	Yes
Ban on mobile phone use <sup>2</sup>	Hand held; Hand free
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National (2030)
Legislation on helmets for motorcycle riders <sup>2</sup>	
National motorcycle helmet law	Yes
Legislation requires helmet fastening	Yes
Legislation applies to:	Drivers and Passengers
Legislation applies to all road types	Yes
Legislation applies to all engine types	Yes
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No
Presence of targets to increase helmet use (year)	Yes, national (2030)
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	95%; 95%
Minimum age/height children are allowed as passengers	Yes (7 y)
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	
National seat-belt law	Yes
Legislation applies to front and rear seat occupants	Yes
Presence of targets to increase seat belt use (year) <sup>2</sup>	-
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-
Legislation on child restraint systems <sup>2</sup>	
National child restraints use law	No
Children seated in front seat	Yes
Age or height specified for children requiring child restraint	-
Child restraint standard referred to and/or specified	No
Presence of targets to increase child safety restraint use (year)	No

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1
Frequency and distribution of journeys by modal type	Partially
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	No
Seat belt and child-restraint systems use <sup>2</sup>	No
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes
Mobile phone use while driving <sup>2</sup>	No

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Cyprus

Population:  
1 244 188

Income group:  
High income

WHO Region:  
European Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	45 (2021)	
Reported fatalities sex distribution (Male; Female)	80%; 20%	
Reported fatalities user distribution <sup>1</sup>	43%; 30%; 22%; 2%; 3%	
WHO estimated road traffic fatalities (95% CI) (year)	49 (95% CI 46 - 51) (2021)	
WHO estimated rate per 100 000 population (year)	3.9 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	272 (2018)	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	
Target for roads to meet technical safety standards for all users (year)	Yes	
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	941 [75.6] (2021)	
Four-wheel vehicles	701	
Powered 2- and 3-wheelers	61 386	
Heavy trucks	19	
Buses	4	
Other	154	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes <sup>#</sup>	
National laws on front and side impact protection	Yes <sup>#</sup>	
National laws on seat-belt and seat-belt anchorages	Yes <sup>#</sup>	
National law on electronic stability control	Yes <sup>#</sup>	
National law on pedestrian protection	Yes <sup>#</sup>	
National law on anti-lock braking systems	Yes <sup>#</sup>	
Government vehicle procurement practices include safety prerequisites	Yes	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	-§	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§	
National good Samaritan law	No	
National emergency care access number	National, single number	
National target for time between serious crash and initial provision of professional emergency care (year)	(2030)	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	50% (2030)	
Non fatal reduction target (year)	50% (2030)	
Funding to implement strategy	-	
National law mandating third-party liability insurance for powered vehicles	Yes	
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes <sup>#</sup>	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	5	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	

Strong	Moderate	Weak/None

N/A Not applicable

Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		
National law setting a speed limit	Yes	
Maximum urban speed limit	65 km/h	
Maximum rural speed limit	-	
Maximum motorway speed limit	100 km/h	
Local authorities can modify limits	Yes	
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2030)	
Available types of enforcement	Manual	
Legislation on drink driving <sup>2</sup>		
National law on drink-driving	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	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2030)	
Testing carried out in case of fatal crash	Yes, all drivers are tested	
Legislation on drug driving	Yes	
Legislation on distracted driving (mobile phones)	Yes	
Ban on mobile phone use <sup>2</sup>	Hand held	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National (2030)	
Legislation on helmets for motorcycle riders <sup>2</sup>		
National motorcycle helmet law	Yes	
Legislation requires helmet fastening	Yes	
Legislation applies to:	Drivers and Passengers	
Legislation applies to all road types	Yes	
Legislation applies to all engine types	Yes	
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes <sup>#</sup>	
Presence of targets to increase helmet use (year)	Yes, national (2030)	
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	76%; 68%	
Minimum age/height children are allowed as passengers	Yes (12 y)	
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Yes	
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2030)	
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	86%; 86%; 87%	
Legislation on child restraint systems <sup>2</sup>		
National child restraints use law	Yes	
Children seated in front seat	Yes	
Age or height specified for children requiring child restraint	135 cm	
Child restraint standard referred to and/or specified	Yes <sup>#</sup>	
Presence of targets to increase child safety restraint use (year)	Yes, national (2030)	
<b>NATIONAL DATA SYSTEMS ON...</b>		
Civil Registration and Vital Statistics (2021)	Group 1	
Frequency and distribution of journeys by modal type	No	
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes	
Seat belt and child-restraint systems use <sup>2</sup>	Yes	
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes	
Mobile phone use while driving <sup>2</sup>	Yes	

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Czechia

Population:  
10 510 751

Income group:  
High income

WHO Region:  
European Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	532 (2021)	N/A
Reported fatalities sex distribution (Male; Female)	-	N/A
Reported fatalities user distribution <sup>1</sup>	54%; 10%; 21%; 9%; 6%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	548 (95% CI 507 - 590) (2021)	+
WHO estimated rate per 100 000 population (year)	5.2 (2021)	+

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	110 328 (2021)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes†	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	+
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	Yes (2030)	N/A
Investments to upgrade high risk locations	No	N/A

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	6 088 730 [57 928.6] (2021)	+
Four-wheel vehicles	4 870 051	+
Powered 2- and 3-wheelers	1 217 894	+
Heavy trucks	732	+
Buses	19	+
Other	28	+
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes‡	N/A
National laws on front and side impact protection	Yes†‡	N/A
National laws on seat-belt and seat-belt anchorages	Yes†‡	N/A
National law on electronic stability control	Yes†‡	N/A
National law on pedestrian protection	Yes†‡	N/A
National law on anti-lock braking systems	Yes‡	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	-§	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	-§	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§	N/A
National good Samaritan law	-§	N/A
National emergency care access number	National, multiple numbers	N/A
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	○
National road safety strategy <sup>2</sup>	Yes	=
Fatality reduction target (year)	1% (2030)	○
Non fatal reduction target (year)	10% (2030)	N/A
Funding to implement strategy	-	N/A
National law mandating third-party liability insurance for powered vehicles	-§	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes‡	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	6	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	N/A

Strong      Moderate      Weak/None

↑ Increase    ↓ Decrease    = No change    ○ Change    ↗ Advancement  
 ○ None or unknown    — Not provided    N/A Not applicable  
 ○ Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	+	—
National law setting a speed limit	Yes	—
Maximum urban speed limit	50 km/h	—
Maximum rural speed limit	90 km/h	—
Maximum motorway speed limit	130 km/h	—
Local authorities can modify limits	Yes	—
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2030)	N/A
Available types of enforcement	Manual	↗
Legislation on drink driving <sup>2</sup>	+	—
National law on drink-driving	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	○
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National	N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested	↗
Legislation on drug driving	Yes	—
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use <sup>2</sup>	Hand held	—
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	-	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>	+	—
National motorcycle helmet law	Yes	—
Legislation requires helmet fastening	Yes	—
Legislation applies to:	Drivers and Passengers	○
Legislation applies to all road types	Yes	—
Legislation applies to all engine types	Yes	—
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes†‡	—
Presence of targets to increase helmet use (year)	-	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	100%	○
Minimum age/height children are allowed as passengers	Yes (12 y)	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	+	—
National seat-belt law	Yes	—
Legislation applies to front and rear seat occupants	Yes	—
Presence of targets to increase seat belt use (year) <sup>2</sup>	-	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-	N/A
Legislation on child restraint systems <sup>2</sup>	+	—
National child restraints use law	Yes	—
Children seated in front seat	Yes	—
Age or height specified for children requiring child restraint	150 cm	—
Child restraint standard referred to and/or specified	Yes†‡	—
Presence of targets to increase child safety restraint use (year)	-	N/A

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1	—
Frequency and distribution of journeys by modal type	-	N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	-	N/A
Seat belt and child-restraint systems use <sup>2</sup>	Yes	N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes	N/A
Mobile phone use while driving <sup>2</sup>	Yes	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Democratic Republic of the Congo

Population:  
95 894 118 ↑

Income group:  
Low income ■■■

WHO Region:  
African Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	3 364 (2021) ↑
Reported fatalities sex distribution (Male; Female)	85%; 15% N/A
Reported fatalities user distribution <sup>1</sup>	36%; 12%; 52%; 0%; 0% N/A
WHO estimated road traffic fatalities (95% CI) (year)	15 615 (95% CI 12 655 - 18 574) (2021) ↓
WHO estimated rate per 100 000 population (year)	16.3 (2021) ↓

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	- N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	No N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	No ☐
National law requiring a formal road safety inspection/assessment	No N/A
Target for roads to meet technical safety standards for all users (year)	No N/A
Investments to upgrade high risk locations	No ☐

## SAFE VEHICLES

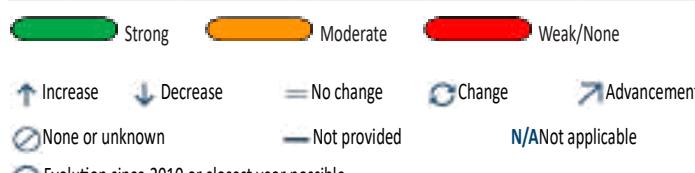
Total registered vehicles [rate per 100 000 pop] (year)	- N/A
Four-wheel vehicles	- N/A
Powered 2- and 3-wheelers	- N/A
Heavy trucks	- N/A
Buses	- N/A
Other	- N/A
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes N/A
National laws on front and side impact protection	-§ N/A
National laws on seat-belt and seat-belt anchorages	-§ N/A
National law on electronic stability control	-§ N/A
National law on pedestrian protection	-§ N/A
National law on anti-lock braking systems	-§ N/A
Government vehicle procurement practices include safety prerequisites	No N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	No N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No N/A
National good Samaritan law	-§ N/A
National emergency care access number	Partial coverage ☐
National target for time between serious crash and initial provision of professional emergency care (year)	- N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No ☐
National road safety strategy <sup>2</sup>	No ☐
Fatality reduction target (year)	- N/A
Non fatal reduction target (year)	- N/A
Funding to implement strategy	- N/A
National law mandating third-party liability insurance for powered vehicles	Yes N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	No N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	3 N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes ☐
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national N/A



## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	Red bar
National law setting a speed limit	Yes ☐
Maximum urban speed limit	60 km/h ☐
Maximum rural speed limit	90 km/h ☐
Maximum motorway speed limit	120 km/h ☐
Local authorities can modify limits	No N/A
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National N/A
Available types of enforcement	Speed limiters ☐
Legislation on drink driving <sup>2</sup>	Red bar
National law on drink-driving	Yes ☐
BAC limit – general population	≤ 0.1 g/dl ☐
BAC limit – young or novice drivers	≤ 0.1 g/dl ☐
Random breath testing carried out	Yes ☐
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	No N/A
Testing carried out in case of fatal crash	No ☐
Legislation on drug driving	No ☐
Legislation on distracted driving (mobile phones)	No N/A
Ban on mobile phone use <sup>2</sup>	- ☐
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	No N/A
Legislation on helmets for motorcycle riders <sup>2</sup>	Orange bar
National motorcycle helmet law	Yes ☐
Legislation requires helmet fastening	No ☐
Legislation applies to:	Drivers and Passengers ☐
Legislation applies to all road types	Yes ☐
Legislation applies to all engine types	Yes ☐
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No ☐
Presence of targets to increase helmet use (year)	No N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	- N/A
Minimum age/height children are allowed as passengers	No N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	Orange bar
National seat-belt law	Yes ☐
Legislation applies to front and rear seat occupants	Not all ☐
Presence of targets to increase seat belt use (year) <sup>2</sup>	No N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	- N/A
Legislation on child restraint systems <sup>2</sup>	Red bar
National child restraints use law	No ☐
Children seated in front seat	No ☐
Age or height specified for children requiring child restraint	- ☐
Child restraint standard referred to and/or specified	No ☐
Presence of targets to increase child safety restraint use (year)	No N/A

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 4 ☐
Frequency and distribution of journeys by modal type	No N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes N/A
Seat belt and child-restraint systems use <sup>2</sup>	No N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes N/A
Mobile phone use while driving <sup>2</sup>	Yes N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Denmark

Population:  
5 854 240

Income group:  
High income

WHO Region:  
European Region

GSRRS participation:  
2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	130 (2021)	↓	
Reported fatalities sex distribution (Male; Female)	72%; 28%	N/A	
Reported fatalities user distribution <sup>1</sup>	49%; 13%; 15%; 17%; 6%	N/A	
WHO estimated road traffic fatalities (95% CI) (year)	134 (95% CI 125 - 143) (2021)	↓	
WHO estimated rate per 100 000 population (year)	2.3 (2021)	↓	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	74 300 (2021)	N/A	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes†	N/A	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	↗	
National law requiring a formal road safety inspection/assessment	Yes	N/A	
Target for roads to meet technical safety standards for all users (year)	No	N/A	
Investments to upgrade high risk locations	Yes	≡	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	-	N/A	
Four-wheel vehicles	-	N/A	
Powered 2- and 3-wheelers	-	N/A	
Heavy trucks	-	N/A	
Buses	-	N/A	
Other	-	N/A	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes‡	N/A	
National laws on front and side impact protection	Yes†‡	N/A	
National laws on seat-belt and seat-belt anchorages	Yes†‡	N/A	
National law on electronic stability control	Yes†‡	N/A	
National law on pedestrian protection	Yes†‡	N/A	
National law on anti-lock braking systems	Yes†‡	N/A	
Government vehicle procurement practices include safety prerequisites	-	N/A	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	-	N/A	

## POST-CRASH RESPONSE

National law on universal access to emergency care	-§	N/A	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	-§	N/A	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§	N/A	
National good Samaritan law	-§	N/A	
National emergency care access number	-	N/A	
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, subnational	↗	
National road safety strategy <sup>2</sup>	Yes	≡	
Fatality reduction target (year)	50% (2030)	↗	
Non fatal reduction target (year)	50% (2030)	N/A	
Funding to implement strategy	-	N/A	
National law mandating third-party liability insurance for powered vehicles	-§	N/A	
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes‡	N/A	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	6	N/A	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	No	≡	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	-	N/A	

Strong	Moderate	Weak/None	
↑ Increase	↓ Decrease	≡ No change	
○ None or unknown	— Not provided	↗ Change	↗ Advancement
🕒 Evolution since 2010 or closest year possible		N/A Not applicable	

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	Green	≡	
National law setting a speed limit	Yes	≡	
Maximum urban speed limit	50 km/h	≡	
Maximum rural speed limit	80 km/h	≡	
Maximum motorway speed limit	130 km/h	≡	
Local authorities can modify limits	Yes	≡	
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	No	N/A	
Available types of enforcement	Manual	≡	
Legislation on drink driving <sup>2</sup>	Orange	≡	
National law on drink-driving	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	↗	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National	N/A	
Testing carried out in case of fatal crash	Some (not all) drivers are tested	○	
Legislation on drug driving	Yes	≡	
Legislation on distracted driving (mobile phones)	Yes	N/A	
Ban on mobile phone use <sup>2</sup>	Hand held	≡	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National	N/A	
Legislation on helmets for motorcycle riders <sup>2</sup>	Green	≡	
National motorcycle helmet law	Yes	≡	
Legislation requires helmet fastening	Yes	≡	
Legislation applies to:	Drivers and Passengers	○	
Legislation applies to all road types	Yes	≡	
Legislation applies to all engine types	Yes	≡	
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes†‡	≡	
Presence of targets to increase helmet use (year)	No	N/A	
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	- N/A		
Minimum age/height children are allowed as passengers	Yes (5 y / 135 cm)	N/A	
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	Green	≡	
National seat-belt law	Yes	≡	
Legislation applies to front and rear seat occupants	Yes	≡	
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national	N/A	
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	97%; 89%	N/A	
Legislation on child restraint systems <sup>2</sup>	Green	≡	
National child restraints use law	Yes	≡	
Children seated in front seat	Yes	≡	
Age or height specified for children requiring child restraint	135 cm	≡	
Child restraint standard referred to and/or specified	Yes†‡	≡	
Presence of targets to increase child safety restraint use (year)	Yes, national	N/A	

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1	≡	
Frequency and distribution of journeys by modal type	Yes	N/A	
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	N/A	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes	N/A	
Seat belt and child-restraint systems use <sup>2</sup>	Yes	N/A	
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes	N/A	
Mobile phone use while driving <sup>2</sup>	No	N/A	

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Dominica

Population:  
72 412 ↑

Income group:  
Upper middle income

WHO Region:  
Region of the Americas

GSRRS participation:  
2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	8 (2021)	
Reported fatalities sex distribution (Male; Female)	88%; 12%	
Reported fatalities user distribution <sup>1</sup>	17%; 0%; 17%; 0%; 66%	
WHO estimated road traffic fatalities (95% CI) (year)	8 (95% CI 7 - 9) (2021)	
WHO estimated rate per 100 000 population (year)	11.0 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	905 (2021)	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	
Target for roads to meet technical safety standards for all users (year)	No	
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	39 388 [54 394.3] (2021)	
Four-wheel vehicles	-	
Powered 2- and 3-wheelers	-	
Heavy trucks	-	
Buses	-	
Other	-	
Legislation on periodic vehicle technical inspection <sup>2</sup>	No	
National laws on front and side impact protection	No	
National laws on seat-belt and seat-belt anchorages	No	
National law on electronic stability control	No	
National law on pedestrian protection	No	
National law on anti-lock braking systems	No	
Government vehicle procurement practices include safety prerequisites	No	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	No	

## POST-CRASH RESPONSE

National law on universal access to emergency care	No	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	
National good Samaritan law	No	
National emergency care access number	National, multiple numbers	
National target for time between serious crash and initial provision of professional emergency care (year)	-	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	No	
Fatality reduction target (year)	-	
Non fatal reduction target (year)	-	
Funding to implement strategy	-	
National law mandating third-party liability insurance for powered vehicles	Yes	
National law on driving time and rest periods for professional drivers <sup>2</sup>	No	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	0	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	

Strong   Moderate   Weak/None

Increase   Decrease   No change   Change   Advancement

None or unknown   Not provided

Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	
National law setting a speed limit	No
Maximum urban speed limit	-
Maximum rural speed limit	-
Maximum motorway speed limit	-
Local authorities can modify limits	No
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	No
Available types of enforcement	
Legislation on drink driving <sup>2</sup>	
National law on drink-driving	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	≤ 0.08 g/dl
Random breath testing carried out	No
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	No
Testing carried out in case of fatal crash	No
Legislation on drug driving	Yes
Legislation on distracted driving (mobile phones)	No
Ban on mobile phone use <sup>2</sup>	-
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	No
Legislation on helmets for motorcycle riders <sup>2</sup>	
National motorcycle helmet law	No
Legislation requires helmet fastening	No
Legislation applies to:	-
Legislation applies to all road types	No
Legislation applies to all engine types	No
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No
Presence of targets to increase helmet use (year)	No
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-
Minimum age/height children are allowed as passengers	No
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	
National seat-belt law	Yes
Legislation applies to front and rear seat occupants	Yes
Presence of targets to increase seat belt use (year) <sup>2</sup>	No
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-
Legislation on child restraint systems <sup>2</sup>	
National child restraints use law	No
Children seated in front seat	No
Age or height specified for children requiring child restraint	-
Child restraint standard referred to and/or specified	No
Presence of targets to increase child safety restraint use (year)	No

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 3
Frequency and distribution of journeys by modal type	No
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	No
Seat belt and child-restraint systems use <sup>2</sup>	No
Powered 2- and 3-wheeler helmet use <sup>2</sup>	No
Mobile phone use while driving <sup>2</sup>	No

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Dominican Republic

Population:  
11 117 873 ↑

Income group:  
Upper middle income

WHO Region:  
Region of the Americas

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	2 967 (2021)	↑
Reported fatalities sex distribution (Male; Female)	87%; 12%	N/A
Reported fatalities user distribution <sup>1</sup>	10%; 71%; 12%; 1%; 6%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	3 048 (95% CI 2 826 - 3 270) (2021)	↑
WHO estimated rate per 100 000 population (year)	27.4 (2021)	↑

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	5 596 (2019)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	No	▢
National law requiring a formal road safety inspection/assessment	No	N/A
Target for roads to meet technical safety standards for all users (year)	Yes (2030)	N/A
Investments to upgrade high risk locations	No	▢

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	5 152 448 [46 343.8] (2021)	↑
Four-wheel vehicles	1 683 453	↑
Powered 2- and 3-wheelers	2 874 590	↑
Heavy trucks	57 621	▢
Buses	48 144	▢
Other	488 640	↑
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	N/A
National laws on front and side impact protection	No	N/A
National laws on seat-belt and seat-belt anchorages	No	N/A
National law on electronic stability control	No	N/A
National law on pedestrian protection	No	N/A
National law on anti-lock braking systems	No	N/A
Government vehicle procurement practices include safety prerequisites	No	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	N/A
National good Samaritan law	No	N/A
National emergency care access number	National, single number	
National target for time between serious crash and initial provision of professional emergency care (year)	(2030)	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	↗
National road safety strategy <sup>2</sup>	Yes	N/A
Fatality reduction target (year)	50% (2030)	▢
Non fatal reduction target (year)	20% (2030)	N/A
Funding to implement strategy	Yes, partially funded	▢
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	1	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	↗
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	N/A

Strong      Moderate      Weak/None

↑ Increase    ↓ Decrease    — No change    ⚡ Change    ↗ Advancement

∅ None or unknown    — Not provided

🕒 Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	Red	▢
National law setting a speed limit	Yes	—
Maximum urban speed limit	60 km/h	▢
Maximum rural speed limit	60 km/h	▢
Maximum motorway speed limit	120 km/h	▢
Local authorities can modify limits	No	N/A
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2030)	N/A
Available types of enforcement	Manual	↗
Legislation on drink driving <sup>2</sup>	Green	↗
National law on drink-driving	Yes	—
BAC limit – general population	≤ 0.05 g/dl	—
BAC limit – young or novice drivers	—	—
Random breath testing carried out	No	—
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2030)	N/A
Testing carried out in case of fatal crash	No	—
Legislation on drug driving	Yes	—
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use <sup>2</sup>	Hand held	—
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National (2030)	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>	Orange	↗
National motorcycle helmet law	Yes	—
Legislation requires helmet fastening	No	—
Legislation applies to:	Drivers and Passengers	▢
Legislation applies to all road types	Yes	—
Legislation applies to all engine types	Yes	—
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes	▢
Presence of targets to increase helmet use (year)	Yes, national (2030)	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	—	N/A
Minimum age/height children are allowed as passengers	Yes (8 y)	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	Green	↗
National seat-belt law	Yes	—
Legislation applies to front and rear seat occupants	Yes	—
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2030)	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	—	N/A
Legislation on child restraint systems <sup>2</sup>	Orange	↗
National child restraints use law	Yes	—
Children seated in front seat	Yes	—
Age or height specified for children requiring child restraint	6 y	—
Child restraint standard referred to and/or specified	Yes	—
Presence of targets to increase child safety restraint use (year)	Yes, national (2030)	N/A

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1	—
Frequency and distribution of journeys by modal type	Partially	N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	No	N/A
Seat belt and child-restraint systems use <sup>2</sup>	No	N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	No	N/A
Mobile phone use while driving <sup>2</sup>	No	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Ecuador

Population:  
17 797 737

Income group:  
Upper middle income

WHO Region:  
Region of the Americas

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	2 131 (2021)	
Reported fatalities sex distribution (Male; Female)	69%; 12%	N/A
Reported fatalities user distribution <sup>1</sup>	2%; 17%; 9%; 1%; 71%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	4 173 (95% CI 3 846 - 4 501) (2021)	
WHO estimated rate per 100 000 population (year)	23.4 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	-	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	No	N/A
Target for roads to meet technical safety standards for all users (year)	Yes (2030)	N/A
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	2 535 853 [14 248.2] (2021)	
Four-wheel vehicles	1 658 243	
Powered 2- and 3-wheelers	722 381	
Heavy trucks	127 282	
Buses	22 193	
Other	5 754	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	N/A
National laws on front and side impact protection	No	N/A
National laws on seat-belt and seat-belt anchorages	Yes	N/A
National law on electronic stability control	Yes	N/A
National law on pedestrian protection	No	N/A
National law on anti-lock braking systems	Yes	N/A
Government vehicle procurement practices include safety prerequisites	No	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	N/A
National good Samaritan law	No	N/A
National emergency care access number	National, single number	
National target for time between serious crash and initial provision of professional emergency care (year)	(2030)	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	50% (2030)	
Non fatal reduction target (year)	50% (2030)	N/A
Funding to implement strategy	Yes, partially funded	
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	No	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	1	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	N/A

Strong	Moderate	Weak/None
↑ Increase	↓ Decrease	= No change

Not provided		Advancement
		N/A Not applicable

Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		
National law setting a speed limit	Yes	
Maximum urban speed limit	60 km/h	
Maximum rural speed limit	120 km/h	
Maximum motorway speed limit	135 km/h	
Local authorities can modify limits	Yes	
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2030)	N/A
Available types of enforcement	Manual	
Legislation on drink driving <sup>2</sup>		
National law on drink-driving	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	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2030)	N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested	
Legislation on drug driving	Yes	
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use <sup>2</sup>	Hand held	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National (2030)	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>		
National motorcycle helmet law	Yes	
Legislation requires helmet fastening	Yes	
Legislation applies to:	Drivers and Passengers	
Legislation applies to all road types	Yes	
Legislation applies to all engine types	Yes	
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes	
Presence of targets to increase helmet use (year)	Yes, national (2030)	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	26%; 13%	N/A
Minimum age/height children are allowed as passengers	Yes (7 y)	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Yes	
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2030)	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	20%	N/A
Legislation on child restraint systems <sup>2</sup>		
National child restraints use law	Yes	
Children seated in front seat	Yes	
Age or height specified for children requiring child restraint	-	
Child restraint standard referred to and/or specified	No	
Presence of targets to increase child safety restraint use (year)	Yes, national (2030)	N/A
<b>NATIONAL DATA SYSTEMS ON...</b>		
Civil Registration and Vital Statistics (2021)	Group 1	
Frequency and distribution of journeys by modal type	Partially	
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes	
Seat belt and child-restraint systems use <sup>2</sup>	No	
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes	
Mobile phone use while driving <sup>2</sup>	Yes	

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Egypt

Population:  
109 262 178

Income group:  
Lower middle income

WHO Region:  
Eastern Mediterranean Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	7 101 (2021)	
Reported fatalities sex distribution (Male; Female)	83%; 17%	N/A
Reported fatalities user distribution <sup>1</sup>	38%; 5%; 25%; 2%; 30%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	10 263 (95% CI 9 121 - 11 405) (2021)	
WHO estimated rate per 100 000 population (year)	9.4 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	125 312 (2021)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	Yes (2030)	N/A
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	10 909 456 [9 984.7] (2021)	
Four-wheel vehicles	5 383 886	
Powered 2- and 3-wheelers	3 559 632	
Heavy trucks	1 353 685	
Buses	180 008	
Other	318 161	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	N/A
National laws on front and side impact protection	No†	N/A
National laws on seat-belt and seat-belt anchorages	Yes†	N/A
National law on electronic stability control	No†	N/A
National law on pedestrian protection	No†	N/A
National law on anti-lock braking systems	No†	N/A
Government vehicle procurement practices include safety prerequisites	No	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§	N/A
National good Samaritan law	No	N/A
National emergency care access number	National, single number	
National target for time between serious crash and initial provision of professional emergency care (year)	8 mn (2030)	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	50% (2030)	
Non fatal reduction target (year)	-	N/A
Funding to implement strategy	Yes, partially funded	
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	No	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	2	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	N/A

Strong   Moderate   Weak/None

Increase   Decrease   No change   Change   Advancement  
 None or unknown   Not provided  
 Evolution since 2010 or closest year possible

N/A Not applicable

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	
National law setting a speed limit	Yes
Maximum urban speed limit	60 km/h
Maximum rural speed limit	90 km/h
Maximum motorway speed limit	100 km/h
Local authorities can modify limits	Yes
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2030) N/A
Available types of enforcement	Manual
Legislation on drink driving <sup>2</sup>	
National law on drink-driving	Yes
BAC limit – general population	- N/A
BAC limit – young or novice drivers	- N/A
Random breath testing carried out	No
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2030) N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested
Legislation on drug driving	Yes
Legislation on distracted driving (mobile phones)	Yes N/A
Ban on mobile phone use <sup>2</sup>	Hand held
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National (2030) N/A
Legislation on helmets for motorcycle riders <sup>2</sup>	
National motorcycle helmet law	Yes
Legislation requires helmet fastening	No
Legislation applies to:	Drivers and Passengers
Legislation applies to all road types	Yes
Legislation applies to all engine types	Yes
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No†
Presence of targets to increase helmet use (year)	Yes, national (2030) N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	- N/A
Minimum age/height children are allowed as passengers	No N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	
National seat-belt law	Yes
Legislation applies to front and rear seat occupants	Not all
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2030) N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	- N/A
Legislation on child restraint systems <sup>2</sup>	
National child restraints use law	No
Children seated in front seat	Yes
Age or height specified for children requiring child restraint	-
Child restraint standard referred to and/or specified	No†
Presence of targets to increase child safety restraint use (year)	Yes, subnational (2030) N/A

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1
Frequency and distribution of journeys by modal type	No N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes N/A
Seat belt and child-restraint systems use <sup>2</sup>	No N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes N/A
Mobile phone use while driving <sup>2</sup>	Yes N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# El Salvador

Population:  
6 314 167

Income group:  
Lower middle income

WHO Region:  
Region of the Americas

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	1 358 (2021)	
Reported fatalities sex distribution (Male; Female)	85%; 15%	N/A
Reported fatalities user distribution <sup>1</sup>	14%; 33%; 35%; 3%; 16%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	1 358 (95% CI 1 264 - 1 452) (2021)	
WHO estimated rate per 100 000 population (year)	21.5 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	3 838 (2021)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	No	
National law requiring a formal road safety inspection/assessment	No	N/A
Target for roads to meet technical safety standards for all users (year)	Yes (2030)	N/A
Investments to upgrade high risk locations	-	N/A

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	1 477 912 [23 406.3] (2021)	
Four-wheel vehicles	903 674	
Powered 2- and 3-wheelers	432 218	
Heavy trucks	97 117	
Buses	30 037	
Other	14 866	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	N/A
National laws on front and side impact protection	No	N/A
National laws on seat-belt and seat-belt anchorages	Yes	N/A
National law on electronic stability control	No	N/A
National law on pedestrian protection	No	N/A
National law on anti-lock braking systems	No	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	N/A
National good Samaritan law	No	N/A
National emergency care access number	National, multiple numbers	
National target for time between serious crash and initial provision of professional emergency care (year)	(2030)	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	50% (2030)	
Non fatal reduction target (year)	50% (2030)	N/A
Funding to implement strategy	Not funded	
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	No	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	0	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	N/A

Strong		Moderate		Weak/None	
↑ Increase		↓ Decrease		= No change	
∅ None or unknown		— Not provided		Change	
🕒 Evolution since 2010 or closest year possible				N/A Not applicable	

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		=
National law setting a speed limit	Yes	=
Maximum urban speed limit	50 km/h	=
Maximum rural speed limit	90 km/h	=
Maximum motorway speed limit	-	N/A
Local authorities can modify limits	No	N/A
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2030)	N/A
Available types of enforcement	Manual	
Legislation on drink driving <sup>2</sup>		=
National law on drink-driving	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	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2030)	N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested	
Legislation on drug driving	Yes	=
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use <sup>2</sup>	Hand held; Hand free	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National (2030)	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>		=
National motorcycle helmet law	Yes	=
Legislation requires helmet fastening	Yes	=
Legislation applies to:	Drivers and Passengers	
Legislation applies to all road types	Yes	=
Legislation applies to all engine types	Yes	=
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No	=
Presence of targets to increase helmet use (year)	Yes, national (2030)	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-	N/A
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		=
National seat-belt law	Yes	=
Legislation applies to front and rear seat occupants	Not all	=
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2030)	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-	N/A
Legislation on child restraint systems <sup>2</sup>		=
National child restraints use law	Yes	=
Children seated in front seat	No	=
Age or height specified for children requiring child restraint	2 y	=
Child restraint standard referred to and/or specified	No	=
Presence of targets to increase child safety restraint use (year)	No	N/A

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1	=
Frequency and distribution of journeys by modal type	-	N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes	N/A
Seat belt and child-restraint systems use <sup>2</sup>	No	N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes	N/A
Mobile phone use while driving <sup>2</sup>	Yes	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Eritrea

Population:  
3 620 312

Income group:  
Low income

WHO Region:  
African Region

GSRRS participation:  
2009, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	100 (2021)	
Reported fatalities sex distribution (Male; Female)	86%; 14%	
Reported fatalities user distribution <sup>1</sup>	51%; 2%; 25%; 21%; 1%	
WHO estimated road traffic fatalities (95% CI) (year)	640 (95% CI 542 - 738) (2021)	
WHO estimated rate per 100 000 population (year)	17.7 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	-	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	
Target for roads to meet technical safety standards for all users (year)	No	
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	73 583 [2 032.5] (2021)	
Four-wheel vehicles	38 850	
Powered 2- and 3-wheelers	985	
Heavy trucks	11 561	
Buses	4 838	
Other	-	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	
National laws on front and side impact protection	-	
National laws on seat-belt and seat-belt anchorages	-	
National law on electronic stability control	-	
National law on pedestrian protection	-	
National law on anti-lock braking systems	-	
Government vehicle procurement practices include safety prerequisites	Yes	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	

## POST-CRASH RESPONSE

National law on universal access to emergency care	-§	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	
National good Samaritan law	-§	
National emergency care access number	National, single number	
National target for time between serious crash and initial provision of professional emergency care (year)	-	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	-	
Non fatal reduction target (year)	-	
Funding to implement strategy	Yes, partially funded	
National law mandating third-party liability insurance for powered vehicles	No	
National law on driving time and rest periods for professional drivers <sup>2</sup>	No	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	0	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	

Strong	Moderate	Weak/None
↑ Increase	↓ Decrease	= No change

N/A Not applicable

Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		
National law setting a speed limit	Yes	
Maximum urban speed limit	60 km/h	
Maximum rural speed limit	100 km/h	
Maximum motorway speed limit	-	
Local authorities can modify limits	No	
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National	
Available types of enforcement	Manual	
Legislation on drink driving <sup>2</sup>		
National law on drink-driving	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	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	-	
Testing carried out in case of fatal crash	Yes, all drivers are tested	
Legislation on drug driving	Yes	
Legislation on distracted driving (mobile phones)	Yes	
Ban on mobile phone use <sup>2</sup>	-	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	-	
Legislation on helmets for motorcycle riders <sup>2</sup>		
National motorcycle helmet law	Yes	
Legislation requires helmet fastening	No	
Legislation applies to:	Drivers and Passengers	
Legislation applies to all road types	Yes	
Legislation applies to all engine types	Yes	
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No	
Presence of targets to increase helmet use (year)	-	
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-	
Minimum age/height children are allowed as passengers	No	
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Yes	
Presence of targets to increase seat belt use (year) <sup>2</sup>	-	
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-	
Legislation on child restraint systems <sup>2</sup>		
National child restraints use law	No	
Children seated in front seat	Yes	
Age or height specified for children requiring child restraint	-	
Child restraint standard referred to and/or specified	No	
Presence of targets to increase child safety restraint use (year)	-	
<b>NATIONAL DATA SYSTEMS ON...</b>		
Civil Registration and Vital Statistics (2021)	Group 4	
Frequency and distribution of journeys by modal type	No	
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	No	
Seat belt and child-restraint systems use <sup>2</sup>	No	
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes	
Mobile phone use while driving <sup>2</sup>	No	

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Estonia

Population:  
1 328 701

Income group:  
High income

WHO Region:  
European Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	55 (2021)	
Reported fatalities sex distribution (Male; Female)	71%; 26%	N/A
Reported fatalities user distribution <sup>1</sup>	45%; 5%; 24%; 13%; 13%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	59 (95% CI 55 - 64) (2021)	
WHO estimated rate per 100 000 population (year)	4.4 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	-	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	-	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	-	N/A
National law requiring a formal road safety inspection/assessment	No	N/A
Target for roads to meet technical safety standards for all users (year)	-	N/A
Investments to upgrade high risk locations	-	N/A

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	-	N/A
Four-wheel vehicles	-	N/A
Powered 2- and 3-wheelers	-	N/A
Heavy trucks	-	N/A
Buses	-	N/A
Other	-	N/A
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes†‡	N/A
National laws on front and side impact protection	Yes†‡	N/A
National laws on seat-belt and seat-belt anchorages	Yes†‡	N/A
National law on electronic stability control	Yes†‡	N/A
National law on pedestrian protection	Yes†‡	N/A
National law on anti-lock braking systems	Yes†‡	N/A
Government vehicle procurement practices include safety prerequisites	-	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	-	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	-§	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	-§	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§	N/A
National good Samaritan law	-§	N/A
National emergency care access number	-	N/A
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	-	N/A
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	(2025)	N/A
Non fatal reduction target (year)	(2025)	N/A
Funding to implement strategy	-	N/A
National law mandating third-party liability insurance for powered vehicles	-§	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes†	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	6	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	-	N/A

Strong    Moderate    Weak/None

Increase    Decrease    No change    Change    Advancement

None or unknown    Not provided

Evolution since 2010 or closest year possible

N/A Not applicable

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		
National law setting a speed limit	Yes	
Maximum urban speed limit	50 km/h	
Maximum rural speed limit	90 km/h	
Maximum motorway speed limit	-	N/A
Local authorities can modify limits	Yes	
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	-	N/A
Available types of enforcement	-	N/A
Legislation on drink driving <sup>2</sup>		
National law on drink-driving	Yes	
BAC limit – general population	≤ 0.02 g/dl	
BAC limit – young or novice drivers	≤ 0.02 g/dl	
Random breath testing carried out	-	N/A
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	-	N/A
Testing carried out in case of fatal crash	-	N/A
Legislation on drug driving	Yes	
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use <sup>2</sup>	Hand held	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	-	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>		
National motorcycle helmet law	Yes	
Legislation requires helmet fastening	Yes	
Legislation applies to:	Drivers and Passengers	
Legislation applies to all road types	Yes	
Legislation applies to all engine types	Yes	
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes†‡	
Presence of targets to increase helmet use (year)	-	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-	N/A
Minimum age/height children are allowed as passengers	Yes (12 y)	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Yes	
Presence of targets to increase seat belt use (year) <sup>2</sup>	-	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-	N/A
Legislation on child restraint systems <sup>2</sup>		
National child restraints use law	Yes	
Children seated in front seat	No	
Age or height specified for children requiring child restraint	-	
Child restraint standard referred to and/or specified	Not†‡	
Presence of targets to increase child safety restraint use (year)	-	N/A
<b>NATIONAL DATA SYSTEMS ON...</b>		
Civil Registration and Vital Statistics (2021)	Group 1	
Frequency and distribution of journeys by modal type	-	N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	-	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	-	N/A
Seat belt and child-restraint systems use <sup>2</sup>	-	N/A
Powered 2- and 3- wheeler helmet use <sup>2</sup>	-	N/A
Mobile phone use while driving <sup>2</sup>	-	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Eswatini

Population:  
1 192 271

Income group:  
Lower middle income

WHO Region:  
African Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	229 (2021)	
Reported fatalities sex distribution (Male; Female)	85%; 15%	N/A
Reported fatalities user distribution <sup>1</sup>	54%; 1%; 44%; 2%; 0%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	295 (95% CI 248 - 342) (2021)	
WHO estimated rate per 100 000 population (year)	24.7 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	3 696 (2021)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	No	N/A
Target for roads to meet technical safety standards for all users (year)	No	N/A
Investments to upgrade high risk locations	No	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	16 230 [1 361.3] (2021)	
Four-wheel vehicles	12 542	
Powered 2- and 3-wheelers	-	N/A
Heavy trucks	755	
Buses	171	
Other	2 258	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	N/A
National laws on front and side impact protection	No	N/A
National laws on seat-belt and seat-belt anchorages	Yes	N/A
National law on electronic stability control	No	N/A
National law on pedestrian protection	No	N/A
National law on anti-lock braking systems	No	N/A
Government vehicle procurement practices include safety prerequisites	No	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	No	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	N/A
National good Samaritan law	No	N/A
National emergency care access number	National, single number	
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	No	
Fatality reduction target (year)	-	N/A
Non fatal reduction target (year)	-	N/A
Funding to implement strategy	Yes, partially funded	
National law mandating third-party liability insurance for powered vehicles	No	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	No	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	0	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	N/A

Strong   Moderate   Weak/None

Increase   Decrease   No change   Change   Advancement  
 None or unknown   Not provided  
 Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	
National law setting a speed limit	Yes
Maximum urban speed limit	100 km/h
Maximum rural speed limit	100 km/h
Maximum motorway speed limit	100 km/h
Local authorities can modify limits	Yes
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	No
Available types of enforcement	Automatic
Legislation on drink driving <sup>2</sup>	
National law on drink-driving	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	≤ 0.05 g/dl
Random breath testing carried out	No
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	No
Testing carried out in case of fatal crash	Some (not all) drivers are tested
Legislation on drug driving	Yes
Legislation on distracted driving (mobile phones)	Yes
Ban on mobile phone use <sup>2</sup>	Hand held
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National
Legislation on helmets for motorcycle riders <sup>2</sup>	
National motorcycle helmet law	Yes
Legislation requires helmet fastening	Yes
Legislation applies to:	Drivers and Passengers
Legislation applies to all road types	Yes
Legislation applies to all engine types	Yes
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes
Presence of targets to increase helmet use (year)	Yes, national
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	99%; 99%
Minimum age/height children are allowed as passengers	No
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	
National seat-belt law	Yes
Legislation applies to front and rear seat occupants	Not all
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	50%; 70%; 5%
Legislation on child restraint systems <sup>2</sup>	
National child restraints use law	Yes
Children seated in front seat	No
Age or height specified for children requiring child restraint	-
Child restraint standard referred to and/or specified	Yes
Presence of targets to increase child safety restraint use (year)	Yes, national

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 4
Frequency and distribution of journeys by modal type	No
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes
Seat belt and child-restraint systems use <sup>2</sup>	No
Powered 2- and 3-wheeler helmet use <sup>2</sup>	No
Mobile phone use while driving <sup>2</sup>	No

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Ethiopia

Population:  
120 283 026

Income group:  
Low income

WHO Region:  
African Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	3 971 (2021)	
Reported fatalities sex distribution (Male; Female)	79%; 22%	N/A
Reported fatalities user distribution <sup>1</sup>	0%; 0%; 37%; 0%; 63%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	21 258 (95% CI 18 363 - 24 153) (2021)	
WHO estimated rate per 100 000 population (year)	17.7 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	30 375 (2020)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	No	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	No	
National law requiring a formal road safety inspection/assessment	No	N/A
Target for roads to meet technical safety standards for all users (year)	Yes	N/A
Investments to upgrade high risk locations	No	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	- (2021)	N/A
Four-wheel vehicles	-	N/A
Powered 2- and 3-wheelers	-	N/A
Heavy trucks	-	N/A
Buses	-	
Other	-	N/A
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	N/A
National laws on front and side impact protection	-§	N/A
National laws on seat-belt and seat-belt anchorages	-§	N/A
National law on electronic stability control	-§	N/A
National law on pedestrian protection	-§	N/A
National law on anti-lock braking systems	-§	N/A
Government vehicle procurement practices include safety prerequisites	-	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	-§	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	N/A
National good Samaritan law	-§	N/A
National emergency care access number	Partial coverage	
National target for time between serious crash and initial provision of professional emergency care (year)	<30 mn (2030)	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, subnational	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	(2030)	N/A
Non fatal reduction target (year)	(2030)	N/A
Funding to implement strategy	Yes, partially funded	
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	No	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	1	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	N/A

Strong	Moderate	Weak/None
Increase	Decrease	No change
		Change
		Advancement
		N/A Not applicable

Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		
National law setting a speed limit	Yes	
Maximum urban speed limit	60 km/h	
Maximum rural speed limit	60 km/h	
Maximum motorway speed limit	120 km/h	N/A
Local authorities can modify limits	Yes	
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National	N/A
Available types of enforcement	Manual	
Legislation on drink driving <sup>2</sup>		
National law on drink-driving	Yes	
BAC limit – general population	≤ 0.08 g/dl	
BAC limit – young or novice drivers	≤ 0.08 g/dl	
Random breath testing carried out	No	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2030)	N/A
Testing carried out in case of fatal crash	No	
Legislation on drug driving	Yes	
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use <sup>2</sup>	Hand held; Hand free	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National (2030)	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>		
National motorcycle helmet law	Yes	
Legislation requires helmet fastening	No	
Legislation applies to:	Drivers and Passengers	
Legislation applies to all road types	Yes	
Legislation applies to all engine types	Yes	
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No	
Presence of targets to increase helmet use (year)	Yes, national (2030)	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-	N/A
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Yes	
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2030)	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-	N/A
Legislation on child restraint systems <sup>2</sup>		
National child restraints use law	No	
Children seated in front seat	Yes	
Age or height specified for children requiring child restraint	-	
Child restraint standard referred to and/or specified	No	
Presence of targets to increase child safety restraint use (year)	Yes, national (2030)	N/A

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 4	
Frequency and distribution of journeys by modal type	Partially	N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	No	N/A
Seat belt and child-restraint systems use <sup>2</sup>	No	N/A
Powered 2- and 3- wheeler helmet use <sup>2</sup>	No	N/A
Mobile phone use while driving <sup>2</sup>	-	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Finland

Population:  
5 535 992

Income group:  
High income

WHO Region:  
European Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	225 (2021)	
Reported fatalities sex distribution (Male; Female)	75%; 25%	
Reported fatalities user distribution <sup>1</sup>	60%; 14%; 11%; 11%; 4%	
WHO estimated road traffic fatalities (95% CI) (year)	232 (95% CI 214 - 250) (2021)	
WHO estimated rate per 100 000 population (year)	4.2 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	50 643 (2021)	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes†	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	
Target for roads to meet technical safety standards for all users (year)	No	
Investments to upgrade high risk locations	No	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	4 072 570 [73 565.3] (2021)	
Four-wheel vehicles	3 141 997	
Powered 2- and 3-wheelers	254 768	
Heavy trucks	95 786	
Buses	10 530	
Other	569 489	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes†‡	
National laws on front and side impact protection	Yes†‡	
National laws on seat-belt and seat-belt anchorages	Yes†‡	
National law on electronic stability control	Yes†‡	
National law on pedestrian protection	Yes†‡	
National law on anti-lock braking systems	Yes†‡	
Government vehicle procurement practices include safety prerequisites	–	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	No	

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	Yes	
National good Samaritan law	–§	
National emergency care access number	National, single number	
National target for time between serious crash and initial provision of professional emergency care (year)	(2026)	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	50% (2030)	
Non fatal reduction target (year)	50% (2030)	
Funding to implement strategy	Not funded	
National law mandating third-party liability insurance for powered vehicles	Yes	
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes‡	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	7	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	

Strong	Moderate	Weak/None
↑ Increase	↓ Decrease	— No change

Change	Advancement

N/A Not applicable

Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	
National law setting a speed limit	Yes
Maximum urban speed limit	50 km/h
Maximum rural speed limit	80 km/h
Maximum motorway speed limit	120 km/h
Local authorities can modify limits	Yes
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2026) N/A
Available types of enforcement	Manual
Legislation on drink driving <sup>2</sup>	
National law on drink-driving	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
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested
Legislation on drug driving	Yes
Legislation on distracted driving (mobile phones)	Yes N/A
Ban on mobile phone use <sup>2</sup>	Hand held
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National (2030) N/A
Legislation on helmets for motorcycle riders <sup>2</sup>	
National motorcycle helmet law	Yes
Legislation requires helmet fastening	No
Legislation applies to:	Drivers and Passengers
Legislation applies to all road types	Yes
Legislation applies to all engine types	Yes
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Not†‡
Presence of targets to increase helmet use (year)	No N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	99% N/A
Minimum age/height children are allowed as passengers	No N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	
National seat-belt law	Yes
Legislation applies to front and rear seat occupants	Yes
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2026) N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	97%; 97%; 90%
Legislation on child restraint systems <sup>2</sup>	
National child restraints use law	Yes
Children seated in front seat	Yes
Age or height specified for children requiring child restraint	135 cm
Child restraint standard referred to and/or specified	Yes†‡
Presence of targets to increase child safety restraint use (year)	Yes, national (2026) N/A
NATIONAL DATA SYSTEMS ON...	
Civil Registration and Vital Statistics (2021)	Group 1
Frequency and distribution of journeys by modal type	Yes N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes N/A
Seat belt and child-restraint systems use <sup>2</sup>	No N/A
Powered 2- and 3- wheeler helmet use <sup>2</sup>	No N/A
Mobile phone use while driving <sup>2</sup>	No N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# France

Population:  
64 531 444

Income group:  
High income

WHO Region:  
European Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	2 944 (2021)	
Reported fatalities sex distribution (Male; Female)	76%; 24%	N/A
Reported fatalities user distribution <sup>1</sup>	52%; 23%; 14%; 8%; 4%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	3 035 (95% CI 2 743 - 3 328) (2021)	
WHO estimated rate per 100 000 population (year)	4.7 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	1 098 498 (2021)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes <sup>†</sup>	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	Yes	N/A
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	47 555 750 [73 693.9] (2021)	
Four-wheel vehicles	37 879 580	
Powered 2- and 3-wheelers	3 010 000	
Heavy trucks	596 000	
Buses	93 000	N/A
Other	-	N/A
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes <sup>#</sup>	N/A
National laws on front and side impact protection	Yes <sup>†#</sup>	N/A
National laws on seat-belt and seat-belt anchorages	Yes <sup>†#</sup>	N/A
National law on electronic stability control	Yes <sup>†#</sup>	N/A
National law on pedestrian protection	Yes <sup>†#</sup>	N/A
National law on anti-lock braking systems	Yes <sup>†#</sup>	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	Yes	N/A
National good Samaritan law	Yes	N/A
National emergency care access number	-	N/A
National target for time between serious crash and initial provision of professional emergency care (year)	<30 mn	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	50% (2030)	
Non fatal reduction target (year)	50% (2030)	N/A
Funding to implement strategy	Yes, partially funded	
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes <sup>#</sup>	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	7	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	N/A

Strong	Moderate	Weak/None
Increase	Decrease	No change
		Change

Not provided	
	Not applicable

Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	
National law setting a speed limit	Yes
Maximum urban speed limit	50 km/h
Maximum rural speed limit	80 km/h
Maximum motorway speed limit	130 km/h
Local authorities can modify limits	Yes
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National
Available types of enforcement	Manual
Legislation on drink driving <sup>2</sup>	
National law on drink-driving	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
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National
Testing carried out in case of fatal crash	Yes, all drivers are tested
Legislation on drug driving	Yes
Legislation on distracted driving (mobile phones)	Yes
Ban on mobile phone use <sup>2</sup>	Hand held
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National
Legislation on helmets for motorcycle riders <sup>2</sup>	
National motorcycle helmet law	Yes
Legislation requires helmet fastening	Yes
Legislation applies to:	Drivers and Passengers
Legislation applies to all road types	Yes
Legislation applies to all engine types	Yes
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes <sup>#</sup>
Presence of targets to increase helmet use (year)	Yes, national
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	98%; 98%
Minimum age/height children are allowed as passengers	No
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	
National seat-belt law	Yes
Legislation applies to front and rear seat occupants	Yes
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	98%; 98%; 90%
Legislation on child restraint systems <sup>2</sup>	
National child restraints use law	Yes
Children seated in front seat	Yes
Age or height specified for children requiring child restraint	10 y
Child restraint standard referred to and/or specified	Yes <sup>#</sup>
Presence of targets to increase child safety restraint use (year)	Yes, national
NATIONAL DATA SYSTEMS ON...	
Civil Registration and Vital Statistics (2021)	Group 1
Frequency and distribution of journeys by modal type	Yes
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes
Seat belt and child-restraint systems use <sup>2</sup>	Yes
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes
Mobile phone use while driving <sup>2</sup>	Yes

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Gabon

Population:  
2 341 179

Income group:  
Upper middle income

WHO Region:  
African Region

GSRRS participation:  
2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	89 (2021)	
Reported fatalities sex distribution (Male; Female)	78%; 22%	
Reported fatalities user distribution <sup>1</sup>	-	
WHO estimated road traffic fatalities (95% CI) (year)	293 (95% CI 253 - 333) (2021)	
WHO estimated rate per 100 000 population (year)	12.5 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	2 078 (2021)	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	No	
Target for roads to meet technical safety standards for all users (year)	No	
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	7 451 [ 318.3] (2021)	
Four-wheel vehicles	5 821	
Powered 2- and 3-wheelers	917	
Heavy trucks	542	
Buses	171	
Other	-	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	
National laws on front and side impact protection	No	
National laws on seat-belt and seat-belt anchorages	No	
National law on electronic stability control	No	
National law on pedestrian protection	No	
National law on anti-lock braking systems	No	
Government vehicle procurement practices include safety prerequisites	Yes	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	

## POST-CRASH RESPONSE

National law on universal access to emergency care	No	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	
National good Samaritan law	No	
National emergency care access number	Partial coverage	
National target for time between serious crash and initial provision of professional emergency care (year)	-	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	15% (2023)	
Non fatal reduction target (year)	-	
Funding to implement strategy	Yes, partially funded	
National law mandating third-party liability insurance for powered vehicles	Yes	
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	0	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	

Strong	Moderate	Weak/None
Increase	Decrease	No change
		Change
		Advancement
		Not provided
		N/A Not applicable

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		
National law setting a speed limit	Yes	
Maximum urban speed limit	60 km/h	
Maximum rural speed limit	110 km/h	
Maximum motorway speed limit	-	
Local authorities can modify limits	Yes	
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	No	
Available types of enforcement	Speed limiters	
Legislation on drink driving <sup>2</sup>		
National law on drink-driving	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	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National	
Testing carried out in case of fatal crash	No	
Legislation on drug driving	No	
Legislation on distracted driving (mobile phones)	Yes	
Ban on mobile phone use <sup>2</sup>	Hand held; Hand free	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	-	
Legislation on helmets for motorcycle riders <sup>2</sup>		
National motorcycle helmet law	Yes	
Legislation requires helmet fastening	No	
Legislation applies to:	Drivers and Passengers	
Legislation applies to all road types	Yes	
Legislation applies to all engine types	No	
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No	
Presence of targets to increase helmet use (year)	Yes, national	
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-	
Minimum age/height children are allowed as passengers	Yes (5 y)	
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Not all	
Presence of targets to increase seat belt use (year) <sup>2</sup>	-	
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-	
Legislation on child restraint systems <sup>2</sup>		
National child restraints use law	No	
Children seated in front seat	No	
Age or height specified for children requiring child restraint	-	
Child restraint standard referred to and/or specified	No	
Presence of targets to increase child safety restraint use (year)	No	

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 4
Frequency and distribution of journeys by modal type	No
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	No
Seat belt and child-restraint systems use <sup>2</sup>	No
Powered 2- and 3-wheeler helmet use <sup>2</sup>	No
Mobile phone use while driving <sup>2</sup>	No

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Gambia

Population:  
2 639 916 ↑

Income group:  
Low income ■■■

WHO Region:  
African Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	200 (2021) ↑
Reported fatalities sex distribution (Male; Female)	78%; 22% N/A
Reported fatalities user distribution <sup>1</sup>	- N/A
WHO estimated road traffic fatalities (95% CI) (year)	582 (95% CI 479 - 685) (2021) ↑
WHO estimated rate per 100 000 population (year)	22.0 (2021) ↑

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	- N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	No N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes ☐
National law requiring a formal road safety inspection/assessment	No N/A
Target for roads to meet technical safety standards for all users (year)	Yes (2030) N/A
Investments to upgrade high risk locations	No ■■■

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	94 962 [3 597.2] (2021) ↑
Four-wheel vehicles	- N/A
Powered 2- and 3-wheelers	- N/A
Heavy trucks	2 899 ↑
Buses	11 079 ↑
Other	- N/A
Legislation on periodic vehicle technical inspection <sup>2</sup>	No N/A
National laws on front and side impact protection	No N/A
National laws on seat-belt and seat-belt anchorages	Yes N/A
National law on electronic stability control	No N/A
National law on pedestrian protection	No N/A
National law on anti-lock braking systems	No N/A
Government vehicle procurement practices include safety prerequisites	Yes N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	No N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	No N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No N/A
National good Samaritan law	No N/A
National emergency care access number	Partial coverage ☐
National target for time between serious crash and initial provision of professional emergency care (year)	- N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national ☐
National road safety strategy <sup>2</sup>	Yes N/A
Fatality reduction target (year)	100% (2030) ☐
Non fatal reduction target (year)	<330 (2030) N/A
Funding to implement strategy	Yes, partially funded ☐
National law mandating third-party liability insurance for powered vehicles	Yes N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	No N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	0 N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes ■■■
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national N/A

Strong	Moderate	Weak/None
↑ Increase	↓ Decrease	▬ No change
▬ None or unknown	▬ Not provided	🕒 Change
🕒 Evolution since 2010 or closest year possible	▬ Not applicable	↗ Advancement

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	Red
National law setting a speed limit	Yes ■■■
Maximum urban speed limit	- N/A
Maximum rural speed limit	- N/A
Maximum motorway speed limit	- N/A
Local authorities can modify limits	Yes ■■■
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2030) N/A
Available types of enforcement	Manual ☐
Legislation on drink driving <sup>2</sup>	Red
National law on drink-driving	Yes ■■■
BAC limit – general population	- N/A
BAC limit – young or novice drivers	- N/A
Random breath testing carried out	No ■■■
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2030) N/A
Testing carried out in case of fatal crash	Some (not all) drivers are tested ■■■
Legislation on drug driving	Yes ■■■
Legislation on distracted driving (mobile phones)	Yes N/A
Ban on mobile phone use <sup>2</sup>	Hand held ■■■
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National N/A
Legislation on helmets for motorcycle riders <sup>2</sup>	Orange
National motorcycle helmet law	Yes ■■■
Legislation requires helmet fastening	No ■■■
Legislation applies to:	Drivers and Passengers ☐
Legislation applies to all road types	Yes ■■■
Legislation applies to all engine types	Yes ■■■
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No ■■■
Presence of targets to increase helmet use (year)	Yes, national (2030) N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	- N/A
Minimum age/height children are allowed as passengers	No N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	Orange
National seat-belt law	Yes ■■■
Legislation applies to front and rear seat occupants	Not all ■■■
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2030) N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	- N/A
Legislation on child restraint systems <sup>2</sup>	Orange
National child restraints use law	Yes ■■■
Children seated in front seat	Yes ■■■
Age or height specified for children requiring child restraint	5 y ■■■
Child restraint standard referred to and/or specified	No ■■■
Presence of targets to increase child safety restraint use (year)	No N/A

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 4 ■■■
Frequency and distribution of journeys by modal type	No N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	No N/A
Seat belt and child-restraint systems use <sup>2</sup>	No N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	No N/A
Mobile phone use while driving <sup>2</sup>	Yes N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Georgia

Population:  
3 757 980

Income group:  
Upper middle income

WHO Region:  
European Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	449 (2021)	
Reported fatalities sex distribution (Male; Female)	77%; 23%	
Reported fatalities user distribution <sup>1</sup>	45%; 1%; 27%; 1%; 27%	
WHO estimated road traffic fatalities (95% CI) (year)	476 (95% CI 444 - 507) (2021)	
WHO estimated rate per 100 000 population (year)	12.7 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	6 970 (2022)	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes†	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	
Target for roads to meet technical safety standards for all users (year)	Yes	
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	1 [0.0] (2021)	
Four-wheel vehicles	1	
Powered 2- and 3-wheelers	17 102	
Heavy trucks	106	
Buses	54	
Other	1	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes†	
National laws on front and side impact protection	Not†§	
National laws on seat-belt and seat-belt anchorages	Not†§	
National law on electronic stability control	Not†§	
National law on pedestrian protection	Not†§	
National law on anti-lock braking systems	Not†§	
Government vehicle procurement practices include safety prerequisites	Yes	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	No	

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	
National good Samaritan law	No	
National emergency care access number	National, single number	
National target for time between serious crash and initial provision of professional emergency care (year)	-	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	25% (2025)	
Non fatal reduction target (year)	25% (2025)	
Funding to implement strategy	Yes, partially funded	
National law mandating third-party liability insurance for powered vehicles	No	
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	6	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	

Strong	Moderate	Weak/None
↑ Increase	↓ Decrease	= No change

N/A Not applicable

Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	
National law setting a speed limit	Yes
Maximum urban speed limit	60 km/h
Maximum rural speed limit	90 km/h
Maximum motorway speed limit	110 km/h
Local authorities can modify limits	No
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National
Available types of enforcement	Manual
Legislation on drink driving <sup>2</sup>	
National law on drink-driving	Yes
BAC limit – general population	≤ 0.03 g/dl
BAC limit – young or novice drivers	≤ 0.03 g/dl
Random breath testing carried out	No
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National
Testing carried out in case of fatal crash	Yes, all drivers are tested
Legislation on drug driving	Yes
Legislation on distracted driving (mobile phones)	Yes
Ban on mobile phone use <sup>2</sup>	Hand held
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National
Legislation on helmets for motorcycle riders <sup>2</sup>	
National motorcycle helmet law	Yes
Legislation requires helmet fastening	Yes
Legislation applies to:	Drivers and Passengers
Legislation applies to all road types	Yes
Legislation applies to all engine types	Yes
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No†
Presence of targets to increase helmet use (year)	Yes, national
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-
Minimum age/height children are allowed as passengers	Yes (12 y)
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	
National seat-belt law	Yes
Legislation applies to front and rear seat occupants	Yes
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-
Legislation on child restraint systems <sup>2</sup>	
National child restraints use law	Yes
Children seated in front seat	Yes
Age or height specified for children requiring child restraint	3 y
Child restraint standard referred to and/or specified	No†
Presence of targets to increase child safety restraint use (year)	Yes, national

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1
Frequency and distribution of journeys by modal type	No
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes
Seat belt and child-restraint systems use <sup>2</sup>	No
Powered 2- and 3-wheeler helmet use <sup>2</sup>	No
Mobile phone use while driving <sup>2</sup>	Yes

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Germany

Population:  
83 408 554

Income group:  
High income

WHO Region:  
European Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	2 562 (2021)	
Reported fatalities sex distribution (Male; Female)	77%; 22%	N/A
Reported fatalities user distribution <sup>1</sup>	46%; 21%; 13%; 15%; 5%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	2 778 (95% CI 2 596 - 2 960) (2021)	
WHO estimated rate per 100 000 population (year)	3.3 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	229 601 (2021)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes <sup>†</sup>	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	Yes	N/A
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	59 020 091 [70 760.2] (2021)	
Four-wheel vehicles	51 129 454	
Powered 2- and 3-wheelers	4 555 800	
Heavy trucks	746 665	
Buses	75 548	
Other	2 512 624	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes <sup>#</sup>	N/A
National laws on front and side impact protection	Yes <sup>†#</sup>	N/A
National laws on seat-belt and seat-belt anchorages	Yes <sup>†#</sup>	N/A
National law on electronic stability control	Yes <sup>†#</sup>	N/A
National law on pedestrian protection	Yes <sup>†#</sup>	N/A
National law on anti-lock braking systems	Yes <sup>†#</sup>	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	-§	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	Yes	N/A
National good Samaritan law	Yes	N/A
National emergency care access number	National, single number	
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	40% (2030)	
Non fatal reduction target (year)	(2030)	N/A
Funding to implement strategy	Not funded	
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes <sup>#</sup>	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	6	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, subnational	N/A

Strong	Moderate	Weak/None
Increase	Decrease	No change
		Change

Not provided	
	Not applicable

Evolution since 2010 or closest year possible	
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## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		
National law setting a speed limit	Yes	
Maximum urban speed limit	50 km/h	
Maximum rural speed limit	100 km/h	
Maximum motorway speed limit	-	N/A
Local authorities can modify limits	Yes	
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	No	N/A
Available types of enforcement	Manual	
Legislation on drink driving <sup>2</sup>		
National law on drink-driving	Yes	
BAC limit – general population	≤ 0.05 g/dl	
BAC limit – young or novice drivers	-	
Random breath testing carried out	No	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National	N/A
Testing carried out in case of fatal crash	Some (not all) drivers are tested	
Legislation on drug driving	Yes	
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use <sup>2</sup>	Hand held	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>		
National motorcycle helmet law	Yes	
Legislation requires helmet fastening	No	
Legislation applies to:	Drivers and Passengers	
Legislation applies to all road types	Yes	
Legislation applies to all engine types	No	
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Not <sup>#</sup>	
Presence of targets to increase helmet use (year)	Yes, national	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	100%; 99%	N/A
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Yes	
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	99%; 98%; 96%	N/A
Legislation on child restraint systems <sup>2</sup>		
National child restraints use law	Yes	
Children seated in front seat	Yes	
Age or height specified for children requiring child restraint	12 y / 150 cm	
Child restraint standard referred to and/or specified	Yes <sup>#</sup>	
Presence of targets to increase child safety restraint use (year)	Yes, national	N/A
<b>NATIONAL DATA SYSTEMS ON...</b>		
Civil Registration and Vital Statistics (2021)	Group 1	
Frequency and distribution of journeys by modal type	Yes	N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	No	N/A
Seat belt and child-restraint systems use <sup>2</sup>	Yes	N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes	N/A
Mobile phone use while driving <sup>2</sup>	Yes	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Ghana

Population:  
32 833 031

Income group:  
Lower middle income

WHO Region:  
African Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	2 890 (2020)	
Reported fatalities sex distribution (Male; Female)	83%; 17%	
Reported fatalities user distribution <sup>1</sup>	14%; 33%; 31%; 2%; 20%	
WHO estimated road traffic fatalities (95% CI) (year)	8 494 (95% CI 7 447 - 9 540) (2021)	
WHO estimated rate per 100 000 population (year)	25.9 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	(2021)	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	
Target for roads to meet technical safety standards for all users (year)	Yes	
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	3 314 215 [10 094.1] (2021)	
Four-wheel vehicles	-	
Powered 2- and 3-wheelers	-	
Heavy trucks	-	
Buses	-	
Other	-	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	
National laws on front and side impact protection	No	
National laws on seat-belt and seat-belt anchorages	Yes	
National law on electronic stability control	-	
National law on pedestrian protection	No	
National law on anti-lock braking systems	No	
Government vehicle procurement practices include safety prerequisites	Yes	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	
National good Samaritan law	No	
National emergency care access number	National, multiple numbers	
National target for time between serious crash and initial provision of professional emergency care (year)	10 mn (2030)	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	50% (2030)	
Non fatal reduction target (year)	50% (2030)	
Funding to implement strategy	Yes, partially funded	
National law mandating third-party liability insurance for powered vehicles	Yes	
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	1	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	

Strong		Moderate		Weak/None	
↑ Increase		↓ Decrease		= No change	
∅ None or unknown		— Not provided		Change	
🕒 Evolution since 2010 or closest year possible				N/A Not applicable	

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		
National law setting a speed limit	Yes	
Maximum urban speed limit	50 km/h	
Maximum rural speed limit	90 km/h	
Maximum motorway speed limit	100 km/h	
Local authorities can modify limits	No	
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National	
Available types of enforcement	Manual	
Legislation on drink driving <sup>2</sup>		
National law on drink-driving	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	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	No	
Testing carried out in case of fatal crash	Some (not all) drivers are tested	
Legislation on drug driving	Yes	
Legislation on distracted driving (mobile phones)	Yes	
Ban on mobile phone use <sup>2</sup>	Hand held	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National	
Legislation on helmets for motorcycle riders <sup>2</sup>		
National motorcycle helmet law	Yes	
Legislation requires helmet fastening	Yes	
Legislation applies to:	Drivers and Passengers	
Legislation applies to all road types	Yes	
Legislation applies to all engine types	Yes	
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes	
Presence of targets to increase helmet use (year)	Yes, national	
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	56%; 22%	
Minimum age/height children are allowed as passengers	No	
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Yes	
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national	
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	56%; 18%; 4%	
Legislation on child restraint systems <sup>2</sup>		
National child restraints use law	No	
Children seated in front seat	Yes	
Age or height specified for children requiring child restraint	-	
Child restraint standard referred to and/or specified	No	
Presence of targets to increase child safety restraint use (year)	No	

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 4	
Frequency and distribution of journeys by modal type	No	
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	No	
Seat belt and child-restraint systems use <sup>2</sup>	No	
Powered 2- and 3-wheeler helmet use <sup>2</sup>	No	
Mobile phone use while driving <sup>2</sup>	No	

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Greece

Population:  
10 445 365

Income group:  
High income

WHO Region:  
European Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	584 (2020)	
Reported fatalities sex distribution (Male; Female)	87%; 13%	N/A
Reported fatalities user distribution <sup>1</sup>	35%; 37%; 13%; 2%; 13%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	762 (95% CI 709 - 815) (2021)	
WHO estimated rate per 100 000 population (year)	7.3 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	-	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes†	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	Yes (2030)	N/A
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	8 844 803 [84 676.8] (2021)	
Four-wheel vehicles	5 812 897	
Powered 2- and 3-wheelers	1 686 363	
Heavy trucks	1 274 521	
Buses	37 048	
Other	-	N/A
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes‡	N/A
National laws on front and side impact protection	Yes†‡	N/A
National laws on seat-belt and seat-belt anchorages	Yes†‡	N/A
National law on electronic stability control	Yes†‡	N/A
National law on pedestrian protection	Yes†‡	N/A
National law on anti-lock braking systems	Yes†‡	N/A
Government vehicle procurement practices include safety prerequisites	-	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§	N/A
National good Samaritan law	No	N/A
National emergency care access number	National, single number	
National target for time between serious crash and initial provision of professional emergency care (year)	< 42 mn (2030)	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	50% (2030)	
Non fatal reduction target (year)	50% (2030)	N/A
Funding to implement strategy	-	N/A
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes‡	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	6	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	N/A

Strong	Moderate	Weak/None
Increase	Decrease	No change

Not provided	

Evolution since 2010 or closest year possible	

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		
National law setting a speed limit	Yes	
Maximum urban speed limit	50 km/h	
Maximum rural speed limit	90 km/h	
Maximum motorway speed limit	130 km/h	
Local authorities can modify limits	Yes	
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2030)	N/A
Available types of enforcement	Manual	
Legislation on drink driving <sup>2</sup>		
National law on drink-driving	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	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2030)	N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested	
Legislation on drug driving	Yes	
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use <sup>2</sup>	Hand held	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National (2030)	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>		
National motorcycle helmet law	Yes	
Legislation requires helmet fastening	Yes	
Legislation applies to:	Drivers and Passengers	
Legislation applies to all road types	Yes	
Legislation applies to all engine types	Yes	
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes†‡	
Presence of targets to increase helmet use (year)	Yes, national (2030)	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	80%; 66%	
Minimum age/height children are allowed as passengers	Yes (5 y)	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Yes	
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2030)	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	71%; 72%; 56%	
Legislation on child restraint systems <sup>2</sup>		
National child restraints use law	Yes	
Children seated in front seat	Yes	
Age or height specified for children requiring child restraint	135 cm	
Child restraint standard referred to and/or specified	Yes†‡	
Presence of targets to increase child safety restraint use (year)	No	N/A
<b>NATIONAL DATA SYSTEMS ON...</b>		
Civil Registration and Vital Statistics (2021)	Group 1	
Frequency and distribution of journeys by modal type	No	N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	No	N/A
Seat belt and child-restraint systems use <sup>2</sup>	No	N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	-	N/A
Mobile phone use while driving <sup>2</sup>	No	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Guatemala

Population:  
17 608 483

Income group:  
Upper middle income

WHO Region:  
Region of the Americas

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	2 154 (2021)	↑	
Reported fatalities sex distribution (Male; Female)	87%; 13%	N/A	
Reported fatalities user distribution <sup>1</sup>	12%; 48%; 30%; 0%; 10%	N/A	
WHO estimated road traffic fatalities (95% CI) (year)	2 221 (95% CI 2 050 - 2 391) (2021)	↑	
WHO estimated rate per 100 000 population (year)	12.6 (2021)	↑	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	7 657 (2018)	N/A	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	No	N/A	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	No	↔	
National law requiring a formal road safety inspection/assessment	No	N/A	
Target for roads to meet technical safety standards for all users (year)	Yes (2030)	N/A	
Investments to upgrade high risk locations	No	↔	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	4 472 894 [25 401.9] (2021)	↑	
Four-wheel vehicles	2 145 881	↑	
Powered 2- and 3-wheelers	1 961 880	↑	
Heavy trucks	221 344	↑	
Buses	117 382	↑	
Other	26 407	↓	
Legislation on periodic vehicle technical inspection <sup>2</sup>	No	N/A	
National laws on front and side impact protection	-§	N/A	
National laws on seat-belt and seat-belt anchorages	-§	N/A	
National law on electronic stability control	-§	N/A	
National law on pedestrian protection	-§	N/A	
National law on anti-lock braking systems	-§	N/A	
Government vehicle procurement practices include safety prerequisites	-	N/A	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	No	N/A	

## POST-CRASH RESPONSE

National law on universal access to emergency care	-§	N/A	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	-§	N/A	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§	N/A	
National good Samaritan law	-§	N/A	
National emergency care access number	National, multiple numbers	N/A	
National target for time between serious crash and initial provision of professional emergency care (year)	(2030)	N/A	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, subnational	↔	
National road safety strategy <sup>2</sup>	Yes	↔	
Fatality reduction target (year)	50% (2030)	↔	
Non fatal reduction target (year)	50% (2030)	N/A	
Funding to implement strategy	Yes, partially funded	↔	
National law mandating third-party liability insurance for powered vehicles	-§	N/A	
National law on driving time and rest periods for professional drivers <sup>2</sup>	No	N/A	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	1	N/A	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	↔	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	No	N/A	

Strong	Moderate	Weak/None	
↑ Increase	↓ Decrease	— No change	
○ None or unknown	— Not provided	↔ Change	↗ Advancement
🕒 Evolution since 2010 or closest year possible		N/A Not applicable	

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	Red	—	
National law setting a speed limit	Yes	—	
Maximum urban speed limit	60 km/h	—	
Maximum rural speed limit	80 km/h	—	
Maximum motorway speed limit	100 km/h	—	
Local authorities can modify limits	Yes	—	
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2022)	N/A	
Available types of enforcement	Manual	↗	
Legislation on drink driving <sup>2</sup>	Red	—	
National law on drink-driving	Yes	—	
BAC limit – general population	-	N/A	
BAC limit – young or novice drivers	-	N/A	
Random breath testing carried out	Yes	↔	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2030)	N/A	
Testing carried out in case of fatal crash	Some (not all) drivers are tested	↔	
Legislation on drug driving	Yes	—	
Legislation on distracted driving (mobile phones)	Yes	N/A	
Ban on mobile phone use <sup>2</sup>	Hand held	—	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National (2030)	N/A	
Legislation on helmets for motorcycle riders <sup>2</sup>	Orange	—	
National motorcycle helmet law	Yes	—	
Legislation requires helmet fastening	No	—	
Legislation applies to:	Drivers and Passengers	↔	
Legislation applies to all road types	Yes	—	
Legislation applies to all engine types	Yes	—	
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No	—	
Presence of targets to increase helmet use (year)	Yes, national (2030)	N/A	
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-	N/A	
Minimum age/height children are allowed as passengers	No	N/A	
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	Orange	—	
National seat-belt law	Yes	—	
Legislation applies to front and rear seat occupants	Not all	—	
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2030)	N/A	
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-	N/A	
Legislation on child restraint systems <sup>2</sup>	Red	—	
National child restraints use law	No	—	
Children seated in front seat	No	—	
Age or height specified for children requiring child restraint	-	—	
Child restraint standard referred to and/or specified	No	—	
Presence of targets to increase child safety restraint use (year)	No	N/A	

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1	—
Frequency and distribution of journeys by modal type	No	N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes	N/A
Seat belt and child-restraint systems use <sup>2</sup>	No	N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes	N/A
Mobile phone use while driving <sup>2</sup>	Yes	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Guinea

Population:  
13 531 906 ↑

Income group:  
Low income ■■■

WHO Region:  
African Region

GSRRS participation:  
2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	682 (2021) ↑	
Reported fatalities sex distribution (Male; Female)	29%; 54% N/A	
Reported fatalities user distribution <sup>1</sup>	- N/A	
WHO estimated road traffic fatalities (95% CI) (year)	5 061 (95% CI 4 277 - 5 845) (2021) ↑	
WHO estimated rate per 100 000 population (year)	37.4 (2021) ↑	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	44 300 (2018) N/A	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	No N/A	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	No ☐	
National law requiring a formal road safety inspection/assessment	No N/A	
Target for roads to meet technical safety standards for all users (year)	No N/A	
Investments to upgrade high risk locations	No ☐	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	- (2021) N/A	
Four-wheel vehicles	- N/A	
Powered 2- and 3-wheelers	- N/A	
Heavy trucks	- ↑	
Buses	- ↑	
Other	- ↑	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes N/A	
National laws on front and side impact protection	No N/A	
National laws on seat-belt and seat-belt anchorages	No N/A	
National law on electronic stability control	No N/A	
National law on pedestrian protection	No N/A	
National law on anti-lock braking systems	No N/A	
Government vehicle procurement practices include safety prerequisites	No N/A	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes N/A	

## POST-CRASH RESPONSE

National law on universal access to emergency care	-§ N/A	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No N/A	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No N/A	
National good Samaritan law	No N/A	
National emergency care access number	National, single number ☐	
National target for time between serious crash and initial provision of professional emergency care (year)	- N/A	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No ☐	
National road safety strategy <sup>2</sup>	Yes ☐	
Fatality reduction target (year)	50% (2030) ☐	
Non fatal reduction target (year)	50% (2030) N/A	
Funding to implement strategy	Not funded ☐	
National law mandating third-party liability insurance for powered vehicles	No N/A	
National law on driving time and rest periods for professional drivers <sup>2</sup>	No N/A	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	0 N/A	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes ☐	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	No N/A	

Strong	Moderate	Weak/None
↑ Increase	↓ Decrease	— No change
⌚ None or unknown	▬ Not provided	🕒 Evolution since 2010 or closest year possible
🕒 Evolution since 2010 or closest year possible	▬ Not provided	⌚ None or unknown

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	§ N/A	
National law setting a speed limit	- N/A	
Maximum urban speed limit	- N/A	
Maximum rural speed limit	- N/A	
Maximum motorway speed limit	- N/A	
Local authorities can modify limits	- N/A	
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	No N/A	
Available types of enforcement	- N/A	
Legislation on drink driving <sup>2</sup>	▬ N/A	
National law on drink-driving	Yes ☐	
BAC limit – general population	≤ 0.08 g/dl ☐	
BAC limit – young or novice drivers	≤ 0.08 g/dl ☐	
Random breath testing carried out	No ☐	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2030) N/A	
Testing carried out in case of fatal crash	No ☐	
Legislation on drug driving	Yes ☐	
Legislation on distracted driving (mobile phones)	Yes N/A	
Ban on mobile phone use <sup>2</sup>	Hand held ☐	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National N/A	
Legislation on helmets for motorcycle riders <sup>2</sup>	▬ N/A	
National motorcycle helmet law	Yes ☐	
Legislation requires helmet fastening	No ☐	
Legislation applies to:	Drivers and Passengers ☐	
Legislation applies to all road types	Yes ☐	
Legislation applies to all engine types	Yes ☐	
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes ☐	
Presence of targets to increase helmet use (year)	Yes, national N/A	
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	- N/A	
Minimum age/height children are allowed as passengers	No N/A	
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	▬ N/A	
National seat-belt law	Yes ☐	
Legislation applies to front and rear seat occupants	Not all ☐	
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national N/A	
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	- N/A	
Legislation on child restraint systems <sup>2</sup>	▬ N/A	
National child restraints use law	Yes ☐	
Children seated in front seat	Yes ☐	
Age or height specified for children requiring child restraint	1.5 y ☐	
Child restraint standard referred to and/or specified	No ☐	
Presence of targets to increase child safety restraint use (year)	No N/A	
<b>NATIONAL DATA SYSTEMS ON...</b>		
Civil Registration and Vital Statistics (2021)	Group 4 ☐	
Frequency and distribution of journeys by modal type	No N/A	
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes N/A	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	No N/A	
Seat belt and child-restraint systems use <sup>2</sup>	No N/A	
Powered 2- and 3- wheeler helmet use <sup>2</sup>	No N/A	
Mobile phone use while driving <sup>2</sup>	No N/A	

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Guinea-Bissau

Population:  
2 060 721

Income group:  
Low income

WHO Region:  
African Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	100 (2021)	
Reported fatalities sex distribution (Male; Female)	-	
Reported fatalities user distribution <sup>1</sup>	-	
WHO estimated road traffic fatalities (95% CI) (year)	629 (95% CI 539 - 718) (2021)	
WHO estimated rate per 100 000 population (year)	30.5 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	-	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	No	
Target for roads to meet technical safety standards for all users (year)	-	
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	- (2021)	
Four-wheel vehicles	-	
Powered 2- and 3-wheelers	-	
Heavy trucks	-	
Buses	-	
Other	-	
Legislation on periodic vehicle technical inspection <sup>2</sup>	No	
National laws on front and side impact protection	-§	
National laws on seat-belt and seat-belt anchorages	-§	
National law on electronic stability control	-§	
National law on pedestrian protection	-§	
National law on anti-lock braking systems	-§	
Government vehicle procurement practices include safety prerequisites	No	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	No	

## POST-CRASH RESPONSE

National law on universal access to emergency care	-§	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	
National good Samaritan law	-§	
National emergency care access number	Partial coverage	
National target for time between serious crash and initial provision of professional emergency care (year)	(2030)	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	No	
Fatality reduction target (year)	-	
Non fatal reduction target (year)	-	
Funding to implement strategy	Not funded	
National law mandating third-party liability insurance for powered vehicles	Yes	
National law on driving time and rest periods for professional drivers <sup>2</sup>	No	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	O	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	

Strong	Moderate	Weak/None
↑ Increase	↓ Decrease	= No change

N/A Not applicable

Not provided

Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		
National law setting a speed limit	Yes	
Maximum urban speed limit	50 km/h	
Maximum rural speed limit	80 km/h	
Maximum motorway speed limit	100 km/h	
Local authorities can modify limits	No	
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2030)	
Available types of enforcement	-	
Legislation on drink driving <sup>2</sup>		
National law on drink-driving	Yes	
BAC limit – general population	≤ 0.05 g/dl	
BAC limit – young or novice drivers	≤ 0.05 g/dl	
Random breath testing carried out	No	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2030)	
Testing carried out in case of fatal crash	No	
Legislation on drug driving	Yes	
Legislation on distracted driving (mobile phones)	Yes	
Ban on mobile phone use <sup>2</sup>	Hand held	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National (2030)	
Legislation on helmets for motorcycle riders <sup>2</sup>		
National motorcycle helmet law	Yes	
Legislation requires helmet fastening	Yes	
Legislation applies to:	Drivers and Passengers	
Legislation applies to all road types	Yes	
Legislation applies to all engine types	Yes	
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes	
Presence of targets to increase helmet use (year)	Yes, national (2030)	
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-	
Minimum age/height children are allowed as passengers	Yes (6 y)	
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Not all	
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2030)	
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-	
Legislation on child restraint systems <sup>2</sup>		
National child restraints use law	Yes	
Children seated in front seat	Yes	
Age or height specified for children requiring child restraint	12 y / 135 cm	
Child restraint standard referred to and/or specified	No	
Presence of targets to increase child safety restraint use (year)	Yes, national (2030)	
<b>NATIONAL DATA SYSTEMS ON...</b>		
Civil Registration and Vital Statistics (2021)	Group 4	
Frequency and distribution of journeys by modal type	No	
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes	
Seat belt and child-restraint systems use <sup>2</sup>	Yes	
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes	
Mobile phone use while driving <sup>2</sup>	Yes	

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Guyana

Population:  
804 567

Income group:  
Upper middle income

WHO Region:  
Region of the Americas

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	99 (2021)	
Reported fatalities sex distribution (Male; Female)	78%; 22%	
Reported fatalities user distribution <sup>1</sup>	13%; 26%; 28%; 17%; 15%	
WHO estimated road traffic fatalities (95% CI) (year)	122 (95% CI 114 - 130) (2021)	
WHO estimated rate per 100 000 population (year)	15.2 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	-	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	No	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	No	
Target for roads to meet technical safety standards for all users (year)	-	
Investments to upgrade high risk locations	No	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	- (2021)	
Four-wheel vehicles	-	
Powered 2- and 3-wheelers	-	
Heavy trucks	-	
Buses	-	
Other	-	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	
National laws on front and side impact protection	No	
National laws on seat-belt and seat-belt anchorages	No	
National law on electronic stability control	No	
National law on pedestrian protection	No	
National law on anti-lock braking systems	No	
Government vehicle procurement practices include safety prerequisites	No	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	No	

## POST-CRASH RESPONSE

National law on universal access to emergency care	-§	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	-§	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§	
National good Samaritan law	No	
National emergency care access number	Partial coverage	
National target for time between serious crash and initial provision of professional emergency care (year)	-	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	-	
Non fatal reduction target (year)	7% (2030)	
Funding to implement strategy	Yes, partially funded	
National law mandating third-party liability insurance for powered vehicles	Yes	
National law on driving time and rest periods for professional drivers <sup>2</sup>	No	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	2	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	

Strong	Moderate	Weak/None

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	
National law setting a speed limit	Yes
Maximum urban speed limit	64 km/h
Maximum rural speed limit	64 km/h
Maximum motorway speed limit	- N/A
Local authorities can modify limits	No N/A
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	- N/A
Available types of enforcement	Manual
Legislation on drink driving <sup>2</sup>	
National law on drink-driving	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	≤ 0.08 g/dl
Random breath testing carried out	No
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	- N/A
Testing carried out in case of fatal crash	No
Legislation on drug driving	Yes
Legislation on distracted driving (mobile phones)	Yes N/A
Ban on mobile phone use <sup>2</sup>	Hand held
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	- N/A
Legislation on helmets for motorcycle riders <sup>2</sup>	
National motorcycle helmet law	Yes
Legislation requires helmet fastening	No
Legislation applies to:	Drivers and Passengers
Legislation applies to all road types	Yes
Legislation applies to all engine types	Yes
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No
Presence of targets to increase helmet use (year)	- N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	- N/A
Minimum age/height children are allowed as passengers	No N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	
National seat-belt law	Yes
Legislation applies to front and rear seat occupants	Not all
Presence of targets to increase seat belt use (year) <sup>2</sup>	No N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	- N/A
Legislation on child restraint systems <sup>2</sup>	
National child restraints use law	Yes
Children seated in front seat	No
Age or height specified for children requiring child restraint	-
Child restraint standard referred to and/or specified	No
Presence of targets to increase child safety restraint use (year)	- N/A

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1
Frequency and distribution of journeys by modal type	No N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes N/A
Seat belt and child-restraint systems use <sup>2</sup>	No N/A
Powered 2- and 3- wheeler helmet use <sup>2</sup>	Yes N/A
Mobile phone use while driving <sup>2</sup>	Yes N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Haiti

Population:  
11 447 569

Income group:  
Lower middle income

WHO Region:  
Region of the Americas

GSRRS participation:  
2023

## BURDEN

Reported fatalities (year)	134 (2021)	N/A
Reported fatalities sex distribution (Male; Female)	79%; 21%	N/A
Reported fatalities user distribution <sup>1</sup>	-	N/A
WHO estimated road traffic fatalities (95% CI) (year)	3 579 (95% CI 3 102 - 4 056) (2021)	T
WHO estimated rate per 100 000 population (year)	31.3 (2021)	T

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	-	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	No	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	C
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	No	N/A
Investments to upgrade high risk locations	No	N/A

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	-	N/A
Four-wheel vehicles	-	N/A
Powered 2- and 3-wheelers	-	N/A
Heavy trucks	-	N/A
Buses	-	N/A
Other	-	N/A
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	N/A
National laws on front and side impact protection	-	N/A
National laws on seat-belt and seat-belt anchorages	-	N/A
National law on electronic stability control	-	N/A
National law on pedestrian protection	-	N/A
National law on anti-lock braking systems	-	N/A
Government vehicle procurement practices include safety prerequisites	-	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	No	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	-§	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	N/A
National good Samaritan law	-§	N/A
National emergency care access number	National, multiple numbers	N/A
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	N/A
National road safety strategy <sup>2</sup>	Yes	N/A
Fatality reduction target (year)	-	N/A
Non fatal reduction target (year)	-	N/A
Funding to implement strategy	Not funded	N/A
National law mandating third-party liability insurance for powered vehicles	-§	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	No	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	1	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	No	N/A
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	N/A

Strong

Moderate

Weak/None

Increase

Decrease

No change

Change

Advancement

None or unknown

Not provided

Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		N/A
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National law setting a speed limit	Yes	N/A
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Maximum urban speed limit	50 km/h	N/A
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Maximum rural speed limit	-	N/A
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Maximum motorway speed limit	-	N/A
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Local authorities can modify limits	No	N/A
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Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National	N/A
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Available types of enforcement	Speed limiters	
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Legislation on drink driving <sup>2</sup>		N/A
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National law on drink-driving	Yes	
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BAC limit – general population	-	N/A
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BAC limit – young or novice drivers	-	N/A
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Random breath testing carried out	No	=
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Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National	N/A
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Testing carried out in case of fatal crash	No	=
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Legislation on drug driving	No	N/A
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Legislation on distracted driving (mobile phones)	Yes	N/A
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Ban on mobile phone use <sup>2</sup>	Hand held; Hand free	
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Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National	N/A
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Legislation on helmets for motorcycle riders <sup>2</sup>		N/A
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National motorcycle helmet law	Yes	
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Legislation requires helmet fastening	No	
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Legislation applies to:	Drivers and Passengers	
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Legislation applies to all road types	Yes	
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Legislation applies to all engine types	Yes	
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Legislation refers to and/or specifies helmet standard <sup>2</sup>	No	
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Presence of targets to increase helmet use (year)	Yes, national	N/A
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Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-	N/A
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Minimum age/height children are allowed as passengers	No	N/A
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Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		N/A
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National seat-belt law	Yes	
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Legislation applies to front and rear seat occupants	Yes	
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Presence of targets to increase seat belt use (year) <sup>2</sup>	No	N/A
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Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-	N/A
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Legislation on child restraint systems <sup>2</sup>		N/A
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National child restraints use law	No	
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Children seated in front seat	No	
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Age or height specified for children requiring child restraint	-	
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Child restraint standard referred to and/or specified	No	=
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Presence of targets to increase child safety restraint use (year)	No	N/A
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NATIONAL DATA SYSTEMS ON...		
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Civil Registration and Vital Statistics (2021)	Group 4	=
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# Honduras

Population:  
10 278 345

Income group:  
Lower middle income

WHO Region:  
Region of the Americas

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	1 743 (2021)	
Reported fatalities sex distribution (Male; Female)	86%; 14%	
Reported fatalities user distribution <sup>1</sup>	0%; 0%; 34%; 6%; 60%	
WHO estimated road traffic fatalities (95% CI) (year)	1 904 (95% CI 1 746 - 2 063) (2021)	
WHO estimated rate per 100 000 population (year)	18.5 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	-	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	-	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	No	
National law requiring a formal road safety inspection/assessment	No	
Target for roads to meet technical safety standards for all users (year)	No	
Investments to upgrade high risk locations	-	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	2 249 986 [21 890.5] (2021)	
Four-wheel vehicles	-	
Powered 2- and 3-wheelers	1 061 522	
Heavy trucks	-	
Buses	-	
Other	-	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	
National laws on front and side impact protection	No	
National laws on seat-belt and seat-belt anchorages	No	
National law on electronic stability control	No	
National law on pedestrian protection	No	
National law on anti-lock braking systems	No	
Government vehicle procurement practices include safety prerequisites	-	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	No	

## POST-CRASH RESPONSE

National law on universal access to emergency care	No	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	
National good Samaritan law	No	
National emergency care access number	National, single number	
National target for time between serious crash and initial provision of professional emergency care (year)	-	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	No	
Fatality reduction target (year)	-	
Non fatal reduction target (year)	-	
Funding to implement strategy	Yes, fully funded	
National law mandating third-party liability insurance for powered vehicles	No	
National law on driving time and rest periods for professional drivers <sup>2</sup>	No	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	1	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	-	

Strong   Moderate   Weak/None

Increase   Decrease   No change   Change   Advancement

None or unknown   Not provided

Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		
National law setting a speed limit	Yes	
Maximum urban speed limit	-	
Maximum rural speed limit	-	
Maximum motorway speed limit	-	
Local authorities can modify limits	No	
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	No	
Available types of enforcement	Manual	
Legislation on drink driving <sup>2</sup>		
National law on drink-driving	Yes	
BAC limit – general population	≤ 0.07 g/dl	
BAC limit – young or novice drivers	≤ 0.07 g/dl	
Random breath testing carried out	No	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	No	
Testing carried out in case of fatal crash	Some (not all) drivers are tested	
Legislation on drug driving	Yes	
Legislation on distracted driving (mobile phones)	Yes	
Ban on mobile phone use <sup>2</sup>	Hand held; Hand free	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	No	
Legislation on helmets for motorcycle riders <sup>2</sup>		
National motorcycle helmet law	Yes	
Legislation requires helmet fastening	No	
Legislation applies to:	Drivers and Passengers	
Legislation applies to all road types	Yes	
Legislation applies to all engine types	Yes	
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No	
Presence of targets to increase helmet use (year)	No	
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-	
Minimum age/height children are allowed as passengers	No	
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Yes	
Presence of targets to increase seat belt use (year) <sup>2</sup>	No	
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-	
Legislation on child restraint systems <sup>2</sup>		
National child restraints use law	No	
Children seated in front seat	Yes	
Age or height specified for children requiring child restraint	-	
Child restraint standard referred to and/or specified	No	
Presence of targets to increase child safety restraint use (year)	No	

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 4	
Frequency and distribution of journeys by modal type	No	
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes	
Seat belt and child-restraint systems use <sup>2</sup>	No	
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes	
Mobile phone use while driving <sup>2</sup>	Yes	

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Hungary

Population:  
9 709 786

Income group:  
High income

WHO Region:  
European Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	544 (2021)	
Reported fatalities sex distribution (Male; Female)	75%; 25%	N/A
Reported fatalities user distribution <sup>1</sup>	44%; 11%; 25%; 12%; 8%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	718 (95% CI 664 - 773) (2021)	
WHO estimated rate per 100 000 population (year)	7.4 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	34 446 633 (2022)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes <sup>†</sup>	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	Yes	N/A
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	4 885 598 [50 316.2] (2021)	
Four-wheel vehicles	4 519 800	
Powered 2- and 3-wheelers	202 521	
Heavy trucks	137 972	
Buses	17 759	
Other	7 546	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes <sup>†‡</sup>	N/A
National laws on front and side impact protection	Yes <sup>†‡</sup>	N/A
National laws on seat-belt and seat-belt anchorages	Yes <sup>†‡</sup>	N/A
National law on electronic stability control	Yes <sup>†‡</sup>	N/A
National law on pedestrian protection	Yes <sup>†‡</sup>	N/A
National law on anti-lock braking systems	Yes <sup>†‡</sup>	N/A
Government vehicle procurement practices include safety prerequisites	-	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	No	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	Yes	N/A
National good Samaritan law	No	N/A
National emergency care access number	National, multiple numbers	
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	50% (2030)	
Non fatal reduction target (year)	50% (2030)	N/A
Funding to implement strategy	Yes, fully funded	
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes <sup>‡</sup>	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	7	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	No	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	N/A

Strong	Moderate	Weak/None
↑ Increase	↓ Decrease	= No change

Not provided	

Evolution since 2010 or closest year possible	
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## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	
National law setting a speed limit	Yes
Maximum urban speed limit	50 km/h
Maximum rural speed limit	90 km/h
Maximum motorway speed limit	130 km/h
Local authorities can modify limits	Yes
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National
Available types of enforcement	Manual
Legislation on drink driving <sup>2</sup>	
National law on drink-driving	Yes
BAC limit – general population	-
BAC limit – young or novice drivers	-
Random breath testing carried out	Yes
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National
Testing carried out in case of fatal crash	Yes, all drivers are tested
Legislation on drug driving	Yes
Legislation on distracted driving (mobile phones)	Yes
Ban on mobile phone use <sup>2</sup>	Hand held
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National
Legislation on helmets for motorcycle riders <sup>2</sup>	
National motorcycle helmet law	Yes
Legislation requires helmet fastening	Yes
Legislation applies to:	Drivers and Passengers
Legislation applies to all road types	Yes
Legislation applies to all engine types	Yes
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes <sup>†‡</sup>
Presence of targets to increase helmet use (year)	Yes, national
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	97% N/A
Minimum age/height children are allowed as passengers	No N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	
National seat-belt law	Yes
Legislation applies to front and rear seat occupants	Yes
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	95%; 95%; 71% N/A
Legislation on child restraint systems <sup>2</sup>	
National child restraints use law	Yes
Children seated in front seat	Yes
Age or height specified for children requiring child restraint	135 cm
Child restraint standard referred to and/or specified	Yes <sup>†‡</sup>
Presence of targets to increase child safety restraint use (year)	Yes, national

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1
Frequency and distribution of journeys by modal type	- N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes N/A
Seat belt and child-restraint systems use <sup>2</sup>	Yes N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes N/A
Mobile phone use while driving <sup>2</sup>	- N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Iceland

Population:  
370 335

Income group:  
High income

WHO Region:  
European Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	9 (2021)	
Reported fatalities sex distribution (Male; Female)	78%; 22%	N/A
Reported fatalities user distribution <sup>1</sup>	44%; 0%; 22%; 11%; 22%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	9 (95% CI 9 - 10) (2021)	
WHO estimated rate per 100 000 population (year)	2.4 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	-	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	Yes (2037)	N/A
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

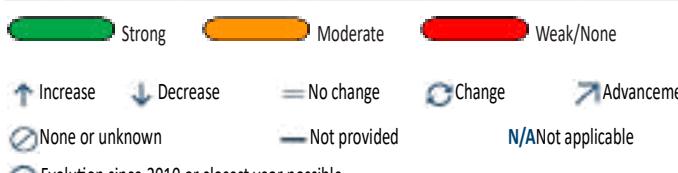
Total registered vehicles [rate per 100 000 pop] (year)	365 195 [98 612.1] (2021)	
Four-wheel vehicles	275 819	
Powered 2- and 3-wheelers	16 375	
Heavy trucks	13 230	
Buses	2 971	
Other	-	N/A
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	N/A
National laws on front and side impact protection	Yes	N/A
National laws on seat-belt and seat-belt anchorages	Yes	N/A
National law on electronic stability control	Yes	N/A
National law on pedestrian protection	Yes	N/A
National law on anti-lock braking systems	Yes	N/A
Government vehicle procurement practices include safety prerequisites	No	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	-§	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	-§	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§	N/A
National good Samaritan law	-§	N/A
National emergency care access number	National, single number	
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	5% (2037)	
Non fatal reduction target (year)	1% (2037)	N/A
Funding to implement strategy	-	N/A
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	2	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	N/A



## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		=
National law setting a speed limit	Yes	=
Maximum urban speed limit	50 km/h	=
Maximum rural speed limit	90 km/h	=
Maximum motorway speed limit	110 km/h	N/A
Local authorities can modify limits	No	N/A
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National	N/A
Available types of enforcement	Manual	=
Legislation on drink driving <sup>2</sup>		
National law on drink-driving	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	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2037)	N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested	
Legislation on drug driving	Yes	=
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use <sup>2</sup>	Hand held	=
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National (2037)	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>		=
National motorcycle helmet law	Yes	=
Legislation requires helmet fastening	No	=
Legislation applies to:	Drivers and Passengers	
Legislation applies to all road types	Yes	=
Legislation applies to all engine types	Yes	=
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No	=
Presence of targets to increase helmet use (year)	Yes, national	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	90%	N/A
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		=
National seat-belt law	Yes	=
Legislation applies to front and rear seat occupants	Yes	=
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2027)	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	93%; 96%; 92%	N/A
Legislation on child restraint systems <sup>2</sup>		=
National child restraints use law	Yes	=
Children seated in front seat	Yes	=
Age or height specified for children requiring child restraint	135 cm	=
Child restraint standard referred to and/or specified	Yes	=
Presence of targets to increase child safety restraint use (year)	Yes, national (2027)	N/A
<b>NATIONAL DATA SYSTEMS ON...</b>		
Civil Registration and Vital Statistics (2021)	Group 1	=
Frequency and distribution of journeys by modal type	Yes	N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes	N/A
Seat belt and child-restraint systems use <sup>2</sup>	Yes	N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes	N/A
Mobile phone use while driving <sup>2</sup>	Yes	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# India

Population:  
1 407 563 842 ↑

Income group:  
Lower middle income

WHO Region:  
South-East Asia Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	153 972 (2021)	↑
Reported fatalities sex distribution (Male; Female)	86%; 14%	N/A
Reported fatalities user distribution <sup>1</sup>	13%; 45%; 19%; 3%; 20%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	216 618 (95% CI 193 271 - 239 965) (2021)	↑
WHO estimated rate per 100 000 population (year)	15.4 (2021)	↑

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	4 095 726 (2019)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes†	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	↗
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	Yes (2024)	N/A
Investments to upgrade high risk locations	Yes	≡

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	326 300 000 [23 181.9] (2021)	↑
Four-wheel vehicles	43 650 000	↑
Powered 2- and 3-wheelers	-	N/A
Heavy trucks	14 288 000	↑
Buses	2 196 000	↑
Other	22 483 000	↑
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	N/A
National laws on front and side impact protection	Yes	N/A
National laws on seat-belt and seat-belt anchorages	Yes	N/A
National law on electronic stability control	Yes†	N/A
National law on pedestrian protection	Yes†	N/A
National law on anti-lock braking systems	No	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	No	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§	N/A
National good Samaritan law	Yes	N/A
National emergency care access number	National, multiple numbers	↗
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	≡
National road safety strategy <sup>2</sup>	Yes	≡
Fatality reduction target (year)	50% (2030)	↗
Non fatal reduction target (year)	50% (2030)	N/A
Funding to implement strategy	Yes, fully funded	↗
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	3	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	↗
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	N/A

Strong	Moderate	Weak/None
↑ Increase	↓ Decrease	≡ No change
⌚ None or unknown	▬ Not provided	🕒 Evolution since 2010 or closest year possible
N/A Not applicable		

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	Red	≡
National law setting a speed limit	Yes	≡
Maximum urban speed limit	70 km/h	↓
Maximum rural speed limit	70 km/h	↓
Maximum motorway speed limit	120 km/h	↑
Local authorities can modify limits	Yes	≡
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National	N/A
Available types of enforcement	Manual	↗
Legislation on drink driving <sup>2</sup>	Yellow	≡
National law on drink-driving	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	↗
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National	N/A
Testing carried out in case of fatal crash	Some (not all) drivers are tested	↗
Legislation on drug driving	Yes	≡
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use <sup>2</sup>	Hand held; Hand free	≡
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>	Green	≡
National motorcycle helmet law	Yes	≡
Legislation requires helmet fastening	Yes	≡
Legislation applies to:	Drivers and Passengers	↗
Legislation applies to all road types	Yes	≡
Legislation applies to all engine types	Yes	≡
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes	≡
Presence of targets to increase helmet use (year)	Yes, national	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-	N/A
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	Green	≡
National seat-belt law	Yes	≡
Legislation applies to front and rear seat occupants	Yes	≡
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-	N/A
Legislation on child restraint systems <sup>2</sup>	Yellow	↗
National child restraints use law	Yes	↗
Children seated in front seat	No	↗
Age or height specified for children requiring child restraint	14 y	↗
Child restraint standard referred to and/or specified	No	≡
Presence of targets to increase child safety restraint use (year)	Yes, national	N/A

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 2A	≡
Frequency and distribution of journeys by modal type	No	N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes	N/A
Seat belt and child-restraint systems use <sup>2</sup>	Yes	N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes	N/A
Mobile phone use while driving <sup>2</sup>	Yes	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Indonesia

Population:  
273 753 191

Income group:  
Lower middle income

WHO Region:  
South-East Asia Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	25 266 (2021)	
Reported fatalities sex distribution (Male; Female)	79%; 21%	N/A
Reported fatalities user distribution <sup>1</sup>	2%; 80%; 0%; 0%; 18%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	31 063 (95% CI 27 226 - 34 901) (2021)	
WHO estimated rate per 100 000 population (year)	11.3 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	-	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes†	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	Yes	N/A
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	147 110 303 [53 738.3] (2021)	
Four-wheel vehicles	19 687 228	
Powered 2- and 3-wheelers	121 602 401	
Heavy trucks	5 525 587	
Buses	211 744	
Other	83 343	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	N/A
National laws on front and side impact protection	-	N/A
National laws on seat-belt and seat-belt anchorages	-	N/A
National law on electronic stability control	-	N/A
National law on pedestrian protection	-	N/A
National law on anti-lock braking systems	-	N/A
Government vehicle procurement practices include safety prerequisites	No	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	N/A
National good Samaritan law	No	N/A
National emergency care access number	National, single number	
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	65% (2040)	
Non fatal reduction target (year)	-	N/A
Funding to implement strategy	Yes, partially funded	
National law mandating third-party liability insurance for powered vehicles	-§	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	0	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	N/A

Strong	Moderate	Weak/None
Increase	Decrease	No change
		Change

Not provided		Advancement
		Not applicable

Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	
National law setting a speed limit	Yes
Maximum urban speed limit	50 km/h
Maximum rural speed limit	80 km/h
Maximum motorway speed limit	100 km/h
Local authorities can modify limits	Yes
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National
Available types of enforcement	Manual and automated
Legislation on drink driving <sup>2</sup>	
National law on drink-driving	Yes
BAC limit – general population	- N/A
BAC limit – young or novice drivers	- N/A
Random breath testing carried out	No
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National
Testing carried out in case of fatal crash	Yes, all drivers are tested
Legislation on drug driving	Yes
Legislation on distracted driving (mobile phones)	Yes
Ban on mobile phone use <sup>2</sup>	-
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	No N/A
Legislation on helmets for motorcycle riders <sup>2</sup>	
National motorcycle helmet law	Yes
Legislation requires helmet fastening	No
Legislation applies to:	Drivers and Passengers
Legislation applies to all road types	Yes
Legislation applies to all engine types	Yes
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes
Presence of targets to increase helmet use (year)	Yes, national
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	- N/A
Minimum age/height children are allowed as passengers	No N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	
National seat-belt law	Yes
Legislation applies to front and rear seat occupants	Not all
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-
Legislation on child restraint systems <sup>2</sup>	
National child restraints use law	No
Children seated in front seat	No
Age or height specified for children requiring child restraint	-
Child restraint standard referred to and/or specified	No
Presence of targets to increase child safety restraint use (year)	No N/A
<b>NATIONAL DATA SYSTEMS ON...</b>	
Civil Registration and Vital Statistics (2021)	Group 4
Frequency and distribution of journeys by modal type	Yes N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	No N/A
Seat belt and child-restraint systems use <sup>2</sup>	No N/A
Powered 2- and 3- wheeler helmet use <sup>2</sup>	Yes N/A
Mobile phone use while driving <sup>2</sup>	Yes N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Iran (Islamic Republic of)

Population:  
87 923 432

Income group:  
Lower middle income

WHO Region:  
Eastern Mediterranean Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	16 778 (2021)	
Reported fatalities sex distribution (Male; Female)	80%; 20%	
Reported fatalities user distribution <sup>1</sup>	49%; 22%; 20%; 1%; 8%	
WHO estimated road traffic fatalities (95% CI) (year)	18 156 (95% CI 15 856 - 20 456) (2021)	
WHO estimated rate per 100 000 population (year)	20.6 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	198 292 (2021)	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes <sup>†</sup>	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	
Target for roads to meet technical safety standards for all users (year)	Yes	
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	36 767 152 [41 817.2] (2021)	
Four-wheel vehicles	-	
Powered 2- and 3-wheelers	-	
Heavy trucks	-	
Buses	-	
Other	-	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	
National laws on front and side impact protection	No	
National laws on seat-belt and seat-belt anchorages	No	
National law on electronic stability control	No	
National law on pedestrian protection	No	
National law on anti-lock braking systems	No	
Government vehicle procurement practices include safety prerequisites	No	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	
National good Samaritan law	No	
National emergency care access number	National, single number	
National target for time between serious crash and initial provision of professional emergency care (year)	8 mn in urban area	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	-	
Non fatal reduction target (year)	-	
Funding to implement strategy	Yes, partially funded	
National law mandating third-party liability insurance for powered vehicles	Yes	
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	2	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	

Strong	Moderate	Weak/None
↑ Increase	↓ Decrease	= No change

Change	Advancement

N/A Not applicable

Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		
National law setting a speed limit	Yes	
Maximum urban speed limit	60 km/h	
Maximum rural speed limit	95 km/h	
Maximum motorway speed limit	120 km/h	
Local authorities can modify limits	No	
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	-	
Available types of enforcement	Manual	
Legislation on drink driving <sup>2</sup>		*
National law on drink-driving	Yes	
BAC limit – general population	-	
BAC limit – young or novice drivers	-	
Random breath testing carried out	Yes	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	No	
Testing carried out in case of fatal crash	Some (not all) drivers are tested	
Legislation on drug driving	Yes	
Legislation on distracted driving (mobile phones)	Yes	
Ban on mobile phone use <sup>2</sup>	Hand held; Hand free	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	No	
Legislation on helmets for motorcycle riders <sup>2</sup>		
National motorcycle helmet law	Yes	
Legislation requires helmet fastening	No	
Legislation applies to:	Drivers and Passengers	
Legislation applies to all road types	Yes	
Legislation applies to all engine types	Yes	
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes	
Presence of targets to increase helmet use (year)	Yes, national	
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-	
Minimum age/height children are allowed as passengers	No	
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Yes	
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national	
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-	
Legislation on child restraint systems <sup>2</sup>		
National child restraints use law	No	
Children seated in front seat	Yes	
Age or height specified for children requiring child restraint	-	
Child restraint standard referred to and/or specified	No	
Presence of targets to increase child safety restraint use (year)	No	

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1	
Frequency and distribution of journeys by modal type	Yes	
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	No	
Seat belt and child-restraint systems use <sup>2</sup>	No	
Powered 2- and 3-wheeler helmet use <sup>2</sup>	No	
Mobile phone use while driving <sup>2</sup>	No	

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Iraq

Population:  
43 533 592

Income group:  
Upper middle income

WHO Region:  
Eastern Mediterranean Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	5 563 (2021)	
Reported fatalities sex distribution (Male; Female)	65%; 20%	N/A
Reported fatalities user distribution <sup>1</sup>	65%; 0%; 28%; 1%; 7%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	9 344 (95% CI 8 166 - 10 521) (2021)	
WHO estimated rate per 100 000 population (year)	21.5 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	54 200 (2020)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	-	N/A
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	7 260 000 [16 676.8] (2021)	
Four-wheel vehicles	-	N/A
Powered 2- and 3-wheelers	-	N/A
Heavy trucks	-	N/A
Buses	273 178	N/A
Other	-	N/A
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	N/A
National laws on front and side impact protection	Yes	N/A
National laws on seat-belt and seat-belt anchorages	Yes	N/A
National law on electronic stability control	Yes	N/A
National law on pedestrian protection	No	N/A
National law on anti-lock braking systems	Yes	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	Yes	N/A
National good Samaritan law	No	N/A
National emergency care access number	National, single number	
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	No	
Fatality reduction target (year)	50% (2030)	
Non fatal reduction target (year)	-	N/A
Funding to implement strategy	-	N/A
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	No	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	2	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	N/A

Strong	Moderate	Weak/None
↑ Increase	↓ Decrease	= No change
		Change

Not provided		Advancement
		N/A Not applicable

Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		
National law setting a speed limit	Yes	
Maximum urban speed limit	60 km/h	
Maximum rural speed limit	100 km/h	
Maximum motorway speed limit	120 km/h	
Local authorities can modify limits	No	N/A
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2030)	N/A
Available types of enforcement	-	N/A
Legislation on drink driving <sup>2</sup>		*
National law on drink-driving	Yes	
BAC limit – general population	-	N/A
BAC limit – young or novice drivers	-	N/A
Random breath testing carried out	No	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	No	N/A
Testing carried out in case of fatal crash	-	N/A
Legislation on drug driving	Yes	
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use <sup>2</sup>	Hand held; Hand free	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	No	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>		
National motorcycle helmet law	Yes	
Legislation requires helmet fastening	No	
Legislation applies to:	Drivers	
Legislation applies to all road types	Yes	
Legislation applies to all engine types	Yes	
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No	
Presence of targets to increase helmet use (year)	No	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-	N/A
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Not all	
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2030)	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-	N/A
Legislation on child restraint systems <sup>2</sup>		
National child restraints use law	No	
Children seated in front seat	Yes	
Age or height specified for children requiring child restraint	-	
Child restraint standard referred to and/or specified	No	
Presence of targets to increase child safety restraint use (year)	No	N/A
<b>NATIONAL DATA SYSTEMS ON...</b>		
Civil Registration and Vital Statistics (2021)	Group 4	
Frequency and distribution of journeys by modal type	No	N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	No	N/A
Seat belt and child-restraint systems use <sup>2</sup>	No	N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	No	N/A
Mobile phone use while driving <sup>2</sup>	No	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Ireland

Population:  
4 986 526 ↑

Income group:  
High income ■

WHO Region:  
European Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	137 (2021) ↓
Reported fatalities sex distribution (Male; Female)	73%; 27% N/A
Reported fatalities user distribution <sup>1</sup>	62%; 12%; 19%; 5%; 2% N/A
WHO estimated road traffic fatalities (95% CI) (year)	141 (95% CI 129 - 153) (2021) ↓
WHO estimated rate per 100 000 population (year)	2.8 (2021) ↓

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	1 329 (2021) N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes† N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes ☐
National law requiring a formal road safety inspection/assessment	Yes N/A
Target for roads to meet technical safety standards for all users (year)	Yes (2024) N/A
Investments to upgrade high risk locations	Yes ■

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	2 848 023 [57 114.4] (2021) ↑
Four-wheel vehicles	- N/A
Powered 2- and 3-wheelers	- N/A
Heavy trucks	- N/A
Buses	- N/A
Other	- N/A
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes‡ N/A
National laws on front and side impact protection	Yes†‡ N/A
National laws on seat-belt and seat-belt anchorages	Yes†‡ N/A
National law on electronic stability control	Yes†‡ N/A
National law on pedestrian protection	Yes†‡ N/A
National law on anti-lock braking systems	Yes†‡ N/A
Government vehicle procurement practices include safety prerequisites	Yes N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	Yes N/A
National good Samaritan law	-§ N/A
National emergency care access number	National, single number ■
National target for time between serious crash and initial provision of professional emergency care (year)	- N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No ☐
National road safety strategy <sup>2</sup>	Yes ■
Fatality reduction target (year)	50% (2030) ☐
Non fatal reduction target (year)	50% (2030) N/A
Funding to implement strategy	Yes, partially funded ☐
National law mandating third-party liability insurance for powered vehicles	Yes N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes‡ N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	3 N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes ■
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national N/A

Strong	Moderate	Weak/None
↑ Increase	↓ Decrease	= No change
○ None or unknown	— Not provided	Change ↗ Advancement
🕒 Evolution since 2010 or closest year possible	N/A Not applicable	

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	Yes ■
National law setting a speed limit	Yes ■
Maximum urban speed limit	50 km/h ■
Maximum rural speed limit	100 km/h ■
Maximum motorway speed limit	120 km/h ■
Local authorities can modify limits	Yes ■
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2030) N/A
Available types of enforcement	Manual ■
Legislation on drink driving <sup>2</sup>	Yes ■
National law on drink-driving	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 ☐
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested ☐
Legislation on drug driving	Yes ■
Legislation on distracted driving (mobile phones)	Yes N/A
Ban on mobile phone use <sup>2</sup>	Hand held ■
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National N/A
Legislation on helmets for motorcycle riders <sup>2</sup>	Yes ■
National motorcycle helmet law	Yes ■
Legislation requires helmet fastening	No ■
Legislation applies to:	Drivers and Passengers ☐
Legislation applies to all road types	Yes ■
Legislation applies to all engine types	Yes ■
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes†‡ ■
Presence of targets to increase helmet use (year)	Yes, national N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	90% ↓
Minimum age/height children are allowed as passengers	No N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	Yes ■
National seat-belt law	Yes ■
Legislation applies to front and rear seat occupants	Yes ■
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	99%; 98%; 93% ↓
Legislation on child restraint systems <sup>2</sup>	Yes ■
National child restraints use law	Yes ■
Children seated in front seat	Yes ■
Age or height specified for children requiring child restraint	150 cm ■
Child restraint standard referred to and/or specified	Yes†‡ ■
Presence of targets to increase child safety restraint use (year)	Yes, national N/A

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1 ■
Frequency and distribution of journeys by modal type	No N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	No N/A
Seat belt and child-restraint systems use <sup>2</sup>	No N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes N/A
Mobile phone use while driving <sup>2</sup>	Yes N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Israel

Population:  
8 900 059

Income group:  
High income

WHO Region:  
European Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	364 (2021)	
Reported fatalities sex distribution (Male; Female)	77%; 22%	N/A
Reported fatalities user distribution <sup>1</sup>	37%; 24%; 27%; 6%; 6%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	375 (95% CI 343 - 407) (2021)	
WHO estimated rate per 100 000 population (year)	4.2 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	8 727 (2021)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	No	N/A
Target for roads to meet technical safety standards for all users (year)	Yes	N/A
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	3 840 104 [43 146.9] (2021)	
Four-wheel vehicles	3 333 761	
Powered 2- and 3-wheelers	156 358	
Heavy trucks	117 785	
Buses	37 924	
Other	-	N/A
Legislation on periodic vehicle technical inspection <sup>2</sup>	-	N/A
National laws on front and side impact protection	Yes	N/A
National laws on seat-belt and seat-belt anchorages	Yes	N/A
National law on electronic stability control	Yes	N/A
National law on pedestrian protection	Yes	N/A
National law on anti-lock braking systems	-	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	-§	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	N/A
National good Samaritan law	-§	N/A
National emergency care access number	-	N/A
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, subnational	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	(2027)	N/A
Non fatal reduction target (year)	0% (2027)	N/A
Funding to implement strategy	Yes, partially funded	
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	2	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	N/A

Strong   Moderate   Weak/None

Increase   Decrease   No change   Change   Advancement

None or unknown   Not provided

Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		Yes
National law setting a speed limit		Yes
Maximum urban speed limit	50 km/h	
Maximum rural speed limit	80 km/h	
Maximum motorway speed limit	110 km/h	
Local authorities can modify limits	No	N/A
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2024)	N/A
Available types of enforcement	Manual	
<b>Legislation on drink driving<sup>2</sup></b>		
National law on drink-driving		Yes
BAC limit – general population	≤ 0.05 g/dl	
BAC limit – young or novice drivers	≤ 0.01 g/dl	
Random breath testing carried out	No	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2024)	N/A
Testing carried out in case of fatal crash	Some (not all) drivers are tested	
<b>Legislation on drug driving</b>		Yes
<b>Legislation on distracted driving (mobile phones)</b>		Yes
Ban on mobile phone use <sup>2</sup>	Hand held	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	No	N/A
<b>Legislation on helmets for motorcycle riders<sup>2</sup></b>		
National motorcycle helmet law	Yes	
Legislation requires helmet fastening	Yes	
Legislation applies to:	Drivers and Passengers	
Legislation applies to all road types	Yes	
Legislation applies to all engine types	Yes	
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes	
Presence of targets to increase helmet use (year)	No	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	92%; 92%	N/A
Minimum age/height children are allowed as passengers	No	N/A
<b>Legislation on seat-belts for motor vehicle occupants<sup>2</sup></b>		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Yes	
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, subnational	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	93%; 91%; 71%	N/A
<b>Legislation on child restraint systems<sup>2</sup></b>		
National child restraints use law	Yes	
Children seated in front seat	Yes	
Age or height specified for children requiring child restraint	8 y	
Child restraint standard referred to and/or specified	Yes	
Presence of targets to increase child safety restraint use (year)	No	N/A
<b>NATIONAL DATA SYSTEMS ON...</b>		
Civil Registration and Vital Statistics (2021)	Group 1	
Frequency and distribution of journeys by modal type	Partially	N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes	N/A
Seat belt and child-restraint systems use <sup>2</sup>	No	N/A
Powered 2- and 3- wheeler helmet use <sup>2</sup>	No	N/A
Mobile phone use while driving <sup>2</sup>	No	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Italy

Population:  
59 240 329

Income group:  
High income

WHO Region:  
European Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	2 875 (2021)	
Reported fatalities sex distribution (Male; Female)	83%; 17%	
Reported fatalities user distribution <sup>1</sup>	41%; 27%; 16%; 8%; 8%	
WHO estimated road traffic fatalities (95% CI) (year)	2 964 (95% CI 2 785 - 3 143) (2021)	
WHO estimated rate per 100 000 population (year)	5.0 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	-	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes†	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	
Target for roads to meet technical safety standards for all users (year)	No	
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	55 377 612 [93 479.6] (2021)	
Four-wheel vehicles	39 822 723	
Powered 2- and 3-wheelers	10 372 343	
Heavy trucks	731 430	
Buses	99 883	
Other	500 389	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes‡	
National laws on front and side impact protection	Yes†‡	
National laws on seat-belt and seat-belt anchorages	Yes†‡	
National law on electronic stability control	Yes†‡	
National law on pedestrian protection	Yes†‡	
National law on anti-lock braking systems	Yes†‡	
Government vehicle procurement practices include safety prerequisites	Yes	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	No	

## POST-CRASH RESPONSE

National law on universal access to emergency care	-§	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§	
National good Samaritan law	-§	
National emergency care access number	National, multiple numbers	
National target for time between serious crash and initial provision of professional emergency care (year)	(2030)	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, subnational	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	50% (2030)	
Non fatal reduction target (year)	50% (2030)	
Funding to implement strategy	Yes, partially funded	
National law mandating third-party liability insurance for powered vehicles	Yes	
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes‡	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	7	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, subnational	

Strong	Moderate	Weak/None

None or unknown	Not provided

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	
National law setting a speed limit	Yes
Maximum urban speed limit	50 km/h
Maximum rural speed limit	110 km/h
Maximum motorway speed limit	150 km/h
Local authorities can modify limits	Yes
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2030)
Available types of enforcement	Manual
Legislation on drink driving <sup>2</sup>	
National law on drink-driving	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	-
Random breath testing carried out	Yes
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2030)
Testing carried out in case of fatal crash	Some (not all) drivers are tested
Legislation on drug driving	Yes
Legislation on distracted driving (mobile phones)	Yes
Ban on mobile phone use <sup>2</sup>	Hand held
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National (2030)
Legislation on helmets for motorcycle riders <sup>2</sup>	
National motorcycle helmet law	Yes
Legislation requires helmet fastening	Yes
Legislation applies to:	Drivers and Passengers
Legislation applies to all road types	Yes
Legislation applies to all engine types	Yes
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes†‡
Presence of targets to increase helmet use (year)	Yes, national (2030)
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	95%; 95%
Minimum age/height children are allowed as passengers	Yes (5 y)
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	
National seat-belt law	Yes
Legislation applies to front and rear seat occupants	Yes
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2030)
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	87%; 84%; 32%
Legislation on child restraint systems <sup>2</sup>	
National child restraints use law	Yes
Children seated in front seat	Yes
Age or height specified for children requiring child restraint	150 cm
Child restraint standard referred to and/or specified	Yes†‡
Presence of targets to increase child safety restraint use (year)	Yes, national (2030)
<b>NATIONAL DATA SYSTEMS ON...</b>	
Civil Registration and Vital Statistics (2021)	Group 1
Frequency and distribution of journeys by modal type	Partially
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	-
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes
Seat belt and child-restraint systems use <sup>2</sup>	Yes
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes
Mobile phone use while driving <sup>2</sup>	Yes

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Jamaica

Population:  
2 827 695

Income group:  
Upper middle income

WHO Region:  
Region of the Americas

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	487 (2021)	
Reported fatalities sex distribution (Male; Female)	89%; 11%	N/A
Reported fatalities user distribution <sup>1</sup>	0%; 37%; 20%; 6%; 37%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	502 (95% CI 454 - 550) (2021)	
WHO estimated rate per 100 000 population (year)	17.8 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	504 (2016)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	No	
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	No	N/A
Investments to upgrade high risk locations	No	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	783 321 [27 701.8] (2021)	
Four-wheel vehicles	-	N/A
Powered 2- and 3-wheelers	21 810	
Heavy trucks	-	N/A
Buses	-	N/A
Other	-	N/A
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	N/A
National laws on front and side impact protection	Yes	N/A
National laws on seat-belt and seat-belt anchorages	Yes	N/A
National law on electronic stability control	No	N/A
National law on pedestrian protection	No	N/A
National law on anti-lock braking systems	No	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§	N/A
National good Samaritan law	No	N/A
National emergency care access number	National, multiple numbers	
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	No	
Fatality reduction target (year)	-	N/A
Non fatal reduction target (year)	-	N/A
Funding to implement strategy	Not funded	
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	1	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	N/A

Strong		Moderate		Weak/None	
↑ Increase		↓ Decrease		= No change	
∅ None or unknown		— Not provided		⌚ Change	
🕒 Evolution since 2010 or closest year possible				N/A Not applicable	

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		Yes	
National law setting a speed limit		Yes	
Maximum urban speed limit		80 km/h	
Maximum rural speed limit		80 km/h	
Maximum motorway speed limit		80 km/h	N/A
Local authorities can modify limits		No	N/A
Presence of targets to reduce speeds nationally (year) <sup>2</sup>		National	N/A
Available types of enforcement		Manual	
Legislation on drink driving <sup>2</sup>		Yes	
National law on drink-driving		Yes	
BAC limit – general population		≤ 0.08 g/dl	
BAC limit – young or novice drivers		≤ 0.08 g/dl	
Random breath testing carried out		No	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>		No	N/A
Testing carried out in case of fatal crash		No	
Legislation on drug driving		Yes	
Legislation on distracted driving (mobile phones)		Yes	N/A
Ban on mobile phone use <sup>2</sup>		Hand held	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>		No	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>		Yes	
National motorcycle helmet law		Yes	
Legislation requires helmet fastening		Yes	
Legislation applies to:		Drivers and Passengers	
Legislation applies to all road types		Yes	
Legislation applies to all engine types		Yes	
Legislation refers to and/or specifies helmet standard <sup>2</sup>		Yes	
Presence of targets to increase helmet use (year)		Yes, national (2022)	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)		-	N/A
Minimum age/height children are allowed as passengers		No	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		Yes	
National seat-belt law		Yes	
Legislation applies to front and rear seat occupants		Yes	
Presence of targets to increase seat belt use (year) <sup>2</sup>		No	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)		-	N/A
Legislation on child restraint systems <sup>2</sup>		Yes	
National child restraints use law		Yes	
Children seated in front seat		No	
Age or height specified for children requiring child restraint		-	
Child restraint standard referred to and/or specified		Yes	
Presence of targets to increase child safety restraint use (year)		No	N/A
<b>NATIONAL DATA SYSTEMS ON...</b>			
Civil Registration and Vital Statistics (2021)		Group 1	
Frequency and distribution of journeys by modal type		Partially	N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>		Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>		Yes	N/A
Seat belt and child-restraint systems use <sup>2</sup>		No	N/A
Powered 2- and 3- wheeler helmet use <sup>2</sup>		No	N/A
Mobile phone use while driving <sup>2</sup>		No	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Japan

Population:  
124 612 530

Income group:  
High income

WHO Region:  
Western Pacific Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	3 205 (2021)	
Reported fatalities sex distribution (Male; Female)	68%; 33%	
Reported fatalities user distribution <sup>1</sup>	27%; 12%; 35%; 16%; 9%	
WHO estimated road traffic fatalities (95% CI) (year)	3 304 (95% CI 2 910 - 3 699) (2021)	
WHO estimated rate per 100 000 population (year)	2.7 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	1 011 812 (2019)	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes†	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	No	
National law requiring a formal road safety inspection/assessment	Yes	
Target for roads to meet technical safety standards for all users (year)	No	
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	82 174 944 [65 944.4] (2021)	
Four-wheel vehicles	-	
Powered 2- and 3-wheelers	-	
Heavy trucks	-	
Buses	-	
Other	-	
Legislation on periodic vehicle technical inspection <sup>2</sup>		
National laws on front and side impact protection	Yes†	
National laws on seat-belt and seat-belt anchorages	-†	
National law on electronic stability control	Yes†	
National law on pedestrian protection	Yes†	
National law on anti-lock braking systems	Yes†	
Government vehicle procurement practices include safety prerequisites	-	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	-	

## POST-CRASH RESPONSE

National law on universal access to emergency care	-§	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	-§	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§	
National good Samaritan law	-§	
National emergency care access number	National, single number	
National target for time between serious crash and initial provision of professional emergency care (year)	-	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	-	
Fatality reduction target (year)	<2000 deaths (2025)	
Non fatal reduction target (year)	(2025)	
Funding to implement strategy	Yes, partially funded	
National law mandating third-party liability insurance for powered vehicles	Yes	
National law on driving time and rest periods for professional drivers <sup>2</sup>	-§	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	3	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	-	

Strong	Moderate	Weak/None
↑ Increase	↓ Decrease	= No change

Change	Advancement

N/A Not applicable

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	
National law setting a speed limit	Yes
Maximum urban speed limit	60 km/h
Maximum rural speed limit	60 km/h
Maximum motorway speed limit	100 km/h
Local authorities can modify limits	Yes
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National
Available types of enforcement	Automatic
Legislation on drink driving <sup>2</sup>	
National law on drink-driving	Yes
BAC limit – general population	≤ 0.03 g/dl
BAC limit – young or novice drivers	≤ 0.3 g/dl
Random breath testing carried out	No
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National
Testing carried out in case of fatal crash	Yes, all drivers are tested
Legislation on drug driving	Yes
Legislation on distracted driving (mobile phones)	Yes
Ban on mobile phone use <sup>2</sup>	Hand held
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National
Legislation on helmets for motorcycle riders <sup>2</sup>	
National motorcycle helmet law	Yes
Legislation requires helmet fastening	No
Legislation applies to:	Drivers and Passengers
Legislation applies to all road types	Yes
Legislation applies to all engine types	Yes
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes
Presence of targets to increase helmet use (year)	Yes, national
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	- N/A
Minimum age/height children are allowed as passengers	No N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	
National seat-belt law	Yes
Legislation applies to front and rear seat occupants	Yes
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	99%; 97%; 50%
Legislation on child restraint systems <sup>2</sup>	
National child restraints use law	Yes
Children seated in front seat	Yes
Age or height specified for children requiring child restraint	6 y
Child restraint standard referred to and/or specified	Yes†
Presence of targets to increase child safety restraint use (year)	Yes, national

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1
Frequency and distribution of journeys by modal type	No N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	- N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes N/A
Seat belt and child-restraint systems use <sup>2</sup>	Yes N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes N/A
Mobile phone use while driving <sup>2</sup>	No N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Jordan

Population:  
11 148 278

Income group:  
Upper middle income

WHO Region:  
Eastern Mediterranean Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	589 (2021)	
Reported fatalities sex distribution (Male; Female)	77%; 23%	N/A
Reported fatalities user distribution <sup>1</sup>	71%; 0%; 29%; 0%; 0%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	1 514 (95% CI 1 281 - 1 747) (2021)	
WHO estimated rate per 100 000 population (year)	13.6 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	9 811 (2021)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	No	
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	Yes (2023)	N/A
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	1 752 104 [15 716.4] (2021)	
Four-wheel vehicles	1 620 045	
Powered 2- and 3-wheelers	13 756	
Heavy trucks	81 967	
Buses	26 589	
Other	29 395	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	N/A
National laws on front and side impact protection	Yes	N/A
National laws on seat-belt and seat-belt anchorages	No	N/A
National law on electronic stability control	No	N/A
National law on pedestrian protection	No	N/A
National law on anti-lock braking systems	Yes	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§	N/A
National good Samaritan law	No	N/A
National emergency care access number	National, single number	
National target for time between serious crash and initial provision of professional emergency care (year)	(2023)	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	50% (2023)	
Non fatal reduction target (year)	20% (2023)	N/A
Funding to implement strategy	-	N/A
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	1	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	No	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	-	N/A

Strong		Moderate		Weak/None	
↑ Increase		↓ Decrease		= No change	
∅ None or unknown		— Not provided		Change	
🕒 Evolution since 2010 or closest year possible				N/A Not applicable	

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>			
National law setting a speed limit	Yes		
Maximum urban speed limit	90 km/h		
Maximum rural speed limit	120 km/h		
Maximum motorway speed limit	120 km/h		
Local authorities can modify limits	Yes		
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2023)	N/A	
Available types of enforcement	Manual		
Legislation on drink driving <sup>2</sup>			
National law on drink-driving	Yes		
BAC limit – general population	≤ 0.08 g/dl		
BAC limit – young or novice drivers	≤ 0.08 g/dl		
Random breath testing carried out	No		
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	No	N/A	
Testing carried out in case of fatal crash	Some (not all) drivers are tested		
Legislation on drug driving	Yes		
Legislation on distracted driving (mobile phones)	Yes	N/A	
Ban on mobile phone use <sup>2</sup>	Hand held		
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	No	N/A	
Legislation on helmets for motorcycle riders <sup>2</sup>			
National motorcycle helmet law	Yes		
Legislation requires helmet fastening	No		
Legislation applies to:	Drivers and Passengers		
Legislation applies to all road types	Yes		
Legislation applies to all engine types	Yes		
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes		
Presence of targets to increase helmet use (year)	No	N/A	
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-	N/A	
Minimum age/height children are allowed as passengers	No	N/A	
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Not all		
Presence of targets to increase seat belt use (year) <sup>2</sup>	No	N/A	
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	20%; 5%; 1%	N/A	
Legislation on child restraint systems <sup>2</sup>			
National child restraints use law	No		
Children seated in front seat	Yes		
Age or height specified for children requiring child restraint	-		
Child restraint standard referred to and/or specified	No		
Presence of targets to increase child safety restraint use (year)	Yes, national (2023)	N/A	

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 4	
Frequency and distribution of journeys by modal type	-	N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes	N/A
Seat belt and child-restraint systems use <sup>2</sup>	No	N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes	N/A
Mobile phone use while driving <sup>2</sup>	Yes	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Kazakhstan

Population:  
19 196 465

Income group:  
Upper middle income

WHO Region:  
European Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	2 270 (2021)
Reported fatalities sex distribution (Male; Female)	- N/A
Reported fatalities user distribution <sup>1</sup>	64%; 1%; 27%; 0%; 8% N/A
WHO estimated road traffic fatalities (95% CI) (year)	2 340 (95% CI 2 147 - 2 534) (2021)
WHO estimated rate per 100 000 population (year)	12.2 (2021)

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	- N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	-† N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	- N/A
National law requiring a formal road safety inspection/assessment	Yes N/A
Target for roads to meet technical safety standards for all users (year)	- N/A
Investments to upgrade high risk locations	- N/A

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	4 338 639 [22 601.2] (2021)
Four-wheel vehicles	- N/A
Powered 2- and 3-wheelers	- N/A
Heavy trucks	- N/A
Buses	- N/A
Other	- N/A
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes† N/A
National laws on front and side impact protection	No N/A
National laws on seat-belt and seat-belt anchorages	Yes N/A
National law on electronic stability control	No† N/A
National law on pedestrian protection	Yes† N/A
National law on anti-lock braking systems	Yes† N/A
Government vehicle procurement practices include safety prerequisites	- N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	- N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	Yes N/A
National good Samaritan law	No N/A
National emergency care access number	- N/A
National target for time between serious crash and initial provision of professional emergency care (year)	- N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	- N/A
National road safety strategy <sup>2</sup>	- N/A
Fatality reduction target (year)	- N/A
Non fatal reduction target (year)	- N/A
Funding to implement strategy	- N/A
National law mandating third-party liability insurance for powered vehicles	Yes N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	6 N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes =
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	- N/A

Strong      Moderate      Weak/None

↑ Increase    ↓ Decrease    = No change    ⚡ Change    ➤ Advancement

∅ None or unknown    ━ Not provided

🕒 Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	Red
National law setting a speed limit	Yes
Maximum urban speed limit	60 km/h
Maximum rural speed limit	110 km/h
Maximum motorway speed limit	140 km/h
Local authorities can modify limits	No N/A
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	- N/A
Available types of enforcement	Automatic
Legislation on drink driving <sup>2</sup>	Orange *
National law on drink-driving	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	≤ 0.05 g/dl
Random breath testing carried out	No
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested
Legislation on drug driving	Yes
Legislation on distracted driving (mobile phones)	Yes N/A
Ban on mobile phone use <sup>2</sup>	Hand held
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	- N/A
Legislation on helmets for motorcycle riders <sup>2</sup>	Red
National motorcycle helmet law	Yes
Legislation requires helmet fastening	Yes
Legislation applies to:	Drivers and Passengers
Legislation applies to all road types	Yes
Legislation applies to all engine types	No
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No
Presence of targets to increase helmet use (year)	- N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	- N/A
Minimum age/height children are allowed as passengers	Yes (12 y) N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	Green
National seat-belt law	Yes
Legislation applies to front and rear seat occupants	Yes
Presence of targets to increase seat belt use (year) <sup>2</sup>	- N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	- N/A
Legislation on child restraint systems <sup>2</sup>	Red
National child restraints use law	Yes
Children seated in front seat	Yes
Age or height specified for children requiring child restraint	-
Child restraint standard referred to and/or specified	Yes
Presence of targets to increase child safety restraint use (year)	- N/A
<b>NATIONAL DATA SYSTEMS ON...</b>	
Civil Registration and Vital Statistics (2021)	Group 1
Frequency and distribution of journeys by modal type	- N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes N/A
Seat belt and child-restraint systems use <sup>2</sup>	Yes N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes N/A
Mobile phone use while driving <sup>2</sup>	Yes N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Kenya

Population:  
53 005 614

Income group:  
Lower middle income

WHO Region:  
African Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	4 579 (2021)	
Reported fatalities sex distribution (Male; Female)	85%; 15%	N/A
Reported fatalities user distribution <sup>1</sup>	26%; 38%; 34%; 2%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	14 926 (95% CI 13 002 - 16 851) (2021)	
WHO estimated rate per 100 000 population (year)	28.2 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	16 985 (2018)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	Yes (2030)	N/A
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	4 224 356 [7 969.6] (2021)	
Four-wheel vehicles	71 264	N/A
Powered 2- and 3-wheelers	296 348	N/A
Heavy trucks	10 720	N/A
Buses	6 338	N/A
Other	-	N/A
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	N/A
National laws on front and side impact protection	No	N/A
National laws on seat-belt and seat-belt anchorages	Yes	N/A
National law on electronic stability control	No	N/A
National law on pedestrian protection	No	N/A
National law on anti-lock braking systems	Yes	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	N/A
National good Samaritan law	No	N/A
National emergency care access number	National, multiple numbers	
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	(2030)	N/A
Non fatal reduction target (year)	-	N/A
Funding to implement strategy	Yes, partially funded	
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	1	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	N/A

Strong	Moderate	Weak/None
↑ Increase	↓ Decrease	= No change
		Change

Not provided		Advancement
	N/A	Not applicable

Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		
National law setting a speed limit	Yes	
Maximum urban speed limit	50 km/h	
Maximum rural speed limit	100 km/h	
Maximum motorway speed limit	110 km/h	
Local authorities can modify limits	No	N/A
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2030)	N/A
Available types of enforcement	Manual	
Legislation on drink driving <sup>2</sup>		
National law on drink-driving	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	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2030)	N/A
Testing carried out in case of fatal crash	No	
Legislation on drug driving	Yes	
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use <sup>2</sup>	Hand held	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>		
National motorcycle helmet law	Yes	
Legislation requires helmet fastening	Yes	
Legislation applies to:	Drivers and Passengers	
Legislation applies to all road types	Yes	
Legislation applies to all engine types	Yes	
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes	
Presence of targets to increase helmet use (year)	Yes, national (2030)	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-	N/A
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Yes	
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2030)	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	44%	N/A
Legislation on child restraint systems <sup>2</sup>		
National child restraints use law	No	
Children seated in front seat	No	
Age or height specified for children requiring child restraint	-	
Child restraint standard referred to and/or specified	No	
Presence of targets to increase child safety restraint use (year)	No	N/A
<b>NATIONAL DATA SYSTEMS ON...</b>		
Civil Registration and Vital Statistics (2021)	Group 4	
Frequency and distribution of journeys by modal type	No	N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes	N/A
Seat belt and child-restraint systems use <sup>2</sup>	No	N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	No	N/A
Mobile phone use while driving <sup>2</sup>	No	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Kiribati

Population:  
128 874

Income group:  
Lower middle income

WHO Region:  
Western Pacific Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	8 (2021)	
Reported fatalities sex distribution (Male; Female)	-	
Reported fatalities user distribution <sup>1</sup>	40%; 20%; 40%; 0%; 0%	
WHO estimated road traffic fatalities (95% CI) (year)	8 (95% CI 8 - 10) (2021)	
WHO estimated rate per 100 000 population (year)	6.2 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	43 (2010)	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	-	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	-	
National law requiring a formal road safety inspection/assessment	-§	
Target for roads to meet technical safety standards for all users (year)	No	
Investments to upgrade high risk locations	-	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	-	
Four-wheel vehicles	-	
Powered 2- and 3-wheelers	-	
Heavy trucks	-	
Buses	-	
Other	-	
Legislation on periodic vehicle technical inspection <sup>2</sup>	No	
National laws on front and side impact protection	-§	
National laws on seat-belt and seat-belt anchorages	Yes§	
National law on electronic stability control	-§	
National law on pedestrian protection	-§	
National law on anti-lock braking systems	-§	
Government vehicle procurement practices include safety prerequisites	No	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	

## POST-CRASH RESPONSE

National law on universal access to emergency care	-§	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§	
National good Samaritan law	-§	
National emergency care access number	National, single number	
National target for time between serious crash and initial provision of professional emergency care (year)	-	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	5% (2023)	
Non fatal reduction target (year)	5% (2023)	
Funding to implement strategy	-	
National law mandating third-party liability insurance for powered vehicles	No	
National law on driving time and rest periods for professional drivers <sup>2</sup>	No	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	0	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	No	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	No	

Strong   Moderate   Weak/None

Increase   Decrease   No change   Change   Advancement  
 None or unknown   Not provided   N/A Not applicable  
 Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	
National law setting a speed limit	Yes
Maximum urban speed limit	40 km/h
Maximum rural speed limit	60 km/h
Maximum motorway speed limit	60 km/h
Local authorities can modify limits	No
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2023)
Available types of enforcement	Manual
Legislation on drink driving <sup>2</sup>	
National law on drink-driving	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	-
Random breath testing carried out	No
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2023)
Testing carried out in case of fatal crash	Some (not all) drivers are tested
Legislation on drug driving	Yes
Legislation on distracted driving (mobile phones)	Yes
Ban on mobile phone use <sup>2</sup>	Hand held
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	No
Legislation on helmets for motorcycle riders <sup>2</sup>	
National motorcycle helmet law	Yes
Legislation requires helmet fastening	No
Legislation applies to:	Drivers and Passengers
Legislation applies to all road types	Yes
Legislation applies to all engine types	Yes
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes
Presence of targets to increase helmet use (year)	Yes, national (2023)
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-
Minimum age/height children are allowed as passengers	No
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	
National seat-belt law	Yes
Legislation applies to front and rear seat occupants	Yes
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2023)
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-
Legislation on child restraint systems <sup>2</sup>	
National child restraints use law	No
Children seated in front seat	No
Age or height specified for children requiring child restraint	-
Child restraint standard referred to and/or specified	No
Presence of targets to increase child safety restraint use (year)	No

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 3
Frequency and distribution of journeys by modal type	No
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes
Seat belt and child-restraint systems use <sup>2</sup>	No
Powered 2- and 3-wheeler helmet use <sup>2</sup>	No
Mobile phone use while driving <sup>2</sup>	No

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Kuwait

Population:  
4 250 114

Income group:  
High income

WHO Region:  
Eastern Mediterranean Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	323 (2021)	
Reported fatalities sex distribution (Male; Female)	91%; 9%	
Reported fatalities user distribution <sup>1</sup>	-	
WHO estimated road traffic fatalities (95% CI) (year)	389 (95% CI 345 - 432) (2021)	
WHO estimated rate per 100 000 population (year)	9.2 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	1 533 (2022)	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	No	
Target for roads to meet technical safety standards for all users (year)	-	
Investments to upgrade high risk locations	No	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	2 370 445 [55 773.7] (2021)	
Four-wheel vehicles	966 064	
Powered 2- and 3-wheelers	39 056	
Heavy trucks	114 051	
Buses	41 064	
Other	1 218 908	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	
National laws on front and side impact protection	No	
National laws on seat-belt and seat-belt anchorages	No	
National law on electronic stability control	No	
National law on pedestrian protection	No	
National law on anti-lock braking systems	No	
Government vehicle procurement practices include safety prerequisites	Yes	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	
National good Samaritan law	No	
National emergency care access number	National, single number	
National target for time between serious crash and initial provision of professional emergency care (year)	-	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	-	
National road safety strategy <sup>2</sup>	No	
Fatality reduction target (year)	-	
Non fatal reduction target (year)	-	
Funding to implement strategy	-	
National law mandating third-party liability insurance for powered vehicles	Yes	
National law on driving time and rest periods for professional drivers <sup>2</sup>	No	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	2	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	No	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	

Strong		Moderate		Weak/None	
↑ Increase		↓ Decrease		= No change	
∅ None or unknown		— Not provided		Change	
🕒 Evolution since 2010 or closest year possible				↗ Advancement	

N/A Not applicable

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		
National law setting a speed limit	Yes	
Maximum urban speed limit	45 km/h	
Maximum rural speed limit	80 km/h	
Maximum motorway speed limit	80 km/h	
Local authorities can modify limits	No	
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	-	
Available types of enforcement	Automatic	
Legislation on drink driving <sup>2</sup>		
National law on drink-driving	Yes	
BAC limit – general population	-	
BAC limit – young or novice drivers	-	
Random breath testing carried out	No	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National	
Testing carried out in case of fatal crash	Some (not all) drivers are tested	
Legislation on drug driving	Yes	
Legislation on distracted driving (mobile phones)	Yes	
Ban on mobile phone use <sup>2</sup>	Hand held	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	-	
Legislation on helmets for motorcycle riders <sup>2</sup>		
National motorcycle helmet law	Yes	
Legislation requires helmet fastening	No	
Legislation applies to:	Drivers and Passengers	
Legislation applies to all road types	Yes	
Legislation applies to all engine types	Yes	
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No	
Presence of targets to increase helmet use (year)	-	
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-	
Minimum age/height children are allowed as passengers	No	
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Not all	
Presence of targets to increase seat belt use (year) <sup>2</sup>	-	
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-	
Legislation on child restraint systems <sup>2</sup>		
National child restraints use law	No	
Children seated in front seat	Yes	
Age or height specified for children requiring child restraint	-	
Child restraint standard referred to and/or specified	No	
Presence of targets to increase child safety restraint use (year)	-	

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1
Frequency and distribution of journeys by modal type	Partially
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes
Seat belt and child-restraint systems use <sup>2</sup>	No
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes
Mobile phone use while driving <sup>2</sup>	Yes

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Kyrgyzstan

Population:  
6 527 743

Income group:  
Lower middle income

WHO Region:  
European Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	869 (2021)	
Reported fatalities sex distribution (Male; Female)	72%; 28%	N/A
Reported fatalities user distribution <sup>1</sup>	28%; 2%; 40%; 0%; 30%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	869 (95% CI 789 - 949) (2021)	
WHO estimated rate per 100 000 population (year)	13.3 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	-	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	-†	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	-	N/A
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	-	N/A
Investments to upgrade high risk locations	-	N/A

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	1 396 462 [21 392.7] (2021)	
Four-wheel vehicles	1 103 445	
Powered 2- and 3-wheelers	8 911	
Heavy trucks	234 650	N/A
Buses	49 456	
Other	-	N/A
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	N/A
National laws on front and side impact protection	-	N/A
National laws on seat-belt and seat-belt anchorages	-	N/A
National law on electronic stability control	-	N/A
National law on pedestrian protection	-	N/A
National law on anti-lock braking systems	-	N/A
Government vehicle procurement practices include safety prerequisites	-	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	No	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	-§	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§	N/A
National good Samaritan law	-§	N/A
National emergency care access number	-	N/A
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	No	N/A
Fatality reduction target (year)	-	N/A
Non fatal reduction target (year)	-	N/A
Funding to implement strategy	-	N/A
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	-§	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	3	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	N/A

Strong	Moderate	Weak/None
↑ Increase	↓ Decrease	= No change

None or unknown	Not provided

Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		=
National law setting a speed limit	Yes	=
Maximum urban speed limit	60 km/h	=
Maximum rural speed limit	90 km/h	=
Maximum motorway speed limit	110 km/h	=
Local authorities can modify limits	No	N/A
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	-	N/A
Available types of enforcement	Automatic	=
Legislation on drink driving <sup>2</sup>		=
National law on drink-driving	Yes	=
BAC limit – general population	-	N/A
BAC limit – young or novice drivers	-	N/A
Random breath testing carried out	No	=
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	-	N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested	=
Legislation on drug driving	Yes	=
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use <sup>2</sup>	Hand held	=
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	-	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>		=
National motorcycle helmet law	Yes	=
Legislation requires helmet fastening	Yes	=
Legislation applies to:	Drivers and Passengers	
Legislation applies to all road types	Yes	=
Legislation applies to all engine types	Yes	=
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No	=
Presence of targets to increase helmet use (year)	-	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-	N/A
Minimum age/height children are allowed as passengers	Yes (12 y)	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		=
National seat-belt law	Yes	=
Legislation applies to front and rear seat occupants	-	=
Presence of targets to increase seat belt use (year) <sup>2</sup>	-	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-	N/A
Legislation on child restraint systems <sup>2</sup>		=
National child restraints use law	No	=
Children seated in front seat	Yes	=
Age or height specified for children requiring child restraint	-	=
Child restraint standard referred to and/or specified	No	=
Presence of targets to increase child safety restraint use (year)	-	N/A
<b>NATIONAL DATA SYSTEMS ON...</b>		
Civil Registration and Vital Statistics (2021)	Group 1	=
Frequency and distribution of journeys by modal type	-	N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	-	N/A
Seat belt and child-restraint systems use <sup>2</sup>	-	N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	-	N/A
Mobile phone use while driving <sup>2</sup>	-	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Lao People's Democratic Republic

Population:  
7 425 057

Income group:  
Lower middle income

WHO Region:  
Western Pacific Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	831 (2021)	
Reported fatalities sex distribution (Male; Female)	77%; 23%	N/A
Reported fatalities user distribution <sup>1</sup>	19%; 67%; 10%; 3%; 2%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	1 217 (95% CI 1 061 - 1 373) (2021)	
WHO estimated rate per 100 000 population (year)	16.4 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	7 529 (2021)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	No <sup>†</sup>	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	No	N/A
Target for roads to meet technical safety standards for all users (year)	Yes (2030)	N/A
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	- (2021)	N/A
Four-wheel vehicles	-	
Powered 2- and 3-wheelers	-	
Heavy trucks	-	
Buses	-	
Other	-	N/A
Legislation on periodic vehicle technical inspection <sup>2</sup>	-	
National laws on front and side impact protection	-§	N/A
National laws on seat-belt and seat-belt anchorages	-§	N/A
National law on electronic stability control	-§	N/A
National law on pedestrian protection	-§	N/A
National law on anti-lock braking systems	-§	N/A
Government vehicle procurement practices include safety prerequisites	No	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	No	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	-§	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	-§	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§	N/A
National good Samaritan law	-§	N/A
National emergency care access number	-	N/A
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	50% (2030)	
Non fatal reduction target (year)	50% (2030)	N/A
Funding to implement strategy	Yes, partially funded	
National law mandating third-party liability insurance for powered vehicles	-§	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	-§	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	1	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	N/A

Strong   Moderate   Weak/None

Increase   Decrease   No change   Change   Advancement

None or unknown   Not provided

Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		=
National law setting a speed limit	Yes	=
Maximum urban speed limit	40 km/h	=
Maximum rural speed limit	90 km/h	=
Maximum motorway speed limit	-	N/A
Local authorities can modify limits	No	N/A
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2030)	N/A
Available types of enforcement	Manual	
Legislation on drink driving <sup>2</sup>		=
National law on drink-driving	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	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2030)	N/A
Testing carried out in case of fatal crash	-	N/A
Legislation on drug driving	No	=
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use <sup>2</sup>	Hand held; Hand free	=
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	No	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>		=
National motorcycle helmet law	Yes	=
Legislation requires helmet fastening	No	=
Legislation applies to:	Drivers and Passengers	
Legislation applies to all road types	Yes	=
Legislation applies to all engine types	Yes	=
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No	=
Presence of targets to increase helmet use (year)	Yes, national (2030)	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-	N/A
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		=
National seat-belt law	Yes	=
Legislation applies to front and rear seat occupants	Not all	=
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2030)	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-	N/A
Legislation on child restraint systems <sup>2</sup>		=
National child restraints use law	Yes	=
Children seated in front seat	No	
Age or height specified for children requiring child restraint	-	=
Child restraint standard referred to and/or specified	No	=
Presence of targets to increase child safety restraint use (year)	No	N/A

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 4	=
Frequency and distribution of journeys by modal type	No	N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes	N/A
Seat belt and child-restraint systems use <sup>2</sup>	Yes	N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes	N/A
Mobile phone use while driving <sup>2</sup>	No	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Latvia

Population:  
1 873 919

Income group:  
High income

WHO Region:  
European Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	147 (2021)	
Reported fatalities sex distribution (Male; Female)	75%; 25%	
Reported fatalities user distribution <sup>1</sup>	48%; 10%; 29%; 9%; 4%	
WHO estimated road traffic fatalities (95% CI) (year)	183 (95% CI 168 - 197) (2021)	
WHO estimated rate per 100 000 population (year)	9.8 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	-	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes†	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	
Target for roads to meet technical safety standards for all users (year)	No	
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	1 015 480 [54 190.2] (2021)	
Four-wheel vehicles	758 688	
Powered 2- and 3-wheelers	32 879	
Heavy trucks	94 811	
Buses	3 992	
Other	123 348	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes‡	
National laws on front and side impact protection	Yes†‡	
National laws on seat-belt and seat-belt anchorages	Yes†‡	
National law on electronic stability control	Yes†‡	
National law on pedestrian protection	Yes†‡	
National law on anti-lock braking systems	Yes†‡	
Government vehicle procurement practices include safety prerequisites	No	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	No	

## POST-CRASH RESPONSE

National law on universal access to emergency care	-§	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	
National good Samaritan law	No	
National emergency care access number	National, single number	
National target for time between serious crash and initial provision of professional emergency care (year)	50% reduction (2030)	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	35% (2027)	
Non fatal reduction target (year)	25% (2027)	
Funding to implement strategy	Yes, fully funded	
National law mandating third-party liability insurance for powered vehicles	Yes	
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes‡	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	5	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	No	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	

Strong	Moderate	Weak/None

Decrease	No change	Change	Advancement

Not provided	N/A
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Evolution since 2010 or closest year possible
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## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		
National law setting a speed limit	Yes	
Maximum urban speed limit	50 km/h	
Maximum rural speed limit	90 km/h	
Maximum motorway speed limit	-	
Local authorities can modify limits	No	
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	No	
Available types of enforcement	Manual	
Legislation on drink driving <sup>2</sup>		
National law on drink-driving	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	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2030)	
Testing carried out in case of fatal crash	Yes, all drivers are tested	
Legislation on drug driving	Yes	
Legislation on distracted driving (mobile phones)	Yes	
Ban on mobile phone use <sup>2</sup>	Hand held	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National (2030)	
Legislation on helmets for motorcycle riders <sup>2</sup>		
National motorcycle helmet law	Yes	
Legislation requires helmet fastening	Yes	
Legislation applies to:	Drivers and Passengers	
Legislation applies to all road types	Yes	
Legislation applies to all engine types	Yes	
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Not†‡	
Presence of targets to increase helmet use (year)	Yes, national (2030)	
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	99%; 99%	
Minimum age/height children are allowed as passengers	Yes (150 cm)	
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Yes	
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2030)	
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	90%; 90%; 86%	
Legislation on child restraint systems <sup>2</sup>		
National child restraints use law	Yes	
Children seated in front seat	Yes	
Age or height specified for children requiring child restraint	150 cm	
Child restraint standard referred to and/or specified	Not†‡	
Presence of targets to increase child safety restraint use (year)	Yes, national (2030)	

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1	
Frequency and distribution of journeys by modal type	Partially	
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes	
Seat belt and child-restraint systems use <sup>2</sup>	Yes	
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes	
Mobile phone use while driving <sup>2</sup>	Yes	

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Lebanon

Population:  
5 592 631

Income group:  
Lower middle income

WHO Region:  
Eastern Mediterranean Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	378 (2021)	
Reported fatalities sex distribution (Male; Female)	80%; 20%	N/A
Reported fatalities user distribution <sup>1</sup>	24%; 23%; 39%; 0%; 14%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	544 (95% CI 471 - 617) (2021)	
WHO estimated rate per 100 000 population (year)	9.7 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	-	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	No	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	No	
National law requiring a formal road safety inspection/assessment	No	N/A
Target for roads to meet technical safety standards for all users (year)	-	N/A
Investments to upgrade high risk locations	No	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	2 535 914 [45 343.8] (2021)	
Four-wheel vehicles	2 437 081	
Powered 2- and 3-wheelers	203 724	
Heavy trucks	57 156	
Buses	19 225	
Other	-	N/A
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	N/A
National laws on front and side impact protection	No	N/A
National laws on seat-belt and seat-belt anchorages	No	N/A
National law on electronic stability control	No	N/A
National law on pedestrian protection	No	N/A
National law on anti-lock braking systems	No	N/A
Government vehicle procurement practices include safety prerequisites	No	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	N/A
National good Samaritan law	No	N/A
National emergency care access number	National, multiple numbers	
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	-	N/A
National road safety strategy <sup>2</sup>	No	
Fatality reduction target (year)	-	N/A
Non fatal reduction target (year)	-	N/A
Funding to implement strategy	Not funded	
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	No	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	1	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	No	N/A

Strong	Moderate	Weak/None
↑ Increase	↓ Decrease	= No change
		Change → Advancement

None or unknown	Not provided
	Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		=
National law setting a speed limit	Yes	=
Maximum urban speed limit	50 km/h	=
Maximum rural speed limit	70 km/h	=
Maximum motorway speed limit	100 km/h	=
Local authorities can modify limits	Yes	=
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	-	N/A
Available types of enforcement	Manual and automated	
Legislation on drink driving <sup>2</sup>		=
National law on drink-driving	Yes	=
BAC limit – general population	≤ 0.05 g/dl	=
BAC limit – young or novice drivers	-	=
Random breath testing carried out	Yes	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National	N/A
Testing carried out in case of fatal crash	Some (not all) drivers are tested	
Legislation on drug driving	Yes	=
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use <sup>2</sup>	Hand held; Hand free	=
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	-	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>		=
National motorcycle helmet law	Yes	=
Legislation requires helmet fastening	Yes	=
Legislation applies to:	Drivers and Passengers	
Legislation applies to all road types	Yes	=
Legislation applies to all engine types	Yes	=
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes	=
Presence of targets to increase helmet use (year)	-	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-	N/A
Minimum age/height children are allowed as passengers	Yes (10 y)	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		=
National seat-belt law	Yes	=
Legislation applies to front and rear seat occupants	Yes	=
Presence of targets to increase seat belt use (year) <sup>2</sup>	-	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-	N/A
Legislation on child restraint systems <sup>2</sup>		=
National child restraints use law	Yes	=
Children seated in front seat	Yes	=
Age or height specified for children requiring child restraint	5 y	=
Child restraint standard referred to and/or specified	No	=
Presence of targets to increase child safety restraint use (year)	-	N/A

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 4	=
Frequency and distribution of journeys by modal type	Partially	N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes	N/A
Seat belt and child-restraint systems use <sup>2</sup>	No	N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes	N/A
Mobile phone use while driving <sup>2</sup>	No	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Lesotho

Population:  
2 281 454

Income group:  
Lower middle income

WHO Region:  
African Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	282 (2021)	
Reported fatalities sex distribution (Male; Female)	-	
Reported fatalities user distribution <sup>1</sup>	54%; 0%; 39%; 0%; 7%	
WHO estimated road traffic fatalities (95% CI) (year)	492 (95% CI 426 - 558) (2021)	
WHO estimated rate per 100 000 population (year)	21.6 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	-	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	
Target for roads to meet technical safety standards for all users (year)	Yes (2030)	
Investments to upgrade high risk locations	-	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	215 273 [9 435.8] (2021)	
Four-wheel vehicles	-	
Powered 2- and 3-wheelers	-	
Heavy trucks	-	
Buses	-	
Other	-	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	
National laws on front and side impact protection	No	
National laws on seat-belt and seat-belt anchorages	Yes	
National law on electronic stability control	No	
National law on pedestrian protection	No	
National law on anti-lock braking systems	No	
Government vehicle procurement practices include safety prerequisites	Yes	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	No	

## POST-CRASH RESPONSE

National law on universal access to emergency care	No	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	
National good Samaritan law	No	
National emergency care access number	-	
National target for time between serious crash and initial provision of professional emergency care (year)	-	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	50% (2030)	
Non fatal reduction target (year)	50% (2030)	
Funding to implement strategy	Yes, partially funded	
National law mandating third-party liability insurance for powered vehicles	No	
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	1	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	

Strong		Moderate		Weak/None	
Increase		Decrease		No change	
None or unknown		Not provided		Change	
Evolution since 2010 or closest year possible				Not applicable	

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		
National law setting a speed limit	Yes	
Maximum urban speed limit	50 km/h	
Maximum rural speed limit	80 km/h	
Maximum motorway speed limit	-	
Local authorities can modify limits	No	
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2030)	
Available types of enforcement	Manual	
Legislation on drink driving <sup>2</sup>		
National law on drink-driving	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	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2030)	
Testing carried out in case of fatal crash	No	
Legislation on drug driving	Yes	
Legislation on distracted driving (mobile phones)	No	
Ban on mobile phone use <sup>2</sup>	-	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	-	
Legislation on helmets for motorcycle riders <sup>2</sup>		
National motorcycle helmet law	Yes	
Legislation requires helmet fastening	No	
Legislation applies to:	Drivers and Passengers	
Legislation applies to all road types	Yes	
Legislation applies to all engine types	No	
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No	
Presence of targets to increase helmet use (year)	Yes, national (2022)	
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-	
Minimum age/height children are allowed as passengers	No	
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Not all	
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2022)	
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-	
Legislation on child restraint systems <sup>2</sup>		
National child restraints use law	No	
Children seated in front seat	No	
Age or height specified for children requiring child restraint	-	
Child restraint standard referred to and/or specified	No	
Presence of targets to increase child safety restraint use (year)	Yes, national (2030)	

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 4	
Frequency and distribution of journeys by modal type	Yes	
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes	
Seat belt and child-restraint systems use <sup>2</sup>	No	
Powered 2- and 3-wheeler helmet use <sup>2</sup>	No	
Mobile phone use while driving <sup>2</sup>	No	

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Liberia

Population:  
5 193 416 ↑

Income group:  
Low income ■■■

WHO Region:  
African Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	232 (2021) ↑
Reported fatalities sex distribution (Male; Female)	82%; 18% N/A
Reported fatalities user distribution <sup>1</sup>	34%; 0%; 66%; 0%; 0% N/A
WHO estimated road traffic fatalities (95% CI) (year)	794 (95% CI 651 - 936) (2021) ↑
WHO estimated rate per 100 000 population (year)	15.3 (2021) ↑

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	700 (2021) N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes ↑
National law requiring a formal road safety inspection/assessment	No N/A
Target for roads to meet technical safety standards for all users (year)	- N/A
Investments to upgrade high risk locations	No ■■■

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	59 239 [1 140.7] (2021) ↑
Four-wheel vehicles	41 397 ↑
Powered 2- and 3-wheelers	9 247 ↑
Heavy trucks	2 360 ↑
Buses	1 739 ↑
Other	- N/A
Legislation on periodic vehicle technical inspection <sup>2</sup>	No N/A
National laws on front and side impact protection	No N/A
National laws on seat-belt and seat-belt anchorages	No N/A
National law on electronic stability control	No N/A
National law on pedestrian protection	No N/A
National law on anti-lock braking systems	No N/A
Government vehicle procurement practices include safety prerequisites	No N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	No N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§ N/A
National good Samaritan law	No N/A
National emergency care access number	National, multiple numbers ↑
National target for time between serious crash and initial provision of professional emergency care (year)	- N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No ↑
National road safety strategy <sup>2</sup>	No N/A
Fatality reduction target (year)	- N/A
Non fatal reduction target (year)	- N/A
Funding to implement strategy	Yes, partially funded N/A
National law mandating third-party liability insurance for powered vehicles	Yes N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	No N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	2 N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	No ■■■
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national N/A

Strong	Moderate	Weak/None
↑ Increase	↓ Decrease	— No change
○ None or unknown	— Not provided	Change ↗ Advancement
🕒 Evolution since 2010 or closest year possible	N/A Not applicable	

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	Yes ■■■
National law setting a speed limit	Yes ■■■
Maximum urban speed limit	40 km/h ■■■
Maximum rural speed limit	56 km/h ■■■
Maximum motorway speed limit	72 km/h ■■■
Local authorities can modify limits	No N/A
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	No N/A
Available types of enforcement	Manual ↗
Legislation on drink driving <sup>2</sup>	Yes ■■■
National law on drink-driving	Yes ■■■
BAC limit – general population	≤ 0.15 g/dl ■■■
BAC limit – young or novice drivers	≤ 0.15 g/dl ■■■
Random breath testing carried out	No ■■■
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	No N/A
Testing carried out in case of fatal crash	No ■■■
Legislation on drug driving	Yes ■■■
Legislation on distracted driving (mobile phones)	No N/A
Ban on mobile phone use <sup>2</sup>	- ■■■
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	No N/A
Legislation on helmets for motorcycle riders <sup>2</sup>	Yes ■■■
National motorcycle helmet law	No ■■■
Legislation requires helmet fastening	No ■■■
Legislation applies to:	- ■■■
Legislation applies to all road types	No ■■■
Legislation applies to all engine types	No ■■■
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No ■■■
Presence of targets to increase helmet use (year)	No N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	- N/A
Minimum age/height children are allowed as passengers	No N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	Yes ■■■
National seat-belt law	No ■■■
Legislation applies to front and rear seat occupants	- ■■■
Presence of targets to increase seat belt use (year) <sup>2</sup>	No N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	- N/A
Legislation on child restraint systems <sup>2</sup>	Yes ■■■
National child restraints use law	No ■■■
Children seated in front seat	No ■■■
Age or height specified for children requiring child restraint	- ■■■
Child restraint standard referred to and/or specified	No ■■■
Presence of targets to increase child safety restraint use (year)	No N/A
<b>NATIONAL DATA SYSTEMS ON...</b>	
Civil Registration and Vital Statistics (2021)	Group 4 ■■■
Frequency and distribution of journeys by modal type	No N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	No N/A
Seat belt and child-restraint systems use <sup>2</sup>	No N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	No N/A
Mobile phone use while driving <sup>2</sup>	No N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Libya

Population:  
6 735 277

Income group:  
Upper middle income

WHO Region:  
Eastern Mediterranean Region

GSRRS participation:  
2009, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	2 218 (2021)	
Reported fatalities sex distribution (Male; Female)	-	
Reported fatalities user distribution <sup>1</sup>	75%; 2%; 21%; 2%; 0%	
WHO estimated road traffic fatalities (95% CI) (year)	2 287 (95% CI 1 996 - 2 578) (2021)	
WHO estimated rate per 100 000 population (year)	34.0 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	69 503 (2015)	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	No	
Target for roads to meet technical safety standards for all users (year)	-	
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

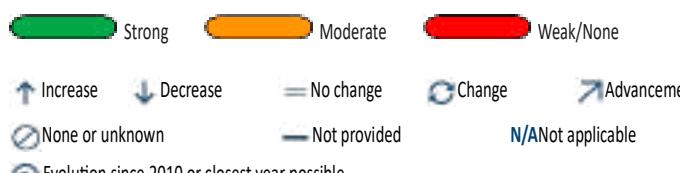
Total registered vehicles [rate per 100 000 pop] (year)	298 180 [4 427.1] (2021)	
Four-wheel vehicles	-	
Powered 2- and 3-wheelers	842	
Heavy trucks	24 291	
Buses	4 543	
Other	-	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	
National laws on front and side impact protection	No	
National laws on seat-belt and seat-belt anchorages	No	
National law on electronic stability control	No	
National law on pedestrian protection	No	
National law on anti-lock braking systems	No	
Government vehicle procurement practices include safety prerequisites	No	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	-§	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	
National good Samaritan law	-§	
National emergency care access number	No	
National target for time between serious crash and initial provision of professional emergency care (year)	-	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	-	
National road safety strategy <sup>2</sup>	No	
Fatality reduction target (year)	-	
Non fatal reduction target (year)	-	
Funding to implement strategy	-	
National law mandating third-party liability insurance for powered vehicles	Yes	
National law on driving time and rest periods for professional drivers <sup>2</sup>	No	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	O	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	



## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	
National law setting a speed limit	Yes
Maximum urban speed limit	50 km/h
Maximum rural speed limit	85 km/h
Maximum motorway speed limit	100 km/h
Local authorities can modify limits	No
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	-
Available types of enforcement	Manual and automated
Legislation on drink driving <sup>2</sup>	
National law on drink-driving	Yes
BAC limit – general population	-
BAC limit – young or novice drivers	-
Random breath testing carried out	No
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National
Testing carried out in case of fatal crash	Some (not all) drivers are tested
Legislation on drug driving	Yes
Legislation on distracted driving (mobile phones)	Yes
Ban on mobile phone use <sup>2</sup>	-
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	-
Legislation on helmets for motorcycle riders <sup>2</sup>	
National motorcycle helmet law	Yes
Legislation requires helmet fastening	No
Legislation applies to:	-
Legislation applies to all road types	Yes
Legislation applies to all engine types	Yes
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No
Presence of targets to increase helmet use (year)	-
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-
Minimum age/height children are allowed as passengers	No
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	
National seat-belt law	Yes
Legislation applies to front and rear seat occupants	Yes
Presence of targets to increase seat belt use (year) <sup>2</sup>	-
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-
Legislation on child restraint systems <sup>2</sup>	
National child restraints use law	No
Children seated in front seat	No
Age or height specified for children requiring child restraint	-
Child restraint standard referred to and/or specified	No
Presence of targets to increase child safety restraint use (year)	-

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 4
Frequency and distribution of journeys by modal type	No
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	No
Seat belt and child-restraint systems use <sup>2</sup>	No
Powered 2- and 3-wheeler helmet use <sup>2</sup>	No
Mobile phone use while driving <sup>2</sup>	No

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Lithuania

Population:  
2 786 651

Income group:  
High income

WHO Region:  
European Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	148 (2021)	
Reported fatalities sex distribution (Male; Female)	-	N/A
Reported fatalities user distribution <sup>1</sup>	46%; 6%; 38%; 9%; 1%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	175 (95% CI 164 - 186) (2021)	
WHO estimated rate per 100 000 population (year)	6.3 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	27 648 760 (2021)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	-†	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	-	N/A
National law requiring a formal road safety inspection/assessment	No	N/A
Target for roads to meet technical safety standards for all users (year)	(2030)	N/A
Investments to upgrade high risk locations	-	N/A

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	1 859 480 [66 728.1] (2021)	
Four-wheel vehicles	-	
Powered 2- and 3-wheelers	-	N/A
Heavy trucks	-	
Buses	-	
Other	-	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes‡	N/A
National laws on front and side impact protection	Yes†‡	N/A
National laws on seat-belt and seat-belt anchorages	Yes†‡	N/A
National law on electronic stability control	Yes†‡	N/A
National law on pedestrian protection	Yes†‡	N/A
National law on anti-lock braking systems	Yes†‡	N/A
Government vehicle procurement practices include safety prerequisites	-	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	-	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	-§	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	-§	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§	N/A
National good Samaritan law	-§	N/A
National emergency care access number	-	N/A
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	-	N/A
National road safety strategy <sup>2</sup>	-	N/A
Fatality reduction target (year)	50% (2030)	
Non fatal reduction target (year)	50% (2030)	N/A
Funding to implement strategy	-	N/A
National law mandating third-party liability insurance for powered vehicles	-§	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes‡	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	7	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	-	N/A



## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	
National law setting a speed limit	Yes
Maximum urban speed limit	50 km/h
Maximum rural speed limit	90 km/h
Maximum motorway speed limit	130 km/h
Local authorities can modify limits	No N/A
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	- N/A
Available types of enforcement	- N/A
Legislation on drink driving <sup>2</sup>	
National law on drink-driving	Yes
BAC limit – general population	≤ 0.02 g/dl
BAC limit – young or novice drivers	-
Random breath testing carried out	- N/A
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National N/A
Testing carried out in case of fatal crash	- N/A
Legislation on drug driving	Yes
Legislation on distracted driving (mobile phones)	Yes N/A
Ban on mobile phone use <sup>2</sup>	Hand held
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	- N/A
Legislation on helmets for motorcycle riders <sup>2</sup>	
National motorcycle helmet law	Yes
Legislation requires helmet fastening	Yes
Legislation applies to:	Drivers and Passengers
Legislation applies to all road types	Yes
Legislation applies to all engine types	Yes
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Not†‡
Presence of targets to increase helmet use (year)	- N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	- N/A
Minimum age/height children are allowed as passengers	Yes (12 y) N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	
National seat-belt law	Yes
Legislation applies to front and rear seat occupants	Yes
Presence of targets to increase seat belt use (year) <sup>2</sup>	- N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	98%; 98%; 62% N/A
Legislation on child restraint systems <sup>2</sup>	
National child restraints use law	Yes
Children seated in front seat	Yes
Age or height specified for children requiring child restraint	135 cm
Child restraint standard referred to and/or specified	Yes†‡
Presence of targets to increase child safety restraint use (year)	- N/A
<b>NATIONAL DATA SYSTEMS ON...</b>	
Civil Registration and Vital Statistics (2021)	Group 1
Frequency and distribution of journeys by modal type	- N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	- N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	- N/A
Seat belt and child-restraint systems use <sup>2</sup>	- N/A
Powered 2- and 3- wheeler helmet use <sup>2</sup>	- N/A
Mobile phone use while driving <sup>2</sup>	- N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Luxembourg

Population:  
639 321

Income group:  
High income

WHO Region:  
European Region

GSRRS participation:  
2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	24 (2021)	
Reported fatalities sex distribution (Male; Female)	-	
Reported fatalities user distribution <sup>1</sup>	53%; 47%; 0%	
WHO estimated road traffic fatalities (95% CI) (year)	25 (95% CI 23 - 27) (2021)	
WHO estimated rate per 100 000 population (year)	3.9 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	-	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	-†	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	-	
National law requiring a formal road safety inspection/assessment	No	
Target for roads to meet technical safety standards for all users (year)	-	
Investments to upgrade high risk locations	-	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	590 241 [92 323.1] (2021)	
Four-wheel vehicles	439 943	
Powered 2- and 3-wheelers	69 000	
Heavy trucks	5 874	
Buses	2 389	
Other	-	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes‡	
National laws on front and side impact protection	Yes†‡	
National laws on seat-belt and seat-belt anchorages	Yes†‡	
National law on electronic stability control	Yes†‡	
National law on pedestrian protection	Yes†‡	
National law on anti-lock braking systems	Yes†‡	
Government vehicle procurement practices include safety prerequisites	-	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	No	

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	
National good Samaritan law	No	
National emergency care access number	National, single number	
National target for time between serious crash and initial provision of professional emergency care (year)	-	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	50% (2030)	
Non fatal reduction target (year)	50% (2030)	
Funding to implement strategy	-	
National law mandating third-party liability insurance for powered vehicles	Yes	
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes‡	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	7	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	-	

Strong   Moderate   Weak/None

Increase   Decrease   No change   Change   Advancement  
 None or unknown   Not provided   N/A Not applicable  
 Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		
National law setting a speed limit	Yes	
Maximum urban speed limit	50 km/h	
Maximum rural speed limit	90 km/h	
Maximum motorway speed limit	130 km/h	
Local authorities can modify limits	Yes	
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	No	
Available types of enforcement	Manual	
Legislation on drink driving <sup>2</sup>		
National law on drink-driving	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	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National	
Testing carried out in case of fatal crash	Yes, all drivers are tested	
Legislation on drug driving	Yes	
Legislation on distracted driving (mobile phones)	Yes	
Ban on mobile phone use <sup>2</sup>	Hand held	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National	
Legislation on helmets for motorcycle riders <sup>2</sup>		
National motorcycle helmet law	Yes	
Legislation requires helmet fastening	Yes	
Legislation applies to:	Drivers and Passengers	
Legislation applies to all road types	Yes	
Legislation applies to all engine types	Yes	
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes†‡	
Presence of targets to increase helmet use (year)	No	
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-	
Minimum age/height children are allowed as passengers	Yes (12 y / Reach footrest)	
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Yes	
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national	
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-	
Legislation on child restraint systems <sup>2</sup>		
National child restraints use law	Yes	
Children seated in front seat	Yes	
Age or height specified for children requiring child restraint	17 y / 150 cm	
Child restraint standard referred to and/or specified	Yes†‡	
Presence of targets to increase child safety restraint use (year)	No	

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1
Frequency and distribution of journeys by modal type	-
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes
Seat belt and child-restraint systems use <sup>2</sup>	-
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes
Mobile phone use while driving <sup>2</sup>	Yes

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Madagascar

Population:  
28 915 653

Income group:  
Low income

WHO Region:  
African Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	300 (2021)	
Reported fatalities sex distribution (Male; Female)	— N/A	
Reported fatalities user distribution <sup>1</sup>	31%; 3%; 50%; 16%; 0%	
WHO estimated road traffic fatalities (95% CI) (year)	6 512 (95% CI 5 585 - 7 438) (2021)	
WHO estimated rate per 100 000 population (year)	22.5 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	— N/A	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	— N/A	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	— N/A	
National law requiring a formal road safety inspection/assessment	No N/A	
Target for roads to meet technical safety standards for all users (year)	— N/A	
Investments to upgrade high risk locations	— N/A	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	599 010 [2 071.6] (2021)	
Four-wheel vehicles	143 468	
Powered 2- and 3-wheelers	39 239	
Heavy trucks	61 151	
Buses	— N/A	
Other	— N/A	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes N/A	
National laws on front and side impact protection	No N/A	
National laws on seat-belt and seat-belt anchorages	No N/A	
National law on electronic stability control	No N/A	
National law on pedestrian protection	No N/A	
National law on anti-lock braking systems	No N/A	
Government vehicle procurement practices include safety prerequisites	No N/A	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	No N/A	

## POST-CRASH RESPONSE

National law on universal access to emergency care	No N/A	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No N/A	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No N/A	
National good Samaritan law	No N/A	
National emergency care access number	— N/A	
National target for time between serious crash and initial provision of professional emergency care (year)	— N/A	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	— N/A	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	— N/A	
Non fatal reduction target (year)	— N/A	
Funding to implement strategy	— N/A	
National law mandating third-party liability insurance for powered vehicles	Yes N/A	
National law on driving time and rest periods for professional drivers <sup>2</sup>	No N/A	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	1 N/A	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national N/A	



## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		
National law setting a speed limit	Yes	
Maximum urban speed limit	50 km/h	
Maximum rural speed limit	—	
Maximum motorway speed limit	—	
Local authorities can modify limits	Yes	
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	— N/A	
Available types of enforcement	— N/A	
Legislation on drink driving <sup>2</sup>		
National law on drink-driving	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	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	— N/A	
Testing carried out in case of fatal crash	No	
Legislation on drug driving	Yes	
Legislation on distracted driving (mobile phones)	Yes N/A	
Ban on mobile phone use <sup>2</sup>	Hand held	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	— N/A	
Legislation on helmets for motorcycle riders <sup>2</sup>		
National motorcycle helmet law	Yes	
Legislation requires helmet fastening	Yes	
Legislation applies to:	Drivers and Passengers	
Legislation applies to all road types	Yes	
Legislation applies to all engine types	Yes	
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes	
Presence of targets to increase helmet use (year)	— N/A	
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	— N/A	
Minimum age/height children are allowed as passengers	No N/A	
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Not all	
Presence of targets to increase seat belt use (year) <sup>2</sup>	— N/A	
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	— N/A	
Legislation on child restraint systems <sup>2</sup>		
National child restraints use law	No	
Children seated in front seat	Yes	
Age or height specified for children requiring child restraint	—	
Child restraint standard referred to and/or specified	No	
Presence of targets to increase child safety restraint use (year)	— N/A	
<b>NATIONAL DATA SYSTEMS ON...</b>		
Civil Registration and Vital Statistics (2021)	Group 4	
Frequency and distribution of journeys by modal type	Partially N/A	
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes N/A	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes N/A	
Seat belt and child-restraint systems use <sup>2</sup>	— N/A	
Powered 2- and 3-wheeler helmet use <sup>2</sup>	— N/A	
Mobile phone use while driving <sup>2</sup>	— N/A	

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Malawi

Population:  
19 889 742 ↑

Income group:  
Low income

WHO Region:  
African Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	1 444 (2021) ↑	
Reported fatalities sex distribution (Male; Female)	87%; 13%	N/A
Reported fatalities user distribution <sup>1</sup>	-	N/A
WHO estimated road traffic fatalities (95% CI) (year)	4 023 (95% CI 3 326 - 4 720) (2021) ↑	
WHO estimated rate per 100 000 population (year)	20.2 (2021) ↑	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	15 451 (2020)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	↗
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	Yes	N/A
Investments to upgrade high risk locations	Yes	↔

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	- (2021)	N/A
Four-wheel vehicles	- ↑	
Powered 2- and 3-wheelers	- ↑	
Heavy trucks	- ↑	
Buses	- ↓	
Other	- ↑	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	N/A
National laws on front and side impact protection	No	N/A
National laws on seat-belt and seat-belt anchorages	Yes	N/A
National law on electronic stability control	No	N/A
National law on pedestrian protection	No	N/A
National law on anti-lock braking systems	No	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	No	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	N/A
National good Samaritan law	No	N/A
National emergency care access number	National, single number	↔
National target for time between serious crash and initial provision of professional emergency care (year)	30% reduction (2025)	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	↗
National road safety strategy <sup>2</sup>	Yes	↔
Fatality reduction target (year)	50% (2030) ↗	
Non fatal reduction target (year)	50% (2030) N/A	
Funding to implement strategy	Yes, partially funded	↗
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	1	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	↔
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	N/A

Strong	Moderate	Weak/None
↑ Increase	↓ Decrease	↔ No change
○ None or unknown	— Not provided	↗ Change
⌚ Evolution since 2010 or closest year possible		↗ Advancement

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	Yellow	↔
National law setting a speed limit	Yes	↔
Maximum urban speed limit	50 km/h	↔
Maximum rural speed limit	80 km/h	↔
Maximum motorway speed limit	100 km/h	↔
Local authorities can modify limits	No	N/A
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2025)	N/A
Available types of enforcement	Manual	↗
Legislation on drink driving <sup>2</sup>	Yellow	↔
National law on drink-driving	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	↗
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2025)	N/A
Testing carried out in case of fatal crash	Some (not all) drivers are tested	↗
Legislation on drug driving	Yes	↔
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use <sup>2</sup>	Hand held	↔
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National (2030)	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>	Yellow	↔
National motorcycle helmet law	Yes	↔
Legislation requires helmet fastening	Yes	↔
Legislation applies to:	Drivers and Passengers	↗
Legislation applies to all road types	Yes	↔
Legislation applies to all engine types	Yes	↔
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No	↔
Presence of targets to increase helmet use (year)	Yes, national (2025)	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	- N/A	
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	Yellow	↔
National seat-belt law	Yes	↔
Legislation applies to front and rear seat occupants	Not all	↔
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2025)	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	24%; 24%	N/A
Legislation on child restraint systems <sup>2</sup>	Red	↔
National child restraints use law	No	↗
Children seated in front seat	No	↗
Age or height specified for children requiring child restraint	-	↔
Child restraint standard referred to and/or specified	No	↔
Presence of targets to increase child safety restraint use (year)	No	N/A
<b>NATIONAL DATA SYSTEMS ON...</b>		
Civil Registration and Vital Statistics (2021)	Group 4	↔
Frequency and distribution of journeys by modal type	Partially	N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes	N/A
Seat belt and child-restraint systems use <sup>2</sup>	Yes	N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes	N/A
Mobile phone use while driving <sup>2</sup>	Yes	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Malaysia

Population:  
33 573 874

Income group:  
Upper middle income

WHO Region:  
Western Pacific Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	4 539 (2021)	
Reported fatalities sex distribution (Male; Female)	85%; 15%	N/A
Reported fatalities user distribution <sup>1</sup>	20%; 63%; 6%; 1%; 11%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	4 680 (95% CI 4 170 - 5 189) (2021)	
WHO estimated rate per 100 000 population (year)	13.9 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	2 243 (2021)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	Yes (2030)	N/A
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	- (2021)	N/A
Four-wheel vehicles	-	
Powered 2- and 3-wheelers	-	
Heavy trucks	-	
Buses	-	
Other	-	N/A
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	N/A
National laws on front and side impact protection	-†	N/A
National laws on seat-belt and seat-belt anchorages	Yes†	N/A
National law on electronic stability control	-†	N/A
National law on pedestrian protection	-†	N/A
National law on anti-lock braking systems	Yes†	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§	N/A
National good Samaritan law	-§	N/A
National emergency care access number	National, single number	N/A
National target for time between serious crash and initial provision of professional emergency care (year)	15 mn in >40% crashes (2030)	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, subnational	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	50% (2030)	
Non fatal reduction target (year)	-	N/A
Funding to implement strategy	Yes, partially funded	
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	-§	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	3	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	N/A

Strong	Moderate	Weak/None
Increase	Decrease	No change

Change	Advancement

N/A Not applicable

Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	
National law setting a speed limit	Yes
Maximum urban speed limit	90 km/h
Maximum rural speed limit	90 km/h
Maximum motorway speed limit	110 km/h
Local authorities can modify limits	Yes
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2030) N/A
Available types of enforcement	Manual
Legislation on drink driving <sup>2</sup>	
National law on drink-driving	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
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2030) N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested
Legislation on drug driving	Yes
Legislation on distracted driving (mobile phones)	Yes N/A
Ban on mobile phone use <sup>2</sup>	Hand held
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National (2030) N/A
Legislation on helmets for motorcycle riders <sup>2</sup>	
National motorcycle helmet law	Yes
Legislation requires helmet fastening	Yes
Legislation applies to:	Drivers and Passengers
Legislation applies to all road types	Yes
Legislation applies to all engine types	Yes
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes†
Presence of targets to increase helmet use (year)	Yes, national (2030) N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	- N/A
Minimum age/height children are allowed as passengers	No N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	
National seat-belt law	Yes
Legislation applies to front and rear seat occupants	Not all
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2030) N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	- N/A
Legislation on child restraint systems <sup>2</sup>	
National child restraints use law	Yes
Children seated in front seat	No
Age or height specified for children requiring child restraint	12 y/ 135 cm
Child restraint standard referred to and/or specified	Yes†
Presence of targets to increase child safety restraint use (year)	Yes, subnational (2030) N/A
NATIONAL DATA SYSTEMS ON...	
Civil Registration and Vital Statistics (2021)	Group 4
Frequency and distribution of journeys by modal type	Partially N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes N/A
Seat belt and child-restraint systems use <sup>2</sup>	No N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes N/A
Mobile phone use while driving <sup>2</sup>	Yes N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Maldives

Population:  
521 457

Income group:  
Upper middle income

WHO Region:  
South-East Asia Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	5 (2021)	
Reported fatalities sex distribution (Male; Female)	60%; 40%	N/A
Reported fatalities user distribution <sup>1</sup>	0%; 75%; 25%; 0%; 0%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	7 (95% CI 6 - 8) (2021)	
WHO estimated rate per 100 000 population (year)	1.3 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	-	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	No	N/A
Target for roads to meet technical safety standards for all users (year)	No	N/A
Investments to upgrade high risk locations	No	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	94 210 [18 066.7] (2021)	
Four-wheel vehicles	12 070	
Powered 2- and 3-wheelers	82 140	
Heavy trucks	-	N/A
Buses	-	N/A
Other	-	N/A
Legislation on periodic vehicle technical inspection <sup>2</sup>	-	N/A
National laws on front and side impact protection	No <sup>\$</sup>	N/A
National laws on seat-belt and seat-belt anchorages	Yes <sup>\$</sup>	N/A
National law on electronic stability control	No <sup>\$</sup>	N/A
National law on pedestrian protection	No <sup>\$</sup>	N/A
National law on anti-lock braking systems	No <sup>\$</sup>	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	No	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	- <sup>§</sup>	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	- <sup>§</sup>	N/A
National good Samaritan law	No	N/A
National emergency care access number	National, multiple numbers	
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	-	N/A
Non fatal reduction target (year)	-	N/A
Funding to implement strategy	Not funded	
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	No	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	2	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	N/A

Strong   Moderate   Weak/None

Increase   Decrease   No change   Change   Advancement  
 None or unknown   Not provided  
 Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		
National law setting a speed limit	Yes	
Maximum urban speed limit	30 km/h	
Maximum rural speed limit	30 km/h	
Maximum motorway speed limit	-	N/A
Local authorities can modify limits	Yes	N/A
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2024)	N/A
Available types of enforcement	Manual	
Legislation on drink driving <sup>2</sup>		*
National law on drink-driving	No	
BAC limit – general population	-	N/A
BAC limit – young or novice drivers	-	N/A
Random breath testing carried out	-	N/A
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	No	N/A
Testing carried out in case of fatal crash	Some (not all) drivers are tested	
Legislation on drug driving	No	
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use <sup>2</sup>	Hand held	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National (2023)	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>		
National motorcycle helmet law	Yes	
Legislation requires helmet fastening	No	
Legislation applies to:	Drivers and Passengers	
Legislation applies to all road types	No	
Legislation applies to all engine types	No	
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No	
Presence of targets to increase helmet use (year)	Yes, national	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	99%; 99%	N/A
Minimum age/height children are allowed as passengers	Yes (3 y / Reach footrest)	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Yes	
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2023)	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-	N/A
Legislation on child restraint systems <sup>2</sup>		
National child restraints use law	No	
Children seated in front seat	No	
Age or height specified for children requiring child restraint	-	
Child restraint standard referred to and/or specified	No	
Presence of targets to increase child safety restraint use (year)	Yes, national (2024)	N/A

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1	
Frequency and distribution of journeys by modal type	No	N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	No	N/A
Seat belt and child-restraint systems use <sup>2</sup>	Yes	N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes	N/A
Mobile phone use while driving <sup>2</sup>	Yes	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Mali

Population:  
21 904 983 ↑

Income group:  
Low income ■■■

WHO Region:  
African Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	736 (2021)	■■■■■
Reported fatalities sex distribution (Male; Female)	-	N/A
Reported fatalities user distribution <sup>1</sup>	28%; 42%; 12%; 2%; 16%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	4 429 (95% CI 3 671 - 5 188) (2021)	↑
WHO estimated rate per 100 000 population (year)	20.2 (2021)	↑

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	-	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	▣
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	Yes (2025)	N/A
Investments to upgrade high risk locations	Yes	■■■■■

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	- (2021)	N/A
Four-wheel vehicles	-	N/A
Powered 2- and 3-wheelers	-	N/A
Heavy trucks	-	N/A
Buses	-	N/A
Other	-	N/A
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	N/A
National laws on front and side impact protection	No	N/A
National laws on seat-belt and seat-belt anchorages	No	N/A
National law on electronic stability control	No	N/A
National law on pedestrian protection	No	N/A
National law on anti-lock braking systems	No	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	-	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	N/A
National good Samaritan law	No	N/A
National emergency care access number	National, multiple numbers	■■■■■
National target for time between serious crash and initial provision of professional emergency care (year)	30 min in urban area (2030)	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	↗
National road safety strategy <sup>2</sup>	Yes	■■■■■
Fatality reduction target (year)	50% (2030)	▣
Non fatal reduction target (year)	-	N/A
Funding to implement strategy	Yes, partially funded	▣
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	No	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	1	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	■■■■■
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	N/A

Strong	Moderate	Weak/None
↑ Increase	↓ Decrease	— No change
○ None or unknown	— Not provided	Change ↗ Advancement
🕒 Evolution since 2010 or closest year possible	N/A Not applicable	

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	■■■■■
National law setting a speed limit	Yes
Maximum urban speed limit	50 km/h
Maximum rural speed limit	90 km/h
Maximum motorway speed limit	110 km/h
Local authorities can modify limits	Yes
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2030) N/A
Available types of enforcement	Manual ↗
Legislation on drink driving <sup>2</sup>	■■■■■
National law on drink-driving	Yes
BAC limit – general population	≤ 0.03 g/dl
BAC limit – young or novice drivers	≤ 0.3 g/dl
Random breath testing carried out	No
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	- N/A
Testing carried out in case of fatal crash	Some (not all) drivers are tested
Legislation on drug driving	Yes
Legislation on distracted driving (mobile phones)	Yes N/A
Ban on mobile phone use <sup>2</sup>	Hand held
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National (2030) N/A
Legislation on helmets for motorcycle riders <sup>2</sup>	■■■■■
National motorcycle helmet law	Yes
Legislation requires helmet fastening	Yes
Legislation applies to:	Drivers and Passengers ○
Legislation applies to all road types	Yes
Legislation applies to all engine types	No
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes
Presence of targets to increase helmet use (year)	Yes, national (2030) N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	14% N/A
Minimum age/height children are allowed as passengers	No N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	■■■■■
National seat-belt law	Yes
Legislation applies to front and rear seat occupants	-
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2030) N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	50%; 20% ↑
Legislation on child restraint systems <sup>2</sup>	■■■■■
National child restraints use law	No
Children seated in front seat	Yes
Age or height specified for children requiring child restraint	-
Child restraint standard referred to and/or specified	No
Presence of targets to increase child safety restraint use (year)	Yes, national (2030) N/A

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 4
Frequency and distribution of journeys by modal type	- N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes N/A
Seat belt and child-restraint systems use <sup>2</sup>	No N/A
Powered 2- and 3- wheeler helmet use <sup>2</sup>	No N/A
Mobile phone use while driving <sup>2</sup>	Yes N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Malta

Population:  
526 748

Income group:  
High income

WHO Region:  
European Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	9 (2021)	
Reported fatalities sex distribution (Male; Female)	67%; 33%	
Reported fatalities user distribution <sup>1</sup>	33%; 22%; 44%; 0%; 0%	
WHO estimated road traffic fatalities (95% CI) (year)	10 (95% CI 8 - 12) (2021)	
WHO estimated rate per 100 000 population (year)	1.9 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	1 251 (2021)	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	-	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	-	
National law requiring a formal road safety inspection/assessment	No	
Target for roads to meet technical safety standards for all users (year)	(2050)	
Investments to upgrade high risk locations	-	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	-	
Four-wheel vehicles	-	
Powered 2- and 3-wheelers	-	
Heavy trucks	-	
Buses	-	
Other	-	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes <sup>#</sup>	
National laws on front and side impact protection	Yes <sup>#</sup>	
National laws on seat-belt and seat-belt anchorages	Yes <sup>#</sup>	
National law on electronic stability control	Yes <sup>#</sup>	
National law on pedestrian protection	Yes <sup>#</sup>	
National law on anti-lock braking systems	Yes <sup>#</sup>	
Government vehicle procurement practices include safety prerequisites	-	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	-	

## POST-CRASH RESPONSE

National law on universal access to emergency care	-§	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	-§	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§	
National good Samaritan law	-§	
National emergency care access number	-	
National target for time between serious crash and initial provision of professional emergency care (year)	-	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	
National road safety strategy <sup>2</sup>	-	
Fatality reduction target (year)	-	
Non fatal reduction target (year)	-	
Funding to implement strategy	-	
National law mandating third-party liability insurance for powered vehicles	Yes	
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes <sup>#</sup>	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	3	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	-	

Strong    Moderate    Weak/None

Increase    Decrease    No change    Change    Advancement  
 None or unknown    Not provided  
 Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	
National law setting a speed limit	Yes
Maximum urban speed limit	50 km/h
Maximum rural speed limit	80 km/h
Maximum motorway speed limit	- N/A
Local authorities can modify limits	No N/A
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	- N/A
Available types of enforcement	Manual
Legislation on drink driving <sup>2</sup>	
National law on drink-driving	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	≤ 0.02 g/dl
Random breath testing carried out	- N/A
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	- N/A
Testing carried out in case of fatal crash	- N/A
Legislation on drug driving	Yes
Legislation on distracted driving (mobile phones)	Yes N/A
Ban on mobile phone use <sup>2</sup>	Hand held
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	- N/A
Legislation on helmets for motorcycle riders <sup>2</sup>	
National motorcycle helmet law	Yes
Legislation requires helmet fastening	No
Legislation applies to:	Drivers and Passengers
Legislation applies to all road types	Yes
Legislation applies to all engine types	Yes
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No†‡
Presence of targets to increase helmet use (year)	- N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	100%; 100% N/A
Minimum age/height children are allowed as passengers	No N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	
National seat-belt law	Yes
Legislation applies to front and rear seat occupants	Yes
Presence of targets to increase seat belt use (year) <sup>2</sup>	- N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	- N/A
Legislation on child restraint systems <sup>2</sup>	
National child restraints use law	Yes
Children seated in front seat	Yes
Age or height specified for children requiring child restraint	3 y
Child restraint standard referred to and/or specified	Yes†‡
Presence of targets to increase child safety restraint use (year)	- N/A
NATIONAL DATA SYSTEMS ON...	
Civil Registration and Vital Statistics (2021)	Group 1
Frequency and distribution of journeys by modal type	Partially N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	No N/A
Seat belt and child-restraint systems use <sup>2</sup>	No N/A
Powered 2- and 3- wheeler helmet use <sup>2</sup>	No N/A
Mobile phone use while driving <sup>2</sup>	No N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Mauritania

Population:  
4 614 974

Income group:  
Lower middle income

WHO Region:  
African Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	99 (2021)
Reported fatalities sex distribution (Male; Female)	- N/A
Reported fatalities user distribution <sup>1</sup>	- N/A
WHO estimated road traffic fatalities (95% CI) (year)	438 (95% CI 369 - 506) (2021)
WHO estimated rate per 100 000 population (year)	9.5 (2021)

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	- N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	No ☰
National law requiring a formal road safety inspection/assessment	No N/A
Target for roads to meet technical safety standards for all users (year)	No N/A
Investments to upgrade high risk locations	No ☰

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	400 000 [8 667.4] (2021)
Four-wheel vehicles	- N/A
Powered 2- and 3-wheelers	- N/A
Heavy trucks	- N/A
Buses	- N/A
Other	- N/A
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes N/A
National laws on front and side impact protection	No N/A
National laws on seat-belt and seat-belt anchorages	No N/A
National law on electronic stability control	No N/A
National law on pedestrian protection	No N/A
National law on anti-lock braking systems	Yes N/A
Government vehicle procurement practices include safety prerequisites	Yes N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	No N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No N/A
National good Samaritan law	No N/A
National emergency care access number	Partial coverage ☰
National target for time between serious crash and initial provision of professional emergency care (year)	- N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No ☰
National road safety strategy <sup>2</sup>	Yes ☰
Fatality reduction target (year)	25% (2024) ☰
Non fatal reduction target (year)	- N/A
Funding to implement strategy	Not funded ☰
National law mandating third-party liability insurance for powered vehicles	Yes N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	No N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	0 N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes ☰
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national N/A

Strong	Moderate	Weak/None
↑ Increase	↓ Decrease	— No change
∅ None or unknown	— Not provided	🕒 Change
🕒 Evolution since 2010 or closest year possible	↗ Advancement	N/A Not applicable

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	Red
National law setting a speed limit	Yes
Maximum urban speed limit	60 km/h
Maximum rural speed limit	100 km/h
Maximum motorway speed limit	100 km/h
Local authorities can modify limits	Yes
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2023) N/A
Available types of enforcement	- N/A
Legislation on drink driving <sup>2</sup>	Red *
National law on drink-driving	Yes
BAC limit – general population	- N/A
BAC limit – young or novice drivers	- N/A
Random breath testing carried out	No
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	No N/A
Testing carried out in case of fatal crash	No
Legislation on drug driving	Yes
Legislation on distracted driving (mobile phones)	Yes N/A
Ban on mobile phone use <sup>2</sup>	Hand held; Hand free
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	No N/A
Legislation on helmets for motorcycle riders <sup>2</sup>	Orange
National motorcycle helmet law	Yes
Legislation requires helmet fastening	No
Legislation applies to:	Drivers and Passengers ☰
Legislation applies to all road types	Yes
Legislation applies to all engine types	Yes
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No
Presence of targets to increase helmet use (year)	Yes, national N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	- N/A
Minimum age/height children are allowed as passengers	No N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	Orange
National seat-belt law	Yes
Legislation applies to front and rear seat occupants	Not all
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	- N/A
Legislation on child restraint systems <sup>2</sup>	Red
National child restraints use law	No
Children seated in front seat	Yes
Age or height specified for children requiring child restraint	-
Child restraint standard referred to and/or specified	No
Presence of targets to increase child safety restraint use (year)	No N/A
<b>NATIONAL DATA SYSTEMS ON...</b>	
Civil Registration and Vital Statistics (2021)	Group 4
Frequency and distribution of journeys by modal type	No N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes N/A
Seat belt and child-restraint systems use <sup>2</sup>	No N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes N/A
Mobile phone use while driving <sup>2</sup>	Yes N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Mauritius

Population:  
1 298 915

Income group:  
Upper middle income

WHO Region:  
African Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	108 (2021)	
Reported fatalities sex distribution (Male; Female)	-	
Reported fatalities user distribution <sup>1</sup>	17%; 46%; 31%; 7%; 0%	
WHO estimated road traffic fatalities (95% CI) (year)	126 (95% CI 111 - 142) (2021)	
WHO estimated rate per 100 000 population (year)	9.7 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	2 834 (2020)	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	
Target for roads to meet technical safety standards for all users (year)	No	
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	622 988 [47 962.2] (2021)	
Four-wheel vehicles	393	
Powered 2- and 3-wheelers	229 563	
Heavy trucks	20 983	
Buses	3 151	
Other	-	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	
National laws on front and side impact protection	No	
National laws on seat-belt and seat-belt anchorages	Yes	
National law on electronic stability control	No	
National law on pedestrian protection	No	
National law on anti-lock braking systems	No	
Government vehicle procurement practices include safety prerequisites	Yes	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	No	

## POST-CRASH RESPONSE

National law on universal access to emergency care	No	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	
National good Samaritan law	No	
National emergency care access number	National, single number	
National target for time between serious crash and initial provision of professional emergency care (year)	-	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	50%	
Non fatal reduction target (year)	50%	
Funding to implement strategy	Yes, partially funded	
National law mandating third-party liability insurance for powered vehicles	Yes	
National law on driving time and rest periods for professional drivers <sup>2</sup>	No	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	0	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	

Strong	Moderate	Weak/None

Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	
National law setting a speed limit	Yes
Maximum urban speed limit	80 km/h
Maximum rural speed limit	60 km/h
Maximum motorway speed limit	110 km/h
Local authorities can modify limits	No
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National
Available types of enforcement	Manual
Legislation on drink driving <sup>2</sup>	
National law on drink-driving	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	≤ 0.05 g/dl
Random breath testing carried out	No
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National
Testing carried out in case of fatal crash	Yes, all drivers are tested
Legislation on drug driving	Yes
Legislation on distracted driving (mobile phones)	Yes
Ban on mobile phone use <sup>2</sup>	Hand held; Hand free
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National
Legislation on helmets for motorcycle riders <sup>2</sup>	
National motorcycle helmet law	Yes
Legislation requires helmet fastening	No
Legislation applies to:	Drivers and Passengers
Legislation applies to all road types	Yes
Legislation applies to all engine types	Yes
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes
Presence of targets to increase helmet use (year)	Yes, national
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	95%; 95%
Minimum age/height children are allowed as passengers	No
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	
National seat-belt law	Yes
Legislation applies to front and rear seat occupants	Yes
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	95%; 100%; 10%
Legislation on child restraint systems <sup>2</sup>	
National child restraints use law	No
Children seated in front seat	Yes
Age or height specified for children requiring child restraint	-
Child restraint standard referred to and/or specified	No
Presence of targets to increase child safety restraint use (year)	Yes, national

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1
Frequency and distribution of journeys by modal type	No
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes
Seat belt and child-restraint systems use <sup>2</sup>	No
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes
Mobile phone use while driving <sup>2</sup>	Yes

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Mexico

Population:  
126 705 138 ↑

Income group:  
Upper middle income

WHO Region:  
Region of the Americas

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	14 721 (2021)	↓
Reported fatalities sex distribution (Male; Female)	81%; 19%	N/A
Reported fatalities user distribution <sup>1</sup>	14%; 15%; 18%; 1%; 53%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	15 267 (95% CI 14 269 - 16 265) (2021)	↓
WHO estimated rate per 100 000 population (year)	12.0 (2021)	↓

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	175 525 (2021)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	↑
National law requiring a formal road safety inspection/assessment	No	N/A
Target for roads to meet technical safety standards for all users (year)	Yes (2030)	N/A
Investments to upgrade high risk locations	Yes	↔

## SAFE VEHICLES

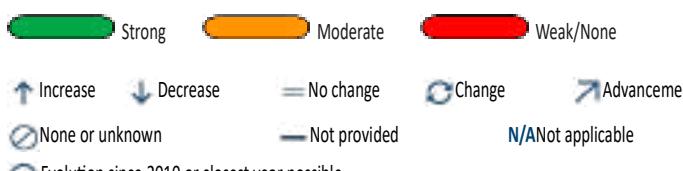
Total registered vehicles [rate per 100 000 pop] (year)	53 115 396 [41 920.5] (2021)	↑
Four-wheel vehicles	35 460 804	↑
Powered 2- and 3-wheelers	5 939 262	↑
Heavy trucks	11 262 666	↑
Buses	452 664	↑
Other	-	N/A
Legislation on periodic vehicle technical inspection <sup>2</sup>	No	N/A
National laws on front and side impact protection	Yes	N/A
National laws on seat-belt and seat-belt anchorages	Yes	N/A
National law on electronic stability control	No	N/A
National law on pedestrian protection	No	N/A
National law on anti-lock braking systems	Yes	N/A
Government vehicle procurement practices include safety prerequisites	No	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	Yes	N/A
National good Samaritan law	No	N/A
National emergency care access number	National, single number	↑
National target for time between serious crash and initial provision of professional emergency care (year)	< 10 mn in Mexico city (2024)	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, subnational	↔
National road safety strategy <sup>2</sup>	No	↔
Fatality reduction target (year)	70% (2024)	↑
Non fatal reduction target (year)	-	N/A
Funding to implement strategy	Yes, partially funded	↔
National law mandating third-party liability insurance for powered vehicles	No	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	0	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	↔
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	N/A



## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	Yes	↔
National law setting a speed limit	Yes	↔
Maximum urban speed limit	50 km/h	↓
Maximum rural speed limit	80 km/h	↓
Maximum motorway speed limit	110 km/h	↔
Local authorities can modify limits	Yes	↔
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	Subnational (2024)	N/A
Available types of enforcement	Manual	↔
Legislation on drink driving <sup>2</sup>	Yes	↔
National law on drink-driving	Yes	↔
BAC limit – general population	≤ 0.05 g/dL	N/A
BAC limit – young or novice drivers	≤ 0.05 g/dL	N/A
Random breath testing carried out	Yes	↔
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2024)	N/A
Testing carried out in case of fatal crash	Some (not all) drivers are tested	↔
Legislation on drug driving	Yes	↔
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use <sup>2</sup>	Hand held	↔
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	No	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>	Yes	↔
National motorcycle helmet law	Yes	↔
Legislation requires helmet fastening	No	↔
Legislation applies to:	Drivers and Passengers	↔
Legislation applies to all road types	Yes	↔
Legislation applies to all engine types	Yes	↔
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes	↔
Presence of targets to increase helmet use (year)	No	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-	N/A
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	Yes	↔
National seat-belt law	Yes	↔
Legislation applies to front and rear seat occupants	Not all	↔
Presence of targets to increase seat belt use (year) <sup>2</sup>	No	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-	N/A
Legislation on child restraint systems <sup>2</sup>	Yes	↔
National child restraints use law	Yes	↔
Children seated in front seat	Yes	↔
Age or height specified for children requiring child restraint	12 y	↔
Child restraint standard referred to and/or specified	Yes	↔
Presence of targets to increase child safety restraint use (year)	No	N/A

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1	↔
Frequency and distribution of journeys by modal type	Partially	N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes	N/A
Seat belt and child-restraint systems use <sup>2</sup>	No	N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	No	N/A
Mobile phone use while driving <sup>2</sup>	No	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Mongolia

Population:  
3 347 782

Income group:  
Lower middle income

WHO Region:  
Western Pacific Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	383 (2021)	
Reported fatalities sex distribution (Male; Female)	56%; 44%	
Reported fatalities user distribution <sup>1</sup>	66%; 0%; 34%; 1%; 0%	
WHO estimated road traffic fatalities (95% CI) (year)	414 (95% CI 391 - 437) (2021)	
WHO estimated rate per 100 000 population (year)	12.4 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	-	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes†	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	No	
Target for roads to meet technical safety standards for all users (year)	Yes	
Investments to upgrade high risk locations	No	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	1 234 701 [36 881.2] (2021)	
Four-wheel vehicles	1 093 500	
Powered 2- and 3-wheelers	71 677	
Heavy trucks	225 539	
Buses	34 073	
Other	-	
Legislation on periodic vehicle technical inspection <sup>2</sup>	-	
National laws on front and side impact protection	-§	
National laws on seat-belt and seat-belt anchorages	-§	
National law on electronic stability control	-§	
National law on pedestrian protection	-§	
National law on anti-lock braking systems	-§	
Government vehicle procurement practices include safety prerequisites	Yes	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	No	

## POST-CRASH RESPONSE

National law on universal access to emergency care	-§	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	-§	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§	
National good Samaritan law	-§	
National emergency care access number	-	
National target for time between serious crash and initial provision of professional emergency care (year)	15 mn in at least 40% crashes (2023)	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	50% (2023)	
Non fatal reduction target (year)	50% (2023)	
Funding to implement strategy	-	
National law mandating third-party liability insurance for powered vehicles	-§	
National law on driving time and rest periods for professional drivers <sup>2</sup>	-§	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	2	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	-	

Strong		Moderate		Weak/None	
↑ Increase		↓ Decrease		= No change	
∅ None or unknown		— Not provided		Change	
🕒 Evolution since 2010 or closest year possible				↗ Advancement	

N/A Not applicable

§ Not validated

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		
National law setting a speed limit	Yes	
Maximum urban speed limit	60 km/h	
Maximum rural speed limit	80 km/h	
Maximum motorway speed limit	100 km/h	
Local authorities can modify limits	No	
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National	
Available types of enforcement	Manual	
Legislation on drink driving <sup>2</sup>		
National law on drink-driving	Yes	
BAC limit – general population	≤ 0.04 g/dl	
BAC limit – young or novice drivers	≤ 0.04 g/dl	
Random breath testing carried out	No	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2023)	
Testing carried out in case of fatal crash	Yes, all drivers are tested	
Legislation on drug driving	Yes	
Legislation on distracted driving (mobile phones)	Yes	
Ban on mobile phone use <sup>2</sup>	Hand held	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National (2023)	
Legislation on helmets for motorcycle riders <sup>2</sup>		
National motorcycle helmet law	Yes	
Legislation requires helmet fastening	No	
Legislation applies to:	Drivers and Passengers	
Legislation applies to all road types	Yes	
Legislation applies to all engine types	Yes	
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No	
Presence of targets to increase helmet use (year)	Yes, national (2023)	
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-	
Minimum age/height children are allowed as passengers	No	
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Yes	
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2023)	
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	30%; 55%; 24%	
Legislation on child restraint systems <sup>2</sup>		
National child restraints use law	No	
Children seated in front seat	No	
Age or height specified for children requiring child restraint	-	
Child restraint standard referred to and/or specified	No	
Presence of targets to increase child safety restraint use (year)	Yes, national (2023)	

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1	
Frequency and distribution of journeys by modal type	No	
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes	
Seat belt and child-restraint systems use <sup>2</sup>	Yes	
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes	
Mobile phone use while driving <sup>2</sup>	Yes	

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Montenegro

Population:  
627 859

Income group:  
Upper middle income

WHO Region:  
European Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	55 (2021)	
Reported fatalities sex distribution (Male; Female)	82%; 18%	N/A
Reported fatalities user distribution <sup>1</sup>	65%; 18%; 13%; 2%; 2%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	57 (95% CI 54 - 60) (2021)	
WHO estimated rate per 100 000 population (year)	9.1 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	2 114 (2022)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes <sup>†</sup>	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	Yes	N/A
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	254 409 [40 520.1] (2021)	
Four-wheel vehicles	221 768	
Powered 2- and 3-wheelers	6 261	
Heavy trucks	18 981	
Buses	1 225	
Other	6 174	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	N/A
National laws on front and side impact protection	-	N/A
National laws on seat-belt and seat-belt anchorages	- <sup>†</sup>	N/A
National law on electronic stability control	- <sup>†</sup>	N/A
National law on pedestrian protection	- <sup>†</sup>	N/A
National law on anti-lock braking systems	- <sup>†</sup>	N/A
Government vehicle procurement practices include safety prerequisites	-	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	- <sup>§</sup>	N/A
National good Samaritan law	- <sup>§</sup>	N/A
National emergency care access number	National, single number	N/A
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	10% (2022)	
Non fatal reduction target (year)	5% (2022)	N/A
Funding to implement strategy	Yes, partially funded	
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	5	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	N/A

Strong	Moderate	Weak/None

Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	
National law setting a speed limit	Yes
Maximum urban speed limit	50 km/h
Maximum rural speed limit	80 km/h
Maximum motorway speed limit	130 km/h
Local authorities can modify limits	No N/A
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National N/A
Available types of enforcement	Manual
Legislation on drink driving <sup>2</sup>	
National law on drink-driving	Yes
BAC limit – general population	≤ 0.03 g/dl
BAC limit – young or novice drivers	-
Random breath testing carried out	Yes
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested
Legislation on drug driving	Yes
Legislation on distracted driving (mobile phones)	Yes N/A
Ban on mobile phone use <sup>2</sup>	Hand held; Hand free
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National N/A
Legislation on helmets for motorcycle riders <sup>2</sup>	
National motorcycle helmet law	Yes
Legislation requires helmet fastening	Yes
Legislation applies to:	Drivers and Passengers
Legislation applies to all road types	Yes
Legislation applies to all engine types	Yes
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes <sup>†</sup>
Presence of targets to increase helmet use (year)	No N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	95% N/A
Minimum age/height children are allowed as passengers	Yes (12 y) N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	
National seat-belt law	Yes
Legislation applies to front and rear seat occupants	Yes
Presence of targets to increase seat belt use (year) <sup>2</sup>	No N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	79% N/A
Legislation on child restraint systems <sup>2</sup>	
National child restraints use law	Yes
Children seated in front seat	Yes
Age or height specified for children requiring child restraint	5 y
Child restraint standard referred to and/or specified	No
Presence of targets to increase child safety restraint use (year)	No N/A

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1
Frequency and distribution of journeys by modal type	Partially N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes N/A
Seat belt and child-restraint systems use <sup>2</sup>	Yes N/A
Powered 2- and 3- wheeler helmet use <sup>2</sup>	Yes N/A
Mobile phone use while driving <sup>2</sup>	Yes N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Morocco

Population:  
37 076 584 ↑

Income group:  
Lower middle income

WHO Region:  
Eastern Mediterranean Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	3 685 (2021)	↓
Reported fatalities sex distribution (Male; Female)	86%; 13%	N/A
Reported fatalities user distribution <sup>1</sup>	25%; 39%; 24%; 5%; 6%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	6 900 (95% CI 6 204 - 7 597) (2021)	↓
WHO estimated rate per 100 000 population (year)	18.6 (2021)	↓

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	55 277 (2021)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	↗
National law requiring a formal road safety inspection/assessment	No	N/A
Target for roads to meet technical safety standards for all users (year)	No	N/A
Investments to upgrade high risk locations	Yes	↔

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	6 574 280 [17 731.6] (2021)	↑
Four-wheel vehicles	2 663 078	↑
Powered 2- and 3-wheelers	2 115 896	↑
Heavy trucks	205 624	↑
Buses	13 984	↓
Other	116 872	↑
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	N/A
National laws on front and side impact protection	Yes	N/A
National laws on seat-belt and seat-belt anchorages	Yes	N/A
National law on electronic stability control	No	N/A
National law on pedestrian protection	Yes	N/A
National law on anti-lock braking systems	Yes	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	N/A
National good Samaritan law	No	N/A
National emergency care access number	National, multiple numbers	↔
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	-	N/A
National road safety strategy <sup>2</sup>	Yes	↔
Fatality reduction target (year)	50% (2026)	↗
Non fatal reduction target (year)	-	N/A
Funding to implement strategy	Yes, partially funded	↗
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	4	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	↔
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	No	N/A

Strong      Moderate      Weak/None

↑ Increase    ↓ Decrease    ↔ No change    ↗ Change    ↛ Advancement  
 ⚡ None or unknown    ━ Not provided  
 ⌂ Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	Red	↔
National law setting a speed limit	Yes	↔
Maximum urban speed limit	60 km/h	↔
Maximum rural speed limit	100 km/h	↔
Maximum motorway speed limit	120 km/h	↔
Local authorities can modify limits	Yes	↔
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National	N/A
Available types of enforcement	Manual	↔
Legislation on drink driving <sup>2</sup>	Green	*
National law on drink-driving	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	↗
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	No	N/A
Testing carried out in case of fatal crash	Some (not all) drivers are tested	↔
Legislation on drug driving	Yes	↔
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use <sup>2</sup>	Hand held	↔
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	No	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>	Green	↔
National motorcycle helmet law	Yes	↔
Legislation requires helmet fastening	Yes	↔
Legislation applies to:	Drivers and Passengers	↔
Legislation applies to all road types	Yes	↔
Legislation applies to all engine types	Yes	↔
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes	↔
Presence of targets to increase helmet use (year)	Yes, national	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	61%; 35%	N/A
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	Yellow	↔
National seat-belt law	Yes	↔
Legislation applies to front and rear seat occupants	Not all	↔
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	64%; 60%	N/A
Legislation on child restraint systems <sup>2</sup>	Red	↔
National child restraints use law	No	↔
Children seated in front seat	Yes	↔
Age or height specified for children requiring child restraint	-	↔
Child restraint standard referred to and/or specified	No	↔
Presence of targets to increase child safety restraint use (year)	Yes, national	N/A

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 2B	↔
Frequency and distribution of journeys by modal type	Yes	N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	No	N/A
Seat belt and child-restraint systems use <sup>2</sup>	No	N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	No	N/A
Mobile phone use while driving <sup>2</sup>	No	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Mozambique

Population:  
32 077 072 ↑

Income group:  
Low income ■■■

WHO Region:  
African Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	944 (2021)	↓
Reported fatalities sex distribution (Male; Female)	53%; 47%	N/A
Reported fatalities user distribution <sup>1</sup>	45%; 56%; 0%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	6 451 (95% CI 5 327 - 7 574) (2021)	↑
WHO estimated rate per 100 000 population (year)	20.1 (2021)	↑

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	38 915 (2021)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	↗
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	Yes (2025)	N/A
Investments to upgrade high risk locations	Yes	▬

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	1 165 705 [3 634.1] (2021)	↑
Four-wheel vehicles	-	N/A
Powered 2- and 3-wheelers	-	N/A
Heavy trucks	-	N/A
Buses	-	N/A
Other	-	N/A
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	N/A
National laws on front and side impact protection	No	N/A
National laws on seat-belt and seat-belt anchorages	Yes	N/A
National law on electronic stability control	No	N/A
National law on pedestrian protection	No	N/A
National law on anti-lock braking systems	No	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	-§	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§	N/A
National good Samaritan law	-§	N/A
National emergency care access number	National, multiple numbers	↗
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	↗
National road safety strategy <sup>2</sup>	Yes	▬
Fatality reduction target (year)	-	N/A
Non fatal reduction target (year)	-	N/A
Funding to implement strategy	Yes, partially funded	↗
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	-§	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	0	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	▬
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	N/A

Strong	Moderate	Weak/None
↑ Increase	↓ Decrease	▬ No change
○ None or unknown	— Not provided	↗ Change
🕒 Evolution since 2010 or closest year possible		↗ Advancement

N/A Not applicable

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	Red	▬
National law setting a speed limit	Yes	▬
Maximum urban speed limit	60 km/h	▬
Maximum rural speed limit	120 km/h	▬
Maximum motorway speed limit	-	N/A
Local authorities can modify limits	No	N/A
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2025)	N/A
Available types of enforcement	Manual	↗
Legislation on drink driving <sup>2</sup>	Green	▬
National law on drink-driving	Yes	▬
BAC limit – general population	≤ 0.06 g/dl	▬
BAC limit – young or novice drivers	≤ 0.06 g/dl	▬
Random breath testing carried out	Yes	↗
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2025)	N/A
Testing carried out in case of fatal crash	Some (not all) drivers are tested	↗
Legislation on drug driving	Yes	▬
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use <sup>2</sup>	Hand held	▬
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National (2025)	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>	Orange	▬
National motorcycle helmet law	Yes	▬
Legislation requires helmet fastening	Yes	▬
Legislation applies to:	Drivers and Passengers	▬
Legislation applies to all road types	Yes	▬
Legislation applies to all engine types	Yes	▬
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No	▬
Presence of targets to increase helmet use (year)	Yes, national (2025)	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-	N/A
Minimum age/height children are allowed as passengers	Yes (7 y)	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	Green	▬
National seat-belt law	Yes	▬
Legislation applies to front and rear seat occupants	Yes	▬
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2025)	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-	N/A
Legislation on child restraint systems <sup>2</sup>	Orange	▬
National child restraints use law	Yes	▬
Children seated in front seat	Yes	▬
Age or height specified for children requiring child restraint	12 y	▬
Child restraint standard referred to and/or specified	No	▬
Presence of targets to increase child safety restraint use (year)	Yes, national (2025)	N/A

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 4	▬
Frequency and distribution of journeys by modal type	No	N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes	N/A
Seat belt and child-restraint systems use <sup>2</sup>	Yes	N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes	N/A
Mobile phone use while driving <sup>2</sup>	Yes	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Myanmar

Population:  
53 798 084

Income group:  
Lower middle income

WHO Region:  
South-East Asia Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	5 325 (2019)	
Reported fatalities sex distribution (Male; Female)	80%; 20%	
Reported fatalities user distribution <sup>1</sup>	11%; 47%; 12%; 3%; 27%	
WHO estimated road traffic fatalities (95% CI) (year)	10 405 (95% CI 9 138 - 11 671) (2021)	
WHO estimated rate per 100 000 population (year)	19.3 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	60 481 (2022)	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes <sup>†</sup>	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	
Target for roads to meet technical safety standards for all users (year)	Yes (2030)	
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	7 562 508 [14 057.2] (2021)	
Four-wheel vehicles	596 252	
Powered 2- and 3-wheelers	6 243 041	
Heavy trucks	53 241	
Buses	29 193	
Other	106 560	
Legislation on periodic vehicle technical inspection <sup>2</sup>	-	
National laws on front and side impact protection	-	
National laws on seat-belt and seat-belt anchorages	Yes	
National law on electronic stability control	No	
National law on pedestrian protection	No	
National law on anti-lock braking systems	No	
Government vehicle procurement practices include safety prerequisites	Yes	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	
National good Samaritan law	No	
National emergency care access number	National, single number	
National target for time between serious crash and initial provision of professional emergency care (year)	-	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	50% (2030)	
Non fatal reduction target (year)	50% (2030)	
Funding to implement strategy	-	
National law mandating third-party liability insurance for powered vehicles	Yes	
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	2	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	

Strong   Moderate   Weak/None

Increase   Decrease   No change   Change   Advancement  
 None or unknown   Not provided  
 Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	
National law setting a speed limit	Yes
Maximum urban speed limit	48 km/h
Maximum rural speed limit	80 km/h
Maximum motorway speed limit	-
Local authorities can modify limits	No
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2030)
Available types of enforcement	Manual and automated
Legislation on drink driving <sup>2</sup>	
National law on drink-driving	Yes
BAC limit – general population	-
BAC limit – young or novice drivers	-
Random breath testing carried out	Yes
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2030)
Testing carried out in case of fatal crash	Yes, all drivers are tested
Legislation on drug driving	Yes
Legislation on distracted driving (mobile phones)	No
Ban on mobile phone use <sup>2</sup>	-
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National (2030)
Legislation on helmets for motorcycle riders <sup>2</sup>	
National motorcycle helmet law	Yes
Legislation requires helmet fastening	Yes
Legislation applies to:	Drivers and Passengers
Legislation applies to all road types	Yes
Legislation applies to all engine types	Yes
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes
Presence of targets to increase helmet use (year)	Yes, national (2030)
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-
Minimum age/height children are allowed as passengers	Yes (Reach footrest)
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	
National seat-belt law	Yes
Legislation applies to front and rear seat occupants	Yes
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2030)
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-
Legislation on child restraint systems <sup>2</sup>	
National child restraints use law	Yes
Children seated in front seat	No
Age or height specified for children requiring child restraint	10 y
Child restraint standard referred to and/or specified	No
Presence of targets to increase child safety restraint use (year)	Yes, national (2030)

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 4
Frequency and distribution of journeys by modal type	No
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes
Seat belt and child-restraint systems use <sup>2</sup>	No
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes
Mobile phone use while driving <sup>2</sup>	Yes

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Namibia

Population:  
2 530 151

Income group:  
Upper middle income

WHO Region:  
African Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	540 (2021)	
Reported fatalities sex distribution (Male; Female)	72%; 26%	
Reported fatalities user distribution <sup>1</sup>	65%; 0%; 33%; 1%; 1%	
WHO estimated road traffic fatalities (95% CI) (year)	557 (95% CI 488 - 625) (2021)	
WHO estimated rate per 100 000 population (year)	22.0 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	56 938 (2022)	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	
Target for roads to meet technical safety standards for all users (year)	Yes (2030)	
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	401 476 [15 867.7] (2021)	
Four-wheel vehicles	346 978	
Powered 2- and 3-wheelers	-	
Heavy trucks	19 899	
Buses	5 405	
Other	24 041	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	
National laws on front and side impact protection	No	
National laws on seat-belt and seat-belt anchorages	Yes	
National law on electronic stability control	No	
National law on pedestrian protection	No	
National law on anti-lock braking systems	No	
Government vehicle procurement practices include safety prerequisites	No	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§	
National good Samaritan law	No	
National emergency care access number	National, multiple numbers	
National target for time between serious crash and initial provision of professional emergency care (year)	90% reduction (2030)	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	50% (2030)	
Non fatal reduction target (year)	50% (2030)	
Funding to implement strategy	Yes, partially funded	
National law mandating third-party liability insurance for powered vehicles	No	
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	1	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	

Strong	Moderate	Weak/None

Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		
National law setting a speed limit	Yes	
Maximum urban speed limit	60 km/h	
Maximum rural speed limit	120 km/h	
Maximum motorway speed limit	120 km/h	
Local authorities can modify limits	No	
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National	
Available types of enforcement	Speed limiters	
Legislation on drink driving <sup>2</sup>		
National law on drink-driving	Yes	
BAC limit – general population	≤ 0.079 g/dl	
BAC limit – young or novice drivers	≤ 0.079 g/dl	
Random breath testing carried out	Yes	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2030)	
Testing carried out in case of fatal crash	No	
Legislation on drug driving	Yes	
Legislation on distracted driving (mobile phones)	Yes	
Ban on mobile phone use <sup>2</sup>	Hand held	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National (2030)	
Legislation on helmets for motorcycle riders <sup>2</sup>		
National motorcycle helmet law	Yes	
Legislation requires helmet fastening	Yes	
Legislation applies to:	Drivers and Passengers	
Legislation applies to all road types	Yes	
Legislation applies to all engine types	Yes	
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No	
Presence of targets to increase helmet use (year)	Yes, national (2030)	
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-	
Minimum age/height children are allowed as passengers	No	
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Yes	
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2030)	
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-	
Legislation on child restraint systems <sup>2</sup>		
National child restraints use law	No	
Children seated in front seat	No	
Age or height specified for children requiring child restraint	-	
Child restraint standard referred to and/or specified	Yes	
Presence of targets to increase child safety restraint use (year)	Yes, national (2030)	

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 4
Frequency and distribution of journeys by modal type	No
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes
Seat belt and child-restraint systems use <sup>2</sup>	No
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes
Mobile phone use while driving <sup>2</sup>	No

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Nepal

Population:

30 034 989

Income group:

Lower middle income

WHO Region:

South-East Asia Region

GSRRS participation:

2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	2 883 (2021)	
Reported fatalities sex distribution (Male; Female)	82%; 18%	
Reported fatalities user distribution <sup>1</sup>	35%; 34%; 23%; 4%; 5%	
WHO estimated road traffic fatalities (95% CI) (year)	8 479 (95% CI 7 622 - 9 336) (2021)	
WHO estimated rate per 100 000 population (year)	28.2 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	20 248 (2021)	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes <sup>†</sup>	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	No	
National law requiring a formal road safety inspection/assessment	Yes	
Target for roads to meet technical safety standards for all users (year)	Yes (2030)	
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	3 987 267 [13 275.4] (2021)	
Four-wheel vehicles	344 687	
Powered 2- and 3-wheelers	3 160 623	
Heavy trucks	108 789	
Buses	95 284	
Other	-	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	
National laws on front and side impact protection	No	
National laws on seat-belt and seat-belt anchorages	No	
National law on electronic stability control	No	
National law on pedestrian protection	No	
National law on anti-lock braking systems	No	
Government vehicle procurement practices include safety prerequisites	No	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	
National good Samaritan law	No	
National emergency care access number	Partial coverage	
National target for time between serious crash and initial provision of professional emergency care (year)	-	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	No	
Fatality reduction target (year)	50% (2030)	
Non fatal reduction target (year)	-	
Funding to implement strategy	Yes, partially funded	
National law mandating third-party liability insurance for powered vehicles	Yes	
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	0	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	

Strong   Moderate   Weak/None

Increase   Decrease   No change   Change   Advancement

None or unknown   Not provided

Evolution since 2010 or closest year possible

N/A Not applicable

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	
National law setting a speed limit	Yes
Maximum urban speed limit	40 km/h
Maximum rural speed limit	80 km/h
Maximum motorway speed limit	80 km/h
Local authorities can modify limits	No
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National
Available types of enforcement	Manual
Legislation on drink driving <sup>2</sup>	
National law on drink-driving	Yes
BAC limit – general population	-
BAC limit – young or novice drivers	-
Random breath testing carried out	Yes
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National
Testing carried out in case of fatal crash	Yes, all drivers are tested
Legislation on drug driving	Yes
Legislation on distracted driving (mobile phones)	No
Ban on mobile phone use <sup>2</sup>	-
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National
Legislation on helmets for motorcycle riders <sup>2</sup>	
National motorcycle helmet law	Yes
Legislation requires helmet fastening	No
Legislation applies to:	Drivers and Passengers
Legislation applies to all road types	Yes
Legislation applies to all engine types	Yes
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No
Presence of targets to increase helmet use (year)	Yes, national
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	98%; <1%
Minimum age/height children are allowed as passengers	No
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	
National seat-belt law	Yes
Legislation applies to front and rear seat occupants	Not all
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-
Legislation on child restraint systems <sup>2</sup>	
National child restraints use law	No
Children seated in front seat	No
Age or height specified for children requiring child restraint	-
Child restraint standard referred to and/or specified	No
Presence of targets to increase child safety restraint use (year)	No

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 2B
Frequency and distribution of journeys by modal type	No
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes
Seat belt and child-restraint systems use <sup>2</sup>	No
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes
Mobile phone use while driving <sup>2</sup>	Yes

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Netherlands (Kingdom of the)

Population:  
17 501 696 ↑

Income group:  
High income ■■■

WHO Region:  
European Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	582 (2021)	↓
Reported fatalities sex distribution (Male; Female)	73%; 27%	N/A
Reported fatalities user distribution <sup>1</sup>	32%; 17%; 7%; 36%; 8%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	600 (95% CI 554 - 646) (2021)	↓
WHO estimated rate per 100 000 population (year)	3.4 (2021)	↓

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	2 790 (2021)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes†	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	□
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	(2050)	N/A
Investments to upgrade high risk locations	Yes	↗

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	19 622 036 [ 112 115.1] (2021)	↑
Four-wheel vehicles	8 793 592	N/A
Powered 2- and 3-wheelers	3 261 297	↑
Heavy trucks	62 491	↑
Buses	9 277	↑
Other	-	N/A
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes†‡	N/A
National laws on front and side impact protection	Yes†‡	N/A
National laws on seat-belt and seat-belt anchorages	Yes†‡	N/A
National law on electronic stability control	Yes†‡	N/A
National law on pedestrian protection	Yes†‡	N/A
National law on anti-lock braking systems	Yes†‡	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	No	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	-§	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§	N/A
National good Samaritan law	-§	N/A
National emergency care access number	National, single number	≡
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	≡
National road safety strategy <sup>2</sup>	Yes	≡
Fatality reduction target (year)	100% (2050)	□
Non fatal reduction target (year)	1% (2050)	N/A
Funding to implement strategy	-	N/A
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes‡	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	7	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	≡
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	N/A



## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	Green	≡
National law setting a speed limit	Yes	≡
Maximum urban speed limit	50 km/h	≡
Maximum rural speed limit	80 km/h	≡
Maximum motorway speed limit	130 km/h	≡
Local authorities can modify limits	Yes	≡
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	-	N/A
Available types of enforcement	Manual	≡
Legislation on drink driving <sup>2</sup>	Green	≡
National law on drink-driving	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	□
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National	N/A
Testing carried out in case of fatal crash	No	↗
Legislation on drug driving	Yes	≡
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use <sup>2</sup>	Hand held	≡
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	-	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>	Red	≡
National motorcycle helmet law	Yes	≡
Legislation requires helmet fastening	Yes	≡
Legislation applies to:	Drivers and Passengers	○
Legislation applies to all road types	Yes	≡
Legislation applies to all engine types	No	≡
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes†‡	≡
Presence of targets to increase helmet use (year)	-	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	90%; 90%	N/A
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	Green	≡
National seat-belt law	Yes	≡
Legislation applies to front and rear seat occupants	Yes	≡
Presence of targets to increase seat belt use (year) <sup>2</sup>	-	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	95%	N/A
Legislation on child restraint systems <sup>2</sup>	Green	≡
National child restraints use law	Yes	≡
Children seated in front seat	Yes	≡
Age or height specified for children requiring child restraint	18 y / 135 cm	≡
Child restraint standard referred to and/or specified	Yes†‡	≡
Presence of targets to increase child safety restraint use (year)	-	N/A
<b>NATIONAL DATA SYSTEMS ON...</b>		
Civil Registration and Vital Statistics (2021)	Group 1	≡
Frequency and distribution of journeys by modal type	Yes	N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes	N/A
Seat belt and child-restraint systems use <sup>2</sup>	Yes	N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes	N/A
Mobile phone use while driving <sup>2</sup>	Yes	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# New Zealand

Population:  
5 129 727

Income group:  
High income

WHO Region:  
Western Pacific Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	319 (2021)	
Reported fatalities sex distribution (Male; Female)	75%; 25%	N/A
Reported fatalities user distribution <sup>1</sup>	70%; 15%; 8%; 2%; 5%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	338 (95% CI 318 - 358) (2021)	
WHO estimated rate per 100 000 population (year)	6.6 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	65 179 (2021)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	Yes (2030)	N/A
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	4 435 286 [86 462.4] (2021)	
Four-wheel vehicles	4 044 804	
Powered 2- and 3-wheelers	-	N/A
Heavy trucks	155 871	
Buses	11 417	
Other	35 036	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	N/A
National laws on front and side impact protection	No	N/A
National laws on seat-belt and seat-belt anchorages	Yes†	N/A
National law on electronic stability control	Yes†	N/A
National law on pedestrian protection	Not†	N/A
National law on anti-lock braking systems	Not†	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	Yes	N/A
National good Samaritan law	Yes	N/A
National emergency care access number	National, single number	
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, subnational	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	40% (2030)	
Non fatal reduction target (year)	40% (2030)	N/A
Funding to implement strategy	Yes, fully funded	
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	3	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	N/A

Strong	Moderate	Weak/None
↑ Increase	↓ Decrease	= No change
		Change

Not provided		Advancement
		N/A Not applicable

Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	
National law setting a speed limit	Yes
Maximum urban speed limit	50 km/h
Maximum rural speed limit	110 km/h
Maximum motorway speed limit	110 km/h
Local authorities can modify limits	Yes
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2030) N/A
Available types of enforcement	Manual
Legislation on drink driving <sup>2</sup>	
National law on drink-driving	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	-
Random breath testing carried out	Yes
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2030) N/A
Testing carried out in case of fatal crash	Some (not all) drivers are tested
Legislation on drug driving	Yes
Legislation on distracted driving (mobile phones)	Yes N/A
Ban on mobile phone use <sup>2</sup>	Hand held
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	No N/A
Legislation on helmets for motorcycle riders <sup>2</sup>	
National motorcycle helmet law	Yes
Legislation requires helmet fastening	Yes
Legislation applies to:	Drivers and Passengers
Legislation applies to all road types	Yes
Legislation applies to all engine types	Yes
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes†
Presence of targets to increase helmet use (year)	No N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	- N/A
Minimum age/height children are allowed as passengers	No N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	
National seat-belt law	Yes
Legislation applies to front and rear seat occupants	Yes
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	97%; 96%; 92% N/A
Legislation on child restraint systems <sup>2</sup>	
National child restraints use law	Yes
Children seated in front seat	Yes
Age or height specified for children requiring child restraint	7 y
Child restraint standard referred to and/or specified	No
Presence of targets to increase child safety restraint use (year)	Yes, national N/A
<b>NATIONAL DATA SYSTEMS ON...</b>	
Civil Registration and Vital Statistics (2021)	Group 1
Frequency and distribution of journeys by modal type	Yes N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes N/A
Seat belt and child-restraint systems use <sup>2</sup>	Yes N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes N/A
Mobile phone use while driving <sup>2</sup>	Yes N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Nicaragua

Population:  
6 850 540

Income group:  
Lower middle income

WHO Region:  
Region of the Americas

GSRRS participation:  
2009, 2013, 2015, 2023

## BURDEN

Reported fatalities (year)	904 (2021)	
Reported fatalities sex distribution (Male; Female)	88%; 12%	
Reported fatalities user distribution <sup>1</sup>	23%; 26%; 33%; 6%; 13%	
WHO estimated road traffic fatalities (95% CI) (year)	932 (95% CI 842 - 1 022) (2021)	
WHO estimated rate per 100 000 population (year)	13.6 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	-	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	No	
National law requiring a formal road safety inspection/assessment	Yes	
Target for roads to meet technical safety standards for all users (year)	Yes (2000)	
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	- (2021)	
Four-wheel vehicles	-	
Powered 2- and 3-wheelers	-	
Heavy trucks	-	
Buses	-	
Other	-	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	
National laws on front and side impact protection	No	
National laws on seat-belt and seat-belt anchorages	No	
National law on electronic stability control	No	
National law on pedestrian protection	No	
National law on anti-lock braking systems	No	
Government vehicle procurement practices include safety prerequisites	No	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	No	

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	
National good Samaritan law	No	
National emergency care access number	National, multiple numbers	
National target for time between serious crash and initial provision of professional emergency care (year)	(2017)	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	5% (2025)	
Non fatal reduction target (year)	10% (2025)	
Funding to implement strategy	Yes, fully funded	
National law mandating third-party liability insurance for powered vehicles	Yes	
National law on driving time and rest periods for professional drivers <sup>2</sup>	No	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	0	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	

Strong   Moderate   Weak/None

Increase   Decrease   No change   Change   Advancement

None or unknown   Not provided

Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	
National law setting a speed limit	Yes
Maximum urban speed limit	45 km/h
Maximum rural speed limit	100 km/h
Maximum motorway speed limit	60 km/h
Local authorities can modify limits	No
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	No
Available types of enforcement	Manual
Legislation on drink driving <sup>2</sup>	
National law on drink-driving	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
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	No
Testing carried out in case of fatal crash	Yes, all drivers are tested
Legislation on drug driving	Yes
Legislation on distracted driving (mobile phones)	Yes
Ban on mobile phone use <sup>2</sup>	Hand held
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National
Legislation on helmets for motorcycle riders <sup>2</sup>	
National motorcycle helmet law	Yes
Legislation requires helmet fastening	No
Legislation applies to:	Drivers and Passengers
Legislation applies to all road types	Yes
Legislation applies to all engine types	Yes
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No
Presence of targets to increase helmet use (year)	Yes, national (2022)
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	95%; 95%
Minimum age/height children are allowed as passengers	No
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	
National seat-belt law	Yes
Legislation applies to front and rear seat occupants	Not all
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2022)
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	92%; 92%
Legislation on child restraint systems <sup>2</sup>	
National child restraints use law	Yes
Children seated in front seat	Yes
Age or height specified for children requiring child restraint	-
Child restraint standard referred to and/or specified	No
Presence of targets to increase child safety restraint use (year)	Yes, national (2022)

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1
Frequency and distribution of journeys by modal type	Yes
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes
Seat belt and child-restraint systems use <sup>2</sup>	Yes
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes
Mobile phone use while driving <sup>2</sup>	Yes

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Niger

Population:  
25 252 722

Income group:  
Low income

WHO Region:  
African Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	1 152 (2021)	
Reported fatalities sex distribution (Male; Female)	-	
Reported fatalities user distribution <sup>1</sup>	67%; 0%; 33%; 0%; 0%	
WHO estimated road traffic fatalities (95% CI) (year)	6 278 (95% CI 5 131 - 7 425) (2021)	
WHO estimated rate per 100 000 population (year)	24.9 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	4 951 (2021)	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	No	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	No	
Target for roads to meet technical safety standards for all users (year)	-	
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	- (2021)	
Four-wheel vehicles	-	
Powered 2- and 3-wheelers	-	
Heavy trucks	-	
Buses	-	
Other	-	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	
National laws on front and side impact protection	No	
National laws on seat-belt and seat-belt anchorages	No	
National law on electronic stability control	No	
National law on pedestrian protection	No	
National law on anti-lock braking systems	No	
Government vehicle procurement practices include safety prerequisites	-	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	

## POST-CRASH RESPONSE

National law on universal access to emergency care	-§	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	-§	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	
National good Samaritan law	-§	
National emergency care access number	-	
National target for time between serious crash and initial provision of professional emergency care (year)	-	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	-	
Non fatal reduction target (year)	-	
Funding to implement strategy	Yes, partially funded	
National law mandating third-party liability insurance for powered vehicles	Yes	
National law on driving time and rest periods for professional drivers <sup>2</sup>	-§	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	2	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	

Strong	Moderate	Weak/None
↑ Increase	↓ Decrease	= No change

Change	Advancement
Not provided	

N/A Not applicable

Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	
National law setting a speed limit	Yes
Maximum urban speed limit	50 km/h
Maximum rural speed limit	90 km/h
Maximum motorway speed limit	110 km/h
Local authorities can modify limits	Yes
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National
Available types of enforcement	Speed limiters
Legislation on drink driving <sup>2</sup>	
National law on drink-driving	Yes
BAC limit – general population	≤ 0.0003 g/dl
BAC limit – young or novice drivers	≤ 0.0003 g/dl
Random breath testing carried out	No
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	-
Testing carried out in case of fatal crash	No
Legislation on drug driving	Yes
Legislation on distracted driving (mobile phones)	Yes
Ban on mobile phone use <sup>2</sup>	Hand held; Hand free
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	-
Legislation on helmets for motorcycle riders <sup>2</sup>	
National motorcycle helmet law	Yes
Legislation requires helmet fastening	No
Legislation applies to:	Drivers and Passengers
Legislation applies to all road types	Yes
Legislation applies to all engine types	Yes
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes
Presence of targets to increase helmet use (year)	Yes, national
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-
Minimum age/height children are allowed as passengers	No
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	
National seat-belt law	Yes
Legislation applies to front and rear seat occupants	Yes
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-
Legislation on child restraint systems <sup>2</sup>	
National child restraints use law	Yes
Children seated in front seat	Yes
Age or height specified for children requiring child restraint	7 y
Child restraint standard referred to and/or specified	No
Presence of targets to increase child safety restraint use (year)	Yes, national

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 4
Frequency and distribution of journeys by modal type	No
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	-
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	-
Seat belt and child-restraint systems use <sup>2</sup>	-
Powered 2- and 3-wheeler helmet use <sup>2</sup>	-
Mobile phone use while driving <sup>2</sup>	-

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Nigeria

Population:  
213 401 323

Income group:  
Lower middle income

WHO Region:  
African Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	6 205 (2021)	
Reported fatalities sex distribution (Male; Female)	19%; 81%	
Reported fatalities user distribution <sup>1</sup>	-	
WHO estimated road traffic fatalities (95% CI) (year)	36 722 (95% CI 32 053 - 41 391) (2021)	
WHO estimated rate per 100 000 population (year)	17.2 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	84 000 (2019)	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	
Target for roads to meet technical safety standards for all users (year)	Yes (2030)	
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	15 189 136 [7 117.6] (2021)	
Four-wheel vehicles	-	
Powered 2- and 3-wheelers	-	
Heavy trucks	-	
Buses	-	
Other	-	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes†	
National laws on front and side impact protection	No†	
National laws on seat-belt and seat-belt anchorages	Yes†	
National law on electronic stability control	No†	
National law on pedestrian protection	No†	
National law on anti-lock braking systems	No†	
Government vehicle procurement practices include safety prerequisites	Yes	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	
National good Samaritan law	No	
National emergency care access number	National, multiple numbers	
National target for time between serious crash and initial provision of professional emergency care (year)	15 mn (2030)	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	50% (2030)	
Non fatal reduction target (year)	50% (2030)	
Funding to implement strategy	Yes, partially funded	
National law mandating third-party liability insurance for powered vehicles	Yes	
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	7	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	

Strong	Moderate	Weak/None
Increase	Decrease	No change

Change	Advancement

N/A Not applicable

Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	
National law setting a speed limit	Yes
Maximum urban speed limit	50 km/h
Maximum rural speed limit	80 km/h
Maximum motorway speed limit	100 km/h
Local authorities can modify limits	Yes
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2030)
Available types of enforcement	Manual
Legislation on drink driving <sup>2</sup>	
National law on drink-driving	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
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2030)
Testing carried out in case of fatal crash	Some (not all) drivers are tested
Legislation on drug driving	Yes
Legislation on distracted driving (mobile phones)	Yes
Ban on mobile phone use <sup>2</sup>	Hand held; Hand free
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National (2030)
Legislation on helmets for motorcycle riders <sup>2</sup>	
National motorcycle helmet law	Yes
Legislation requires helmet fastening	Yes
Legislation applies to:	Drivers and Passengers
Legislation applies to all road types	Yes
Legislation applies to all engine types	Yes
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes†
Presence of targets to increase helmet use (year)	Yes, national (2030)
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-
Minimum age/height children are allowed as passengers	No
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	
National seat-belt law	Yes
Legislation applies to front and rear seat occupants	Yes
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2030)
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	20%
Legislation on child restraint systems <sup>2</sup>	
National child restraints use law	Yes
Children seated in front seat	Yes
Age or height specified for children requiring child restraint	7 y
Child restraint standard referred to and/or specified	No†
Presence of targets to increase child safety restraint use (year)	Yes, national (2030)

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 4
Frequency and distribution of journeys by modal type	-
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes
Seat belt and child-restraint systems use <sup>2</sup>	Yes
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes
Mobile phone use while driving <sup>2</sup>	Yes

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Niue

Population:  
1937 ↑

Income group:

WHO Region:  
Western Pacific Region

GSRRS participation:  
2013, 2023

## BURDEN

Reported fatalities (year)	0 (2021)	N/A
Reported fatalities sex distribution (Male; Female)	-	N/A
Reported fatalities user distribution <sup>1</sup>	100%; 0%; 0%; 0%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	0 (95% CI - ) (2021)	N/A
WHO estimated rate per 100 000 population (year)	- (2021)	N/A

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	-	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	No	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	↗
National law requiring a formal road safety inspection/assessment	No	N/A
Target for roads to meet technical safety standards for all users (year)	No	N/A
Investments to upgrade high risk locations	No	N/A

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	-	N/A
Four-wheel vehicles	-	N/A
Powered 2- and 3-wheelers	-	N/A
Heavy trucks	-	N/A
Buses	-	N/A
Other	-	N/A
Legislation on periodic vehicle technical inspection <sup>2</sup>	-	N/A
National laws on front and side impact protection	-§	N/A
National laws on seat-belt and seat-belt anchorages	-§	N/A
National law on electronic stability control	-§	N/A
National law on pedestrian protection	-§	N/A
National law on anti-lock braking systems	-§	N/A
Government vehicle procurement practices include safety prerequisites	-	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	No	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	-§	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	N/A
National good Samaritan law	-§	N/A
National emergency care access number	-	N/A
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	↗
National road safety strategy <sup>2</sup>	No	N/A
Fatality reduction target (year)	-	N/A
Non fatal reduction target (year)	-	N/A
Funding to implement strategy	-	N/A
National law mandating third-party liability insurance for powered vehicles	No	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	No	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	0	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	▬
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	-	N/A

Strong      Moderate      Weak/None

↑ Increase    ↓ Decrease    = No change    ⚡ Change    ↗ Advancement

∅ None or unknown    ━ Not provided

🕒 Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	█	§ N/A
National law setting a speed limit	-	N/A
Maximum urban speed limit	-	N/A
Maximum rural speed limit	-	N/A
Maximum motorway speed limit	-	N/A
Local authorities can modify limits	-	⌚
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National	N/A
Available types of enforcement	Manual	↗
Legislation on drink driving <sup>2</sup>	▬§	N/A
National law on drink-driving	-	N/A
BAC limit – general population	-	N/A
BAC limit – young or novice drivers	-	N/A
Random breath testing carried out	No	▬
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	No	N/A
Testing carried out in case of fatal crash	Some (not all) drivers are tested	▬
Legislation on drug driving	No §	N/A
Legislation on distracted driving (mobile phones)	▬§	N/A
Ban on mobile phone use <sup>2</sup>	-	N/A
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	No	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>	▬§	N/A
National motorcycle helmet law	-	N/A
Legislation requires helmet fastening	-	▬
Legislation applies to:	-	▬
Legislation applies to all road types	No	▬
Legislation applies to all engine types	No	▬
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No	▬
Presence of targets to increase helmet use (year)	No	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	95%; 95%	N/A
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	█	§ N/A
National seat-belt law	-	N/A
Legislation applies to front and rear seat occupants	-	⌚
Presence of targets to increase seat belt use (year) <sup>2</sup>	No	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	5%	N/A

## Legislation on child restraint systems<sup>2</sup>

National child restraints use law	-	N/A
Children seated in front seat	No	▬
Age or height specified for children requiring child restraint	-	N/A
Child restraint standard referred to and/or specified	No	▬
Presence of targets to increase child safety restraint use (year)	No	N/A

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 3	▬
Frequency and distribution of journeys by modal type	No	N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes	N/A
Seat belt and child-restraint systems use <sup>2</sup>	No	N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes	N/A
Mobile phone use while driving <sup>2</sup>	No	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# North Macedonia

Population:  
2 103 330

Income group:  
Upper middle income

WHO Region:  
European Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	116 (2021)	
Reported fatalities sex distribution (Male; Female)	83%; 17%	N/A
Reported fatalities user distribution <sup>1</sup>	50%; 10%; 20%; 6%; 14%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	120 (95% CI 113 - 126) (2021)	
WHO estimated rate per 100 000 population (year)	5.7 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	4 410 (2021)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes <sup>†</sup>	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	Yes	N/A
Investments to upgrade high risk locations	No	N/A

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	549 653 [26 132.5] (2021)	
Four-wheel vehicles	477 820	
Powered 2- and 3-wheelers	15 786	
Heavy trucks	43 327	
Buses	2 946	
Other	-	N/A
Legislation on periodic vehicle technical inspection <sup>2</sup>	-	N/A
National laws on front and side impact protection	-§	N/A
National laws on seat-belt and seat-belt anchorages	-†§	N/A
National law on electronic stability control	-†§	N/A
National law on pedestrian protection	-†§	N/A
National law on anti-lock braking systems	-†§	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	-§	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	-§	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§	N/A
National good Samaritan law	-§	N/A
National emergency care access number	National, single number	N/A
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	50% (2030)	
Non fatal reduction target (year)	40% (2030)	N/A
Funding to implement strategy	Not funded	
National law mandating third-party liability insurance for powered vehicles	-§	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	-§	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	4	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	No	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	N/A

Strong   Moderate   Weak/None

Increase   Decrease   No change   Change   Advancement

None or unknown   Not provided

Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	
National law setting a speed limit	Yes
Maximum urban speed limit	50 km/h
Maximum rural speed limit	90 km/h
Maximum motorway speed limit	130 km/h
Local authorities can modify limits	No N/A
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National N/A
Available types of enforcement	Manual
Legislation on drink driving <sup>2</sup>	
National law on drink-driving	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	≤ 0.09 g/dl
Random breath testing carried out	Yes
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	No N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested
Legislation on drug driving	Yes
Legislation on distracted driving (mobile phones)	Yes N/A
Ban on mobile phone use <sup>2</sup>	Hand held
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	No N/A
Legislation on helmets for motorcycle riders <sup>2</sup>	
National motorcycle helmet law	Yes
Legislation requires helmet fastening	Yes
Legislation applies to:	Drivers and Passengers
Legislation applies to all road types	Yes
Legislation applies to all engine types	Yes
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes <sup>†</sup>
Presence of targets to increase helmet use (year)	Yes, national N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	- N/A
Minimum age/height children are allowed as passengers	No N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	
National seat-belt law	Yes
Legislation applies to front and rear seat occupants	Yes
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	- N/A
Legislation on child restraint systems <sup>2</sup>	
National child restraints use law	Yes
Children seated in front seat	Yes
Age or height specified for children requiring child restraint	5 y
Child restraint standard referred to and/or specified	No <sup>†</sup>
Presence of targets to increase child safety restraint use (year)	Yes, national N/A

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1
Frequency and distribution of journeys by modal type	No N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	- N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes N/A
Seat belt and child-restraint systems use <sup>2</sup>	Yes N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	- N/A
Mobile phone use while driving <sup>2</sup>	Yes N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Norway

Population:  
5 403 021

Income group:  
High income

WHO Region:  
European Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	80 (2021)	
Reported fatalities sex distribution (Male; Female)	80%; 20%	
Reported fatalities user distribution <sup>1</sup>	52%; 19%; 11%; 4%; 14%	
WHO estimated road traffic fatalities (95% CI) (year)	82 (95% CI 76 - 89) (2021)	
WHO estimated rate per 100 000 population (year)	1.5 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	1 628 (2021)	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes <sup>†</sup>	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	
Target for roads to meet technical safety standards for all users (year)	Yes (2028)	
Investments to upgrade high risk locations	-	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	5 819 916 [ 107 716.0 ] (2021)	
Four-wheel vehicles	3 390 144	
Powered 2- and 3-wheelers	369 441	
Heavy trucks	69 931	
Buses	14 883	
Other	1 975 517	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	
National laws on front and side impact protection	Yes	
National laws on seat-belt and seat-belt anchorages	Yes <sup>†</sup>	
National law on electronic stability control	Yes <sup>†</sup>	
National law on pedestrian protection	Yes <sup>†</sup>	
National law on anti-lock braking systems	Yes <sup>†</sup>	
Government vehicle procurement practices include safety prerequisites	Yes	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	

## POST-CRASH RESPONSE

National law on universal access to emergency care	-§	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	-§	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	
National good Samaritan law	-§	
National emergency care access number	National, single number	
National target for time between serious crash and initial provision of professional emergency care (year)	-	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	46% (2030)	
Non fatal reduction target (year)	50% (2030)	
Funding to implement strategy	Not funded	
National law mandating third-party liability insurance for powered vehicles	Yes	
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	6	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	

Strong	Moderate	Weak/None

Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		
National law setting a speed limit	Yes	
Maximum urban speed limit	50 km/h	
Maximum rural speed limit	80 km/h	
Maximum motorway speed limit	100 km/h	
Local authorities can modify limits	Yes	
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	No	
Available types of enforcement	Manual	
Legislation on drink driving <sup>2</sup>		
National law on drink-driving	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	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2026)	
Testing carried out in case of fatal crash	Some (not all) drivers are tested	
Legislation on drug driving	Yes	
Legislation on distracted driving (mobile phones)	Yes	
Ban on mobile phone use <sup>2</sup>	Hand held	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	No	
Legislation on helmets for motorcycle riders <sup>2</sup>		
National motorcycle helmet law	Yes	
Legislation requires helmet fastening	No	
Legislation applies to:	Drivers and Passengers	
Legislation applies to all road types	Yes	
Legislation applies to all engine types	Yes	
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes <sup>†</sup>	
Presence of targets to increase helmet use (year)	No	
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	100%	
Minimum age/height children are allowed as passengers	No	
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Yes	
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2026)	
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	97%; 97%	
Legislation on child restraint systems <sup>2</sup>		
National child restraints use law	Yes	
Children seated in front seat	Yes	
Age or height specified for children requiring child restraint	135 cm	
Child restraint standard referred to and/or specified	Yes <sup>†</sup>	
Presence of targets to increase child safety restraint use (year)	Yes, national (2026)	

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1
Frequency and distribution of journeys by modal type	No
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	No
Seat belt and child-restraint systems use <sup>2</sup>	No
Powered 2- and 3-wheeler helmet use <sup>2</sup>	No
Mobile phone use while driving <sup>2</sup>	No

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# occupied Palestinian territory, including east Jerusalem

Population:  
5 133 392

Income group:  
Lower middle income

WHO Region:  
Eastern Mediterranean Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	186 (2021)	
Reported fatalities sex distribution (Male; Female)	72%; 28%	N/A
Reported fatalities user distribution <sup>1</sup>	40%; 1%; 49%; 1%; 9%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	239 (95% CI 199 - 279) (2021)	
WHO estimated rate per 100 000 population (year)	4.7 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	12 039 (2021)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	No	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	No	
Law requiring a formal road safety inspection/assessment	No	N/A
Target for roads to meet technical safety standards for all users (year)	No	N/A
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

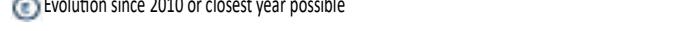
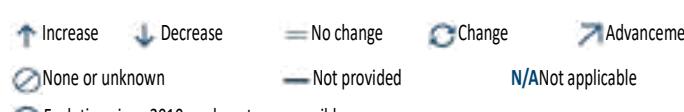
Total registered vehicles [rate per 100 000 pop] (year)	435 584 [8 485.3] (2021)	
Four-wheel vehicles	368 747	
Powered 2- and 3-wheelers	4 003	
Heavy trucks	59 496	
Buses	2 709	
Other	629	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	N/A
Laws on front and side impact protection	No	N/A
Laws on seat-belt and seat-belt anchorages	No	N/A
Law on electronic stability control	No	N/A
Law on pedestrian protection	No	N/A
Law on anti-lock braking systems	No	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A

## POST-CRASH RESPONSE

Law on universal access to emergency care	No	N/A
Law guaranteeing free-of-charge access to rehabilitative care for all injured	No	N/A
Law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	N/A
Good Samaritan law	No	N/A
Emergency care access number	Single number	
Target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
Road safety strategy <sup>2</sup>	Local	
Fatality reduction target (year)	50% (2030)	
Non fatal reduction target (year)	50% (2030)	N/A
Funding to implement strategy	Not funded	
Law mandating third-party liability insurance for powered vehicles	Yes	N/A
Law on driving time and rest periods for professional drivers <sup>2</sup>	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	1	N/A
Presence of lead agency to implement road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes	N/A



## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		=
Law setting a speed limit	Yes	=
Maximum urban speed limit	50 km/h	=
Maximum rural speed limit	80 km/h	=
Maximum motorway speed limit	110 km/h	=
Local authorities can modify limits	No	N/A
Presence of targets to reduce speeds (year) <sup>2</sup>	Local	N/A
Available types of enforcement	Manual and automated	
Legislation on drink driving <sup>2</sup>		=
Law on drink-driving	Yes	=
BAC limit – general population	-	N/A
BAC limit – young or novice drivers	-	N/A
Random breath testing carried out	Yes	
Presence of targets to reduce driving after drinking (year) <sup>2</sup>	Yes	N/A
Testing carried out in case of fatal crash	Some (not all) drivers are tested	
Legislation on drug driving	Yes	=
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use <sup>2</sup>	Hand held	=
Presence of targets to reduce distracted driving (year) <sup>2</sup>	Local (2030)	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>		=
Motorcycle helmet law	Yes	=
Legislation requires helmet fastening	Yes	=
Legislation applies to:	Drivers and Passengers	
Legislation applies to all road types	Yes	=
Legislation applies to all engine types	Yes	=
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes	=
Presence of targets to increase helmet use (year)	Yes, local (2030)	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-	N/A
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		=
Seat-belt law	Yes	=
Legislation applies to front and rear seat occupants	Yes	=
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, local (2030)	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-	
Legislation on child restraint systems <sup>2</sup>		=
Child restraints use law	Yes	=
Children seated in front seat	Yes	=
Age or height specified for children requiring child restraint	14 y	=
Child restraint standard referred to and/or specified	Yes	=
Presence of targets to increase child safety restraint use (year)	No	N/A
DATA SYSTEMS ON...		
Civil Registration and Vital Statistics (2021)	Group 1	=
Frequency and distribution of journeys by modal type	Partially	N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes	N/A
Seat belt and child-restraint systems use <sup>2</sup>	Yes	N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes	N/A
Mobile phone use while driving <sup>2</sup>	Yes	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited

† Adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Oman

Population:  
4 520 471

Income group:  
High income

WHO Region:  
Eastern Mediterranean Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	434 (2021)	
Reported fatalities sex distribution (Male; Female)	87%; 13%	
Reported fatalities user distribution <sup>1</sup>	0%; 0%; 21%; 0%; 79%	
WHO estimated road traffic fatalities (95% CI) (year)	497 (95% CI 433 - 560) (2021)	
WHO estimated rate per 100 000 population (year)	11.0 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	40 445 (2021)	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	
Target for roads to meet technical safety standards for all users (year)	Yes	
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	1 552 665 [34 347.4] (2021)	
Four-wheel vehicles	1 349 155	
Powered 2- and 3-wheelers	6 957	
Heavy trucks	48 738	
Buses	38 150	
Other	109 665	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	
National laws on front and side impact protection	No	
National laws on seat-belt and seat-belt anchorages	No	
National law on electronic stability control	No	
National law on pedestrian protection	No	
National law on anti-lock braking systems	No	
Government vehicle procurement practices include safety prerequisites	Yes	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	
National good Samaritan law	No	
National emergency care access number	National, single number	
National target for time between serious crash and initial provision of professional emergency care (year)	(2030)	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	50% (2030)	
Non fatal reduction target (year)	50% (2030)	
Funding to implement strategy	Yes, fully funded	
National law mandating third-party liability insurance for powered vehicles	Yes	
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	1	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	

Strong	Moderate	Weak/None

None or unknown	Not provided

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	
National law setting a speed limit	Yes
Maximum urban speed limit	- N/A
Maximum rural speed limit	- N/A
Maximum motorway speed limit	- N/A
Local authorities can modify limits	No N/A
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2030) N/A
Available types of enforcement	Manual
Legislation on drink driving <sup>2</sup>	
National law on drink-driving	Yes
BAC limit – general population	- N/A
BAC limit – young or novice drivers	- N/A
Random breath testing carried out	No
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2030) N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested
Legislation on drug driving	Yes
Legislation on distracted driving (mobile phones)	Yes N/A
Ban on mobile phone use <sup>2</sup>	Hand held
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National (2030) N/A
Legislation on helmets for motorcycle riders <sup>2</sup>	
National motorcycle helmet law	Yes
Legislation requires helmet fastening	No
Legislation applies to:	Drivers and Passengers
Legislation applies to all road types	Yes
Legislation applies to all engine types	Yes
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No
Presence of targets to increase helmet use (year)	Yes, national (2030) N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	- N/A
Minimum age/height children are allowed as passengers	No N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	
National seat-belt law	Yes
Legislation applies to front and rear seat occupants	Yes
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2030) N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	90% N/A
Legislation on child restraint systems <sup>2</sup>	
National child restraints use law	Yes
Children seated in front seat	Yes
Age or height specified for children requiring child restraint	4 y
Child restraint standard referred to and/or specified	No
Presence of targets to increase child safety restraint use (year)	Yes, national (2030) N/A

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1
Frequency and distribution of journeys by modal type	Partially N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes N/A
Seat belt and child-restraint systems use <sup>2</sup>	Yes N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes N/A
Mobile phone use while driving <sup>2</sup>	Yes N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Pakistan

Population:  
231 402 117

Income group:  
Lower middle income

WHO Region:  
Eastern Mediterranean Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	5 816 (2021)	
Reported fatalities sex distribution (Male; Female)	-	N/A
Reported fatalities user distribution <sup>1</sup>	16%; 39%; 41%; 0%; 4%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	27 568 (95% CI 23 854 - 31 282) (2021)	
WHO estimated rate per 100 000 population (year)	11.9 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	506 706 (2021)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes <sup>†</sup>	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	Yes (2030)	N/A
Investments to upgrade high risk locations	Yes	N/A

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	34 301 159 [14 823.2] (2021)	
Four-wheel vehicles	4 517 158	
Powered 2- and 3-wheelers	27 293 287	
Heavy trucks	316 954	
Buses	166 702	
Other	980 035	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	N/A
National laws on front and side impact protection	Yes <sup>†</sup>	N/A
National laws on seat-belt and seat-belt anchorages	Yes <sup>†</sup>	N/A
National law on electronic stability control	No <sup>†</sup>	N/A
National law on pedestrian protection	- <sup>†</sup>	N/A
National law on anti-lock braking systems	Yes <sup>†</sup>	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	No	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	N/A
National good Samaritan law	No	N/A
National emergency care access number	Partial coverage	
National target for time between serious crash and initial provision of professional emergency care (year)	20% reduction (2030)	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	30% (2030)	
Non fatal reduction target (year)	-	N/A
Funding to implement strategy	Yes, partially funded	
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	No	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	3	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, subnational	N/A



## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		=
National law setting a speed limit	Yes	=
Maximum urban speed limit	90 km/h	=
Maximum rural speed limit	110 km/h	=
Maximum motorway speed limit	130 km/h	=
Local authorities can modify limits	Yes	=
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	No	N/A
Available types of enforcement	Manual	
Legislation on drink driving <sup>2</sup>		*
National law on drink-driving	Yes	=
BAC limit – general population	-	N/A
BAC limit – young or novice drivers	-	N/A
Random breath testing carried out	No	=
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	No	N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested	=
Legislation on drug driving	Yes	=
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use <sup>2</sup>	Hand held	=
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National (2030)	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>		=
National motorcycle helmet law	Yes	=
Legislation requires helmet fastening	No	=
Legislation applies to:	Drivers and Passengers	
Legislation applies to all road types	Yes	=
Legislation applies to all engine types	Yes	=
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No <sup>†</sup>	=
Presence of targets to increase helmet use (year)	Yes, national (2030)	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-	N/A
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		=
National seat-belt law	Yes	=
Legislation applies to front and rear seat occupants	Not all	=
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2030)	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-	N/A
Legislation on child restraint systems <sup>2</sup>		=
National child restraints use law	No	=
Children seated in front seat	No	=
Age or height specified for children requiring child restraint	-	=
Child restraint standard referred to and/or specified	No <sup>†</sup>	=
Presence of targets to increase child safety restraint use (year)	No	N/A

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 4	=
Frequency and distribution of journeys by modal type	Partially	N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	No	N/A
Seat belt and child-restraint systems use <sup>2</sup>	No	N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	No	N/A
Mobile phone use while driving <sup>2</sup>	No	N/A

<sup>1</sup> 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

<sup>2</sup> UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Panama

Population:  
4 351 267 ↑

Income group:  
High income ↑

WHO Region:  
Region of the Americas

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	243 (2021)	↓
Reported fatalities sex distribution (Male; Female)	85%; 15%	N/A
Reported fatalities user distribution <sup>1</sup>	32%; 4%; 40%; 6%; 18%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	316 (95% CI 289 - 342) (2021)	↓
WHO estimated rate per 100 000 population (year)	7.3 (2021)	↓

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	-	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	No	☒
National law requiring a formal road safety inspection/assessment	No	N/A
Target for roads to meet technical safety standards for all users (year)	No	N/A
Investments to upgrade high risk locations	-	N/A

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	- (2020)	N/A
Four-wheel vehicles	-	N/A
Powered 2- and 3-wheelers	-	N/A
Heavy trucks	-	N/A
Buses	-	N/A
Other	-	N/A
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	N/A
National laws on front and side impact protection	No	N/A
National laws on seat-belt and seat-belt anchorages	Yes	N/A
National law on electronic stability control	No	N/A
National law on pedestrian protection	No	N/A
National law on anti-lock braking systems	No	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	No	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	No	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	-§	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§	N/A
National good Samaritan law	Yes\$	N/A
National emergency care access number	National, single number	☒
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	☒
National road safety strategy <sup>2</sup>	Yes	≡
Fatality reduction target (year)	50% (2030)	☒
Non fatal reduction target (year)	43% (2020)	N/A
Funding to implement strategy	-	N/A
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	No	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	0	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	≡
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	-	N/A

Strong	Moderate	Weak/None
↑ Increase	↓ Decrease	— No change
∅ None or unknown	— Not provided	⌚ Evolution since 2010 or closest year possible
⌚ Evolution since 2010 or closest year possible	⌚ Evolution since 2010 or closest year possible	N/A Not applicable

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	Red	≡
National law setting a speed limit	Yes	≡
Maximum urban speed limit	80 km/h	≡
Maximum rural speed limit	100 km/h	≡
Maximum motorway speed limit	120 km/h	≡
Local authorities can modify limits	No	N/A
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	No	N/A
Available types of enforcement	Manual	☒
Legislation on drink driving <sup>2</sup>	Orange	≡
National law on drink-driving	Yes	≡
BAC limit – general population	≤ 0.05 g/dl	≡
BAC limit – young or novice drivers	≤ 0.05 g/dl	≡
Random breath testing carried out	No	≡
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2020)	N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested	≡
Legislation on drug driving	Yes	≡
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use <sup>2</sup>	Hand held; Hand free	≡
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	No	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>	Orange	≡
National motorcycle helmet law	Yes	≡
Legislation requires helmet fastening	No	≡
Legislation applies to:	Drivers and Passengers	⌚
Legislation applies to all road types	Yes	≡
Legislation applies to all engine types	Yes	≡
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No	≡
Presence of targets to increase helmet use (year)	Yes, national (2020)	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	95%; 95%	N/A
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	Green	≡
National seat-belt law	Yes	≡
Legislation applies to front and rear seat occupants	Yes	≡
Presence of targets to increase seat belt use (year) <sup>2</sup>	-	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	95%; 95%	N/A
Legislation on child restraint systems <sup>2</sup>	Red	≡
National child restraints use law	No	≡
Children seated in front seat	Yes	≡
Age or height specified for children requiring child restraint	-	≡
Child restraint standard referred to and/or specified	No	≡
Presence of targets to increase child safety restraint use (year)	-	N/A
<b>NATIONAL DATA SYSTEMS ON...</b>		
Civil Registration and Vital Statistics (2021)	Group 1	≡
Frequency and distribution of journeys by modal type	No	N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes	N/A
Seat belt and child-restraint systems use <sup>2</sup>	No	N/A
Powered 2- and 3- wheeler helmet use <sup>2</sup>	No	N/A
Mobile phone use while driving <sup>2</sup>	No	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Paraguay

Population:  
6 703 799

Income group:  
Upper middle income

WHO Region:  
Region of the Americas

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	1 396 (2020)	
Reported fatalities sex distribution (Male; Female)	86%; 14%	
Reported fatalities user distribution <sup>1</sup>	14%; 61%; 16%; 1%; 9%	
WHO estimated road traffic fatalities (95% CI) (year)	1 405 (95% CI 1 299 - 1 511) (2021)	
WHO estimated rate per 100 000 population (year)	21.0 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	-	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	No	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	No	
Target for roads to meet technical safety standards for all users (year)	Yes (2030)	
Investments to upgrade high risk locations	No	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	2 684 358 [40 042.3] (2021)	
Four-wheel vehicles	964 120	
Powered 2- and 3-wheelers	971 762	
Heavy trucks	85 331	
Buses	9 670	
Other	653 475	
Legislation on periodic vehicle technical inspection <sup>2</sup>	No	
National laws on front and side impact protection	No	
National laws on seat-belt and seat-belt anchorages	Yes	
National law on electronic stability control	No	
National law on pedestrian protection	No	
National law on anti-lock braking systems	No	
Government vehicle procurement practices include safety prerequisites	-	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	
National good Samaritan law	No	
National emergency care access number	National, multiple numbers	
National target for time between serious crash and initial provision of professional emergency care (year)	-	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	30% (2030)	
Non fatal reduction target (year)	30% (2030)	
Funding to implement strategy	Yes, partially funded	
National law mandating third-party liability insurance for powered vehicles	No	
National law on driving time and rest periods for professional drivers <sup>2</sup>	No	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	1	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	

Strong	Moderate	Weak/None
Increase	Decrease	No change

Change	Advancement

N/A Not applicable

Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	
National law setting a speed limit	Yes
Maximum urban speed limit	50 km/h
Maximum rural speed limit	110 km/h
Maximum motorway speed limit	110 km/h
Local authorities can modify limits	Yes
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2030)
Available types of enforcement	Manual
Legislation on drink driving <sup>2</sup>	
National law on drink-driving	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
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2030)
Testing carried out in case of fatal crash	Some (not all) drivers are tested
Legislation on drug driving	Yes
Legislation on distracted driving (mobile phones)	Yes
Ban on mobile phone use <sup>2</sup>	Hand held; Hand free
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National (2030)
Legislation on helmets for motorcycle riders <sup>2</sup>	
National motorcycle helmet law	Yes
Legislation requires helmet fastening	Yes
Legislation applies to:	Drivers and Passengers
Legislation applies to all road types	Yes
Legislation applies to all engine types	Yes
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes
Presence of targets to increase helmet use (year)	Yes, national (2030)
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	35%; 11%
Minimum age/height children are allowed as passengers	Yes (12 y)
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	
National seat-belt law	Yes
Legislation applies to front and rear seat occupants	Yes
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2030)
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	67%; 20%; 5%
Legislation on child restraint systems <sup>2</sup>	
National child restraints use law	Yes
Children seated in front seat	Yes
Age or height specified for children requiring child restraint	5 y
Child restraint standard referred to and/or specified	No
Presence of targets to increase child safety restraint use (year)	Yes, national (2030)

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1
Frequency and distribution of journeys by modal type	-
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes
Seat belt and child-restraint systems use <sup>2</sup>	-
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes
Mobile phone use while driving <sup>2</sup>	-

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Peru

Population:  
33 715 471

Income group:  
Upper middle income

WHO Region:  
Region of the Americas

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	3 032 (2021)	↑	
Reported fatalities sex distribution (Male; Female)	76%; 22%	N/A	
Reported fatalities user distribution <sup>1</sup>	24%; 33%; 26%; 2%; 15%	N/A	
WHO estimated road traffic fatalities (95% CI) (year)	4 284 (95% CI 3 991 - 4 577) (2021)	↑	
WHO estimated rate per 100 000 population (year)	12.7 (2021)	↑	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	22 672 (2022)	N/A	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	N/A	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	↗	
National law requiring a formal road safety inspection/assessment	Yes	N/A	
Target for roads to meet technical safety standards for all users (year)	No	N/A	
Investments to upgrade high risk locations	No	↗	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	7 688 373 [22 803.7] (2021)	↑	
Four-wheel vehicles	2 277 257	↗	
Powered 2- and 3-wheelers	4 501 643	↑	
Heavy trucks	547 970	↗	
Buses	280 837	↗	
Other	80 666	N/A	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	N/A	
National laws on front and side impact protection	No	N/A	
National laws on seat-belt and seat-belt anchorages	Yes	N/A	
National law on electronic stability control	No	N/A	
National law on pedestrian protection	No	N/A	
National law on anti-lock braking systems	No	N/A	
Government vehicle procurement practices include safety prerequisites	No	N/A	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A	

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	N/A	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	N/A	
National good Samaritan law	No	N/A	
National emergency care access number	Partial coverage	↗	
National target for time between serious crash and initial provision of professional emergency care (year)	(2021)	N/A	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	▬	
National road safety strategy <sup>2</sup>	Yes	▬	
Fatality reduction target (year)	50% (2026)	↗	
Non fatal reduction target (year)	-	N/A	
Funding to implement strategy	-	N/A	
National law mandating third-party liability insurance for powered vehicles	Yes	N/A	
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes	N/A	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	2	N/A	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	▬	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	N/A	

Strong	Moderate	Weak/None	
↑ Increase	↓ Decrease	▬ No change	
○ Change	↗ Advancement		
⊖ None or unknown	▬ Not provided		
⌚ Evolution since 2010 or closest year possible	N/A Not applicable		

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	Green	↗	
National law setting a speed limit	Yes	▬	
Maximum urban speed limit	50 km/h	▬	
Maximum rural speed limit	60 km/h	▬	
Maximum motorway speed limit	100 km/h	▬	
Local authorities can modify limits	Yes	▬	
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2021)	N/A	
Available types of enforcement	Manual	↗	
Legislation on drink driving <sup>2</sup>	Orange	▬	
National law on drink-driving	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	▬	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2021)	N/A	
Testing carried out in case of fatal crash	Some (not all) drivers are tested	▬	
Legislation on drug driving	Yes	▬	
Legislation on distracted driving (mobile phones)	Yes	N/A	
Ban on mobile phone use <sup>2</sup>	Hand held	▬	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National (2030)	N/A	
Legislation on helmets for motorcycle riders <sup>2</sup>	Orange	▬	
National motorcycle helmet law	Yes	▬	
Legislation requires helmet fastening	No	▬	
Legislation applies to:	Drivers and Passengers	▬	
Legislation applies to all road types	Yes	▬	
Legislation applies to all engine types	Yes	▬	
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No	▬	
Presence of targets to increase helmet use (year)	Yes, national (2021)	N/A	
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-	N/A	
Minimum age/height children are allowed as passengers	No	N/A	
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	Green	▬	
National seat-belt law	Yes	▬	
Legislation applies to front and rear seat occupants	Yes	▬	
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2021)	N/A	
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	58%; 16%; 0%	N/A	
Legislation on child restraint systems <sup>2</sup>	Red	▬	
National child restraints use law	Yes	▬	
Children seated in front seat	Yes	▬	
Age or height specified for children requiring child restraint	3 y	▬	
Child restraint standard referred to and/or specified	Yes	▬	
Presence of targets to increase child safety restraint use (year)	Yes, national (2021)	N/A	

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 4	▬	
Frequency and distribution of journeys by modal type	No	N/A	
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	N/A	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes	N/A	
Seat belt and child-restraint systems use <sup>2</sup>	Yes	N/A	
Powered 2- and 3-wheeler helmet use <sup>2</sup>	No	N/A	
Mobile phone use while driving <sup>2</sup>	Yes	N/A	

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Philippines

Population:  
113 880 328

Income group:  
Lower middle income

WHO Region:  
Western Pacific Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	8 746 (2020)	
Reported fatalities sex distribution (Male; Female)	85%; 15%	N/A
Reported fatalities user distribution <sup>1</sup>	1%; 14%; 3%; 1%; 81%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	11 062 (95% CI 10 153 - 11 972) (2021)	
WHO estimated rate per 100 000 population (year)	9.7 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	65 980 (2021)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes <sup>†</sup>	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	Yes	N/A
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	13 [0.0] (2021)	
Four-wheel vehicles	4 389 676	
Powered 2- and 3-wheelers	8 070 821	
Heavy trucks	473 266	
Buses	25 986	
Other	62 734	
Legislation on periodic vehicle technical inspection <sup>2</sup>	No	N/A
National laws on front and side impact protection	-	N/A
National laws on seat-belt and seat-belt anchorages	-	N/A
National law on electronic stability control	-	N/A
National law on pedestrian protection	-	N/A
National law on anti-lock braking systems	- <sup>†</sup>	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	- <sup>§</sup>	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	- <sup>§</sup>	N/A
National good Samaritan law	- <sup>§</sup>	N/A
National emergency care access number	Partial coverage	
National target for time between serious crash and initial provision of professional emergency care (year)	10 mn in Davao and Cebu	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	20% (2022)	
Non fatal reduction target (year)	-	N/A
Funding to implement strategy	Yes, partially funded	
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	No	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	4	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	N/A

Strong	Moderate	Weak/None
Increase	Decrease	No change
		Change

Not provided		Advancement
		Not applicable

Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		Group 1
National law setting a speed limit	Yes	
Maximum urban speed limit	40 km/h	
Maximum rural speed limit	80 km/h	
Maximum motorway speed limit	-	N/A
Local authorities can modify limits	Yes	
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National	N/A
Available types of enforcement	Manual	
Legislation on drink driving <sup>2</sup>		Group 2
National law on drink-driving	Yes	
BAC limit – general population	≤ 0.05 g/dl	
BAC limit – young or novice drivers	≤ 0.05 g/dl	
Random breath testing carried out	-	N/A
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National	N/A
Testing carried out in case of fatal crash	No	
Legislation on drug driving	Yes	
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use <sup>2</sup>	Hand held	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>		Group 3
National motorcycle helmet law	Yes	
Legislation requires helmet fastening	No	
Legislation applies to:	Drivers and Passengers	
Legislation applies to all road types	Yes	
Legislation applies to all engine types	Yes	
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes	
Presence of targets to increase helmet use (year)	Yes, national	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-	N/A
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		Group 4
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Yes	
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-	N/A
Legislation on child restraint systems <sup>2</sup>		Group 5
National child restraints use law	Yes	
Children seated in front seat	Yes	
Age or height specified for children requiring child restraint	12 y /150 cm	
Child restraint standard referred to and/or specified	Yes	
Presence of targets to increase child safety restraint use (year)	Yes, national	N/A
NATIONAL DATA SYSTEMS ON...		
Civil Registration and Vital Statistics (2021)	Group 1	
Frequency and distribution of journeys by modal type	No	N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes	N/A
Seat belt and child-restraint systems use <sup>2</sup>	Yes	N/A
Powered 2- and 3- wheeler helmet use <sup>2</sup>	Yes	N/A
Mobile phone use while driving <sup>2</sup>	Yes	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Poland

Population:  
38 307 726

Income group:  
High income

WHO Region:  
European Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	2 245 (2021)	
Reported fatalities sex distribution (Male; Female)	76%; 24%	
Reported fatalities user distribution <sup>1</sup>	53%; 12%; 24%; 8%; 3%	
WHO estimated road traffic fatalities (95% CI) (year)	2 474 (95% CI 2 303 - 2 645) (2021)	
WHO estimated rate per 100 000 population (year)	6.5 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	315 512 (2021)	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes <sup>†</sup>	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	
Target for roads to meet technical safety standards for all users (year)	Yes (2030)	
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

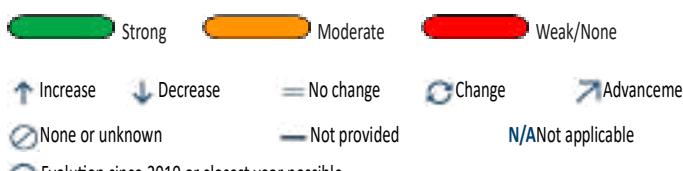
Total registered vehicles [rate per 100 000 pop] (year)	34 030 267 [88 834.0] (2021)	
Four-wheel vehicles	25 869 804	
Powered 2- and 3-wheelers	3 169 014	
Heavy trucks	535 346	
Buses	126 547	
Other	-	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes <sup>#</sup>	
National laws on front and side impact protection	Yes <sup>†#</sup>	
National laws on seat-belt and seat-belt anchorages	Yes <sup>†#</sup>	
National law on electronic stability control	Yes <sup>†#</sup>	
National law on pedestrian protection	Yes <sup>†#</sup>	
National law on anti-lock braking systems	Yes <sup>†#</sup>	
Government vehicle procurement practices include safety prerequisites	-	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	-	

## POST-CRASH RESPONSE

National law on universal access to emergency care	- <sup>\$</sup>	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	- <sup>\$</sup>	
National good Samaritan law	- <sup>\$</sup>	
National emergency care access number	-	
National target for time between serious crash and initial provision of professional emergency care (year)	(2030)	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	-	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	50% (2030)	
Non fatal reduction target (year)	50% (2030)	
Funding to implement strategy	Yes, partially funded	
National law mandating third-party liability insurance for powered vehicles	Yes	
National law on driving time and rest periods for professional drivers <sup>2</sup>	- <sup>‡\$</sup>	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	6	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	-	



## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	
National law setting a speed limit	Yes
Maximum urban speed limit	50 km/h
Maximum rural speed limit	90 km/h
Maximum motorway speed limit	140 km/h
Local authorities can modify limits	Yes
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2030)
Available types of enforcement	Manual
Legislation on drink driving <sup>2</sup>	
National law on drink-driving	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
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2030)
Testing carried out in case of fatal crash	Yes, all drivers are tested
Legislation on drug driving	Yes
Legislation on distracted driving (mobile phones)	Yes
Ban on mobile phone use <sup>2</sup>	Hand held
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National (2030)
Legislation on helmets for motorcycle riders <sup>2</sup>	
National motorcycle helmet law	Yes
Legislation requires helmet fastening	No
Legislation applies to:	Drivers and Passengers
Legislation applies to all road types	Yes
Legislation applies to all engine types	Yes
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes <sup>†‡</sup>
Presence of targets to increase helmet use (year)	Yes, national (2030)
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	99%; 97%
Minimum age/height children are allowed as passengers	No
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	
National seat-belt law	Yes
Legislation applies to front and rear seat occupants	Yes
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2030)
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	95%; 96%
Legislation on child restraint systems <sup>2</sup>	
National child restraints use law	Yes
Children seated in front seat	Yes
Age or height specified for children requiring child restraint	135 cm
Child restraint standard referred to and/or specified	Yes <sup>†‡</sup>
Presence of targets to increase child safety restraint use (year)	Yes, national (2030)

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1
Frequency and distribution of journeys by modal type	-
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes
Seat belt and child-restraint systems use <sup>2</sup>	Yes
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes
Mobile phone use while driving <sup>2</sup>	Yes

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Portugal

Population:  
10 290 103

Income group:  
High income

WHO Region:  
European Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	561 (2021)	
Reported fatalities sex distribution (Male; Female)	79%; 21%	N/A
Reported fatalities user distribution <sup>1</sup>	37%; 25%; 18%; 6%; 14%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	736 (95% CI 698 - 775) (2021)	
WHO estimated rate per 100 000 population (year)	7.2 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	26 506 (2021)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes <sup>†</sup>	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	–	N/A
National law requiring a formal road safety inspection/assessment	No	N/A
Target for roads to meet technical safety standards for all users (year)	Yes (2030)	N/A
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	7 370 801 [71 630.0] (2021)	
Four-wheel vehicles	5 410 000	
Powered 2- and 3-wheelers	521 000	
Heavy trucks	135 000	
Buses	17 300	
Other	–	N/A
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes <sup>#</sup>	N/A
National laws on front and side impact protection	Yes <sup>†#</sup>	N/A
National laws on seat-belt and seat-belt anchorages	Yes <sup>†#</sup>	N/A
National law on electronic stability control	Yes <sup>†#</sup>	N/A
National law on pedestrian protection	Yes <sup>†#</sup>	N/A
National law on anti-lock braking systems	Yes <sup>†#</sup>	N/A
Government vehicle procurement practices include safety prerequisites	–	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	– <sup>§</sup>	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	– <sup>§</sup>	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	– <sup>§</sup>	N/A
National good Samaritan law	– <sup>§</sup>	N/A
National emergency care access number	National, single number	
National target for time between serious crash and initial provision of professional emergency care (year)	(2030)	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	
National road safety strategy <sup>2</sup>	No	
Fatality reduction target (year)	50% (2030)	
Non fatal reduction target (year)	50% (2030)	N/A
Funding to implement strategy	–	N/A
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes <sup>#</sup>	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	6	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	N/A

Strong	Moderate	Weak/None

Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		
National law setting a speed limit	Yes	
Maximum urban speed limit	50 km/h	
Maximum rural speed limit	90 km/h	
Maximum motorway speed limit	120 km/h	
Local authorities can modify limits	Yes	N/A
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2030)	N/A
Available types of enforcement	Manual	
Legislation on drink driving <sup>2</sup>		
National law on drink-driving	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	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2030)	N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested	
Legislation on drug driving	Yes	
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use <sup>2</sup>	Hand held	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National (2030)	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>		
National motorcycle helmet law	Yes	
Legislation requires helmet fastening	Yes	
Legislation applies to:	Drivers and Passengers	
Legislation applies to all road types	Yes	
Legislation applies to all engine types	Yes	
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes <sup>†‡</sup>	
Presence of targets to increase helmet use (year)	Yes, national (2030)	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	100%; 99%	N/A
Minimum age/height children are allowed as passengers	Yes (7 y)	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Yes	
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2030)	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	99%; 98%; 78%	N/A
Legislation on child restraint systems <sup>2</sup>		
National child restraints use law	Yes	
Children seated in front seat	Yes	
Age or height specified for children requiring child restraint	12 y / 135 cm	
Child restraint standard referred to and/or specified	Yes <sup>†‡</sup>	
Presence of targets to increase child safety restraint use (year)	Yes, national (2030)	N/A

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1
Frequency and distribution of journeys by modal type	No
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes
Seat belt and child-restraint systems use <sup>2</sup>	Yes
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes
Mobile phone use while driving <sup>2</sup>	Yes

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Qatar

Population:  
2 688 235

Income group:  
High income

WHO Region:  
Eastern Mediterranean Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	161 (2021)	
Reported fatalities sex distribution (Male; Female)	94%; 6%	
Reported fatalities user distribution <sup>1</sup>	48%; 2%; 32%; 3%; 15%	
WHO estimated road traffic fatalities (95% CI) (year)	197 (95% CI 184 - 210) (2021)	
WHO estimated rate per 100 000 population (year)	7.3 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	11 285 (2022)	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	
Target for roads to meet technical safety standards for all users (year)	Yes (2030)	
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	1 803 726 [67 097.0] (2021)	
Four-wheel vehicles	-	
Powered 2- and 3-wheelers	34 441	
Heavy trucks	-	
Buses	-	
Other	-	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	
National laws on front and side impact protection	No	
National laws on seat-belt and seat-belt anchorages	No	
National law on electronic stability control	No	
National law on pedestrian protection	No	
National law on anti-lock braking systems	Yes	
Government vehicle procurement practices include safety prerequisites	Yes	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	
National good Samaritan law	No	
National emergency care access number	National, single number	
National target for time between serious crash and initial provision of professional emergency care (year)	7 mn	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	50% (2030)	
Non fatal reduction target (year)	50% (2030)	
Funding to implement strategy	Yes, fully funded	
National law mandating third-party liability insurance for powered vehicles	Yes	
National law on driving time and rest periods for professional drivers <sup>2</sup>	No	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	1	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	

Strong	Moderate	Weak/None

None or unknown	Not provided

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	
National law setting a speed limit	Yes
Maximum urban speed limit	100 km/h
Maximum rural speed limit	120 km/h
Maximum motorway speed limit	120 km/h
Local authorities can modify limits	No
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2030)
Available types of enforcement	Automatic
Legislation on drink driving <sup>2</sup>	
National law on drink-driving	Yes
BAC limit – general population	-
BAC limit – young or novice drivers	-
Random breath testing carried out	No
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	No
Testing carried out in case of fatal crash	No
Legislation on drug driving	Yes
Legislation on distracted driving (mobile phones)	Yes
Ban on mobile phone use <sup>2</sup>	Hand held
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National (2030)
Legislation on helmets for motorcycle riders <sup>2</sup>	
National motorcycle helmet law	Yes
Legislation requires helmet fastening	No
Legislation applies to:	Drivers and Passengers
Legislation applies to all road types	Yes
Legislation applies to all engine types	Yes
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No
Presence of targets to increase helmet use (year)	Yes, national (2030)
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	99%; 99%
Minimum age/height children are allowed as passengers	No
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	
National seat-belt law	Yes
Legislation applies to front and rear seat occupants	Not all
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2030)
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	47%
Legislation on child restraint systems <sup>2</sup>	
National child restraints use law	No
Children seated in front seat	Yes
Age or height specified for children requiring child restraint	-
Child restraint standard referred to and/or specified	No
Presence of targets to increase child safety restraint use (year)	Yes, national (2030)

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1
Frequency and distribution of journeys by modal type	Yes
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes
Seat belt and child-restraint systems use <sup>2</sup>	Yes
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes
Mobile phone use while driving <sup>2</sup>	Yes

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Republic of Korea

Population:  
51 830 139 ↑

Income group:  
High income ■

WHO Region:  
Western Pacific Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	2 916 (2021)	↓
Reported fatalities sex distribution (Male; Female)	74%; 26%	N/A
Reported fatalities user distribution <sup>1</sup>	19%; 22%; 35%; 6%; 19%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	3 570 (95% CI 3 301 - 3 839) (2021)	↓
WHO estimated rate per 100 000 population (year)	6.9 (2021)	↓

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	99 607 (2021)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes†	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	▣
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	No	N/A
Investments to upgrade high risk locations	Yes	N/A

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	27 124 938 [52 334.3] (2021)	↑
Four-wheel vehicles	20 523 615	↑
Powered 2- and 3-wheelers	2 213 837	↑
Heavy trucks	819 557	↑
Buses	637 001	↑
Other	2 930 928	↑
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	N/A
National laws on front and side impact protection	Yes	N/A
National laws on seat-belt and seat-belt anchorages	Yes	N/A
National law on electronic stability control	No†	N/A
National law on pedestrian protection	Yes†	N/A
National law on anti-lock braking systems	Yes	N/A
Government vehicle procurement practices include safety prerequisites	–	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	No	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	Yes	N/A
National good Samaritan law	–§	N/A
National emergency care access number	National, single number	N/A
National target for time between serious crash and initial provision of professional emergency care (year)	–	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	▬
National road safety strategy <sup>2</sup>	Yes	▬
Fatality reduction target (year)	38% (2026)	▣
Non fatal reduction target (year)	37% (2026)	N/A
Funding to implement strategy	–	N/A
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	3	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	▬
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	N/A

Strong	Moderate	Weak/None
↑ Increase	↓ Decrease	▬ No change
○ None or unknown	▬ Not provided	Change ↗ Advancement
🕒 Evolution since 2010 or closest year possible	N/A	Not applicable

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	Red	▬
National law setting a speed limit	Yes	▬
Maximum urban speed limit	90 km/h	↑
Maximum rural speed limit	90 km/h	↑
Maximum motorway speed limit	120 km/h	▬
Local authorities can modify limits	Yes	▬
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	No	N/A
Available types of enforcement	Automatic	▬
Legislation on drink driving <sup>2</sup>	Orange	▬
National law on drink-driving	Yes	▬
BAC limit – general population	≤ 0.03 g/dl	▬
BAC limit – young or novice drivers	≤ 0.03 g/dl	↓
Random breath testing carried out	No	▬
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	No	N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested	▬
Legislation on drug driving	Yes	▬
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use <sup>2</sup>	Hand held	▬
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	No	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>	Orange	▬
National motorcycle helmet law	Yes	▬
Legislation requires helmet fastening	No	▬
Legislation applies to:	Drivers and Passengers	○
Legislation applies to all road types	Yes	▬
Legislation applies to all engine types	Yes	▬
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes	▬
Presence of targets to increase helmet use (year)	No	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	93%	↑
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	Green	▬
National seat-belt law	Yes	▬
Legislation applies to front and rear seat occupants	Yes	▬
Presence of targets to increase seat belt use (year) <sup>2</sup>	No	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	88%; 86%; 32%	N/A
Legislation on child restraint systems <sup>2</sup>	Red	▬
National child restraints use law	No	▬
Children seated in front seat	Yes	▬
Age or height specified for children requiring child restraint	–	▬
Child restraint standard referred to and/or specified	No	▬
Presence of targets to increase child safety restraint use (year)	No	N/A
<b>NATIONAL DATA SYSTEMS ON...</b>		
Civil Registration and Vital Statistics (2021)	Group 1	▬
Frequency and distribution of journeys by modal type	Partially	N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes	N/A
Seat belt and child-restraint systems use <sup>2</sup>	Yes	N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes	N/A
Mobile phone use while driving <sup>2</sup>	Yes	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Republic of Moldova

Population:  
3 061 506

Income group:  
Upper middle income

WHO Region:  
European Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	257 (2021)	
Reported fatalities sex distribution (Male; Female)	75%; 25%	N/A
Reported fatalities user distribution <sup>1</sup>	43%; 11%; 34%; 6%; 7%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	278 (95% CI 264 - 293) (2021)	
WHO estimated rate per 100 000 population (year)	9.1 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	6 406 (2021)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes <sup>†</sup>	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	No	N/A
Target for roads to meet technical safety standards for all users (year)	Yes	N/A
Investments to upgrade high risk locations	No	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	928 832 [30 339.1] (2021)	
Four-wheel vehicles	716 906	
Powered 2- and 3-wheelers	-	N/A
Heavy trucks	190 850	
Buses	21 076	
Other	71 372	
Legislation on periodic vehicle technical inspection <sup>2</sup>	- <sup>†</sup>	N/A
National laws on front and side impact protection	- <sup>†\$</sup>	N/A
National laws on seat-belt and seat-belt anchorages	- <sup>†\$</sup>	N/A
National law on electronic stability control	- <sup>†\$</sup>	N/A
National law on pedestrian protection	- <sup>†\$</sup>	N/A
National law on anti-lock braking systems	- <sup>†\$</sup>	N/A
Government vehicle procurement practices include safety prerequisites	-	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	- <sup>§</sup>	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	- <sup>§</sup>	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	- <sup>§</sup>	N/A
National good Samaritan law	- <sup>§</sup>	N/A
National emergency care access number	-	N/A
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	-	N/A
National road safety strategy <sup>2</sup>	No	
Fatality reduction target (year)	-	N/A
Non fatal reduction target (year)	-	N/A
Funding to implement strategy	-	N/A
National law mandating third-party liability insurance for powered vehicles	- <sup>§</sup>	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	- <sup>§</sup>	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	6	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	-	N/A

Strong   Moderate   Weak/None

Increase   Decrease   No change   Change   Advancement  
 None or unknown   Not provided  
 Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		
National law setting a speed limit	Yes	
Maximum urban speed limit	50 km/h	
Maximum rural speed limit	110 km/h	
Maximum motorway speed limit	110 km/h	
Local authorities can modify limits	No	N/A
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	Subnational	N/A
Available types of enforcement	Manual	
Legislation on drink driving <sup>2</sup>		
National law on drink-driving	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	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National	N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested	
Legislation on drug driving	Yes	
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use <sup>2</sup>	Hand held	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	-	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>		
National motorcycle helmet law	Yes	
Legislation requires helmet fastening	Yes	
Legislation applies to:	Drivers and Passengers	
Legislation applies to all road types	Yes	
Legislation applies to all engine types	Yes	
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No <sup>†</sup>	
Presence of targets to increase helmet use (year)	Yes, national	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	92%	N/A
Minimum age/height children are allowed as passengers	Yes (12 y)	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Yes	
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	98%	
Legislation on child restraint systems <sup>2</sup>		
National child restraints use law	Yes	
Children seated in front seat	Yes	
Age or height specified for children requiring child restraint	-	
Child restraint standard referred to and/or specified	No <sup>†</sup>	
Presence of targets to increase child safety restraint use (year)	-	N/A
<b>NATIONAL DATA SYSTEMS ON...</b>		
Civil Registration and Vital Statistics (2021)	Group 1	
Frequency and distribution of journeys by modal type	No	N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes	N/A
Seat belt and child-restraint systems use <sup>2</sup>	Yes	N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes	N/A
Mobile phone use while driving <sup>2</sup>	Yes	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Russian Federation

Population:  
145 102 755

Income group:  
Upper middle income

WHO Region:  
European Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	14 874 (2021)	
Reported fatalities sex distribution (Male; Female)	75%; 25%	
Reported fatalities user distribution <sup>1</sup>	59%; 6%; 26%; 2%; 6%	
WHO estimated road traffic fatalities (95% CI) (year)	15 335 (95% CI 14 020 - 16 650) (2021)	
WHO estimated rate per 100 000 population (year)	10.6 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	2 089 070 (2021)	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes <sup>†</sup>	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	No	
Target for roads to meet technical safety standards for all users (year)	(2024)	
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	60 141 889 [41 447.8] (2021)	
Four-wheel vehicles	50 304 104	
Powered 2- and 3-wheelers	2 329 852	
Heavy trucks	3 250 646	
Buses	843 855	
Other	3 899 140	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes <sup>†</sup>	
National laws on front and side impact protection	Yes <sup>†</sup>	
National laws on seat-belt and seat-belt anchorages	Yes <sup>†</sup>	
National law on electronic stability control	Yes <sup>†</sup>	
National law on pedestrian protection	Yes <sup>†</sup>	
National law on anti-lock braking systems	Yes <sup>†</sup>	
Government vehicle procurement practices include safety prerequisites	Yes	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	Yes	
National good Samaritan law	-§	
National emergency care access number	National, multiple numbers	
National target for time between serious crash and initial provision of professional emergency care (year)	-	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	60% (2024)	
Non fatal reduction target (year)	-	
Funding to implement strategy	Yes, fully funded	
National law mandating third-party liability insurance for powered vehicles	Yes	
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	7	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	

Strong	Moderate	Weak/None

Not provided	
	Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	
National law setting a speed limit	Yes
Maximum urban speed limit	60 km/h
Maximum rural speed limit	90 km/h
Maximum motorway speed limit	110 km/h
Local authorities can modify limits	Yes
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	No
Available types of enforcement	Automatic
Legislation on drink driving <sup>2</sup>	
National law on drink-driving	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
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	No
Testing carried out in case of fatal crash	Yes, all drivers are tested
Legislation on drug driving	Yes
Legislation on distracted driving (mobile phones)	Yes
Ban on mobile phone use <sup>2</sup>	Hand held
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	No
Legislation on helmets for motorcycle riders <sup>2</sup>	
National motorcycle helmet law	Yes
Legislation requires helmet fastening	Yes
Legislation applies to:	Drivers and Passengers
Legislation applies to all road types	Yes
Legislation applies to all engine types	Yes
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes <sup>†</sup>
Presence of targets to increase helmet use (year)	No
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	71%; 57%
Minimum age/height children are allowed as passengers	Yes (12 y)
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	
National seat-belt law	Yes
Legislation applies to front and rear seat occupants	Yes
Presence of targets to increase seat belt use (year) <sup>2</sup>	No
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	90%; 79%
Legislation on child restraint systems <sup>2</sup>	
National child restraints use law	Yes
Children seated in front seat	Yes
Age or height specified for children requiring child restraint	7 y
Child restraint standard referred to and/or specified	Yes <sup>†</sup>
Presence of targets to increase child safety restraint use (year)	No
<b>NATIONAL DATA SYSTEMS ON...</b>	
Civil Registration and Vital Statistics (2021)	Group 1
Frequency and distribution of journeys by modal type	Partially
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes
Seat belt and child-restraint systems use <sup>2</sup>	Yes
Powered 2- and 3- wheeler helmet use <sup>2</sup>	-
Mobile phone use while driving <sup>2</sup>	Yes

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Rwanda

Population:  
13 461 888 ↑

Income group:  
Low income ■■■

WHO Region:  
African Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	655 (2021)	↑
Reported fatalities sex distribution (Male; Female)	86%; 14%	N/A
Reported fatalities user distribution <sup>1</sup>	15%; 21%; 32%; 23%; 9%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	1 563 (95% CI 1 286 - 1 841) (2021)	↑
WHO estimated rate per 100 000 population (year)	11.6 (2021)	↑

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	2 295 (2021)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	▣
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	Yes (2021)	N/A
Investments to upgrade high risk locations	Yes	■■■

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	270 673 [2 010.7] (2021)	↑
Four-wheel vehicles	-	↑
Powered 2- and 3-wheelers	-	↑
Heavy trucks	-	↑
Buses	-	N/A
Other	-	N/A
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	N/A
National laws on front and side impact protection	No	N/A
National laws on seat-belt and seat-belt anchorages	Yes	N/A
National law on electronic stability control	No	N/A
National law on pedestrian protection	No	N/A
National law on anti-lock braking systems	No	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	No	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	N/A
National good Samaritan law	No	N/A
National emergency care access number	National, single number	■■■
National target for time between serious crash and initial provision of professional emergency care (year)	10 min in Kigali	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	↗
National road safety strategy <sup>2</sup>	Yes	■■■
Fatality reduction target (year)	-	N/A
Non fatal reduction target (year)	-	N/A
Funding to implement strategy	Yes, partially funded	▣
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	No	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	1	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	■■■
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	N/A

Strong ■■■ Moderate ■■ Weak/None ■

↑ Increase ↓ Decrease — No change ↗ Change ↛ Advancement

∅ None or unknown — Not provided

🕒 Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	■■■	—
National law setting a speed limit	Yes	—
Maximum urban speed limit	80 km/h	—
Maximum rural speed limit	80 km/h	—
Maximum motorway speed limit	80 km/h	—
Local authorities can modify limits	Yes	—
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National	N/A
Available types of enforcement	Manual	—
Legislation on drink driving <sup>2</sup>	■■■	—
National law on drink-driving	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	↗
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	—	N/A
Testing carried out in case of fatal crash	Some (not all) drivers are tested	▣
Legislation on drug driving	No	—
Legislation on distracted driving (mobile phones)	No	N/A
Ban on mobile phone use <sup>2</sup>	—	—
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>	■■■	—
National motorcycle helmet law	Yes	—
Legislation requires helmet fastening	Yes	—
Legislation applies to:	Drivers and Passengers	▣
Legislation applies to all road types	Yes	—
Legislation applies to all engine types	Yes	—
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No	—
Presence of targets to increase helmet use (year)	Yes, national	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	100%; 100%	N/A
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	■■■	—
National seat-belt law	Yes	—
Legislation applies to front and rear seat occupants	Not all	—
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	100%	N/A
Legislation on child restraint systems <sup>2</sup>	■■■	—
National child restraints use law	No	—
Children seated in front seat	Yes	—
Age or height specified for children requiring child restraint	—	—
Child restraint standard referred to and/or specified	No	—
Presence of targets to increase child safety restraint use (year)	Yes, national	N/A

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 4	—
Frequency and distribution of journeys by modal type	Yes	N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes	N/A
Seat belt and child-restraint systems use <sup>2</sup>	Yes	N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes	N/A
Mobile phone use while driving <sup>2</sup>	Yes	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Saint Lucia

Population:  
179 651

Income group:  
Upper middle income

WHO Region:  
Region of the Americas

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	14 (2021)	
Reported fatalities sex distribution (Male; Female)	7%; 93%	
Reported fatalities user distribution <sup>1</sup>	47%; 20%; 13%; 13%; 7%	
WHO estimated road traffic fatalities (95% CI) (year)	16 (95% CI 14 - 18) (2021)	
WHO estimated rate per 100 000 population (year)	8.9 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	-	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	No	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	No	
National law requiring a formal road safety inspection/assessment	No	
Target for roads to meet technical safety standards for all users (year)	-	
Investments to upgrade high risk locations	No	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	75 194 [41 855.6] (2021)	
Four-wheel vehicles	-	
Powered 2- and 3-wheelers	-	
Heavy trucks	-	
Buses	-	
Other	-	
Legislation on periodic vehicle technical inspection <sup>2</sup>	No	
National laws on front and side impact protection	No	
National laws on seat-belt and seat-belt anchorages	No	
National law on electronic stability control	No	
National law on pedestrian protection	No	
National law on anti-lock braking systems	No	
Government vehicle procurement practices include safety prerequisites	-	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	
National good Samaritan law	No	
National emergency care access number	National, multiple numbers	
National target for time between serious crash and initial provision of professional emergency care (year)	-	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	No	
Fatality reduction target (year)	-	
Non fatal reduction target (year)	-	
Funding to implement strategy	-	
National law mandating third-party liability insurance for powered vehicles	Yes	
National law on driving time and rest periods for professional drivers <sup>2</sup>	No	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	0	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	

Strong		Moderate		Weak/None	
↑ Increase		↓ Decrease		= No change	
∅ None or unknown		— Not provided		Change	
🕒 Evolution since 2010 or closest year possible				↗ Advancement	

N/A Not applicable

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		
National law setting a speed limit	Yes	
Maximum urban speed limit	-	
Maximum rural speed limit	-	
Maximum motorway speed limit	-	
Local authorities can modify limits	No	
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	-	
Available types of enforcement	Manual	
Legislation on drink driving <sup>2</sup>		
National law on drink-driving	Yes	
BAC limit – general population	≤ 0.08 g/dl	
BAC limit – young or novice drivers	≤ 0.08 g/dl	
Random breath testing carried out	No	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	-	
Testing carried out in case of fatal crash	-	
Legislation on drug driving	Yes	
Legislation on distracted driving (mobile phones)	Yes	
Ban on mobile phone use <sup>2</sup>	-	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	-	
Legislation on helmets for motorcycle riders <sup>2</sup>		
National motorcycle helmet law	Yes	
Legislation requires helmet fastening	No	
Legislation applies to:	Drivers and Passengers	
Legislation applies to all road types	Yes	
Legislation applies to all engine types	Yes	
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes	
Presence of targets to increase helmet use (year)	Yes, national	
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-	
Minimum age/height children are allowed as passengers	No	
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Not all	
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national	
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-	
Legislation on child restraint systems <sup>2</sup>		
National child restraints use law	No	
Children seated in front seat	No	
Age or height specified for children requiring child restraint	-	
Child restraint standard referred to and/or specified	No	
Presence of targets to increase child safety restraint use (year)	No	

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 3	
Frequency and distribution of journeys by modal type	Partially	
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	-	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	No	
Seat belt and child-restraint systems use <sup>2</sup>	No	
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes	
Mobile phone use while driving <sup>2</sup>	No	

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Samoa

Population:  
218 764

Income group:  
Lower middle income

WHO Region:  
Western Pacific Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	19 (2021)	
Reported fatalities sex distribution (Male; Female)	63%; 32%	
Reported fatalities user distribution <sup>1</sup>	21%; 0%; 63%; 0%; 16%	
WHO estimated road traffic fatalities (95% CI) (year)	21 (95% CI 19 - 23) (2021)	
WHO estimated rate per 100 000 population (year)	9.6 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	1 228 (2022)	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	
Target for roads to meet technical safety standards for all users (year)	Yes (2024)	
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	29 756 [13 601.9] (2021)	
Four-wheel vehicles	-	
Powered 2- and 3-wheelers	62	
Heavy trucks	80	
Buses	544	
Other	20	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	
National laws on front and side impact protection	-	
National laws on seat-belt and seat-belt anchorages	-	
National law on electronic stability control	-	
National law on pedestrian protection	-	
National law on anti-lock braking systems	-	
Government vehicle procurement practices include safety prerequisites	Yes	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	
National good Samaritan law	-§	
National emergency care access number	National, single number	
National target for time between serious crash and initial provision of professional emergency care (year)	-	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	No	
Fatality reduction target (year)	-	
Non fatal reduction target (year)	-	
Funding to implement strategy	Not funded	
National law mandating third-party liability insurance for powered vehicles	No	
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	0	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	-	

Strong		Moderate		Weak/None	
↑ Increase		↓ Decrease		= No change	
∅ None or unknown		— Not provided		⌚ Change	
⌚ Evolution since 2010 or closest year possible				N/A Not applicable	

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		
National law setting a speed limit	Yes	
Maximum urban speed limit	56 km/h	
Maximum rural speed limit	56 km/h	
Maximum motorway speed limit	-	
Local authorities can modify limits	No	
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	No	
Available types of enforcement	Manual	
Legislation on drink driving <sup>2</sup>		
National law on drink-driving	Yes	
BAC limit – general population	≤ 0.08 g/dl	
BAC limit – young or novice drivers	≤ 0.08 g/dl	
Random breath testing carried out	No	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	No	
Testing carried out in case of fatal crash	No	
Legislation on drug driving	Yes	
Legislation on distracted driving (mobile phones)	Yes	
Ban on mobile phone use <sup>2</sup>	Hand held	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	No	
Legislation on helmets for motorcycle riders <sup>2</sup>		
National motorcycle helmet law	Yes	
Legislation requires helmet fastening	Yes	
Legislation applies to:	Drivers and Passengers	
Legislation applies to all road types	Yes	
Legislation applies to all engine types	Yes	
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No	
Presence of targets to increase helmet use (year)	No	
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-	
Minimum age/height children are allowed as passengers	No	
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Not all	
Presence of targets to increase seat belt use (year) <sup>2</sup>	No	
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-	
Legislation on child restraint systems <sup>2</sup>		
National child restraints use law	No	
Children seated in front seat	No	
Age or height specified for children requiring child restraint	-	
Child restraint standard referred to and/or specified	No	
Presence of targets to increase child safety restraint use (year)	No	
<b>NATIONAL DATA SYSTEMS ON...</b>		
Civil Registration and Vital Statistics (2021)	Group 4	
Frequency and distribution of journeys by modal type	No	
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes	
Seat belt and child-restraint systems use <sup>2</sup>	Yes	
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes	
Mobile phone use while driving <sup>2</sup>	Yes	

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Sao Tome and Principe

Population:  
223 107

Income group:  
Lower middle income

WHO Region:  
African Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	25 (2021)	
Reported fatalities sex distribution (Male; Female)	-	
Reported fatalities user distribution <sup>1</sup>	25%; 32%; 43%; 0%; 0%	
WHO estimated road traffic fatalities (95% CI) (year)	26 (95% CI 21 - 31) (2021)	
WHO estimated rate per 100 000 population (year)	11.7 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	-	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	
Target for roads to meet technical safety standards for all users (year)	Yes	
Investments to upgrade high risk locations	-	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	- (2020)	
Four-wheel vehicles	-	
Powered 2- and 3-wheelers	-	
Heavy trucks	-	
Buses	-	
Other	-	
Legislation on periodic vehicle technical inspection <sup>2</sup>	-	
National laws on front and side impact protection	-§	
National laws on seat-belt and seat-belt anchorages	-§	
National law on electronic stability control	-§	
National law on pedestrian protection	-§	
National law on anti-lock braking systems	-§	
Government vehicle procurement practices include safety prerequisites	-	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	No	

## POST-CRASH RESPONSE

National law on universal access to emergency care	-§	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	-§	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§	
National good Samaritan law	-§	
National emergency care access number	-	
National target for time between serious crash and initial provision of professional emergency care (year)	-	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	-	
Non fatal reduction target (year)	-	
Funding to implement strategy	-	
National law mandating third-party liability insurance for powered vehicles	-§	
National law on driving time and rest periods for professional drivers <sup>2</sup>	No	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	0	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	-	

Strong   Moderate   Weak/None

Increase   Decrease   No change   Change   Advancement

None or unknown   Not provided

Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		
National law setting a speed limit	Yes	
Maximum urban speed limit	50 km/h	
Maximum rural speed limit	90 km/h	
Maximum motorway speed limit	120 km/h	
Local authorities can modify limits	No	
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	No	
Available types of enforcement	-	
Legislation on drink driving <sup>2</sup>		
National law on drink-driving	Yes	
BAC limit – general population	≤ 0.12 g/dl	
BAC limit – young or novice drivers	≤ 0.12 g/dl	
Random breath testing carried out	-	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	No	
Testing carried out in case of fatal crash	-	
Legislation on drug driving	Yes	
Legislation on distracted driving (mobile phones)	Yes	
Ban on mobile phone use <sup>2</sup>	Hand held	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	No	
Legislation on helmets for motorcycle riders <sup>2</sup>		
National motorcycle helmet law	Yes	
Legislation requires helmet fastening	Yes	
Legislation applies to:	Drivers and Passengers	
Legislation applies to all road types	Yes	
Legislation applies to all engine types	No	
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes	
Presence of targets to increase helmet use (year)	-	
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-	
Minimum age/height children are allowed as passengers	Yes (7 y)	
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Not all	
Presence of targets to increase seat belt use (year) <sup>2</sup>	-	
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-	
Legislation on child restraint systems <sup>2</sup>		
National child restraints use law	No	
Children seated in front seat	Yes	
Age or height specified for children requiring child restraint	-	
Child restraint standard referred to and/or specified	No	
Presence of targets to increase child safety restraint use (year)	No	
<b>NATIONAL DATA SYSTEMS ON...</b>		
Civil Registration and Vital Statistics (2021)	Group 4	
Frequency and distribution of journeys by modal type	No	
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	No	
Seat belt and child-restraint systems use <sup>2</sup>	No	
Powered 2- and 3-wheeler helmet use <sup>2</sup>	No	
Mobile phone use while driving <sup>2</sup>	No	

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Saudi Arabia

Population:  
35 950 396 ↑

Income group:  
High income

WHO Region:  
Eastern Mediterranean Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	6 035 (2021)	
Reported fatalities sex distribution (Male; Female)	89%; 11%	N/A
Reported fatalities user distribution <sup>1</sup>	-	N/A
WHO estimated road traffic fatalities (95% CI) (year)	6 651 (95% CI 6 537 - 6 787) (2021)	
WHO estimated rate per 100 000 population (year)	18.5 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	72 580 (2022)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	Yes (2030)	N/A
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	14 771 089 [41 087.4] (2021)	
Four-wheel vehicles	-	N/A
Powered 2- and 3-wheelers	106 188	N/A
Heavy trucks	-	N/A
Buses	-	N/A
Other	-	N/A
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	N/A
National laws on front and side impact protection	Yes	N/A
National laws on seat-belt and seat-belt anchorages	Yes	N/A
National law on electronic stability control	No	N/A
National law on pedestrian protection	Yes	N/A
National law on anti-lock braking systems	Yes	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	Yes	N/A
National good Samaritan law	No	N/A
National emergency care access number	National, multiple numbers	
National target for time between serious crash and initial provision of professional emergency care (year)	10 mn (2025)	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	25% (2030)	
Non fatal reduction target (year)	50% (2030)	N/A
Funding to implement strategy	Yes, partially funded	
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	2	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	N/A

Strong	Moderate	Weak/None
↑ Increase	↓ Decrease	= No change
		Change

Not provided	
	Not applicable

Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	
National law setting a speed limit	Yes
Maximum urban speed limit	80 km/h
Maximum rural speed limit	120 km/h
Maximum motorway speed limit	- N/A
Local authorities can modify limits	Yes N/A
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2030) N/A
Available types of enforcement	Manual
Legislation on drink driving <sup>2</sup>	*
National law on drink-driving	Yes
BAC limit – general population	- N/A
BAC limit – young or novice drivers	- N/A
Random breath testing carried out	No
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	No N/A
Testing carried out in case of fatal crash	Some (not all) drivers are tested
Legislation on drug driving	Yes
Legislation on distracted driving (mobile phones)	Yes N/A
Ban on mobile phone use <sup>2</sup>	Hand held
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National (2030) N/A
Legislation on helmets for motorcycle riders <sup>2</sup>	
National motorcycle helmet law	Yes
Legislation requires helmet fastening	Yes
Legislation applies to:	Drivers and Passengers
Legislation applies to all road types	Yes
Legislation applies to all engine types	Yes
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No
Presence of targets to increase helmet use (year)	No N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	- N/A
Minimum age/height children are allowed as passengers	Yes (16 y) N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	
National seat-belt law	Yes
Legislation applies to front and rear seat occupants	Yes
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2030) N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	100% N/A
Legislation on child restraint systems <sup>2</sup>	
National child restraints use law	Yes
Children seated in front seat	Yes
Age or height specified for children requiring child restraint	-
Child restraint standard referred to and/or specified	No
Presence of targets to increase child safety restraint use (year)	Yes, national (2030) N/A
NATIONAL DATA SYSTEMS ON...	
Civil Registration and Vital Statistics (2021)	Group 2A
Frequency and distribution of journeys by modal type	Partially N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes N/A
Seat belt and child-restraint systems use <sup>2</sup>	Yes N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes N/A
Mobile phone use while driving <sup>2</sup>	Yes N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Senegal

Population:  
16 876 720

Income group:  
Lower middle income

WHO Region:  
African Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	877 (2021)	
Reported fatalities sex distribution (Male; Female)	-	
Reported fatalities user distribution <sup>1</sup>	55%; 45%; 0%	
WHO estimated road traffic fatalities (95% CI) (year)	3 502 (95% CI 3 005 - 3 999) (2021)	
WHO estimated rate per 100 000 population (year)	20.8 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	6 214 (2021)	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	-	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	
Target for roads to meet technical safety standards for all users (year)	Yes (2020)	
Investments to upgrade high risk locations	-	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	-	
Four-wheel vehicles	-	
Powered 2- and 3-wheelers	-	
Heavy trucks	-	
Buses	-	
Other	-	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	
National laws on front and side impact protection	No	
National laws on seat-belt and seat-belt anchorages	No	
National law on electronic stability control	No	
National law on pedestrian protection	No	
National law on anti-lock braking systems	No	
Government vehicle procurement practices include safety prerequisites	Yes	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	

## POST-CRASH RESPONSE

National law on universal access to emergency care	No	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	
National good Samaritan law	No	
National emergency care access number	National, single number	
National target for time between serious crash and initial provision of professional emergency care (year)	(2020)	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	
National road safety strategy <sup>2</sup>	No	
Fatality reduction target (year)	35% (2020)	
Non fatal reduction target (year)	37% (2020)	
Funding to implement strategy	Yes, partially funded	
National law mandating third-party liability insurance for powered vehicles	Yes	
National law on driving time and rest periods for professional drivers <sup>2</sup>	No	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	3	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	

Strong	Moderate	Weak/None
Increase	Decrease	No change

Change	Advancement
None or unknown	Not provided

N/A	Not applicable

Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	
National law setting a speed limit	Yes
Maximum urban speed limit	50 km/h
Maximum rural speed limit	90 km/h
Maximum motorway speed limit	130 km/h
Local authorities can modify limits	Yes
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	No
Available types of enforcement	Manual

## Legislation on drink driving<sup>2</sup>

National law on drink-driving	Yes
BAC limit – general population	-
BAC limit – young or novice drivers	-
Random breath testing carried out	No
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2020)
Testing carried out in case of fatal crash	Some (not all) drivers are tested

## Legislation on drug driving

Legislation on distracted driving (mobile phones)	Yes
Ban on mobile phone use <sup>2</sup>	Hand held; Hand free

## Legislation on helmets for motorcycle riders<sup>2</sup>

National motorcycle helmet law	Yes
Legislation requires helmet fastening	No
Legislation applies to:	-
Legislation applies to all road types	Yes
Legislation applies to all engine types	No
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No
Presence of targets to increase helmet use (year)	-
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-
Minimum age/height children are allowed as passengers	No

## Legislation on seat-belts for motor vehicle occupants<sup>2</sup>

National seat-belt law	Yes
Legislation applies to front and rear seat occupants	Not all
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2020)
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-

## Legislation on child restraint systems<sup>2</sup>

National child restraints use law	No
Children seated in front seat	No
Age or height specified for children requiring child restraint	-
Child restraint standard referred to and/or specified	No

## Presence of targets to increase child safety restraint use (year)

Yes, national	N/A
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## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 2B
Frequency and distribution of journeys by modal type	No
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes
Seat belt and child-restraint systems use <sup>2</sup>	No
Powered 2- and 3-wheeler helmet use <sup>2</sup>	No
Mobile phone use while driving <sup>2</sup>	Yes

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Serbia

Population:  
7 296 769

Income group:  
Upper middle income

WHO Region:  
European Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	521 (2021)	
Reported fatalities sex distribution (Male; Female)	78%; 22%	
Reported fatalities user distribution <sup>1</sup>	44%; 9%; 28%; 9%; 10%	
WHO estimated road traffic fatalities (95% CI) (year)	537 (95% CI 510 - 564) (2021)	
WHO estimated rate per 100 000 population (year)	7.4 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	14 463 (2022)	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes <sup>†</sup>	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	
Target for roads to meet technical safety standards for all users (year)	-	
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	2 373 492 [32 528.0] (2021)	
Four-wheel vehicles	-	
Powered 2- and 3-wheelers	84 747	
Heavy trucks	-	
Buses	10 446	
Other	-	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	
National laws on front and side impact protection	-	
National laws on seat-belt and seat-belt anchorages	- <sup>†</sup>	
National law on electronic stability control	- <sup>†</sup>	
National law on pedestrian protection	- <sup>†</sup>	
National law on anti-lock braking systems	- <sup>†</sup>	
Government vehicle procurement practices include safety prerequisites	No	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	- <sup>§</sup>	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	
National good Samaritan law	- <sup>§</sup>	
National emergency care access number	National, single number	
National target for time between serious crash and initial provision of professional emergency care (year)	8/15mn in urban/rural area (2030)	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	50% (2030)	
Non fatal reduction target (year)	50% (2030)	
Funding to implement strategy	Yes, partially funded	
National law mandating third-party liability insurance for powered vehicles	Yes	
National law on driving time and rest periods for professional drivers <sup>2</sup>	- <sup>§</sup>	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	5	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	-	

Strong	Moderate	Weak/None
Increase	Decrease	No change

Change	Advancement

N/A Not applicable

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	
National law setting a speed limit	Yes
Maximum urban speed limit	50 km/h
Maximum rural speed limit	100 km/h
Maximum motorway speed limit	120 km/h
Local authorities can modify limits	Yes
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	No
Available types of enforcement	Manual
Legislation on drink driving <sup>2</sup>	
National law on drink-driving	Yes
BAC limit – general population	≤ 0.03 g/dl
BAC limit – young or novice drivers	-
Random breath testing carried out	Yes
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2030)
Testing carried out in case of fatal crash	Yes, all drivers are tested
Legislation on drug driving	Yes
Legislation on distracted driving (mobile phones)	Yes
Ban on mobile phone use <sup>2</sup>	Hand held
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National (2030)
Legislation on helmets for motorcycle riders <sup>2</sup>	
National motorcycle helmet law	Yes
Legislation requires helmet fastening	Yes
Legislation applies to:	Drivers and Passengers
Legislation applies to all road types	Yes
Legislation applies to all engine types	Yes
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No <sup>†</sup>
Presence of targets to increase helmet use (year)	Yes, national (2030)
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	78%; 76%
Minimum age/height children are allowed as passengers	Yes (12 y)
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	
National seat-belt law	Yes
Legislation applies to front and rear seat occupants	Yes
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2030)
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	86%; 84%; 19%
Legislation on child restraint systems <sup>2</sup>	
National child restraints use law	Yes
Children seated in front seat	Yes
Age or height specified for children requiring child restraint	-
Child restraint standard referred to and/or specified	Yes <sup>†</sup>
Presence of targets to increase child safety restraint use (year)	Yes, national (2030)

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1
Frequency and distribution of journeys by modal type	-
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes
Seat belt and child-restraint systems use <sup>2</sup>	Yes
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes
Mobile phone use while driving <sup>2</sup>	Yes

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Seychelles

Population:  
106 471

Income group:  
High income

WHO Region:  
African Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	7 (2021)	
Reported fatalities sex distribution (Male; Female)	86%; 14%	N/A
Reported fatalities user distribution <sup>1</sup>	0%; 43%; 29%; 0%; 29%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	7 (95% CI 6 - 8) (2021)	N/A
WHO estimated rate per 100 000 population (year)	6.6 (2021)	N/A

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	508 (2010)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	No	N/A
Target for roads to meet technical safety standards for all users (year)	Yes	N/A
Investments to upgrade high risk locations	No	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	28 496 [26 764.1] (2021)	
Four-wheel vehicles	-	N/A
Powered 2- and 3-wheelers	1 467	
Heavy trucks	-	N/A
Buses	-	N/A
Other	-	N/A
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	N/A
National laws on front and side impact protection	No	N/A
National laws on seat-belt and seat-belt anchorages	No	N/A
National law on electronic stability control	No	N/A
National law on pedestrian protection	No	N/A
National law on anti-lock braking systems	No	N/A
Government vehicle procurement practices include safety prerequisites	-	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	Yes	N/A
National good Samaritan law	No	N/A
National emergency care access number	National, single number	
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	
National road safety strategy <sup>2</sup>	No	N/A
Fatality reduction target (year)	-	N/A
Non fatal reduction target (year)	-	N/A
Funding to implement strategy	Yes, partially funded	
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	No	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	2	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	N/A

Strong   Moderate   Weak/None

Increase   Decrease   No change   Change   Advancement

None or unknown   Not provided

Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		
National law setting a speed limit	Yes	
Maximum urban speed limit	80 km/h	
Maximum rural speed limit	80 km/h	
Maximum motorway speed limit	80 km/h	
Local authorities can modify limits	No	N/A
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National	N/A
Available types of enforcement	Manual	
Legislation on drink driving <sup>2</sup>		
National law on drink-driving	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	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National	N/A
Testing carried out in case of fatal crash	No	
Legislation on drug driving	Yes	
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use <sup>2</sup>	Hand held	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>		
National motorcycle helmet law	Yes	
Legislation requires helmet fastening	No	
Legislation applies to:	Drivers and Passengers	
Legislation applies to all road types	Yes	
Legislation applies to all engine types	Yes	
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No	
Presence of targets to increase helmet use (year)	Yes, national	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-	N/A
Minimum age/height children are allowed as passengers	Yes (10 y)	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Yes	
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-	N/A
Legislation on child restraint systems <sup>2</sup>		
National child restraints use law	Yes	
Children seated in front seat	No	
Age or height specified for children requiring child restraint	-	
Child restraint standard referred to and/or specified	No	
Presence of targets to increase child safety restraint use (year)	Yes, national	N/A

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 3	
Frequency and distribution of journeys by modal type	No	N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	No	N/A
Seat belt and child-restraint systems use <sup>2</sup>	No	N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	No	N/A
Mobile phone use while driving <sup>2</sup>	No	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Sierra Leone

Population:  
8 420 641 ↑

Income group:  
Low income ■■■

WHO Region:  
African Region

GSRRS participation:  
2009, 2013, 2015, 2023

## BURDEN

Reported fatalities (year)	336 (2021) ↓
Reported fatalities sex distribution (Male; Female)	40%; 60% N/A
Reported fatalities user distribution <sup>1</sup>	- N/A
WHO estimated road traffic fatalities (95% CI) (year)	1 165 (95% CI 983 - 1 347) (2021) ↓
WHO estimated rate per 100 000 population (year)	13.8 (2021) ↓

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	- N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes ☐
National law requiring a formal road safety inspection/assessment	Yes N/A
Target for roads to meet technical safety standards for all users (year)	Yes (2030) N/A
Investments to upgrade high risk locations	Yes ☐

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	60 361 [ 716.8 ] (2021) ↑
Four-wheel vehicles	- N/A
Powered 2- and 3-wheelers	- N/A
Heavy trucks	- N/A
Buses	- N/A
Other	- N/A
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes N/A
National laws on front and side impact protection	- N/A
National laws on seat-belt and seat-belt anchorages	- N/A
National law on electronic stability control	- N/A
National law on pedestrian protection	- N/A
National law on anti-lock braking systems	- N/A
Government vehicle procurement practices include safety prerequisites	Yes N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	No N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No N/A
National good Samaritan law	No N/A
National emergency care access number	National, multiple numbers ☐
National target for time between serious crash and initial provision of professional emergency care (year)	25% reduction (2030) N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No ☐
National road safety strategy <sup>2</sup>	Yes ☐
Fatality reduction target (year)	50% (2030) ☐
Non fatal reduction target (year)	- N/A
Funding to implement strategy	Not funded ☐
National law mandating third-party liability insurance for powered vehicles	Yes N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	1 N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes ☐
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	- N/A

Strong	Moderate	Weak/None
↑ Increase	↓ Decrease	▬ No change
▬ None or unknown	▬ Not provided	🕒 Evolution since 2010 or closest year possible
🕒 Evolution since 2010 or closest year possible	▬ Not provided	N/A Not applicable

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	▬
National law setting a speed limit	Yes ▬
Maximum urban speed limit	50 km/h ▬
Maximum rural speed limit	80 km/h ▬
Maximum motorway speed limit	- N/A
Local authorities can modify limits	No N/A
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2030) N/A
Available types of enforcement	Speed limiters ☐
Legislation on drink driving <sup>2</sup>	▬
National law on drink-driving	Yes ▬
BAC limit – general population	≤ 0.08 g/dl ▬
BAC limit – young or novice drivers	≤ 0.08 g/dl ▬
Random breath testing carried out	No ▬
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2030) N/A
Testing carried out in case of fatal crash	No ▬
Legislation on drug driving	Yes ▬
Legislation on distracted driving (mobile phones)	Yes N/A
Ban on mobile phone use <sup>2</sup>	- ☐
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National (2030) N/A
Legislation on helmets for motorcycle riders <sup>2</sup>	▬
National motorcycle helmet law	Yes ▬
Legislation requires helmet fastening	No ☐
Legislation applies to:	Drivers and Passengers ☐
Legislation applies to all road types	Yes ▬
Legislation applies to all engine types	Yes ▬
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes ▬
Presence of targets to increase helmet use (year)	Yes, national (2030) N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	- N/A
Minimum age/height children are allowed as passengers	No N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	▬
National seat-belt law	Yes ▬
Legislation applies to front and rear seat occupants	Yes ▬
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2030) N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	- ↑
Legislation on child restraint systems <sup>2</sup>	▬
National child restraints use law	Yes ☐
Children seated in front seat	No ▬
Age or height specified for children requiring child restraint	- ☐
Child restraint standard referred to and/or specified	No ▬
Presence of targets to increase child safety restraint use (year)	Yes, national (2030) N/A

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 4 ▬
Frequency and distribution of journeys by modal type	- N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes N/A
Seat belt and child-restraint systems use <sup>2</sup>	Yes N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes N/A
Mobile phone use while driving <sup>2</sup>	Yes N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Singapore

Population:  
5 941 060

Income group:  
High income

WHO Region:  
Western Pacific Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	107 (2021)	
Reported fatalities sex distribution (Male; Female)	84%; 16%	N/A
Reported fatalities user distribution <sup>1</sup>	18%; 47%; 22%; 10%; 4%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	110 (95% CI 96 - 124) (2021)	
WHO estimated rate per 100 000 population (year)	1.9 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	4 475 (2021)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	No	N/A
Target for roads to meet technical safety standards for all users (year)	Yes	N/A
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	988 755 [16 642.7] (2021)	
Four-wheel vehicles	-	N/A
Powered 2- and 3-wheelers	142 229	N/A
Heavy trucks	45 867	N/A
Buses	17 836	N/A
Other	-	N/A
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	N/A
National laws on front and side impact protection	-	N/A
National laws on seat-belt and seat-belt anchorages	-	N/A
National law on electronic stability control	-	N/A
National law on pedestrian protection	-	N/A
National law on anti-lock braking systems	-	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	No	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§	N/A
National good Samaritan law	No	N/A
National emergency care access number	National, single number	
National target for time between serious crash and initial provision of professional emergency care (year)	8mn in 90% cases	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	-	N/A
Non fatal reduction target (year)	-	N/A
Funding to implement strategy	Yes, fully funded	
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	No	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	1	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	N/A

Strong	Moderate	Weak/None
Increase	Decrease	No change
		Change
		Advancement
None or unknown	Not provided	N/A Not applicable

Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		
National law setting a speed limit	Yes	
Maximum urban speed limit	70 km/h	
Maximum rural speed limit	-	
Maximum motorway speed limit	90 km/h	
Local authorities can modify limits	No	N/A
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National	N/A
Available types of enforcement	Manual	
Legislation on drink driving <sup>2</sup>		
National law on drink-driving	Yes	
BAC limit – general population	≤ 0.08 g/dl	
BAC limit – young or novice drivers	≤ 0.08 g/dl	
Random breath testing carried out	No	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National	N/A
Testing carried out in case of fatal crash	Some (not all) drivers are tested	
Legislation on drug driving	Yes	
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use <sup>2</sup>	Hand held	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	No	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>		
National motorcycle helmet law	Yes	
Legislation requires helmet fastening	Yes	
Legislation applies to:	Drivers and Passengers	
Legislation applies to all road types	Yes	
Legislation applies to all engine types	Yes	
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes	
Presence of targets to increase helmet use (year)	Yes, national	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	100%	N/A
Minimum age/height children are allowed as passengers	Yes (10 y)	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Yes	
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	100%; 100%	N/A
Legislation on child restraint systems <sup>2</sup>		
National child restraints use law	Yes	
Children seated in front seat	Yes	
Age or height specified for children requiring child restraint	135 cm	
Child restraint standard referred to and/or specified	Yes	
Presence of targets to increase child safety restraint use (year)	Yes, national	N/A

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1	
Frequency and distribution of journeys by modal type	Yes	N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes	N/A
Seat belt and child-restraint systems use <sup>2</sup>	Yes	N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes	N/A
Mobile phone use while driving <sup>2</sup>	No	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Slovakia

Population:  
5 447 622

Income group:  
High income

WHO Region:  
European Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	226 (2021)	
Reported fatalities sex distribution (Male; Female)	-	
Reported fatalities user distribution <sup>1</sup>	50%; 9%; 29%; 8%; 4%	
WHO estimated road traffic fatalities (95% CI) (year)	346 (95% CI 324 - 369) (2021)	
WHO estimated rate per 100 000 population (year)	6.4 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	18 158 (2022)	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	-†	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	-	
National law requiring a formal road safety inspection/assessment	No	
Target for roads to meet technical safety standards for all users (year)	-	
Investments to upgrade high risk locations	-	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	-	
Four-wheel vehicles	-	
Powered 2- and 3-wheelers	-	
Heavy trucks	-	
Buses	-	
Other	-	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes‡	
National laws on front and side impact protection	Yes†‡	
National laws on seat-belt and seat-belt anchorages	Yes†‡	
National law on electronic stability control	Yes†‡	
National law on pedestrian protection	Yes†‡	
National law on anti-lock braking systems	Yes†‡	
Government vehicle procurement practices include safety prerequisites	-	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	-	

## POST-CRASH RESPONSE

National law on universal access to emergency care	-§	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	-§	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§	
National good Samaritan law	-§	
National emergency care access number	-	
National target for time between serious crash and initial provision of professional emergency care (year)	-	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	50% (2030)	
Non fatal reduction target (year)	50% (2030)	
Funding to implement strategy	-	
National law mandating third-party liability insurance for powered vehicles	-§	
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes‡	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	7	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	-	

Strong		Moderate		Weak/None	
↑ Increase		↓ Decrease		= No change	
○ None or unknown		— Not provided		Change	
🕒 Evolution since 2010 or closest year possible				N/A Not applicable	

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		
National law setting a speed limit	Yes	
Maximum urban speed limit	50 km/h	
Maximum rural speed limit	90 km/h	
Maximum motorway speed limit	130 km/h	
Local authorities can modify limits	No	
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	No	
Available types of enforcement	Manual	
Legislation on drink driving <sup>2</sup>		
National law on drink-driving	Yes	
BAC limit – general population	-	
BAC limit – young or novice drivers	-	
Random breath testing carried out	Yes	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National	
Testing carried out in case of fatal crash	Yes, all drivers are tested	
Legislation on drug driving	Yes	
Legislation on distracted driving (mobile phones)	Yes	
Ban on mobile phone use <sup>2</sup>	Hand held	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	-	
Legislation on helmets for motorcycle riders <sup>2</sup>		
National motorcycle helmet law	Yes	
Legislation requires helmet fastening	Yes	
Legislation applies to:	Drivers and Passengers	
Legislation applies to all road types	Yes	
Legislation applies to all engine types	Yes	
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Not†‡	
Presence of targets to increase helmet use (year)	-	
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-	
Minimum age/height children are allowed as passengers	Yes (12 y)	
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Yes	
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national	
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-	
Legislation on child restraint systems <sup>2</sup>		
National child restraints use law	Yes	
Children seated in front seat	Yes	
Age or height specified for children requiring child restraint	150 cm	
Child restraint standard referred to and/or specified	Yes†‡	
Presence of targets to increase child safety restraint use (year)	Yes, national	

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1
Frequency and distribution of journeys by modal type	-
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	-
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes
Seat belt and child-restraint systems use <sup>2</sup>	-
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes
Mobile phone use while driving <sup>2</sup>	Yes

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Slovenia

Population:  
2 119 410 

Income group:  
High income 

WHO Region:  
European Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	114 (2021) 	N/A
Reported fatalities sex distribution (Male; Female)	82%; 18% 	N/A
Reported fatalities user distribution <sup>1</sup>	44%; 31%; 13%; 9%; 4% 	N/A
WHO estimated road traffic fatalities (95% CI) (year)	122 (95% CI 114 - 130) (2021) 	N/A
WHO estimated rate per 100 000 population (year)	5.8 (2021) 	N/A

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	19 881 (2021) 	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes <sup>†</sup> 	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes 	N/A
National law requiring a formal road safety inspection/assessment	Yes 	N/A
Target for roads to meet technical safety standards for all users (year)	Yes 	N/A
Investments to upgrade high risk locations	No 	N/A

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	1 652 951 [77 991.1] (2021) 	N/A
Four-wheel vehicles	1 202 575 	N/A
Powered 2- and 3-wheelers	136 708 	N/A
Heavy trucks	123 658 	N/A
Buses	2 638 	N/A
Other	178 663 	N/A
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes <sup>#</sup> 	N/A
National laws on front and side impact protection	Yes <sup>†#</sup> 	N/A
National laws on seat-belt and seat-belt anchorages	Yes <sup>†#</sup> 	N/A
National law on electronic stability control	Yes <sup>†#</sup> 	N/A
National law on pedestrian protection	Yes <sup>†#</sup> 	N/A
National law on anti-lock braking systems	Yes <sup>†#</sup> 	N/A
Government vehicle procurement practices include safety prerequisites	Yes 	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes 	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	-§ 	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes 	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No 	N/A
National good Samaritan law	-§ 	N/A
National emergency care access number	National, multiple numbers 	N/A
National target for time between serious crash and initial provision of professional emergency care (year)	- 	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national 	N/A
National road safety strategy <sup>2</sup>	Yes 	N/A
Fatality reduction target (year)	50% (2022) 	N/A
Non fatal reduction target (year)	50% (2022) 	N/A
Funding to implement strategy	Yes, partially funded 	N/A
National law mandating third-party liability insurance for powered vehicles	Yes 	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes <sup>#</sup> 	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	7 	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes 	N/A
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national 	N/A

 Strong  Moderate  Weak/None

 Increase  Decrease  No change  Change  Advancement

 None or unknown  Not provided

 Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		=
National law setting a speed limit	Yes 	N/A
Maximum urban speed limit	50 km/h 	N/A
Maximum rural speed limit	90 km/h 	N/A
Maximum motorway speed limit	130 km/h 	N/A
Local authorities can modify limits	No 	N/A
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	No 	N/A
Available types of enforcement	Manual 	N/A
Legislation on drink driving <sup>2</sup>		=
National law on drink-driving	Yes 	N/A
BAC limit – general population	≤ 0.05 g/dl 	N/A
BAC limit – young or novice drivers	- 	N/A
Random breath testing carried out	Yes 	N/A
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National 	N/A
Testing carried out in case of fatal crash	Some (not all) drivers are tested 	N/A
Legislation on drug driving	Yes 	N/A
Legislation on distracted driving (mobile phones)	Yes 	N/A
Ban on mobile phone use <sup>2</sup>	Hand held 	N/A
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National 	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>		=
National motorcycle helmet law	Yes 	N/A
Legislation requires helmet fastening	Yes 	N/A
Legislation applies to:	Drivers and Passengers 	N/A
Legislation applies to all road types	Yes 	N/A
Legislation applies to all engine types	Yes 	N/A
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes <sup>#</sup> 	N/A
Presence of targets to increase helmet use (year)	Yes, national 	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	100%; 100% 	N/A
Minimum age/height children are allowed as passengers	Yes (12 y) 	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		=
National seat-belt law	Yes 	N/A
Legislation applies to front and rear seat occupants	Yes 	N/A
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2022) 	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	95%; 96%; 78% 	N/A
Legislation on child restraint systems <sup>2</sup>		=
National child restraints use law	Yes 	N/A
Children seated in front seat	Yes 	N/A
Age or height specified for children requiring child restraint	3 y / 140 cm 	N/A
Child restraint standard referred to and/or specified	Not <sup>#</sup> 	N/A
Presence of targets to increase child safety restraint use (year)	Yes, national (2022) 	N/A

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1 
Frequency and distribution of journeys by modal type	Partially 
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes 
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes 
Seat belt and child-restraint systems use <sup>2</sup>	Yes 
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes 
Mobile phone use while driving <sup>2</sup>	No 

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Somalia

Population:  
17 065 581

Income group:  
Low income

WHO Region:  
Eastern Mediterranean Region

GSRRS participation:  
2015, 2018, 2023

## BURDEN

Reported fatalities (year)	70 (2021)	
Reported fatalities sex distribution (Male; Female)	-	
Reported fatalities user distribution <sup>1</sup>	-	
WHO estimated road traffic fatalities (95% CI) (year)	3 440 (95% CI 2 811 - 4 068) (2021)	
WHO estimated rate per 100 000 population (year)	20.2 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	2 860 (2019)	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	No	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	No	
National law requiring a formal road safety inspection/assessment	No	
Target for roads to meet technical safety standards for all users (year)	-	
Investments to upgrade high risk locations	No	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	131 523 [ 770.7 ] (2021)	
Four-wheel vehicles	121 523	
Powered 2- and 3-wheelers	-	
Heavy trucks	10 000	
Buses	0	
Other	0	
Legislation on periodic vehicle technical inspection <sup>2</sup>	No	
National laws on front and side impact protection	No	
National laws on seat-belt and seat-belt anchorages	No	
National law on electronic stability control	No	
National law on pedestrian protection	No	
National law on anti-lock braking systems	No	
Government vehicle procurement practices include safety prerequisites	No	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	No	

## POST-CRASH RESPONSE

National law on universal access to emergency care	No	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	
National good Samaritan law	No	
National emergency care access number	No	
National target for time between serious crash and initial provision of professional emergency care (year)	-	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	-	
National road safety strategy <sup>2</sup>	No	
Fatality reduction target (year)	-	
Non fatal reduction target (year)	-	
Funding to implement strategy	Not funded	
National law mandating third-party liability insurance for powered vehicles	Yes	
National law on driving time and rest periods for professional drivers <sup>2</sup>	No	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	0	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	No	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	No	

Strong   Moderate   Weak/None

Increase   Decrease   No change   Change   Advancement  
 None or unknown   Not provided  
 Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		
National law setting a speed limit	Yes	
Maximum urban speed limit	40 km/h	
Maximum rural speed limit	-	
Maximum motorway speed limit	-	
Local authorities can modify limits	Yes	
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	-	
Available types of enforcement	-	
<b>Legislation on drink driving<sup>2</sup></b>		*
National law on drink-driving	Yes	
BAC limit – general population	-	
BAC limit – young or novice drivers	-	
Random breath testing carried out	No	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National	
Testing carried out in case of fatal crash	No	
<b>Legislation on drug driving</b>	Yes	
<b>Legislation on distracted driving (mobile phones)</b>	No	
Ban on mobile phone use <sup>2</sup>	-	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	-	
<b>Legislation on helmets for motorcycle riders<sup>2</sup></b>		
National motorcycle helmet law	No	
Legislation requires helmet fastening	No	
Legislation applies to:	-	
Legislation applies to all road types	No	
Legislation applies to all engine types	No	
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No	
Presence of targets to increase helmet use (year)	-	
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-	
Minimum age/height children are allowed as passengers	No	
<b>Legislation on seat-belts for motor vehicle occupants<sup>2</sup></b>		
National seat-belt law	No	
Legislation applies to front and rear seat occupants	-	
Presence of targets to increase seat belt use (year) <sup>2</sup>	-	
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-	
<b>Legislation on child restraint systems<sup>2</sup></b>		
National child restraints use law	No	
Children seated in front seat	No	
Age or height specified for children requiring child restraint	-	
Child restraint standard referred to and/or specified	No	
Presence of targets to increase child safety restraint use (year)	-	

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 4	
Frequency and distribution of journeys by modal type	No	
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	No	
Seat belt and child-restraint systems use <sup>2</sup>	No	
Powered 2- and 3-wheeler helmet use <sup>2</sup>	No	
Mobile phone use while driving <sup>2</sup>	No	

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# South Africa

Population:  
59 392 255

Income group:  
Upper middle income

WHO Region:  
African Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	12 541 (2021)	
Reported fatalities sex distribution (Male; Female)	76%; 20%	
Reported fatalities user distribution <sup>1</sup>	57%; 0%; 42%; 1%; 0%	
WHO estimated road traffic fatalities (95% CI) (year)	14 528 (95% CI 12 983 - 16 073) (2021)	
WHO estimated rate per 100 000 population (year)	24.5 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	68 751 (2015)	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	No	
Target for roads to meet technical safety standards for all users (year)	Yes	
Investments to upgrade high risk locations	-	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	7 652 077 [12 884.0] (2021)	
Four-wheel vehicles	2 671 314	
Powered 2- and 3-wheelers	347 631	
Heavy trucks	389 112	
Buses	414 011	
Other	1 483 064	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	
National laws on front and side impact protection	Yes	
National laws on seat-belt and seat-belt anchorages	Yes	
National law on electronic stability control	No†	
National law on pedestrian protection	No†	
National law on anti-lock braking systems	No†	
Government vehicle procurement practices include safety prerequisites	No	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	Yes	
National good Samaritan law	No	
National emergency care access number	National, multiple numbers	
National target for time between serious crash and initial provision of professional emergency care (year)	(2030)	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	50% (2030)	
Non fatal reduction target (year)	50% (2030)	
Funding to implement strategy	Yes, partially funded	
National law mandating third-party liability insurance for powered vehicles	No	
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	4	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	

Strong	Moderate	Weak/None

None or unknown	Not provided

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	
National law setting a speed limit	Yes
Maximum urban speed limit	60 km/h
Maximum rural speed limit	100 km/h
Maximum motorway speed limit	120 km/h
Local authorities can modify limits	Yes
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2030)
Available types of enforcement	Manual
Legislation on drink driving <sup>2</sup>	
National law on drink-driving	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
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2030)
Testing carried out in case of fatal crash	Yes, all drivers are tested
Legislation on drug driving	Yes
Legislation on distracted driving (mobile phones)	Yes
Ban on mobile phone use <sup>2</sup>	Hand held
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National (2030)
Legislation on helmets for motorcycle riders <sup>2</sup>	
National motorcycle helmet law	Yes
Legislation requires helmet fastening	Yes
Legislation applies to:	Drivers and Passengers
Legislation applies to all road types	Yes
Legislation applies to all engine types	Yes
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No
Presence of targets to increase helmet use (year)	Yes, national (2030)
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	99%; 99%
Minimum age/height children are allowed as passengers	No
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	
National seat-belt law	Yes
Legislation applies to front and rear seat occupants	Yes
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2030)
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	81%; 50%; 8%
Legislation on child restraint systems <sup>2</sup>	
National child restraints use law	Yes
Children seated in front seat	No
Age or height specified for children requiring child restraint	3 y
Child restraint standard referred to and/or specified	Yes
Presence of targets to increase child safety restraint use (year)	Yes, national (2030)
<b>NATIONAL DATA SYSTEMS ON...</b>	
Civil Registration and Vital Statistics (2021)	Group 1
Frequency and distribution of journeys by modal type	-
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	No
Seat belt and child-restraint systems use <sup>2</sup>	No
Powered 2- and 3-wheeler helmet use <sup>2</sup>	No
Mobile phone use while driving <sup>2</sup>	No

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# South Sudan

Population:  
10 748 272 ↑

Income group:  
Low income

WHO Region:  
African Region

GSRRS participation:  
2018, 2023

## BURDEN

Reported fatalities (year)	350 (2022)	
Reported fatalities sex distribution (Male; Female)	-	
Reported fatalities user distribution <sup>1</sup>	-	
WHO estimated road traffic fatalities (95% CI) (year)	2 500 (95% CI 1 966 - 3 035) (2021)	
WHO estimated rate per 100 000 population (year)	23.3 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	1 200 (2021)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	No	
Target for roads to meet technical safety standards for all users (year)	Yes (2030)	
Investments to upgrade high risk locations	No	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	32 910 [ 306.2] (2021)	
Four-wheel vehicles	-	
Powered 2- and 3-wheelers	72 947	
Heavy trucks	7 541	
Buses	13 196	
Other	0	
Legislation on periodic vehicle technical inspection <sup>2</sup>	No	
National laws on front and side impact protection	No	
National laws on seat-belt and seat-belt anchorages	No	
National law on electronic stability control	No	
National law on pedestrian protection	No	
National law on anti-lock braking systems	No	
Government vehicle procurement practices include safety prerequisites	Yes	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	No	

## POST-CRASH RESPONSE

National law on universal access to emergency care	No	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	
National good Samaritan law	No	
National emergency care access number	Partial coverage	
National target for time between serious crash and initial provision of professional emergency care (year)	-	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	No	
Fatality reduction target (year)	-	
Non fatal reduction target (year)	-	
Funding to implement strategy	Not funded	
National law mandating third-party liability insurance for powered vehicles	No	
National law on driving time and rest periods for professional drivers <sup>2</sup>	No	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	0	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	No	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	

Strong	Moderate	Weak/None
↑ Increase	↓ Decrease	= No change
		Change

N/A Not applicable

Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		Group 4
National law setting a speed limit	Yes	
Maximum urban speed limit	50 km/h	
Maximum rural speed limit	-	
Maximum motorway speed limit	-	
Local authorities can modify limits	No	
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	No	
Available types of enforcement	Speed limiters	
Legislation on drink driving <sup>2</sup>		Yes
National law on drink-driving	Yes	
BAC limit – general population	-	
BAC limit – young or novice drivers	-	
Random breath testing carried out	No	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National	
Testing carried out in case of fatal crash	No	
Legislation on drug driving	Yes	
Legislation on distracted driving (mobile phones)	No	
Ban on mobile phone use <sup>2</sup>	-	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	No	
Legislation on helmets for motorcycle riders <sup>2</sup>		Yes
National motorcycle helmet law	No	
Legislation requires helmet fastening	No	
Legislation applies to:	-	
Legislation applies to all road types	No	
Legislation applies to all engine types	No	
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No	
Presence of targets to increase helmet use (year)	Yes, national (2030)	
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-	
Minimum age/height children are allowed as passengers	No	
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		Yes
National seat-belt law	No	
Legislation applies to front and rear seat occupants	-	
Presence of targets to increase seat belt use (year) <sup>2</sup>	No	
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-	
Legislation on child restraint systems <sup>2</sup>		Yes
National child restraints use law	No	
Children seated in front seat	No	
Age or height specified for children requiring child restraint	-	
Child restraint standard referred to and/or specified	No	
Presence of targets to increase child safety restraint use (year)	No	
NATIONAL DATA SYSTEMS ON...		
Civil Registration and Vital Statistics (2021)	Group 4	
Frequency and distribution of journeys by modal type	No	
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	No	
Seat belt and child-restraint systems use <sup>2</sup>	No	
Powered 2- and 3-wheeler helmet use <sup>2</sup>	No	
Mobile phone use while driving <sup>2</sup>	No	

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Spain

Population:  
47 486 935

Income group:  
High income

WHO Region:  
European Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	1 533 (2021)	
Reported fatalities sex distribution (Male; Female)	79%; 21%	
Reported fatalities user distribution <sup>1</sup>	45%; 26%; 20%; 4%; 5%	
WHO estimated road traffic fatalities (95% CI) (year)	1 653 (95% CI 1 576 - 1 730) (2021)	
WHO estimated rate per 100 000 population (year)	3.5 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	280 266 (2019)	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes <sup>†</sup>	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	
Target for roads to meet technical safety standards for all users (year)	Yes (2050)	
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	36 534 364 [76 935.6] (2021)	
Four-wheel vehicles	29 644 569	
Powered 2- and 3-wheelers	5 734 276	
Heavy trucks	585 272	
Buses	64 447	
Other	505 800	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes <sup>#</sup>	
National laws on front and side impact protection	Yes <sup>†#</sup>	
National laws on seat-belt and seat-belt anchorages	Yes <sup>†#</sup>	
National law on electronic stability control	Yes <sup>†#</sup>	
National law on pedestrian protection	Yes <sup>†#</sup>	
National law on anti-lock braking systems	Yes <sup>†#</sup>	
Government vehicle procurement practices include safety prerequisites	Yes	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	
National good Samaritan law	No	
National emergency care access number	National, multiple numbers	
National target for time between serious crash and initial provision of professional emergency care (year)	-	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	50% (2030)	
Non fatal reduction target (year)	50% (2030)	
Funding to implement strategy	Yes, partially funded	
National law mandating third-party liability insurance for powered vehicles	Yes	
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes <sup>#</sup>	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	5	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	

Strong	Moderate	Weak/None

None or unknown	Not provided

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	
National law setting a speed limit	Yes
Maximum urban speed limit	50 km/h
Maximum rural speed limit	90 km/h
Maximum motorway speed limit	120 km/h
Local authorities can modify limits	Yes
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National
Available types of enforcement	Manual
Legislation on drink driving <sup>2</sup>	
National law on drink-driving	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
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National
Testing carried out in case of fatal crash	Yes, all drivers are tested
Legislation on drug driving	Yes
Legislation on distracted driving (mobile phones)	Yes
Ban on mobile phone use <sup>2</sup>	Hand held
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National
Legislation on helmets for motorcycle riders <sup>2</sup>	
National motorcycle helmet law	Yes
Legislation requires helmet fastening	No
Legislation applies to:	Drivers and Passengers
Legislation applies to all road types	Yes
Legislation applies to all engine types	Yes
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes <sup>#</sup>
Presence of targets to increase helmet use (year)	Yes, national
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	99%; 96%
Minimum age/height children are allowed as passengers	Yes (7 y)
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	
National seat-belt law	Yes
Legislation applies to front and rear seat occupants	Yes
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	96%; 96%; 93%
Legislation on child restraint systems <sup>2</sup>	
National child restraints use law	Yes
Children seated in front seat	Yes
Age or height specified for children requiring child restraint	135 cm
Child restraint standard referred to and/or specified	Yes <sup>#</sup>
Presence of targets to increase child safety restraint use (year)	Yes, national
NATIONAL DATA SYSTEMS ON...	
Civil Registration and Vital Statistics (2021)	Group 1
Frequency and distribution of journeys by modal type	Yes
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes
Seat belt and child-restraint systems use <sup>2</sup>	Yes
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes
Mobile phone use while driving <sup>2</sup>	Yes

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Sri Lanka

Population:  
21 773 441

Income group:  
Lower middle income

WHO Region:  
South-East Asia Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	2 513 (2021)	
Reported fatalities sex distribution (Male; Female)	84%; 15%	
Reported fatalities user distribution <sup>1</sup>	15%; 12%; 27%; 43%; 4%	
WHO estimated road traffic fatalities (95% CI) (year)	2 513 (95% CI 2 221 - 2 805) (2021)	
WHO estimated rate per 100 000 population (year)	11.5 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	12 536 (2022)	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes <sup>†</sup>	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	No	
Target for roads to meet technical safety standards for all users (year)	-	
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	8 331 702 [38 265.4] (2021)	
Four-wheel vehicles	1 355 597	
Powered 2- and 3-wheelers	6 012 039	
Heavy trucks	379 831	
Buses	112 864	
Other	7 951 481	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	
National laws on front and side impact protection	No	
National laws on seat-belt and seat-belt anchorages	No	
National law on electronic stability control	No	
National law on pedestrian protection	No	
National law on anti-lock braking systems	No	
Government vehicle procurement practices include safety prerequisites	Yes	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	
National good Samaritan law	No	
National emergency care access number	National, multiple numbers	
National target for time between serious crash and initial provision of professional emergency care (year)	15 mn	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, subnational	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	50% (2030)	
Non fatal reduction target (year)	-	
Funding to implement strategy	Not funded	
National law mandating third-party liability insurance for powered vehicles	Yes	
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	1	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	

Strong		Moderate		Weak/None	
↑ Increase		↓ Decrease		= No change	
○ None or unknown		— Not provided		Change	
🕒 Evolution since 2010 or closest year possible				N/A	

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		
National law setting a speed limit	Yes	
Maximum urban speed limit	50 km/h	
Maximum rural speed limit	70 km/h	
Maximum motorway speed limit	100 km/h	
Local authorities can modify limits	No	
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National	
Available types of enforcement	Manual	
Legislation on drink driving <sup>2</sup>		
National law on drink-driving	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	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2030)	
Testing carried out in case of fatal crash	Yes, all drivers are tested	
Legislation on drug driving	Yes	
Legislation on distracted driving (mobile phones)	Yes	
Ban on mobile phone use <sup>2</sup>	Hand held	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National	
Legislation on helmets for motorcycle riders <sup>2</sup>		
National motorcycle helmet law	Yes	
Legislation requires helmet fastening	Yes	
Legislation applies to:	Drivers and Passengers	
Legislation applies to all road types	Yes	
Legislation applies to all engine types	Yes	
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes	
Presence of targets to increase helmet use (year)	Yes, national (2022)	
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	96%	
Minimum age/height children are allowed as passengers	No	
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Not all	
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national	
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	75%; 75%; 75%	
Legislation on child restraint systems <sup>2</sup>		
National child restraints use law	Yes	
Children seated in front seat	No	
Age or height specified for children requiring child restraint	-	
Child restraint standard referred to and/or specified	No	
Presence of targets to increase child safety restraint use (year)	No	

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 4	
Frequency and distribution of journeys by modal type	Partially	
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes	
Seat belt and child-restraint systems use <sup>2</sup>	No	
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes	
Mobile phone use while driving <sup>2</sup>	Yes	

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Sudan

Population:  
45 657 202

Income group:  
Low income

WHO Region:  
Eastern Mediterranean Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	3 024 (2021)	
Reported fatalities sex distribution (Male; Female)	81%; 20%	
Reported fatalities user distribution <sup>1</sup>	0%; 0%; 27%; 0%; 73%	
WHO estimated road traffic fatalities (95% CI) (year)	8 967 (95% CI 7 746 - 10 187) (2021)	
WHO estimated rate per 100 000 population (year)	19.6 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	12 000 (2022)	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	No	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	No	
National law requiring a formal road safety inspection/assessment	No	
Target for roads to meet technical safety standards for all users (year)	No	
Investments to upgrade high risk locations	No	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	1 867 458 [4 090.2] (2021)	
Four-wheel vehicles	—	
Powered 2- and 3-wheelers	32 260	
Heavy trucks	—	
Buses	—	
Other	—	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	
National laws on front and side impact protection	No	
National laws on seat-belt and seat-belt anchorages	No	
National law on electronic stability control	No	
National law on pedestrian protection	No	
National law on anti-lock braking systems	No	
Government vehicle procurement practices include safety prerequisites	Yes	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	
National good Samaritan law	No	
National emergency care access number	Partial coverage	
National target for time between serious crash and initial provision of professional emergency care (year)	—	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	—	
Non fatal reduction target (year)	—	
Funding to implement strategy	Not funded	
National law mandating third-party liability insurance for powered vehicles	Yes	
National law on driving time and rest periods for professional drivers <sup>2</sup>	No	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	0	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	

Strong	Moderate	Weak/None

N/A Not applicable

Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	
National law setting a speed limit	Yes
Maximum urban speed limit	50 km/h
Maximum rural speed limit	90 km/h
Maximum motorway speed limit	—
Local authorities can modify limits	Yes
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2025)
Available types of enforcement	Automatic
Legislation on drink driving <sup>2</sup>	
National law on drink-driving	Yes
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	Yes
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	No
Testing carried out in case of fatal crash	Some (not all) drivers are tested
Legislation on drug driving	Yes
Legislation on distracted driving (mobile phones)	Yes
Ban on mobile phone use <sup>2</sup>	Hand held; Hand free
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	No
Legislation on helmets for motorcycle riders <sup>2</sup>	
National motorcycle helmet law	Yes
Legislation requires helmet fastening	No
Legislation applies to:	Drivers and Passengers
Legislation applies to all road types	Yes
Legislation applies to all engine types	Yes
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No
Presence of targets to increase helmet use (year)	No
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	—
Minimum age/height children are allowed as passengers	No
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	
National seat-belt law	Yes
Legislation applies to front and rear seat occupants	Not all
Presence of targets to increase seat belt use (year) <sup>2</sup>	No
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	—
Legislation on child restraint systems <sup>2</sup>	
National child restraints use law	No
Children seated in front seat	Yes
Age or height specified for children requiring child restraint	—
Child restraint standard referred to and/or specified	No
Presence of targets to increase child safety restraint use (year)	No

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 4
Frequency and distribution of journeys by modal type	Partially
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes
Seat belt and child-restraint systems use <sup>2</sup>	No
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes
Mobile phone use while driving <sup>2</sup>	No

<sup>1</sup> 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

<sup>2</sup> UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Suriname

Population:  
612 985

Income group:  
Upper middle income

WHO Region:  
Region of the Americas

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	96 (2021)	
Reported fatalities sex distribution (Male; Female)	70%; 30%	N/A
Reported fatalities user distribution <sup>1</sup>	39%; 0%; 17%; 3%; 41%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	99 (95% CI 93 - 105) (2021)	
WHO estimated rate per 100 000 population (year)	16.2 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	2 474 (2022)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	No	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	No	
National law requiring a formal road safety inspection/assessment	No	N/A
Target for roads to meet technical safety standards for all users (year)	–	N/A
Investments to upgrade high risk locations	No	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	244 016 [39 807.8] (2021)	
Four-wheel vehicles	–	N/A
Powered 2- and 3-wheelers	37 258	
Heavy trucks	6 145	
Buses	3 574	
Other	156	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	N/A
National laws on front and side impact protection	–§	N/A
National laws on seat-belt and seat-belt anchorages	–§	N/A
National law on electronic stability control	–§	N/A
National law on pedestrian protection	–§	N/A
National law on anti-lock braking systems	–§	N/A
Government vehicle procurement practices include safety prerequisites	–	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	Yes	N/A
National good Samaritan law	–§	N/A
National emergency care access number	Partial coverage	
National target for time between serious crash and initial provision of professional emergency care (year)	–	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	–	N/A
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	–	N/A
Non fatal reduction target (year)	–	N/A
Funding to implement strategy	Not funded	
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	No	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	0	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, subnational	N/A

Strong   Moderate   Weak/None

Increase   Decrease   No change   Change   Advancement  
 None or unknown   Not provided  
 Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		–
National law setting a speed limit	Yes	–
Maximum urban speed limit	40 km/h	–
Maximum rural speed limit	80 km/h	–
Maximum motorway speed limit	80 km/h	–
Local authorities can modify limits	No	N/A
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National	N/A
Available types of enforcement	Manual	
Legislation on drink driving <sup>2</sup>		
National law on drink-driving	Yes	–
BAC limit – general population	≤ 0.05 g/dl	–
BAC limit – young or novice drivers	≤ 0.02 g/dl	
Random breath testing carried out	No	–
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National	N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested	–
Legislation on drug driving	Yes	–
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use <sup>2</sup>	Hand held	–
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	–	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>		–
National motorcycle helmet law	Yes	–
Legislation requires helmet fastening	Yes	–
Legislation applies to:	Drivers and Passengers	
Legislation applies to all road types	Yes	–
Legislation applies to all engine types	No	–
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes	–
Presence of targets to increase helmet use (year)	Yes, national	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	95%; 90%	
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		–
National seat-belt law	Yes	–
Legislation applies to front and rear seat occupants	Yes	–
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	65%; 65%	N/A
Legislation on child restraint systems <sup>2</sup>		–
National child restraints use law	Yes	–
Children seated in front seat	Yes	–
Age or height specified for children requiring child restraint	10 y	–
Child restraint standard referred to and/or specified	No	–
Presence of targets to increase child safety restraint use (year)	–	N/A
<b>NATIONAL DATA SYSTEMS ON...</b>		
Civil Registration and Vital Statistics (2021)	Group 1	–
Frequency and distribution of journeys by modal type	–	N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes	N/A
Seat belt and child-restraint systems use <sup>2</sup>	No	N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes	N/A
Mobile phone use while driving <sup>2</sup>	No	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Sweden

Population:  
10 467 097

Income group:  
High income

WHO Region:  
European Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	210 (2021)	
Reported fatalities sex distribution (Male; Female)	74%; 26%	N/A
Reported fatalities user distribution <sup>1</sup>	56%; 14%; 12%; 10%; 8%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	217 (95% CI 199 - 234) (2021)	
WHO estimated rate per 100 000 population (year)	2.1 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	79 900 (2022)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes <sup>†</sup>	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	Yes (2030)	N/A
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	6 584 881 [62 910.3] (2021)	
Four-wheel vehicles	4 986 750	
Powered 2- and 3-wheelers	415 288	
Heavy trucks	85 554	
Buses	13 594	
Other	1 083 695	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes <sup>#</sup>	N/A
National laws on front and side impact protection	Yes <sup>†#</sup>	N/A
National laws on seat-belt and seat-belt anchorages	Yes <sup>†#</sup>	N/A
National law on electronic stability control	Yes <sup>†#</sup>	N/A
National law on pedestrian protection	Yes <sup>†#</sup>	N/A
National law on anti-lock braking systems	Yes <sup>†#</sup>	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	Yes	N/A
National good Samaritan law	-	N/A
National emergency care access number	National, single number	N/A
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	50% (2030)	
Non fatal reduction target (year)	25% (2030)	N/A
Funding to implement strategy	-	N/A
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes <sup>#</sup>	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	7	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, subnational	N/A

Strong	Moderate	Weak/None
Increase	Decrease	No change
		Advancement

None or unknown	Not provided
	Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		
National law setting a speed limit	Yes	
Maximum urban speed limit	50 km/h	
Maximum rural speed limit	110 km/h	
Maximum motorway speed limit	120 km/h	
Local authorities can modify limits	Yes	
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2030)	N/A
Available types of enforcement	Manual	
Legislation on drink driving <sup>2</sup>		
National law on drink-driving	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	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2030)	N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested	
Legislation on drug driving	Yes	
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use <sup>2</sup>	Hand held; Hand free	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	No	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>		
National motorcycle helmet law	Yes	
Legislation requires helmet fastening	Yes	
Legislation applies to:	Drivers and Passengers	
Legislation applies to all road types	Yes	
Legislation applies to all engine types	Yes	
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes <sup>†#</sup>	
Presence of targets to increase helmet use (year)	Yes, national (2030)	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	98%	
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Yes	
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2030)	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	98%; 99%; 86%	N/A
Legislation on child restraint systems <sup>2</sup>		
National child restraints use law	Yes	
Children seated in front seat	Yes	
Age or height specified for children requiring child restraint	135 cm	
Child restraint standard referred to and/or specified	Yes <sup>†#</sup>	
Presence of targets to increase child safety restraint use (year)	Yes, national (2030)	N/A

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1
Frequency and distribution of journeys by modal type	Yes
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes
Seat belt and child-restraint systems use <sup>2</sup>	Yes
Powered 2- and 3-wheeler helmet use <sup>2</sup>	No
Mobile phone use while driving <sup>2</sup>	No

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Switzerland

Population:  
8 691 406

Income group:  
High income

WHO Region:  
European Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	200 (2021)	
Reported fatalities sex distribution (Male; Female)	77%; 23%	N/A
Reported fatalities user distribution <sup>1</sup>	34%; 25%; 19%; 20%; 3%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	206 (95% CI 194 - 219) (2021)	
WHO estimated rate per 100 000 population (year)	2.4 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	84 676 (2022)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes†	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	Yes	N/A
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	6 312 055 [72 624.1] (2021)	
Four-wheel vehicles	5 177 343	
Powered 2- and 3-wheelers	770 873	
Heavy trucks	52 503	
Buses	13 290	
Other	298 046	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	N/A
National laws on front and side impact protection	Yes	N/A
National laws on seat-belt and seat-belt anchorages	Yes†	N/A
National law on electronic stability control	Yes†	N/A
National law on pedestrian protection	Yes†	N/A
National law on anti-lock braking systems	Yes†	N/A
Government vehicle procurement practices include safety prerequisites	No	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	No	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	Yes	N/A
National good Samaritan law	-§	N/A
National emergency care access number	National, single number	
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, subnational	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	50% (2030)	
Non fatal reduction target (year)	50% (2030)	N/A
Funding to implement strategy	Yes, fully funded	
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	4	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, subnational	N/A

Strong	Moderate	Weak/None
↑ Increase	↓ Decrease	= No change
		Change

Not provided	
	Not applicable

Evolution since 2010 or closest year possible	
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## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	
National law setting a speed limit	Yes
Maximum urban speed limit	50 km/h
Maximum rural speed limit	80 km/h
Maximum motorway speed limit	120 km/h
Local authorities can modify limits	No N/A
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	No N/A
Available types of enforcement	Manual
Legislation on drink driving <sup>2</sup>	
National law on drink-driving	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
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	- N/A
Testing carried out in case of fatal crash	Some (not all) drivers are tested
Legislation on drug driving	Yes
Legislation on distracted driving (mobile phones)	Yes N/A
Ban on mobile phone use <sup>2</sup>	Hand held
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	No N/A
Legislation on helmets for motorcycle riders <sup>2</sup>	
National motorcycle helmet law	Yes
Legislation requires helmet fastening	No
Legislation applies to:	Drivers and Passengers
Legislation applies to all road types	Yes
Legislation applies to all engine types	Yes
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes†
Presence of targets to increase helmet use (year)	No N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	100%; 100%
Minimum age/height children are allowed as passengers	No N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	
National seat-belt law	Yes
Legislation applies to front and rear seat occupants	Yes
Presence of targets to increase seat belt use (year) <sup>2</sup>	No N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	97%; 96%; 90%
Legislation on child restraint systems <sup>2</sup>	
National child restraints use law	Yes
Children seated in front seat	Yes
Age or height specified for children requiring child restraint	150 cm
Child restraint standard referred to and/or specified	Yes†
Presence of targets to increase child safety restraint use (year)	Yes, national (2025) N/A

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1
Frequency and distribution of journeys by modal type	Yes N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes N/A
Seat belt and child-restraint systems use <sup>2</sup>	No N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes N/A
Mobile phone use while driving <sup>2</sup>	Yes N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Syrian Arab Republic

Population:  
21 324 367

Income group:  
Low income

WHO Region:  
Eastern Mediterranean Region

GSRRS participation:  
2009, 2013, 2018, 2023

## BURDEN

Reported fatalities (year)	549 (2021)	
Reported fatalities sex distribution (Male; Female)	86%; 14%	N/A
Reported fatalities user distribution <sup>1</sup>	19%; 6%; 65%; 6%; 4%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	6 383 (95% CI 5 269 - 7 497) (2021)	
WHO estimated rate per 100 000 population (year)	29.9 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	8 958 (2021)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	No	N/A
Target for roads to meet technical safety standards for all users (year)	–	N/A
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	2 596 542 [12 176.4] (2021)	
Four-wheel vehicles	–	N/A
Powered 2- and 3-wheelers	560 842	
Heavy trucks	–	N/A
Buses	–	N/A
Other	–	N/A
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	N/A
National laws on front and side impact protection	No	N/A
National laws on seat-belt and seat-belt anchorages	Yes	N/A
National law on electronic stability control	No	N/A
National law on pedestrian protection	No	N/A
National law on anti-lock braking systems	Yes	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	Yes	N/A
National good Samaritan law	No	N/A
National emergency care access number	National, multiple numbers	
National target for time between serious crash and initial provision of professional emergency care (year)	15 mn on highways	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	10% (2030)	
Non fatal reduction target (year)	–	N/A
Funding to implement strategy	Not funded	
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	No	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	1	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	No	N/A

Strong	Moderate	Weak/None
Increase	Decrease	No change
		Change
None or unknown	Not provided	Advancement
		N/A Not applicable

Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	
National law setting a speed limit	Yes
Maximum urban speed limit	– N/A
Maximum rural speed limit	– N/A
Maximum motorway speed limit	– N/A
Local authorities can modify limits	Yes
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National
Available types of enforcement	Manual
Legislation on drink driving <sup>2</sup>	
National law on drink-driving	Yes
BAC limit – general population	– N/A
BAC limit – young or novice drivers	– N/A
Random breath testing carried out	No
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National
Testing carried out in case of fatal crash	Some (not all) drivers are tested
Legislation on drug driving	No
Legislation on distracted driving (mobile phones)	Yes
Ban on mobile phone use <sup>2</sup>	Hand held; Hand free
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National
Legislation on helmets for motorcycle riders <sup>2</sup>	
National motorcycle helmet law	Yes
Legislation requires helmet fastening	No
Legislation applies to:	Drivers
Legislation applies to all road types	No
Legislation applies to all engine types	Yes
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No
Presence of targets to increase helmet use (year)	Yes, national
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	– N/A
Minimum age/height children are allowed as passengers	No N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	
National seat-belt law	Yes
Legislation applies to front and rear seat occupants	Not all
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	– N/A

## Legislation on child restraint systems<sup>2</sup>

National child restraints use law	No
Children seated in front seat	Yes
Age or height specified for children requiring child restraint	–
Child restraint standard referred to and/or specified	No
Presence of targets to increase child safety restraint use (year)	Yes, national

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 4
Frequency and distribution of journeys by modal type	Partially
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes
Seat belt and child-restraint systems use <sup>2</sup>	Yes
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes
Mobile phone use while driving <sup>2</sup>	Yes

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Tajikistan

Population:  
9 750 064

Income group:  
Lower middle income

WHO Region:  
European Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	395 (2021)	
Reported fatalities sex distribution (Male; Female)	-	
Reported fatalities user distribution <sup>1</sup>	57%; 40%; 2%; 0%	
WHO estimated road traffic fatalities (95% CI) (year)	1 352 (95% CI 1 239 - 1 464) (2021)	
WHO estimated rate per 100 000 population (year)	13.9 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	19 190 (2021)	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes†	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	
Target for roads to meet technical safety standards for all users (year)	-	
Investments to upgrade high risk locations	No	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	527 332 [5 408.5] (2021)	
Four-wheel vehicles	-	
Powered 2- and 3-wheelers	3 411	
Heavy trucks	-	
Buses	-	
Other	-	
Legislation on periodic vehicle technical inspection <sup>2</sup>		
National laws on front and side impact protection	-§	
National laws on seat-belt and seat-belt anchorages	-§	
National law on electronic stability control	-§	
National law on pedestrian protection	-§	
National law on anti-lock braking systems	-§	
Government vehicle procurement practices include safety prerequisites	No	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	

## POST-CRASH RESPONSE

National law on universal access to emergency care	-§	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	-§	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§	
National good Samaritan law	-§	
National emergency care access number	National, single number	
National target for time between serious crash and initial provision of professional emergency care (year)	-	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	-	
National road safety strategy <sup>2</sup>	No	
Fatality reduction target (year)	-	
Non fatal reduction target (year)	-	
Funding to implement strategy	Not funded	
National law mandating third-party liability insurance for powered vehicles	-§	
National law on driving time and rest periods for professional drivers <sup>2</sup>	-§	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	4	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	-	

Strong   Moderate   Weak/None

Increase   Decrease   No change   Change   Advancement

None or unknown   Not provided

Evolution since 2010 or closest year possible

N/A Not applicable

§ Not validated

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	
National law setting a speed limit	Yes
Maximum urban speed limit	60 km/h
Maximum rural speed limit	90 km/h
Maximum motorway speed limit	110 km/h
Local authorities can modify limits	No
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	-
Available types of enforcement	Manual
Legislation on drink driving <sup>2</sup>	
National law on drink-driving	Yes
BAC limit – general population	-
BAC limit – young or novice drivers	-
Random breath testing carried out	No
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National
Testing carried out in case of fatal crash	Yes, all drivers are tested
Legislation on drug driving	Yes
Legislation on distracted driving (mobile phones)	Yes
Ban on mobile phone use <sup>2</sup>	Hand held
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	-
Legislation on helmets for motorcycle riders <sup>2</sup>	
National motorcycle helmet law	Yes
Legislation requires helmet fastening	Yes
Legislation applies to:	Drivers and Passengers
Legislation applies to all road types	Yes
Legislation applies to all engine types	Yes
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No
Presence of targets to increase helmet use (year)	-
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-
Minimum age/height children are allowed as passengers	Yes (12 y)
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	
National seat-belt law	Yes
Legislation applies to front and rear seat occupants	Not all
Presence of targets to increase seat belt use (year) <sup>2</sup>	-
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-
Legislation on child restraint systems <sup>2</sup>	
National child restraints use law	No
Children seated in front seat	Yes
Age or height specified for children requiring child restraint	-
Child restraint standard referred to and/or specified	No
Presence of targets to increase child safety restraint use (year)	-

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 4
Frequency and distribution of journeys by modal type	Partially
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	No
Seat belt and child-restraint systems use <sup>2</sup>	-
Powered 2- and 3-wheeler helmet use <sup>2</sup>	-
Mobile phone use while driving <sup>2</sup>	-

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Thailand

Population:  
71 601 103

Income group:  
Upper middle income

WHO Region:  
South-East Asia Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	16 957 (2021)	
Reported fatalities sex distribution (Male; Female)	73%; 19%	N/A
Reported fatalities user distribution <sup>1</sup>	0%; 51%; 2%; 0%; 46%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	18 218 (95% CI 16 787 - 19 649) (2021)	
WHO estimated rate per 100 000 population (year)	25.4 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	405 398 (2021)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes <sup>†</sup>	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	Yes (2027)	N/A
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	42 313 968 [59 096.8] (2021)	
Four-wheel vehicles	17 934 311	
Powered 2- and 3-wheelers	21 864 326	
Heavy trucks	1 201 832	
Buses	140 890	
Other	-	N/A
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	N/A
National laws on front and side impact protection	-	N/A
National laws on seat-belt and seat-belt anchorages	No	N/A
National law on electronic stability control	-†	N/A
National law on pedestrian protection	Not <sup>†</sup>	N/A
National law on anti-lock braking systems	No	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	N/A
National good Samaritan law	No	N/A
National emergency care access number	National, multiple numbers	
National target for time between serious crash and initial provision of professional emergency care (year)	10 mn (2027)	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	56% (2027)	
Non fatal reduction target (year)	50% (2027)	N/A
Funding to implement strategy	Yes, partially funded	
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	3	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	N/A

Strong	Moderate	Weak/None
Increase	Decrease	No change

Change	Advancement

N/A Not applicable

Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	
National law setting a speed limit	Yes
Maximum urban speed limit	80 km/h
Maximum rural speed limit	90 km/h
Maximum motorway speed limit	120 km/h
Local authorities can modify limits	No N/A
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2027) N/A
Available types of enforcement	Manual and automated
Legislation on drink driving <sup>2</sup>	
National law on drink-driving	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	≤ 0.02 g/dl
Random breath testing carried out	No
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2027) N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested
Legislation on drug driving	Yes
Legislation on distracted driving (mobile phones)	Yes N/A
Ban on mobile phone use <sup>2</sup>	Hand held
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National (2027) N/A
Legislation on helmets for motorcycle riders <sup>2</sup>	
National motorcycle helmet law	Yes
Legislation requires helmet fastening	Yes
Legislation applies to:	Drivers and Passengers
Legislation applies to all road types	Yes
Legislation applies to all engine types	Yes
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes
Presence of targets to increase helmet use (year)	Yes, national (2027) N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	52%; 21%
Minimum age/height children are allowed as passengers	No N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	
National seat-belt law	Yes
Legislation applies to front and rear seat occupants	Yes
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2027) N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	36% N/A
Legislation on child restraint systems <sup>2</sup>	
National child restraints use law	Yes
Children seated in front seat	No
Age or height specified for children requiring child restraint	6 yr/135 cm
Child restraint standard referred to and/or specified	No
Presence of targets to increase child safety restraint use (year)	Yes, national (2027) N/A
<b>NATIONAL DATA SYSTEMS ON...</b>	
Civil Registration and Vital Statistics (2021)	Group 2A
Frequency and distribution of journeys by modal type	Partially N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes N/A
Seat belt and child-restraint systems use <sup>2</sup>	No N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes N/A
Mobile phone use while driving <sup>2</sup>	Yes N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Timor-Leste

Population:  
1 320 942

Income group:  
Lower middle income

WHO Region:  
South-East Asia Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	59 (2021)
Reported fatalities sex distribution (Male; Female)	- N/A
Reported fatalities user distribution <sup>1</sup>	- N/A
WHO estimated road traffic fatalities (95% CI) (year)	159 (95% CI 142 - 175) (2021)
WHO estimated rate per 100 000 population (year)	12.0 (2021)

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	- N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes ☑
National law requiring a formal road safety inspection/assessment	No N/A
Target for roads to meet technical safety standards for all users (year)	No N/A
Investments to upgrade high risk locations	No ☑

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	232 012 [17 564.1] (2021)
Four-wheel vehicles	5 149
Powered 2- and 3-wheelers	179 543
Heavy trucks	167
Buses	926
Other	- N/A
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes N/A
National laws on front and side impact protection	No N/A
National laws on seat-belt and seat-belt anchorages	No N/A
National law on electronic stability control	No N/A
National law on pedestrian protection	No N/A
National law on anti-lock braking systems	No N/A
Government vehicle procurement practices include safety prerequisites	Yes N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§ N/A
National good Samaritan law	No N/A
National emergency care access number	National, multiple numbers ☑
National target for time between serious crash and initial provision of professional emergency care (year)	- N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No ☑
National road safety strategy <sup>2</sup>	Yes ☑
Fatality reduction target (year)	- N/A
Non fatal reduction target (year)	- N/A
Funding to implement strategy	- N/A
National law mandating third-party liability insurance for powered vehicles	Yes N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	No N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	0 N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes ☑
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	- N/A

Strong      Moderate      Weak/None

↑ Increase    ↓ Decrease    — No change    ⚡ Change    ➔ Advancement

∅ None or unknown    — Not provided

🕒 Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	Yes N/A
National law setting a speed limit	Yes N/A
Maximum urban speed limit	50 km/h
Maximum rural speed limit	90 km/h
Maximum motorway speed limit	120 km/h
Local authorities can modify limits	No N/A
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	No N/A
Available types of enforcement	Manual ☑
Legislation on drink driving <sup>2</sup>	Yes N/A
National law on drink-driving	Yes N/A
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	≤ 0.05 g/dl
Random breath testing carried out	No N/A
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	No N/A
Testing carried out in case of fatal crash	Some (not all) drivers are tested N/A
Legislation on drug driving	Yes N/A
Legislation on distracted driving (mobile phones)	Yes N/A
Ban on mobile phone use <sup>2</sup>	Hand held N/A
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	No N/A
Legislation on helmets for motorcycle riders <sup>2</sup>	Yes N/A
National motorcycle helmet law	Yes N/A
Legislation requires helmet fastening	Yes N/A
Legislation applies to:	Drivers and Passengers ☑
Legislation applies to all road types	Yes N/A
Legislation applies to all engine types	Yes N/A
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes N/A
Presence of targets to increase helmet use (year)	No N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	- N/A
Minimum age/height children are allowed as passengers	No N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	Yes N/A
National seat-belt law	Yes N/A
Legislation applies to front and rear seat occupants	Yes N/A
Presence of targets to increase seat belt use (year) <sup>2</sup>	No N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	- N/A
Legislation on child restraint systems <sup>2</sup>	Yes N/A
National child restraints use law	No N/A
Children seated in front seat	Yes N/A
Age or height specified for children requiring child restraint	- N/A
Child restraint standard referred to and/or specified	No N/A
Presence of targets to increase child safety restraint use (year)	No N/A

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 4 N/A
Frequency and distribution of journeys by modal type	Partially N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes N/A
Seat belt and child-restraint systems use <sup>2</sup>	No N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes N/A
Mobile phone use while driving <sup>2</sup>	Yes N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Togo

Population:  
8 644 829

Income group:  
Low income

WHO Region:  
African Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	680 (2021)	
Reported fatalities sex distribution (Male; Female)	– N/A	
Reported fatalities user distribution <sup>1</sup>	11%; 60%; 23%; 0%; 6%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	1 961 (95% CI 1 644 - 2 277) (2021)	
WHO estimated rate per 100 000 population (year)	22.7 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	11 777 (2021)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	Yes (2022)	N/A
Investments to upgrade high risk locations	–	N/A

## SAFE VEHICLES

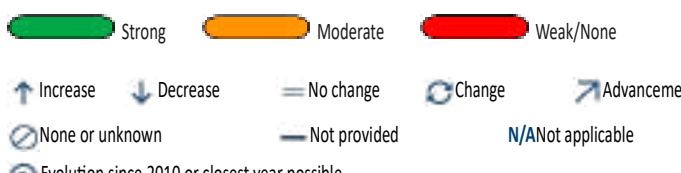
Total registered vehicles [rate per 100 000 pop] (year)	93 944 [1 086.7] (2021)	
Four-wheel vehicles	20 313	
Powered 2- and 3-wheelers	65 363	
Heavy trucks	1 380	
Buses	101	
Other	–	N/A
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	N/A
National laws on front and side impact protection	No	N/A
National laws on seat-belt and seat-belt anchorages	No	N/A
National law on electronic stability control	No	N/A
National law on pedestrian protection	No	N/A
National law on anti-lock braking systems	No	N/A
Government vehicle procurement practices include safety prerequisites	–	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	No	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	–§	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	–§	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	–§	N/A
National good Samaritan law	–§	N/A
National emergency care access number	National, single number	
National target for time between serious crash and initial provision of professional emergency care (year)	–	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	–	N/A
Non fatal reduction target (year)	–	N/A
Funding to implement strategy	–	N/A
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	No	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	1	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	–	N/A



## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		—
National law setting a speed limit	–	N/A
Maximum urban speed limit	–	N/A
Maximum rural speed limit	–	N/A
Maximum motorway speed limit	–	N/A
Local authorities can modify limits	No	N/A
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2030)	N/A
Available types of enforcement	–	N/A
Legislation on drink driving <sup>2</sup>		
National law on drink-driving	Yes	—
BAC limit – general population	≤ 0.05 g/dl	N/A
BAC limit – young or novice drivers	≤ 0.05 g/dl	N/A
Random breath testing carried out	No	—
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2030)	N/A
Testing carried out in case of fatal crash	–	N/A
Legislation on drug driving	Yes	—
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use <sup>2</sup>	Hand held; Hand free	—
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>		—
National motorcycle helmet law	Yes	—
Legislation requires helmet fastening	No	—
Legislation applies to:	Drivers and Passengers	
Legislation applies to all road types	Yes	—
Legislation applies to all engine types	Yes	—
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No	—
Presence of targets to increase helmet use (year)	Yes, national	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	–	N/A
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		—
National seat-belt law	Yes	—
Legislation applies to front and rear seat occupants	Yes	—
Presence of targets to increase seat belt use (year) <sup>2</sup>	–	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	–	N/A
Legislation on child restraint systems <sup>2</sup>		—
National child restraints use law	No	—
Children seated in front seat	No	—
Age or height specified for children requiring child restraint	–	—
Child restraint standard referred to and/or specified	No	—
Presence of targets to increase child safety restraint use (year)	–	N/A
<b>NATIONAL DATA SYSTEMS ON...</b>		
Civil Registration and Vital Statistics (2021)	Group 4	—
Frequency and distribution of journeys by modal type	No	N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	–	N/A
Seat belt and child-restraint systems use <sup>2</sup>	–	N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	–	N/A
Mobile phone use while driving <sup>2</sup>	–	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Trinidad and Tobago

Population:  
1 525 663

Income group:  
High income

WHO Region:  
Region of the Americas

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	75 (2021)	
Reported fatalities sex distribution (Male; Female)	15%; 85%	N/A
Reported fatalities user distribution <sup>1</sup>	44%; 11%; 39%; 1%; 5%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	77 (95% CI 73 - 82) (2021)	
WHO estimated rate per 100 000 population (year)	5.0 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	9 638 (2020)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	Yes (2030)	N/A
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	936 640 [61 392.3] (2021)	
Four-wheel vehicles	-	N/A
Powered 2- and 3-wheelers	-	N/A
Heavy trucks	-	N/A
Buses	-	N/A
Other	-	N/A
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	N/A
National laws on front and side impact protection	Yes	N/A
National laws on seat-belt and seat-belt anchorages	Yes	N/A
National law on electronic stability control	No	N/A
National law on pedestrian protection	No	N/A
National law on anti-lock braking systems	No	N/A
Government vehicle procurement practices include safety prerequisites	-	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	No	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	N/A
National good Samaritan law	No	N/A
National emergency care access number	National, multiple numbers	
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	Yes	N/A
Fatality reduction target (year)	50% (2030)	
Non fatal reduction target (year)	-	N/A
Funding to implement strategy	Yes, fully funded	
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	1	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	N/A

Strong		Moderate		Weak/None	
	Increase		Decrease		No change
	Change		Advancement		Not provided
	None or unknown		Not applicable	N/A	Not validated

Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		
National law setting a speed limit	Yes	
Maximum urban speed limit	50 km/h	
Maximum rural speed limit	80 km/h	
Maximum motorway speed limit	100 km/h	N/A
Local authorities can modify limits	No	N/A
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2026)	N/A
Available types of enforcement	Manual	
Legislation on drink driving <sup>2</sup>		
National law on drink-driving	Yes	
BAC limit – general population	≤ 0.08 g/dl	
BAC limit – young or novice drivers	≤ 0.08 g/dl	
Random breath testing carried out	No	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2023)	N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested	
Legislation on drug driving	Yes	
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use <sup>2</sup>	Hand held	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National (2030)	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>		
National motorcycle helmet law	Yes	
Legislation requires helmet fastening	No	
Legislation applies to:	Drivers and Passengers	
Legislation applies to all road types	Yes	
Legislation applies to all engine types	Yes	
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes	
Presence of targets to increase helmet use (year)	Yes, national (2030)	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	98%; 98%	N/A
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Not all	
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2030)	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	68%; 68%	N/A
Legislation on child restraint systems <sup>2</sup>		
National child restraints use law	Yes	
Children seated in front seat	Yes	
Age or height specified for children requiring child restraint	5 y	
Child restraint standard referred to and/or specified	Yes	
Presence of targets to increase child safety restraint use (year)	Yes, national (2030)	N/A

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1
Frequency and distribution of journeys by modal type	No
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes
Seat belt and child-restraint systems use <sup>2</sup>	Yes
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes
Mobile phone use while driving <sup>2</sup>	Yes

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Tunisia

Population:  
12 262 946

Income group:  
Lower middle income

WHO Region:  
Eastern Mediterranean Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	2 273 (2019)	
Reported fatalities sex distribution (Male; Female)	84%; 16%	
Reported fatalities user distribution <sup>1</sup>	35%; 33%; 28%; 2%; 2%	
WHO estimated road traffic fatalities (95% CI) (year)	2 004 (95% CI 1 786 - 2 222) (2021)	
WHO estimated rate per 100 000 population (year)	16.3 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	16 646 (2021)	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	
Target for roads to meet technical safety standards for all users (year)	-	
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	2 327 348 [18 978.7] (2021)	
Four-wheel vehicles	2 070 143	
Powered 2- and 3-wheelers	22 559	
Heavy trucks	66 835	
Buses	23 940	
Other	143 871	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes†	
National laws on front and side impact protection	Yes	
National laws on seat-belt and seat-belt anchorages	Yes	
National law on electronic stability control	No†	
National law on pedestrian protection	No†	
National law on anti-lock braking systems	Yes†	
Government vehicle procurement practices include safety prerequisites	Yes	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	Yes	
National good Samaritan law	No	
National emergency care access number	National, multiple numbers	
National target for time between serious crash and initial provision of professional emergency care (year)	-	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	-	
National road safety strategy <sup>2</sup>	No	
Fatality reduction target (year)	-	
Non fatal reduction target (year)	-	
Funding to implement strategy	Not funded	
National law mandating third-party liability insurance for powered vehicles	Yes	
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	7	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	

Strong	Moderate	Weak/None
↑ Increase	↓ Decrease	= No change

Change	Advancement

N/A Not applicable

Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	
National law setting a speed limit	Yes
Maximum urban speed limit	50 km/h
Maximum rural speed limit	90 km/h
Maximum motorway speed limit	110 km/h
Local authorities can modify limits	Yes
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	-
Available types of enforcement	Manual
Legislation on drink driving <sup>2</sup>	
National law on drink-driving	Yes
BAC limit – general population	≤ 0.03 g/dl
BAC limit – young or novice drivers	-
Random breath testing carried out	No
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National
Testing carried out in case of fatal crash	Some (not all) drivers are tested
Legislation on drug driving	Yes
Legislation on distracted driving (mobile phones)	Yes
Ban on mobile phone use <sup>2</sup>	Hand held
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	-
Legislation on helmets for motorcycle riders <sup>2</sup>	
National motorcycle helmet law	Yes
Legislation requires helmet fastening	No
Legislation applies to:	Drivers and Passengers
Legislation applies to all road types	Yes
Legislation applies to all engine types	Yes
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes
Presence of targets to increase helmet use (year)	-
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	13% N/A
Minimum age/height children are allowed as passengers	Yes (6 y) N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	
National seat-belt law	Yes
Legislation applies to front and rear seat occupants	Yes
Presence of targets to increase seat belt use (year) <sup>2</sup>	-
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	51% N/A
Legislation on child restraint systems <sup>2</sup>	
National child restraints use law	No
Children seated in front seat	Yes
Age or height specified for children requiring child restraint	-
Child restraint standard referred to and/or specified	No
Presence of targets to increase child safety restraint use (year)	-

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 2A
Frequency and distribution of journeys by modal type	Partially
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes N/A
Seat belt and child-restraint systems use <sup>2</sup>	No N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes N/A
Mobile phone use while driving <sup>2</sup>	Yes N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Türkiye

Population:  
84 775 404

Income group:  
Upper middle income

WHO Region:  
European Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	5 362 (2021)	
Reported fatalities sex distribution (Male; Female)	77%; 23%	N/A
Reported fatalities user distribution <sup>1</sup>	47%; 16%; 22%; 3%; 12%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	5 528 (95% CI 4 945 - 6 112) (2021)	
WHO estimated rate per 100 000 population (year)	6.5 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	65 193 (2022)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes†	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	No	
National law requiring a formal road safety inspection/assessment	No	N/A
Target for roads to meet technical safety standards for all users (year)	Yes (2030)	N/A
Investments to upgrade high risk locations	Yes	N/A

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	25 249 119 [29 783.5] (2021)	
Four-wheel vehicles	13 706 065	
Powered 2- and 3-wheelers	3 744 370	
Heavy trucks	886 303	
Buses	693 688	
Other	6 218 693	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	N/A
National laws on front and side impact protection	Not†	N/A
National laws on seat-belt and seat-belt anchorages	Yes†	N/A
National law on electronic stability control	Yes†	N/A
National law on pedestrian protection	Yes†	N/A
National law on anti-lock braking systems	Yes†	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	Yes	N/A
National good Samaritan law	–§	N/A
National emergency care access number	National, single number	N/A
National target for time between serious crash and initial provision of professional emergency care (year)	8 mn (2030)	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	50% (2030)	
Non fatal reduction target (year)	50% (2030)	N/A
Funding to implement strategy	Yes, partially funded	
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	5	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	N/A

Strong	Moderate	Weak/None
↑ Increase	↓ Decrease	— No change
	Change	Advancement

None or unknown	— Not provided
	Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	
National law setting a speed limit	Yes
Maximum urban speed limit	50 km/h
Maximum rural speed limit	110 km/h
Maximum motorway speed limit	120 km/h
Local authorities can modify limits	Yes
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2030) N/A
Available types of enforcement	Automatic
Legislation on drink driving <sup>2</sup>	
National law on drink-driving	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
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2030) N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested
Legislation on drug driving	Yes
Legislation on distracted driving (mobile phones)	Yes
Ban on mobile phone use <sup>2</sup>	Hand held; Hand free
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National (2030) N/A
Legislation on helmets for motorcycle riders <sup>2</sup>	
National motorcycle helmet law	Yes
Legislation requires helmet fastening	No
Legislation applies to:	Drivers and Passengers N/A
Legislation applies to all road types	Yes
Legislation applies to all engine types	Yes
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes†
Presence of targets to increase helmet use (year)	Yes, national (2030) N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	– N/A
Minimum age/height children are allowed as passengers	No N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	
National seat-belt law	Yes
Legislation applies to front and rear seat occupants	Yes
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2030) N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	50%; 41% N/A
Legislation on child restraint systems <sup>2</sup>	
National child restraints use law	Yes
Children seated in front seat	Yes
Age or height specified for children requiring child restraint	135 cm N/A
Child restraint standard referred to and/or specified	Yes†
Presence of targets to increase child safety restraint use (year)	Yes, national (2030) N/A

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1
Frequency and distribution of journeys by modal type	Partially N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes N/A
Seat belt and child-restraint systems use <sup>2</sup>	Yes N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes N/A
Mobile phone use while driving <sup>2</sup>	Yes N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Uganda

Population:  
45 853 778

Income group:  
Low income

WHO Region:  
African Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	4 159 (2021)	
Reported fatalities sex distribution (Male; Female)	81%; 19%	N/A
Reported fatalities user distribution <sup>1</sup>	14%; 46%; 33%; 4%; 2%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	7 315 (95% CI 5 617 - 9 013) (2021)	
WHO estimated rate per 100 000 population (year)	16.0 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	5 745 (2022)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	Yes	N/A
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	1 391 510 [3 034.7] (2021)	
Four-wheel vehicles	-	N/A
Powered 2- and 3-wheelers	-	N/A
Heavy trucks	-	N/A
Buses	-	N/A
Other	-	N/A
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes†	N/A
National laws on front and side impact protection	-†	N/A
National laws on seat-belt and seat-belt anchorages	-†	N/A
National law on electronic stability control	-†	N/A
National law on pedestrian protection	-†	N/A
National law on anti-lock braking systems	-†	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	N/A
National good Samaritan law	No	N/A
National emergency care access number	National, multiple numbers	
National target for time between serious crash and initial provision of professional emergency care (year)	50% within 1 hour (2025)	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	
National road safety strategy <sup>2</sup>	Yes	N/A
Fatality reduction target (year)	50% (2030)	
Non fatal reduction target (year)	50% (2030)	N/A
Funding to implement strategy	Yes, partially funded	N/A
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	7	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	N/A

Strong	Moderate	Weak/None
↑ Increase	↓ Decrease	— No change
	Change	Advancement

None or unknown	Not provided
	Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	
National law setting a speed limit	Yes
Maximum urban speed limit	50 km/h
Maximum rural speed limit	100 km/h
Maximum motorway speed limit	- N/A
Local authorities can modify limits	No N/A
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2030) N/A
Available types of enforcement	Manual
Legislation on drink driving <sup>2</sup>	
National law on drink-driving	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	≤ 0.08 g/dl
Random breath testing carried out	No
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2030) N/A
Testing carried out in case of fatal crash	Some (not all) drivers are tested
Legislation on drug driving	Yes
Legislation on distracted driving (mobile phones)	Yes N/A
Ban on mobile phone use <sup>2</sup>	Hand held
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	No N/A
Legislation on helmets for motorcycle riders <sup>2</sup>	
National motorcycle helmet law	Yes
Legislation requires helmet fastening	No
Legislation applies to:	Drivers and Passengers
Legislation applies to all road types	Yes
Legislation applies to all engine types	Yes
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No†
Presence of targets to increase helmet use (year)	Yes, national N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	- N/A
Minimum age/height children are allowed as passengers	No N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	
National seat-belt law	Yes
Legislation applies to front and rear seat occupants	Yes
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2030) N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	- N/A
Legislation on child restraint systems <sup>2</sup>	
National child restraints use law	No
Children seated in front seat	No
Age or height specified for children requiring child restraint	-
Child restraint standard referred to and/or specified	No†
Presence of targets to increase child safety restraint use (year)	Yes, national (2030) N/A

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 4
Frequency and distribution of journeys by modal type	No N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	No N/A
Seat belt and child-restraint systems use <sup>2</sup>	No N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	No N/A
Mobile phone use while driving <sup>2</sup>	No N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# United Arab Emirates

Population:  
9 365 145

Income group:  
High income

WHO Region:  
Eastern Mediterranean Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	381 (2021)	
Reported fatalities sex distribution (Male; Female)	92%; 8%	N/A
Reported fatalities user distribution <sup>1</sup>	61%; 9%; 10%; 2%; 18%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	557 (95% CI 486 - 628) (2021)	
WHO estimated rate per 100 000 population (year)	5.9 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	84 271 (2021)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	Yes	N/A
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	3 881 228 [41 443.3] (2021)	
Four-wheel vehicles	3 839 393	
Powered 2- and 3-wheelers	102 389	
Heavy trucks	149 816	
Buses	108 271	
Other	-	N/A
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	N/A
National laws on front and side impact protection	Yes	N/A
National laws on seat-belt and seat-belt anchorages	Yes	N/A
National law on electronic stability control	Yes	N/A
National law on pedestrian protection	Yes	N/A
National law on anti-lock braking systems	Yes	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	N/A
National good Samaritan law	No	N/A
National emergency care access number	National, multiple numbers	
National target for time between serious crash and initial provision of professional emergency care (year)	(2018)	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, subnational	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	3% (2021)	
Non fatal reduction target (year)	(2021)	N/A
Funding to implement strategy	Yes, fully funded	
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	3	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	N/A

Strong   Moderate   Weak/None

Increase   Decrease   No change   Change   Advancement  
 None or unknown   Not provided  
 Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		Yes
National law setting a speed limit	-	N/A
Maximum urban speed limit	-	N/A
Maximum rural speed limit	-	N/A
Maximum motorway speed limit	-	N/A
Local authorities can modify limits	Yes	
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National	N/A
Available types of enforcement	Manual	
Legislation on drink driving <sup>2</sup>		*
National law on drink-driving	Yes	
BAC limit – general population	≤ 0.01 g/dl	
BAC limit – young or novice drivers	≤ 0.01 g/dl	
Random breath testing carried out	No	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2021)	N/A
Testing carried out in case of fatal crash	Some (not all) drivers are tested	
Legislation on drug driving	Yes	
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use <sup>2</sup>	Hand held; Hand free	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	-	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>		
National motorcycle helmet law	Yes	
Legislation requires helmet fastening	Yes	
Legislation applies to:	Drivers and Passengers	
Legislation applies to all road types	Yes	
Legislation applies to all engine types	Yes	
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes	
Presence of targets to increase helmet use (year)	-	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	99%; 99%	N/A
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Yes	
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2021)	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	99%; 100%	N/A
Legislation on child restraint systems <sup>2</sup>		
National child restraints use law	Yes	
Children seated in front seat	Yes	
Age or height specified for children requiring child restraint	4 y	
Child restraint standard referred to and/or specified	Yes	
Presence of targets to increase child safety restraint use (year)	Yes, national (2021)	N/A

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 2A
Frequency and distribution of journeys by modal type	Yes
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes
Seat belt and child-restraint systems use <sup>2</sup>	Yes
Powered 2- and 3- wheeler helmet use <sup>2</sup>	Yes
Mobile phone use while driving <sup>2</sup>	Yes

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# United Kingdom of Great Britain and Northern Ireland

Population:  
67 281 039 ↑

Income group:  
High income ■■■

WHO Region:  
European Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	1 608 (2021) ↓
Reported fatalities sex distribution (Male; Female)	78%; 22% N/A
Reported fatalities user distribution <sup>1</sup>	44%; 19%; 22%; 7%; 8% N/A
WHO estimated road traffic fatalities (95% CI) (year)	1 606 (95% CI 1 511 - 1 701) (2021) ↓
WHO estimated rate per 100 000 population (year)	2.4 (2021) ↓

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	- N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	-† N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes ☑
National law requiring a formal road safety inspection/assessment	No N/A
Target for roads to meet technical safety standards for all users (year)	- N/A
Investments to upgrade high risk locations	Yes ☑

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	39 034 266 [58 016.7] (2021) ↑
Four-wheel vehicles	36 284 680 ↑
Powered 2- and 3-wheelers	1 315 271 ↑
Heavy trucks	504 565 ↑
Buses	140 675 ↓
Other	789 075 ↑
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes N/A
National laws on front and side impact protection	Yes† N/A
National laws on seat-belt and seat-belt anchorages	Yes† N/A
National law on electronic stability control	Yes† N/A
National law on pedestrian protection	Yes† N/A
National law on anti-lock braking systems	Yes† N/A
Government vehicle procurement practices include safety prerequisites	Yes N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§ N/A
National good Samaritan law	-§ N/A
National emergency care access number	National, single number ☑
National target for time between serious crash and initial provision of professional emergency care (year)	- N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national ☑
National road safety strategy <sup>2</sup>	No ☑
Fatality reduction target (year)	50% (2030) ☑
Non fatal reduction target (year)	49% (2030) N/A
Funding to implement strategy	- N/A
National law mandating third-party liability insurance for powered vehicles	Yes N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	5 N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes ☑
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	- N/A

Strong	Moderate	Weak/None
↑ Increase	↓ Decrease	= No change
∅ None or unknown	— Not provided	Change ☑
🕒 Evolution since 2010 or closest year possible		↗ Advancement

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	Green bar
National law setting a speed limit	Yes ☑
Maximum urban speed limit	48 km/h ☑
Maximum rural speed limit	96 km/h ☑
Maximum motorway speed limit	112 km/h ☑
Local authorities can modify limits	Yes ☑
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	No N/A
Available types of enforcement	- N/A
Legislation on drink driving <sup>2</sup>	Yellow bar
National law on drink-driving	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 ☑
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	- N/A
Testing carried out in case of fatal crash	Some (not all) drivers are tested ↗
Legislation on drug driving	Green bar
Legislation on distracted driving (mobile phones)	Green bar
Ban on mobile phone use <sup>2</sup>	Hand held ☑
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	- N/A
Legislation on helmets for motorcycle riders <sup>2</sup>	Green bar
National motorcycle helmet law	Yes ☑
Legislation requires helmet fastening	Yes ☑
Legislation applies to:	Drivers and Passengers ☑
Legislation applies to all road types	Yes ☑
Legislation applies to all engine types	Yes ☑
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes† ☑
Presence of targets to increase helmet use (year)	- N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	- N/A
Minimum age/height children are allowed as passengers	No N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	Green bar
National seat-belt law	Yes ☑
Legislation applies to front and rear seat occupants	Yes ☑
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, subnational N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	95%; 95% N/A
Legislation on child restraint systems <sup>2</sup>	Green bar
National child restraints use law	Yes ☑
Children seated in front seat	Yes ☑
Age or height specified for children requiring child restraint	12 y / 135 cm ☑
Child restraint standard referred to and/or specified	Yes† ☑
Presence of targets to increase child safety restraint use (year)	- N/A
NATIONAL DATA SYSTEMS ON...	
Civil Registration and Vital Statistics (2021)	Group 1 ☑
Frequency and distribution of journeys by modal type	Yes N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes N/A
Seat belt and child-restraint systems use <sup>2</sup>	No N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	No N/A
Mobile phone use while driving <sup>2</sup>	Yes N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# United Republic of Tanzania

Population:  
63 588 334

Income group:  
Lower middle income

WHO Region:  
African Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	1 368 (2021)	
Reported fatalities sex distribution (Male; Female)	81%; 19%	
Reported fatalities user distribution <sup>1</sup>	50%; 22%; 23%; 5%; 0%	
WHO estimated road traffic fatalities (95% CI) (year)	10 052 (95% CI 8 246 - 11 858) (2021)	
WHO estimated rate per 100 000 population (year)	15.8 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	11 192 (2021)	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	No	
Target for roads to meet technical safety standards for all users (year)	Yes	
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	3 225 017 [5 071.7] (2021)	
Four-wheel vehicles	4 682	
Powered 2- and 3-wheelers	211 211	
Heavy trucks	6 085	
Buses	2 013	
Other	6 824	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	
National laws on front and side impact protection	No	
National laws on seat-belt and seat-belt anchorages	Yes	
National law on electronic stability control	No	
National law on pedestrian protection	No	
National law on anti-lock braking systems	No	
Government vehicle procurement practices include safety prerequisites	Yes	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	

## POST-CRASH RESPONSE

National law on universal access to emergency care	No	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	
National good Samaritan law	No	
National emergency care access number	National, multiple numbers	
National target for time between serious crash and initial provision of professional emergency care (year)	(2025)	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	-	
Non fatal reduction target (year)	-	
Funding to implement strategy	Yes, partially funded	
National law mandating third-party liability insurance for powered vehicles	Yes	
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	0	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	

Strong		Moderate		Weak/None	
↑ Increase		↓ Decrease		= No change	
∅ None or unknown		— Not provided		Change	
🕒 Evolution since 2010 or closest year possible				N/A Not applicable	

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		
National law setting a speed limit	Yes	
Maximum urban speed limit	50 km/h	
Maximum rural speed limit	-	
Maximum motorway speed limit	-	
Local authorities can modify limits	Yes	
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2025)	
Available types of enforcement	Manual	
Legislation on drink driving <sup>2</sup>		
National law on drink-driving	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	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	-	
Testing carried out in case of fatal crash	Some (not all) drivers are tested	
Legislation on drug driving	Yes	
Legislation on distracted driving (mobile phones)	No	
Ban on mobile phone use <sup>2</sup>	-	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	-	
Legislation on helmets for motorcycle riders <sup>2</sup>		
National motorcycle helmet law	Yes	
Legislation requires helmet fastening	No	
Legislation applies to:	Drivers	
Legislation applies to all road types	Yes	
Legislation applies to all engine types	Yes	
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes	
Presence of targets to increase helmet use (year)	-	
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-	
Minimum age/height children are allowed as passengers	No	
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Not all	
Presence of targets to increase seat belt use (year) <sup>2</sup>	-	
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-	
Legislation on child restraint systems <sup>2</sup>		
National child restraints use law	No	
Children seated in front seat	No	
Age or height specified for children requiring child restraint	-	
Child restraint standard referred to and/or specified	No	
Presence of targets to increase child safety restraint use (year)	No	

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 2B	
Frequency and distribution of journeys by modal type	Partially	
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	No	
Seat belt and child-restraint systems use <sup>2</sup>	No	
Powered 2- and 3-wheeler helmet use <sup>2</sup>	No	
Mobile phone use while driving <sup>2</sup>	No	

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# United States of America

Population:  
336 997 624 ↑

Income group:  
High income ■

WHO Region:  
Region of the Americas

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	42 939 (2020)	↑
Reported fatalities sex distribution (Male; Female)	72%; 28%	N/A
Reported fatalities user distribution <sup>1</sup>	64%; 14%; 17%; 2%; 2%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	47 750 (95% CI 44 464 - 51 035) (2021)	↑
WHO estimated rate per 100 000 population (year)	14.2 (2021)	↑

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	4 511 929 (2020)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	No	■
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	Yes	N/A
Investments to upgrade high risk locations	Yes	↗

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	275 936 367 [81 881.0] (2020)	↑
Four-wheel vehicles	259 314 638	↑
Powered 2- and 3-wheelers	8 347 435	N/A
Heavy trucks	7 285 972	↑
Buses	1 006 469	↑
Other	-	N/A
Legislation on periodic vehicle technical inspection <sup>2</sup>	-	N/A
National laws on front and side impact protection	Yes	N/A
National laws on seat-belt and seat-belt anchorages	Yes	N/A
National law on electronic stability control	Yes <sup>†</sup>	N/A
National law on pedestrian protection	- <sup>†</sup>	N/A
National law on anti-lock braking systems	Yes	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes <sup>\$</sup>	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	N/A
National good Samaritan law	Yes <sup>\$</sup>	N/A
National emergency care access number	National, single number	
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	○
National road safety strategy <sup>2</sup>	Yes	■
Fatality reduction target (year)	66% (2040)	○
Non fatal reduction target (year)	-	N/A
Funding to implement strategy	Yes, fully funded	○
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	2	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	■
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	N/A

Strong	Moderate	Weak/None
↑ Increase	↓ Decrease	— No change
○ None or unknown	— Not provided	Change ↗ Advancement
🕒 Evolution since 2010 or closest year possible	N/A Not applicable	

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	Red	—
National law setting a speed limit	Yes	—
Maximum urban speed limit	128 km/h	—
Maximum rural speed limit	128 km/h	—
Maximum motorway speed limit	128 km/h	—
Local authorities can modify limits	Yes	—
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	Subnational	N/A
Available types of enforcement	Manual	↗
Legislation on drink driving <sup>2</sup>	Yellow	—
National law on drink-driving	Yes	—
BAC limit – general population	≤ 0.08 g/dl	—
BAC limit – young or novice drivers	≤ 0.08 g/dl	—
Random breath testing carried out	No	—
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2030)	N/A
Testing carried out in case of fatal crash	Some (not all) drivers are tested	—
Legislation on drug driving	Yes	—
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use <sup>2</sup>	Hand held	—
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>	Red	—
National motorcycle helmet law	Yes	—
Legislation requires helmet fastening	No	—
Legislation applies to:	Drivers	○
Legislation applies to all road types	No	—
Legislation applies to all engine types	No	—
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes	—
Presence of targets to increase helmet use (year)	Yes, national	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	67%; 52%	N/A
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	Yellow	—
National seat-belt law	Yes	—
Legislation applies to front and rear seat occupants	Not all	—
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	91%; 90%; 78%	N/A
Legislation on child restraint systems <sup>2</sup>	Yellow	—
National child restraints use law	Yes	—
Children seated in front seat	Yes	—
Age or height specified for children requiring child restraint	8 y	N/A
Child restraint standard referred to and/or specified	Yes	—
Presence of targets to increase child safety restraint use (year)	Yes, national	N/A

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1	—
Frequency and distribution of journeys by modal type	Partially	N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	No	N/A
Seat belt and child-restraint systems use <sup>2</sup>	Yes	N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes	N/A
Mobile phone use while driving <sup>2</sup>	Yes	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Uruguay

Population:  
3 426 260

Income group:  
High income

WHO Region:  
Region of the Americas

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	434 (2021)	
Reported fatalities sex distribution (Male; Female)	79%; 21%	
Reported fatalities user distribution <sup>1</sup>	28%; 52%; 12%; 7%; 2%	
WHO estimated road traffic fatalities (95% CI) (year)	447 (95% CI 413 - 482) (2021)	
WHO estimated rate per 100 000 population (year)	13.0 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	-	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	-	
National law requiring a formal road safety inspection/assessment	Yes	
Target for roads to meet technical safety standards for all users (year)	Yes (2030)	
Investments to upgrade high risk locations	-	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	2 645 493 [77 212.3] (2021)	
Four-wheel vehicles	-	
Powered 2- and 3-wheelers	-	
Heavy trucks	-	
Buses	-	
Other	-	
Legislation on periodic vehicle technical inspection <sup>2</sup>		
National laws on front and side impact protection	No	
National laws on seat-belt and seat-belt anchorages	Yes	
National law on electronic stability control	Yes	
National law on pedestrian protection	No	
National law on anti-lock braking systems	No	
Government vehicle procurement practices include safety prerequisites	Yes	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	
National good Samaritan law	No	
National emergency care access number	National, single number	
National target for time between serious crash and initial provision of professional emergency care (year)	(2030)	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, subnational	
National road safety strategy <sup>2</sup>	No	
Fatality reduction target (year)	50% (2030)	
Non fatal reduction target (year)	50% (2030)	
Funding to implement strategy	Yes, partially funded	
National law mandating third-party liability insurance for powered vehicles	Yes	
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	1	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	

Strong	Moderate	Weak/None
Increase	Decrease	No change

Change	Advancement

N/A Not applicable

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	
National law setting a speed limit	Yes
Maximum urban speed limit	45 km/h
Maximum rural speed limit	90 km/h
Maximum motorway speed limit	90 km/h
Local authorities can modify limits	Yes
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2030)
Available types of enforcement	Manual
Legislation on drink driving <sup>2</sup>	
National law on drink-driving	Yes
BAC limit – general population	-
BAC limit – young or novice drivers	-
Random breath testing carried out	Yes
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2030)
Testing carried out in case of fatal crash	Some (not all) drivers are tested
Legislation on drug driving	Yes
Legislation on distracted driving (mobile phones)	Yes
Ban on mobile phone use <sup>2</sup>	Hand held
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National (2030)
Legislation on helmets for motorcycle riders <sup>2</sup>	
National motorcycle helmet law	Yes
Legislation requires helmet fastening	No
Legislation applies to:	Drivers and Passengers
Legislation applies to all road types	Yes
Legislation applies to all engine types	Yes
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes
Presence of targets to increase helmet use (year)	Yes, national (2030)
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	93%; 82%
Minimum age/height children are allowed as passengers	Yes (Reach footrest)
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	
National seat-belt law	Yes
Legislation applies to front and rear seat occupants	Yes
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2030)
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	69%; 63%; 33%
Legislation on child restraint systems <sup>2</sup>	
National child restraints use law	Yes
Children seated in front seat	Yes
Age or height specified for children requiring child restraint	12 y / 150 cm
Child restraint standard referred to and/or specified	Yes
Presence of targets to increase child safety restraint use (year)	Yes, national (2030)

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1
Frequency and distribution of journeys by modal type	Partially
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes
Seat belt and child-restraint systems use <sup>2</sup>	Yes
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes
Mobile phone use while driving <sup>2</sup>	No

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Uzbekistan

Population:  
34 081 449

Income group:  
Lower middle income

WHO Region:  
European Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	2 197 (2021)	
Reported fatalities sex distribution (Male; Female)	99%; 1%	
Reported fatalities user distribution <sup>1</sup>	-	
WHO estimated road traffic fatalities (95% CI) (year)	3 155 (95% CI 2 678 - 3 633) (2021)	
WHO estimated rate per 100 000 population (year)	9.3 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	18 196 (2022)	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes <sup>†</sup>	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	
Target for roads to meet technical safety standards for all users (year)	-	
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	- (2021)	
Four-wheel vehicles	-	
Powered 2- and 3-wheelers	-	
Heavy trucks	-	
Buses	-	
Other	-	
Legislation on periodic vehicle technical inspection <sup>2</sup>	-	
National laws on front and side impact protection	-§	
National laws on seat-belt and seat-belt anchorages	-§	
National law on electronic stability control	-§	
National law on pedestrian protection	-§	
National law on anti-lock braking systems	-§	
Government vehicle procurement practices include safety prerequisites	-	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	No	

## POST-CRASH RESPONSE

National law on universal access to emergency care	-§	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	-§	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§	
National good Samaritan law	-§	
National emergency care access number	National, single number	
National target for time between serious crash and initial provision of professional emergency care (year)	-	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	0% (2022)	
Non fatal reduction target (year)	0% (2022)	
Funding to implement strategy	-	
National law mandating third-party liability insurance for powered vehicles	-§	
National law on driving time and rest periods for professional drivers <sup>2</sup>	-§	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	4	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	-	

Strong   Moderate   Weak/None

Increase   Decrease   No change   Change   Advancement

None or unknown   Not provided

Evolution since 2010 or closest year possible

Not applicable

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		
National law setting a speed limit	Yes	
Maximum urban speed limit	70 km/h	
Maximum rural speed limit	100 km/h	
Maximum motorway speed limit	-	
Local authorities can modify limits	No	
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National	
Available types of enforcement	-	
Legislation on drink driving <sup>2</sup>		
National law on drink-driving	Yes	
BAC limit – general population	-	
BAC limit – young or novice drivers	-	
Random breath testing carried out	-	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National	
Testing carried out in case of fatal crash	-	
Legislation on drug driving	Yes	
Legislation on distracted driving (mobile phones)	Yes	
Ban on mobile phone use <sup>2</sup>	Hand held; Hand free	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National (2022)	
Legislation on helmets for motorcycle riders <sup>2</sup>		
National motorcycle helmet law	Yes	
Legislation requires helmet fastening	Yes	
Legislation applies to:	Drivers and Passengers	
Legislation applies to all road types	Yes	
Legislation applies to all engine types	Yes	
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No	
Presence of targets to increase helmet use (year)	(2022)	
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-	
Minimum age/height children are allowed as passengers	Yes (12 y)	
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Not all	
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2022)	
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-	

## Legislation on child restraint systems<sup>2</sup>

National child restraints use law	No	
Children seated in front seat	Yes	
Age or height specified for children requiring child restraint	-	
Child restraint standard referred to and/or specified	No	
Presence of targets to increase child safety restraint use (year)	Yes, national	

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1	
Frequency and distribution of journeys by modal type	-	
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	-	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	-	
Seat belt and child-restraint systems use <sup>2</sup>	-	
Powered 2- and 3-wheeler helmet use <sup>2</sup>	-	
Mobile phone use while driving <sup>2</sup>	-	

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Venezuela (Bolivarian Republic of)

Population:  
28 199 867

Income group:

WHO Region:  
Region of the Americas

GSRRS participation:  
2009, 2013, 2018, 2023

## BURDEN

Reported fatalities (year)	(2021)	N/A
Reported fatalities sex distribution (Male; Female)	-	N/A
Reported fatalities user distribution <sup>1</sup>	3%; 4%; 15%; 1%; 77%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	3 718 (95% CI 3 394 - 4 041) (2021)	+
WHO estimated rate per 100 000 population (year)	13.2 (2021)	+

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	-	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	-	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	-	N/A
National law requiring a formal road safety inspection/assessment	No	N/A
Target for roads to meet technical safety standards for all users (year)	Yes	N/A
Investments to upgrade high risk locations	-	N/A

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	- (2021)	N/A
Four-wheel vehicles	-	N/A
Powered 2- and 3-wheelers	-	N/A
Heavy trucks	-	N/A
Buses	-	N/A
Other	-	N/A
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	N/A
National laws on front and side impact protection	No	N/A
National laws on seat-belt and seat-belt anchorages	No	N/A
National law on electronic stability control	No	N/A
National law on pedestrian protection	No	N/A
National law on anti-lock braking systems	No	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	No	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	-§	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§	N/A
National good Samaritan law	-§	N/A
National emergency care access number	-	N/A
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	-	N/A
National road safety strategy <sup>2</sup>	Yes	=
Fatality reduction target (year)	-	N/A
Non fatal reduction target (year)	-	N/A
Funding to implement strategy	-	N/A
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	1	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	N/A

Strong	Moderate	Weak/None
↑ Increase	↓ Decrease	= No change
⌚ None or unknown	▬ Not provided	🕒 Evolution since 2010 or closest year possible
🕒 Evolution since 2010 or closest year possible	▬ Not provided	⌚ None or unknown

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	Red	=
National law setting a speed limit	No	=
Maximum urban speed limit	-	N/A
Maximum rural speed limit	-	N/A
Maximum motorway speed limit	-	N/A
Local authorities can modify limits	No	N/A
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National	N/A
Available types of enforcement	-	N/A
Legislation on drink driving <sup>2</sup>	Red	=
National law on drink-driving	Yes	=
BAC limit – general population	-	N/A
BAC limit – young or novice drivers	-	N/A
Random breath testing carried out	No	=
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	Subnational	N/A
Testing carried out in case of fatal crash	No	=
Legislation on drug driving	Yes	=
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use <sup>2</sup>	Hand held	=
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	-	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>	Orange	=
National motorcycle helmet law	Yes	=
Legislation requires helmet fastening	No	=
Legislation applies to:	Drivers and Passengers	⌚
Legislation applies to all road types	Yes	=
Legislation applies to all engine types	Yes	=
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No	=
Presence of targets to increase helmet use (year)	Yes, national	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-	N/A
Minimum age/height children are allowed as passengers	Yes (10 y)	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	Green	=
National seat-belt law	Yes	=
Legislation applies to front and rear seat occupants	Yes	=
Presence of targets to increase seat belt use (year) <sup>2</sup>	-	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-	N/A
Legislation on child restraint systems <sup>2</sup>	Red	=
National child restraints use law	Yes	=
Children seated in front seat	Yes	=
Age or height specified for children requiring child restraint	1 y	=
Child restraint standard referred to and/or specified	No	=
Presence of targets to increase child safety restraint use (year)	Yes, national	N/A
<b>NATIONAL DATA SYSTEMS ON...</b>		
Civil Registration and Vital Statistics (2021)	Group 1	=
Frequency and distribution of journeys by modal type	Partially	N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	-	N/A
Seat belt and child-restraint systems use <sup>2</sup>	No	N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes	N/A
Mobile phone use while driving <sup>2</sup>	-	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Viet Nam

Population:  
97 468 029

Income group:  
Lower middle income

WHO Region:  
Western Pacific Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	5 699 (2021)	
Reported fatalities sex distribution (Male; Female)	80%; 20%	
Reported fatalities user distribution <sup>1</sup>	35%; 57%; 0%; 7%	
WHO estimated road traffic fatalities (95% CI) (year)	17 229 (95% CI 15 364 - 19 093) (2021)	
WHO estimated rate per 100 000 population (year)	17.7 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	-	
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes†	
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	Yes	
National law requiring a formal road safety inspection/assessment	Yes	
Target for roads to meet technical safety standards for all users (year)	Yes (2030)	
Investments to upgrade high risk locations	Yes	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	75 353 485 [77 311.0] (2021)	
Four-wheel vehicles	428 841	
Powered 2- and 3-wheelers	70 113 559	
Heavy trucks	-	
Buses	-	
Other	-	
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	
National laws on front and side impact protection	-	
National laws on seat-belt and seat-belt anchorages	-	
National law on electronic stability control	-	
National law on pedestrian protection	-	
National law on anti-lock braking systems	-	
Government vehicle procurement practices include safety prerequisites	Yes	
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	

## POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§	
National good Samaritan law	-§	
National emergency care access number	National, single number	
National target for time between serious crash and initial provision of professional emergency care (year)	30 mn (2030)	

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, subnational	
National road safety strategy <sup>2</sup>	Yes	
Fatality reduction target (year)	50% (2030)	
Non fatal reduction target (year)	50% (2030)	
Funding to implement strategy	Yes, partially funded	
National law mandating third-party liability insurance for powered vehicles	Yes	
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes	
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	4	
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	

Strong	Moderate	Weak/None

N/A Not applicable

Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	
National law setting a speed limit	Yes
Maximum urban speed limit	60 km/h
Maximum rural speed limit	90 km/h
Maximum motorway speed limit	120 km/h
Local authorities can modify limits	No
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National
Available types of enforcement	Manual
Legislation on drink driving <sup>2</sup>	
National law on drink-driving	Yes
BAC limit – general population	≤ 0 g/dl
BAC limit – young or novice drivers	≤ 0 g/dl
Random breath testing carried out	Yes
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National (2030)
Testing carried out in case of fatal crash	Yes, all drivers are tested
Legislation on drug driving	Yes
Legislation on distracted driving (mobile phones)	Yes
Ban on mobile phone use <sup>2</sup>	Hand held
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National (2030)
Legislation on helmets for motorcycle riders <sup>2</sup>	
National motorcycle helmet law	Yes
Legislation requires helmet fastening	Yes
Legislation applies to:	Drivers and Passengers
Legislation applies to all road types	Yes
Legislation applies to all engine types	Yes
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes
Presence of targets to increase helmet use (year)	Yes, national (2030)
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	90%; 90%
Minimum age/height children are allowed as passengers	No
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	
National seat-belt law	Yes
Legislation applies to front and rear seat occupants	Not all
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national (2030)
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-
Legislation on child restraint systems <sup>2</sup>	
National child restraints use law	No
Children seated in front seat	No
Age or height specified for children requiring child restraint	-
Child restraint standard referred to and/or specified	No
Presence of targets to increase child safety restraint use (year)	Yes, national (2030)
NATIONAL DATA SYSTEMS ON...	
Civil Registration and Vital Statistics (2021)	Group 4
Frequency and distribution of journeys by modal type	Partially
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes
Seat belt and child-restraint systems use <sup>2</sup>	No
Powered 2- and 3- wheeler helmet use <sup>2</sup>	Yes
Mobile phone use while driving <sup>2</sup>	Yes

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Yemen

Population:  
32 981 641

Income group:  
Low income

WHO Region:  
Eastern Mediterranean Region

GSRRS participation:  
2009, 2013, 2015, 2023

## BURDEN

Reported fatalities (year)	3 409 (2021)	
Reported fatalities sex distribution (Male; Female)	86%; 14%	N/A
Reported fatalities user distribution <sup>1</sup>	-	N/A
WHO estimated road traffic fatalities (95% CI) (year)	9 821 (95% CI 8 380 - 11 261) (2021)	
WHO estimated rate per 100 000 population (year)	29.8 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	-	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	No	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	No	
National law requiring a formal road safety inspection/assessment	No	N/A
Target for roads to meet technical safety standards for all users (year)	-	N/A
Investments to upgrade high risk locations	No	

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	- (2021)	N/A
Four-wheel vehicles	-	N/A
Powered 2- and 3-wheelers	-	N/A
Heavy trucks	-	N/A
Buses	-	N/A
Other	-	N/A
Legislation on periodic vehicle technical inspection <sup>2</sup>	No	N/A
National laws on front and side impact protection	No	N/A
National laws on seat-belt and seat-belt anchorages	No	N/A
National law on electronic stability control	No	N/A
National law on pedestrian protection	No	N/A
National law on anti-lock braking systems	No	N/A
Government vehicle procurement practices include safety prerequisites	No	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	No	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	No	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	N/A
National good Samaritan law	No	N/A
National emergency care access number	-	N/A
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	-	N/A
National road safety strategy <sup>2</sup>	No	
Fatality reduction target (year)	-	N/A
Non fatal reduction target (year)	-	N/A
Funding to implement strategy	Not funded	
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	No	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	O	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	No	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	N/A

Strong

Moderate

Weak/None

Increase

Decrease

No change

Change

Advancement

None or unknown

Not provided

N/A Not applicable

Evolution since 2010 or closest year possible

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		
National law setting a speed limit	No	N/A
Maximum urban speed limit	100 km/h	N/A
Maximum rural speed limit	-	N/A
Maximum motorway speed limit	100 km/h	N/A
Local authorities can modify limits	No	N/A
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	-	N/A
Available types of enforcement	Manual	
Legislation on drink driving <sup>2</sup>		
National law on drink-driving	Yes	
BAC limit – general population	-	N/A
BAC limit – young or novice drivers	-	N/A
Random breath testing carried out	No	
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National	N/A
Testing carried out in case of fatal crash	Some (not all) drivers are tested	
Legislation on drug driving	Yes	
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use <sup>2</sup>	Hand held	
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	-	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>		
National motorcycle helmet law	Yes	
Legislation requires helmet fastening	No	
Legislation applies to:	Drivers	
Legislation applies to all road types	No	
Legislation applies to all engine types	No	
Legislation refers to and/or specifies helmet standard <sup>2</sup>	No	
Presence of targets to increase helmet use (year)	-	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-	N/A
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Yes	
Presence of targets to increase seat belt use (year) <sup>2</sup>	-	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-	N/A
Legislation on child restraint systems <sup>2</sup>		
National child restraints use law	No	
Children seated in front seat	No	
Age or height specified for children requiring child restraint	-	
Child restraint standard referred to and/or specified	No	
Presence of targets to increase child safety restraint use (year)	-	N/A

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 4
Frequency and distribution of journeys by modal type	No
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes
Seat belt and child-restraint systems use <sup>2</sup>	No
Powered 2- and 3-wheeler helmet use <sup>2</sup>	No
Mobile phone use while driving <sup>2</sup>	No

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Zambia

Population:  
19 473 125 ↑

Income group:  
Low income ↓

WHO Region:  
African Region

GSRRS participation:  
2009, 2013, 2015, 2023

## BURDEN

Reported fatalities (year)	2 163 (2021)	↑
Reported fatalities sex distribution (Male; Female)	-	N/A
Reported fatalities user distribution <sup>1</sup>	35%; 5%; 0%; 12%; 48%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	3 338 (95% CI 2 811 - 3 866) (2021)	↑
WHO estimated rate per 100 000 population (year)	17.1 (2021)	↑

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	9 982 (2015)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	Yes	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	No	≡
National law requiring a formal road safety inspection/assessment	No	N/A
Target for roads to meet technical safety standards for all users (year)	Yes (2026)	N/A
Investments to upgrade high risk locations	No	N/A

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	899 186 [4 617.6] (2021)	↑
Four-wheel vehicles	27 979	N/A
Powered 2- and 3-wheelers	3 287	N/A
Heavy trucks	7 282	N/A
Buses	665	N/A
Other	6 246	N/A
Legislation on periodic vehicle technical inspection <sup>2</sup>	Yes	N/A
National laws on front and side impact protection	No	N/A
National laws on seat-belt and seat-belt anchorages	Yes	N/A
National law on electronic stability control	No	N/A
National law on pedestrian protection	No	N/A
National law on anti-lock braking systems	No	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	No	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	N/A
National good Samaritan law	No	N/A
National emergency care access number	National, multiple numbers	N/A
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	↗
National road safety strategy <sup>2</sup>	Yes	≡
Fatality reduction target (year)	30% (2026)	🕒
Non fatal reduction target (year)	30% (2026)	N/A
Funding to implement strategy	Yes, partially funded	🕒
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	0	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	≡
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	Yes, national	N/A

Strong	Moderate	Weak/None
↑ Increase	↓ Decrease	≡ No change
🕒 None or unknown	▬ Not provided	🕒 Change
🕒 Evolution since 2010 or closest year possible	▬ Not applicable	↗ Advancement

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>	Orange	≡
National law setting a speed limit	Yes	≡
Maximum urban speed limit	40 km/h	↳
Maximum rural speed limit	60 km/h	↳
Maximum motorway speed limit	40 km/h	N/A
Local authorities can modify limits	No	N/A
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	National (2030)	N/A
Available types of enforcement	Manual	↗
Legislation on drink driving <sup>2</sup>	Red	≡
National law on drink-driving	Yes	≡
BAC limit – general population	-	N/A
BAC limit – young or novice drivers	-	N/A
Random breath testing carried out	Yes	🕒
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	National	N/A
Testing carried out in case of fatal crash	Some (not all) drivers are tested	↗
Legislation on drug driving	Yes	≡
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use <sup>2</sup>	Hand held	🕒
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	National	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>	Orange	≡
National motorcycle helmet law	Yes	≡
Legislation requires helmet fastening	No	🕒
Legislation applies to:	Drivers and Passengers	🕒
Legislation applies to all road types	Yes	≡
Legislation applies to all engine types	Yes	≡
Legislation refers to and/or specifies helmet standard <sup>2</sup>	Yes	≡
Presence of targets to increase helmet use (year)	Yes, national	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	50%; 48%	N/A
Minimum age/height children are allowed as passengers	Yes (10 y)	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>	Green	≡
National seat-belt law	Yes	≡
Legislation applies to front and rear seat occupants	Yes	≡
Presence of targets to increase seat belt use (year) <sup>2</sup>	Yes, national	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-	N/A
Legislation on child restraint systems <sup>2</sup>	Red	≡
National child restraints use law	Yes	🕒
Children seated in front seat	Yes	🕒
Age or height specified for children requiring child restraint	3 y	🕒
Child restraint standard referred to and/or specified	No	≡
Presence of targets to increase child safety restraint use (year)	Yes, national	N/A

## NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 2B	≡
Frequency and distribution of journeys by modal type	No	N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	Yes	N/A
Seat belt and child-restraint systems use <sup>2</sup>	Yes	N/A
Powered 2- and 3-wheeler helmet use <sup>2</sup>	Yes	N/A
Mobile phone use while driving <sup>2</sup>	No	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

# Zimbabwe

Population:  
15 993 524

Income group:  
Lower middle income

WHO Region:  
African Region

GSRRS participation:  
2009, 2013, 2015, 2018, 2023

## BURDEN

Reported fatalities (year)	1 902 (2021)	
Reported fatalities sex distribution (Male; Female)	86%; 14%	N/A
Reported fatalities user distribution <sup>1</sup>	27%; 10%; 14%; 12%; 37%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	4 782 (95% CI 3 874 - 5 691) (2021)	
WHO estimated rate per 100 000 population (year)	29.9 (2021)	

## SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	176 286 (2017)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them <sup>2</sup>	-	N/A
Presence of systematic approaches to assess/audit new roads <sup>3</sup>	-	
National law requiring a formal road safety inspection/assessment	No	N/A
Target for roads to meet technical safety standards for all users (year)	-	N/A
Investments to upgrade high risk locations	-	N/A

## SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	15 630 004 [97 727.1] (2021)	
Four-wheel vehicles	-	
Powered 2- and 3-wheelers	-	N/A
Heavy trucks	-	
Buses	-	
Other	-	
Legislation on periodic vehicle technical inspection <sup>2</sup>	-	N/A
National laws on front and side impact protection	-	N/A
National laws on seat-belt and seat-belt anchorages	-	N/A
National law on electronic stability control	-	N/A
National law on pedestrian protection	-	N/A
National law on anti-lock braking systems	-	N/A
Government vehicle procurement practices include safety prerequisites	-	N/A
Presence of high-quality safety standards for used-vehicle imports <sup>2</sup>	Yes	N/A

## POST-CRASH RESPONSE

National law on universal access to emergency care	-§	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	-§	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§	N/A
National good Samaritan law	-§	N/A
National emergency care access number	-	N/A
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

## INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	-	N/A
National road safety strategy <sup>2</sup>	-	N/A
Fatality reduction target (year)	-	N/A
Non fatal reduction target (year)	-	N/A
Funding to implement strategy	-	N/A
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers <sup>2</sup>	-§	N/A
Adherence to one or more of the 7 UN road safety conventions <sup>2</sup>	2	N/A
Presence of national lead agency to implement national road safety strategy <sup>2</sup>	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services <sup>2</sup>	-	N/A

Strong   Moderate   Weak/None

Increase   Decrease   No change   Change   Advancement

None or unknown   Not provided

Evolution since 2010 or closest year possible

N/A Not applicable

§ Not validated

## ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles <sup>2</sup>		Yes
National law setting a speed limit	-	Yes
Maximum urban speed limit	60 km/h	Yes
Maximum rural speed limit	80 km/h	Yes
Maximum motorway speed limit	120 km/h	Yes
Local authorities can modify limits	-	Yes
Presence of targets to reduce speeds nationally (year) <sup>2</sup>	-	N/A
Available types of enforcement	-	N/A
Legislation on drink driving <sup>2</sup>		Yes
National law on drink-driving	-	Yes
BAC limit – general population	≤ 0.08 g/dl	Yes
BAC limit – young or novice drivers	≤ 0.08 g/dl	Yes
Random breath testing carried out	-	Yes
Presence of targets to reduce driving after drinking nationally (year) <sup>2</sup>	-	N/A
Testing carried out in case of fatal crash	Some (not all) drivers are tested	Yes
Legislation on drug driving		Yes
Legislation on distracted driving (mobile phones)		Yes
Ban on mobile phone use <sup>2</sup>	Hand held	Yes
Presence of targets to reduce distracted driving nationally (year) <sup>2</sup>	-	N/A
Legislation on helmets for motorcycle riders <sup>2</sup>		Yes
National motorcycle helmet law	-	Yes
Legislation requires helmet fastening	-	Yes
Legislation applies to:	Drivers and Passengers	Yes
Legislation applies to all road types	-	Yes
Legislation applies to all engine types	-	Yes
Legislation refers to and/or specifies helmet standard <sup>2</sup>	-	Yes
Presence of targets to increase helmet use (year)	-	N/A
Helmet wearing rate <sup>2</sup> (Driver; Passenger)	-	N/A
Minimum age/height children are allowed as passengers	-	N/A
Legislation on seat-belts for motor vehicle occupants <sup>2</sup>		Yes
National seat-belt law	-	Yes
Legislation applies to front and rear seat occupants	Not all	Yes
Presence of targets to increase seat belt use (year) <sup>2</sup>	-	N/A
Seat-belt wearing rate <sup>2</sup> (Drivers; Front seat occupants; Rear seat occupants)	-	N/A
Legislation on child restraint systems <sup>2</sup>		Yes
National child restraints use law	-	No
Children seated in front seat	-	Yes
Age or height specified for children requiring child restraint	-	Yes
Child restraint standard referred to and/or specified	-	No
Presence of targets to increase child safety restraint use (year)	-	N/A
<b>NATIONAL DATA SYSTEMS ON...</b>		
Civil Registration and Vital Statistics (2021)	-	Group 4
Frequency and distribution of journeys by modal type	-	N/A
Speeding violations and speeding related injuries and fatalities <sup>2</sup>	-	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries <sup>2</sup>	-	N/A
Seat belt and child-restraint systems use <sup>2</sup>	-	N/A
Powered 2- and 3- wheeler helmet use <sup>2</sup>	-	N/A
Mobile phone use while driving <sup>2</sup>	-	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

\* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

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