

Global status report on road safety 2023

Country and territory profiles



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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

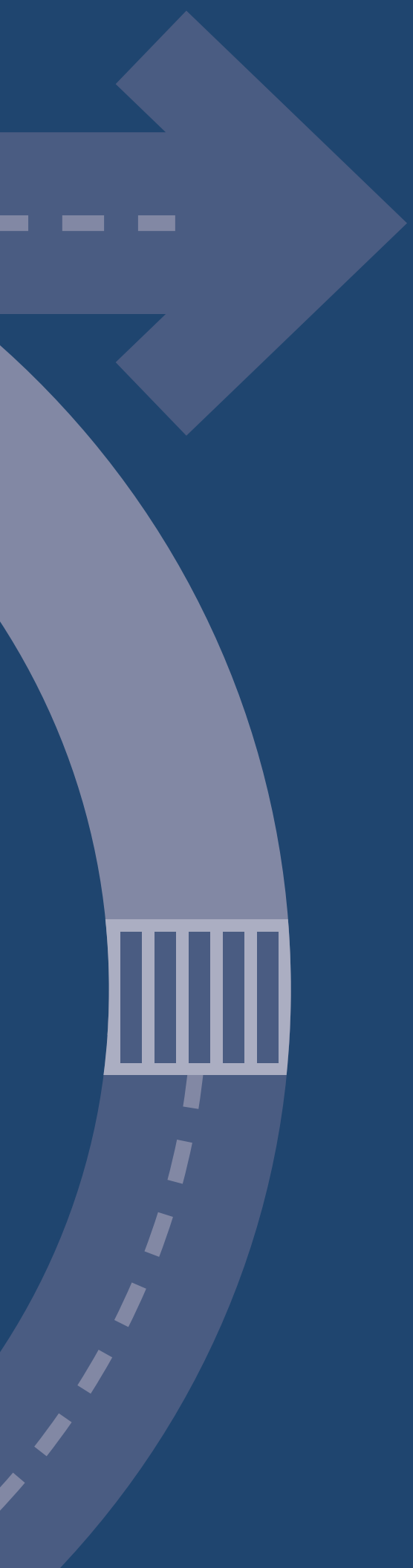
2010 (the baseline year for the Decade of Action 2011–2020) are shown, where possible. Full methodological details and definitions are provided in Annex 1 and Annex 6 of the report (1).

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 ¹	–	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 ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	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 ²	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 ²	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 ²	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 ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	0	N/A
Presence of national lead agency to implement national road safety strategy ²	No	==
Presence of agencies that coordinate pre-hospital and emergency medical services ²	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 ²			==
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) ²	National (2025)		N/A
Available types of enforcement	–		N/A
Legislation on drink driving ²			* ==
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) ²	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 ²	–		==
Presence of targets to reduce distracted driving nationally (year) ²	–		N/A
Legislation on helmets for motorcycle riders ²			==
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 ²	No		==
Presence of targets to increase helmet use (year)	Yes, national (2025)		N/A
Helmet wearing rate ² (Driver; Passenger)	–		N/A
Minimum age/height children are allowed as passengers	No		N/A
Legislation on seat-belts for motor vehicle occupants ²			==
National seat-belt law	No		==
Legislation applies to front and rear seat occupants	–		==
Presence of targets to increase seat belt use (year) ²	Yes, national (2025)		N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–		N/A

Legislation on child restraint systems²

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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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 ¹	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 ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	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

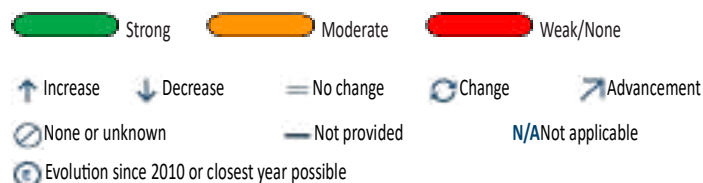
Total registered vehicles [rate per 100 000 pop] (year)	740 669 [25 945.5] (2021)	↑
Four-wheel vehicles	593 280	↑
Powered 2- and 3-wheelers	44 788	↑
Heavy trucks	19 542	↓
Buses	7 875	↑
Other	75 184	↑
Legislation on periodic vehicle technical inspection ²	Yes†	N/A
National laws on front and side impact 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 ²	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 ²	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 ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	6	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	==
Presence of agencies that coordinate pre-hospital and emergency medical services ²	–	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²			==
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) ²	No		N/A
Available types of enforcement	Manual		==
Legislation on drink driving ²			==
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) ²	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 ²	Hand held		==
Presence of targets to reduce distracted driving nationally (year) ²	No		N/A
Legislation on helmets for motorcycle riders ²			==
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 ²	Yes†		==
Presence of targets to increase helmet use (year)	No		N/A
Helmet wearing rate ² (Driver; Passenger)	–		N/A
Minimum age/height children are allowed as passengers	No		N/A
Legislation on seat-belts for motor vehicle occupants ²			==
National seat-belt law	Yes		==
Legislation applies to front and rear seat occupants	Yes		==
Presence of targets to increase seat belt use (year) ²	No		N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–		N/A
Legislation on child restraint systems ²			==
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 ²	–	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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 ¹	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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 ²	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 ²	–	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 ²	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 ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	1	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	N/A
Presence of agencies that coordinate pre-hospital and emergency medical services ²	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 ²			≡
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) ²	–	N/A	
Available types of enforcement	Manual	🔄	
Legislation on drink driving ²			≡
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) ²	–	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	N/A	
Ban on mobile phone use ²	Hand held	≡	
Presence of targets to reduce distracted driving nationally (year) ²	–	N/A	
Legislation on helmets for motorcycle riders ²			≡
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 ²	No	≡	
Presence of targets to increase helmet use (year)	Yes, national (2030)	N/A	
Helmet wearing rate ² (Driver; Passenger)	60%	N/A	
Minimum age/height children are allowed as passengers	No	N/A	
Legislation on seat-belts for motor vehicle occupants ²			≡
National seat-belt law	Yes	≡	
Legislation applies to front and rear seat occupants	Yes	≡	
Presence of targets to increase seat belt use (year) ²	Yes, national (2030)	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A	
Legislation on child restraint systems ²			≡
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	
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 ²	–	N/A	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	–	N/A	
Seat belt and child-restraint systems use ²	–	N/A	
Powered 2- and 3-wheeler helmet use ²	–	N/A	
Mobile phone use while driving ²	–	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 ¹	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 ²	No	N/A
Presence of systematic approaches to assess/audit new roads ²	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 ²	–	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 ²	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 ²	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 ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	0	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	N/A
Presence of agencies that coordinate pre-hospital and emergency medical services ²	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 ²		
National law setting a speed limit	Yes	
Maximum urban speed limit	32 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) ²	No	N/A
Available types of enforcement	Manual	
Legislation on drink driving ²		
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) ²	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 ²	–	
Presence of targets to reduce distracted driving nationally (year) ²	–	N/A
Legislation on helmets for motorcycle riders ²		
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 ²	No	
Presence of targets to increase helmet use (year)	Yes, national	N/A
Helmet wearing rate ² (Driver; Passenger)	–	N/A
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants ²		
National seat-belt law	No	
Legislation applies to front and rear seat occupants	–	
Presence of targets to increase seat belt use (year) ²	Yes, national (2030)	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A
Legislation on child restraint systems ²		
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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	No	N/A
Mobile phone use while driving ²	Yes	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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	No	N/A
Mobile phone use while driving ²	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 ¹	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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 ²	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 ²	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 ²	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 ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	1	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, subnational	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 ²			
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) ²	–		N/A
Available types of enforcement	Manual		
Legislation on drink driving 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	Yes		
Presence of targets to reduce driving after drinking nationally (year) ²	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 ²	Hand held; Hand free		
Presence of targets to reduce distracted driving nationally (year) ²	National (2025)		N/A
Legislation on helmets for motorcycle riders ²			
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 ²	Yes		
Presence of targets to increase helmet use (year)	Yes, national (2025)		N/A
Helmet wearing rate ² (Driver; Passenger)	69%; 42%		N/A
Minimum age/height children are allowed as passengers	No		N/A
Legislation on seat-belts for motor vehicle occupants ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Yes		
Presence of targets to increase seat belt use (year) ²	Yes, national (2025)		N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	55%; 43%; 20%		N/A
Legislation on child restraint systems ²			
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)		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 ²	Yes		N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes		N/A
Seat belt and child-restraint systems use ²	Yes		N/A
Powered 2- and 3- wheeler helmet use ²	Yes		N/A
Mobile phone use while driving ²	Yes		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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3-wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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.

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 ¹	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 ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	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 ²	–	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 ²	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 ²	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 ²	–§	N/A
Adherence to one or more of the 7 UN road safety conventions ²	4	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	==
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²			==
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) ²	National		N/A
Available types of enforcement	Manual		==
Legislation on drink driving ²			==
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) ²	National		N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested		==
Legislation on drug driving			==
Legislation on distracted driving (mobile phones)			N/A
Ban on mobile phone use ²	Hand held		==
Presence of targets to reduce distracted driving nationally (year) ²	National		N/A
Legislation on helmets for motorcycle riders ²			==
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 ²	No†		==
Presence of targets to increase helmet use (year)	Yes, national		N/A
Helmet wearing rate ² (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 ²			==
National seat-belt law	Yes		==
Legislation applies to front and rear seat occupants	Yes		==
Presence of targets to increase seat belt use (year) ²	Yes, national		N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–		N/A
Legislation on child restraint systems ²			==
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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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 ¹	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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 ²	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 ²	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 strategy²	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 ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	3	N/A
Presence of national lead agency to implement national road safety strategy²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, subnational	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 motorcycles²		
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) ²	National (2030)	N/A
Available types of enforcement	Manual	
Legislation on drink driving²		
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) ²	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 ²	Hand held	
Presence of targets to reduce distracted driving nationally (year) ²	National (2030)	N/A
Legislation on helmets for motorcycle riders²		
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 ²	Yes	
Presence of targets to increase helmet use (year)	Yes, national (2030)	N/A
Helmet wearing rate ² (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 occupants²		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Yes	
Presence of targets to increase seat belt use (year) ²	Yes, national	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	99%	N/A
Legislation on child restraint systems²		
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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3-wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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)	–	N/A
Reported fatalities user distribution ¹	45%; 24%; 10%; 14%; 7%	N/A
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)	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 ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	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)	–	N/A
Four-wheel vehicles	5 166 333	
Powered 2- and 3-wheelers	877 045	
Heavy trucks	54 646	
Buses	10 136	
Other	–	N/A
Legislation on periodic vehicle technical inspection ²	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 ²	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 ²	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 ²	Yes†	N/A
Adherence to one or more of the 7 UN road safety conventions ²	6	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	–	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²				
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) ²	National	N/A		
Available types of enforcement	Manual			
Legislation on drink driving ²				
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) ²	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 ²	Hand held			
Presence of targets to reduce distracted driving nationally (year) ²	–	N/A		
Legislation on helmets for motorcycle riders ²				
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 ²	Yes†			
Presence of targets to increase helmet use (year)	Yes, national	N/A		
Helmet wearing rate ² (Driver; Passenger)	–	N/A		
Minimum age/height children are allowed as passengers	Yes (12 y / Reach footrest)	N/A		
Legislation on seat-belts for motor vehicle occupants ²				
National seat-belt law	Yes			
Legislation applies to front and rear seat occupants	Yes			
Presence of targets to increase seat belt use (year) ²	Yes, national	N/A		
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–			
Legislation on child restraint systems ²				
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†			
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 ²	Yes	N/A		
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A		
Seat belt and child-restraint systems use ²	Yes	N/A		
Powered 2- and 3- wheeler helmet use ²	Yes	N/A		
Mobile phone use while driving ²	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.

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 ¹	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 ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	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

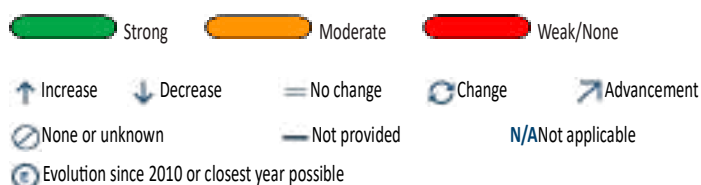
Total registered vehicles [rate per 100 000 pop] (year)	1 591 786 [15 434.8] (2021)	
Four-wheel vehicles	1 361 560	
Powered 2- and 3-wheelers	5 284	
Heavy trucks	161 279	
Buses	30 815	
Other	38 135	
Legislation on periodic vehicle technical inspection ²	–	N/A
National laws on front and side impact protection	–§	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 ²	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 ²	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 ²	–§	N/A
Adherence to one or more of the 7 UN road safety conventions ²	5	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	==
Presence of agencies that coordinate pre-hospital and emergency medical services ²	–	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²			==
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) ²	–		N/A
Available types of enforcement	–		N/A
Legislation on drink driving ²			==
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) ²	–		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 ²	Hand held		==
Presence of targets to reduce distracted driving nationally (year) ²	–		N/A
Legislation on helmets for motorcycle riders ²			==
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 ²	No		==
Presence of targets to increase helmet use (year)	–		N/A
Helmet wearing rate ² (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 ²			==
National seat-belt law	Yes		==
Legislation applies to front and rear seat occupants	–		==
Presence of targets to increase seat belt use (year) ²	–		N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–		N/A
Legislation on child restraint systems ²			==
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
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 ²	Yes		N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes		N/A
Seat belt and child-restraint systems use ²	No		N/A
Powered 2- and 3-wheeler helmet use ²	Yes		N/A
Mobile phone use while driving ²	–		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)	–	N/A
Reported fatalities user distribution ¹	0%; 0%; 28%; 0%; 72%	N/A
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)	–	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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 ²	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 ²	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 ²	No	
Fatality reduction target (year)	–	
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 ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	1	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²			
National law setting a speed limit	Yes		
Maximum urban speed limit	40 km/h	N/A	
Maximum rural speed limit	48 km/h	N/A	
Maximum motorway speed limit	72 km/h	N/A	
Local authorities can modify limits	Yes		
Presence of targets to reduce speeds nationally (year) ²	–	N/A	
Available types of enforcement	Speed limiters		
Legislation on drink driving ²			
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) ²	–	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 ²	–		
Presence of targets to reduce distracted driving nationally (year) ²	–	N/A	
Legislation on helmets for motorcycle riders ²			
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 ²	Yes		
Presence of targets to increase helmet use (year)	–	N/A	
Helmet wearing rate ² (Driver; Passenger)	–	N/A	
Minimum age/height children are allowed as passengers	No	N/A	
Legislation on seat-belts for motor vehicle occupants ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Yes		
Presence of targets to increase seat belt use (year) ²	–	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A	
Legislation on child restraint systems ²			
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	–	N/A	
Speeding violations and speeding related injuries and fatalities ²	–	N/A	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A	
Seat belt and child-restraint systems use ²	No	N/A	
Powered 2- and 3- wheeler helmet use ²	No	N/A	
Mobile phone use while driving ²	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 ²	–	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	No	N/A
Mobile phone use while driving ²	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.

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 ¹	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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

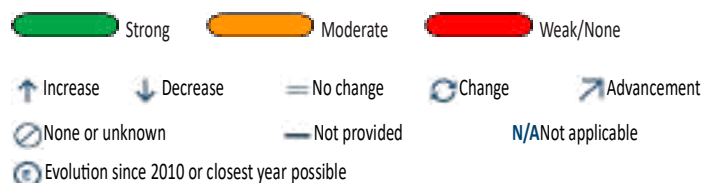
Total registered vehicles [rate per 100 000 pop] (year)	737 510 [50 401.7] (2021)	
Four-wheel vehicles	627 371	
Powered 2- and 3-wheelers	23 457	
Heavy trucks	22 663	
Buses	14 235	
Other	73 241	
Legislation on periodic vehicle technical inspection ²	Yes	N/A
National laws on front and side impact protection	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 ²	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 ²	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 ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	2	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	-	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²			
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) ²	No	N/A	
Available types of enforcement	Manual		
Legislation on drink driving ²			
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) ²	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 ²	Hand held		
Presence of targets to reduce distracted driving nationally (year) ²	National	N/A	
Legislation on helmets for motorcycle riders ²			
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 ²	No		
Presence of targets to increase helmet use (year)	No	N/A	
Helmet wearing rate ² (Driver; Passenger)	-	N/A	
Minimum age/height children are allowed as passengers	No	N/A	
Legislation on seat-belts for motor vehicle occupants ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Not all		
Presence of targets to increase seat belt use (year) ²	Yes, national	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	-	N/A	
Legislation on child restraint systems ²			
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	
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 ²	Yes	N/A	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A	
Seat belt and child-restraint systems use ²	Yes	N/A	
Powered 2- and 3- wheeler helmet use ²	Yes	N/A	
Mobile phone use while driving ²	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

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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)	–	N/A
Reported fatalities user distribution ¹	42%; 11%; 32%; 2%; 14%	N/A
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)	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 ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	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)	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	N/A
Legislation on periodic vehicle technical inspection ²	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 ²	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	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 ²	Yes	=
Fatality reduction target (year)	(2030)	N/A
Non fatal reduction target (year)	(2030)	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 ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	1	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	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 ²			=
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	N/A	
Presence of targets to reduce speeds nationally (year) ²	No	N/A	
Available types of enforcement	–	N/A	
Legislation on drink driving ²			* 🔄
National law on drink-driving	Yes	=	
BAC limit – general population	≤ 0.03 g/dl	N/A	
BAC limit – young or novice drivers	≤ 0.03 g/dl	N/A	
Random breath testing carried out	Yes	🔄	
Presence of targets to reduce driving after drinking nationally (year) ²	–	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 ²	–	=	
Presence of targets to reduce distracted driving nationally (year) ²	–	N/A	
Legislation on helmets for motorcycle riders ²			🔄
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 ²	Yes	=	
Presence of targets to increase helmet use (year)	–	N/A	
Helmet wearing rate ² (Driver; Passenger)	–	N/A	
Minimum age/height children are allowed as passengers	No	N/A	
Legislation on seat-belts for motor vehicle occupants ²			🔄
National seat-belt law	Yes	🔄	
Legislation applies to front and rear seat occupants	Yes	🔄	
Presence of targets to increase seat belt use (year) ²	–	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A	
Legislation on child restraint systems ²			=
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	–	N/A
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	No	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	–	N/A
Mobile phone use while driving ²	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.

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%	N/A	
Reported fatalities user distribution ¹	33%; 33%; 22%; 0%; 11%	N/A	
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)	–	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 ²	No	N/A	
Presence of systematic approaches to assess/audit new roads ²	No		
National law requiring a formal road safety inspection/assessment	–§	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)	131 715 [46 840.3] (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 ²	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 ²	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	–	N/A	
National road safety strategy ²	–	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 ²	No	N/A	
Adherence to one or more of the 7 UN road safety conventions ²	1	N/A	
Presence of national lead agency to implement national road safety strategy ²	Yes		
Presence of agencies that coordinate pre-hospital and emergency medical services ²	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 ²			
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) ²	–	N/A	
Available types of enforcement	Manual		
Legislation on drink driving ²			
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) ²	–	N/A	
Testing carried out in case of fatal crash	–	N/A	
Legislation on drug driving			
Legislation on distracted driving (mobile phones)	Yes		
Ban on mobile phone use ²	Hand held		
Presence of targets to reduce distracted driving nationally (year) ²	–	N/A	
Legislation on helmets for motorcycle riders ²			
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 ²	Yes		
Presence of targets to increase helmet use (year)	–	N/A	
Helmet wearing rate ² (Driver; Passenger)	–	N/A	
Minimum age/height children are allowed as passengers	No	N/A	
Legislation on seat-belts for motor vehicle occupants ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Yes		
Presence of targets to increase seat belt use (year) ²	–	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A	
Legislation on child restraint systems ²			
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)	–	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 ²	Yes	N/A	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	No	N/A	
Seat belt and child-restraint systems use ²	No	N/A	
Powered 2- and 3- wheeler helmet use ²	Yes	N/A	
Mobile phone use while driving ²	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.

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%	N/A
Reported fatalities user distribution ¹	49%; 0%; 41%; 9%; 1%	N/A
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)	–	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 ²	–†	N/A
Presence of systematic approaches to assess/audit new roads ²	–	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)	–	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 ²	–†	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 ²	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	–	N/A
National road safety strategy ²	–	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 ²	–§	N/A
Adherence to one or more of the 7 UN road safety conventions ²	6	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	==
Presence of agencies that coordinate pre-hospital and emergency medical services ²	–	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 ²			=
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		N/A
Presence of targets to reduce speeds nationally (year) ²	–		N/A
Available types of enforcement	Manual		=
Legislation on drink driving ²			=
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) ²	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 ²	Hand held		=
Presence of targets to reduce distracted driving nationally (year) ²	–		N/A
Legislation on helmets for motorcycle riders ²			=
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 ²	Yes†		=
Presence of targets to increase helmet use (year)	–		N/A
Helmet wearing rate ² (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 ²			=
National seat-belt law	Yes		=
Legislation applies to front and rear seat occupants	Yes		=
Presence of targets to increase seat belt use (year) ²	–		N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–		N/A
Legislation on child restraint systems ²			=
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)	–		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 ²	Yes		N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes		N/A
Seat belt and child-restraint systems use ²	Yes		N/A
Powered 2- and 3- wheeler helmet use ²	Yes		N/A
Mobile phone use while driving ²	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.

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 ¹	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 ²	–†	N/A
Presence of systematic approaches to assess/audit new roads ²	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 ²	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 ²	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 ²	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 ²	Yes†	N/A
Adherence to one or more of the 7 UN road safety conventions ²	6	N/A
Presence of national lead agency to implement national road safety strategy ²	No	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	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 ²			=
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) ²	National (2030)	N/A	
Available types of enforcement	Automatic	=	
Legislation on drink driving 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	Yes		
Presence of targets to reduce driving after drinking nationally (year) ²	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 ²	Hand held; Hand free		
Presence of targets to reduce distracted driving nationally (year) ²	National (2030)	N/A	
Legislation on helmets for motorcycle riders ²			=
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 ²	Yes†‡	=	
Presence of targets to increase helmet use (year)	Yes, national (2030)	N/A	
Helmet wearing rate ² (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 ²			=
National seat-belt law	Yes	=	
Legislation applies to front and rear seat occupants	Yes	=	
Presence of targets to increase seat belt use (year) ²	Yes, national (2030)	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	95%; 96%; 86%	N/A	
Legislation on child restraint systems ²			=
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	

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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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 ¹	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 ²	–	N/A
Presence of systematic approaches to assess/audit new roads ²	–	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 ²	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 ²	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 ²	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 ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	0	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	==
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A
ROAD USER BEHAVIOUR		
Legislation on urban speed limits for passenger cars and motorcycles ²		==
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) ²	National (2030)	N/A
Available types of enforcement	Automatic	↗
Legislation on drink driving ²		==
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) ²	National (2030)	N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested	==
Legislation on drug driving		==
Legislation on distracted driving (mobile phones)		==
Ban on mobile phone use ²	–	==
Presence of targets to reduce distracted driving nationally (year) ²	–	N/A
Legislation on helmets for motorcycle riders ²		==
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 ²	No	==
Presence of targets to increase helmet use (year)	Yes, national (2030)	N/A
Helmet wearing rate ² (Driver; Passenger)	–	N/A
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants ²		==
National seat-belt law	Yes	==
Legislation applies to front and rear seat occupants	Not all	==
Presence of targets to increase seat belt use (year) ²	Yes, national (2030)	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A
Legislation on child restraint systems ²		==
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 1	==
Frequency and distribution of journeys by modal type	–	N/A
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	No	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	No	N/A
Mobile phone use while driving ²	No	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

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 ¹	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 ²	–	N/A
Presence of systematic approaches to assess/audit new roads ²	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

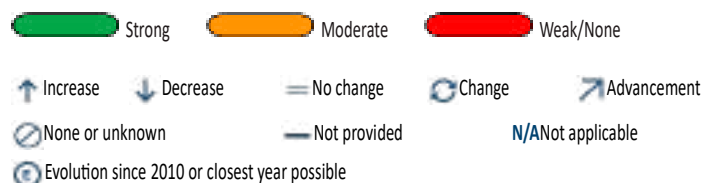
Total registered vehicles [rate per 100 000 pop] (year)	– (2021)	N/A
Four-wheel vehicles	–	↑
Powered 2- and 3-wheelers	–	↑
Heavy trucks	–	↑
Buses	–	↓
Other	–	↓
Legislation on periodic vehicle technical inspection ²	Yes	N/A
National laws on front and side impact protection	No	N/A
National laws on seat-belt 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 ²	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 ²	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 ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	3	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²			=
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) ²	National (2030)		N/A
Available types of enforcement	Manual		🔄
Legislation on drink driving ²			=
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) ²	National (2030)		N/A
Testing carried out in case of fatal crash	No		🔄
Legislation on drug driving			=
Legislation on distracted driving (mobile phones)		Yes	N/A
Ban on mobile phone use ²	Hand held; Hand free		=
Presence of targets to reduce distracted driving nationally (year) ²	National (2030)		N/A
Legislation on helmets for motorcycle riders ²			=
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 ²	No		=
Presence of targets to increase helmet use (year)	Yes, national (2030)		N/A
Helmet wearing rate ² (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 ²			=
National seat-belt law	No		=
Legislation applies to front and rear seat occupants	–		=
Presence of targets to increase seat belt use (year) ²	Yes, national (2030)		N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	30%; 20%; 1%		N/A
Legislation on child restraint systems ²			=
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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	No	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3-wheeler helmet use ²	No	N/A
Mobile phone use while driving ²	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%	N/A
Reported fatalities user distribution ¹	95%; 2%; 3%; 0%; 0%	N/A
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)	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 ²	No†	N/A
Presence of systematic approaches to assess/audit new roads ²	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	No	

SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	119 636 [15 387.5] (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 ²	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	No	N/A
National law on pedestrian protection	–	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 ²	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, single number	–
National target for time between serious crash and initial provision of professional emergency care (year)	10 mn	N/A

INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy ²	Yes	
Fatality reduction target (year)	50% (2020)	
Non fatal reduction target (year)	50% (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 ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	0	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	–
Presence of agencies that coordinate pre-hospital and emergency medical services ²	–	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²			–
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	N/A	–
Presence of targets to reduce speeds nationally (year) ²	National	N/A	–
Available types of enforcement	Manual		–
Legislation on drink driving ²			–
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) ²	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 ²	Hand held	–	–
Presence of targets to reduce distracted driving nationally (year) ²	Subnational	N/A	–
Legislation on helmets for motorcycle riders ²			–
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 ²	Yes	–	–
Presence of targets to increase helmet use (year)	Yes, national (2022)	N/A	–
Helmet wearing rate ² (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 ²			–
National seat-belt law	Yes	–	–
Legislation applies to front and rear seat occupants	Yes	–	–
Presence of targets to increase seat belt use (year) ²	No	N/A	–
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A	–
Legislation on child restraint systems ²			–
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	Yes	N/A
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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.

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%	N/A
Reported fatalities user distribution ¹	61%; 20%; 3%; 0%; 17%	N/A
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)	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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)	2 226 662 [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 ²	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 ²	–	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)	(2018)	N/A

INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy ²	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 ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	0	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	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 ²			
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) ²	National (2030)	N/A	
Available types of enforcement	Manual		
Legislation on drink driving 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	Yes		
Presence of targets to reduce driving after drinking nationally (year) ²	–	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 ²	–		
Presence of targets to reduce distracted driving nationally (year) ²	No	N/A	
Legislation on helmets for motorcycle riders ²			
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 ²	Yes		
Presence of targets to increase helmet use (year)	No	N/A	
Helmet wearing rate ² (Driver; Passenger)	–	N/A	
Minimum age/height children are allowed as passengers	No	N/A	
Legislation on seat-belts for motor vehicle occupants ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Not all		
Presence of targets to increase seat belt use (year) ²	No	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A	
Legislation on child restraint systems ²			
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	Partially	N/A	
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	No	N/A	
Seat belt and child-restraint systems use ²	No	N/A	
Powered 2- and 3- wheeler helmet use ²	No	N/A	
Mobile phone use while driving ²	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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	No	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3-wheeler helmet use ²	No	N/A
Mobile phone use while driving ²	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.

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)	–	N/A
Reported fatalities user distribution ¹	53%; 9%; 27%; 11%; 0%	N/A
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)	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 ²	–†	N/A
Presence of systematic approaches to assess/audit new roads ²	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	–	N/A

SAFE VEHICLES

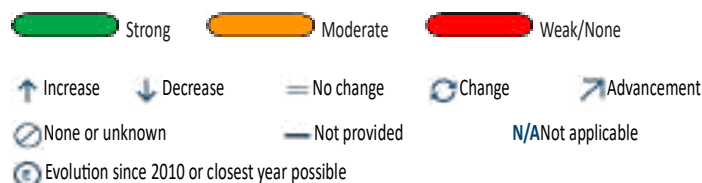
Total registered vehicles [rate per 100 000 pop] (year)	1 152 743 [35 241.9] (2021)	↑
Four-wheel vehicles	985 070	↑
Powered 2- and 3-wheelers	19 054	↑
Heavy trucks	–	N/A
Buses	3 945	=
Other	48 670	↑
Legislation on periodic vehicle technical inspection ²	–	N/A
National laws on front and side impact protection	–§	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 ²	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 ²	No	=
Fatality reduction target (year)	50% (2022)	🔄
Non fatal reduction target (year)	50%	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 ²	–§	N/A
Adherence to one or more of the 7 UN road safety conventions ²	4	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	–	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²			=
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) ²	–	N/A	
Available types of enforcement	Manual		=
Legislation on drink driving ²			=
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) ²	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 ²	Hand held		=
Presence of targets to reduce distracted driving nationally (year) ²	National	N/A	
Legislation on helmets for motorcycle riders ²			=
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 ²	No†		=
Presence of targets to increase helmet use (year)	Yes, national	N/A	
Helmet wearing rate ² (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 ²			=
National seat-belt law	Yes		=
Legislation applies to front and rear seat occupants	Yes		=
Presence of targets to increase seat belt use (year) ²	Yes, national	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A	
Legislation on child restraint systems ²			=
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	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 ²	Yes	N/A	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A	
Seat belt and child-restraint systems use ²	Yes	N/A	
Powered 2- and 3- wheeler helmet use ²	Yes	N/A	
Mobile phone use while driving ²	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.

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 ¹	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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 ²	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 ²	–	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 ²	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 ²	–§	N/A
Adherence to one or more of the 7 UN road safety conventions ²	1	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	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 ²			
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) ²	National (2020)		N/A
Available types of enforcement	Manual		
Legislation on drink driving 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	No		
Presence of targets to reduce driving after drinking nationally (year) ²	–		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 ²	Hand held		
Presence of targets to reduce distracted driving nationally (year) ²	–		N/A
Legislation on helmets for motorcycle riders ²			
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 ²	Yes		
Presence of targets to increase helmet use (year)	Yes, national (2020)		N/A
Helmet wearing rate ² (Driver; Passenger)	–		N/A
Minimum age/height children are allowed as passengers	No		N/A
Legislation on seat-belts for motor vehicle occupants ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Yes		
Presence of targets to increase seat belt use (year) ²	Yes, national (2020)		N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–		N/A
Legislation on child restraint systems ²			
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 ²	Yes		N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes		N/A
Seat belt and child-restraint systems use ²	–		N/A
Powered 2- and 3- wheeler helmet use ²	Yes		N/A
Mobile phone use while driving ²	–		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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	–	N/A
Powered 2- and 3-wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	–	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%	N/A	
Reported fatalities user distribution ¹	22%; 35%; 15%; 4%; 24%	N/A	
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)	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 ²	Yes	N/A	
Presence of systematic approaches to assess/audit new roads ²	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 (2028)	N/A	
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 ²	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	Yes	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 ²	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)	(2028)	N/A	
INSTITUTIONAL FRAMEWORK			
Presence of strategies to promote alternatives to individuals use of powered vehicles	No		
National road safety strategy ²	Yes		
Fatality reduction target (year)	50% (2028)		
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 ²	Yes	N/A	
Adherence to one or more of the 7 UN road safety conventions ²	1	N/A	
Presence of national lead agency to implement national road safety strategy ²	Yes		
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A	
ROAD USER BEHAVIOUR			
Legislation on urban speed limits for passenger cars and motorcycles ²			
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) ²	National (2028)	N/A	
Available types of enforcement	Manual		
Legislation on drink driving ²			
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) ²	National (2028)	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	N/A	
Ban on mobile phone use ²	Hand held; Hand free		
Presence of targets to reduce distracted driving nationally (year) ²	National (2028)	N/A	
Legislation on helmets for motorcycle riders ²			
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 ²	Yes		
Presence of targets to increase helmet use (year)	Yes, national (2028)	N/A	
Helmet wearing rate ² (Driver; Passenger)	100%	N/A	
Minimum age/height children are allowed as passengers	Yes (7 y)	N/A	
Legislation on seat-belts for motor vehicle occupants ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Yes		
Presence of targets to increase seat belt use (year) ²	Yes, national (2028)	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	98%; 98%	N/A	
Legislation on child restraint systems ²			
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)	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 ²	Yes	N/A	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A	
Seat belt and child-restraint systems use ²	Yes	N/A	
Powered 2- and 3- wheeler helmet use ²	Yes	N/A	
Mobile phone use while driving ²	Yes	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

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 ¹	0%; 100%; 0%; 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 ²	No	N/A
Presence of systematic approaches to assess/audit new roads ²	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

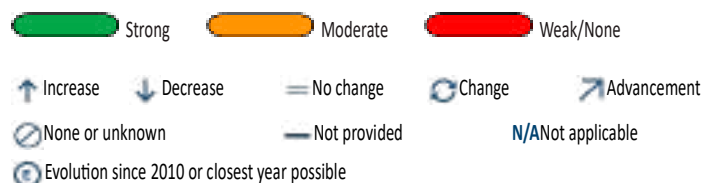
Total registered vehicles [rate per 100 000 pop] (year)	18 425 [59 202.5] (2021)	
Four-wheel vehicles	-	N/A
Powered 2- and 3-wheelers	421	N/A
Heavy trucks	-	N/A
Buses	-	N/A
Other	-	N/A
Legislation on periodic vehicle technical inspection ²	No	N/A
Laws on front and side impact protection	-	N/A
Laws on 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 ²	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 ²	-	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 ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	0	N/A
Presence of lead agency to implement road safety strategy ²	No	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	-	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²		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) ²	-	N/A
Available types of enforcement	Manual	
Legislation on drink driving ²		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) ²	-	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 ²	Hand held	
Presence of targets to reduce distracted driving (year) ²	Yes (2022)	N/A
Legislation on helmets for motorcycle riders ²		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 ²	No	
Presence of targets to increase helmet use (year)	Yes (2022)	N/A
Helmet wearing rate ² (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 ²		N/A
Seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Yes	
Presence of targets to increase seat belt use (year) ²	Yes	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	60%; 20%	N/A
Legislation on child restraint systems ²		N/A
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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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.

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%	N/A
Reported fatalities user distribution ¹	48%; 8%; 17%; 3%; 25%	N/A
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)	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 ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	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	🔄

SAFE VEHICLES

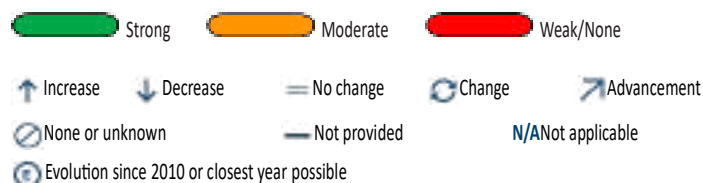
Total registered vehicles [rate per 100 000 pop] (year)	3 571 571 [51 868.1] (2021)	↑
Four-wheel vehicles	2 830 594	↑
Powered 2- and 3-wheelers	213 379	↑
Heavy trucks	458 557	↑
Buses	17 353	↓
Other	313	↓
Legislation on periodic vehicle technical inspection ²	Yes†‡	N/A
National laws on front and side 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 ²	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	No	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)	(2030)	N/A

INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	🔄
National road safety strategy ²	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 ²	Yes‡	N/A
Adherence to one or more of the 7 UN road safety conventions ²	6	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²			=
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	N/A	
Presence of targets to reduce speeds nationally (year) ²	No	N/A	
Available types of enforcement	Manual	=	
Legislation on drink driving 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	Yes	🔄	
Presence of targets to reduce driving after drinking nationally (year) ²	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 ²	Hand held	=	
Presence of targets to reduce distracted driving nationally (year) ²	National (2030)	N/A	
Legislation on helmets for motorcycle riders ²			=
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 ²	Not ‡	=	
Presence of targets to increase helmet use (year)	Yes, national (2030)	N/A	
Helmet wearing rate ² (Driver; Passenger)	96%; 93%	↓	
Minimum age/height children are allowed as passengers	Yes (12 y)	N/A	
Legislation on seat-belts for motor vehicle occupants ²			=
National seat-belt law	Yes	=	
Legislation applies to front and rear seat occupants	Yes	=	
Presence of targets to increase seat belt use (year) ²	Yes, national (2030)	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	82%; 76%; 26%	N/A	
Legislation on child restraint systems ²			=
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)	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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	No	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	No	N/A
Mobile phone use while driving ²	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.

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 ¹	– 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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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 ²	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 ²	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 ²	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 ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	1	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	–	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 ²			
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) ²	–	N/A	
Available types of enforcement	Manual		
Legislation on drink driving ²			
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) ²	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 ²	Hand held		
Presence of targets to reduce distracted driving nationally (year) ²	National	N/A	
Legislation on helmets for motorcycle riders ²			
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 ²	Yes		
Presence of targets to increase helmet use (year)	Yes, national	N/A	
Helmet wearing rate ² (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 ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Yes		
Presence of targets to increase seat belt use (year) ²	Yes, national	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A	
Legislation on child restraint systems ²			
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	
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 ²	–	N/A	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	–	N/A	
Seat belt and child-restraint systems use ²	–	N/A	
Powered 2- and 3- wheeler helmet use ²	–	N/A	
Mobile phone use while driving ²	–	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 ²	–	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	–	N/A
Seat belt and child-restraint systems use ²	–	N/A
Powered 2- and 3- wheeler helmet use ²	–	N/A
Mobile phone use while driving ²	–	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 ¹	–	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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 ²	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 ²	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 ²	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 ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	0	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	No	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 ²			
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) ²	National		N/A
Available types of enforcement	Manual		
Legislation on drink driving ²			
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) ²	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 ²	Hand held; Hand free		
Presence of targets to reduce distracted driving nationally (year) ²	National		N/A
Legislation on helmets for motorcycle riders ²			
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 ²	No		
Presence of targets to increase helmet use (year)	Yes, national		N/A
Helmet wearing rate ² (Driver; Passenger)	–		N/A
Minimum age/height children are allowed as passengers	No		N/A
Legislation on seat-belts for motor vehicle occupants ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Yes		
Presence of targets to increase seat belt use (year) ²	Yes, national		N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–		N/A
Legislation on child restraint systems ²			
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
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 ²	Yes		N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes		N/A
Seat belt and child-restraint systems use ²	–		N/A
Powered 2- and 3- wheeler helmet use ²	Yes		N/A
Mobile phone use while driving ²	Yes		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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	–	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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)	–	N/A
Reported fatalities user distribution ¹	–	N/A
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)	–	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	–	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	🔄

SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	81 000 [13 777.3] (2021)	↑
Four-wheel vehicles	57 510	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 ²	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 ²	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 ²	Yes	N/A
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 ²	–§	N/A
Adherence to one or more of the 7 UN road safety conventions ²	1	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	==
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²				==
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) ²	National (2030)			N/A
Available types of enforcement	Manual			🔄
Legislation on drink driving 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	Yes			🔄
Presence of targets to reduce driving after drinking nationally (year) ²	National (2030)			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 ²	Hand held			==
Presence of targets to reduce distracted driving nationally (year) ²	National			N/A
Legislation on helmets for motorcycle riders ²				==
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 ²	Yes			==
Presence of targets to increase helmet use (year)	Yes, national			N/A
Helmet wearing rate ² (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 ²				==
National seat-belt law	Yes			==
Legislation applies to front and rear seat occupants	Not all			==
Presence of targets to increase seat belt use (year) ²	Yes, national			N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–			N/A
Legislation on child restraint systems ²				==
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	Partially			N/A
Speeding violations and speeding related injuries and fatalities ²	Yes			N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes			N/A
Seat belt and child-restraint systems use ²	Yes			N/A
Powered 2- and 3-wheeler helmet use ²	Yes			N/A
Mobile phone use while driving ²	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.

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%	N/A
Reported fatalities user distribution ¹	6%; 74%; 10%; 2%; 8%	N/A
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)	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 ²	No†	N/A
Presence of systematic approaches to assess/audit new roads ²	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	

SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	6 356 653 [38 318.4] (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 ²	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 ²	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	–§	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)	30mn (2030)	N/A

INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy ²	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	–§	N/A
National law on driving time and rest periods for professional drivers ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	1	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	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 ²			
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	N/A	
Presence of targets to reduce speeds nationally (year) ²	National (2030)	N/A	
Available types of enforcement	Manual		
Legislation on drink driving 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	No		
Presence of targets to reduce driving after drinking nationally (year) ²	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 ²	Hand held		
Presence of targets to reduce distracted driving nationally (year) ²	National (2030)	N/A	
Legislation on helmets for motorcycle riders ²			
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 ²	Yes		
Presence of targets to increase helmet use (year)	Yes, national (2030)	N/A	
Helmet wearing rate ² (Driver; Passenger)	–	N/A	
Minimum age/height children are allowed as passengers	No	N/A	
Legislation on seat-belts for motor vehicle occupants ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Not all		
Presence of targets to increase seat belt use (year) ²	Yes, national (2030)	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A	
Legislation on child restraint systems ²			
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 4		
Frequency and distribution of journeys by modal type	No	N/A	
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A	
Seat belt and child-restraint systems use ²	No	N/A	
Powered 2- and 3- wheeler helmet use ²	Yes	N/A	
Mobile phone use while driving ²	Yes	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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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.

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 ¹	–	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 ²	No	N/A	
Presence of systematic approaches to assess/audit new roads ²	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 ²	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 ²	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 ²	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 ²	No	N/A	
Adherence to one or more of the 7 UN road safety conventions ²	0	N/A	
Presence of national lead agency to implement national road safety strategy ²	No	⚙	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A	
ROAD USER BEHAVIOUR			
Legislation on urban speed limits for passenger cars and motorcycles ²			
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) ²	National (2025)	N/A	
Available types of enforcement	Manual	⚙	
Legislation on drink driving ²			
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) ²	National (2025)	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	N/A	
Ban on mobile phone use ²	Hand held; Hand free	=	
Presence of targets to reduce distracted driving nationally (year) ²	National	N/A	
Legislation on helmets for motorcycle riders ²			
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 ²	No	=	
Presence of targets to increase helmet use (year)	Yes, national	N/A	
Helmet wearing rate ² (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 ²			
National seat-belt law	Yes	=	
Legislation applies to front and rear seat occupants	Not all	=	
Presence of targets to increase seat belt use (year) ²	–	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A	
Legislation on child restraint systems ²			
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 ²	–	N/A	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	–	N/A	
Seat belt and child-restraint systems use ²	–	N/A	
Powered 2- and 3- wheeler helmet use ²	–	N/A	
Mobile phone use while driving ²	–	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 ¹	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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 ²	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 ²	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 ²	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 ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	2	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, subnational	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 ²				=
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) ²	Subnational (2025)			N/A
Available types of enforcement	Manual			🔄
Legislation on drink driving ²				=
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) ²	National (2025)			N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested			🔄
Legislation on drug driving				=
Legislation on distracted driving (mobile phones)				N/A
Ban on mobile phone use ²	Hand held			=
Presence of targets to reduce distracted driving nationally (year) ²	Subnational (2025)			N/A
Legislation on helmets for motorcycle riders ²				=
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 ²	Yes			=
Presence of targets to increase helmet use (year)	Yes, subnational (2025)			N/A
Helmet wearing rate ² (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 ²				=
National seat-belt law	Yes			=
Legislation applies to front and rear seat occupants	Yes			=
Presence of targets to increase seat belt use (year) ²	Yes, subnational (2025)			N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	98%; 97%			N/A
Legislation on child restraint systems ²				=
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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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 ¹	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 ²	– N/A	
Presence of systematic approaches to assess/audit new roads ²	– 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 ²	– 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 ²	– 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 ²	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 ²	–§ N/A	
Adherence to one or more of the 7 UN road safety conventions ²	3 N/A	
Presence of national lead agency to implement national road safety strategy ²	Yes 	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	– N/A	



ROAD USER BEHAVIOUR		
Legislation on urban speed limits for passenger cars and motorcycles ²		
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) ²	National N/A	
Available types of enforcement	– N/A	
Legislation on drink driving ²		
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) ²	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 	
Ban on mobile phone use ²	Hand held; Hand free 	
Presence of targets to reduce distracted driving nationally (year) ²	National N/A	
Legislation on helmets for motorcycle riders ²		
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 ²	No 	
Presence of targets to increase helmet use (year)	Yes, national N/A	
Helmet wearing rate ² (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 ²		
National seat-belt law	Yes 	
Legislation applies to front and rear seat occupants	Not all 	
Presence of targets to increase seat belt use (year) ²	Yes, national N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	– N/A	
Legislation on child restraint systems ²		
National child restraints use law	No 	
Children seated in front seat	– 	
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 ²	– N/A	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	– N/A	
Seat belt and child-restraint systems use ²	– N/A	
Powered 2- and 3- wheeler helmet use ²	– N/A	
Mobile phone use while driving ²	– 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 ¹	– 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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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

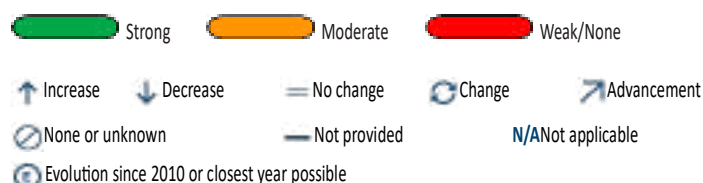
Total registered vehicles [rate per 100 000 pop] (year)	32 995 [192.1] (2021)	
Four-wheel vehicles	130 291	
Powered 2- and 3-wheelers	420 594	
Heavy trucks	20 737	
Buses	9 053	
Other	7 243	
Legislation on periodic vehicle technical inspection ²	Yes	N/A
National laws on front and side impact protection	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 ²	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 strategy²	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 ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	0	N/A
Presence of national lead agency to implement national road safety strategy²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	No	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles²		
National law setting a speed limit	Yes	=
Maximum urban speed limit	30 km/h	
Maximum rural speed limit	90 km/h	
Maximum motorway speed limit	90 km/h	N/A
Local authorities can modify limits	Yes	=
Presence of targets to reduce speeds nationally (year) ²	National	N/A
Available types of enforcement	Speed limiters	
Legislation on drink driving²		
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) ²	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 ²	Hand held; Hand free	=
Presence of targets to reduce distracted driving nationally (year) ²	No	N/A
Legislation on helmets for motorcycle riders²		
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 ²	No	=
Presence of targets to increase helmet use (year)	No	N/A
Helmet wearing rate ² (Driver; Passenger)	–	N/A
Minimum age/height children are allowed as passengers	Yes (5 y)	N/A
Legislation on seat-belts for motor vehicle occupants²		
National seat-belt law	Yes	=
Legislation applies to front and rear seat occupants	Not all	=
Presence of targets to increase seat belt use (year) ²	No	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A
Legislation on child restraint systems²		
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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	No	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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 ¹	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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 ²	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 ²	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 ²	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 ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	2	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	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 ²		🟢	🔄
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) ²	No	N/A	
Available types of enforcement	Manual	🔄	
Legislation on drink driving ²		🟡	=
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) ²	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 ²	Hand held	=	
Presence of targets to reduce distracted driving nationally (year) ²	National (2030)	N/A	
Legislation on helmets for motorcycle riders ²		🟢	=
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 ²	Yes	=	
Presence of targets to increase helmet use (year)	Yes, national (2030)	N/A	
Helmet wearing rate ² (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 ²		🟢	=
National seat-belt law	Yes	=	
Legislation applies to front and rear seat occupants	Yes	=	
Presence of targets to increase seat belt use (year) ²	Yes, national (2030)	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	86%; 72%; 21%	N/A	
Legislation on child restraint systems ²		🟢	🔄
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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3-wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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 ¹	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 ²	–†	N/A	
Presence of systematic approaches to assess/audit new roads ²	–	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 ²	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 ²	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 ²	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 ²	Yes	N/A	
Adherence to one or more of the 7 UN road safety conventions ²	1	N/A	
Presence of national lead agency to implement national road safety strategy ²	Yes	=	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A	
ROAD USER BEHAVIOUR			
Legislation on urban speed limits for passenger cars and motorcycles ²			=
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) ²	National	N/A	
Available types of enforcement	Manual	=	
Legislation on drink driving ²			=
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) ²	National	N/A	
Testing carried out in case of fatal crash	Yes, all drivers are tested	↗	
Legislation on drug driving			=
Legislation on distracted driving (mobile phones)	Yes	N/A	
Ban on mobile phone use ²	Hand held	=	
Presence of targets to reduce distracted driving nationally (year) ²	National	N/A	
Legislation on helmets for motorcycle riders ²			=
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 ²	Yes	=	
Presence of targets to increase helmet use (year)	Yes, national (2025)	N/A	
Helmet wearing rate ² (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 ²			=
National seat-belt law	Yes	=	
Legislation applies to front and rear seat occupants	Yes	=	
Presence of targets to increase seat belt use (year) ²	Yes, national (2025)	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	95%	N/A	
Legislation on child restraint systems ²			↗
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 ²	Yes	N/A	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A	
Seat belt and child-restraint systems use ²	Yes	N/A	
Powered 2- and 3- wheeler helmet use ²	Yes	N/A	
Mobile phone use while driving ²	Yes	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

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 ¹	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 ²	No	N/A
Presence of systematic approaches to assess/audit new roads ²	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 ²	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 ²	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 ²	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 ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	0	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	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 ²			
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) ²	National (2031)	N/A	
Available types of enforcement	Manual		
Legislation on drink driving ²			
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) ²	National (2031)	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	
Ban on mobile phone use ²	Hand held		
Presence of targets to reduce distracted driving nationally (year) ²	–	N/A	
Legislation on helmets for motorcycle riders ²			
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 ²	Yes		
Presence of targets to increase helmet use (year)	Yes, national (2031)	N/A	
Helmet wearing rate ² (Driver; Passenger)	79%; 53%		
Minimum age/height children are allowed as passengers	No	N/A	
Legislation on seat-belts for motor vehicle occupants ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Yes		
Presence of targets to increase seat belt use (year) ²	Yes, national (2031)	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	67%; 49%	N/A	
Legislation on child restraint systems ²			
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 ²	Yes	N/A	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A	
Seat belt and child-restraint systems use ²	No	N/A	
Powered 2- and 3- wheeler helmet use ²	Yes	N/A	
Mobile phone use while driving ²	No	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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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)	↑
Reported fatalities sex distribution (Male; Female)	87%; 13%	N/A
Reported fatalities user distribution ¹	35%; 0%; 26%; 22%; 17%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	238 (95% CI 205 - 271) (2021)	↑
WHO estimated rate per 100 000 population (year)	29.0 (2021)	↑

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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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	–	↑
Powered 2- and 3-wheelers	–	↓
Heavy trucks	–	↑
Buses	–	↑
Other	–	N/A
Legislation on periodic vehicle technical inspection ²	–	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 ²	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	📈
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 ²	No	N/A
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 ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	0	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	==
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²			==
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) ²	No		N/A
Available types of enforcement	Speed limiters		📈
Legislation on drink driving ²			==
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) ²	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 ²	Hand held		📈
Presence of targets to reduce distracted driving nationally (year) ²	No		N/A
Legislation on helmets for motorcycle riders ²			📈
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 ²	No		==
Presence of targets to increase helmet use (year)	No		N/A
Helmet wearing rate ² (Driver; Passenger)	–		N/A
Minimum age/height children are allowed as passengers	No		N/A
Legislation on seat-belts for motor vehicle occupants ²			📈
National seat-belt law	Yes		📈
Legislation applies to front and rear seat occupants	Yes		📈
Presence of targets to increase seat belt use (year) ²	No		N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–		N/A
Legislation on child restraint systems ²			📈
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)	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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	No	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	No	N/A
Mobile phone use while driving ²	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)	–	N/A
Reported fatalities user distribution ¹	–	N/A
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)	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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)	25 227 [432.3] (2021)	
Four-wheel vehicles	1 466	N/A
Powered 2- and 3-wheelers	3 721	N/A
Heavy trucks	1 297	N/A
Buses	–	N/A
Other	16 629	N/A
Legislation on periodic vehicle technical inspection ²	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 ²	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	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 ²	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 ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	1	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	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 ²				
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) ²	National	N/A		
Available types of enforcement	–	N/A		
Legislation on drink driving ²				
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) ²	No	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 ²	Hand held; Hand free			
Presence of targets to reduce distracted driving nationally (year) ²	No	N/A		
Legislation on helmets for motorcycle riders ²				
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 ²	No			
Presence of targets to increase helmet use (year)	Yes, national	N/A		
Helmet wearing rate ² (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 ²				
National seat-belt law	Yes			
Legislation applies to front and rear seat occupants	Not all			
Presence of targets to increase seat belt use (year) ²	Yes, national	N/A		
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A		
Legislation on child restraint systems ²				
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 ²	Yes	N/A		
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	No	N/A		
Seat belt and child-restraint systems use ²	–	N/A		
Powered 2- and 3- wheeler helmet use ²	–	N/A		
Mobile phone use while driving ²	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.

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)	–	N/A
Reported fatalities user distribution ¹	20%; 80%; 0%; 0%; 0%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	3 (95% CI 3 - 4) (2021)	N/A
WHO estimated rate per 100 000 population (year)	17.6 (2021)	N/A

SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	62 (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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	–	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	🔄

SAFE VEHICLES

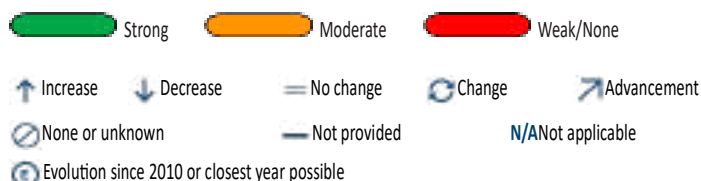
Total registered vehicles [rate per 100 000 pop] (year)	1 291 [7 592.8] (2021)	↓
Four-wheel vehicles	34	↓
Powered 2- and 3-wheelers	601	↓
Heavy trucks	99	N/A
Buses	–	N/A
Other	–	N/A
Legislation on periodic vehicle technical inspection ²	Yes	N/A
National laws on front and side impact protection	No	N/A
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 ²	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 ²	Yes	==
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	No	N/A
National law on driving time and rest periods for professional drivers ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	0	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	==
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²			==
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	N/A	
Presence of targets to reduce speeds nationally (year) ²	National	N/A	
Available types of enforcement	Manual	🔄	
Legislation on drink driving ²			==
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) ²	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)		No	N/A
Ban on mobile phone use ²	–		==
Presence of targets to reduce distracted driving nationally (year) ²	National	N/A	
Legislation on helmets for motorcycle riders ²			==
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 ²	Yes		==
Presence of targets to increase helmet use (year)	Yes, national	N/A	
Helmet wearing rate ² (Driver; Passenger)	100%	N/A	
Minimum age/height children are allowed as passengers	No	N/A	
Legislation on seat-belts for motor vehicle occupants ²			==
National seat-belt law	No		==
Legislation applies to front and rear seat occupants	–		==
Presence of targets to increase seat belt use (year) ²	No	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A	
Legislation on child restraint systems ²			==
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 3	==
Frequency and distribution of journeys by modal type	No	N/A
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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.

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 ¹	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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 ²	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 ²	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 ²	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 ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	0	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	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 ²		
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) ²	National (2023)	N/A
Available types of enforcement	Manual	
Legislation on drink driving ²		
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) ²	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)		
Ban on mobile phone use ²	Hand held	
Presence of targets to reduce distracted driving nationally (year) ²	National (2023)	N/A
Legislation on helmets for motorcycle riders ²		
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 ²	Yes	
Presence of targets to increase helmet use (year)	Yes, national (2023)	N/A
Helmet wearing rate ² (Driver; Passenger)	97%; 90%	N/A
Minimum age/height children are allowed as passengers	Yes (5 y)	N/A
Legislation on seat-belts for motor vehicle occupants ²		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Yes	
Presence of targets to increase seat belt use (year) ²	Yes, national (2023)	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	71%; 63%; 36%	N/A
Legislation on child restraint systems ²		
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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	No	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3-wheeler helmet use ²	No	N/A
Mobile phone use while driving ²	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 ¹	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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 ²	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 ²	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 ²	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 ²	–§	N/A
Adherence to one or more of the 7 UN road safety conventions ²	3	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	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 ²			
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) ²	National (2030)		N/A
Available types of enforcement	Manual		
Legislation on drink driving ²			
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) ²	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 ²	Hand held; Hand free		
Presence of targets to reduce distracted driving nationally (year) ²	National (2030)		N/A
Legislation on helmets for motorcycle riders ²			
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 ²	Yes		
Presence of targets to increase helmet use (year)	Yes, national (2030)		N/A
Helmet wearing rate ² (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 ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Not all		
Presence of targets to increase seat belt use (year) ²	Yes, national (2030)		N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	30%; 30%		N/A
Legislation on child restraint systems ²			
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 ²	Yes		N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes		N/A
Seat belt and child-restraint systems use ²	No		N/A
Powered 2- and 3- wheeler helmet use ²	Yes		N/A
Mobile phone use while driving ²	Yes		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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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.

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%	N/A
Reported fatalities user distribution ¹	44%; 22%; 13%; 10%; 12%	N/A
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)	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 ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	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)	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	—	N/A
Legislation on periodic vehicle technical inspection ²	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 ²	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)	10 mn in urban area (2030)	N/A

INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	🔄
National road safety strategy ²	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 ²	Yes‡	N/A
Adherence to one or more of the 7 UN road safety conventions ²	6	N/A
Presence of national lead agency to implement national road safety strategy ²	No	==
Presence of agencies that coordinate pre-hospital and emergency medical services ²	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 ²			🟢	==
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) ²	National (2030)			N/A
Available types of enforcement	Manual			==
Legislation on drink driving ²			🟢	==
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) ²	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 ²	Hand held			==
Presence of targets to reduce distracted driving nationally (year) ²	National (2030)			N/A
Legislation on helmets for motorcycle riders ²			🟢	==
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 ²	Yes†‡			==
Presence of targets to increase helmet use (year)	Yes, national (2030)			N/A
Helmet wearing rate ² (Driver; Passenger)	94%; 95%			N/A
Minimum age/height children are allowed as passengers	Yes (12 y)			N/A
Legislation on seat-belts for motor vehicle occupants ²			🟢	==
National seat-belt law	Yes			==
Legislation applies to front and rear seat occupants	Yes			==
Presence of targets to increase seat belt use (year) ²	Yes, national (2030)			N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	61%; 62%; 14%			N/A
Legislation on child restraint systems ²			🟡	==
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	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 ²	Yes			N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes			N/A
Seat belt and child-restraint systems use ²	No			N/A
Powered 2- and 3- wheeler helmet use ²	Yes			N/A
Mobile phone use while driving ²	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.

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%	N/A
Reported fatalities user distribution ¹	15%; 27%; 30%; 12%; 16%	N/A
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)	–	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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	Yes	📈

SAFE VEHICLES

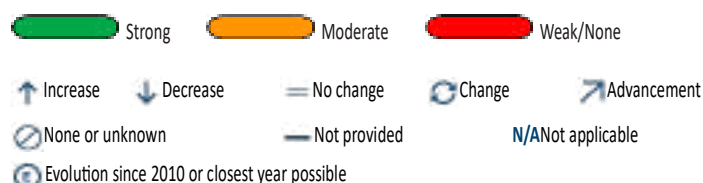
Total registered vehicles [rate per 100 000 pop] (year)	663 898 [5 898.0] (2021)	=
Four-wheel vehicles	267 773	↓
Powered 2- and 3-wheelers	256 216	↑
Heavy trucks	98 721	↑
Buses	18 728	↓
Other	22 460	↑
Legislation on periodic vehicle technical inspection ²	Yes	N/A
National laws on front and side impact 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 ²	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	No	=
National road safety strategy ²	Yes	=
Fatality reduction target (year)	0% (2030)	🔄
Non fatal reduction target (year)	–	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 ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	3	N/A
Presence of national lead agency to implement national road safety strategy ²	No	🔄
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²			=
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	N/A	
Presence of targets to reduce speeds nationally (year) ²	National (2030)	N/A	
Available types of enforcement	Manual	🔄	
Legislation on drink driving ²			=
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) ²	National (2030)	N/A	
Testing carried out in case of fatal crash	Yes, all drivers are tested		=
Legislation on drug driving			=
Legislation on distracted driving (mobile phones)			N/A
Ban on mobile phone use ²	Hand held; Hand free		=
Presence of targets to reduce distracted driving nationally (year) ²	National (2030)	N/A	
Legislation on helmets for motorcycle riders ²			=
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 ²	No		=
Presence of targets to increase helmet use (year)	Yes, national (2030)	N/A	
Helmet wearing rate ² (Driver; Passenger)	95%; 95%	↓	
Minimum age/height children are allowed as passengers	Yes (7 y)	N/A	
Legislation on seat-belts for motor vehicle occupants ²			=
National seat-belt law	Yes		=
Legislation applies to front and rear seat occupants	Yes		=
Presence of targets to increase seat belt use (year) ²	–	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A	
Legislation on child restraint systems ²			=
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	

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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	No	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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.

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%	N/A
Reported fatalities user distribution ¹	43%; 30%; 22%; 2%; 3%	N/A
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)	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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

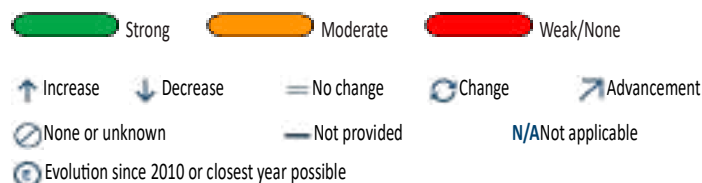
Total registered vehicles [rate per 100 000 pop] (year)	941 [75.6] (2021)	
Four-wheel vehicles	701	
Powered 2- and 3-wheelers	61 386	
Heavy trucks	19	
Buses	4	
Other	154	
Legislation on periodic vehicle technical inspection ²	Yes†	N/A
National laws on front and side impact protection	Yes††	N/A
National 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 ²	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)	(2030)	N/A

INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	
National road safety strategy ²	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 ²	Yes†	N/A
Adherence to one or more of the 7 UN road safety conventions ²	5	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²			
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) ²	National (2030)	N/A	
Available types of enforcement	Manual		
Legislation on drink driving ²			
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) ²	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 ²	Hand held		
Presence of targets to reduce distracted driving nationally (year) ²	National (2030)	N/A	
Legislation on helmets for motorcycle riders ²			
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 ²	Yes†‡		
Presence of targets to increase helmet use (year)	Yes, national (2030)	N/A	
Helmet wearing rate ² (Driver; Passenger)	76%; 68%		
Minimum age/height children are allowed as passengers	Yes (12 y)	N/A	
Legislation on seat-belts for motor vehicle occupants ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Yes		
Presence of targets to increase seat belt use (year) ²	Yes, national (2030)	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	86%; 86%; 87%		
Legislation on child restraint systems ²			
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 (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 ²	Yes	N/A	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A	
Seat belt and child-restraint systems use ²	Yes	N/A	
Powered 2- and 3- wheeler helmet use ²	Yes	N/A	
Mobile phone use while driving ²	Yes	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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3-wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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.

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 ¹	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 ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	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

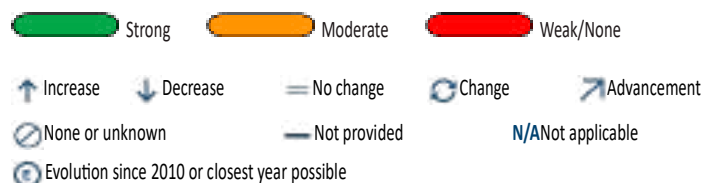
Total registered vehicles [rate per 100 000 pop] (year)	6 088 730 [57 928.6] (2021)	↑
Four-wheel vehicles	4 870 051	↓
Powered 2- and 3-wheelers	1 217 894	↑
Heavy trucks	732	↓
Buses	19	↓
Other	28	↓
Legislation on periodic vehicle technical inspection ²	Yes†	N/A
National laws on front and side impact protection	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 ²	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 ²	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 ²	Yes†	N/A
Adherence to one or more of the 7 UN road safety conventions ²	6	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²				=
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) ²	National (2030)			N/A
Available types of enforcement	Manual			🔄
Legislation on drink driving ²				=
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) ²	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 ²	Hand held			=
Presence of targets to reduce distracted driving nationally (year) ²	–			N/A
Legislation on helmets for motorcycle riders ²				=
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 ²	Yes†‡			=
Presence of targets to increase helmet use (year)	–			N/A
Helmet wearing rate ² (Driver; Passenger)	100%			↑
Minimum age/height children are allowed as passengers	Yes (12 y)			N/A
Legislation on seat-belts for motor vehicle occupants ²				=
National seat-belt law	Yes			=
Legislation applies to front and rear seat occupants	Yes			=
Presence of targets to increase seat belt use (year) ²	–			N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–			N/A
Legislation on child restraint systems ²				=
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 ²	Yes			N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	–			N/A
Seat belt and child-restraint systems use ²	Yes			N/A
Powered 2- and 3- wheeler helmet use ²	Yes			N/A
Mobile phone use while driving ²	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 ¹	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 ²	No	N/A
Presence of systematic approaches to assess/audit new roads ²	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 ²	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 ²	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 ²	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 ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	3	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	==
Presence of agencies that coordinate pre-hospital and emergency medical services ²	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 ²			==
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) ²	National	N/A	
Available types of enforcement	Speed limiters		
Legislation on drink driving ²			==
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) ²	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 ²	–		==
Presence of targets to reduce distracted driving nationally (year) ²	No	N/A	
Legislation on helmets for motorcycle riders ²			==
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 ²	No		==
Presence of targets to increase helmet use (year)	No	N/A	
Helmet wearing rate ² (Driver; Passenger)	–	N/A	
Minimum age/height children are allowed as passengers	No	N/A	
Legislation on seat-belts for motor vehicle occupants ²			==
National seat-belt law	Yes		==
Legislation applies to front and rear seat occupants	Not all		==
Presence of targets to increase seat belt use (year) ²	No	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A	
Legislation on child restraint systems ²			==
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 ²	Yes	N/A	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A	
Seat belt and child-restraint systems use ²	No	N/A	
Powered 2- and 3- wheeler helmet use ²	Yes	N/A	
Mobile phone use while driving ²	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 ¹	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 ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	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 ²	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 ²	–	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 ²	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 ²	Yes†	N/A
Adherence to one or more of the 7 UN road safety conventions ²	6	N/A
Presence of national lead agency to implement national road safety strategy ²	No	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	–	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 ²				
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) ²	No	N/A		
Available types of enforcement	Manual			
Legislation on drink driving 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	Yes			
Presence of targets to reduce driving after drinking nationally (year) ²	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 ²	Hand held			
Presence of targets to reduce distracted driving nationally (year) ²	National	N/A		
Legislation on helmets for motorcycle riders ²				
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 ²	Yes††			
Presence of targets to increase helmet use (year)	No	N/A		
Helmet wearing rate ² (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 ²				
National seat-belt law	Yes			
Legislation applies to front and rear seat occupants	Yes			
Presence of targets to increase seat belt use (year) ²	Yes, national	N/A		
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	97%; 89%	N/A		
Legislation on child restraint systems ²				
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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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%	N/A
Reported fatalities user distribution ¹	17%; 0%; 17%; 0%; 66%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	8 (95% CI 7 - 9) (2021)	N/A
WHO estimated rate per 100 000 population (year)	11.0 (2021)	N/A

SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	905 (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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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)	39 388 [54 394.3] (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 ²	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 ²	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	
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 ²	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 ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	0	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	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 ²			
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) ²	No	N/A	
Available types of enforcement	Speed limiters		
Legislation on drink driving ²			
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) ²	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 ²	–		
Presence of targets to reduce distracted driving nationally (year) ²	No	N/A	
Legislation on helmets for motorcycle riders ²			
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 ²	No		
Presence of targets to increase helmet use (year)	No	N/A	
Helmet wearing rate ² (Driver; Passenger)	–	N/A	
Minimum age/height children are allowed as passengers	No	N/A	
Legislation on seat-belts for motor vehicle occupants ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Yes		
Presence of targets to increase seat belt use (year) ²	No	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A	
Legislation on child restraint systems ²			
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 3		
Frequency and distribution of journeys by modal type	No	N/A	
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	No	N/A	
Seat belt and child-restraint systems use ²	No	N/A	
Powered 2- and 3- wheeler helmet use ²	No	N/A	
Mobile phone use while driving ²	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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	No	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	No	N/A
Mobile phone use while driving ²	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.

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 ¹	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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

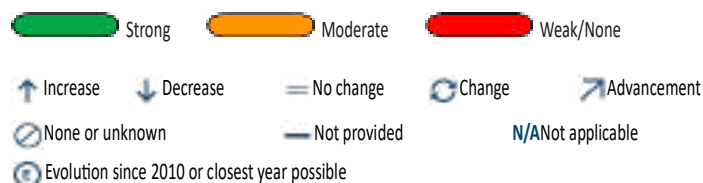
Total registered vehicles [rate per 100 000 pop] (year)	5 152 448 [46 343.8] (2021)	
Four-wheel vehicles	1 683 453	
Powered 2- and 3-wheelers	2 874 590	
Heavy trucks	57 621	
Buses	48 144	
Other	488 640	
Legislation on periodic vehicle technical inspection ²	Yes	N/A
National laws on front and side impact 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 ²	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 ²	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 ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	1	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²				
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) ²	National (2030)	N/A		
Available types of enforcement	Manual			
Legislation on drink driving ²				
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) ²	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 ²	Hand held	=		
Presence of targets to reduce distracted driving nationally (year) ²	National (2030)	N/A		
Legislation on helmets for motorcycle riders ²				
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 ²	Yes			
Presence of targets to increase helmet use (year)	Yes, national (2030)	N/A		
Helmet wearing rate ² (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 ²				
National seat-belt law	Yes	=		
Legislation applies to front and rear seat occupants	Yes	=		
Presence of targets to increase seat belt use (year) ²	Yes, national (2030)	N/A		
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A		
Legislation on child restraint systems ²				
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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	No	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	No	N/A
Mobile phone use while driving ²	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 ¹	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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 ²	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 ²	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 ²	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 ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	1	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	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 ²			
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) ²	National (2030)	N/A	
Available types of enforcement	Manual		
Legislation on drink driving ²			
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) ²	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 ²	Hand held		
Presence of targets to reduce distracted driving nationally (year) ²	National (2030)	N/A	
Legislation on helmets for motorcycle riders ²			
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 ²	Yes		
Presence of targets to increase helmet use (year)	Yes, national (2030)	N/A	
Helmet wearing rate ² (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 ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Yes		
Presence of targets to increase seat belt use (year) ²	Yes, national (2030)	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	20%	N/A	
Legislation on child restraint systems ²			
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 1		
Frequency and distribution of journeys by modal type	Partially	N/A	
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A	
Seat belt and child-restraint systems use ²	No	N/A	
Powered 2- and 3- wheeler helmet use ²	Yes	N/A	
Mobile phone use while driving ²	Yes	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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3-wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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.

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 ¹	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 ²	Yes	N/A	
Presence of systematic approaches to assess/audit new roads ²	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 ²	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 ²	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 ²	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 ²	No	N/A	
Adherence to one or more of the 7 UN road safety conventions ²	2	N/A	
Presence of national lead agency to implement national road safety strategy ²	Yes		
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A	
ROAD USER BEHAVIOUR			
Legislation on urban speed limits for passenger cars and motorcycles ²			
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) ²	National (2030)	N/A	
Available types of enforcement	Manual		
Legislation on drink driving ²			
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) ²	National (2030)	N/A	
Testing carried out in case of fatal crash	Yes, all drivers are tested		
Legislation on drug driving			
Legislation on distracted driving (mobile phones)			
Ban on mobile phone use ²	Hand held		
Presence of targets to reduce distracted driving nationally (year) ²	National (2030)	N/A	
Legislation on helmets for motorcycle riders ²			
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 ²	No†		
Presence of targets to increase helmet use (year)	Yes, national (2030)	N/A	
Helmet wearing rate ² (Driver; Passenger)	–	N/A	
Minimum age/height children are allowed as passengers	No	N/A	
Legislation on seat-belts for motor vehicle occupants ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Not all		
Presence of targets to increase seat belt use (year) ²	Yes, national (2030)	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A	
Legislation on child restraint systems ²			
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 ²	Yes	N/A	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A	
Seat belt and child-restraint systems use ²	No	N/A	
Powered 2- and 3- wheeler helmet use ²	Yes	N/A	
Mobile phone use while driving ²	Yes	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

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 ¹	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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 ²	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 ²	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 ²	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 ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	0	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	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 ²			
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) ²	National (2030)	N/A	
Available types of enforcement	Manual		
Legislation on drink driving 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	Yes		
Presence of targets to reduce driving after drinking nationally (year) ²	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 ²	Hand held; Hand free		
Presence of targets to reduce distracted driving nationally (year) ²	National (2030)	N/A	
Legislation on helmets for motorcycle riders ²			
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 ²	No		
Presence of targets to increase helmet use (year)	Yes, national (2030)	N/A	
Helmet wearing rate ² (Driver; Passenger)	–	N/A	
Minimum age/height children are allowed as passengers	No	N/A	
Legislation on seat-belts for motor vehicle occupants ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Not all		
Presence of targets to increase seat belt use (year) ²	Yes, national (2030)	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A	
Legislation on child restraint systems ²			
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 ²	Yes	N/A	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A	
Seat belt and child-restraint systems use ²	No	N/A	
Powered 2- and 3-wheeler helmet use ²	Yes	N/A	
Mobile phone use while driving ²	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%	N/A
Reported fatalities user distribution ¹	51%; 2%; 25%; 21%; 1%	N/A
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)	–	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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

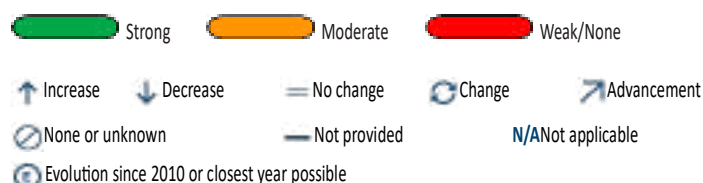
Total registered vehicles [rate per 100 000 pop] (year)	73 583 [2 032.5] (2021)	
Four-wheel vehicles	38 850	N/A
Powered 2- and 3-wheelers	985	N/A
Heavy trucks	11 561	N/A
Buses	4 838	N/A
Other	–	N/A
Legislation on periodic vehicle technical inspection ²	Yes	N/A
National laws on front and side impact protection	–	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 ²	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	
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 ²	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	No	N/A
National law on driving time and rest periods for professional drivers ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	0	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	N/A
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²			
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	–		N/A
Local authorities can modify limits	No		N/A
Presence of targets to reduce speeds nationally (year) ²	National		N/A
Available types of enforcement	Manual		
Legislation on drink driving 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	Yes		
Presence of targets to reduce driving after drinking nationally (year) ²	–		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 ²	–		
Presence of targets to reduce distracted driving nationally (year) ²	–		N/A
Legislation on helmets for motorcycle riders ²			
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 ²	No		
Presence of targets to increase helmet use (year)	–		N/A
Helmet wearing rate ² (Driver; Passenger)	–		N/A
Minimum age/height children are allowed as passengers	No		N/A
Legislation on seat-belts for motor vehicle occupants ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Yes		
Presence of targets to increase seat belt use (year) ²	–		N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–		N/A
Legislation on child restraint systems ²			
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
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 ²	Yes		N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	No		N/A
Seat belt and child-restraint systems use ²	No		N/A
Powered 2- and 3- wheeler helmet use ²	Yes		N/A
Mobile phone use while driving ²	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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	No	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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.

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 ¹	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 ²	–	N/A
Presence of systematic approaches to assess/audit new roads ²	–	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

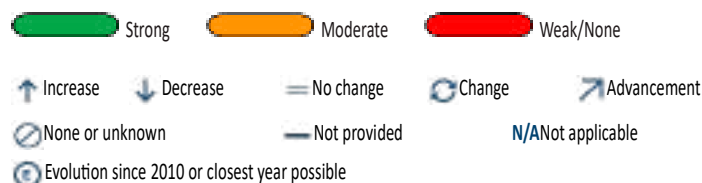
Total registered vehicles [rate per 100 000 pop] (year)	–	N/A
Four-wheel vehicles	–	N/A
Powered 2- and 3-wheelers	–	N/A
Heavy trucks	–	N/A
Buses	–	N/A
Other	–	N/A
Legislation on periodic vehicle technical inspection ²	Yes†‡	N/A
National laws on front and side impact protection	Yes†‡	N/A
National laws 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 ²	–	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 ²	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 ²	Yes‡	N/A
Adherence to one or more of the 7 UN road safety conventions ²	6	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	==
Presence of agencies that coordinate pre-hospital and emergency medical services ²	–	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²			==
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) ²	–	N/A	
Available types of enforcement	–	N/A	
Legislation on drink driving ²			==
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) ²	–	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 ²	Hand held		==
Presence of targets to reduce distracted driving nationally (year) ²	–	N/A	
Legislation on helmets for motorcycle riders ²			==
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 ²	Yes†‡		==
Presence of targets to increase helmet use (year)	–	N/A	
Helmet wearing rate ² (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 ²			==
National seat-belt law	Yes		==
Legislation applies to front and rear seat occupants	Yes		==
Presence of targets to increase seat belt use (year) ²	–	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A	
Legislation on child restraint systems ²			==
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	–	N/A	
Speeding violations and speeding related injuries and fatalities ²	–	N/A	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	–	N/A	
Seat belt and child-restraint systems use ²	–	N/A	
Powered 2- and 3- wheeler helmet use ²	–	N/A	
Mobile phone use while driving ²	–	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 ¹	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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 ²	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 ²	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 strategy²	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 ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	0	N/A
Presence of national lead agency to implement national road safety strategy²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	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 motorcycles²		=
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) ²	No	N/A
Available types of enforcement	Automatic	
Legislation on drink driving²		=
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) ²	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 ²	Hand held	=
Presence of targets to reduce distracted driving nationally (year) ²	National	N/A
Legislation on helmets for motorcycle riders²		=
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 ²	Yes	=
Presence of targets to increase helmet use (year)	Yes, national	N/A
Helmet wearing rate ² (Driver; Passenger)	99%; 99%	N/A
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants²		=
National seat-belt law	Yes	=
Legislation applies to front and rear seat occupants	Not all	=
Presence of targets to increase seat belt use (year) ²	Yes, national	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	50%; 70%; 5%	N/A
Legislation on child restraint systems²		
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	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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	No	N/A
Mobile phone use while driving ²	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.

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 ¹	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 ²	No	N/A
Presence of systematic approaches to assess/audit new roads ²	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 ²	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 ²	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 ²	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 ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	1	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	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 ²			
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) ²	National		N/A
Available types of enforcement	Manual		
Legislation on drink driving ²			
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) ²	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 ²	Hand held; Hand free		
Presence of targets to reduce distracted driving nationally (year) ²	National (2030)		N/A
Legislation on helmets for motorcycle riders ²			
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 ²	No		
Presence of targets to increase helmet use (year)	Yes, national (2030)		N/A
Helmet wearing rate ² (Driver; Passenger)	–		N/A
Minimum age/height children are allowed as passengers	No		N/A
Legislation on seat-belts for motor vehicle occupants ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Yes		
Presence of targets to increase seat belt use (year) ²	Yes, national (2030)		N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–		N/A
Legislation on child restraint systems ²			
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 ²	Yes		N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	No		N/A
Seat belt and child-restraint systems use ²	No		N/A
Powered 2- and 3- wheeler helmet use ²	No		N/A
Mobile phone use while driving ²	–		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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	No	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	No	N/A
Mobile phone use while driving ²	-	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%	N/A
Reported fatalities user distribution ¹	60%; 14%; 11%; 11%; 4%	N/A
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)	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 ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	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)	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 ²	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 ²	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)	(2026)	N/A

INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	
National road safety strategy ²	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 ²	Yes†	N/A
Adherence to one or more of the 7 UN road safety conventions ²	7	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²			=
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) ²	National (2026)	N/A	
Available types of enforcement	Manual	=	
Legislation on drink driving 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	Yes		
Presence of targets to reduce driving after drinking nationally (year) ²	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 ²	Hand held	=	
Presence of targets to reduce distracted driving nationally (year) ²	National (2030)	N/A	
Legislation on helmets for motorcycle riders ²			=
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 ²	Not †	=	
Presence of targets to increase helmet use (year)	No	N/A	
Helmet wearing rate ² (Driver; Passenger)	99%	N/A	
Minimum age/height children are allowed as passengers	No	N/A	
Legislation on seat-belts for motor vehicle occupants ²			=
National seat-belt law	Yes	=	
Legislation applies to front and rear seat occupants	Yes	=	
Presence of targets to increase seat belt use (year) ²	Yes, national (2026)	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	97%; 97%; 90%		
Legislation on child restraint systems ²			=
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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	No	N/A
Mobile phone use while driving ²	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 ¹	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 ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	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 ²	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 ²	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 ²	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 ²	Yes‡	N/A
Adherence to one or more of the 7 UN road safety conventions ²	7	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	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 ²				
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) ²	National			N/A
Available types of enforcement	Manual			
Legislation on drink driving ²				
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) ²	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 ²	Hand held			
Presence of targets to reduce distracted driving nationally (year) ²	National			N/A
Legislation on helmets for motorcycle riders ²				
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 ²	Yes†‡			
Presence of targets to increase helmet use (year)	Yes, national			N/A
Helmet wearing rate ² (Driver; Passenger)	98%; 98%			
Minimum age/height children are allowed as passengers	No			N/A
Legislation on seat-belts for motor vehicle occupants ²				
National seat-belt law	Yes			
Legislation applies to front and rear seat occupants	Yes			
Presence of targets to increase seat belt use (year) ²	Yes, national			N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	98%; 98%; 90%			N/A
Legislation on child restraint systems ²				
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			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 ²	Yes			N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes			N/A
Seat belt and child-restraint systems use ²	Yes			N/A
Powered 2- and 3- wheeler helmet use ²	Yes			N/A
Mobile phone use while driving ²	Yes			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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3-wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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.

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%	N/A
Reported fatalities user distribution ¹	–	N/A
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)	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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)	7 451 [318.3] (2021)	↓
Four-wheel vehicles	5 821	N/A
Powered 2- and 3-wheelers	917	N/A
Heavy trucks	542	N/A
Buses	171	N/A
Other	–	N/A
Legislation on periodic vehicle technical inspection ²	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 ²	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 strategy²	Yes	=
Fatality reduction target (year)	15% (2023)	🔄
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 ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	0	N/A
Presence of national lead agency to implement national road safety strategy²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	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 motorcycles²		=
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) ²	No	N/A
Available types of enforcement	Speed limiters	🔄
Legislation on drink driving²		=
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) ²	National	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 ²	Hand held; Hand free	=
Presence of targets to reduce distracted driving nationally (year) ²	–	N/A
Legislation on helmets for motorcycle riders²		=
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 ²	No	=
Presence of targets to increase helmet use (year)	Yes, national	N/A
Helmet wearing rate ² (Driver; Passenger)	–	N/A
Minimum age/height children are allowed as passengers	Yes (5 y)	N/A
Legislation on seat-belts for motor vehicle occupants²		=
National seat-belt law	Yes	=
Legislation applies to front and rear seat occupants	Not all	=
Presence of targets to increase seat belt use (year) ²	–	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A
Legislation on child restraint systems²		=
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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	No	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	No	N/A
Mobile phone use while driving ²	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.

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 ¹	–	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 ²	No	N/A
Presence of systematic approaches to assess/audit new roads ²	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 ²	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 ²	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 ²	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 ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	0	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	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 ²			
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) ²	National (2030)		N/A
Available types of enforcement	Manual		
Legislation on drink driving ²			
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) ²	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 ²	Hand held		
Presence of targets to reduce distracted driving nationally (year) ²	National		N/A
Legislation on helmets for motorcycle riders ²			
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 ²	No		
Presence of targets to increase helmet use (year)	Yes, national (2030)		N/A
Helmet wearing rate ² (Driver; Passenger)	–		N/A
Minimum age/height children are allowed as passengers	No		N/A
Legislation on seat-belts for motor vehicle occupants ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Not all		
Presence of targets to increase seat belt use (year) ²	Yes, national (2030)		N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–		N/A
Legislation on child restraint systems ²			
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 ²	Yes		N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	No		N/A
Seat belt and child-restraint systems use ²	No		N/A
Powered 2- and 3- wheeler helmet use ²	No		N/A
Mobile phone use while driving ²	Yes		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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	No	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3-wheeler helmet use ²	No	N/A
Mobile phone use while driving ²	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%	N/A
Reported fatalities user distribution ¹	45%; 1%; 27%; 1%; 27%	N/A
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)	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 ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	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

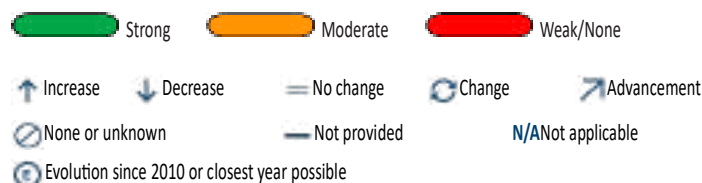
Total registered vehicles [rate per 100 000 pop] (year)	1 [0.0] (2021)	↓
Four-wheel vehicles	1	↓
Powered 2- and 3-wheelers	17 102	↑
Heavy trucks	106	↓
Buses	54	↓
Other	1	↑
Legislation on periodic vehicle technical inspection ²	Yes†	N/A
National laws on front and side impact protection	No†§	N/A
National 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 ²	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	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 ²	Yes	🔄
Fatality reduction target (year)	25% (2025)	🔄
Non fatal reduction target (year)	25% (2025)	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 ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	6	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²			=
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) ²	National	N/A	
Available types of enforcement	Manual		=
Legislation on drink driving ²			=
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) ²	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 ²	Hand held		=
Presence of targets to reduce distracted driving nationally (year) ²	National	N/A	
Legislation on helmets for motorcycle riders ²			=
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 ²	No†		=
Presence of targets to increase helmet use (year)	Yes, national	N/A	
Helmet wearing rate ² (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 ²			↗
National seat-belt law	Yes		=
Legislation applies to front and rear seat occupants	Yes		=
Presence of targets to increase seat belt use (year) ²	Yes, national	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	-	N/A	
Legislation on child restraint systems ²			=
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 1	=
Frequency and distribution of journeys by modal type	No	N/A
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	No	N/A
Mobile phone use while driving ²	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.

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 ¹	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 ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	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 ²	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 ²	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 ²	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 ²	Yes‡	N/A
Adherence to one or more of the 7 UN road safety conventions ²	6	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, subnational	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 ²				=
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) ²	No	N/A		
Available types of enforcement	Manual			
Legislation on drink driving ²				=
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) ²	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 ²	Hand held			=
Presence of targets to reduce distracted driving nationally (year) ²	National	N/A		
Legislation on helmets for motorcycle riders ²				=
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 ²	Not‡			=
Presence of targets to increase helmet use (year)	Yes, national	N/A		
Helmet wearing rate ² (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 ²				=
National seat-belt law	Yes			=
Legislation applies to front and rear seat occupants	Yes			=
Presence of targets to increase seat belt use (year) ²	Yes, national	N/A		
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	99%; 98%; 96%	N/A		
Legislation on child restraint systems ²				=
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	Yes	N/A		
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A		
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	No	N/A		
Seat belt and child-restraint systems use ²	Yes	N/A		
Powered 2- and 3-wheeler helmet use ²	Yes	N/A		
Mobile phone use while driving ²	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

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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%	N/A
Reported fatalities user distribution ¹	14%; 33%; 31%; 2%; 20%	N/A
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)	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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	N/A

SAFE VEHICLES

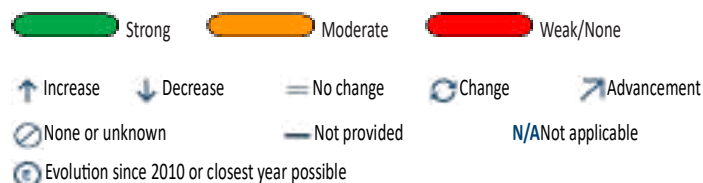
Total registered vehicles [rate per 100 000 pop] (year)	3 314 215 [10 094.1] (2021)	
Four-wheel vehicles	-	
Powered 2- and 3-wheelers	-	
Heavy trucks	-	
Buses	-	
Other	-	N/A
Legislation on periodic vehicle technical inspection ²	Yes	N/A
National laws on front and side impact protection	No	N/A
National laws on seat-belt and seat-belt anchorages	Yes	N/A
National law on electronic stability control	-	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 ²	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)	10 mn (2030)	N/A

INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy ²	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 ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	1	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²			=
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	N/A	
Presence of targets to reduce speeds nationally (year) ²	National	N/A	
Available types of enforcement	Manual		
Legislation on drink driving ²			=
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) ²	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 ²	Hand held	=	
Presence of targets to reduce distracted driving nationally (year) ²	National	N/A	
Legislation on helmets for motorcycle riders ²			=
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 ²	Yes	=	
Presence of targets to increase helmet use (year)	Yes, national	N/A	
Helmet wearing rate ² (Driver; Passenger)	56%; 22%	N/A	
Minimum age/height children are allowed as passengers	No	N/A	
Legislation on seat-belts for motor vehicle occupants ²			=
National seat-belt law	Yes	=	
Legislation applies to front and rear seat occupants	Yes	=	
Presence of targets to increase seat belt use (year) ²	Yes, national	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	56%; 18%; 4%	N/A	
Legislation on child restraint systems ²			
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	

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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	No	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	No	N/A
Mobile phone use while driving ²	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.

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 ¹	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 ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	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 ²	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 ²	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 ²	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 ²	Yes†	N/A
Adherence to one or more of the 7 UN road safety conventions ²	6	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	—
Presence of agencies that coordinate pre-hospital and emergency medical services ²	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 ²		🟢	—
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) ²	National (2030)	N/A	—
Available types of enforcement	Manual	🔄	—
Legislation on drink driving ²		🟢	—
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) ²	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 ²	Hand held	—	—
Presence of targets to reduce distracted driving nationally (year) ²	National (2030)	N/A	—
Legislation on helmets for motorcycle riders ²		🟢	—
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 ²	Yes†‡	—	—
Presence of targets to increase helmet use (year)	Yes, national (2030)	N/A	—
Helmet wearing rate ² (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 ²		🟢	—
National seat-belt law	Yes	—	—
Legislation applies to front and rear seat occupants	Yes	—	—
Presence of targets to increase seat belt use (year) ²	Yes, national (2030)	N/A	—
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	71%; 72%; 56%	↑	—
Legislation on child restraint systems ²		🟢	—
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	—

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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	No	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3-wheeler helmet use ²	—	N/A
Mobile phone use while driving ²	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 ¹	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 ²	No	N/A
Presence of systematic approaches to assess/audit new roads ²	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

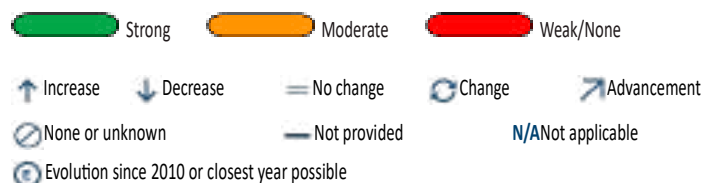
Total registered vehicles [rate per 100 000 pop] (year)	4 472 894 [25 401.9] (2021)	↑
Four-wheel vehicles	2 145 881	↑
Powered 2- and 3-wheelers	1 961 880	↑
Heavy trucks	221 344	↑
Buses	117 382	↑
Other	26 407	↓
Legislation on periodic vehicle technical inspection ²	No	N/A
National laws on front and side 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 ²	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 strategy²	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 ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	1	N/A
Presence of national lead agency to implement national road safety strategy²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	No	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles²		=
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) ²	National (2022)	N/A
Available types of enforcement	Manual	⚙
Legislation on drink driving²		=
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) ²	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 ²	Hand held	=
Presence of targets to reduce distracted driving nationally (year) ²	National (2030)	N/A
Legislation on helmets for motorcycle riders²		=
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 ²	No	=
Presence of targets to increase helmet use (year)	Yes, national (2030)	N/A
Helmet wearing rate ² (Driver; Passenger)	–	N/A
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants²		=
National seat-belt law	Yes	=
Legislation applies to front and rear seat occupants	Not all	=
Presence of targets to increase seat belt use (year) ²	Yes, national (2030)	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A
Legislation on child restraint systems²		=
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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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 ¹	–	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 ²	No	N/A
Presence of systematic approaches to assess/audit new roads ²	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 ²	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 ²	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 ²	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 ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	0	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	No	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 ²			§	
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) ²	No	N/A		
Available types of enforcement	–	N/A		
Legislation on drink driving ²				
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) ²	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 ²	Hand held			
Presence of targets to reduce distracted driving nationally (year) ²	National	N/A		
Legislation on helmets for motorcycle riders ²				
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 ²	Yes			
Presence of targets to increase helmet use (year)	Yes, national	N/A		
Helmet wearing rate ² (Driver; Passenger)	–	N/A		
Minimum age/height children are allowed as passengers	No	N/A		
Legislation on seat-belts for motor vehicle occupants ²				
National seat-belt law	Yes			
Legislation applies to front and rear seat occupants	Not all			
Presence of targets to increase seat belt use (year) ²	Yes, national	N/A		
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A		
Legislation on child restraint systems ²				
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		

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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	No	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	No	N/A
Mobile phone use while driving ²	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)	–	N/A
Reported fatalities user distribution ¹	–	N/A
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)	–	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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	–	N/A
Heavy trucks	–	N/A
Buses	–	N/A
Other	–	N/A
Legislation on periodic vehicle technical inspection ²	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	No	N/A
Presence of high-quality safety standards for used-vehicle imports ²	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	Partial coverage	
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 ²	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 ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	0	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	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 ²			
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) ²	National (2030)		N/A
Available types of enforcement	–		N/A
Legislation on drink driving 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	No		
Presence of targets to reduce driving after drinking nationally (year) ²	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 ²	Hand held		
Presence of targets to reduce distracted driving nationally (year) ²	National (2030)		N/A
Legislation on helmets for motorcycle riders ²			
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 ²	Yes		
Presence of targets to increase helmet use (year)	Yes, national (2030)		N/A
Helmet wearing rate ² (Driver; Passenger)	–		N/A
Minimum age/height children are allowed as passengers	Yes (6 y)		N/A
Legislation on seat-belts for motor vehicle occupants ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Not all		
Presence of targets to increase seat belt use (year) ²	Yes, national (2030)		N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–		N/A
Legislation on child restraint systems ²			
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)		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 ²	Yes		N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes		N/A
Seat belt and child-restraint systems use ²	Yes		N/A
Powered 2- and 3- wheeler helmet use ²	Yes		N/A
Mobile phone use while driving ²	Yes		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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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.

BURDEN

Reported fatalities (year)	99 (2021)	↓
Reported fatalities sex distribution (Male; Female)	78%; 22%	N/A
Reported fatalities user distribution ¹	13%; 26%; 28%; 17%; 15%	N/A
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)	–	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 ²	No	N/A
Presence of systematic approaches to assess/audit new roads ²	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)	– (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 ²	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 ²	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	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 ²	Yes	==
Fatality reduction target (year)	–	N/A
Non fatal reduction target (year)	7% (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 ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	2	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	==
Presence of agencies that coordinate pre-hospital and emergency medical services ²	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 ²			==
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) ²	–	N/A	
Available types of enforcement	Manual	🔄	
Legislation on drink driving ²			==
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) ²	–	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 ²	Hand held		==
Presence of targets to reduce distracted driving nationally (year) ²	–	N/A	
Legislation on helmets for motorcycle riders ²			==
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 ²	No		==
Presence of targets to increase helmet use (year)	–	N/A	
Helmet wearing rate ² (Driver; Passenger)	–	N/A	
Minimum age/height children are allowed as passengers	No	N/A	
Legislation on seat-belts for motor vehicle occupants ²			==
National seat-belt law	Yes		==
Legislation applies to front and rear seat occupants	Not all		==
Presence of targets to increase seat belt use (year) ²	No	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A	
Legislation on child restraint systems ²			==
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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3-wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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 ¹	–	N/A
WHO estimated road traffic fatalities (95% CI) (year)	3 579 (95% CI 3 102 - 4 056) (2021)	†
WHO estimated rate per 100 000 population (year)	31.3 (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 ²	No	N/A
Presence of systematic approaches to assess/audit new roads ²	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	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 ²	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 ²	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 ²	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 ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	1	N/A
Presence of national lead agency to implement national road safety strategy ²	No	N/A
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²			N/A
National law setting a speed limit	Yes		N/A
Maximum urban speed limit	50 km/h		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) ²	National		N/A
Available types of enforcement	Speed limiters	🔄	
Legislation on drink driving ²			N/A
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) ²	National		N/A
Testing carried out in case of fatal crash	No	=	
Legislation on drug driving		No	N/A
Legislation on distracted driving (mobile phones)		Yes	N/A
Ban on mobile phone use ²	Hand held; Hand free	🔄	
Presence of targets to reduce distracted driving nationally (year) ²	National		N/A
Legislation on helmets for motorcycle riders ²			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 ²	No	🔄	
Presence of targets to increase helmet use (year)	Yes, national		N/A
Helmet wearing rate ² (Driver; Passenger)	–		N/A
Minimum age/height children are allowed as passengers	No		N/A
Legislation on seat-belts for motor vehicle occupants ²			N/A
National seat-belt law	Yes	🔄	
Legislation applies to front and rear seat occupants	Yes	🔄	
Presence of targets to increase seat belt use (year) ²	No		N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–		N/A
Legislation on child restraint systems ²			N/A
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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	No	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	No	N/A
Mobile phone use while driving ²	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.

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%	N/A
Reported fatalities user distribution ¹	0%; 0%; 34%; 6%; 60%	N/A
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)	–	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 ²	–	N/A
Presence of systematic approaches to assess/audit new roads ²	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)	2 249 986 [21 890.5] (2021)	
Four-wheel vehicles	–	N/A
Powered 2- and 3-wheelers	1 061 522	
Heavy trucks	–	N/A
Buses	–	N/A
Other	–	N/A
Legislation on periodic vehicle technical inspection ²	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 ²	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	
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 ²	No	
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	No	N/A
National law on driving time and rest periods for professional drivers ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	1	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	–	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 ²			
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) ²	No		N/A
Available types of enforcement	Manual		
Legislation on drink driving ²			
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) ²	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 ²	Hand held; Hand free		
Presence of targets to reduce distracted driving nationally (year) ²	No		N/A
Legislation on helmets for motorcycle riders ²			
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 ²	No		
Presence of targets to increase helmet use (year)	No		N/A
Helmet wearing rate ² (Driver; Passenger)	–		N/A
Minimum age/height children are allowed as passengers	No		N/A
Legislation on seat-belts for motor vehicle occupants ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Yes		
Presence of targets to increase seat belt use (year) ²	No		N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–		N/A
Legislation on child restraint systems ²			
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
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 ²	Yes		N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes		N/A
Seat belt and child-restraint systems use ²	No		N/A
Powered 2- and 3- wheeler helmet use ²	Yes		N/A
Mobile phone use while driving ²	Yes		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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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.

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 ¹	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 ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	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 ²	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 ²	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 ²	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 ²	Yes‡	N/A
Adherence to one or more of the 7 UN road safety conventions ²	7	N/A
Presence of national lead agency to implement national road safety strategy ²	No	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	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 ²			=
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) ²	National		N/A
Available types of enforcement	Manual		=
Legislation on drink driving ²			=
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) ²	National		N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested		🔄
Legislation on drug driving			=
Legislation on distracted driving (mobile phones)		Yes	N/A
Ban on mobile phone use ²	Hand held		=
Presence of targets to reduce distracted driving nationally (year) ²	National		N/A
Legislation on helmets for motorcycle riders ²			=
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 ²	Yes†‡		=
Presence of targets to increase helmet use (year)	Yes, national		N/A
Helmet wearing rate ² (Driver; Passenger)	97%		N/A
Minimum age/height children are allowed as passengers	No		N/A
Legislation on seat-belts for motor vehicle occupants ²			=
National seat-belt law	Yes		=
Legislation applies to front and rear seat occupants	Yes		=
Presence of targets to increase seat belt use (year) ²	Yes, national		N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	95%; 95%; 71%		N/A
Legislation on child restraint systems ²			=
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	–		N/A
Speeding violations and speeding related injuries and fatalities ²	Yes		N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes		N/A
Seat belt and child-restraint systems use ²	Yes		N/A
Powered 2- and 3- wheeler helmet use ²	Yes		N/A
Mobile phone use while driving ²	–		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 ¹	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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 ²	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 ²	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 ²	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 ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	2	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	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 ²			
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) ²	National	N/A	
Available types of enforcement	Manual		
Legislation on drink driving ²			
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) ²	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 ²	Hand held		
Presence of targets to reduce distracted driving nationally (year) ²	National (2037)	N/A	
Legislation on helmets for motorcycle riders ²			
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 ²	No		
Presence of targets to increase helmet use (year)	Yes, national	N/A	
Helmet wearing rate ² (Driver; Passenger)	90%	N/A	
Minimum age/height children are allowed as passengers	No	N/A	
Legislation on seat-belts for motor vehicle occupants ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Yes		
Presence of targets to increase seat belt use (year) ²	Yes, national (2027)	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	93%; 96%; 92%	N/A	
Legislation on child restraint systems ²			
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	

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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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 ¹	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 ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	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 ²	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 ²	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 ²	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 ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	3	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²				=
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) ²	National	N/A		
Available types of enforcement	Manual			
Legislation on drink driving ²				=
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) ²	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 ²	Hand held; Hand free	=		
Presence of targets to reduce distracted driving nationally (year) ²	National	N/A		
Legislation on helmets for motorcycle riders ²				=
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 ²	Yes	=		
Presence of targets to increase helmet use (year)	Yes, national	N/A		
Helmet wearing rate ² (Driver; Passenger)	–	N/A		
Minimum age/height children are allowed as passengers	No	N/A		
Legislation on seat-belts for motor vehicle occupants ²				=
National seat-belt law	Yes	=		
Legislation applies to front and rear seat occupants	Yes	=		
Presence of targets to increase seat belt use (year) ²	Yes, national	N/A		
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A		
Legislation on child restraint systems ²				
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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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 ¹	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 ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	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 ²	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 ²	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 ²	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 ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	0	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²				
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) ²	National	N/A		
Available types of enforcement	Manual and automated			
Legislation on drink driving ²				
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) ²	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 ²	–			
Presence of targets to reduce distracted driving nationally (year) ²	No	N/A		
Legislation on helmets for motorcycle riders ²				
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 ²	Yes			
Presence of targets to increase helmet use (year)	Yes, national	N/A		
Helmet wearing rate ² (Driver; Passenger)	–	N/A		
Minimum age/height children are allowed as passengers	No	N/A		
Legislation on seat-belts for motor vehicle occupants ²				
National seat-belt law	Yes			
Legislation applies to front and rear seat occupants	Not all			
Presence of targets to increase seat belt use (year) ²	Yes, national	N/A		
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–			
Legislation on child restraint systems ²				
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	Yes	N/A
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	No	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3-wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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%	N/A
Reported fatalities user distribution ¹	49%; 22%; 20%; 1%; 8%	N/A
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)	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 ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	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)	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 ²	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 ²	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)	8 mn in urban area	N/A

INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	=
National road safety strategy ²	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 ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	2	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	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 ²		🔴	=
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	N/A	
Presence of targets to reduce speeds nationally (year) ²	-	N/A	
Available types of enforcement	Manual	=	
Legislation on drink driving ²		🔴	*
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) ²	No	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)		🟢	N/A
Ban on mobile phone use ²	Hand held; Hand free	=	
Presence of targets to reduce distracted driving nationally (year) ²	No	N/A	
Legislation on helmets for motorcycle riders ²		🟡	=
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 ²	Yes	=	
Presence of targets to increase helmet use (year)	Yes, national	N/A	
Helmet wearing rate ² (Driver; Passenger)	-	N/A	
Minimum age/height children are allowed as passengers	No	N/A	
Legislation on seat-belts for motor vehicle occupants ²		🟢	=
National seat-belt law	Yes	=	
Legislation applies to front and rear seat occupants	Yes	=	
Presence of targets to increase seat belt use (year) ²	Yes, national	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	-	N/A	
Legislation on child restraint systems ²		🔴	=
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	

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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	No	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	No	N/A
Mobile phone use while driving ²	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.

BURDEN

Reported fatalities (year)	5 563 (2021)	↓
Reported fatalities sex distribution (Male; Female)	65%; 20%	N/A
Reported fatalities user distribution ¹	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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

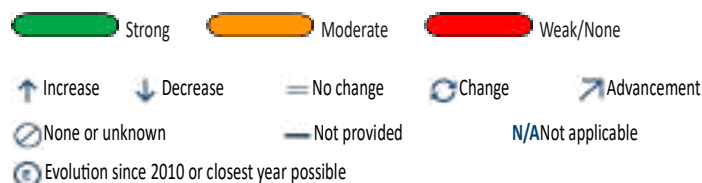
Total registered vehicles [rate per 100 000 pop] (year)	7 260 000 [16 676.8] (2021)	↑
Four-wheel vehicles	–	N/A
Powered 2- and 3-wheelers	–	N/A
Heavy trucks	–	N/A
Buses	273 178	N/A
Other	–	N/A
Legislation on periodic vehicle technical inspection ²	Yes	N/A
National laws on front and side impact protection	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 ²	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 ²	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 ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	2	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²		🔴	=
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) ²	National (2030)	N/A	
Available types of enforcement	–	N/A	
Legislation on drink driving ²		🔴 *	=
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) ²	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 ²	Hand held; Hand free	=	
Presence of targets to reduce distracted driving nationally (year) ²	No	N/A	
Legislation on helmets for motorcycle riders ²		🔴	=
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 ²	No	=	
Presence of targets to increase helmet use (year)	No	N/A	
Helmet wearing rate ² (Driver; Passenger)	–	N/A	
Minimum age/height children are allowed as passengers	No	N/A	
Legislation on seat-belts for motor vehicle occupants ²		🔴	=
National seat-belt law	Yes	=	
Legislation applies to front and rear seat occupants	Not all	=	
Presence of targets to increase seat belt use (year) ²	Yes, national (2030)	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A	
Legislation on child restraint systems ²		🔴	↗
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	

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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	No	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	No	N/A
Mobile phone use while driving ²	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 ¹	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 ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	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

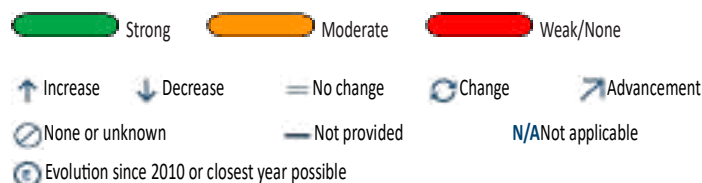
Total registered vehicles [rate per 100 000 pop] (year)	2 848 023 [57 114.4] (2021)	
Four-wheel vehicles	–	N/A
Powered 2- and 3-wheelers	–	N/A
Heavy trucks	–	N/A
Buses	–	N/A
Other	–	N/A
Legislation on periodic vehicle technical inspection ²	Yes†	N/A
National laws on front and side impact protection	Yes††	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 ²	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 ²	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 ²	Yes†	N/A
Adherence to one or more of the 7 UN road safety conventions ²	3	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²				
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) ²	National (2030)	N/A		
Available types of enforcement	Manual			
Legislation on drink driving ²				
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) ²	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 ²	Hand held			
Presence of targets to reduce distracted driving nationally (year) ²	National	N/A		
Legislation on helmets for motorcycle riders ²				
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 ²	Yes†			
Presence of targets to increase helmet use (year)	Yes, national	N/A		
Helmet wearing rate ² (Driver; Passenger)	90%			
Minimum age/height children are allowed as passengers	No	N/A		
Legislation on seat-belts for motor vehicle occupants ²				
National seat-belt law	Yes			
Legislation applies to front and rear seat occupants	Yes			
Presence of targets to increase seat belt use (year) ²	Yes, national	N/A		
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	99%; 98%; 93%			
Legislation on child restraint systems ²				
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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	No	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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 ¹	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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 ²	–	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 ²	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 ²	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 ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	2	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	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 ²			
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) ²	National (2024)		N/A
Available types of enforcement	Manual		
Legislation on drink driving ²			
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) ²	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 ²	Hand held		
Presence of targets to reduce distracted driving nationally (year) ²	No		N/A
Legislation on helmets for motorcycle riders ²			
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 ²	Yes		
Presence of targets to increase helmet use (year)	No		N/A
Helmet wearing rate ² (Driver; Passenger)	92%; 92%		N/A
Minimum age/height children are allowed as passengers	No		N/A
Legislation on seat-belts for motor vehicle occupants ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Yes		
Presence of targets to increase seat belt use (year) ²	Yes, subnational		N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	93%; 91%; 71%		N/A
Legislation on child restraint systems ²			
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
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 ²	Yes		N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes		N/A
Seat belt and child-restraint systems use ²	No		N/A
Powered 2- and 3- wheeler helmet use ²	No		N/A
Mobile phone use while driving ²	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%	N/A
Reported fatalities user distribution ¹	41%; 27%; 16%; 8%; 8%	N/A
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)	–	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 ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	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)	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 ²	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 ²	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, 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	Yes, subnational	🔄
National road safety strategy ²	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 ²	Yes†	N/A
Adherence to one or more of the 7 UN road safety conventions ²	7	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, subnational	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 ²				=
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) ²	National (2030)			N/A
Available types of enforcement	Manual			=
Legislation on drink driving ²				=
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) ²	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 ²	Hand held			=
Presence of targets to reduce distracted driving nationally (year) ²	National (2030)			N/A
Legislation on helmets for motorcycle riders ²				=
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 ²	Yes††			=
Presence of targets to increase helmet use (year)	Yes, national (2030)			N/A
Helmet wearing rate ² (Driver; Passenger)	95%; 95%			↓
Minimum age/height children are allowed as passengers	Yes (5 y)			N/A
Legislation on seat-belts for motor vehicle occupants ²				=
National seat-belt law	Yes			=
Legislation applies to front and rear seat occupants	Yes			=
Presence of targets to increase seat belt use (year) ²	Yes, national (2030)			N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	87%; 84%; 32%			N/A
Legislation on child restraint systems ²				=
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)			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 ²	–	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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.

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 ¹	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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

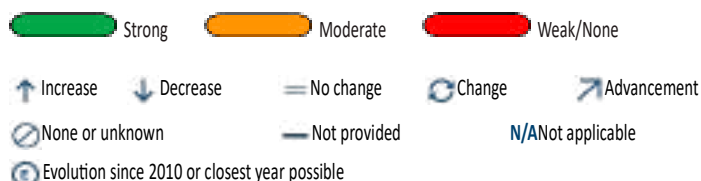
Total registered vehicles [rate per 100 000 pop] (year)	783 321 [27 701.8] (2021)	
Four-wheel vehicles	–	N/A
Powered 2- and 3-wheelers	21 810	
Heavy trucks	–	N/A
Buses	–	N/A
Other	–	N/A
Legislation on periodic vehicle technical inspection ²	Yes	N/A
National laws on front and side impact protection	Yes	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 ²	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 ²	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 ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	1	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²			
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) ²	National	N/A	
Available types of enforcement	Manual		
Legislation on drink driving ²			
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) ²	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 ²	Hand held		
Presence of targets to reduce distracted driving nationally (year) ²	No	N/A	
Legislation on helmets for motorcycle riders ²			
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 ²	Yes		
Presence of targets to increase helmet use (year)	Yes, national (2022)	N/A	
Helmet wearing rate ² (Driver; Passenger)	–	N/A	
Minimum age/height children are allowed as passengers	No	N/A	
Legislation on seat-belts for motor vehicle occupants ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Yes		
Presence of targets to increase seat belt use (year) ²	No	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A	
Legislation on child restraint systems ²			
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	
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 ²	Yes	N/A	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A	
Seat belt and child-restraint systems use ²	No	N/A	
Powered 2- and 3- wheeler helmet use ²	No	N/A	
Mobile phone use while driving ²	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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3-wheeler helmet use ²	No	N/A
Mobile phone use while driving ²	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%	N/A	
Reported fatalities user distribution ¹	27%; 12%; 35%; 16%; 9%	N/A	
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)	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 ²	Yes†	N/A	
Presence of systematic approaches to assess/audit new roads ²	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	Yes		
SAFE VEHICLES			
Total registered vehicles [rate per 100 000 pop] (year)	82 174 944 [65 944.4] (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 ²	–	N/A	
National laws on front and side impact protection	Yes†	N/A	
National laws on seat-belt and seat-belt anchorages	–†	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 ²	–	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 ²	–	N/A	
Fatality reduction target (year)	<2000 deaths (2025)		
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 ²	–§	N/A	
Adherence to one or more of the 7 UN road safety conventions ²	3	N/A	
Presence of national lead agency to implement national road safety strategy ²	Yes		
Presence of agencies that coordinate pre-hospital and emergency medical services ²	–	N/A	
ROAD USER BEHAVIOUR			
Legislation on urban speed limits for passenger cars and motorcycles ²			
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) ²	National	N/A	
Available types of enforcement	Automatic		
Legislation on drink driving ²			
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) ²	National	N/A	
Testing carried out in case of fatal crash	Yes, all drivers are tested		
Legislation on drug driving			
Legislation on distracted driving (mobile phones)	Yes	N/A	
Ban on mobile phone use ²	Hand held		
Presence of targets to reduce distracted driving nationally (year) ²	National	N/A	
Legislation on helmets for motorcycle riders ²			
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 ²	Yes		
Presence of targets to increase helmet use (year)	Yes, national	N/A	
Helmet wearing rate ² (Driver; Passenger)	–	N/A	
Minimum age/height children are allowed as passengers	No	N/A	
Legislation on seat-belts for motor vehicle occupants ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Yes		
Presence of targets to increase seat belt use (year) ²	Yes, national	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	99%; 97%; 50%	↓	
Legislation on child restraint systems ²			
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	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 ²	–	N/A	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A	
Seat belt and child-restraint systems use ²	Yes	N/A	
Powered 2- and 3- wheeler helmet use ²	Yes	N/A	
Mobile phone use while driving ²	No	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

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 ¹	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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

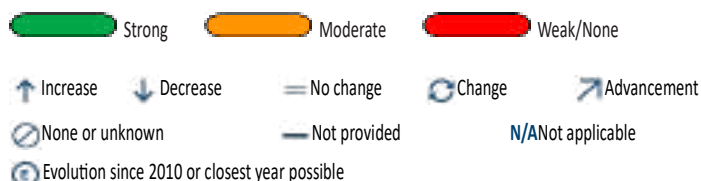
Total registered vehicles [rate per 100 000 pop] (year)	1 752 104 [15 716.4] (2021)	
Four-wheel vehicles	1 620 045	
Powered 2- and 3-wheelers	13 756	
Heavy trucks	81 967	
Buses	26 589	
Other	29 395	
Legislation on periodic vehicle technical inspection ²	Yes	N/A
National laws on front and side impact 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 ²	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 ²	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 ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	1	N/A
Presence of national lead agency to implement national road safety strategy ²	No	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	–	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²			
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) ²	National (2023)		N/A
Available types of enforcement	Manual		
Legislation on drink driving ²			
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) ²	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 ²	Hand held		
Presence of targets to reduce distracted driving nationally (year) ²	No		N/A
Legislation on helmets for motorcycle riders ²			
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 ²	Yes		
Presence of targets to increase helmet use (year)	No		N/A
Helmet wearing rate ² (Driver; Passenger)	–		N/A
Minimum age/height children are allowed as passengers	No		N/A
Legislation on seat-belts for motor vehicle occupants ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Not all		
Presence of targets to increase seat belt use (year) ²	No		N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	20%; 5%; 1%		N/A
Legislation on child restraint systems ²			
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 ²	Yes		N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes		N/A
Seat belt and child-restraint systems use ²	No		N/A
Powered 2- and 3- wheeler helmet use ²	Yes		N/A
Mobile phone use while driving ²	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 ¹	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 ²	–†	N/A	
Presence of systematic approaches to assess/audit new roads ²	–	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 ²	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 ²	–	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 ²	–	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 ²	Yes	N/A	
Adherence to one or more of the 7 UN road safety conventions ²	6	N/A	
Presence of national lead agency to implement national road safety strategy ²	Yes		
Presence of agencies that coordinate pre-hospital and emergency medical services ²	–	N/A	
ROAD USER BEHAVIOUR			
Legislation on urban speed limits for passenger cars and motorcycles ²			
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) ²	–	N/A	
Available types of enforcement	Automatic		
Legislation on drink driving 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	No		
Presence of targets to reduce driving after drinking nationally (year) ²	National	N/A	
Testing carried out in case of fatal crash	Yes, all drivers are tested		
Legislation on drug driving			
Legislation on distracted driving (mobile phones)			
Ban on mobile phone use ²	Hand held		
Presence of targets to reduce distracted driving nationally (year) ²	–	N/A	
Legislation on helmets for motorcycle riders ²			
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 ²	No		
Presence of targets to increase helmet use (year)	–	N/A	
Helmet wearing rate ² (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 ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Yes		
Presence of targets to increase seat belt use (year) ²	–	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A	
Legislation on child restraint systems ²			
National child restraints use law	Yes		
Children seated in front seat	–		
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	
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 ²	Yes	N/A	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A	
Seat belt and child-restraint systems use ²	Yes	N/A	
Powered 2- and 3- wheeler helmet use ²	Yes	N/A	
Mobile phone use while driving ²	Yes	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

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

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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 ¹	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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

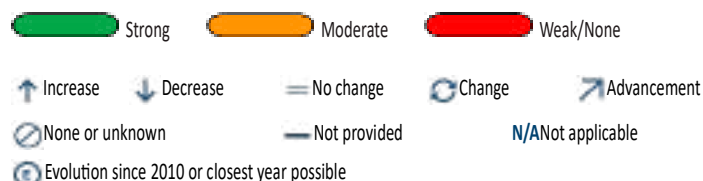
Total registered vehicles [rate per 100 000 pop] (year)	4 224 356 [7 969.6] (2021)	↑
Four-wheel vehicles	71 264	N/A
Powered 2- and 3-wheelers	296 348	N/A
Heavy trucks	10 720	N/A
Buses	6 338	N/A
Other	–	N/A
Legislation on periodic vehicle technical inspection ²	Yes	N/A
National laws on front and side 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 ²	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 ²	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 ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	1	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles²			=
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) ²	National (2030)	N/A	
Available types of enforcement	Manual	🔗	
Legislation on drink driving²			=
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) ²	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 ²	Hand held	=	
Presence of targets to reduce distracted driving nationally (year) ²	National	N/A	
Legislation on helmets for motorcycle riders²			🔗
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 ²	Yes	=	
Presence of targets to increase helmet use (year)	Yes, national (2030)	N/A	
Helmet wearing rate ² (Driver; Passenger)	–	N/A	
Minimum age/height children are allowed as passengers	No	N/A	
Legislation on seat-belts for motor vehicle occupants²			=
National seat-belt law	Yes	=	
Legislation applies to front and rear seat occupants	Yes	=	
Presence of targets to increase seat belt use (year) ²	Yes, national (2030)	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	44%	N/A	
Legislation on child restraint systems²			=
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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3-wheeler helmet use ²	No	N/A
Mobile phone use while driving ²	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)	–	N/A
Reported fatalities user distribution ¹	40%; 20%; 40%; 0%; 0%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	8 (95% CI 8 - 10) (2021)	N/A
WHO estimated rate per 100 000 population (year)	6.2 (2021)	N/A

SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	43 (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 ²	–	N/A
Presence of systematic approaches to assess/audit new roads ²	–	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)	No	N/A
Investments to upgrade high risk locations	–	N/A

SAFE VEHICLES

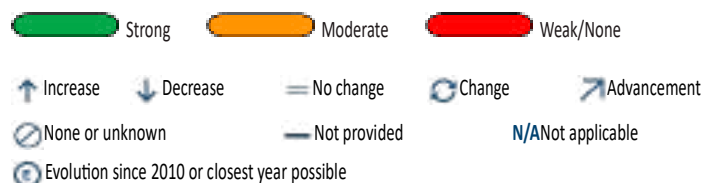
Total registered vehicles [rate per 100 000 pop] (year)	–	N/A
Four-wheel vehicles	–	N/A
Powered 2- and 3-wheelers	–	N/A
Heavy trucks	–	N/A
Buses	–	N/A
Other	–	N/A
Legislation on periodic vehicle technical inspection ²	No	N/A
National laws on front and side impact protection	–§	N/A
National laws on seat-belt 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	–§	N/A
Government vehicle procurement practices include safety prerequisites	No	N/A
Presence of high-quality safety standards for used-vehicle imports ²	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 ²	Yes	
Fatality reduction target (year)	5% (2023)	
Non fatal reduction target (year)	5% (2023)	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 ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	0	N/A
Presence of national lead agency to implement national road safety strategy ²	No	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	No	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles²		
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	N/A
Presence of targets to reduce speeds nationally (year) ²	National (2023)	N/A
Available types of enforcement	Manual	
Legislation on drink driving²		
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) ²	National (2023)	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 ²	Hand held	
Presence of targets to reduce distracted driving nationally (year) ²	No	N/A
Legislation on helmets for motorcycle riders²		
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 ²	Yes	
Presence of targets to increase helmet use (year)	Yes, national (2023)	N/A
Helmet wearing rate ² (Driver; Passenger)	–	N/A
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants²		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Yes	
Presence of targets to increase seat belt use (year) ²	Yes, national (2023)	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A
Legislation on child restraint systems²		
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 3	
Frequency and distribution of journeys by modal type	No	N/A
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	No	N/A
Mobile phone use while driving ²	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.

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%	N/A
Reported fatalities user distribution ¹	–	N/A
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)	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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

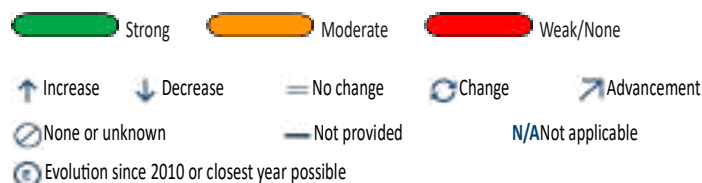
Total registered vehicles [rate per 100 000 pop] (year)	2 370 445 [55 773.7] (2021)	
Four-wheel vehicles	966 064	
Powered 2- and 3-wheelers	39 056	
Heavy trucks	114 051	
Buses	41 064	
Other	1 218 908	
Legislation on periodic vehicle technical inspection ²	Yes	N/A
National laws on front and side impact 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 ²	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	–	N/A
National road safety strategy ²	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 ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	2	N/A
Presence of national lead agency to implement national road safety strategy ²	No	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²				
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	N/A		
Presence of targets to reduce speeds nationally (year) ²	–	N/A		
Available types of enforcement	Automatic			
Legislation on drink driving ²				
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) ²	National	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)				
Ban on mobile phone use ²	Hand held			
Presence of targets to reduce distracted driving nationally (year) ²	–	N/A		
Legislation on helmets for motorcycle riders ²				
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 ²	No			
Presence of targets to increase helmet use (year)	–	N/A		
Helmet wearing rate ² (Driver; Passenger)	–	N/A		
Minimum age/height children are allowed as passengers	No	N/A		
Legislation on seat-belts for motor vehicle occupants ²				
National seat-belt law	Yes			
Legislation applies to front and rear seat occupants	Not all			
Presence of targets to increase seat belt use (year) ²	–	N/A		
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A		
Legislation on child restraint systems ²				
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		
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 ²	Yes	N/A		
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A		
Seat belt and child-restraint systems use ²	No	N/A		
Powered 2- and 3- wheeler helmet use ²	Yes	N/A		
Mobile phone use while driving ²	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.

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 ¹	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 ²	–†	N/A
Presence of systematic approaches to assess/audit new roads ²	–	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

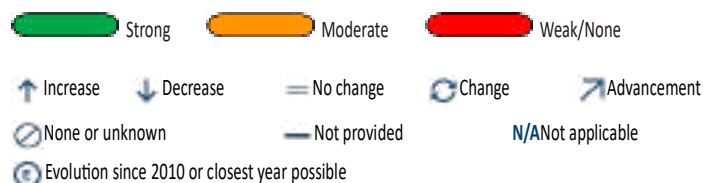
Total registered vehicles [rate per 100 000 pop] (year)	1 396 462 [21 392.7] (2021)	↑
Four-wheel vehicles	1 103 445	↑
Powered 2- and 3-wheelers	8 911	↑
Heavy trucks	234 650	N/A
Buses	49 456	↑
Other	–	N/A
Legislation on periodic vehicle technical inspection ²	Yes	N/A
National laws on front and side impact 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 ²	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 ²	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 ²	–§	N/A
Adherence to one or more of the 7 UN road safety conventions ²	3	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	==
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²			==
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) ²	–		N/A
Available types of enforcement	Automatic		==
Legislation on drink driving ²			==
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) ²	–		N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested		==
Legislation on drug driving			==
Legislation on distracted driving (mobile phones)		Yes	N/A
Ban on mobile phone use ²	Hand held		==
Presence of targets to reduce distracted driving nationally (year) ²	–		N/A
Legislation on helmets for motorcycle riders ²			==
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 ²	No		==
Presence of targets to increase helmet use (year)	–		N/A
Helmet wearing rate ² (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 ²			==
National seat-belt law	Yes		==
Legislation applies to front and rear seat occupants	–		==
Presence of targets to increase seat belt use (year) ²	–		N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–		N/A
Legislation on child restraint systems ²			==
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

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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	–	N/A
Seat belt and child-restraint systems use ²	–	N/A
Powered 2- and 3- wheeler helmet use ²	–	N/A
Mobile phone use while driving ²	–	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 ¹	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 ²	No†	N/A
Presence of systematic approaches to assess/audit new roads ²	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 ²	-	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 ²	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 ²	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 ²	-§	N/A
Adherence to one or more of the 7 UN road safety conventions ²	1	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	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 ²			
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) ²	National (2030)		N/A
Available types of enforcement	Manual		
Legislation on drink driving 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	Yes		
Presence of targets to reduce driving after drinking nationally (year) ²	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 ²	Hand held; Hand free		
Presence of targets to reduce distracted driving nationally (year) ²	No		N/A
Legislation on helmets for motorcycle riders ²			
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 ²	No		
Presence of targets to increase helmet use (year)	Yes, national (2030)		N/A
Helmet wearing rate ² (Driver; Passenger)	–		N/A
Minimum age/height children are allowed as passengers	No		N/A
Legislation on seat-belts for motor vehicle occupants ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Not all		
Presence of targets to increase seat belt use (year) ²	Yes, national (2030)		N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–		N/A
Legislation on child restraint systems ²			
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 ²	Yes		N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes		N/A
Seat belt and child-restraint systems use ²	Yes		N/A
Powered 2- and 3- wheeler helmet use ²	Yes		N/A
Mobile phone use while driving ²	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%	N/A
Reported fatalities user distribution ¹	48%; 10%; 29%; 9%; 4%	N/A
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)	–	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 ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	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)	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 ²	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 ²	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, single number	==
National target for time between serious crash and initial provision of professional emergency care (year)	50% reduction (2030)	N/A

INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	📈
National road safety strategy ²	Yes	==
Fatality reduction target (year)	35% (2027)	🔄
Non fatal reduction target (year)	25% (2027)	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 ²	Yes‡	N/A
Adherence to one or more of the 7 UN road safety conventions ²	5	N/A
Presence of national lead agency to implement national road safety strategy ²	No	🔄
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²			==
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) ²	No	N/A	
Available types of enforcement	Manual		==
Legislation on drink driving ²			==
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) ²	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 ²	Hand held		==
Presence of targets to reduce distracted driving nationally (year) ²	National (2030)	N/A	
Legislation on helmets for motorcycle riders ²			==
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 ²	Not‡		==
Presence of targets to increase helmet use (year)	Yes, national (2030)	N/A	
Helmet wearing rate ² (Driver; Passenger)	99%; 99%	N/A	
Minimum age/height children are allowed as passengers	Yes (150 cm)	N/A	
Legislation on seat-belts for motor vehicle occupants ²			==
National seat-belt law	Yes		==
Legislation applies to front and rear seat occupants	Yes		==
Presence of targets to increase seat belt use (year) ²	Yes, national (2030)	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	90%; 90%; 86%	N/A	
Legislation on child restraint systems ²			==
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)	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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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.

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 ¹	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 ²	No	N/A
Presence of systematic approaches to assess/audit new roads ²	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 ²	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 ²	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 ²	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 ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	1	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	No	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 ²			
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) ²	–		N/A
Available types of enforcement	Manual and automated		
Legislation on drink driving ²			
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) ²	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 ²	Hand held; Hand free		
Presence of targets to reduce distracted driving nationally (year) ²	–		N/A
Legislation on helmets for motorcycle riders ²			
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 ²	Yes		
Presence of targets to increase helmet use (year)	–		N/A
Helmet wearing rate ² (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 ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Yes		
Presence of targets to increase seat belt use (year) ²	–		N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–		N/A
Legislation on child restraint systems ²			
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 ²	Yes		N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes		N/A
Seat belt and child-restraint systems use ²	No		N/A
Powered 2- and 3- wheeler helmet use ²	Yes		N/A
Mobile phone use while driving ²	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)	–	N/A
Reported fatalities user distribution ¹	54%; 0%; 39%; 0%; 7%	N/A
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)	–	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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)	215 273 [9 435.8] (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 ²	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 ²	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 ²	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	No	N/A
National law on driving time and rest periods for professional drivers ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	1	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	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 ²			
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) ²	National (2030)	N/A	
Available types of enforcement	Manual		
Legislation on drink driving ²			
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) ²	National (2030)	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 ²	–		
Presence of targets to reduce distracted driving nationally (year) ²	–	N/A	
Legislation on helmets for motorcycle riders ²			
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 ²	No		
Presence of targets to increase helmet use (year)	Yes, national (2022)	N/A	
Helmet wearing rate ² (Driver; Passenger)	–	N/A	
Minimum age/height children are allowed as passengers	No	N/A	
Legislation on seat-belts for motor vehicle occupants ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Not all		
Presence of targets to increase seat belt use (year) ²	Yes, national (2022)	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A	
Legislation on child restraint systems ²			
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	Yes	N/A	
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A	
Seat belt and child-restraint systems use ²	No	N/A	
Powered 2- and 3- wheeler helmet use ²	No	N/A	
Mobile phone use while driving ²	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.

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 ¹	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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

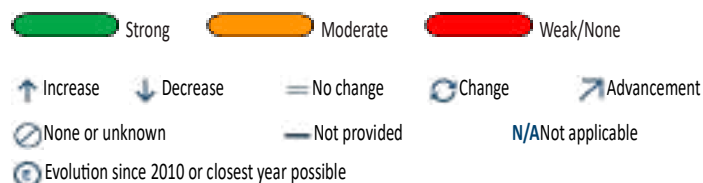
Total registered vehicles [rate per 100 000 pop] (year)	59 239 [1 140.7] (2021)	
Four-wheel vehicles	41 397	
Powered 2- and 3-wheelers	9 247	
Heavy trucks	2 360	
Buses	1 739	
Other	–	N/A
Legislation on periodic vehicle technical inspection ²	No	N/A
National laws on front and side impact protection	No	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 ²	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 ²	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 ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	2	N/A
Presence of national lead agency to implement national road safety strategy ²	No	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²			
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) ²	No	N/A	
Available types of enforcement	Manual		
Legislation on drink driving ²			
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) ²	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 ²	–		
Presence of targets to reduce distracted driving nationally (year) ²	No	N/A	
Legislation on helmets for motorcycle riders ²			
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 ²	No		
Presence of targets to increase helmet use (year)	No	N/A	
Helmet wearing rate ² (Driver; Passenger)	–	N/A	
Minimum age/height children are allowed as passengers	No	N/A	
Legislation on seat-belts for motor vehicle occupants ²			
National seat-belt law	No		
Legislation applies to front and rear seat occupants	–		
Presence of targets to increase seat belt use (year) ²	No	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A	
Legislation on child restraint systems ²			
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 ²	Yes	N/A	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	No	N/A	
Seat belt and child-restraint systems use ²	No	N/A	
Powered 2- and 3-wheeler helmet use ²	No	N/A	
Mobile phone use while driving ²	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)	–	N/A
Reported fatalities user distribution ¹	75%; 2%; 21%; 2%; 0%	N/A
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)	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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)	298 180 [4 427.1] (2021)	N/A
Four-wheel vehicles	–	N/A
Powered 2- and 3-wheelers	842	N/A
Heavy trucks	24 291	N/A
Buses	4 543	N/A
Other	–	N/A
Legislation on periodic vehicle technical inspection ²	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 ²	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	No	N/A
National good Samaritan law	–§	N/A
National emergency care access number	No	
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 ²	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 ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	0	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	N/A
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²			
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	N/A	
Presence of targets to reduce speeds nationally (year) ²	–	N/A	
Available types of enforcement	Manual and automated		
Legislation on drink driving ²			
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) ²	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 ²	–		
Presence of targets to reduce distracted driving nationally (year) ²	–	N/A	
Legislation on helmets for motorcycle riders ²			
National motorcycle helmet law	Yes		
Legislation requires helmet fastening	No		
Legislation applies to:	–	N/A	
Legislation applies to all road types	Yes		
Legislation applies to all engine types	Yes		
Legislation refers to and/or specifies helmet standard ²	No		
Presence of targets to increase helmet use (year)	–	N/A	
Helmet wearing rate ² (Driver; Passenger)	–	N/A	
Minimum age/height children are allowed as passengers	No	N/A	
Legislation on seat-belts for motor vehicle occupants ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Yes		
Presence of targets to increase seat belt use (year) ²	–	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A	
Legislation on child restraint systems ²			
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 ²	Yes	N/A	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	No	N/A	
Seat belt and child-restraint systems use ²	No	N/A	
Powered 2- and 3- wheeler helmet use ²	No	N/A	
Mobile phone use while driving ²	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.

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 ¹	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 ²	–†	N/A
Presence of systematic approaches to assess/audit new roads ²	–	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

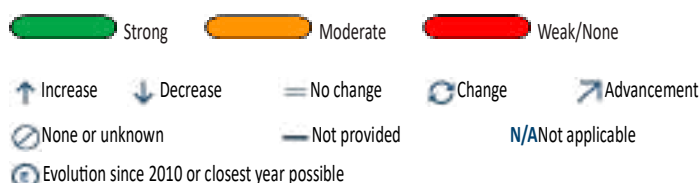
Total registered vehicles [rate per 100 000 pop] (year)	1 859 480 [66 728.1] (2021)	↑
Four-wheel vehicles	–	↓
Powered 2- and 3-wheelers	–	N/A
Heavy trucks	–	↓
Buses	–	↓
Other	–	↑
Legislation on periodic vehicle technical inspection ²	Yes†	N/A
National laws on front and side impact protection	Yes††	N/A
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 ²	–	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 ²	–	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 ²	Yes†	N/A
Adherence to one or more of the 7 UN road safety conventions ²	7	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	==
Presence of agencies that coordinate pre-hospital and emergency medical services ²	–	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²			==
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) ²	–		N/A
Available types of enforcement	–		N/A
Legislation on drink driving ²			==
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) ²	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 ²	Hand held		==
Presence of targets to reduce distracted driving nationally (year) ²	–		N/A
Legislation on helmets for motorcycle riders ²			==
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 ²	Not†		==
Presence of targets to increase helmet use (year)	–		N/A
Helmet wearing rate ² (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 ²			==
National seat-belt law	Yes		==
Legislation applies to front and rear seat occupants	Yes		==
Presence of targets to increase seat belt use (year) ²	–		N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	98%; 98%; 62%		N/A
Legislation on child restraint systems ²			==
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
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 ²	–		N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	–		N/A
Seat belt and child-restraint systems use ²	–		N/A
Powered 2- and 3- wheeler helmet use ²	–		N/A
Mobile phone use while driving ²	–		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)	–	N/A
Reported fatalities user distribution ¹	53%; 47%; 0%	N/A
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)	–	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 ²	–†	N/A
Presence of systematic approaches to assess/audit new roads ²	–	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)	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	–	N/A
Legislation on periodic vehicle technical inspection ²	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 ²	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	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 ²	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 ²	Yes†	N/A
Adherence to one or more of the 7 UN road safety conventions ²	7	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	–	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 ²			
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) ²	No	N/A	
Available types of enforcement	Manual		
Legislation on drink driving ²			
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) ²	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 ²	Hand held		
Presence of targets to reduce distracted driving nationally (year) ²	National	N/A	
Legislation on helmets for motorcycle riders ²			
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 ²	Yes†‡		
Presence of targets to increase helmet use (year)	No	N/A	
Helmet wearing rate ² (Driver; Passenger)	–	N/A	
Minimum age/height children are allowed as passengers	Yes (12 y / Reach footrest)	N/A	
Legislation on seat-belts for motor vehicle occupants ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Yes		
Presence of targets to increase seat belt use (year) ²	Yes, national	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A	
Legislation on child restraint systems ²			
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	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 ²	Yes	N/A	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A	
Seat belt and child-restraint systems use ²	–	N/A	
Powered 2- and 3- wheeler helmet use ²	Yes	N/A	
Mobile phone use while driving ²	Yes	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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	–	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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.

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 ¹	31%; 3%; 50%; 16%; 0%	N/A
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 ²	–	N/A
Presence of systematic approaches to assess/audit new roads ²	–	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 ²	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 ²	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 ²	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 ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	1	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	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 ²			
National law setting a speed limit	Yes		
Maximum urban speed limit	50 km/h		
Maximum rural speed limit	–		
Maximum motorway speed limit	–	N/A	
Local authorities can modify limits	Yes		
Presence of targets to reduce speeds nationally (year) ²	–	N/A	
Available types of enforcement	–	N/A	
Legislation on drink driving ²			
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) ²	–	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 ²	Hand held		
Presence of targets to reduce distracted driving nationally (year) ²	–	N/A	
Legislation on helmets for motorcycle riders ²			
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 ²	Yes		
Presence of targets to increase helmet use (year)	–	N/A	
Helmet wearing rate ² (Driver; Passenger)	–	N/A	
Minimum age/height children are allowed as passengers	No	N/A	
Legislation on seat-belts for motor vehicle occupants ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Not all		
Presence of targets to increase seat belt use (year) ²	–	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A	
Legislation on child restraint systems ²			
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	
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 ²	Yes	N/A	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A	
Seat belt and child-restraint systems use ²	–	N/A	
Powered 2- and 3- wheeler helmet use ²	–	N/A	
Mobile phone use while driving ²	–	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 ¹	–	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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

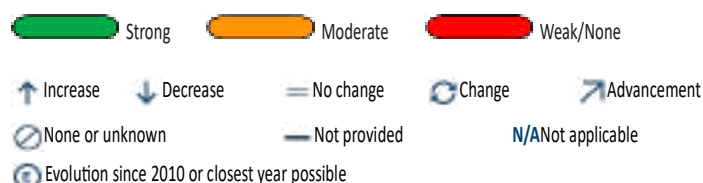
Total registered vehicles [rate per 100 000 pop] (year)	- (2021)	N/A
Four-wheel vehicles	–	
Powered 2- and 3-wheelers	–	
Heavy trucks	–	
Buses	–	
Other	–	
Legislation on periodic vehicle technical inspection ²	Yes	N/A
National laws on front and side impact protection	No	N/A
National laws on seat-belt 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 ²	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 ²	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 ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	1	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²			
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) ²	National (2025)		N/A
Available types of enforcement	Manual		
Legislation on drink driving ²			
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) ²	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 ²	Hand held		
Presence of targets to reduce distracted driving nationally (year) ²	National (2030)		N/A
Legislation on helmets for motorcycle riders ²			
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 ²	No		
Presence of targets to increase helmet use (year)	Yes, national (2025)		N/A
Helmet wearing rate ² (Driver; Passenger)	–		N/A
Minimum age/height children are allowed as passengers	No		N/A
Legislation on seat-belts for motor vehicle occupants ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Not all		
Presence of targets to increase seat belt use (year) ²	Yes, national (2025)		N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	24%; 24%		N/A
Legislation on child restraint systems ²			
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	Partially		N/A
Speeding violations and speeding related injuries and fatalities ²	Yes		N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes		N/A
Seat belt and child-restraint systems use ²	Yes		N/A
Powered 2- and 3- wheeler helmet use ²	Yes		N/A
Mobile phone use while driving ²	Yes		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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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

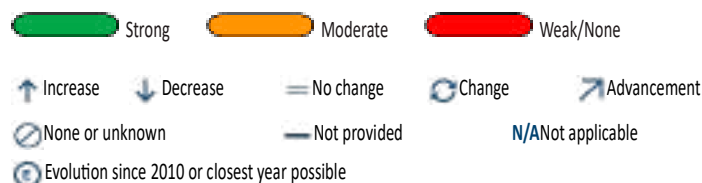
Population:
33 573 874

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 ¹	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 ²	Yes	N/A	
Presence of systematic approaches to assess/audit new roads ²	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 ²	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 ²	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 ²	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 ²	-§	N/A	
Adherence to one or more of the 7 UN road safety conventions ²	3	N/A	
Presence of national lead agency to implement national road safety strategy ²	Yes		
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A	
ROAD USER BEHAVIOUR			
Legislation on urban speed limits for passenger cars and motorcycles ²			
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) ²	National (2030)	N/A	
Available types of enforcement	Manual		
Legislation on drink driving 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	Yes		
Presence of targets to reduce driving after drinking nationally (year) ²	National (2030)	N/A	
Testing carried out in case of fatal crash	Yes, all drivers are tested		
Legislation on drug driving			
Legislation on distracted driving (mobile phones)			
Ban on mobile phone use ²	Hand held		
Presence of targets to reduce distracted driving nationally (year) ²	National (2030)	N/A	
Legislation on helmets for motorcycle riders ²			
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 ²	Yes†		
Presence of targets to increase helmet use (year)	Yes, national (2030)	N/A	
Helmet wearing rate ² (Driver; Passenger)	-	N/A	
Minimum age/height children are allowed as passengers	No	N/A	
Legislation on seat-belts for motor vehicle occupants ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Not all		
Presence of targets to increase seat belt use (year) ²	Yes, national (2030)	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	-	N/A	
Legislation on child restraint systems ²			
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 ²	Yes	N/A	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A	
Seat belt and child-restraint systems use ²	No	N/A	
Powered 2- and 3- wheeler helmet use ²	Yes	N/A	
Mobile phone use while driving ²	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 ¹	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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

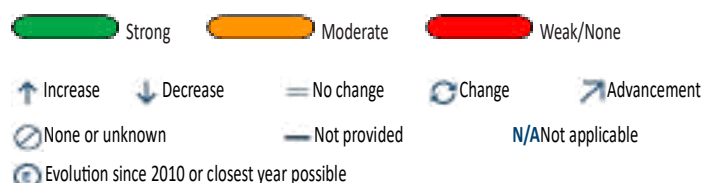
Total registered vehicles [rate per 100 000 pop] (year)	94 210 [18 066.7] (2021)	
Four-wheel vehicles	12 070	
Powered 2- and 3-wheelers	82 140	
Heavy trucks	–	N/A
Buses	–	N/A
Other	–	N/A
Legislation on periodic vehicle technical inspection ²	–	N/A
National laws on front and side impact protection	No§	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 ²	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	–§	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 ²	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 ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	2	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²			
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) ²	National (2024)	N/A	
Available types of enforcement	Manual		
Legislation on drink driving ²			
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) ²	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 ²	Hand held		
Presence of targets to reduce distracted driving nationally (year) ²	National (2023)	N/A	
Legislation on helmets for motorcycle riders ²			
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 ²	No		
Presence of targets to increase helmet use (year)	Yes, national	N/A	
Helmet wearing rate ² (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 ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Yes		
Presence of targets to increase seat belt use (year) ²	Yes, national (2023)	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A	
Legislation on child restraint systems ²			
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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	No	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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 ¹	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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

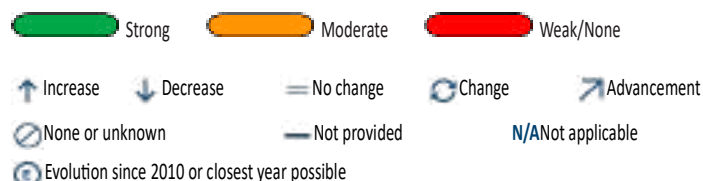
Total registered vehicles [rate per 100 000 pop] (year)	– (2021)	N/A
Four-wheel vehicles	–	N/A
Powered 2- and 3-wheelers	–	N/A
Heavy trucks	–	N/A
Buses	–	N/A
Other	–	N/A
Legislation on periodic vehicle technical inspection ²	Yes	N/A
National laws on front and side impact protection	No	N/A
National laws 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 ²	–	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 mn 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 ²	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 ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	1	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²				
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) ²	National (2030)	N/A		
Available types of enforcement	Manual			
Legislation on drink driving ²				
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) ²	–	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)				
Ban on mobile phone use ²	Hand held			
Presence of targets to reduce distracted driving nationally (year) ²	National (2030)	N/A		
Legislation on helmets for motorcycle riders ²				
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 ²	Yes			
Presence of targets to increase helmet use (year)	Yes, national (2030)	N/A		
Helmet wearing rate ² (Driver; Passenger)	14%	N/A		
Minimum age/height children are allowed as passengers	No	N/A		
Legislation on seat-belts for motor vehicle occupants ²				
National seat-belt law	Yes			
Legislation applies to front and rear seat occupants	–			
Presence of targets to increase seat belt use (year) ²	Yes, national (2030)	N/A		
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	50%; 20%			
Legislation on child restraint systems ²				
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 ²	Yes	N/A		
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A		
Seat belt and child-restraint systems use ²	No	N/A		
Powered 2- and 3- wheeler helmet use ²	No	N/A		
Mobile phone use while driving ²	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%	N/A
Reported fatalities user distribution ¹	33%; 22%; 44%; 0%; 0%	N/A
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)	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 ²	–	N/A
Presence of systematic approaches to assess/audit new roads ²	–	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)	(2050)	N/A
Investments to upgrade high risk locations	–	N/A

SAFE VEHICLES

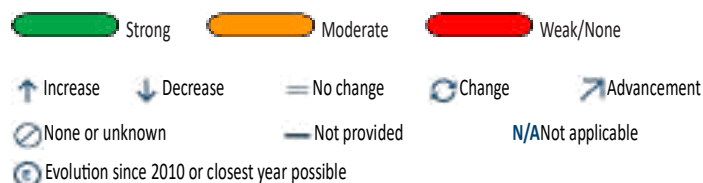
Total registered vehicles [rate per 100 000 pop] (year)	–	N/A
Four-wheel vehicles	–	N/A
Powered 2- and 3-wheelers	–	N/A
Heavy trucks	–	N/A
Buses	–	N/A
Other	–	N/A
Legislation on periodic vehicle technical inspection ²	Yes†	N/A
National laws on front and side impact protection	Yes††	N/A
National laws 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 ²	–	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 ²	–	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 ²	Yes†	N/A
Adherence to one or more of the 7 UN road safety conventions ²	3	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	==
Presence of agencies that coordinate pre-hospital and emergency medical services ²	–	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles²			==
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) ²	–	N/A	
Available types of enforcement	Manual	==	
Legislation on drink driving²			
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) ²	–	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 ²	Hand held	==	
Presence of targets to reduce distracted driving nationally (year) ²	–	N/A	
Legislation on helmets for motorcycle riders²			==
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 ²	Not †	==	
Presence of targets to increase helmet use (year)	–	N/A	
Helmet wearing rate ² (Driver; Passenger)	100%; 100%	N/A	
Minimum age/height children are allowed as passengers	No	N/A	
Legislation on seat-belts for motor vehicle occupants²			==
National seat-belt law	Yes	==	
Legislation applies to front and rear seat occupants	Yes	==	
Presence of targets to increase seat belt use (year) ²	–	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A	
Legislation on child restraint systems²			==
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 ²	Yes	N/A	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	No	N/A	
Seat belt and child-restraint systems use ²	No	N/A	
Powered 2- and 3- wheeler helmet use ²	No	N/A	
Mobile phone use while driving ²	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 ¹	–	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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 ²	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 ²	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 ²	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 ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	0	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	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 ²			
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) ²	National (2023)		N/A
Available types of enforcement	–		N/A
Legislation on drink driving ²			
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) ²	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 ²	Hand held; Hand free		
Presence of targets to reduce distracted driving nationally (year) ²	No		N/A
Legislation on helmets for motorcycle riders ²			
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 ²	No		
Presence of targets to increase helmet use (year)	Yes, national		N/A
Helmet wearing rate ² (Driver; Passenger)	–		N/A
Minimum age/height children are allowed as passengers	No		N/A
Legislation on seat-belts for motor vehicle occupants ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Not all		
Presence of targets to increase seat belt use (year) ²	Yes, national		N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–		N/A
Legislation on child restraint systems ²			
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
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 ²	Yes		N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes		N/A
Seat belt and child-restraint systems use ²	No		N/A
Powered 2- and 3- wheeler helmet use ²	Yes		N/A
Mobile phone use while driving ²	Yes		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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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)	–	N/A
Reported fatalities user distribution ¹	17%; 46%; 31%; 7%; 0%	N/A
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)	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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)	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	–	N/A
Legislation on periodic vehicle technical inspection ²	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 ²	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	📈
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 strategy²	Yes	=
Fatality reduction target (year)	50%	🔄
Non fatal reduction target (year)	50%	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 ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	0	N/A
Presence of national lead agency to implement national road safety strategy²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	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 motorcycles²		=
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	N/A
Presence of targets to reduce speeds nationally (year) ²	National	N/A
Available types of enforcement	Manual	=
Legislation on drink driving²		=
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) ²	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 ²	Hand held; Hand free	=
Presence of targets to reduce distracted driving nationally (year) ²	National	N/A
Legislation on helmets for motorcycle riders²		=
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 ²	Yes	=
Presence of targets to increase helmet use (year)	Yes, national	N/A
Helmet wearing rate ² (Driver; Passenger)	95%; 95%	N/A
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants²		=
National seat-belt law	Yes	=
Legislation applies to front and rear seat occupants	Yes	=
Presence of targets to increase seat belt use (year) ²	Yes, national	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	95%; 100%; 10%	N/A
Legislation on child restraint systems²		=
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	No	N/A
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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.

Mexico

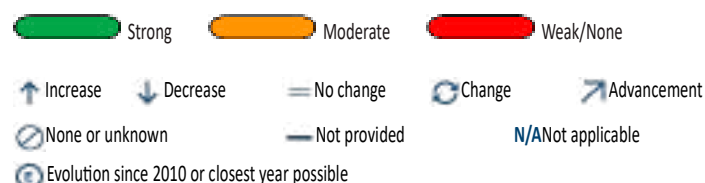
Population:
126 705 138 

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 ¹	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 ²	Yes	N/A	
Presence of systematic approaches to assess/audit new roads ²	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 ²	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 ²	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 ²	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 ²	Yes	N/A	
Adherence to one or more of the 7 UN road safety conventions ²	0	N/A	
Presence of national lead agency to implement national road safety strategy ²	Yes		
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A	



ROAD USER BEHAVIOUR			
Legislation on urban speed limits for passenger cars and motorcycles ²			
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) ²	Subnational (2024)	N/A	
Available types of enforcement	Manual		
Legislation on drink driving ²			
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) ²	National (2024)	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)			
Ban on mobile phone use ²	Hand held		
Presence of targets to reduce distracted driving nationally (year) ²	No	N/A	
Legislation on helmets for motorcycle riders ²			
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 ²	Yes		
Presence of targets to increase helmet use (year)	No	N/A	
Helmet wearing rate ² (Driver; Passenger)	–	N/A	
Minimum age/height children are allowed as passengers	No	N/A	
Legislation on seat-belts for motor vehicle occupants ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Not all		
Presence of targets to increase seat belt use (year) ²	No	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A	
Legislation on child restraint systems ²			
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 ²	Yes	N/A	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A	
Seat belt and child-restraint systems use ²	No	N/A	
Powered 2- and 3-wheeler helmet use ²	No	N/A	
Mobile phone use while driving ²	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%	N/A
Reported fatalities user distribution ¹	66%; 0%; 34%; 1%; 0%	N/A
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)	–	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 ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	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)	1 234 701 [36 881.2] (2021)	
Four-wheel vehicles	1 093 500	N/A
Powered 2- and 3-wheelers	71 677	N/A
Heavy trucks	225 539	N/A
Buses	34 073	N/A
Other	–	N/A
Legislation on periodic vehicle technical inspection ²	–	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 ²	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)	15 mn in at least 40% crashes (2023)	N/A

INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	
National road safety strategy ²	Yes	
Fatality reduction target (year)	50% (2023)	
Non fatal reduction target (year)	50% (2023)	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 ²	–§	N/A
Adherence to one or more of the 7 UN road safety conventions ²	2	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	–	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²			
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		N/A
Presence of targets to reduce speeds nationally (year) ²	National		N/A
Available types of enforcement	Manual		
Legislation on drink driving ²			
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) ²	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 ²	Hand held		
Presence of targets to reduce distracted driving nationally (year) ²	National (2023)		N/A
Legislation on helmets for motorcycle riders ²			
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 ²	No		
Presence of targets to increase helmet use (year)	Yes, national (2023)		N/A
Helmet wearing rate ² (Driver; Passenger)	–		N/A
Minimum age/height children are allowed as passengers	No		N/A
Legislation on seat-belts for motor vehicle occupants ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Yes		
Presence of targets to increase seat belt use (year) ²	Yes, national (2023)		N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	30%; 55%; 24%		N/A
Legislation on child restraint systems ²			
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)		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 ²	Yes		N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes		N/A
Seat belt and child-restraint systems use ²	Yes		N/A
Powered 2- and 3- wheeler helmet use ²	Yes		N/A
Mobile phone use while driving ²	Yes		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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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.

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 ¹	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 ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	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

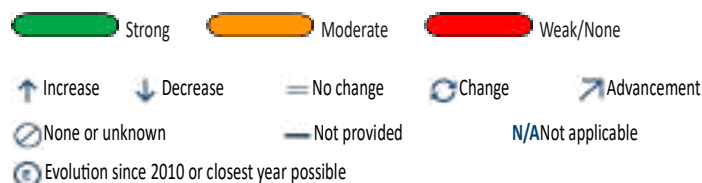
Total registered vehicles [rate per 100 000 pop] (year)	254 409 [40 520.1] (2021)	↑
Four-wheel vehicles	221 768	↑
Powered 2- and 3-wheelers	6 261	↑
Heavy trucks	18 981	↑
Buses	1 225	↑
Other	6 174	↑
Legislation on periodic vehicle technical inspection ²	Yes	N/A
National laws on front and side impact protection	–	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 ²	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	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 ²	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 ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	5	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	==
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²			==
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) ²	National		N/A
Available types of enforcement	Manual		📈
Legislation on drink driving ²			📈
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) ²	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 ²	Hand held; Hand free		==
Presence of targets to reduce distracted driving nationally (year) ²	National		N/A
Legislation on helmets for motorcycle riders ²			==
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 ²	Yes†		==
Presence of targets to increase helmet use (year)	No		N/A
Helmet wearing rate ² (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 ²			==
National seat-belt law	Yes		==
Legislation applies to front and rear seat occupants	Yes		==
Presence of targets to increase seat belt use (year) ²	No		N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	79%		N/A
Legislation on child restraint systems ²			==
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 ²	Yes		N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes		N/A
Seat belt and child-restraint systems use ²	Yes		N/A
Powered 2- and 3- wheeler helmet use ²	Yes		N/A
Mobile phone use while driving ²	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 ¹	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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

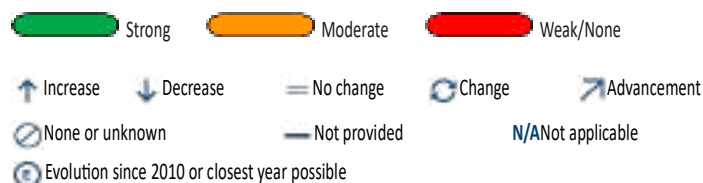
Total registered vehicles [rate per 100 000 pop] (year)	6 574 280 [17 731.6] (2021)	
Four-wheel vehicles	2 663 078	
Powered 2- and 3-wheelers	2 115 896	
Heavy trucks	205 624	
Buses	13 984	
Other	116 872	
Legislation on periodic vehicle technical inspection ²	Yes	N/A
National laws on front and side impact 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 ²	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 ²	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 ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	4	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	No	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²		
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) ²	National	N/A
Available types of enforcement	Manual	
Legislation on drink driving ²		
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) ²	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 ²	Hand held	
Presence of targets to reduce distracted driving nationally (year) ²	No	N/A
Legislation on helmets for motorcycle riders ²		
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 ²	Yes	
Presence of targets to increase helmet use (year)	Yes, national	N/A
Helmet wearing rate ² (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 ²		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Not all	
Presence of targets to increase seat belt use (year) ²	Yes, national	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	64%; 60%	N/A
Legislation on child restraint systems ²		
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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	No	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	No	N/A
Mobile phone use while driving ²	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 ¹	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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 ²	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 ²	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 ²	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 ²	–§	N/A
Adherence to one or more of the 7 UN road safety conventions ²	0	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	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 ²			
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) ²	National (2025)		N/A
Available types of enforcement	Manual		
Legislation on drink driving ²			
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) ²	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 ²	Hand held		
Presence of targets to reduce distracted driving nationally (year) ²	National (2025)		N/A
Legislation on helmets for motorcycle riders ²			
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 ²	No		
Presence of targets to increase helmet use (year)	Yes, national (2025)		N/A
Helmet wearing rate ² (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 ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Yes		
Presence of targets to increase seat belt use (year) ²	Yes, national (2025)		N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–		N/A
Legislation on child restraint systems ²			
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 ²	Yes		N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes		N/A
Seat belt and child-restraint systems use ²	Yes		N/A
Powered 2- and 3- wheeler helmet use ²	Yes		N/A
Mobile phone use while driving ²	Yes		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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3-wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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%	N/A
Reported fatalities user distribution ¹	11%; 47%; 12%; 3%; 27%	N/A
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)	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 ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	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

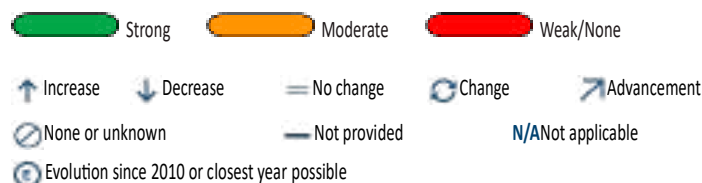
Total registered vehicles [rate per 100 000 pop] (year)	7 562 508 [14 057.2] (2021)	↑
Four-wheel vehicles	596 252	↑
Powered 2- and 3-wheelers	6 243 041	↑
Heavy trucks	53 241	↓
Buses	29 193	↑
Other	106 560	↑
Legislation on periodic vehicle technical inspection ²	–	N/A
National laws on front and side impact protection	–	N/A
National laws on seat-belt and seat-belt anchorages	Yes	N/A
National law on electronic stability control	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 ²	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 ²	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 ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	2	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²			=
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	–	N/A	
Local authorities can modify limits	No	N/A	
Presence of targets to reduce speeds nationally (year) ²	National (2030)	N/A	
Available types of enforcement	Manual and automated		=
Legislation on drink driving ²			*
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) ²	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 ²	–		=
Presence of targets to reduce distracted driving nationally (year) ²	National (2030)	N/A	
Legislation on helmets for motorcycle riders ²			📈
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 ²	Yes	📈	
Presence of targets to increase helmet use (year)	Yes, national (2030)	N/A	
Helmet wearing rate ² (Driver; Passenger)	–	N/A	
Minimum age/height children are allowed as passengers	Yes (Reach footrest)	N/A	
Legislation on seat-belts for motor vehicle occupants ²			📈
National seat-belt law	Yes	🔄	
Legislation applies to front and rear seat occupants	Yes	🔄	
Presence of targets to increase seat belt use (year) ²	Yes, national (2030)	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A	
Legislation on child restraint systems ²			📈
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)	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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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.

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%	N/A
Reported fatalities user distribution ¹	65%; 0%; 33%; 1%; 1%	N/A
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)	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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)	401 476 [15 867.7] (2021)	
Four-wheel vehicles	346 978	
Powered 2- and 3-wheelers	–	N/A
Heavy trucks	19 899	
Buses	5 405	
Other	24 041	
Legislation on periodic vehicle technical inspection ²	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 ²	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)	90% reduction (2030)	N/A

INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy ²	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	No	N/A
National law on driving time and rest periods for professional drivers ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	1	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	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 ²			
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		N/A
Presence of targets to reduce speeds nationally (year) ²	National		N/A
Available types of enforcement	Speed limiters		
Legislation on drink driving ²			
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) ²	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 ²	Hand held		
Presence of targets to reduce distracted driving nationally (year) ²	National (2030)		N/A
Legislation on helmets for motorcycle riders ²			
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 ²	No		
Presence of targets to increase helmet use (year)	Yes, national (2030)		N/A
Helmet wearing rate ² (Driver; Passenger)	–		N/A
Minimum age/height children are allowed as passengers	No		N/A
Legislation on seat-belts for motor vehicle occupants ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Yes		
Presence of targets to increase seat belt use (year) ²	Yes, national (2030)		N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–		N/A
Legislation on child restraint systems ²			
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)		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 ²	Yes		N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes		N/A
Seat belt and child-restraint systems use ²	No		N/A
Powered 2- and 3- wheeler helmet use ²	Yes		N/A
Mobile phone use while driving ²	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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3-wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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.

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%	N/A
Reported fatalities user distribution ¹	35%; 34%; 23%; 4%; 5%	N/A
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)	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 ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	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 (2030)	N/A
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	–	N/A
Legislation on periodic vehicle technical inspection ²	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 ²	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)	–	N/A

INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	🔄
National road safety strategy ²	No	=
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 ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	0	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	🔄
Presence of agencies that coordinate pre-hospital and emergency medical services ²	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 ²			=
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) ²	National	N/A	
Available types of enforcement	Manual	🔄	
Legislation on drink driving ²			=
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) ²	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)		No	N/A
Ban on mobile phone use ²	–	=	
Presence of targets to reduce distracted driving nationally (year) ²	National	N/A	
Legislation on helmets for motorcycle riders ²			=
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 ²	No	=	
Presence of targets to increase helmet use (year)	Yes, national	N/A	
Helmet wearing rate ² (Driver; Passenger)	98%; <1%	N/A	
Minimum age/height children are allowed as passengers	No	N/A	
Legislation on seat-belts for motor vehicle occupants ²			=
National seat-belt law	Yes	=	
Legislation applies to front and rear seat occupants	Not all	=	
Presence of targets to increase seat belt use (year) ²	Yes, national	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A	
Legislation on child restraint systems ²			=
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 2B	=
Frequency and distribution of journeys by modal type	No	N/A
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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.

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 ¹	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 ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	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

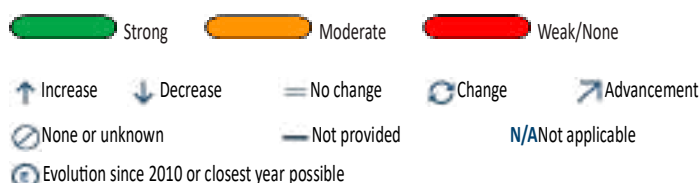
Total registered vehicles [rate per 100 000 pop] (year)	19 622 036 [112 115.1] (2021)	
Four-wheel vehicles	8 793 592	N/A
Powered 2- and 3-wheelers	3 261 297	
Heavy trucks	62 491	
Buses	9 277	
Other	–	N/A
Legislation on periodic vehicle technical inspection ²	Yes†‡	N/A
National laws on front and side 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 ²	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 ²	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 ²	Yes‡	N/A
Adherence to one or more of the 7 UN road safety conventions ²	7	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²			
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) ²	–	N/A	
Available types of enforcement	Manual		
Legislation on drink driving ²			
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) ²	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 ²	Hand held		
Presence of targets to reduce distracted driving nationally (year) ²	–	N/A	
Legislation on helmets for motorcycle riders ²			
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 ²	Yes†‡		
Presence of targets to increase helmet use (year)	–	N/A	
Helmet wearing rate ² (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 ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Yes		
Presence of targets to increase seat belt use (year) ²	–	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	95%	N/A	
Legislation on child restraint systems ²			
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	
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 ²	Yes	N/A	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A	
Seat belt and child-restraint systems use ²	Yes	N/A	
Powered 2- and 3- wheeler helmet use ²	Yes	N/A	
Mobile phone use while driving ²	Yes	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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3-wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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 ¹	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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

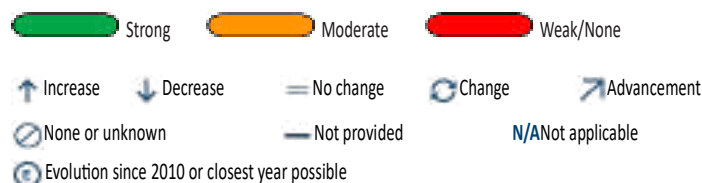
Total registered vehicles [rate per 100 000 pop] (year)	4 435 286 [86 462.4] (2021)	
Four-wheel vehicles	4 044 804	
Powered 2- and 3-wheelers	–	N/A
Heavy trucks	155 871	
Buses	11 417	
Other	35 036	
Legislation on periodic vehicle technical inspection ²	Yes	N/A
National laws on front and side impact protection	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	No†	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports ²	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 strategy²	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 ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	3	N/A
Presence of national lead agency to implement national road safety strategy²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles²		
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) ²	National (2030)	N/A
Available types of enforcement	Manual	
Legislation on drink driving²		
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) ²	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 ²	Hand held	
Presence of targets to reduce distracted driving nationally (year) ²	No	N/A
Legislation on helmets for motorcycle riders²		
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 ²	Yes†	
Presence of targets to increase helmet use (year)	No	N/A
Helmet wearing rate ² (Driver; Passenger)	–	N/A
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants²		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Yes	
Presence of targets to increase seat belt use (year) ²	Yes, national	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	97%; 96%; 92%	N/A
Legislation on child restraint systems²		
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

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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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%	N/A
Reported fatalities user distribution ¹	23%; 26%; 33%; 6%; 13%	N/A
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)	–	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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 (2000)	N/A
Investments to upgrade high risk locations	Yes	

SAFE VEHICLES

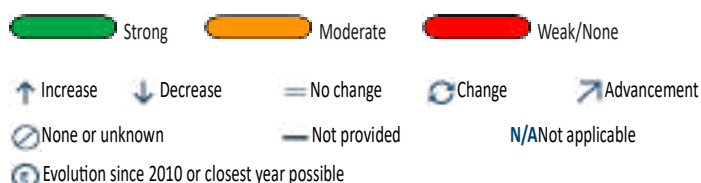
Total registered vehicles [rate per 100 000 pop] (year)	– (2021)	N/A
Four-wheel vehicles	–	
Powered 2- and 3-wheelers	–	
Heavy trucks	–	
Buses	–	
Other	–	N/A
Legislation on periodic vehicle technical inspection ²	Yes	N/A
National laws on front and side impact protection	No	N/A
National laws on seat-belt 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 ²	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	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)	(2017)	N/A

INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy ²	Yes	N/A
Fatality reduction target (year)	5% (2025)	
Non fatal reduction target (year)	10% (2025)	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 ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	0	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²			
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) ²	No		N/A
Available types of enforcement	Manual		
Legislation on drink driving 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	Yes		
Presence of targets to reduce driving after drinking nationally (year) ²	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 ²	Hand held		
Presence of targets to reduce distracted driving nationally (year) ²	National		N/A
Legislation on helmets for motorcycle riders ²			
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 ²	No		
Presence of targets to increase helmet use (year)	Yes, national (2022)		N/A
Helmet wearing rate ² (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 ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Not all		
Presence of targets to increase seat belt use (year) ²	Yes, national (2022)		N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	92%; 92%		N/A
Legislation on child restraint systems ²			
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)		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 ²	Yes		N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes		N/A
Seat belt and child-restraint systems use ²	Yes		N/A
Powered 2- and 3- wheeler helmet use ²	Yes		N/A
Mobile phone use while driving ²	Yes		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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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.

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)	–	N/A
Reported fatalities user distribution ¹	67%; 0%; 33%; 0%; 0%	N/A
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)	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 ²	No	N/A
Presence of systematic approaches to assess/audit new roads ²	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	–	
Powered 2- and 3-wheelers	–	N/A
Heavy trucks	–	
Buses	–	
Other	–	N/A
Legislation on periodic vehicle technical inspection ²	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 ²	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	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 ²	Yes	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 ²	–§	N/A
Adherence to one or more of the 7 UN road safety conventions ²	2	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	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 ²				
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) ²	National		N/A	
Available types of enforcement	Speed limiters			
Legislation on drink driving ²				
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) ²	–		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 ²	Hand held; Hand free			
Presence of targets to reduce distracted driving nationally (year) ²	–		N/A	
Legislation on helmets for motorcycle riders ²				
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 ²	Yes			
Presence of targets to increase helmet use (year)	Yes, national		N/A	
Helmet wearing rate ² (Driver; Passenger)	–		N/A	
Minimum age/height children are allowed as passengers	No		N/A	
Legislation on seat-belts for motor vehicle occupants ²				
National seat-belt law	Yes			
Legislation applies to front and rear seat occupants	Yes			
Presence of targets to increase seat belt use (year) ²	Yes, national		N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–		N/A	
Legislation on child restraint systems ²				
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	
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 ²	–		N/A	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	–		N/A	
Seat belt and child-restraint systems use ²	–		N/A	
Powered 2- and 3- wheeler helmet use ²	–		N/A	
Mobile phone use while driving ²	–		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.

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%	N/A	
Reported fatalities user distribution ¹	–	N/A	
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)	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 ²	Yes	N/A	
Presence of systematic approaches to assess/audit new roads ²	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)	15 189 136 [7 117.6] (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 ²	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 ²	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)	15 mn (2030)	N/A	
INSTITUTIONAL FRAMEWORK			
Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national		
National road safety strategy ²	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 ²	Yes	N/A	
Adherence to one or more of the 7 UN road safety conventions ²	7	N/A	
Presence of national lead agency to implement national road safety strategy ²	Yes		
Presence of agencies that coordinate pre-hospital and emergency medical services ²	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 ²			
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) ²	National (2030)	N/A	
Available types of enforcement	Manual		
Legislation on drink driving ²			
National law on drink-driving	Yes		
BAC limit – general population	≤ 0.05 g/dl		
BAC limit – young or novice drivers	≤ 0.002 g/dl		
Random breath testing carried out	Yes		
Presence of targets to reduce driving after drinking nationally (year) ²	National (2030)	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 ²	Hand held; Hand free		
Presence of targets to reduce distracted driving nationally (year) ²	National (2030)	N/A	
Legislation on helmets for motorcycle riders ²			
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 ²	Yes†		
Presence of targets to increase helmet use (year)	Yes, national (2030)	N/A	
Helmet wearing rate ² (Driver; Passenger)	–	N/A	
Minimum age/height children are allowed as passengers	No	N/A	
Legislation on seat-belts for motor vehicle occupants ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Yes		
Presence of targets to increase seat belt use (year) ²	Yes, national (2030)	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	20%	N/A	
Legislation on child restraint systems ²			
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)	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 ²	Yes	N/A	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A	
Seat belt and child-restraint systems use ²	Yes	N/A	
Powered 2- and 3- wheeler helmet use ²	Yes	N/A	
Mobile phone use while driving ²	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.

Niue

Population:
1 937 

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 ¹	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 ²	No	N/A	
Presence of systematic approaches to assess/audit new roads ²	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 ²	–	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 ²	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 ²	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 ²	No	N/A	
Adherence to one or more of the 7 UN road safety conventions ²	0	N/A	
Presence of national lead agency to implement national road safety strategy ²	Yes		
Presence of agencies that coordinate pre-hospital and emergency medical services ²	–	N/A	
ROAD USER BEHAVIOUR			
Legislation on urban speed limits for passenger cars and motorcycles ²		§	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) ²	National	N/A	
Available types of enforcement	Manual		
Legislation on drink driving ²	–§	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) ²	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 ²	–	N/A	
Presence of targets to reduce distracted driving nationally (year) ²	No	N/A	
Legislation on helmets for motorcycle riders ²	–§	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 ²	No		
Presence of targets to increase helmet use (year)	No	N/A	
Helmet wearing rate ² (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 ²		§	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) ²	No	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	5%	N/A	
Legislation on child restraint systems ²	–§	N/A	
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 ²	Yes	N/A	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A	
Seat belt and child-restraint systems use ²	No	N/A	
Powered 2- and 3- wheeler helmet use ²	Yes	N/A	
Mobile phone use while driving ²	No	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

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 ¹	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 ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	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 ²	–	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 ²	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 ²	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 ²	–§	N/A
Adherence to one or more of the 7 UN road safety conventions ²	4	N/A
Presence of national lead agency to implement national road safety strategy ²	No	🔄
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²		🟡	↗
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) ²	National	N/A	
Available types of enforcement	Manual	↗	
Legislation on drink driving ²		🟢	=
National law on drink-driving	Yes	=	
BAC limit – general population	≤ 0.05 g/dl	=	
BAC limit – young or novice drivers	≤ 0.009 g/dl	=	
Random breath testing carried out	Yes	↗	
Presence of targets to reduce driving after drinking nationally (year) ²	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 ²	Hand held	=	
Presence of targets to reduce distracted driving nationally (year) ²	No	N/A	
Legislation on helmets for motorcycle riders ²		🟢	↗
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 ²	Yes†	↗	
Presence of targets to increase helmet use (year)	Yes, national	N/A	
Helmet wearing rate ² (Driver; Passenger)	–	N/A	
Minimum age/height children are allowed as passengers	No	N/A	
Legislation on seat-belts for motor vehicle occupants ²		🟢	=
National seat-belt law	Yes	=	
Legislation applies to front and rear seat occupants	Yes	=	
Presence of targets to increase seat belt use (year) ²	Yes, national	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A	
Legislation on child restraint systems ²		🟡	↗
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	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 ²	–	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3-wheeler helmet use ²	–	N/A
Mobile phone use while driving ²	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%	N/A
Reported fatalities user distribution ¹	52%; 19%; 11%; 4%; 14%	N/A
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)	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 ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	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 (2028)	N/A
Investments to upgrade high risk locations	–	N/A

SAFE VEHICLES

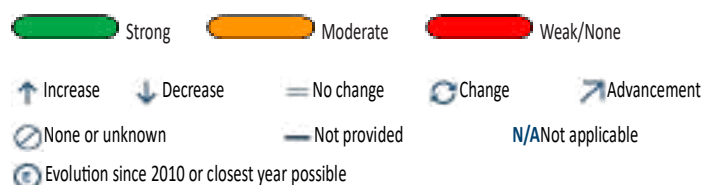
Total registered vehicles [rate per 100 000 pop] (year)	5 819 916 [107 716.0] (2021)	
Four-wheel vehicles	3 390 144	
Powered 2- and 3-wheelers	369 441	
Heavy trucks	69 931	
Buses	14 883	
Other	1 975 517	
Legislation on periodic vehicle technical inspection ²	Yes	N/A
National laws on front and side impact 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 ²	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	No	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 ²	Yes	
Fatality reduction target (year)	46% (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 ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	6	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²				
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) ²	No	N/A		
Available types of enforcement	Manual			
Legislation on drink driving ²				
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) ²	National (2026)	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 ²	Hand held			
Presence of targets to reduce distracted driving nationally (year) ²	No	N/A		
Legislation on helmets for motorcycle riders ²				
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 ²	Yes†			
Presence of targets to increase helmet use (year)	No	N/A		
Helmet wearing rate ² (Driver; Passenger)	100%			
Minimum age/height children are allowed as passengers	No	N/A		
Legislation on seat-belts for motor vehicle occupants ²				
National seat-belt law	Yes			
Legislation applies to front and rear seat occupants	Yes			
Presence of targets to increase seat belt use (year) ²	Yes, national (2026)	N/A		
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	97%; 97%			
Legislation on child restraint systems ²				
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	No	N/A
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	No	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	No	N/A
Mobile phone use while driving ²	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.

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%
Reported fatalities user distribution¹ 40%; 1%; 49%; 1%; 9%
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)
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 them² No
Presence of systematic approaches to assess/audit new roads² No
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) 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 inspection² Yes
Laws on front and side impact protection No
Laws on seat-belt and seat-belt anchorages No
Law on electronic stability control No
Law on pedestrian protection No
Law on anti-lock braking systems No
Government vehicle procurement practices include safety prerequisites Yes
Presence of high-quality safety standards for used-vehicle imports² Yes

POST-CRASH RESPONSE
Law on universal access to emergency care No
Law guaranteeing free-of-charge access to rehabilitative care for all injured No
Law guaranteeing free-of-charge access to psychological services to road crash victims and their families No
Good Samaritan law No
Emergency care access number Single number
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
Road safety strategy² Local
Fatality reduction target (year) 50% (2030)
Non fatal reduction target (year) 50% (2030)
Funding to implement strategy Not funded
Law mandating third-party liability insurance for powered vehicles Yes
Law on driving time and rest periods for professional drivers² Yes
Adherence to one or more of the 7 UN road safety conventions² 1
Presence of lead agency to implement road safety strategy² Yes
Presence of agencies that coordinate pre-hospital and emergency medical services² Yes

Legend for data visualization:
- Strong (Green bar)
- Moderate (Orange bar)
- Weak/None (Red bar)
- Increase (Up arrow)
- Decrease (Down arrow)
- No change (Horizontal line)
- Change (Circular arrow)
- Advancement (Upward arrow)
- None or unknown (Circle with slash)
- Not provided (Horizontal line with gap)
- N/A/Not applicable (Blue text)
- Evolution since 2010 or closest year possible (Target icon)

ROAD USER BEHAVIOUR
Legislation on urban speed limits for passenger cars and motorcycles²
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
Presence of targets to reduce speeds (year)² Local
Available types of enforcement Manual and automated
Legislation on drink driving²
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 (year)² Yes
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 use² Hand held
Presence of targets to reduce distracted driving (year)² Local (2030)
Legislation on helmets for motorcycle riders²
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 standard² Yes
Presence of targets to increase helmet use (year) Yes, local (2030)
Helmet wearing rate² (Driver; Passenger) -
Minimum age/height children are allowed as passengers No
Legislation on seat-belts for motor vehicle occupants²
Seat-belt law Yes
Legislation applies to front and rear seat occupants Yes
Presence of targets to increase seat belt use (year)² Yes, local (2030)
Seat-belt wearing rate² (Drivers; Front seat occupants; Rear seat occupants) -
Legislation on child restraint systems²
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
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 fatalities² Yes
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries² Yes
Seat belt and child-restraint systems use² Yes
Powered 2- and 3- wheeler helmet use² Yes
Mobile phone use while driving² 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
† 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%	N/A
Reported fatalities user distribution ¹	0%; 0%; 21%; 0%; 79%	N/A
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)	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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

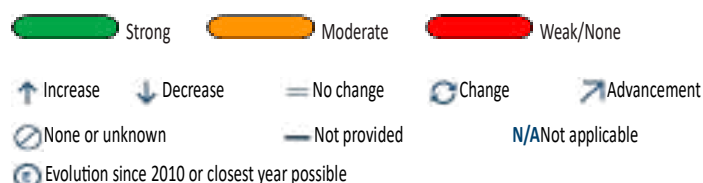
Total registered vehicles [rate per 100 000 pop] (year)	1 552 665 [34 347.4] (2021)	
Four-wheel vehicles	1 349 155	
Powered 2- and 3-wheelers	6 957	
Heavy trucks	48 738	
Buses	38 150	
Other	109 665	
Legislation on periodic vehicle technical inspection ²	Yes	N/A
National laws on front and side impact 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 ²	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 ²	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 ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	1	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²		
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) ²	National (2030)	N/A
Available types of enforcement	Manual	
Legislation on drink driving ²		
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) ²	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 ²	Hand held	
Presence of targets to reduce distracted driving nationally (year) ²	National (2030)	N/A
Legislation on helmets for motorcycle riders ²		
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 ²	No	
Presence of targets to increase helmet use (year)	Yes, national (2030)	N/A
Helmet wearing rate ² (Driver; Passenger)	–	N/A
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants ²		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Yes	
Presence of targets to increase seat belt use (year) ²	Yes, national (2030)	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	90%	N/A
Legislation on child restraint systems ²		
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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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 ¹	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 ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	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 ²	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	–†	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 ²	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 ²	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 ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	3	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, subnational	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 ²			
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) ²	No	N/A	
Available types of enforcement	Manual		
Legislation on drink driving ²			
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) ²	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 ²	Hand held		
Presence of targets to reduce distracted driving nationally (year) ²	National (2030)	N/A	
Legislation on helmets for motorcycle riders ²			
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 ²	No†		
Presence of targets to increase helmet use (year)	Yes, national (2030)	N/A	
Helmet wearing rate ² (Driver; Passenger)	–	N/A	
Minimum age/height children are allowed as passengers	No	N/A	
Legislation on seat-belts for motor vehicle occupants ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Not all		
Presence of targets to increase seat belt use (year) ²	Yes, national (2030)	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A	
Legislation on child restraint systems ²			
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	Partially	N/A	
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	No	N/A	
Seat belt and child-restraint systems use ²	No	N/A	
Powered 2- and 3- wheeler helmet use ²	No	N/A	
Mobile phone use while driving ²	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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	No	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	No	N/A
Mobile phone use while driving ²	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.

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 ¹	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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 ²	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 ²	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 ²	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 ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	0	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	==
Presence of agencies that coordinate pre-hospital and emergency medical services ²	–	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 ²			==
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) ²	No	N/A	
Available types of enforcement	Manual		🔄
Legislation on drink driving 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	No		==
Presence of targets to reduce driving after drinking nationally (year) ²	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 ²	Hand held; Hand free		==
Presence of targets to reduce distracted driving nationally (year) ²	No	N/A	
Legislation on helmets for motorcycle riders ²			==
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 ²	No		==
Presence of targets to increase helmet use (year)	Yes, national (2020)	N/A	
Helmet wearing rate ² (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 ²			==
National seat-belt law	Yes		==
Legislation applies to front and rear seat occupants	Yes		==
Presence of targets to increase seat belt use (year) ²	–	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	95%; 95%	N/A	
Legislation on child restraint systems ²			==
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	

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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	No	N/A
Mobile phone use while driving ²	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%	N/A
Reported fatalities user distribution ¹	14%; 61%; 16%; 1%; 9%	N/A
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)	–	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 ²	No	N/A
Presence of systematic approaches to assess/audit new roads ²	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

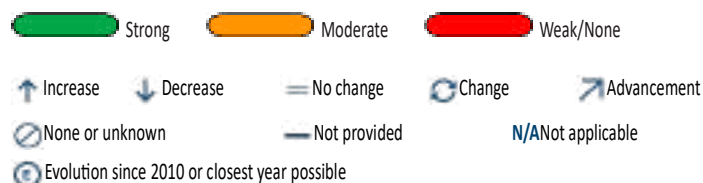
Total registered vehicles [rate per 100 000 pop] (year)	2 684 358 [40 042.3] (2021)	↑
Four-wheel vehicles	964 120	↑
Powered 2- and 3-wheelers	971 762	↑
Heavy trucks	85 331	↑
Buses	9 670	↑
Other	653 475	↑
Legislation on periodic vehicle technical inspection ²	No	N/A
National laws on front and side impact 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	–	N/A
Presence of high-quality safety standards for used-vehicle imports ²	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	No	🔄
National road safety strategy ²	Yes	=
Fatality reduction target (year)	30% (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	No	N/A
National law on driving time and rest periods for professional drivers ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	1	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²				=
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) ²	National (2030)			N/A
Available types of enforcement	Manual			🔄
Legislation on drink driving ²				=
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) ²	National (2030)			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	N/A
Ban on mobile phone use ²	Hand held; Hand free			=
Presence of targets to reduce distracted driving nationally (year) ²	National (2030)			N/A
Legislation on helmets for motorcycle riders ²				=
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 ²	Yes			=
Presence of targets to increase helmet use (year)	Yes, national (2030)			N/A
Helmet wearing rate ² (Driver; Passenger)	35%; 11%			N/A
Minimum age/height children are allowed as passengers	Yes (12 y)			N/A
Legislation on seat-belts for motor vehicle occupants ²				=
National seat-belt law	Yes			=
Legislation applies to front and rear seat occupants	Yes			=
Presence of targets to increase seat belt use (year) ²	Yes, national (2030)			N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	67%; 20%; 5%			N/A
Legislation on child restraint systems ²				=
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)			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 ²	Yes			N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes			N/A
Seat belt and child-restraint systems use ²	–			N/A
Powered 2- and 3-wheeler helmet use ²	Yes			N/A
Mobile phone use while driving ²	–			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.

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 ¹	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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 ²	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 ²	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 ²	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 ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	2	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	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 motorcycles²		
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) ²	National (2021)	N/A
Available types of enforcement	Manual	
Legislation on drink driving²		
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) ²	National (2021)	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 ²	Hand held	
Presence of targets to reduce distracted driving nationally (year) ²	National (2030)	N/A
Legislation on helmets for motorcycle riders²		
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 ²	No	
Presence of targets to increase helmet use (year)	Yes, national (2021)	N/A
Helmet wearing rate ² (Driver; Passenger)	–	N/A
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants²		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Yes	
Presence of targets to increase seat belt use (year) ²	Yes, national (2021)	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	58%; 16%; 0%	N/A
Legislation on child restraint systems²		
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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3- wheeler helmet use ²	No	N/A
Mobile phone use while driving ²	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 ¹	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 ²	Yes [†]	N/A
Presence of systematic approaches to assess/audit new roads ²	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 ²	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	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports ²	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	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 ²	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 ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	4	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	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 ²			
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) ²	National	N/A	
Available types of enforcement	Manual		
Legislation on drink driving 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) ²	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 ²	Hand held		
Presence of targets to reduce distracted driving nationally (year) ²	National	N/A	
Legislation on helmets for motorcycle riders ²			
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 ²	Yes		
Presence of targets to increase helmet use (year)	Yes, national	N/A	
Helmet wearing rate ² (Driver; Passenger)	–	N/A	
Minimum age/height children are allowed as passengers	No	N/A	
Legislation on seat-belts for motor vehicle occupants ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Yes		
Presence of targets to increase seat belt use (year) ²	Yes, national	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A	
Legislation on child restraint systems ²			
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 ²	Yes	N/A	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A	
Seat belt and child-restraint systems use ²	Yes	N/A	
Powered 2- and 3- wheeler helmet use ²	Yes	N/A	
Mobile phone use while driving ²	Yes	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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3-wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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%	N/A
Reported fatalities user distribution ¹	53%; 12%; 24%; 8%; 3%	N/A
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)	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 ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	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

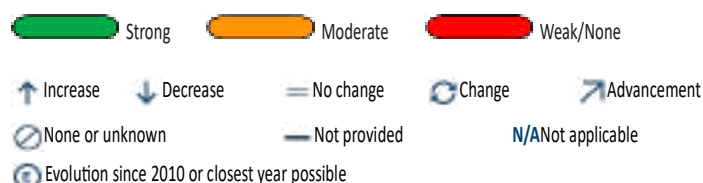
Total registered vehicles [rate per 100 000 pop] (year)	34 030 267 [88 834.0] (2021)	↑
Four-wheel vehicles	25 869 804	↑
Powered 2- and 3-wheelers	3 169 014	↑
Heavy trucks	535 346	↓
Buses	126 547	↑
Other	–	N/A
Legislation on periodic vehicle technical inspection ²	Yes†	N/A
National laws on front and side 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 ²	–	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)	(2030)	N/A

INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	–	N/A
National road safety strategy ²	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 ²	–†§	N/A
Adherence to one or more of the 7 UN road safety conventions ²	6	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	–	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²				=
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) ²	National (2030)			N/A
Available types of enforcement	Manual			🔄
Legislation on drink driving ²				=
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) ²	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 ²	Hand held			=
Presence of targets to reduce distracted driving nationally (year) ²	National (2030)			N/A
Legislation on helmets for motorcycle riders ²				=
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 ²	Yes†‡			=
Presence of targets to increase helmet use (year)	Yes, national (2030)			N/A
Helmet wearing rate ² (Driver; Passenger)	99%; 97%			↓
Minimum age/height children are allowed as passengers	No			N/A
Legislation on seat-belts for motor vehicle occupants ²				=
National seat-belt law	Yes			=
Legislation applies to front and rear seat occupants	Yes			=
Presence of targets to increase seat belt use (year) ²	Yes, national (2030)			N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	95%; 96%			N/A
Legislation on child restraint systems ²				🔄
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 (2030)			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 ²	Yes			N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes			N/A
Seat belt and child-restraint systems use ²	Yes			N/A
Powered 2- and 3- wheeler helmet use ²	Yes			N/A
Mobile phone use while driving ²	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.

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 ¹	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 ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	—	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 ²	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 ²	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)	(2030)	N/A

INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	🔄
National road safety strategy ²	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 ²	Yes‡	N/A
Adherence to one or more of the 7 UN road safety conventions ²	6	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	—
Presence of agencies that coordinate pre-hospital and emergency medical services ²	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 ²			↗
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) ²	National (2030)	N/A	
Available types of enforcement	Manual	↗	
Legislation on drink driving ²			—
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) ²	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 ²	Hand held	—	
Presence of targets to reduce distracted driving nationally (year) ²	National (2030)	N/A	
Legislation on helmets for motorcycle riders ²			—
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 ²	Yes†‡	—	
Presence of targets to increase helmet use (year)	Yes, national (2030)	N/A	
Helmet wearing rate ² (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 ²			—
National seat-belt law	Yes	—	
Legislation applies to front and rear seat occupants	Yes	—	
Presence of targets to increase seat belt use (year) ²	Yes, national (2030)	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	99%; 98%; 78%	N/A	
Legislation on child restraint systems ²			—
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)	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	N/A
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3-wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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.

BURDEN

Reported fatalities (year)	161 (2021)	↓
Reported fatalities sex distribution (Male; Female)	94%; 6%	N/A
Reported fatalities user distribution ¹	48%; 2%; 32%; 3%; 15%	N/A
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)	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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)	1 803 726 [67 097.0] (2021)	↑
Four-wheel vehicles	–	N/A
Powered 2- and 3-wheelers	34 441	↑
Heavy trucks	–	N/A
Buses	–	N/A
Other	–	N/A
Legislation on periodic vehicle technical inspection ²	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 ²	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)	7 mn	N/A

INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	=
National road safety strategy ²	Yes	N/A
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 ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	1	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	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 ²				=
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	N/A		
Presence of targets to reduce speeds nationally (year) ²	National (2030)	N/A		
Available types of enforcement	Automatic			=
Legislation on drink driving ²				*
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) ²	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 ²	Hand held			=
Presence of targets to reduce distracted driving nationally (year) ²	National (2030)	N/A		
Legislation on helmets for motorcycle riders ²				=
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 ²	No			=
Presence of targets to increase helmet use (year)	Yes, national (2030)	N/A		
Helmet wearing rate ² (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 ²				=
National seat-belt law	Yes			=
Legislation applies to front and rear seat occupants	Not all			=
Presence of targets to increase seat belt use (year) ²	Yes, national (2030)	N/A		
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	47%	N/A		
Legislation on child restraint systems ²				=
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 1	=
Frequency and distribution of journeys by modal type	Yes	N/A
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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 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 ¹	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 ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	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 ²	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 ²	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 ²	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 ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	3	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	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 ²			
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) ²	No		N/A
Available types of enforcement	Automatic		
Legislation on drink driving ²			
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) ²	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 ²	Hand held		
Presence of targets to reduce distracted driving nationally (year) ²	No		N/A
Legislation on helmets for motorcycle riders ²			
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 ²	Yes		
Presence of targets to increase helmet use (year)	No		N/A
Helmet wearing rate ² (Driver; Passenger)	93%		
Minimum age/height children are allowed as passengers	No		N/A
Legislation on seat-belts for motor vehicle occupants ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Yes		
Presence of targets to increase seat belt use (year) ²	No		N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	88%; 86%; 32%		N/A
Legislation on child restraint systems ²			
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
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 ²	Yes		N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes		N/A
Seat belt and child-restraint systems use ²	Yes		N/A
Powered 2- and 3- wheeler helmet use ²	Yes		N/A
Mobile phone use while driving ²	Yes		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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3-wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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 ¹	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 ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	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

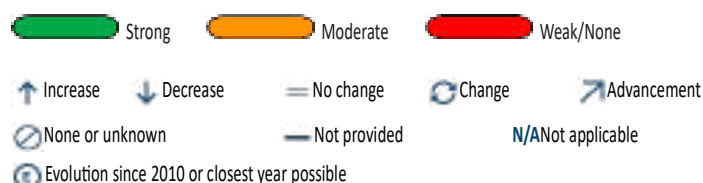
Total registered vehicles [rate per 100 000 pop] (year)	928 832 [30 339.1] (2021)	↑
Four-wheel vehicles	716 906	↑
Powered 2- and 3-wheelers	–	N/A
Heavy trucks	190 850	↑
Buses	21 076	=
Other	71 372	↑
Legislation on periodic vehicle technical inspection ²	–†	N/A
National laws on front and side impact protection	–†§	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 ²	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 ²	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 ²	–§	N/A
Adherence to one or more of the 7 UN road safety conventions ²	6	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	🔄
Presence of agencies that coordinate pre-hospital and emergency medical services ²	–	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²			=
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) ²	Subnational	N/A	
Available types of enforcement	Manual		=
Legislation on drink driving ²			=
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) ²	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 ²	Hand held		=
Presence of targets to reduce distracted driving nationally (year) ²	–	N/A	
Legislation on helmets for motorcycle riders ²			=
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 ²	No†		=
Presence of targets to increase helmet use (year)	Yes, national	N/A	
Helmet wearing rate ² (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 ²			=
National seat-belt law	Yes		=
Legislation applies to front and rear seat occupants	Yes		=
Presence of targets to increase seat belt use (year) ²	Yes, national	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	98%	↑	
Legislation on child restraint systems ²			=
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)	–	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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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%	N/A
Reported fatalities user distribution ¹	59%; 6%; 26%; 2%; 6%	N/A
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)	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 ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	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)	(2024)	N/A
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	N/A
Legislation on periodic vehicle technical inspection ²	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 ²	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, 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 ²	Yes	=
Fatality reduction target (year)	60% (2024)	🔄
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 ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	7	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	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 ²		🔴	=
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) ²	No	N/A	
Available types of enforcement	Automatic	=	
Legislation on drink driving ²		🟡	=
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) ²	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 ²	Hand held	=	
Presence of targets to reduce distracted driving nationally (year) ²	No	N/A	
Legislation on helmets for motorcycle riders ²		🟢	📈
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 ²	Yes†	=	
Presence of targets to increase helmet use (year)	No	N/A	
Helmet wearing rate ² (Driver; Passenger)	71%; 57%	N/A	
Minimum age/height children are allowed as passengers	Yes (12 y)	N/A	
Legislation on seat-belts for motor vehicle occupants ²		🟢	=
National seat-belt law	Yes	=	
Legislation applies to front and rear seat occupants	Yes	=	
Presence of targets to increase seat belt use (year) ²	No	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	90%; 79%	N/A	
Legislation on child restraint systems ²		🟡	=
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)	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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3-wheeler helmet use ²	–	N/A
Mobile phone use while driving ²	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.

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 ¹	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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

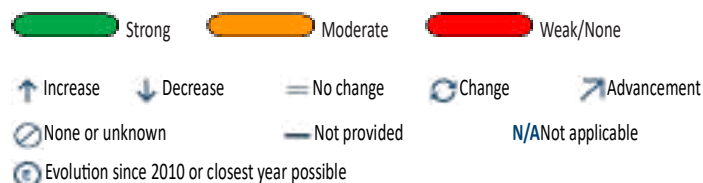
Total registered vehicles [rate per 100 000 pop] (year)	270 673 [2 010.7] (2021)	
Four-wheel vehicles	-	
Powered 2- and 3-wheelers	-	
Heavy trucks	-	
Buses	-	N/A
Other	-	N/A
Legislation on periodic vehicle technical inspection ²	Yes	N/A
National laws on front and side impact protection	No	N/A
National 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 ²	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 mn in Kigali	N/A

INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	
National road safety strategy ²	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 ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	1	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²				
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) ²	National	N/A		
Available types of enforcement	Manual			
Legislation on drink driving ²				
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) ²	–	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 ²	–			
Presence of targets to reduce distracted driving nationally (year) ²	National	N/A		
Legislation on helmets for motorcycle riders ²				
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 ²	No			
Presence of targets to increase helmet use (year)	Yes, national	N/A		
Helmet wearing rate ² (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 ²				
National seat-belt law	Yes			
Legislation applies to front and rear seat occupants	Not all			
Presence of targets to increase seat belt use (year) ²	Yes, national	N/A		
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	100%	N/A		
Legislation on child restraint systems ²				
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 ²	Yes	N/A		
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A		
Seat belt and child-restraint systems use ²	Yes	N/A		
Powered 2- and 3- wheeler helmet use ²	Yes	N/A		
Mobile phone use while driving ²	Yes	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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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%	N/A
Reported fatalities user distribution ¹	47%; 20%; 13%; 13%; 7%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	16 (95% CI 14 - 18) (2021)	N/A
WHO estimated rate per 100 000 population (year)	8.9 (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 ²	No	N/A
Presence of systematic approaches to assess/audit new roads ²	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

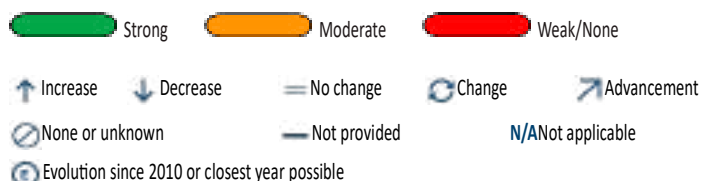
Total registered vehicles [rate per 100 000 pop] (year)	75 194 [41 855.6] (2021)	
Four-wheel vehicles	–	N/A
Powered 2- and 3-wheelers	–	N/A
Heavy trucks	–	N/A
Buses	–	N/A
Other	–	N/A
Legislation on periodic vehicle technical inspection ²	No	N/A
National laws on front and side impact protection	No	N/A
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	–	N/A
Presence of high-quality safety standards for used-vehicle imports ²	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	No	
National road safety strategy ²	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 ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	0	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²				
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) ²	–	N/A		
Available types of enforcement	Manual			
Legislation on drink driving ²				
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) ²	–	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 ²	–			
Presence of targets to reduce distracted driving nationally (year) ²	–	N/A		
Legislation on helmets for motorcycle riders ²				
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 ²	Yes			
Presence of targets to increase helmet use (year)	Yes, national	N/A		
Helmet wearing rate ² (Driver; Passenger)	–	N/A		
Minimum age/height children are allowed as passengers	No	N/A		
Legislation on seat-belts for motor vehicle occupants ²				
National seat-belt law	Yes			
Legislation applies to front and rear seat occupants	Not all			
Presence of targets to increase seat belt use (year) ²	Yes, national	N/A		
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A		
Legislation on child restraint systems ²				
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 3			
Frequency and distribution of journeys by modal type	Partially	N/A		
Speeding violations and speeding related injuries and fatalities ²	–	N/A		
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	No	N/A		
Seat belt and child-restraint systems use ²	No	N/A		
Powered 2- and 3-wheeler helmet use ²	Yes	N/A		
Mobile phone use while driving ²	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.

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%	N/A
Reported fatalities user distribution ¹	21%; 0%; 63%; 0%; 16%	N/A
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)	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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)	29 756 [13 601.9] (2021)	
Four-wheel vehicles	–	N/A
Powered 2- and 3-wheelers	62	
Heavy trucks	80	
Buses	544	
Other	20	
Legislation on periodic vehicle technical inspection ²	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 ²	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	–§	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 ²	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	No	N/A
National law on driving time and rest periods for professional drivers ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	0	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	–	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 motorcycles²				
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	–	N/A		
Local authorities can modify limits	No	N/A		
Presence of targets to reduce speeds nationally (year) ²	No	N/A		
Available types of enforcement	Manual			
Legislation on drink driving²				
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) ²	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 ²	Hand held			
Presence of targets to reduce distracted driving nationally (year) ²	No	N/A		
Legislation on helmets for motorcycle riders²				
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 ²	No			
Presence of targets to increase helmet use (year)	No	N/A		
Helmet wearing rate ² (Driver; Passenger)	–	N/A		
Minimum age/height children are allowed as passengers	No	N/A		
Legislation on seat-belts for motor vehicle occupants²				
National seat-belt law	Yes			
Legislation applies to front and rear seat occupants	Not all			
Presence of targets to increase seat belt use (year) ²	No	N/A		
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A		
Legislation on child restraint systems²				
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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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.

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)	–	N/A
Reported fatalities user distribution ¹	25%; 32%; 43%; 0%; 0%	N/A
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)	–	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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	–	N/A

SAFE VEHICLES

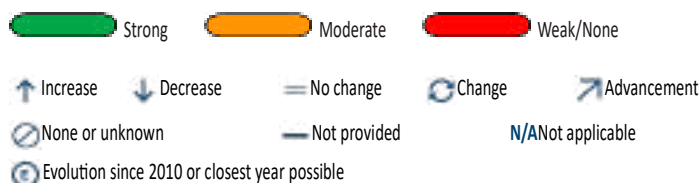
Total registered vehicles [rate per 100 000 pop] (year)	– (2020)	N/A
Four-wheel vehicles	–	
Powered 2- and 3-wheelers	–	N/A
Heavy trucks	–	
Buses	–	N/A
Other	–	
Legislation on periodic vehicle technical inspection ²	–	N/A
National laws on front and side impact protection	–§	N/A
National laws on seat-belt 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 ²	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 ²	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 ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	0	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	–	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²		
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	N/A
Presence of targets to reduce speeds nationally (year) ²	No	N/A
Available types of enforcement	–	N/A
Legislation on drink driving ²		
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	–	N/A
Presence of targets to reduce driving after drinking nationally (year) ²	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 ²	Hand held	
Presence of targets to reduce distracted driving nationally (year) ²	No	N/A
Legislation on helmets for motorcycle riders ²		
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 ²	Yes	
Presence of targets to increase helmet use (year)	–	N/A
Helmet wearing rate ² (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 ²		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Not all	
Presence of targets to increase seat belt use (year) ²	–	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A
Legislation on child restraint systems ²		
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
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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	No	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	No	N/A
Mobile phone use while driving ²	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.

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 ¹	–	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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 ²	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 ²	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 ²	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 ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	2	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	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 ²		
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) ²	National (2030)	N/A
Available types of enforcement	Manual	
Legislation on drink driving ²		
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) ²	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 ²	Hand held	
Presence of targets to reduce distracted driving nationally (year) ²	National (2030)	N/A
Legislation on helmets for motorcycle riders ²		
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 ²	No	
Presence of targets to increase helmet use (year)	No	N/A
Helmet wearing rate ² (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 ²		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Yes	
Presence of targets to increase seat belt use (year) ²	Yes, national (2030)	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	100%	N/A
Legislation on child restraint systems ²		
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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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)	–	N/A
Reported fatalities user distribution ¹	55%; 45%; 0%	N/A
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)	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 ²	–	N/A
Presence of systematic approaches to assess/audit new roads ²	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 (2020)	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	–	
Powered 2- and 3-wheelers	–	N/A
Heavy trucks	–	
Buses	–	
Other	–	
Legislation on periodic vehicle technical inspection ²	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 ²	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	N/A
National target for time between serious crash and initial provision of professional emergency care (year)	(2020)	N/A

INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	
National road safety strategy ²	No	
Fatality reduction target (year)	35% (2020)	
Non fatal reduction target (year)	37% (2020)	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 ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	3	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	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 ²			
National law setting a speed limit	Yes		
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		
Local authorities can modify limits	Yes		
Presence of targets to reduce speeds nationally (year) ²	No	N/A	
Available types of enforcement	Manual		
Legislation on drink driving ²			
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) ²	National (2020)	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 ²	Hand held; Hand free		
Presence of targets to reduce distracted driving nationally (year) ²	National (2020)	N/A	
Legislation on helmets for motorcycle riders ²			
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 ²	No		
Presence of targets to increase helmet use (year)	–	N/A	
Helmet wearing rate ² (Driver; Passenger)	–	N/A	
Minimum age/height children are allowed as passengers	No	N/A	
Legislation on seat-belts for motor vehicle occupants ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Not all		
Presence of targets to increase seat belt use (year) ²	Yes, national (2020)	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A	
Legislation on child restraint systems ²			
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 2B		
Frequency and distribution of journeys by modal type	No	N/A	
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A	
Seat belt and child-restraint systems use ²	No	N/A	
Powered 2- and 3- wheeler helmet use ²	No	N/A	
Mobile phone use while driving ²	Yes	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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3-wheeler helmet use ²	No	N/A
Mobile phone use while driving ²	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.

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%	N/A
Reported fatalities user distribution ¹	44%; 9%; 28%; 9%; 10%	N/A
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)	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 ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	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	N/A

SAFE VEHICLES

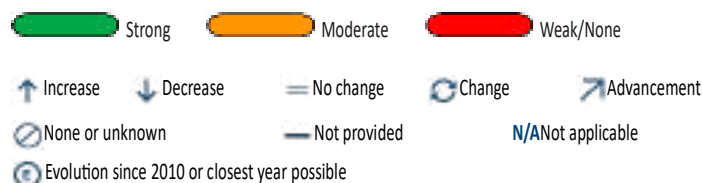
Total registered vehicles [rate per 100 000 pop] (year)	2 373 492 [32 528.0] (2021)	↑
Four-wheel vehicles	–	N/A
Powered 2- and 3-wheelers	84 747	↑
Heavy trucks	–	N/A
Buses	10 446	↑
Other	–	N/A
Legislation on periodic vehicle technical inspection ²	Yes	N/A
National laws on front and side impact protection	–	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 ²	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	No	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)	8/15mn in urban/rural area (2030)	N/A

INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	🔄
National road safety strategy ²	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 ²	–§	N/A
Adherence to one or more of the 7 UN road safety conventions ²	5	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	–	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²			=
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) ²	No	N/A	
Available types of enforcement	Manual	🔄	
Legislation on drink driving ²			=
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) ²	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 ²	Hand held	=	
Presence of targets to reduce distracted driving nationally (year) ²	National (2030)	N/A	
Legislation on helmets for motorcycle riders ²			=
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 ²	No†	=	
Presence of targets to increase helmet use (year)	Yes, national (2030)	N/A	
Helmet wearing rate ² (Driver; Passenger)	78%; 76%	N/A	
Minimum age/height children are allowed as passengers	Yes (12 y)	N/A	
Legislation on seat-belts for motor vehicle occupants ²			=
National seat-belt law	Yes	=	
Legislation applies to front and rear seat occupants	Yes	=	
Presence of targets to increase seat belt use (year) ²	Yes, national (2030)	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	86%; 84%; 19%	N/A	
Legislation on child restraint systems ²			=
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)	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	–	N/A
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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.

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 ¹	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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 ²	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 ²	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 ²	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 ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	2	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	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 ²		🔴	=
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) ²	National	N/A	
Available types of enforcement	Manual	🔄	
Legislation on drink driving ²		🟡	=
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) ²	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 ²	Hand held	=	
Presence of targets to reduce distracted driving nationally (year) ²	National	N/A	
Legislation on helmets for motorcycle riders ²		🟡	=
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 ²	No	=	
Presence of targets to increase helmet use (year)	Yes, national	N/A	
Helmet wearing rate ² (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 ²		🟢	=
National seat-belt law	Yes	=	
Legislation applies to front and rear seat occupants	Yes	=	
Presence of targets to increase seat belt use (year) ²	Yes, national	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A	
Legislation on child restraint systems ²		🔴	=
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 ²	Yes	N/A	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	No	N/A	
Seat belt and child-restraint systems use ²	No	N/A	
Powered 2- and 3-wheeler helmet use ²	No	N/A	
Mobile phone use while driving ²	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 ¹	–	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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 ²	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 ²	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 ²	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 ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	1	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	–	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 ²			
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) ²	National (2030)	N/A	
Available types of enforcement	Speed limiters		
Legislation on drink driving ²			
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) ²	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 ²	–		
Presence of targets to reduce distracted driving nationally (year) ²	National (2030)	N/A	
Legislation on helmets for motorcycle riders ²			
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 ²	Yes		
Presence of targets to increase helmet use (year)	Yes, national (2030)	N/A	
Helmet wearing rate ² (Driver; Passenger)	–	N/A	
Minimum age/height children are allowed as passengers	No	N/A	
Legislation on seat-belts for motor vehicle occupants ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Yes		
Presence of targets to increase seat belt use (year) ²	Yes, national (2030)	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–		
Legislation on child restraint systems ²			
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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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 ¹	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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 ²	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 ²	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 ²	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 ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	1	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	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 ²			=
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) ²	National	N/A	
Available types of enforcement	Manual	=	
Legislation on drink driving ²			=
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) ²	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 ²	Hand held	=	
Presence of targets to reduce distracted driving nationally (year) ²	No	N/A	
Legislation on helmets for motorcycle riders ²			=
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 ²	Yes	=	
Presence of targets to increase helmet use (year)	Yes, national	N/A	
Helmet wearing rate ² (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 ²			=
National seat-belt law	Yes	=	
Legislation applies to front and rear seat occupants	Yes	=	
Presence of targets to increase seat belt use (year) ²	Yes, national	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	100%; 100%	N/A	
Legislation on child restraint systems ²			=
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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3-wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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)	–	N/A
Reported fatalities user distribution ¹	50%; 9%; 29%; 8%; 4%	N/A
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)	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 ²	–†	N/A
Presence of systematic approaches to assess/audit new roads ²	–	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

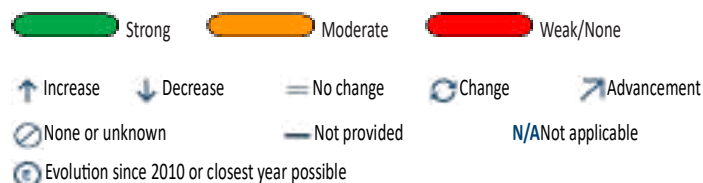
Total registered vehicles [rate per 100 000 pop] (year)	–	N/A
Four-wheel vehicles	–	N/A
Powered 2- and 3-wheelers	–	N/A
Heavy trucks	–	N/A
Buses	–	N/A
Other	–	N/A
Legislation on periodic vehicle technical inspection ²	Yes†	N/A
National laws on front and side impact protection	Yes††	N/A
National laws 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 ²	–	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 ²	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 ²	Yes†	N/A
Adherence to one or more of the 7 UN road safety conventions ²	7	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	🔄
Presence of agencies that coordinate pre-hospital and emergency medical services ²	–	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²			–
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) ²	No	N/A	–
Available types of enforcement	Manual	🔄	–
Legislation on drink driving ²			–
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) ²	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 ²	Hand held	–	–
Presence of targets to reduce distracted driving nationally (year) ²	–	N/A	–
Legislation on helmets for motorcycle riders ²			–
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 ²	Not†	–	–
Presence of targets to increase helmet use (year)	–	N/A	–
Helmet wearing rate ² (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 ²			–
National seat-belt law	Yes	–	–
Legislation applies to front and rear seat occupants	Yes	–	–
Presence of targets to increase seat belt use (year) ²	Yes, national	N/A	–
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	🔄	–
Legislation on child restraint systems ²			–
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	–	N/A	–
Speeding violations and speeding related injuries and fatalities ²	–	N/A	–
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A	–
Seat belt and child-restraint systems use ²	–	N/A	–
Powered 2- and 3- wheeler helmet use ²	Yes	N/A	–
Mobile phone use while driving ²	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.

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)	
Reported fatalities sex distribution (Male; Female)	82%; 18%	N/A
Reported fatalities user distribution ¹	44%; 31%; 13%; 9%; 4%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	122 (95% CI 114 - 130) (2021)	
WHO estimated rate per 100 000 population (year)	5.8 (2021)	

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 ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	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	

SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	1 652 951 [77 991.1] (2021)	
Four-wheel vehicles	1 202 575	
Powered 2- and 3-wheelers	136 708	
Heavy trucks	123 658	
Buses	2 638	
Other	178 663	
Legislation on periodic vehicle technical inspection ²	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 ²	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	
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 ²	Yes	
Fatality reduction target (year)	50% (2022)	
Non fatal reduction target (year)	50% (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 ²	Yes†	N/A
Adherence to one or more of the 7 UN road safety conventions ²	7	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²			
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) ²	No		N/A
Available types of enforcement	Manual		
Legislation on drink driving ²			
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) ²	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 ²	Hand held		
Presence of targets to reduce distracted driving nationally (year) ²	National		N/A
Legislation on helmets for motorcycle riders ²			
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 ²	Yes†‡		
Presence of targets to increase helmet use (year)	Yes, national		N/A
Helmet wearing rate ² (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 ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Yes		
Presence of targets to increase seat belt use (year) ²	Yes, national (2022)		N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	95%; 96%; 78%		N/A
Legislation on child restraint systems ²			
National child restraints use law	Yes		
Children seated in front seat	Yes		
Age or height specified for children requiring child restraint	3 y / 140 cm		
Child restraint standard referred to and/or specified	No†‡		
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		N/A
Speeding violations and speeding related injuries and fatalities ²	Yes		N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes		N/A
Seat belt and child-restraint systems use ²	Yes		N/A
Powered 2- and 3- wheeler helmet use ²	Yes		N/A
Mobile phone use while driving ²	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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3-wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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.

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)	–	N/A
Reported fatalities user distribution ¹	–	N/A
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)	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 ²	No	N/A
Presence of systematic approaches to assess/audit new roads ²	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)	131 523 [770.7] (2021)	
Four-wheel vehicles	121 523	N/A
Powered 2- and 3-wheelers	–	N/A
Heavy trucks	10 000	N/A
Buses	0	N/A
Other	0	N/A
Legislation on periodic vehicle technical inspection ²	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 ²	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	No	
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 ²	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 ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	0	N/A
Presence of national lead agency to implement national road safety strategy ²	No	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	No	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 ²			
National law setting a speed limit	Yes		
Maximum urban speed limit	40 km/h		
Maximum rural speed limit	–		
Maximum motorway speed limit	–	N/A	
Local authorities can modify limits	Yes		
Presence of targets to reduce speeds nationally (year) ²	–	N/A	
Available types of enforcement	–	N/A	
Legislation on drink driving ²			
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) ²	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 ²	–		
Presence of targets to reduce distracted driving nationally (year) ²	–	N/A	
Legislation on helmets for motorcycle riders ²			
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 ²	No		
Presence of targets to increase helmet use (year)	–	N/A	
Helmet wearing rate ² (Driver; Passenger)	–	N/A	
Minimum age/height children are allowed as passengers	No	N/A	
Legislation on seat-belts for motor vehicle occupants ²			
National seat-belt law	No		
Legislation applies to front and rear seat occupants	–		
Presence of targets to increase seat belt use (year) ²	–	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A	
Legislation on child restraint systems ²			
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 ²	Yes	N/A	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	No	N/A	
Seat belt and child-restraint systems use ²	No	N/A	
Powered 2- and 3- wheeler helmet use ²	No	N/A	
Mobile phone use while driving ²	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.

South Africa

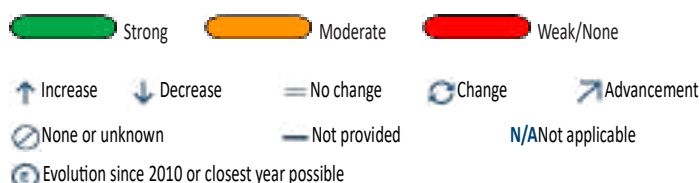
Population:
59 392 255 

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%	N/A	
Reported fatalities user distribution ¹	57%; 0%; 42%; 1%; 0%	N/A	
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)	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 ²	Yes	N/A	
Presence of systematic approaches to assess/audit new roads ²	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	–	N/A	
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 ²	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	No	N/A	
Presence of high-quality safety standards for used-vehicle imports ²	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)	(2030)	N/A	
INSTITUTIONAL FRAMEWORK			
Presence of strategies to promote alternatives to individuals use of powered vehicles	No		
National road safety strategy ²	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	No	N/A	
National law on driving time and rest periods for professional drivers ²	Yes	N/A	
Adherence to one or more of the 7 UN road safety conventions ²	4	N/A	
Presence of national lead agency to implement national road safety strategy ²	Yes		
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A	



ROAD USER BEHAVIOUR			
Legislation on urban speed limits for passenger cars and motorcycles ²			
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) ²	National (2030)	N/A	
Available types of enforcement	Manual		
Legislation on drink driving 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	Yes		
Presence of targets to reduce driving after drinking nationally (year) ²	National (2030)	N/A	
Testing carried out in case of fatal crash	Yes, all drivers are tested		
Legislation on drug driving			
Legislation on distracted driving (mobile phones)	Yes	N/A	
Ban on mobile phone use ²	Hand held		
Presence of targets to reduce distracted driving nationally (year) ²	National (2030)	N/A	
Legislation on helmets for motorcycle riders ²			
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 ²	No		
Presence of targets to increase helmet use (year)	Yes, national (2030)	N/A	
Helmet wearing rate ² (Driver; Passenger)	99%; 99%		
Minimum age/height children are allowed as passengers	No	N/A	
Legislation on seat-belts for motor vehicle occupants ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Yes		
Presence of targets to increase seat belt use (year) ²	Yes, national (2030)	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	81%; 50%; 8%	N/A	
Legislation on child restraint systems ²			
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)	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 ²	Yes	N/A	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	No	N/A	
Seat belt and child-restraint systems use ²	No	N/A	
Powered 2- and 3-wheeler helmet use ²	No	N/A	
Mobile phone use while driving ²	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.

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)	– N/A	
Reported fatalities user distribution ¹	– N/A	
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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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)	32 910 [306.2] (2021)	
Four-wheel vehicles	–	N/A
Powered 2- and 3-wheelers	72 947	N/A
Heavy trucks	7 541	N/A
Buses	13 196	N/A
Other	0	N/A
Legislation on periodic vehicle technical inspection ²	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 ²	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	No	
National road safety strategy²	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	No	N/A
National law on driving time and rest periods for professional drivers ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	0	N/A
Presence of national lead agency to implement national road safety strategy²	No	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	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 ²			
National law setting a speed limit	Yes		
Maximum urban speed limit	50 km/h		
Maximum rural speed limit	–		
Maximum motorway speed limit	–		N/A
Local authorities can modify limits	No		N/A
Presence of targets to reduce speeds nationally (year) ²	No		N/A
Available types of enforcement	Speed limiters		
Legislation on drink driving ²			
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) ²	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 ²	–		
Presence of targets to reduce distracted driving nationally (year) ²	No		N/A
Legislation on helmets for motorcycle riders ²			
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 ²	No		
Presence of targets to increase helmet use (year)	Yes, national (2030)		N/A
Helmet wearing rate ² (Driver; Passenger)	–		N/A
Minimum age/height children are allowed as passengers	No		N/A
Legislation on seat-belts for motor vehicle occupants ²			
National seat-belt law	No		
Legislation applies to front and rear seat occupants	–		
Presence of targets to increase seat belt use (year) ²	No		N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–		N/A
Legislation on child restraint systems ²			
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 ²	Yes		N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	No		N/A
Seat belt and child-restraint systems use ²	No		N/A
Powered 2- and 3- wheeler helmet use ²	No		N/A
Mobile phone use while driving ²	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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	No	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	No	N/A
Mobile phone use while driving ²	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.

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%	N/A
Reported fatalities user distribution ¹	45%; 26%; 20%; 4%; 5%	N/A
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)	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 ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	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 (2050)	N/A
Investments to upgrade high risk locations	Yes	

SAFE VEHICLES

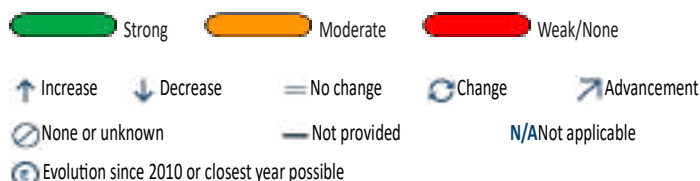
Total registered vehicles [rate per 100 000 pop] (year)	36 534 364 [76 935.6] (2021)	
Four-wheel vehicles	29 644 569	
Powered 2- and 3-wheelers	5 734 276	
Heavy trucks	585 272	
Buses	64 447	
Other	505 800	
Legislation on periodic vehicle technical inspection ²	Yes†	N/A
National laws on front and side 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 ²	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	Yes, national	
National road safety strategy ²	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 ²	Yes†	N/A
Adherence to one or more of the 7 UN road safety conventions ²	5	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²			
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) ²	National		N/A
Available types of enforcement	Manual		
Legislation on drink driving ²			
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) ²	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 ²	Hand held		
Presence of targets to reduce distracted driving nationally (year) ²	National		N/A
Legislation on helmets for motorcycle riders ²			
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 ²	Yes†‡		
Presence of targets to increase helmet use (year)	Yes, national		N/A
Helmet wearing rate ² (Driver; Passenger)	99%; 96%		
Minimum age/height children are allowed as passengers	Yes (7 y)		N/A
Legislation on seat-belts for motor vehicle occupants ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Yes		
Presence of targets to increase seat belt use (year) ²	Yes, national		N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	96%; 96%; 93%		
Legislation on child restraint systems ²			
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 ²	Yes		N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes		N/A
Seat belt and child-restraint systems use ²	Yes		N/A
Powered 2- and 3- wheeler helmet use ²	Yes		N/A
Mobile phone use while driving ²	Yes		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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3-wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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.

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%	N/A
Reported fatalities user distribution ¹	15%; 12%; 27%; 43%; 4%	N/A
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)	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 ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	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

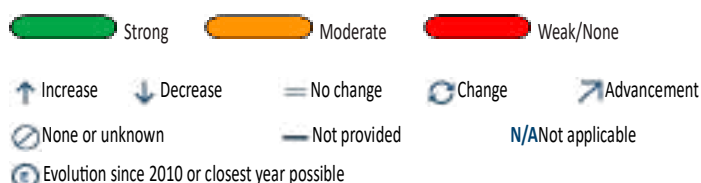
Total registered vehicles [rate per 100 000 pop] (year)	8 331 702 [38 265.4] (2021)	
Four-wheel vehicles	1 355 597	
Powered 2- and 3-wheelers	6 012 039	
Heavy trucks	379 831	
Buses	112 864	
Other	7 951 481	
Legislation on periodic vehicle technical inspection ²	Yes	N/A
National laws on front and side 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 ²	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)	15 mn	N/A

INSTITUTIONAL FRAMEWORK

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



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²			
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) ²	National		
Available types of enforcement	Manual		
Legislation on drink driving ²			
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) ²	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 ²	Hand held		
Presence of targets to reduce distracted driving nationally (year) ²	National		
Legislation on helmets for motorcycle riders ²			
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 ²	Yes		
Presence of targets to increase helmet use (year)	Yes, national (2022)		
Helmet wearing rate ² (Driver; Passenger)	96%		
Minimum age/height children are allowed as passengers	No		
Legislation on seat-belts for motor vehicle occupants ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Not all		
Presence of targets to increase seat belt use (year) ²	Yes, national		
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	75%; 75%; 75%		
Legislation on child restraint systems ²			
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 ²	Yes		
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes		
Seat belt and child-restraint systems use ²	No		
Powered 2- and 3- wheeler helmet use ²	Yes		
Mobile phone use while driving ²	Yes		

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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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.

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%	N/A
Reported fatalities user distribution ¹	0%; 0%; 27%; 0%; 73%	N/A
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)	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 ²	No	N/A
Presence of systematic approaches to assess/audit new roads ²	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)	1 867 458 [4 090.2] (2021)	
Four-wheel vehicles	–	N/A
Powered 2- and 3-wheelers	32 260	
Heavy trucks	–	N/A
Buses	–	N/A
Other	–	N/A
Legislation on periodic vehicle technical inspection ²	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 ²	Yes	N/A

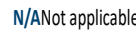
POST-CRASH RESPONSE

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)	–	N/A

INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy ²	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 ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	0	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	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 ²			
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) ²	National (2025)	N/A	
Available types of enforcement	Automatic		
Legislation on drink driving ²			
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) ²	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 ²	Hand held; Hand free		
Presence of targets to reduce distracted driving nationally (year) ²	No	N/A	
Legislation on helmets for motorcycle riders ²			
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 ²	No		
Presence of targets to increase helmet use (year)	No	N/A	
Helmet wearing rate ² (Driver; Passenger)	–	N/A	
Minimum age/height children are allowed as passengers	No	N/A	
Legislation on seat-belts for motor vehicle occupants ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Not all		
Presence of targets to increase seat belt use (year) ²	No	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A	
Legislation on child restraint systems ²			
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	
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 ²	Yes	N/A	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A	
Seat belt and child-restraint systems use ²	No	N/A	
Powered 2- and 3- wheeler helmet use ²	Yes	N/A	
Mobile phone use while driving ²	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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3-wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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.

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 ¹	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 ²	No	N/A
Presence of systematic approaches to assess/audit new roads ²	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

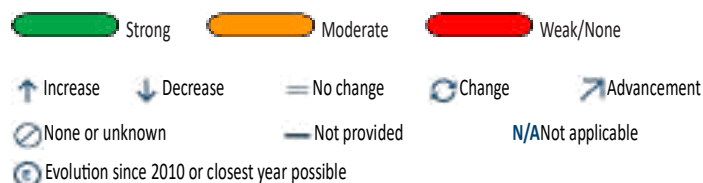
Total registered vehicles [rate per 100 000 pop] (year)	244 016 [39 807.8] (2021)	
Four-wheel vehicles	–	N/A
Powered 2- and 3-wheelers	37 258	
Heavy trucks	6 145	
Buses	3 574	
Other	156	
Legislation on periodic vehicle technical inspection ²	Yes	N/A
National laws on front and side impact protection	–§	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 ²	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 ²	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 ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	0	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, subnational	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²			
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) ²	National		N/A
Available types of enforcement	Manual		
Legislation on drink driving ²			
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) ²	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 ²	Hand held		
Presence of targets to reduce distracted driving nationally (year) ²	–		N/A
Legislation on helmets for motorcycle riders ²			
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 ²	Yes		
Presence of targets to increase helmet use (year)	Yes, national		N/A
Helmet wearing rate ² (Driver; Passenger)	95%; 90%		
Minimum age/height children are allowed as passengers	No		N/A
Legislation on seat-belts for motor vehicle occupants ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Yes		
Presence of targets to increase seat belt use (year) ²	Yes, national		N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	65%; 65%		N/A
Legislation on child restraint systems ²			
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
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 ²	Yes		N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes		N/A
Seat belt and child-restraint systems use ²	No		N/A
Powered 2- and 3- wheeler helmet use ²	Yes		N/A
Mobile phone use while driving ²	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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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 ¹	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 ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	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 ²	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 ²	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 ²	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 ²	Yes‡	N/A
Adherence to one or more of the 7 UN road safety conventions ²	7	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, subnational	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 ²			
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) ²	National (2030)		N/A
Available types of enforcement	Manual		
Legislation on drink driving ²			
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) ²	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 ²	Hand held; Hand free		
Presence of targets to reduce distracted driving nationally (year) ²	No		N/A
Legislation on helmets for motorcycle riders ²			
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 ²	Yes†‡		
Presence of targets to increase helmet use (year)	Yes, national (2030)		N/A
Helmet wearing rate ² (Driver; Passenger)	98%		
Minimum age/height children are allowed as passengers	No		N/A
Legislation on seat-belts for motor vehicle occupants ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Yes		
Presence of targets to increase seat belt use (year) ²	Yes, national (2030)		N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	98%; 99%; 86%		N/A
Legislation on child restraint systems ²			
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 (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 ²	Yes		N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes		N/A
Seat belt and child-restraint systems use ²	Yes		N/A
Powered 2- and 3- wheeler helmet use ²	No		N/A
Mobile phone use while driving ²	No		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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3- wheeler helmet use ²	No	N/A
Mobile phone use while driving ²	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.

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 ¹	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 ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	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 ²	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 ²	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 ²	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 ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	4	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, subnational	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²				
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) ²	No	N/A		
Available types of enforcement	Manual			
Legislation on drink driving ²				
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) ²	–	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 ²	Hand held			
Presence of targets to reduce distracted driving nationally (year) ²	No	N/A		
Legislation on helmets for motorcycle riders ²				
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 ²	Yes†			
Presence of targets to increase helmet use (year)	No	N/A		
Helmet wearing rate ² (Driver; Passenger)	100%; 100%			
Minimum age/height children are allowed as passengers	No	N/A		
Legislation on seat-belts for motor vehicle occupants ²				
National seat-belt law	Yes			
Legislation applies to front and rear seat occupants	Yes			
Presence of targets to increase seat belt use (year) ²	No	N/A		
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	97%; 96%; 90%	N/A		
Legislation on child restraint systems ²				
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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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 ¹	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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 ²	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 ²	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 ²	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 ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	1	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	No	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²			=
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) ²	National		N/A
Available types of enforcement	Manual		=
Legislation on drink driving ²			=
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) ²	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 ²	Hand held; Hand free		=
Presence of targets to reduce distracted driving nationally (year) ²	National		N/A
Legislation on helmets for motorcycle riders ²			=
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 ²	No		=
Presence of targets to increase helmet use (year)	Yes, national		N/A
Helmet wearing rate ² (Driver; Passenger)	–		N/A
Minimum age/height children are allowed as passengers	No		N/A
Legislation on seat-belts for motor vehicle occupants ²			=
National seat-belt law	Yes		=
Legislation applies to front and rear seat occupants	Not all		=
Presence of targets to increase seat belt use (year) ²	Yes, national		N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–		N/A
Legislation on child restraint systems ²			=
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	Partially		N/A
Speeding violations and speeding related injuries and fatalities ²	Yes		N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes		N/A
Seat belt and child-restraint systems use ²	Yes		N/A
Powered 2- and 3-wheeler helmet use ²	Yes		N/A
Mobile phone use while driving ²	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.

Tajikistan

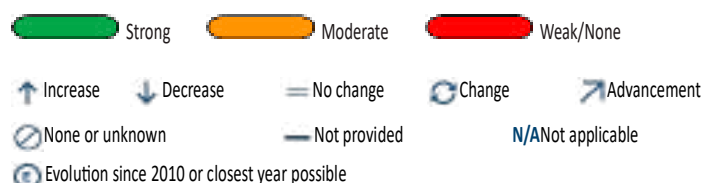
Population:
9 750 064 ↑

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)	–	N/A	
Reported fatalities user distribution ¹	57%; 40%; 2%; 0%	N/A	
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)	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 ²	Yes†	N/A	
Presence of systematic approaches to assess/audit new roads ²	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	No	🔄	
SAFE VEHICLES			
Total registered vehicles [rate per 100 000 pop] (year)	527 332 [5 408.5] (2021)	↑	
Four-wheel vehicles	–	N/A	
Powered 2- and 3-wheelers	3 411	↓	
Heavy trucks	–	N/A	
Buses	–	N/A	
Other	–	N/A	
Legislation on periodic vehicle technical inspection ²	–	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 ²	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	–	N/A	
National road safety strategy ²	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	–§	N/A	
National law on driving time and rest periods for professional drivers ²	–§	N/A	
Adherence to one or more of the 7 UN road safety conventions ²	4	N/A	
Presence of national lead agency to implement national road safety strategy ²	Yes	=	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	–	N/A	
ROAD USER BEHAVIOUR			
Legislation on urban speed limits for passenger cars and motorcycles ²			
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) ²	–	N/A	
Available types of enforcement	Manual	🔄	
Legislation on drink driving ²			
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) ²	National	N/A	
Testing carried out in case of fatal crash	Yes, all drivers are tested	=	
Legislation on drug driving			
Legislation on distracted driving (mobile phones)	Yes	=	
Ban on mobile phone use ²	Hand held	=	
Presence of targets to reduce distracted driving nationally (year) ²	–	N/A	
Legislation on helmets for motorcycle riders ²			
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 ²	No	=	
Presence of targets to increase helmet use (year)	–	N/A	
Helmet wearing rate ² (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 ²			
National seat-belt law	Yes	=	
Legislation applies to front and rear seat occupants	Not all	=	
Presence of targets to increase seat belt use (year) ²	–	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A	
Legislation on child restraint systems ²			
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	
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 ²	Yes	N/A	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	No	N/A	
Seat belt and child-restraint systems use ²	–	N/A	
Powered 2- and 3- wheeler helmet use ²	–	N/A	
Mobile phone use while driving ²	–	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.

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 ¹	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 ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	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 ²	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	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 ²	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 ²	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 ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	3	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	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 ²		
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) ²	National (2027)	N/A
Available types of enforcement	Manual and automated	↗
Legislation on drink driving ²		
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) ²	National (2027)	N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested	=
Legislation on drug driving		
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use ²	Hand held	=
Presence of targets to reduce distracted driving nationally (year) ²	National (2027)	N/A
Legislation on helmets for motorcycle riders ²		
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 ²	Yes	=
Presence of targets to increase helmet use (year)	Yes, national (2027)	N/A
Helmet wearing rate ² (Driver; Passenger)	52%; 21%	↑
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants ²		
National seat-belt law	Yes	=
Legislation applies to front and rear seat occupants	Yes	=
Presence of targets to increase seat belt use (year) ²	Yes, national (2027)	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	36%	N/A
Legislation on child restraint systems ²		
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
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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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 ¹	–	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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 ²	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 ²	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 ²	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 ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	0	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	–	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 ²			
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	N/A	
Presence of targets to reduce speeds nationally (year) ²	No	N/A	
Available types of enforcement	Manual		
Legislation on drink driving 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	No		
Presence of targets to reduce driving after drinking nationally (year) ²	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 ²	Hand held		
Presence of targets to reduce distracted driving nationally (year) ²	No	N/A	
Legislation on helmets for motorcycle riders ²			
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 ²	Yes		
Presence of targets to increase helmet use (year)	No	N/A	
Helmet wearing rate ² (Driver; Passenger)	–	N/A	
Minimum age/height children are allowed as passengers	No	N/A	
Legislation on seat-belts for motor vehicle occupants ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Yes		
Presence of targets to increase seat belt use (year) ²	No	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A	
Legislation on child restraint systems ²			
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	

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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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 ¹	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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 ²	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 ²	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 ²	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 ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	1	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	–	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 ²			
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) ²	National (2030)	N/A	
Available types of enforcement	–	N/A	
Legislation on drink driving ²			
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) ²	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 ²	Hand held; Hand free		
Presence of targets to reduce distracted driving nationally (year) ²	National	N/A	
Legislation on helmets for motorcycle riders ²			
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 ²	No		
Presence of targets to increase helmet use (year)	Yes, national	N/A	
Helmet wearing rate ² (Driver; Passenger)	–	N/A	
Minimum age/height children are allowed as passengers	No	N/A	
Legislation on seat-belts for motor vehicle occupants ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Yes		
Presence of targets to increase seat belt use (year) ²	–	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A	
Legislation on child restraint systems ²			
National child restraints use law	No		
Children seated in front seat	–		
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 ²	Yes	N/A	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	–	N/A	
Seat belt and child-restraint systems use ²	–	N/A	
Powered 2- and 3-wheeler helmet use ²	–	N/A	
Mobile phone use while driving ²	–	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 ¹	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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 ²	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 ²	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 ²	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 ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	1	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	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 ²			
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) ²	National (2026)		N/A
Available types of enforcement	Manual		
Legislation on drink driving ²			
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) ²	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 ²	Hand held		
Presence of targets to reduce distracted driving nationally (year) ²	National (2030)		N/A
Legislation on helmets for motorcycle riders ²			
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 ²	Yes		
Presence of targets to increase helmet use (year)	Yes, national (2030)		N/A
Helmet wearing rate ² (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 ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Not all		
Presence of targets to increase seat belt use (year) ²	Yes, national (2030)		N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	68%; 68%		N/A
Legislation on child restraint systems ²			
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		N/A
Speeding violations and speeding related injuries and fatalities ²	Yes		N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes		N/A
Seat belt and child-restraint systems use ²	Yes		N/A
Powered 2- and 3- wheeler helmet use ²	Yes		N/A
Mobile phone use while driving ²	Yes		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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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.

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%	N/A
Reported fatalities user distribution ¹	35%; 33%; 28%; 2%; 2%	N/A
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)	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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

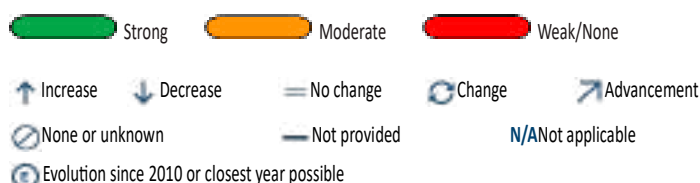
Total registered vehicles [rate per 100 000 pop] (year)	2 327 348 [18 978.7] (2021)	
Four-wheel vehicles	2 070 143	
Powered 2- and 3-wheelers	22 559	
Heavy trucks	66 835	
Buses	23 940	
Other	143 871	
Legislation on periodic vehicle technical inspection ²	Yes†	N/A
National laws on front and side impact 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	Yes†	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports ²	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, 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 ²	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 ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	7	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²			
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) ²	–	N/A	
Available types of enforcement	Manual		
Legislation on drink driving ²			
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) ²	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 ²	Hand held		
Presence of targets to reduce distracted driving nationally (year) ²	–	N/A	
Legislation on helmets for motorcycle riders ²			
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 ²	Yes		
Presence of targets to increase helmet use (year)	–	N/A	
Helmet wearing rate ² (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 ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Yes		
Presence of targets to increase seat belt use (year) ²	–	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	51%	N/A	
Legislation on child restraint systems ²			
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	
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 ²	Yes	N/A	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A	
Seat belt and child-restraint systems use ²	No	N/A	
Powered 2- and 3- wheeler helmet use ²	Yes	N/A	
Mobile phone use while driving ²	Yes	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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3-wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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 ¹	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 ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	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 ²	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	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 ²	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 ²	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 ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	5	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	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 ²			
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) ²	National (2030)		N/A
Available types of enforcement	Automatic		
Legislation on drink driving 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	Yes		
Presence of targets to reduce driving after drinking nationally (year) ²	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 ²	Hand held; Hand free		
Presence of targets to reduce distracted driving nationally (year) ²	National (2030)		N/A
Legislation on helmets for motorcycle riders ²			
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 ²	Yes†		
Presence of targets to increase helmet use (year)	Yes, national (2030)		N/A
Helmet wearing rate ² (Driver; Passenger)	–		N/A
Minimum age/height children are allowed as passengers	No		N/A
Legislation on seat-belts for motor vehicle occupants ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Yes		
Presence of targets to increase seat belt use (year) ²	Yes, national (2030)		N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	50%; 41%		N/A
Legislation on child restraint systems ²			
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 ²	Yes		N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes		N/A
Seat belt and child-restraint systems use ²	Yes		N/A
Powered 2- and 3- wheeler helmet use ²	Yes		N/A
Mobile phone use while driving ²	Yes		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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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 ¹	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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

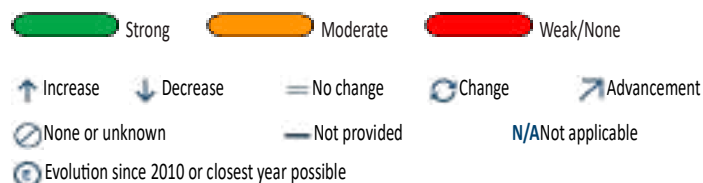
Total registered vehicles [rate per 100 000 pop] (year)	1 391 510 [3 034.7] (2021)	
Four-wheel vehicles	–	N/A
Powered 2- and 3-wheelers	–	N/A
Heavy trucks	–	N/A
Buses	–	N/A
Other	–	N/A
Legislation on periodic vehicle technical inspection ²	Yes†	N/A
National laws on front and side impact protection	–†	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 ²	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 ²	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 ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	7	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²				
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) ²	National (2030)	N/A		
Available types of enforcement	Manual			
Legislation on drink driving ²				
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) ²	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 ²	Hand held			
Presence of targets to reduce distracted driving nationally (year) ²	No	N/A		
Legislation on helmets for motorcycle riders ²				
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 ²	No†			
Presence of targets to increase helmet use (year)	Yes, national	N/A		
Helmet wearing rate ² (Driver; Passenger)	–	N/A		
Minimum age/height children are allowed as passengers	No	N/A		
Legislation on seat-belts for motor vehicle occupants ²				
National seat-belt law	Yes			
Legislation applies to front and rear seat occupants	Yes			
Presence of targets to increase seat belt use (year) ²	Yes, national (2030)	N/A		
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A		
Legislation on child restraint systems ²				
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 ²	Yes	N/A		
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	No	N/A		
Seat belt and child-restraint systems use ²	No	N/A		
Powered 2- and 3- wheeler helmet use ²	No	N/A		
Mobile phone use while driving ²	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 ¹	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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 ²	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 ²	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 strategy²	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 ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	3	N/A
Presence of national lead agency to implement national road safety strategy²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	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 motorcycles²		
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) ²	National	N/A
Available types of enforcement	Manual	
Legislation on drink driving²		
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) ²	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 ²	Hand held; Hand free	
Presence of targets to reduce distracted driving nationally (year) ²	–	N/A
Legislation on helmets for motorcycle riders²		
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 ²	Yes	
Presence of targets to increase helmet use (year)	–	N/A
Helmet wearing rate ² (Driver; Passenger)	99%; 99%	N/A
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants²		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Yes	
Presence of targets to increase seat belt use (year) ²	Yes, national (2021)	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	99%; 100%	N/A
Legislation on child restraint systems²		
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	N/A
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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 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 ¹	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 ²	–†	N/A
Presence of systematic approaches to assess/audit new roads ²	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 ²	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 ²	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 ²	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 ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	5	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	–	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 ²			
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) ²	No		N/A
Available types of enforcement	–		N/A
Legislation on drink driving ²			
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) ²	–		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 ²	Hand held		
Presence of targets to reduce distracted driving nationally (year) ²	–		N/A
Legislation on helmets for motorcycle riders ²			
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 ²	Yes†		
Presence of targets to increase helmet use (year)	–		N/A
Helmet wearing rate ² (Driver; Passenger)	–		N/A
Minimum age/height children are allowed as passengers	No		N/A
Legislation on seat-belts for motor vehicle occupants ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Yes		
Presence of targets to increase seat belt use (year) ²	Yes, subnational		N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	95%; 95%		N/A
Legislation on child restraint systems ²			
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 ²	Yes		N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes		N/A
Seat belt and child-restraint systems use ²	No		N/A
Powered 2- and 3- wheeler helmet use ²	No		N/A
Mobile phone use while driving ²	Yes		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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	No	N/A
Mobile phone use while driving ²	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%	N/A
Reported fatalities user distribution ¹	50%; 22%; 23%; 5%; 0%	N/A
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)	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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	N/A

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 ²	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 ²	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)	(2025)	N/A

INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	
National road safety strategy²	Yes	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 ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	0	N/A
Presence of national lead agency to implement national road safety strategy²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles²		
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) ²	National (2025)	N/A
Available types of enforcement	Manual	
Legislation on drink driving²		
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) ²	–	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 ²	–	
Presence of targets to reduce distracted driving nationally (year) ²	–	N/A
Legislation on helmets for motorcycle riders²		
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 ²	Yes	
Presence of targets to increase helmet use (year)	–	N/A
Helmet wearing rate ² (Driver; Passenger)	–	N/A
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants²		
National seat-belt law	Yes	
Legislation applies to front and rear seat occupants	Not all	
Presence of targets to increase seat belt use (year) ²	–	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A
Legislation on child restraint systems²		
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 2B	
Frequency and distribution of journeys by modal type	Partially	N/A
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	No	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	No	N/A
Mobile phone use while driving ²	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 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 ¹	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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

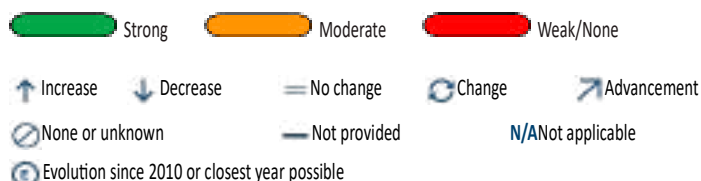
Total registered vehicles [rate per 100 000 pop] (year)	275 936 367 [81 881.0] (2020)	
Four-wheel vehicles	259 314 638	
Powered 2- and 3-wheelers	8 347 435	N/A
Heavy trucks	7 285 972	
Buses	1 006 469	
Other	–	N/A
Legislation on periodic vehicle technical inspection ²	–	N/A
National laws on front and 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	–†	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 ²	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	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 ²	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 ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	2	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²				=
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) ²	Subnational	N/A		
Available types of enforcement	Manual			
Legislation on drink driving ²				=
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) ²	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 ²	Hand held	=		
Presence of targets to reduce distracted driving nationally (year) ²	National	N/A		
Legislation on helmets for motorcycle riders ²				=
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 ²	Yes	=		
Presence of targets to increase helmet use (year)	Yes, national	N/A		
Helmet wearing rate ² (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 ²				=
National seat-belt law	Yes	=		
Legislation applies to front and rear seat occupants	Not all	=		
Presence of targets to increase seat belt use (year) ²	Yes, national	N/A		
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	91%; 90%; 78%	N/A		
Legislation on child restraint systems ²				=
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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	No	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3-wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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%	N/A
Reported fatalities user distribution ¹	28%; 52%; 12%; 7%; 2%	N/A
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)	–	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	–	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 (2030)	N/A
Investments to upgrade high risk locations	–	N/A

SAFE VEHICLES

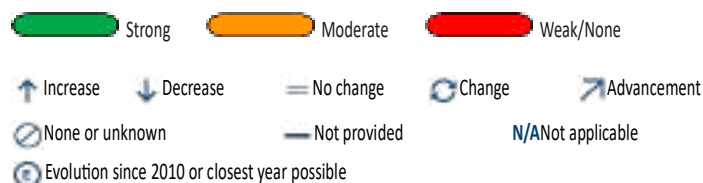
Total registered vehicles [rate per 100 000 pop] (year)	2 645 493 [77 212.3] (2021)	↑
Four-wheel vehicles	–	N/A
Powered 2- and 3-wheelers	–	N/A
Heavy trucks	–	N/A
Buses	–	N/A
Other	–	N/A
Legislation on periodic vehicle technical inspection ²	–	N/A
National laws on front and side impact protection	No	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	No	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports ²	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	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 ²	No	=
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 ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	1	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²			=
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) ²	National (2030)		N/A
Available types of enforcement	Manual		=
Legislation on drink driving ²			↗
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) ²	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 ²	Hand held		=
Presence of targets to reduce distracted driving nationally (year) ²	National (2030)		N/A
Legislation on helmets for motorcycle riders ²			=
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 ²	Yes		=
Presence of targets to increase helmet use (year)	Yes, national (2030)		N/A
Helmet wearing rate ² (Driver; Passenger)	93%; 82%		↓
Minimum age/height children are allowed as passengers	Yes (Reach footrest)		N/A
Legislation on seat-belts for motor vehicle occupants ²			=
National seat-belt law	Yes		=
Legislation applies to front and rear seat occupants	Yes		=
Presence of targets to increase seat belt use (year) ²	Yes, national (2030)		N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	69%; 63%; 33%		N/A
Legislation on child restraint systems ²			=
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)		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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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

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Uzbekistan

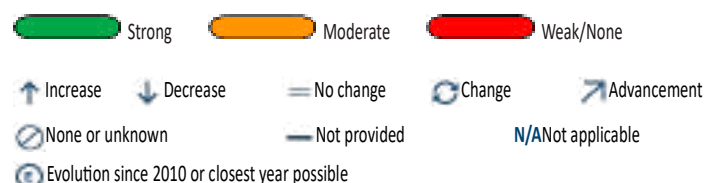
Population:
34 081 449 

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%	N/A	
Reported fatalities user distribution ¹	–	N/A	
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)	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 ²	Yes†	N/A	
Presence of systematic approaches to assess/audit new roads ²	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	–	N/A	
Heavy trucks	–	N/A	
Buses	–	N/A	
Other	–	N/A	
Legislation on periodic vehicle technical inspection ²	–	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 ²	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	Yes, national		
National road safety strategy ²	Yes		
Fatality reduction target (year)	0% (2022)		
Non fatal reduction target (year)	0% (2022)	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 ²	–§	N/A	
Adherence to one or more of the 7 UN road safety conventions ²	4	N/A	
Presence of national lead agency to implement national road safety strategy ²	Yes		
Presence of agencies that coordinate pre-hospital and emergency medical services ²	–	N/A	



ROAD USER BEHAVIOUR			
Legislation on urban speed limits for passenger cars and motorcycles ²			
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	–	N/A	
Local authorities can modify limits	No	N/A	
Presence of targets to reduce speeds nationally (year) ²	National	N/A	
Available types of enforcement	–	N/A	
Legislation on drink driving ²			
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	–	N/A	
Presence of targets to reduce driving after drinking nationally (year) ²	National	N/A	
Testing carried out in case of fatal crash	–	N/A	
Legislation on drug driving			
	Yes		
Legislation on distracted driving (mobile phones)			
Ban on mobile phone use ²	Hand held; Hand free		
Presence of targets to reduce distracted driving nationally (year) ²	National (2022)	N/A	
Legislation on helmets for motorcycle riders ²			
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 ²	No		
Presence of targets to increase helmet use (year)	(2022)	N/A	
Helmet wearing rate ² (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 ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Not all		
Presence of targets to increase seat belt use (year) ²	Yes, national (2022)	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A	
Legislation on child restraint systems ²			
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	–	N/A	
Speeding violations and speeding related injuries and fatalities ²	–	N/A	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	–	N/A	
Seat belt and child-restraint systems use ²	–	N/A	
Powered 2- and 3-wheeler helmet use ²	–	N/A	
Mobile phone use while driving ²	–	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

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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 ¹	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 ²	–	N/A
Presence of systematic approaches to assess/audit new roads ²	–	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

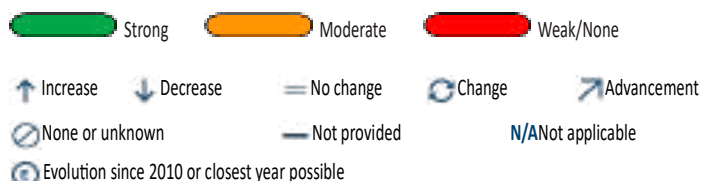
Total registered vehicles [rate per 100 000 pop] (year)	– (2021)	N/A
Four-wheel vehicles	–	N/A
Powered 2- and 3-wheelers	–	N/A
Heavy trucks	–	N/A
Buses	–	N/A
Other	–	N/A
Legislation on periodic vehicle technical inspection ²	Yes	N/A
National laws on front and side impact protection	No	N/A
National laws 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 ²	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 ²	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 ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	1	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	==
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles ²			==
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) ²	National		N/A
Available types of enforcement	–		N/A
Legislation on drink driving ²			==
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) ²	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 ²	Hand held		==
Presence of targets to reduce distracted driving nationally (year) ²	–		N/A
Legislation on helmets for motorcycle riders ²			==
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 ²	No		==
Presence of targets to increase helmet use (year)	Yes, national		N/A
Helmet wearing rate ² (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 ²			==
National seat-belt law	Yes		==
Legislation applies to front and rear seat occupants	Yes		==
Presence of targets to increase seat belt use (year) ²	–		N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–		N/A
Legislation on child restraint systems ²			==
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
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 ²	Yes		N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	–		N/A
Seat belt and child-restraint systems use ²	No		N/A
Powered 2- and 3- wheeler helmet use ²	Yes		N/A
Mobile phone use while driving ²	–		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%	N/A
Reported fatalities user distribution ¹	35%; 57%; 0%; 7%	N/A
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)	–	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 ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	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)	75 353 485 [77 311.0] (2021)	
Four-wheel vehicles	428 841	
Powered 2- and 3-wheelers	70 113 559	
Heavy trucks	–	N/A
Buses	–	N/A
Other	–	N/A
Legislation on periodic vehicle technical inspection ²	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 ²	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)	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 ²	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 ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	4	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	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 ²			
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) ²	National		N/A
Available types of enforcement	Manual		
Legislation on drink driving ²			
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) ²	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 ²	Hand held		
Presence of targets to reduce distracted driving nationally (year) ²	National (2030)		N/A
Legislation on helmets for motorcycle riders ²			
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 ²	Yes		
Presence of targets to increase helmet use (year)	Yes, national (2030)		N/A
Helmet wearing rate ² (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 ²			
National seat-belt law	Yes		
Legislation applies to front and rear seat occupants	Not all		
Presence of targets to increase seat belt use (year) ²	Yes, national (2030)		N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–		N/A
Legislation on child restraint systems ²			
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	Partially		N/A
Speeding violations and speeding related injuries and fatalities ²	Yes		N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes		N/A
Seat belt and child-restraint systems use ²	No		N/A
Powered 2- and 3- wheeler helmet use ²	Yes		N/A
Mobile phone use while driving ²	Yes		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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3-wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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.

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 ¹	–	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 ²	No	N/A
Presence of systematic approaches to assess/audit new roads ²	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 ²	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 ²	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 ²	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 ²	No	N/A
Adherence to one or more of the 7 UN road safety conventions ²	0	N/A
Presence of national lead agency to implement national road safety strategy ²	No	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	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 ²				
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) ²	–	N/A		
Available types of enforcement	Manual			
Legislation on drink driving ²				
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) ²	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 ²	Hand held			
Presence of targets to reduce distracted driving nationally (year) ²	–	N/A		
Legislation on helmets for motorcycle riders ²				
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 ²	No			
Presence of targets to increase helmet use (year)	–	N/A		
Helmet wearing rate ² (Driver; Passenger)	–	N/A		
Minimum age/height children are allowed as passengers	No	N/A		
Legislation on seat-belts for motor vehicle occupants ²				
National seat-belt law	Yes			
Legislation applies to front and rear seat occupants	Yes			
Presence of targets to increase seat belt use (year) ²	–	N/A		
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A		
Legislation on child restraint systems ²				
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 ²	Yes	N/A		
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A		
Seat belt and child-restraint systems use ²	No	N/A		
Powered 2- and 3- wheeler helmet use ²	No	N/A		
Mobile phone use while driving ²	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.

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 ¹	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 ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	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

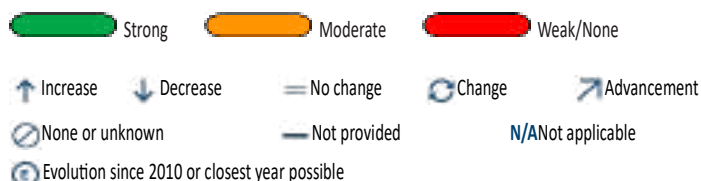
Total registered vehicles [rate per 100 000 pop] (year)	899 186 [4 617.6] (2021)	↑
Four-wheel vehicles	27 979	N/A
Powered 2- and 3-wheelers	3 287	N/A
Heavy trucks	7 282	N/A
Buses	665	N/A
Other	6 246	N/A
Legislation on periodic vehicle technical inspection ²	Yes	N/A
National laws on front and side impact 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 ²	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 strategy²	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 ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	0	N/A
Presence of national lead agency to implement national road safety strategy²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A



ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles²			=
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) ²	National (2030)	N/A	
Available types of enforcement	Manual	↗	
Legislation on drink driving²			=
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) ²	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 ²	Hand held	🕒	
Presence of targets to reduce distracted driving nationally (year) ²	National	N/A	
Legislation on helmets for motorcycle riders²			=
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 ²	Yes		=
Presence of targets to increase helmet use (year)	Yes, national	N/A	
Helmet wearing rate ² (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 occupants²			=
National seat-belt law	Yes		=
Legislation applies to front and rear seat occupants	Yes		=
Presence of targets to increase seat belt use (year) ²	Yes, national	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A	
Legislation on child restraint systems²			=
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 ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3-wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	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 ¹	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 ²	–	N/A
Presence of systematic approaches to assess/audit new roads ²	–	🔄
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 ²	–	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 ²	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 ²	–	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 ²	–§	N/A
Adherence to one or more of the 7 UN road safety conventions ²	2	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	==
Presence of agencies that coordinate pre-hospital and emergency medical services ²	–	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 ²			=
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) ²	–	N/A	
Available types of enforcement	–	N/A	
Legislation on drink driving ²			=
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) ²	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 ²	Hand held		=
Presence of targets to reduce distracted driving nationally (year) ²	–	N/A	
Legislation on helmets for motorcycle riders ²			=
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 ²	Yes		=
Presence of targets to increase helmet use (year)	–	N/A	
Helmet wearing rate ² (Driver; Passenger)	–	N/A	
Minimum age/height children are allowed as passengers	No	N/A	
Legislation on seat-belts for motor vehicle occupants ²			=
National seat-belt law	Yes		=
Legislation applies to front and rear seat occupants	Not all		=
Presence of targets to increase seat belt use (year) ²	–	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A	
Legislation on child restraint systems ²			=
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	

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 ²	–	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	–	N/A
Seat belt and child-restraint systems use ²	–	N/A
Powered 2- and 3- wheeler helmet use ²	–	N/A
Mobile phone use while driving ²	–	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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<https://www.who.int/teams/social-determinants-of-health/safety-and-mobility/global-status-report-on-road-safety-2023>

