Contents

Road safety in the African Region: key facts 2

Background: the international road safety context 3

Methodology 3

Findings 4

Conclusions and recommendations 17

Country profiles 18
Road safety in the African Region: key facts

• The African region has the highest estimated road traffic fatality rate of 26.6 per 100 000 population, despite having the lowest level of motorization in the world.

• Half of all road traffic deaths in the region occur among vulnerable road users (pedestrians, cyclists and motorcyclists). The African region has the highest proportion of deaths among pedestrians at 39%. This indicates an urgent need for policymakers to ensure the prioritisation of interventions specifically targeted at improving the safety of these vulnerable road users.

• While the majority of countries in the region have enacted national laws on key behavioural risk factors (speed, drink-driving, motorcycle helmets, seat-belts and child restraints), in very few countries in the region do these laws meet best practice.

• In order for road safety legislation to be effective, there needs to be sustained and strong enforcement. In most countries in the region, enforcement of key road safety laws is weak, thus limiting the ability of legislation to achieve its full potential.

• Developing intermediate indicators is important in order to measure changes in road user behaviour, and thus allow an assessment of programmes that include legislation and enforcement. However, to date there are few countries in the region report data on helmet-wearing rates, seat-belt wearing rates, or the proportion of deaths attributed to alcohol.

• Vehicle safety is a key component for road safety. Only one country in the region applies 4 of the 7 UN priority vehicle safety standards.

• Road traffic fatality data are vastly underreported in the region, with estimated figures almost 4 times that of the official reported figures, while the quality of data on non-fatal injuries is also of concern.

• While a number of countries in the region have adopted policies to encourage walking and cycling, there is concern that if these are not accompanied by additional safety measures – notably speed reduction, they will not achieve the desired effects, and may indeed make roads more dangerous for vulnerable road users.
Background: the international road safety context

Globally, road traffic injuries claim approximately 1.25 million lives each year and have a huge impact on health and development. They are the leading cause of death among young people aged between 15 and 29 years, and cost governments approximately 3% of GDP (and up to 5% in low- and middle-income countries). In addition to the deaths, millions of people suffer non-fatal injuries each year as a result of road traffic crashes, while there are additional indirect health consequences that are associated with this growing epidemic (for example, respiratory problems associated with high emissions, as well as reduced physical activities such as walking and cycling and the associated negative health consequences).

In 2010 the United Nations General Assembly adopted Resolution 64/2551, which proclaimed 2011–2020 the Decade of Action for Road Safety. The resolution called on countries to implement the measures identified internationally to make their roads safer. The UN General Assembly also invited WHO to monitor progress through its Global status report on road safety series, and as such, serve to highlight gaps and guide action on road safety in countries.

In September 2015, road safety was included in the 2030 Agenda for Sustainable Development. Sustainable Development Goal (SDG) 3, the health goal, has an ambitious target of reducing by half the global number of deaths and injuries from road traffic crashes by 2020. In addition, SDG11 related to providing access to sustainable transport systems for all, improving road safety, and expanding public transport.1

Methodology

The objectives of this third report are to describe the road safety situation in all Member States; identify gaps in road safety at national level and thereby stimulate road safety action; and monitor countries’ progress in implementing measures identified in the Global Plan of Action.2

The current overview of road safety in the African region is developed with data from the Global status report on road safety 2015. Forty-three of the Region’s 47 countries participated, representing 97.5% of the regional population. This comprises 20 middle-income countries and 23 low-income countries. Data collection began in May 2014 and was completed by December 2014, validated with the National Data Coordinators and cleared by the government. New aspects to the methodology of this third report were the collection and analysis of all legislative documents from participating countries, and the inclusion of information on 7 key priority standards for vehicle safety. For more information on the methodology of these components please see Explanatory Notes 1-3 in the main report.

1 http://www.globalgoals.org/
2 Ref global plan
Findings

Every day, about 650 deaths occur on the Africa’s roads

Almost a quarter of a million people were (246 718) killed on the region’s roads in 2013, approximately a fifth of the global total number of deaths. This means about 675 people die each day on the region’s roads. This is in addition to the burden of non-fatal injury, material damage and costs incurred.

The African region has the highest road traffic fatality rate, despite being the region with the lowest level of motorization

The African Region has the highest estimated road traffic death rates of 26.6 per 100 000 population, relative to a global rate of 17.4. However, the region is the least motorized, with 46.6 vehicles per 1000 people – relative to 510.3 vehicles per 1000 people in European region. In terms of absolute numbers of deaths and vehicles, Africa is over represented in terms of the number of road traffic deaths that occur on its roads, relative to its vehicle fleet: it contributes to 20% of the world’s road traffic deaths but has only 2.3% of the world’s vehicles.

FIGURE 1
Road traffic fatalities and motorization, by WHO region.

<table>
<thead>
<tr>
<th>Rank</th>
<th>Estimated fatality rate/100 000 population</th>
<th>Rank</th>
<th>Number of vehicles per 1000 persons</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>African Region (26.6)</td>
<td>1</td>
<td>European region (510.3)</td>
</tr>
<tr>
<td>2</td>
<td>Eastern Mediterranean Region (19.9)</td>
<td>2</td>
<td>Region of Americas (502.8)</td>
</tr>
<tr>
<td>3</td>
<td>Western Pacific Region (17.3)</td>
<td>3</td>
<td>Western Pacific Region (250.5)</td>
</tr>
<tr>
<td>4</td>
<td>South East Asia Region (17)</td>
<td>4</td>
<td>South East Asia Region (168.9)</td>
</tr>
<tr>
<td>5</td>
<td>Region of Americas (15.9)</td>
<td>5</td>
<td>Eastern Mediterranean Region (126.0)</td>
</tr>
<tr>
<td>6</td>
<td>European Region (9.3)</td>
<td>6</td>
<td>European Region (46.6)</td>
</tr>
</tbody>
</table>
Half of road traffic deaths are among vulnerable road users, while the region has the highest proportion of pedestrian deaths

Half of all deaths on the region are among those with the least protection – motorcyclists, pedestrians, and cyclists. The African region has the highest proportion of pedestrian-related deaths at 39%. While the region has the lowest proportion of road traffic deaths among motorcyclists, at 7%, this may be a result of poor data quality, because most of the participating countries were unable to provide detailed data on deaths broken down by road user type. Indeed, data reported from many countries point to a large influx of motorcycles into the region, suggesting that preventing injuries among this group may become an increasing priority.

FIGURE 2
Proportions of road traffic deaths by type of road users and WHO region

<table>
<thead>
<tr>
<th>Region</th>
<th>Car occupants</th>
<th>Motorized 2-3 wheelers</th>
<th>Motorcycles</th>
<th>Pedestrians</th>
<th>Others/unspecified</th>
</tr>
</thead>
<tbody>
<tr>
<td>African Region</td>
<td>11%</td>
<td>39%</td>
<td>4%</td>
<td>11%</td>
<td>7%</td>
</tr>
<tr>
<td>Eastern Mediterranean Region</td>
<td>14%</td>
<td>27%</td>
<td>11%</td>
<td>14%</td>
<td>3%</td>
</tr>
<tr>
<td>Western Pacific Region</td>
<td>14%</td>
<td>23%</td>
<td>7%</td>
<td>34%</td>
<td>13%</td>
</tr>
<tr>
<td>South East Asia Region</td>
<td>34%</td>
<td>20%</td>
<td>16%</td>
<td>34%</td>
<td>13%</td>
</tr>
<tr>
<td>Region of Americas</td>
<td>21%</td>
<td>22%</td>
<td>3%</td>
<td>3%</td>
<td>4%</td>
</tr>
<tr>
<td>European Region</td>
<td>10%</td>
<td>26%</td>
<td>9%</td>
<td>4%</td>
<td>51%</td>
</tr>
</tbody>
</table>
Car occupants and pedestrian related deaths are higher in middle-income countries while motorcyclist- and cyclist-related deaths are higher in low-income countries

Although road traffic fatality rates are higher in low-income countries (29.2/100,000 population, compared to 23.3 in middle income countries and 22.9 in high income countries), there are variations between type of road users by income groups. Deaths among car occupants and pedestrians are higher in middle-income countries while motorcyclists and cyclist’s related deaths are higher in low-income countries (Figure 3).

**FIGURE 3**
Proportion of deaths by road users and income groups in the African region

Multisectoral action is needed for effective national road safety strategies

Coordination of road safety efforts across multiple sectors and stakeholders is critical for success. In many countries this role is fulfilled by a lead agency that ideally should have the authority and resources needed to coordinate the implementation of a national strategy.
Currently 40 countries in the African region report having an agency that leads national road safety efforts. In some countries these take the form of a designated stand-alone agency while in other countries, the lead agency is situated within a government ministry.

Achieving sustained reductions in road traffic injuries requires countries to have a long-term vision and strategy for road safety, and to define the objectives to be attained within the strategy’s time period. The process for developing such a national strategy should involve a considerable degree of stakeholder engagement at the national level so that all relevant sectors – health, transport, police, and nongovernmental agencies – invest in a strategy that is itself based on the best possible evidence.

Currently 29 countries have a national strategy for road traffic safety that is fully or partially funded, with a further 5 that have road safety in multiple strategies. While a national strategy is essential to defining the vision behind a road safety programme, its implementation requires tangible objectives and, in particular, intermediate targets. Target-setting is a valuable means to get – and keep – traffic safety on the political agenda. Most high-performing countries articulate time-bound reduction targets for road traffic fatalities and serious injuries. This survey found that 26 countries in the region have set out fatality targets in their national strategies, but only 19 have targets for non-fatal injuries.

More work is needed to bring road safety laws into line with best practice

Road safety laws improve road user behaviour and can be an effective tool in reducing road traffic crashes, injuries and deaths. The most positive changes to road user behaviour happen when road safety legislation is supported by strong and sustained enforcement, and where the public is made aware of the reasons behind the new law and the consequences of noncompliance.

This section reports on an assessment of countries’ current legislation to meet five key behavioural risk factors for road traffic injuries: speed, drink-driving, failure to use motorcycle helmets, seat-belts and child restraints. There is a strong evidence base showing the positive impacts that legislation on each of these risk factors can have on reducing crashes, injuries and deaths. A summary of the region’s legislation on the 5 risk factors is shown in Figure 4. It indicates that while the majority of countries have national laws to regulate speed, drink-driving, motorcycle helmet and seat belts, these laws frequently fail to meet criteria for best practice.
Reducing speeding
Although the majority of countries in the region (93%) have a national speed limit law, very few of them meet WHO’s two criteria for best practice on speed legislation in urban areas: only half of countries have a law that allow local authorities to modify the local speed limits, while just 44% have their maximum urban speed limits lower or equal than 50 km/h, as is considered best practice. Seven countries, (Algeria, Burkina Faso, Kenya, Madagascar, Mali, Rwanda and Sao Tome and Principe) meet both these 2 criteria.

Drink-driving
WHO recommends that drink-driving laws should be based on blood alcohol concentration limits no more than 0.05g/dl, with lower limits for young and novice drivers who constitute a high risk group. While 95% of countries in the region have some type of national drink-driving law, only 33 countries base this law on breath or blood alcohol concentration, and only 8 have a BAC limit of less than or equal to 0.05 g/dl as is recommended. Only one country in the region, Algeria, meets WHO’s criteria for best practice on drink-driving laws, namely having a law based on a BAC of less than or equal to 0.05g/dl and having a limit of less than 0.02 g/dl for young-novice drivers.

Motorcycle helmet
Wearing a motorcycle helmet can reduce the risk of death by almost 40% and the risk of severe injury by approximately 70%. Effective enforcement of motorcycle helmet laws can increase helmet-wearing rates and thereby reduce head injuries. Most (93%) countries in the African region have a motorcycle helmet law but only 11 have a law that meets WHO’s standards of best practice, that is it applies to both drivers and adult passengers, all road types, all engine types, and stipulates that
the helmet be properly fastened. The effectiveness of national helmet legislation in reducing injuries also depends on the quality of helmets worn: 40% of countries specify a national or international standard. Only 6 countries (Botswana, Cabo Verde, Ghana, Madagascar, Malawi and Swaziland) meet all these best practice criteria, i.e. have both a comprehensive law and specify a standard, with this figure higher among middle income countries (20%) than among low-income countries (9%).

**Seat-belt law**

Wearing a seat-belt reduces the risk of a fatality among drivers and front-seat occupants by 45–50%, and up to about 25% among rear-seat occupants. Seat-belt legislation, when combined with strong and sustained enforcement, is an effective mechanism for increasing seat-belt wearing rates. While 38 countries (88%) in the region have a seat-belt law, only 17 (40%) have a seat-belt law that meets best practice, meaning it applies to drivers, front seat passengers and rear-seat passengers, with this figure higher among middle income countries (45%) than among low-income countries (35%).

**Child restraints**

Children in appropriate restraints are significantly less likely to be killed or injured than unrestrained children, and are also less likely to be killed or injured than children using adult seat-belts. Furthermore, young children are safer sitting in the rear seat than in the front seat. Fifteen countries (35%) in the region have a national child restraint law while 17 countries (40%) restrict children from sitting in the front seat. Nine countries have laws in line with best practice with regard to child restraints, specifically that restricts children under a certain age from sitting in the front and have a child restraint law based on age, weight and-or height.

**TABLE 1**

Best practice legislative criteria met by countries of the African region

<table>
<thead>
<tr>
<th>Risk factor</th>
<th>Best practice legislative criteria as defined by WHO for this report</th>
<th>Countries meeting legislative criteria for best practice</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speed</td>
<td>Setting national speed limits with maximum urban speed limits lower than or equal to 50 km/h and local authorities are allowed to reduce speed limits</td>
<td>7 countries (16%) Algeria, Burkina Faso, Kenya, Madagascar, Mali, Rwanda and Sao Tome and Principe</td>
</tr>
<tr>
<td>Drink-driving</td>
<td>National drink-driving law based on BAC or equivalent BrAC- BAC limit for general population ≤ 0.05 g/dl and BAC limit for young/novice drivers ≤ 0.02 g/dl</td>
<td>1 country (2%) Algeria</td>
</tr>
<tr>
<td>Motorcycle helmets</td>
<td>National motorcycle helmet law applies to motorcycle drivers and adult passengers, all road types, all engine types, requires helmet to be properly fastened and meet a national or international standard</td>
<td>6 countries (14%) Botswana, Cabo Verde, Ghana, Madagascar, Malawi and Swaziland</td>
</tr>
<tr>
<td>Seat-belts</td>
<td>National seat-belt law applies to drivers, front seat and rear seat passengers</td>
<td>17 countries (40%) Algeria, Angola, Botswana, Burkina Faso, Eritrea, Ethiopia, Ghana, Kenya, Mauritius, Mozambique, Namibia, Seychelles, Sierra Leone, South Africa, Togo, Uganda and Zambia</td>
</tr>
<tr>
<td>Child restraints</td>
<td>National child restraint law based on age-weight-height or a combination of these factors and restrict children under a certain age-height from sitting in front seat</td>
<td>9 countries (21%) Angola, Botswana, Burkina Faso, Cabo Verde, Ethiopia, Eritrea, Guinea, Mozambique and Zambia</td>
</tr>
</tbody>
</table>
More enforcement of laws on key risk factors is needed

While there is clear evidence that enforcement is critical to the success of road safety laws, the levels of enforcement that are needed for maximum impact are often insufficient. In countries where legislation has not previously been accompanied by enforcement, particularly visible and high levels of enforcement may be needed to persuade the public that breaking the law in future may result in a penalty.

The report assessed levels of enforcement of the existing laws on key road safety risk factors in the Region, and reveals that across all 5 risk factors; the potential impact of these laws to save lives is vastly unattained. Seat-belt and motorcycle helmet laws appear better enforced but still only 23% and 19% of countries respectively report good enforcement of their existing laws (Figure 5).

More effort is needed to collect data on intermediate indicators

In order to assess the effectiveness of efforts to improve road user behaviour, countries need to collect regular data on intermediate indicators. This will given an indication on the effectiveness of the implemention and enforcement of the law. Data from this report show that most countries in the region lack this data, specifically on helmet wearing, seat-belt wearing rates, use of child restraints and
the proportion of deaths attributable to alcohol (Table 2). This indicates the need for countries to strengthen data collection on these indicators, a crucial step to allow monitoring of ongoing efforts to address road user behaviour.

**TABLE 2**
Availability of intermediate indicators that measure law enforcement in African region

<table>
<thead>
<tr>
<th>Risk factor</th>
<th>Indicator</th>
<th>Number of countries with data (%)</th>
<th>Range</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drink-driving</td>
<td>Proportion of annual road traffic deaths attributable to alcohol impairment</td>
<td>21%</td>
<td>1.3–60%</td>
</tr>
<tr>
<td>Motorcycle helmet wearing rate</td>
<td>Drivers</td>
<td>14%</td>
<td>15.3–90%</td>
</tr>
<tr>
<td></td>
<td>Passengers</td>
<td>16%</td>
<td>1–90%</td>
</tr>
<tr>
<td></td>
<td>All riders</td>
<td>16%</td>
<td>9–95%</td>
</tr>
<tr>
<td>Seat belt wearing rate</td>
<td>Drivers</td>
<td>19%</td>
<td>17.6–93.8%</td>
</tr>
<tr>
<td></td>
<td>Front seat occupants</td>
<td>21%</td>
<td>4.9–97.4%</td>
</tr>
<tr>
<td></td>
<td>Rear seat occupants</td>
<td>14%</td>
<td>0.2–15%</td>
</tr>
<tr>
<td></td>
<td>All occupants</td>
<td>14%</td>
<td>&lt;1–63.8%</td>
</tr>
<tr>
<td>Child restraint wearing rate</td>
<td></td>
<td>0</td>
<td>—</td>
</tr>
</tbody>
</table>

It should be noted, however, that a high proportion of countries in the region include targets on these behavioural risk factors in their national road safety strategies: for example, 70% have targets to reduce drink-driving, 72% to reduce speed, and 35% to increase child restraint use. While specifying targets within a national strategy is an important method of motivating success, to be effective, this needs to go hand in hand with implementing ways of collecting this information.
Policymakers must make vehicles and roads safer

Only one country in the region applies any of the 7 priority UN safety standards for new cars

Safe vehicles play an important role in averting a crash and reducing the likelihood of serious consequences in the event of a crash. At the international level, there are efforts to harmonize the different national systems of regulations, ultimately facilitating the roll-out of best practice and making practices such as de-specification of safety features more difficult. The UN World Forum for Harmonization of Vehicle Regulations is the primary global body responsible for the development of passenger car safety standards and its regulations provide a legal framework covering a range of vehicle standards for UN Member States to apply voluntarily.

There are a set of 7 international standards that are increasingly accepted as basic minimum standards for vehicle manufacture/assembly for passenger vehicles.

Rapid motorization in low- and middle-income countries/areas, where the risk of a road traffic crash is highest, and the increasing production of vehicles that is taking place in these emerging economies, means there is an urgent need for these priority vehicle standards to be implemented globally.
Data on vehicle standards revealed that all countries in the region fail to apply the 7 UN priority safety standards (relating to seat-belts fixtures and anchorages, frontal impact and side impact, electronic stability control, child restraint fixtures and pedestrian protection). Indeed, only South Africa applies standards for electronic stability control, pedestrian protection, seat belt anchorages and child restraints.¹

**Safer roads and sustainable transport**

With respect to the importance of sustainable transport and the movement of safe public transport, shift to non-motorized modes and separating vulnerable road users (pedestrians, cyclists and motorcyclists) is increasing around the world. Within the African region, however, while there has been a reported increase in countries with national polices to encourage walking and/or cycling and to invest public transport between 2013 and 2015, the proportion of countries with national policies to separate vulnerable road users declined over the same period (Figure 6).

**FIGURE 6**
Proportion of countries with national policies to support sustainable transport, African region, 2013 and 2015

However, it is important to mention that these strategies if planned in isolation can exacerbate a road safety problem. For example, encouraging walking and cycling strategies, if not accompanied by other measures – such as effective speed management and the provision of pedestrian and cycling safety measures – could actually lead to increases in road traffic injuries. This is particularly important in this region with the highest proportion of pedestrian deaths, and where speed is such a critical factor in improving road safety.

¹ Vehicle standards were collected using information from the UN World Forum for Harmonization of Vehicle and data was analysed and interpreted by Global NCAP.
Safety through design and review

Decisions made at the design stage of a road infrastructure project can have a significant impact on the level of death and injury of the road. Specifying safety standards and acting on findings of a road safety design audit can all identify if further design modifications can increase safety. Currently 33 countries, (77%) in the region require some type of road safety audit on new roads, although these vary greatly in what they cover, and thus in quality. Existing road infrastructure should also be regularly assessed for safety, with a focus on roads with the highest crash risk: 74% countries currently assess parts of existing road safety networks.

Getting the injured to quality care

In high-income countries, delivering emergency care at the scene of the collision and getting crash victims quickly to a health-care facility is often performed by professionally trained providers using sophisticated equipment and designated vehicles. However, in low- and middle-income countries, laypeople such as community leaders, police, or taxi drivers who are trained in basic injury care and the coordination of transportation to a health-care facility can also fulfil these roles.

The most efficient way to activate an emergency response is through a universal, centralized access number with a central dispatch system. However, when universal access numbers are unavailable (under development or during disasters), partial measures to facilitate access, including simple mechanisms to advise patients on the nearest facility and transport options, such as public broadcasts, mobile phone applications, electronic billboards or other mechanisms that provide real-time updates on available care resources are utilised.

In the African region, 14 countries (33%) have an emergency access number, while 18 countries have multiple numbers and another 11 have no such numbers.

Health-care staff must be trained in emergency care

Once at a health-care facility, a systematic clinical approach to the management of road traffic victim’s injuries can improve outcomes. Hospitals in low- and middle-income countries are often staffed by general practitioners and nurses who treat a high volume of trauma patients every day, frequently without the support of dedicated trauma care training. Implementing accredited courses on trauma care for doctors and nurses in hospitals receiving a high-volume of trauma victims is an effective way of improving this care. In this assessment, while 25 of 43 (58%) of the region’s participating countries report having some type of emergency specialty for doctors, only 14 (33%) have equivalent programmes for nurses.

Data on road traffic injuries need to be strengthened

Data on road traffic fatalities are essential for monitoring country-level trends, tailoring prevention efforts, assessing progress and comparing the scale of road traffic deaths relative to deaths from other causes.
Vital registration data fulfil these needs best as they are a record of all officially registered deaths and are not time-limited. For example, a person who dies from injury complications a few months after a road traffic crash may or may not be issued with a death certificate showing the road traffic injury as the contributing cause of death. Such deaths will therefore not be coded as road traffic death, leading to distortions in the overall official numbers. In addition, not all countries have vital registration systems that provide cause of death information: although 35 countries have a vital registration system in place, only 15 of them (35%) could provide a figure from this source on the number of road traffic deaths.

Where countries do not have vital registration data of good quality, police data is often an unreliable source of information on road traffic fatalities. However, countries still have no consistent definition of a road traffic death for use in police databases: of the 43 participating African countries, 22 (51%) now use a 30-day definition for their official road traffic fatality data.

In addition the definitional issues related to fatality data, official data, largely from police sources, vastly underestimate the extent of road traffic deaths and injuries. In the African region, 40% of countries have a five-fold increase between the estimated and reported figures, while in some countries this difference is over 30 fold. At a regional level, while there are an estimated 246 718 deaths in the African region, only 65 8882 of these were reported. The extent of underreporting of fatality data is most significant in the African and Western Pacific regions, where official estimates comprise just under a third of the estimated Global status report figure (27% and 30% respectively).

Linking data sources (i.e. vital registration records, police data, insurance data) can improve official road traffic fatality estimates, but this process is not widely adopted. While 79% of the region’s countries use police data as their official estimates, only 4 countries link health and police data, suggesting that there is a need to strengthen the health-police linkages as one way of making the data more robust.

As well as data on the number of deaths, countries need information on who is dying on the world’s roads in order to provide better opportunity for better understanding the epidemiological pattern of road traffic deaths among countries and best target their prevention efforts. Sixteen countries still do not have data on the breakdown of deaths by sex, while 28 of the 43 participating countries do not collect information on the age of road traffic victims.

For every person that dies in a road traffic crash there are at least 20 others that sustain non-fatal injuries. These injuries can have considerable impact on quality of life, and often carry with them significant economic costs. While progress has been made in allowing international comparisons of fatality data using comparable methods, it is much harder to make cross-country comparisons of non-fatal injuries.

\[^2\] Reported number adjusted to 30 days.
Most official data for road traffic injuries are collected by police, yet not all crashes are reported to – or recorded by – the police. Furthermore, accurate assessment of injury severity requires specialized training. Absence of such training means police often rely on proxy indicators such as whether the injured person required hospital admission. However, severity indicators such as this are not standardized across countries – a situation further complicated by issues related to access to care. In the African region, 42% of countries have no classification system for non-fatal injuries, suggesting a need to build capacity in this area towards the use of international classification systems.

As a result, many countries now use hospital data as the basis for figures on non-fatal injuries. On their own, hospital data are not a substitute for police data, but using hospital data in addition to police data can provide valuable in-depth information on outcomes and costs. Approximately 37% of countries in the region currently report having a national emergency room-based injury surveillance system from 27% in countries in 2011 to 37% of countries in 2013.
Conclusions and recommendations

• Over 246,000 road traffic deaths occur each year in the African region. The region has the highest fatality rate in the world, at 26.6 per 100,000 (relative to the global rate of 17.4 per 100,000).

• Vulnerable road users comprise 50% of these deaths. The region has the highest proportion of pedestrian deaths, at 39%, suggesting that this group must be at the core of governments efforts to make their roads safer.

• This regional summary highlights a number of areas in which progress needs to be made. Promulgating and enforcing laws based on best practice that relate to key behavioural risk factors is essential to realizing such change. But this factsheet shows that most countries in the region have multiple areas of their legislation that need to be improved.

• The data presented here also suggest that lack of enforcement is undermining the potential of existing road safety laws to reduce injuries and deaths. Strengthening legislation would not be complete without strengthening the enforcement. Data from the report indicated the low enforcement among key risk factors. In order to monitor the enforcement, conducting routinely observational studies is crucial.

• The factsheet shows that only one country has applied some of the international vehicle standards. While levels of motorization are low in the region, a number of countries in the region are undergoing rapid motorization. Governments must urgently sign up to the minimum international vehicle standards as requirements for manufacturers and assemblers, and limit the importing and sale of sub-standard vehicles in their countries.

• The factsheet also highlights that countries need to do more to ensure that road infrastructure is safe. Road safety audits should be conducted on both new and existing roads, assessing the safety as it relates to the needs of all road users, including pedestrians and cyclists. Making walking and cycling safer will also have other positive co-benefits if these non-motorized forms of transport become more popular, including more physical exercise, reduced emissions, and the health benefits associated with such changes.

• In most countries in the region, official road traffic injury data are vastly underreported. There is a need to strengthen the reporting and quality of traffic data in order to provide evidence-based information for policy makers.

• The number of road traffic deaths that occur each year in the African region has increased slightly over the past 3 years, although with increasing population growth this corresponds to a slight decrease in rate per 100,000 population. The region has the world’s highest road traffic fatality rate. If the international road safety targets set for the Sustainable Development Goals – a halving of deaths by 2020 – are to be met, then strong political will and rapid action is needed by governments within the African Region.

For references or more information on the methodology, please see http://www.who.int/violence_injury_prevention/road_safety_status/2015/en/
Country profiles
## Algeria

### Population: 39,208,194 • Income group: Middle • Gross national income per capita: US$ 5,330

#### Institutional Framework

<table>
<thead>
<tr>
<th>Lead agency</th>
<th>National Centre for Prevention and Road Safety (CNPSR)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funded in national budget</td>
<td>Yes</td>
</tr>
<tr>
<td>National road safety strategy</td>
<td>Yes</td>
</tr>
<tr>
<td>Funding to implement strategy</td>
<td>Partially funded</td>
</tr>
<tr>
<td>Fatality reduction target</td>
<td>10% (2013–2018)</td>
</tr>
</tbody>
</table>

#### Safer Roads and Mobility

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

#### Safer Vehicles

- Total registered vehicles for 2013: 7,308,539
  - Cars and 4-wheeled light vehicles: 4,677,596
  - Motorized 2- and 3-wheelers: 20,102
  - Heavy trucks: 526,133
  - Buses: 125,161
  - Other: 1,959,547

- Vehicle standards applied:
  - Frontal impact standard: No
  - Electronic stability control: No
  - Pedestrian protection: No

  *UN/ECE WP.29.

#### Safer Road Users

- National speed limit law: Yes
  - Max urban speed limit: 50 km/h
  - Max rural speed limit: 100 km/h
  - Max motorway speed limit: 120 km/h
  - Local authorities can modify limits: Yes

- National drink–driving law: Yes
  - BAC limit – general population: < 0.01 g/dl
  - BAC limit – young or novice drivers: < 0.01 g/dl
  - Random breath testing carried out: Yes

- National motorcycle helmet law: Yes
  - Applies to drivers and passengers: Yes
  - Law requires helmet to be fastened: No
  - Law refers to helmet standard: No

- National seat-belt law: Yes
  - Applies to front and rear seat occupants: Yes

- National child restraint law: No
  - Restrictions on children sitting in front seat: No

- National law on mobile phone use while driving: Yes
  - Law prohibits hand-held mobile phone use: Yes
  - Law also applies to hands-free phones: Yes

- National drug-driving law: Yes

  *National Centre for Prevention and Road Safety (CNPSR). (Data from 2013).

#### Data

- Reported road traffic fatalities (2013): 4,540 (82% M)
- WHO estimated road traffic fatalities: 9,337 (95%CI 7,985–10,689)
- WHO estimated rate per 100,000 population: 23.8
- Estimated GDP lost due to road traffic crashes: —

*National Centre for Prevention and Road Safety (CNPSR). Defined as died within 30 days of crash. Note: There are no data on % deaths of females.

#### Trends in Reported Road Traffic Deaths

![Graph showing trends in reported road traffic deaths](image)

*Source: National Centre for Prevention and Road Safety (CNPSR).*

---

*Data only available for 2004 to 2013.*
**ANGOLA**

Population: 21 471 618 • Income group: Middle • Gross national income per capita: US$ 5 170

### INSTITUTIONAL FRAMEWORK

<table>
<thead>
<tr>
<th>Lead agency</th>
<th>National Council of Road Traffic Planning (CNVOT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funded in national budget</td>
<td>Yes</td>
</tr>
<tr>
<td>National road safety strategy</td>
<td>Yes</td>
</tr>
<tr>
<td>Funding to implement strategy</td>
<td>Fully funded</td>
</tr>
<tr>
<td>Fatality reduction target</td>
<td>Yes (not specified)</td>
</tr>
</tbody>
</table>

### SAFER ROADS AND MOBILITY

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

### SAFER VEHICLES

| Total registered vehicles for 2013 | 581 530 |
| Cars and 4-wheeled light vehicles | 403 794 |
| Motorized 2- and 3-wheelers | 103 104 |
| Heavy trucks | 68 530 |
| Buses | 1 477 |
| Other | 4 625 |

| Vehicle standards applied* | |
| Frontal impact standard | No |
| Electronic stability control | No |
| Pedestrian protection | No |

* UNECE WP29.

### POST-CRASH CARE

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

### DATA

| Reported road traffic fatalities (2013) | 4 305* (84% M, 16% F) |
| WHO estimated road traffic fatalities | 5 769 (95% CI 4 626–6 912) |
| WHO estimated rate per 100 000 population | 26.9 |
| Estimated GDP lost due to road traffic crashes | — |

* National Road Traffic Directorate (DNVT)/General Command of Traffic Police (CGPN). Defined as died at scene of crash.

### DEATHS BY ROAD USER CATEGORY

- Pedestrians (35%)
- Riders motorized 2- or 3-wheelers (2%)
- Other (63%)

### SAFER ROAD USERS

| National speed limit law | Yes |
| Max urban speed limit | 60 km/h |
| Max rural speed limit | 90 km/h |
| Max motorway speed limit | 120 km/h |
| Local authorities can modify limits | Yes |
| National drink–driving law | 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 |
| National motorcycle helmet law | Yes |
| Applies to drivers and passengers | Yes |
| Law refers to helmet standard | No |
| National seat-belt law | Yes |
| Applies to front and rear seat occupants | Yes |
| National child restraint law | Yes |
| Restrictions on children sitting in front seat | Yes |
| Child restraint law based on Weight/Height | — |
| % children using child restraints | — |
| National drug-driving law | Yes |

### TRENDS IN REPORTED ROAD TRAFFIC DEATHS

Source: DNVT/CGPN (data from 2013).

Source: DNVT/CGPN.
BENIN

Population: 10 323 474 • Income group: Low • Gross national income per capita: US$ 790

**INSTITUTIONAL FRAMEWORK**

<table>
<thead>
<tr>
<th>Lead agency</th>
<th>National Centre for Road Safety (CNSR)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funded in national budget</td>
<td>Yes</td>
</tr>
<tr>
<td>National road safety strategy</td>
<td>Yes</td>
</tr>
<tr>
<td>Funding to implement strategy</td>
<td>Partially funded</td>
</tr>
<tr>
<td>Fatality reduction target</td>
<td>50% (2011–2020)</td>
</tr>
</tbody>
</table>

**SAFER ROADS AND MOBILITY**

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

**SAFER VEHICLES**

| Total registered vehicles for 2013 | 34 914 |
| Cars and 4-wheeled light vehicles | 28 156 |
| Motorized 2- and 3-wheelers | 828 |
| Heavy trucks | 1 209 |
| Buses | 1 278 |
| Other | 3 443 |

| Vehicle standards applied | Frontal impact standard — |
| Electronic stability control — |
| Pedestrian protection — |

**POST-CRASH CARE**

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

**DATA**

- **Reported road traffic fatalities (2012):** 658
- **WHO estimated road traffic fatalities:** 2 855 (95%CI 2 398–3 312)
- **WHO estimated rate per 100 000 population:** 27.7
- **Estimated GDP lost due to road traffic crashes:** —

**DEATHS BY ROAD USER CATEGORY**

Source: CNSR database (data from 2012).

**TRENDS IN REPORTED ROAD TRAFFIC DEATHS**

Source: CNSR and INSAE (Institut national statistique analyse économique)
BOTSWANA

Population: 2 021 144 • Income group: Middle • Gross national income per capita: US$ 7 770

INSTITUTIONAL FRAMEWORK

Lead agency National Road Safety Committee

Funded in national budget Yes
National road safety strategy Yes
Funding to implement strategy Fully funded
Fatality reduction target 50% (2011–2020)

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2014 520 793
Cars and 4-wheeled light vehicles 454 093
Motorized 2- and 3-wheelers 3 649
Heavy trucks 29 654
Buses 2 023
Other 31 374

Vehicle standards applied:
Frontal impact standard No
Electronic stability control No
Pedestrian protection No

POST-CRASH CARE

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

DATA

Reported road traffic fatalities (2013) 411 (74% M, 26% F)
WHO estimated road traffic fatalities 477 (95% CI 412–542)
WHO estimated rate per 100 000 population 23.6
Estimated GDP lost due to road traffic crashes —

SAFER ROAD USERS

National speed limit law Yes
Max urban speed limit 60 km/h
Max rural speed limit 80 km/h
Max motorway speed limit 120 km/h
Local authorities can modify limits Yes

Enforcement 0 1 2 3 4 5 6 7 8 9 10

National drink–driving law Yes
BAC limit – general population ≤ 0.05 g/dl
BAC limit – young or novice drivers ≤ 0.05 g/dl
Random breath testing carried out Yes

Enforcement 0 1 2 3 4 5 6 7 8 9 10

% road traffic deaths involving alcohol 10%

National motorcycle helmet law Yes
Applies to drivers and passengers Yes
Law requires helmet to be fastened Yes
Law refers to helmet standard Yes

Enforcement 0 1 2 3 4 5 6 7 8 9 10

Helmet wearing rate —

National seat-belt law Yes
Applies to front and rear seat occupants Yes

Enforcement 0 1 2 3 4 5 6 7 8 9 10

Seat-belt wearing rate —

National child restraint law Yes
Restrictions on children sitting in front seat Yes
Child restraint law based on Age

Enforcement 0 1 2 3 4 5 6 7 8 9 10

% children using child restraints —

National law on mobile phone use while driving Yes
Law prohibits hand-held mobile phone use Yes
Law also applies to hands-free phones No

National law on mobile phone use while driving Yes

DEATHS BY ROAD USER CATEGORY

Drivers/passengers buses (5%)
Pedestrians (27%)
Drivers 4-wheeled cars and light vehicles (24%)
Passengers 4-wheeled cars and light vehicles (44%)

TRENDS IN REPORTED ROAD TRAFFIC DEATHS

Source: Police Records (data from 2013).

Source: Police Records.
INSTITUTIONAL FRAMEWORK

Lead agency: National Road Safety Office (ONASER)
Funded in national budget: Yes
National road safety strategy: Yes
Funding to implement strategy: Partially funded
Fatality reduction target: 25% (2011–2020)

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2013: 1,545,903
Cars and 4-wheeled light vehicles: 197,702
Motorized 2- and 3-wheelers: 1,282,706
Heavy trucks: 24,139
Buses: 9,615
Other: 31,741
Vehicle standards applied:
Frontal impact standard: No
Electronic stability control: No
Pedestrian protection: No

POST-CRASH CARE

Emergency room injury surveillance system: No
Emergency access telephone numbers: 18
Permanently disabled due to road traffic crash: —

DATA

Reported road traffic fatalities (2013): 1,125
WHO estimated road traffic fatalities: 5,072 (95%CI 4,064–6,080)
WHO estimated rate per 100,000 population: 30.0
Estimated GDP lost due to road traffic crashes: —

DEATHS BY ROAD USER CATEGORY

DATA NOT AVAILABLE

TRENDS IN REPORTED ROAD TRAFFIC DEATHS

Source: National Police and National Gendarmerie.
### CABO VERDE

Population: 498,897 • Income group: Middle • Gross national income per capita: US$ 3,620

#### INSTITUTIONAL FRAMEWORK

<table>
<thead>
<tr>
<th>Lead agency</th>
<th>General Directorate of Road Transport</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funded in national budget</td>
<td>Yes</td>
</tr>
<tr>
<td>National road safety strategy</td>
<td>Yes</td>
</tr>
<tr>
<td>Funding to implement strategy</td>
<td>Partially funded</td>
</tr>
<tr>
<td>Fatality reduction target</td>
<td>30% (2013–2016)</td>
</tr>
</tbody>
</table>

#### SAFER ROADS AND MOBILITY

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

#### SAFER VEHICLES

<table>
<thead>
<tr>
<th>Total registered vehicles for 2013</th>
<th>56,690</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cars and 4-wheeled light vehicles</td>
<td>41,292</td>
</tr>
<tr>
<td>Motorized 2- and 3-wheelers</td>
<td>6,207</td>
</tr>
<tr>
<td>Heavy trucks</td>
<td>9,088</td>
</tr>
<tr>
<td>Buses</td>
<td>103</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
</tr>
</tbody>
</table>

#### POST-CRASH CARE

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

#### DATA

- Reported road traffic fatalities (2013): 41
- WHO estimated road traffic fatalities: 130 (95%CI 113–147)
- WHO estimated rate per 100,000 population: 26.1

#### DEATHS BY ROAD USER CATEGORY

- [DATA NOT AVAILABLE]

#### TRENDS IN REPORTED ROAD TRAFFIC DEATHS

[Graph showing trends in reported road traffic deaths]

Source: Police Records.
CAMEROON

Population: 22 253 959 • Income group: Middle • Gross national income per capita: US$ 1 290

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

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

SAFER ROAD USERS

National speed limit law Yes
Max urban speed limit 60 km/h
Max rural speed limit 110 km/h
Max motorway speed limit No d
Local authorities can modify limits Yes
Enforcement 0 1 2 3 4 5 6 7 8 9 10
National drink–driving law Yes
BAC limit – general population ≤ 0.08 g/dl
BAC limit – young or novice drivers ≤ 0.08 g/dl
Random breath testing carried out Yes
Enforcement 0 1 2 3 4 5 6 7 8 9 10
National motorcycle helmet law Yes
Applies to drivers and passengers Yes
Law requires helmet to be fastened No
Law refers to helmet standard No
Enforcement 0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate —
National seat-belt law Yes
Applies to front and rear seat occupants No
Enforcement 0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate —
National child restraint law No
Restrictions on children sitting in front seat No
Child restraint law based on —
Enforcement —
% children using child restraints —
National law on mobile phone use while driving Yes
Law prohibits hand-held mobile phone use Yes
Law also applies to hands-free phones No
National drug-driving law Yes

METHODS

Legislation reviewed and collated by WHO. Vehicle safety data from UNECE WP 29. Other data collected by questionnaire and cleared by Ministry of Transport.

* UN/ECE WP 29.

DATA

Reported road traffic fatalities (2013) 1 095d
WHO estimated road traffic fatalities 6 136 (95%CI 5 035–7 236)
WHO estimated rate per 100 000 population 27.6
Estimated GDP lost due to road traffic crashes 1.0% e

DEATHS BY ROAD USER CATEGORY

TRENDS IN REPORTED ROAD TRAFFIC DEATHS

Source: Police Records.

There are no motorways in Cameroon.

a UNECE WP29.

b Police Records. Defined as unlimited time period following crash.


d There are no motorways in Cameroon.
CENTRAL AFRICAN REPUBLIC

Population: 4,616,417 • Income group: Low • Gross national income per capita: US$ 320

INSTITUTIONAL FRAMEWORK

Lead agency: National Committee of Road Safety (CNSR)
Funded in national budget: Yes
National road safety strategy: Yes
Funding to implement strategy: Partially funded
Fatality reduction target: —

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2014: 37,475
Cars and 4-wheeled light vehicles: 4,995
Motorized 2- and 3-wheelers: 32,480
Heavy trucks: —
Buses: —
Other: —

Vehicle standards applied:
- Frontal impact standard: No
- Electronic stability control: No
- Pedestrian protection: No

SAFER ROAD USERS

National speed limit law: Yes
Max urban speed limit: 60 km/h
Max rural speed limit: 110 km/h
Max motorway speed limit: No
Local authorities can modify limits: Yes
Enforcement: 0 1 2 3 4 6 7 8 9 10

National drink–driving law: Yes
BAC limit – general population: ≤ 0.08 g/dl
BAC limit – young or novice drivers: ≤ 0.08 g/dl
Random breath testing carried out: Yes
Enforcement: 0 1 2 3 4 6 7 8 9 10

National motorcycle helmet law: Yes
Applies to drivers and passengers: Yes
Law requires helmet to be fastened: No
Law refers to helmet standard: No
Enforcement: 0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate: —

National seat-belt law: Yes
Applies to front and rear seat occupants: No
Enforcement: 0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate: —

National child restraint law: No
Restrictions on children sitting in front seat: No
Child restraint law based on: —
Enforcement: —
% children using child restraints: —

National law on mobile phone use while driving: Yes
Law prohibits hand-held mobile phone use: Yes
Law also applies to hands-free phones: Yes
National drug–driving law: No

DATA

Reported road traffic fatalities (2012–2013): 45
WHO estimated road traffic fatalities: 1,495 (95%CI 1,169–1,821)
WHO estimated rate per 100,000 population: 32.4
Estimated GDP lost due to road traffic crashes: —

TRENDS IN REPORTED ROAD TRAFFIC DEATHS

DEATHS BY ROAD USER CATEGORY

DATA NOT AVAILABLE

TRENDS IN REPORTED ROAD TRAFFIC DEATHS

DATA NOT AVAILABLE
CHAD

Population: 12 825 314 • Income group: Low • Gross national income per capita: US$ 1 020

INSTITUTIONAL FRAMEWORK

Lead agency: Ministry of Infrastructure, Transport and Civil Aviation
Funded in national budget: Yes
National road safety strategy: Yes
Funding to implement strategy: —
Fatality reduction target: From 4.41% to 2% (by 2018)

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2013: 622 120
Cars and 4-wheeled light vehicles: —
Motorized 2- and 3-wheelers: —
Heavy trucks: —
Buses: —
Other: —
Vehicle standards applied:
Frontal impact standard: No
Electronic stability control: No
Pedestrian protection: No

SAFER ROAD USERS

National speed limit law: Yes
Max urban speed limit: 60 km/h
Max rural speed limit: 110 km/h
Max motorway speed limit: No
Local authorities can modify limits: Yes
Enforcement: 01 2 4 5 6 7 8 9 10

National drink–driving law: Yes
BAC limit – general population: ≤ 0.08 g/dl
BAC limit – young or novice drivers: ≤ 0.08 g/dl
Random breath testing carried out: No
Enforcement: 01 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol: —

National motorcycle helmet law: Yes
Applies to drivers and passengers: Yes
Law requires helmet to be fastened: No
Law refers to helmet standard: No
Enforcement: 01 2 3 4 5 6 7 8 9 10
Helmet wearing rate: —

National seat-belt law: Yes
Applies to front and rear seat occupants: No
Enforcement: 01 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate: —

National child restraint law: Yes
Restrictions on children sitting in front seat: No
Child restraint law based on: —
Enforcement: —
% children using child restraints: —

National law on mobile phone use while driving: Yes
Law prohibits hand-held mobile phone use: Yes
Law also applies to hands-free phones: Yes
National drug-driving law: No

DATA

Reported road traffic fatalities (2013): 1 420
WHO estimated road traffic fatalities: 3 089 (95%CI 2 420–3 758)
WHO estimated rate per 100 000 population: 24.1
Estimated GDP lost due to road traffic crashes: —

DEATHS BY ROAD USER CATEGORY

DEATHS IN REPORTED ROAD TRAFFIC DEATHS

<table>
<thead>
<tr>
<th>Year</th>
<th>Deaths per 100 000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>2005</td>
<td>12</td>
</tr>
<tr>
<td>2006</td>
<td>10</td>
</tr>
<tr>
<td>2007</td>
<td>8</td>
</tr>
<tr>
<td>2008</td>
<td>6</td>
</tr>
<tr>
<td>2009</td>
<td>4</td>
</tr>
<tr>
<td>2010</td>
<td>2</td>
</tr>
<tr>
<td>2011</td>
<td>0</td>
</tr>
<tr>
<td>2012</td>
<td>0</td>
</tr>
<tr>
<td>2013</td>
<td>0</td>
</tr>
</tbody>
</table>

Source: Commission of Road Accident Observation (National Police).
CONGO

Population: 4 447 632 • Income group: Middle • Gross national income per capita: US$ 2 590

**INSTITUTIONAL FRAMEWORK**

<table>
<thead>
<tr>
<th><strong>Lead agency</strong></th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funded in national budget</td>
<td>—</td>
</tr>
<tr>
<td>National road safety strategy</td>
<td>Yes</td>
</tr>
<tr>
<td>Funding to implement strategy</td>
<td>Partially funded</td>
</tr>
<tr>
<td>Fatality reduction target</td>
<td>No</td>
</tr>
</tbody>
</table>

**SAFER ROADS AND MOBILITY**

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

**SAFER VEHICLES**

| **Total registered vehicles for 2012** | 110 438 |
| Cars and 4-wheeled light vehicles | 22 967 |
| Motorized 2- and 3-wheelers | 83 563 |
| Heavy trucks | 2 449 |
| Buses | 1 459 |
| Other | 0 |

| **Vehicle standards applied** | |
| Frontal impact standard | No |
| Electronic stability control | No |
| Pedestrian protection | No |

**POST-CRASH CARE**

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

**DATA**

| **Reported road traffic fatalities (2013)** | 206b |
| WHO estimated road traffic fatalities | 1 174 (95%CI 976—1 373) |
| WHO estimated rate per 100 000 population | 26.4 |
| Estimated GDP lost due to road traffic crashes | — |

**DEATHS BY ROAD USER CATEGORY**

| **DATA NOT AVAILABLE** | |

**SAFER ROAD USERS**

| **National speed limit law** | Yes |
| Max urban speed limit | 60 km/h |
| Max rural speed limit | 110 km/h |
| Max motorway speed limit | No |
| Local authorities can modify limits | Yes |
| Enforcement | 0 1 2 4 5 6 7 8 9 10 |
| National drink—driving law | Yes |
| BAC limit — general population | ≤ 0.08 g/dl |
| BAC limit — young or novice drivers | ≤ 0.08 g/dl |
| Random breath testing carried out | No |
| Enforcement | 0 1 2 4 5 6 7 8 9 10 |
| % road traffic deaths involving alcohol | — |
| National motorcycle helmet law | Yes |
| Applies to drivers and passengers | Yes |
| Law requires helmet to be fastened | No |
| Law refers to helmet standard | No |
| Enforcement | 0 1 2 4 5 6 7 8 9 10 |
| Helmet wearing rate | — |
| National seat-belt law | Yes |
| Applies to front and rear seat occupants | No |
| Enforcement | 0 1 2 4 5 6 7 8 9 10 |
| Seat-belt wearing rate | — |
| National child restraint law | No |
| Restrictions on children sitting in front seat | No |
| Child restraint law based on | — |
| Enforcement | — |
| % children using child restraints | — |
| National law on mobile phone use while driving | Yes |
| Law prohibits hand-held mobile phone use | Yes |
| Law also applies to hands-free phones | Yes |
| National drug-driving law | No |

**TRENDS IN REPORTED ROAD TRAFFIC DEATHS**

![Graph showing trends in reported road traffic deaths](image)

Source: Combined sources (DGTT and OSSEE).

---

*Literature reviewed and adapted by WHO from the African Region road traffic database (2015). Data collected by questionnaire.*
## CÔTE D’IVOIRE

Population: 20,316,086  •  Income group: Middle  •  Gross national income per capita: US$ 1,450

### INSTITUTIONAL FRAMEWORK

<table>
<thead>
<tr>
<th>Lead agency</th>
<th>Office of Road Safety (OSER)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funded in national budget</td>
<td>Yes</td>
</tr>
<tr>
<td>National road safety strategy</td>
<td>Yes</td>
</tr>
<tr>
<td>Funding to implement strategy</td>
<td>Partially funded</td>
</tr>
<tr>
<td>Fatality reduction target</td>
<td>50% among pedestrians fatalities (2012–2020)</td>
</tr>
</tbody>
</table>

### SAFER ROADS AND MOBILITY

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Formal audits required for new road construction projects</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Regular inspections of existing road infrastructure</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Policies to promote walking or cycling</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Policies to encourage investment in public transport</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Policies to separate road users and protect VRUs</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### SAFER VEHICLES

- **Total registered vehicles for 2012**: 594,071
  - Cars and 4-wheeled light vehicles: 445,553
  - Motorized 2- and 3-wheelers: 53,468
  - Heavy trucks: 71,288
  - Buses: 23,762
  - Other: 0

- **Vehicle standards applied**
  - Frontal impact standard: No
  - Electronic stability control: No
  - Pedestrian protection: No

- **Other standards applied**
  - UNECE WP29.

### POST-CRASH CARE

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

### DATA

- **Reported road traffic fatalities (2013)**: 844 (75% M, 11% F)
- **WHO estimated road traffic fatalities**: 4,924 (95% CI 4,043–5,805)
- **WHO estimated rate per 100,000 population**: 24.2
- **Estimated GDP lost due to road traffic crashes**: 0.5*

*Office of Road Safety (OSER). Defined as died within 30 days of crash.

### DEATHS BY ROAD USER CATEGORY

- **Drivers/passengers**
  - Buses (6%)
  - Heavy trucks (10%)
- **Passengers**
  - 4-wheeled cars and light vehicles (18%)
- **Pedestrians** (35%)
- **Riders**
  - Motorized 2- or 3-wheelers (22%)
- **Cyclists** (2%)

### SAFER ROAD USERS

- **National speed limit law**: Yes
- **Max urban speed limit**: 60 km/h
- **Max rural speed limit**: 110 km/h
- **Max motorway speed limit**: 120 km/h
- **Local authorities can modify limits**
- **Enforcement**: 0 1 2 3 4 5 6 7 8 9 10

- **National drink–driving law**: Yes
- **BAC limit – general population**: < 0.08 g/dl
- **BAC limit – young or novice drivers**: < 0.08 g/dl
- **Random breath testing carried out**: Yes
- **Enforcement**: 0 1 2 3 4 5 6 7 8 9 10

- **National motorcycle helmet law**: Yes
- **Helmet wearing rate**: —

- **National seat-belt law**: No
- **Seat-belt wearing rate**: —

- **National child restraint law**: No
- **% children using child restraints**: —

- **National law on mobile phone use while driving**: Yes
- **National drug-driving law**: No

### TRENDS IN REPORTED ROAD TRAFFIC DEATHS

![Graph showing trends in reported road traffic deaths](source: Office of Road Safety)
**Democratic Republic of the Congo**

Population: 67,513,677 • Income group: Low • Gross national income per capita: US$ 430

### Institutional Framework

**Lead agency**
National Program for Road Safety (CNPR)

**Funded in national budget**
Yes

**National road safety strategy**
Yes

**Funding to implement strategy**
Partially funded

**Fatality reduction target**
No

### Safer Roads and Mobility

**Formal audits required for new road construction projects**
Yes

**Regular inspections of existing road infrastructure**
No

**Policies to promote walking or cycling**
No

**Policies to encourage investment in public transport**
Yes

**Policies to separate road users and protect VRUs**
No

### Safer Vehicles

**Total registered vehicles for 2010**
350,000

- Cars and 4-wheeled light vehicles
- Motorized 2- and 3-wheelers
- Heavy trucks
- Buses
- Other

**Vehicle standards applied**
- Frontal impact standard
- Electronic stability control
- Pedestrian protection

*UN ECE WP29.

### Post-Crash Care

**Emergency room injury surveillance system**
No

**Emergency access telephone numbers**
Multiple numbers

**Permanently disabled due to road traffic crash**

### Data

**Reported road traffic fatalities (2013)**
463* (83% M, 17% F)

**WHO estimated road traffic fatalities**
22,419 (95% CI 17,966—26,872)

**WHO estimated rate per 100,000 population**
33.2

**Estimated GDP lost due to road traffic crashes**

*Road Traffic Police of the city province of Kinshasa (PCR). Defined as died within 7 days of crash. Data only apply to Kinshasa.

### Trends in Reported Road Traffic Deaths

![Trends in Reported Road Traffic Deaths](source: Road Traffic Police (PCR). Data only apply to Kinshasa.)

### Deaths by Road User Category

![Deaths by Road User Category](source: Road Traffic Police (PCR). (This is from the 2nd GSRRS, where data refer to 2010.)

---

**National speed limit law**
Yes

**Max urban speed limit**
60 km/h

**Max rural speed limit**
90 km/h

**Max motorway speed limit**
120 km/h

**Local authorities can modify limits**
No

**National drink—driving law**
Yes

**BAC limit — general population**
< 0.10 g/dl

**BAC limit — young or novice drivers**
< 0.10 g/dl

**Random breath testing carried out**
Yes

**National motorcycle helmet law**
Yes

**Applies to drivers and passengers**
Yes

**Law requires helmet to be fastened**
No

**Law refers to helmet standard**
No

**Helmet wearing rate**

**National seat-belt law**
No

**Applies to front and rear seat occupants**
No

**Seat-belt wearing rate**

**National child restraint law**
No

**Restrictions on children sitting in front seat**
Yes

**Child restraint law based on**

**% children using child restraints**

**National law on mobile phone use while driving**
No

**Law prohibits hand-held mobile phone use**

**Law also applies to hands-free phones**

**National drug-driving law**
No

---

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

Population: 6 333 135 • Income group: Low • Gross national income per capita: US$ 490

INSTITUTIONAL FRAMEWORK

<table>
<thead>
<tr>
<th>Lead agency</th>
<th>Ministry of Transport and Communication/ Land Transport Authority/Control and Safety Division</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funded in national budget</td>
<td>Yes</td>
</tr>
<tr>
<td>National road safety strategy</td>
<td>Yes</td>
</tr>
<tr>
<td>Funding to implement strategy</td>
<td>Partially funded</td>
</tr>
<tr>
<td>Fatality reduction target</td>
<td>5% (2012–2016)</td>
</tr>
</tbody>
</table>

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2nd Quarter 2014: 70 319
- Cars and 4-wheeled light vehicles: 49 040
- Motorized 2- and 3-wheelers: 3 321
- Heavy trucks: 13 240
- Buses: 4 718
- Other: 0

Vehicle standards applied:
- Frontal impact standard: No
- Electronic stability control: No
- Pedestrian protection: No

SAFER ROAD USERS

National speed limit law | Yes |
Max urban speed limit | 60 km/h |
Max rural speed limit | 100 km/h |
Max motorway speed limit | No |
Law refers to helmet standard | No |
Helmet wearing rate | 95% All riders, 90% Passengers |

National seat-belt law |
Applies to front and rear seat occupants | Yes |
Seat-belt wearing rate | 60% Front seats, 10% Rear seats |

National child restraint law |
Restrictions on children sitting in front seat | Yes |
Child restraint law based on Age | Yes |

National drug-driving law |

DEATHS BY ROAD USER CATEGORY

- Pedestrians (40%)
- Cyclists (7%)
- Drivers/passengers buses (9%)
- Drivers/passengers heavy trucks (18%)
- Occupants 4-wheeled cars and light vehicles (26%)

DATA

Reported road traffic fatalities (2013): 148 (76% M, 16% F)
WHO estimated road traffic fatalities: 1 527 (95% CI 1 249–1 805)
WHO estimated rate per 100 000 population: 24.1
Estimated GDP lost due to road traffic crashes: —

TRENDS IN REPORTED ROAD TRAFFIC DEATHS

Source: Ministry of Transport and Communication and Eritrean Traffic Police.
## ETHIOPIA

Population: 94 100 756 • Income group: Low • Gross national income per capita: US$ 470

### INSTITUTIONAL FRAMEWORK

<table>
<thead>
<tr>
<th>Lead agency</th>
<th>National Road Safety Council Office</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funded in national budget</td>
<td>Yes</td>
</tr>
<tr>
<td>National road safety strategy</td>
<td>Yes</td>
</tr>
<tr>
<td>Funding to implement strategy</td>
<td>Partially funded</td>
</tr>
<tr>
<td>Fatality reduction target</td>
<td>50% (2011–2020)</td>
</tr>
</tbody>
</table>

### SAFER ROADS AND MOBILITY

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

### SAFER VEHICLES

| Total registered vehicles for 2012/2013 | 478 244 |
| Cars and 4-wheeled light vehicles      | 280 886 |
| Motorized 2- and 3-wheelers            | 58 006  |
| Heavy trucks                          | 92 118  |
| Buses                                 | 47 234  |
| Other                                  | 0       |

### SAFER ROAD USERS

| National speed limit law               | Yes |
| Max urban speed limit                 | 60 km/h |
| Max rural speed limit                 | 70 km/h |
| Max motorway speed limit              | 100 km/h |
| Local authorities can modify limits   | Yes |
| Enforcement                           | 0 1 2 3 4 5 6 7 8 9 10 |
| National drink–driving law           | Yes |
| BAC limit – general population        | ≤ 0.08 g/dl |
| BAC limit – young or novice drivers   | ≤ 0.08 g/dl |
| Random breath testing carried out     | Yes |
| Enforcement                           | 0 1 2 3 4 5 6 7 8 9 10 |
| % road traffic deaths involving alcohol | 4%   |
| National motorcycle helmet law        | Yes |
| Applies to drivers and passengers     | Yes |
| Law requires helmet to be fastened    | No   |
| Law refers to helmet standard         | No   |
| Enforcement                           | 0 1 2 3 4 5 6 7 8 9 10 |
| Helmet wearing rate                   | —    |
| National seat-belt law                | Yes |
| Applies to front and rear seat occupants | Yes |
| Enforcement                           | 0 1 2 3 4 5 6 7 8 9 10 |
| Seat-belt wearing rate                | <1% All occupants |
| National child restraint law          | Yes |
| Restrictions on children sitting in front seat | Yes |
| Child restraint law based on          | Age  |
| Enforcement                           | 0 1 2 3 4 5 6 7 8 9 10 |
| % children using child restraints     | —    |
| National law on mobile phone use while driving | Yes |
| Law prohibits hand-held mobile phone use | Yes |
| Law also applies to hands-free phones | Yes |
| National drug-driving law             | Yes |

### DATA

| Reported road traffic fatalities (2012/2013) | 3 362 (79% M, 21% F) |
| WHO estimated road traffic fatalities      | 23 837 (95% CI 18 528–29 146) |
| WHO estimated rate per 100 000 population | 25.3  |
| Estimated GDP lost due to road traffic crashes | 0.8–0.9% |

* Ethiopia Federal Police Commission. Defined as died within 30 days of crash.
* 2008, UNECA “Road Safety in Ethiopia Case Study.”

### POST-CRASH CARE

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

### DEATHS BY ROAD USER CATEGORY

DATA NOT AVAILABLE

### TRENDS IN REPORTED ROAD TRAFFIC DEATHS

[Graph showing trends in reported road traffic deaths from 2003 to 2013]
GABON

Population: 1 671 711 • Income group: Middle • Gross national income per capita: US$ 10 650

INSTITUTIONAL FRAMEWORK

Lead agency General Directorate of Road Safety (DGSR)
Funded in national budget Yes
National road safety strategy Yes
Funding to implement strategy Not funded
Fatality reduction target —

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2010 195 000
Cars and 4-wheeled light vehicles —
Motorized 2- and 3-wheelers —
Heavy trucks —
Buses —
Other —
Vehicle standards applied
Frontal impact standard No
Electronic stability control No
Pedestrian protection No
* UNECE WP29.

POST-CRASH CARE

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

DATA

Reported road traffic fatalities (2013) 45
WHO estimated road traffic fatalities 383 (95%CI 316–450)
WHO estimated rate per 100 000 population 22.9
Estimated GDP lost due to road traffic crashes —
* General Directorate of Road Safety (DGSR). Data from 7 out of 10 provinces. Defined as died within 30 days of crash.

DEATHS BY ROAD USER CATEGORY

DATA NOT AVAILABLE

SAFER ROAD USERS

National speed limit law Yes
Max urban speed limit 60 km/h
Max rural speed limit 110 km/h
Max motorway speed limit No
Local authorities can modify limits Yes
Enforcement 0 1 2 3 4 5 6 7 8 9 10
National drink–driving law Yes
BAC limit – general population ≤ 0.08 g/dl
BAC limit – young or novice drivers ≤ 0.08 g/dl
Random breath testing carried out Yes
Enforcement 0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol —
National motorcycle helmet law Yes
Applies to drivers and passengers Yes
Law requires helmet to be fastened No
Law refers to helmet standard No
Enforcement 0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate —
National seat-belt law Yes
Applies to front and rear seat occupants No
Enforcement 0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate —
National child restraint law No
Restrictions on children sitting in front seat No
Child restraint law based on —
Enforcement —
% children using child restraints —
National law on mobile phone use while driving Yes
Law prohibits hand-held mobile phone use Yes
Law also applies to hands-free phones Yes
National drug-driving law No

TRENDS IN REPORTED ROAD TRAFFIC DEATHS

Deaths per 100 000 population

Source: General Directorate of Road Safety (DGSR).
GAMBIA

Population: 1,849,285 • Income group: Low • Gross national income per capita: US$ 500

**INSTITUTIONAL FRAMEWORK**

<table>
<thead>
<tr>
<th>Lead agency</th>
<th>Ministry of Transport, Works and Infrastructure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funded in national budget</td>
<td>No</td>
</tr>
<tr>
<td>National road safety strategy</td>
<td>No</td>
</tr>
<tr>
<td>Funding to implement strategy</td>
<td>—</td>
</tr>
<tr>
<td>Fatality reduction target</td>
<td>—</td>
</tr>
</tbody>
</table>

**SAFER ROADS AND MOBILITY**

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

**SAFER VEHICLES**

- Total registered vehicles for 2005 to 2013: 54,471
  - Cars and 4-wheeled light vehicles: 26,564
  - Motorized 2- and 3-wheelers: 19,420
  - Heavy trucks: 1,691
  - Buses: 6,796
  - Other: 0
- Vehicle standards applied:
  - Frontal impact standard: No
  - Electronic stability control: No
  - Pedestrian protection: No

**POST-CRASH CARE**

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

**DATA**

- Reported road traffic fatalities (2013): 115 (69% M, 31% F)
- WHO estimated road traffic fatalities: 544 (95%CI 438–650)
- WHO estimated rate per 100,000 population: 29.4
- Estimated GDP lost due to road traffic crashes: —

**DEATHS BY ROAD USER CATEGORY**

**TRENDS IN REPORTED ROAD TRAFFIC DEATHS**

* Source: The Gambia Police Accident Statistics Unit.
GHANA

Population: 25 904 598 • Income group: Middle • Gross national income per capita: US$ 1 770

INSTITUTIONAL FRAMEWORK
Lead agency: National Road Safety Commission (NRSC) • Funded in national budget: Yes • National road safety strategy: Yes • Funding to implement strategy: Partially funded • Fatality reduction target: 50% (2011–2020)

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

SAFER VEHICLES
Total registered vehicles for 2012: 1 532 080 • Cars and 4-wheeled light vehicles: 876 143 • Motorized 2- and 3-wheelers: 349 809 • Heavy trucks: 120 468 • Buses: 173 651 • Other: 12 009 • Vehicle standards applied: No • Frontal impact standard: No • Electronic stability control: No • Pedestrian protection: No

POST-CRASH CARE
Emergency room injury surveillance system: No • Emergency access telephone numbers: 193 • Permanently disabled due to road traffic crash: —

DATA
Reported road traffic fatalities (2012): 2 240 • WHO estimated road traffic fatalities: 6 789 (95%CI 5 877–7 701) • WHO estimated rate per 100 000 population: 26.2 • Estimated GDP lost due to road traffic crashes: 1.6%

SAFER ROAD USERS
National speed limit law: Yes • Max urban speed limit: 50 km/h • Max rural speed limit: 90 km/h • Max motorway speed limit: 100 km/h • Local authorities can modify limits: No • Enforcement: 0 1 2 3 4 5 6 7 8 9 10 • National drink–driving law: Yes • BAC limit – general population: ≤ 0.08 g/dl • BAC limit – young or novice drivers: ≤ 0.08 g/dl • Random breath testing carried out: Yes • Enforcement: 0 1 2 3 4 5 6 7 8 9 10 • % road traffic deaths involving alcohol: — • National motorcycle helmet law: Yes • Applies to drivers and passengers: Yes • Law requires helmet to be fastened: Yes • Law refers to helmet standard: Yes • Enforcement: 0 1 2 3 4 5 6 7 8 9 10 • Helmet wearing rate: 34% Drivers, 2% Passengers • National seat-belt law: Yes • Applies to front and rear seat occupants: Yes • Enforcement: 0 1 2 3 4 5 6 7 8 9 10 • Seat-belt wearing rate: 18% Drivers, 5% Front seats • National child restraint law: No • Restrictions on children sitting in front seat: Yes • Child restraint law based on: — • Enforcement: — • % children using child restraints: — • National law on mobile phone use while driving: Yes • Law prohibits hand-held mobile phone use: Yes • Law also applies to hands-free phones: Yes • National drug-driving law: No

DEATHS BY ROAD USER CATEGORY
Drivers/passengers: 45% (8% drivers, 37% passengers) • Pedestrians: 34% • Cyclists: 4% • Riders motorized 2- or 3-wheelers: 15% • Passengers 4-wheeled cars and light vehicles (18%) • Drivers/passengers heavy trucks (8%) • Drivers/passengers buses (8%) • Drivers/passengers heavy trucks (8%)

TRENDS IN REPORTED ROAD TRAFFIC DEATHS
Deaths per 100 000 population

GUINEA

Population: 11 745 189 • Income group: Low • Gross national income per capita: US$ 460

INSTITUTIONAL FRAMEWORK

<table>
<thead>
<tr>
<th>Lead agency</th>
<th>National Programme on Trauma Care</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funded in national budget</td>
<td>Yes</td>
</tr>
<tr>
<td>National road safety strategy</td>
<td>Yes</td>
</tr>
<tr>
<td>Funding to implement strategy</td>
<td>Partially funded</td>
</tr>
<tr>
<td>Fatality reduction target</td>
<td>—</td>
</tr>
</tbody>
</table>

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

| Total registered vehicles for 2011 | 33 943 |
| Cars and 4-wheeled light vehicles | 26 609 |
| Motorized 2- and 3-wheelers | 6 927 |
| Heavy trucks | 369 |
| Buses | 38 |
| Other | 0 |
| Vehicle standards applied* | |
| Frontal impact standard | No |
| Electronic stability control | No |
| Pedestrian protection | No |

POST-CRASH CARE

| Emergency room injury surveillance system | Yes |
| Emergency access telephone numbers | None |
| Permanently disabled due to road traffic crash | — |

DATA

| Reported road traffic fatalities (2013) | 629 |
| WHO estimated road traffic fatalities | 3 211 (95% CI 2 640–3 781) |
| WHO estimated rate per 100 000 population | 27.3 |
| Estimated GDP lost due to road traffic crashes | — |

DEATHS BY ROAD USER CATEGORY

DATA NOT AVAILABLE

SAFER ROAD USERS

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

TRENDS IN REPORTED ROAD TRAFFIC DEATHS

<table>
<thead>
<tr>
<th>Year</th>
<th>Number of road traffic deaths</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>503</td>
</tr>
<tr>
<td>2012</td>
<td>286</td>
</tr>
<tr>
<td>2013</td>
<td>629</td>
</tr>
</tbody>
</table>

Source: Traffic Police Directorate.
GUINEA-BISSAU

Population: 1 704 255 • Income group: Low • Gross national income per capita: US$ 590

INSTITUTIONAL FRAMEWORK

Lead agency General Directorate for Traffic and Land Transport (DGVTT)
Funded in national budget No
National road safety strategy Yes
Funding to implement strategy Not funded
Fatality reduction target —

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2011–2014 62,239
Cars and 4-wheeled light vehicles 60,297
Motorized 2- and 3-wheelers 1,942
Heavy trucks —
Buses —
Other 0
Vehicle standards applied*
Frontal impact standard No
Electronic stability control No
Pedestrian protection No

* UNECE WP29.

SAFER ROAD USERS

National speed limit law Yes
Max urban speed limit
Max rural speed limit No
Max motorway speed limit No
Local authorities can modify limits No
Enforcement 01 3 4 5 6 7 8 9 10

National drink–driving law Yes*
BAC limit – general population —
BAC limit – young or novice drivers —
Random breath testing carried out Yes
Enforcement 01 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol 5%

* Not based on BAC.

National motorcycle helmet law No
Applies to drivers and passengers —
Law requires helmet to be fastened —
Law refers to helmet standard —
Enforcement —
Helmet wearing rate —

National seat-belt law No
Applies to front and rear seat occupants —
Enforcement —
Seat-belt wearing rate —

National child restraint law No
Restrictions on children sitting in front seat No
Child restraint law based on —
Enforcement —
% children using child restraints —

National law on mobile phone use while driving No
Law prohibits hand-held mobile phone use —
Law also applies to hands-free phones —

National drug-driving law No

* DGVTT/National Transport Group (data for 2013).

DATA

Reported road traffic fatalities (2013) 96*
WHO estimated road traffic fatalities 468 (95%CI 387–548)
WHO estimated rate per 100,000 population 27.5
Estimated GDP lost due to road traffic crashes —

* DGVTT/National Transport Group. Defined as died within 48 hours of crash.

POST-CRASH CARE

Emergency room injury surveillance system Yes
Emergency access telephone numbers Multiple numbers
Permanently disabled due to road traffic crash 5.0%

* National Health Service (data from 2013).

DEATHS BY ROAD USER CATEGORY

TRENDS IN REPORTED ROAD TRAFFIC DEATHS

<table>
<thead>
<tr>
<th>Year</th>
<th>Deaths per 100,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011</td>
<td>6.2</td>
</tr>
<tr>
<td>2012</td>
<td>4.2</td>
</tr>
<tr>
<td>2013</td>
<td>5.7</td>
</tr>
</tbody>
</table>

Source: National Transport Group.
KENYA

Population: 44 353 691 • Income group: Low • Gross national income per capita: US$ 1 160

INSTITUTIONAL FRAMEWORK

Lead agency: National Transport and Safety Authority (NTSA)
Funded in national budget: Yes
National road safety strategy: Yes
Funding to implement strategy: Fully funded
Fatality reduction target: 50% (2009–2014)

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2013: 2,011,972
Cars and 4-wheeled light vehicles: 962,000
Motorized 2- and 3-wheelers: 738,219
Heavy trucks: 157,306
Buses: 95,644
Other: 58,803

Vehicle standards applied:
Frontal impact standard: No
Electronic stability control: No
Pedestrian protection: No

SAFER ROAD USERS

National speed limit law: Yes
Max urban speed limit: 50 km/h
Max rural speed limit: 100 km/h
Max motorway speed limit: 110 km/h
Local authorities can modify limits: Yes
Enforcement: 0 1 2 3 4 5 6 7 8 9 10
National drink–driving law: Yes
BAC limit – general population: ≤ 0.08 g/dl
BAC limit – young or novice drivers: ≤ 0.08 g/dl
Random breath testing carried out: Yes
Enforcement: 0 1 2 3 4 5 6 7 8 9 10

% road traffic deaths involving alcohol: —

National motorcycle helmet law: Yes
Applies to drivers and passengers: Yes
Law requires helmet to be fastened: No
Law refers to helmet standard: Yes
Enforcement: 0 1 2 3 4 5 6 7 8 9 10

Helmet wearing rate: —

National seat-belt law: Yes
Applies to front and rear seat occupants: Yes
Enforcement: 0 1 2 3 4 5 6 7 8 9 10

Seat-belt wearing rate: —

National child restraint law: No
Restrictions on children sitting in front seat: No
Child restraint law based on: —
Enforcement: —
% children using child restraints: —

National law on mobile phone use while driving: No
Law prohibits hand-held mobile phone use: —
Law also applies to hands-free phones: —
National drug-driving law: Yes

POST-CRASH CARE

Emergency room injury surveillance system: No
Emergency access telephone numbers: 999
Permanently disabled due to road traffic crash: —

DATA

Reported road traffic fatalities (2013): 3,191* (65% M, 35% F)
WHO estimated road traffic fatalities: 12,891 (95% CI 10,809–14,974)
WHO estimated rate per 100,000 population: 29.1
Estimated GDP lost due to road traffic crashes: —

DEATHS BY ROAD USER CATEGORY


TRENDS IN REPORTED ROAD TRAFFIC DEATHS

Source: Kenya National Traffic Police.
INSTITUTIONAL FRAMEWORK

Lead agency: Road Safety Department
Funded in national budget: Yes
National road safety strategy: Yes
Funding to implement strategy: Partially funded

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2013: 122,997
Cars and 4-wheeled light vehicles: —
Motorized 2- and 3-wheelers: —
Heavy trucks: —
Buses: —
Other: —
Vehicle standards applied:
Frontal impact standard: No
Electronic stability control: No
Pedestrian protection: No

SAFER ROAD USERS

National speed limit law: Yes
Max urban speed limit: 50 km/h
Max rural speed limit: 80 km/h
Max motorway speed limit: No
Local authorities can modify limits: No

Enforcement: 0 1 2 3 4 5 6 7 8 9 10

National drink–driving law: Yes
BAC limit – general population: ≤ 0.08 g/dl
BAC limit – young or novice drivers: ≤ 0.08 g/dl
Random breath testing carried out: Yes

Enforcement: 0 1 2 3 4 5 6 7 8 9 10

National motorcycle helmet law: Yes
Applies to drivers and passengers: Yes
Law requires helmet to be fastened: No
Law refers to helmet standard: No

Enforcement: 0 1 2 3 4 5 6 7 8 9 10

Helmet wearing rate: —

National seat-belt law: Yes
Applies to front and rear seat occupants: No

Enforcement: 0 1 2 3 4 5 6 7 8 9 10

Seat-belt wearing rate: —

National child restraint law: No
Restrictions on children sitting in front seat: No
Child restraint law based on: —

Enforcement: —

% children using child restraints: —

National law on mobile phone use while driving: No
Law prohibits hand-held mobile phone use: —
Law also applies to hands-free phones: —

National drug-driving law: Yes

DEATHS BY ROAD USER CATEGORY

Drivers/passengers buses (1%)
Drivers/passengers heavy trucks (3%)
Pedestrians (30%)
Cyclists (1%)
Riders motorized 2- or 3-wheelers (1%)

TRENDS IN REPORTED ROAD TRAFFIC DEATHS

Deaths per 100,000 population


DATA

Reported road traffic fatalities (2013): 327 [33% M, 14% F]
WHO estimated road traffic fatalities: 584 [95% CI 491–677]
WHO estimated rate per 100,000 population: 28.2
Estimated GDP lost due to road traffic crashes: —

POST-CRASH CARE

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

Legislation on car safety applicable (WHO). Vehicle safety data from UNECE WP29. Other data collected through questionnaire and cleared by Ministry of Health.
LIBERIA

Population: 4 294 077 • Income group: Low • Gross national income per capita: US$ 410

INSTITUTIONAL FRAMEWORK

<table>
<thead>
<tr>
<th>Lead agency</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funded in national budget</td>
<td>—</td>
</tr>
<tr>
<td>National road safety strategy</td>
<td>—</td>
</tr>
<tr>
<td>Funding to implement strategy</td>
<td>—</td>
</tr>
<tr>
<td>Fatality reduction target</td>
<td>—</td>
</tr>
</tbody>
</table>

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2012: 1,085,075
- Cars and 4-wheeled light vehicles: 1,073,438
- Motorized 2- and 3-wheelers: 3,780
- Heavy trucks: 396
- Buses: 7,461
- Other: 0

Vehicle standards applied:
- Frontal impact standard: No
- Electronic stability control: No
- Pedestrian protection: No

POST-CRASH CARE

| Emergency room injury surveillance system | No |
| Emergency access telephone numbers | None |
| Permanently disabled due to road traffic crash | — |

DATA

| Reported road traffic fatalities (2013) | — |
| WHO estimated road traffic fatalities | 1,448 (95%CI 1,144–1,752) |
| WHO estimated rate per 100,000 population | 33.7 |
| Estimated GDP lost due to road traffic crashes | — |

DEATHS BY ROAD USER CATEGORY

DATA NOT AVAILABLE

SAFER ROAD USERS

| National speed limit law | Yes |
| Max urban speed limit | ~40 km/h |
| Max rural speed limit | ~56 km/h |
| Max motorway speed limit | ~72 km/h |
| Local authorities can modify limits | No |

| National drink–driving law | Yes |
| BAC limit – general population | ≤ 0.05 g/dl |
| BAC limit – young or novice drivers | ≤ 0.05 g/dl |
| Random breath testing carried out | No |

| National motorcycle helmet law | No |
| Applies to drivers and passengers | — |
| Law requires helmet to be fastened | — |
| Law refers to helmet standard | — |
| Enforcement | — |
| Helmet wearing rate | — |

| National seat-belt law | No |
| Applies to front and rear seat occupants | — |
| Enforcement | — |
| Seat-belt wearing rate | — |

| National child restraint law | No |
| Restrictions on children sitting in front seat | No |
| Child restraint law based on | — |
| Enforcement | — |
| % children using child restraints | — |

| National law on mobile phone use while driving | No |
| Law prohibits hand-held mobile phone use | — |
| Law also applies to hands-free phones | — |

| National drug-driving law | Yes |

TRENDS IN REPORTED ROAD TRAFFIC DEATHS

DATA NOT AVAILABLE
INSTITUTIONAL FRAMEWORK

Lead agency: Intersectoral Commission for Road Safety (CISR)
Fund in national budget: Yes
National road safety strategy: Yes
Funding to implement strategy: Partially funded
Fatality reduction target: 5% (2014–2016)

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2013: 219,576
Cars and 4-wheeled light vehicles: 122,641
Motorized 2- and 3-wheelers: 44,129
Heavy trucks: 22,589
Buses: 30,217
Other: 0

Vehicle standards applied:
Frontal impact standard: No
Electronic stability control: No
Pedestrian protection: No

SAFER ROAD USERS

National speed limit law: Yes
Max urban speed limit: 50 km/h
Max rural speed limit: No
Max motorway speed limit: No

Local authorities can modify limits: Yes

Enforcement: 0 1 2 3 4 5 6 7 8 9 10

National drink–driving law: Yes
BAC limit – general population: < 0.08 g/dl
BAC limit – young or novice drivers: < 0.08 g/dl

Random breath testing carried out: Yes

Enforcement: 0 1 2 3 4 5 6 7 8 9 10

% road traffic deaths involving alcohol: —

National motorcycle helmet law: Yes
Applies to drivers and passengers: Yes

Law requires helmet to be fastened: Yes

Law refers to helmet standard: Yes

Enforcement: 0 1 2 3 4 5 6 7 8 9 10

Helmet wearing rate: —

National seat-belt law: Yes
Applies to front and rear seat occupants: No

Enforcement: 0 1 2 3 4 5 6 7 8 9 10

Seat-belt wearing rate: —

National child restraint law: No

Restrictions on children sitting in front seat: No

Child restraint law based on: —

Enforcement: —

% children using child restraints: —

National law on mobile phone use while driving: Yes
Law prohibits hand-held mobile phone use: Yes

Law also applies to hands-free phones: No

National drug-driving law: Yes

DATA

Reported road traffic fatalities (2013): 609
WHO estimated road traffic fatalities: 6,386 (95%CI: 5,361–7,650)
WHO estimated rate per 100,000 population: 28.4
Estimated GDP lost due to road traffic crashes: —

DEATHS BY ROAD USER CATEGORY

DATA NOT AVAILABLE

TRENDS IN REPORTED ROAD TRAFFIC DEATHS

Deaths per 100,000 population

Source: Police and Hospital Records.
INSTITUTIONAL FRAMEWORK

Lead agency: Directorate of Road Traffic and Safety Services
- Funded in national budget: Yes
- National road safety strategy: Yes
- Funding to implement strategy: Partially funded
- Fatality reduction target: 20% (2014–2019)

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

<table>
<thead>
<tr>
<th>Total registered vehicles until June 2014</th>
<th>437 416</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cars and 4-wheeled light vehicles</td>
<td>332 542</td>
</tr>
<tr>
<td>Motorized 2- and 3-wheelers</td>
<td>24 943</td>
</tr>
<tr>
<td>Heavy trucks</td>
<td>51 181</td>
</tr>
<tr>
<td>Buses</td>
<td>28 413</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
</tr>
</tbody>
</table>

Vehicle standards applied:
- Frontal impact standard: No
- Electronic stability control: No
- Pedestrian protection: No

SAFER ROAD USERS

- National speed limit law: Yes
- Max urban speed limit: 50 km/h
- Max rural speed limit: 80 km/h
- Max motorway speed limit: 100 km/h
- Local authorities can modify limits: No
- Enforcement: 0 1 2 3 4 6 7 8 9 10

- National drink–driving law: Yes
- BAC limit – general population: < 0.08 g/dl
- BAC limit – young or novice drivers: < 0.08 g/dl
- Random breath testing carried out: Yes
- Enforcement: 0 1 2 4 5 6 7 8 9 10
- % road traffic deaths involving alcohol:
- National motorcycle helmet law: Yes
- Applies to drivers and passengers: Yes
- Law requires helmet to be fastened: Yes
- Law refers to helmet standard: Yes
- Enforcement: 0 1 2 3 4 5 6 7 8 9 10

- National seat-belt law: Yes
- Applies to front and rear seat occupants: No
- Enforcement: 0 1 2 3 4 5 6 7 8 9 10

- National child restraint law: No
- Restrictions on children sitting in front seat: No
- Child restraint law based on:
- Enforcement:
- % children using child restraints:
- National law on mobile phone use while driving: Yes
- Law prohibits hand-held mobile phone use: Yes
- Law also applies to hands-free phones: No
- National drug-driving law: Yes

DATA

Reported road traffic fatalities (2013): 977 (84% M, 16% F)
WHO estimated road traffic fatalities: 5 732 (95%CI 4 606–6 838)
WHO estimated rate per 100 000 population: 35.0
Estimated GDP lost due to road traffic crashes: —

DEATHS BY ROAD USER CATEGORY

- Drivers 4-wheeled cars and light vehicles (6%)
- Passengers 4-wheeled cars and light vehicles (27%)
- Riders motorized 2- or 3-wheelers (1%)
- Cyclists (17%)
- Pedestrians (49%)

TRENDS IN REPORTED ROAD TRAFFIC DEATHS

Source: National Statistics Office.

Source: Road Traffic Accident Database (data from 2012).
Mali

Population: 15,301,650 • Income group: Low • Gross national income per capita: US$ 670

**INSTITUTIONAL FRAMEWORK**

- **Lead agency**: National Agency of Road Safety (ANASER)
- Funded in national budget: Yes
- National road safety strategy: Yes
- Funding to implement strategy: Partially funded
- Fatality reduction target: 50% (2011–2020)

**SAFER ROADS AND MOBILITY**

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

**SAFER VEHICLES**

- Total registered vehicles for 2013: 289,828
  - Cars and 4-wheeled light vehicles: 162,481
  - Motorized 2- and 3-wheelers: 48,369
  - Heavy trucks: 18,220
  - Buses: 26,150
  - Other: 34,608
- Vehicle standards applied:
  - Frontal impact standard: No
  - Electronic stability control: No
  - Pedestrian protection: No
  a UNECE WP29.

**POST-CRASH CARE**

- Emergency room injury surveillance system: Yes
- Emergency access telephone numbers: 20 23 99 86
- Permanently disabled due to road traffic crash: —

**DATA**

- Reported road traffic fatalities (2013): 529 (82% M, 18% F)
- WHO estimated road traffic fatalities: 3,920 (95% CI 3,193–4,648)
- WHO estimated rate per 100,000 population: 25.6
- Estimated GDP lost due to road traffic crashes: —
  a National Agency of Road Safety. Defined as died within 30 days of crash.

**DEATHS BY ROAD USER CATEGORY**

- Drivers/passengers
  - Buses (18%)
  - Heavy trucks (18%)
- Drivers/passengers
  - Cars and 4-wheeled light vehicles (11%)
  - 2- or 3-wheelers (21%)
- Passengers
  - 4-wheeled cars and light vehicles (7%)
- Riders
  - Motorized 2- or 3-wheelers (21%)
- Pedestrians (27%)

Source: National Agency of Road Safety (data from 2013).

**TRENDS IN REPORTED ROAD TRAFFIC DEATHS**

- Deaths per 100,000 population

Source: ANASER/Direction National des Transports/Police /Gendarmerie/INSTAT
MAURITANIA

Population: 3 889 880 • Income group: Middle • Gross national income per capita: US$ 1 060

INSTITUTIONAL FRAMEWORK

<table>
<thead>
<tr>
<th>Lead agency</th>
<th>Directorate of Road Safety</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funded in national budget</td>
<td>Yes</td>
</tr>
<tr>
<td>National road safety strategy</td>
<td>Yes</td>
</tr>
<tr>
<td>Funding to implement strategy</td>
<td>Partially funded</td>
</tr>
<tr>
<td>Fatality reduction target</td>
<td>25% (2012–2016)</td>
</tr>
</tbody>
</table>

SAFER ROADS AND MOBILITY

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Formal audits required for new road construction projects</td>
<td>Yes</td>
</tr>
<tr>
<td>Regular inspections of existing road infrastructure</td>
<td>Yes</td>
</tr>
<tr>
<td>Policies to promote walking or cycling</td>
<td>No</td>
</tr>
<tr>
<td>Policies to encourage investment in public transport</td>
<td>Yes</td>
</tr>
<tr>
<td>Policies to separate road users and protect VRUs</td>
<td>No</td>
</tr>
</tbody>
</table>

SAFER VEHICLES

<table>
<thead>
<tr>
<th>Type</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total registered vehicles for 2013</td>
<td>416 190</td>
</tr>
<tr>
<td>Cars and 4-wheeled light vehicles</td>
<td>—</td>
</tr>
<tr>
<td>Motorized 2- and 3-wheelers</td>
<td>—</td>
</tr>
<tr>
<td>Heavy trucks</td>
<td>—</td>
</tr>
<tr>
<td>Buses</td>
<td>—</td>
</tr>
<tr>
<td>Other</td>
<td>—</td>
</tr>
</tbody>
</table>

Vehicle standards applied:
- Frontal impact standard: No
- Electronic stability control: No
- Pedestrian protection: No

SAFER ROAD USERS

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>National speed limit law</td>
<td>Yes</td>
</tr>
<tr>
<td>Max urban speed limit</td>
<td>80 km/h</td>
</tr>
<tr>
<td>Max rural speed limit</td>
<td>100 km/h</td>
</tr>
<tr>
<td>Max motorway speed limit</td>
<td>100 km/h</td>
</tr>
<tr>
<td>Local authorities can modify limits</td>
<td>Yes</td>
</tr>
<tr>
<td>Enforcement</td>
<td>0 1 2 3 4 5 6 7 8 9 10</td>
</tr>
<tr>
<td>National drink–driving law</td>
<td>Yes&lt;sup&gt;c,d&lt;/sup&gt;</td>
</tr>
<tr>
<td>BAC limit — general population</td>
<td>—</td>
</tr>
<tr>
<td>BAC limit — young or novice drivers</td>
<td>—</td>
</tr>
<tr>
<td>Random breath testing carried out</td>
<td>—</td>
</tr>
<tr>
<td>Enforcement</td>
<td>0 1 2 3 4 5 6 7 8 9 10</td>
</tr>
<tr>
<td>% road traffic deaths involving alcohol</td>
<td>—</td>
</tr>
<tr>
<td>National motorcycle helmet law</td>
<td>Yes</td>
</tr>
<tr>
<td>Applies to drivers and passengers</td>
<td>Yes</td>
</tr>
<tr>
<td>Law requires helmet to be fastened</td>
<td>No</td>
</tr>
<tr>
<td>Law refers to helmet standard</td>
<td>No</td>
</tr>
<tr>
<td>Enforcement</td>
<td>0 1 2 3 4 5 6 7 8 9 10</td>
</tr>
<tr>
<td>Helmet wearing rate</td>
<td>—</td>
</tr>
<tr>
<td>National seat-belt law</td>
<td>Yes</td>
</tr>
<tr>
<td>Applies to front and rear seat occupants</td>
<td>No</td>
</tr>
<tr>
<td>Enforcement</td>
<td>0 1 2 3 4 5 6 7 8 9 10</td>
</tr>
<tr>
<td>Seat-belt wearing rate</td>
<td>—</td>
</tr>
<tr>
<td>National child restraint law</td>
<td>No</td>
</tr>
<tr>
<td>Restrictions on children sitting in front seat</td>
<td>Yes</td>
</tr>
<tr>
<td>Child restraint law based on</td>
<td>—</td>
</tr>
<tr>
<td>Enforcement</td>
<td>—</td>
</tr>
<tr>
<td>% children using child restraints</td>
<td>—</td>
</tr>
<tr>
<td>National law on mobile phone use while driving</td>
<td>Yes</td>
</tr>
<tr>
<td>Law prohibits hand-held mobile phone use</td>
<td>Yes</td>
</tr>
<tr>
<td>Law also applies to hands-free phones</td>
<td>Yes</td>
</tr>
<tr>
<td>National drug-driving law</td>
<td>Yes</td>
</tr>
</tbody>
</table>

<sup>a</sup> UNECE WP29.
<sup>b</sup> Ministry of Equipment and Transport. Defined as died within 30 days of crash.
<sup>c</sup> Not based on BAC.
<sup>d</sup> Alcohol consumption legally prohibited.
<sup>e</sup> Seat-belts on rear seats only required outside urban areas.

DATA

<table>
<thead>
<tr>
<th>Description</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reported road traffic fatalities (2013)</td>
<td>204&lt;sup&gt;e&lt;/sup&gt;</td>
</tr>
<tr>
<td>WHO estimated road traffic fatalities</td>
<td>952 (95%CI 788–1 116)</td>
</tr>
<tr>
<td>WHO estimated rate per 100 000 population</td>
<td>24.5</td>
</tr>
<tr>
<td>Estimated GDP lost due to road traffic crashes</td>
<td>—</td>
</tr>
</tbody>
</table>

DEATHS BY ROAD USER CATEGORY

DATA NOT AVAILABLE

TRENDS IN REPORTED ROAD TRAFFIC DEATHS

Source: Ministry of Equipment and Transport.

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

<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lead agency</td>
<td>Traffic Management and Road Safety Unit</td>
</tr>
<tr>
<td>Funded in national budget</td>
<td>Yes</td>
</tr>
<tr>
<td>National road safety strategy</td>
<td>Yes</td>
</tr>
<tr>
<td>Funding to implement strategy</td>
<td>Fully funded</td>
</tr>
<tr>
<td>Fatality reduction target</td>
<td>30% (2011–2020)</td>
</tr>
</tbody>
</table>

SAFER ROADS AND MOBILITY

<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Formal audits required for new road construction projects</td>
<td>Yes</td>
</tr>
<tr>
<td>Regular inspections of existing road infrastructure</td>
<td>Yes</td>
</tr>
<tr>
<td>Policies to promote walking or cycling</td>
<td>No</td>
</tr>
<tr>
<td>Policies to encourage investment in public transport</td>
<td>Yes</td>
</tr>
<tr>
<td>Policies to separate road users and protect VRUs</td>
<td>No</td>
</tr>
</tbody>
</table>

SAFER VEHICLES

<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total registered vehicles for 2013</td>
<td>443 495</td>
</tr>
<tr>
<td>Cars and 4-wheeled light vehicles</td>
<td>237 055</td>
</tr>
<tr>
<td>Motorized 2- and 3-wheelers</td>
<td>180 785</td>
</tr>
<tr>
<td>Heavy trucks</td>
<td>14 061</td>
</tr>
<tr>
<td>Buses</td>
<td>2 963</td>
</tr>
<tr>
<td>Other</td>
<td>8 631</td>
</tr>
<tr>
<td>Vehicle standards applied</td>
<td></td>
</tr>
<tr>
<td>Frontal impact standard</td>
<td>No</td>
</tr>
<tr>
<td>Electronic stability control</td>
<td>No</td>
</tr>
<tr>
<td>Pedestrian protection</td>
<td>No</td>
</tr>
</tbody>
</table>

POST-CRASH CARE

<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Emergency room injury surveillance system</td>
<td>Yes</td>
</tr>
<tr>
<td>Emergency access telephone numbers</td>
<td>114</td>
</tr>
<tr>
<td>Permanently disabled due to road traffic crash</td>
<td>—</td>
</tr>
</tbody>
</table>

DATA

<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reported road traffic fatalities (2013)</td>
<td>136 (78% M, 22% F)</td>
</tr>
<tr>
<td>WHO estimated road traffic fatalities</td>
<td>152</td>
</tr>
<tr>
<td>WHO estimated rate per 100 000 population</td>
<td>12.2</td>
</tr>
<tr>
<td>Estimated GDP lost due to road traffic crashes</td>
<td>—</td>
</tr>
</tbody>
</table>

DEATHS BY ROAD USER CATEGORY

Source: Statistics Mauritius, Economic and Social Indicators on Road Transport and Road Traffic Accident Statistics, Issue No. 1102, April 2014 (data from 2013). Defined as died within 30 days of crash.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS

Source: Statistics Mauritius, Economic and Social Indicators on Road Transport and Road Traffic Accident Statistics, Issue No. 1102, April 2014.
**MOZAMBIQUE**

Population: 25 833 752  •  Income group: Low  •  Gross national income per capita: US$ 610

### INSTITUTIONAL FRAMEWORK

**Lead agency** National Institute of Land Transport (INATTER)

- **Funded in national budget** No
- **National road safety strategy** Yes
- **Funding to implement strategy** Not funded
- **Fatality reduction target** 50% (2011–2016)

### SAFER ROADS AND MOBILITY

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

### SAFER VEHICLES

- **Total registered vehicles for 2013** 542 336
- **Cars and 4-wheeled light vehicles** 459 604
- **Motorized 2- and 3-wheelers** 64 987
- **Heavy trucks** 12 944
- **Buses** 0
- **Other** 4 801

- **Vehicle standards applied**
  - Frontal impact standard No
  - Electronic stability control No
  - Pedestrian protection No

- **BAC limit – general population** < 0.06 g/dl
- **BAC limit – young or novice drivers** < 0.06 g/dl

### POST-CRASH CARE

- **Emergency room injury surveillance system** Yes
- **Emergency access telephone numbers** None
- **Permanently disabled due to road traffic crash** —

### DATA

- ** Reported road traffic fatalities (2013)** 1 7444 (80% M, 20% F)
- **WHO estimated road traffic fatalities** 8 173 (95%CI 6 502–9 843)
- **WHO estimated rate per 100 000 population** 31.6
- **Estimated GDP lost due to road traffic crashes** —

### DEATHS BY ROAD USER CATEGORY

(Data not available)

### TRENDS IN REPORTED ROAD TRAFFIC DEATHS

- **Total per 100 000 population**

  - **404**
  - **400**
  - **396**
  - **392**
  - **388**
  - **384**
  - **380**
  - **376**
  - **372**
  - **368**

  **Source**: National Institute of Land Transport (INATTER).
NAMIBIA

Population: 2,303,315 • Income group: Middle • Gross national income per capita: US$ 5,870

**INSTITUTIONAL FRAMEWORK**
- **Lead agency:** National Road Safety Council
- **Funded in national budget:** Yes
- **National road safety strategy:** Yes
- **Funding to implement strategy:** Partially funded
- **Fatality reduction target:** 5% (2011–2020)

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

**SAFER VEHICLES**
- **Total registered vehicles for 2012:** 280,583
  - Cars and 4-wheeled light vehicles: 257,378
  - Motorized 2- and 3-wheelers: 5,854
  - Heavy trucks: 7,842
  - Buses: 3,984
  - Other: 5,525
- **Vehicle standards applied:**
  - Frontal impact standard: No
  - Electronic stability control: No
  - Pedestrian protection: No

**POST-CRASH CARE**
- **Emergency room injury surveillance system:** —
- **Emergency access telephone numbers:** None
- **Permanently disabled due to road traffic crash:** —

**DATA**
- **Reported road traffic fatalities (2012):** 308 (72% M, 23% F)
- **WHO estimated road traffic fatalities:** 551 (95% CI 474–628)
- **WHO estimated rate per 100,000 population:** 23.9
- **Estimated GDP lost due to road traffic crashes:** —

**DEATHS BY ROAD USER CATEGORY**
- Drivers 4-wheeled cars and light vehicles (31%)
- Pedestrians (32%)
- Cyclists (1%)
- Riders motorized 2- or 3-wheelers (1%)
- Other (1%)
- Drivers/passengers buses (2%)
- Drivers/passengers heavy trucks (2%)
- Passengers 4-wheeled cars and light vehicles (30%)
- Drivers/passengers 4-wheeled cars and light vehicles (31%)

**TRENDS IN REPORTED ROAD TRAFFIC DEATHS**

**SAFER ROAD USERS**
- **National speed limit law:** Yes
- **Max urban speed limit:** 60 km/h
- **Max rural speed limit:** 120 km/h
- **Max motorway speed limit:** 120 km/h
- **Local authorities can modify limits:** No
- **Enforcement:** 0 1 2 3 4 5 6 7 8 9 10
- **National drink–driving law:** Yes
- **BAC limit – general population:** ≤ 0.079 g/dl
- **BAC limit – young or novice drivers:** ≤ 0.079 g/dl
- **Random breath testing carried out:** Yes
- **Enforcement:** 0 1 2 3 4 5 6 7 8 9 10
- **% road traffic deaths involving alcohol:** —
- **National motorcycle helmet law:** Yes
- **Applies to drivers and passengers:** Yes
- **Law requires helmet to be fastened:** Yes
- **Law refers to helmet standard:** No
- **Enforcement:** 0 1 2 3 4 5 6 7 8 9 10
- **Helmet wearing rate:** 12% All riders
  - **National seat-belt law:** Yes
  - **Applies to front and rear seat occupants:** Yes
  - **Enforcement:** 0 1 2 3 4 5 6 7 8 9 10
  - **Seat-belt wearing rate:** 55% Front seats, 1% Rear seats
  - **National child restraint law:** Yes
  - **Restrictions on children sitting in front seat:** —
  - **Child restraint law based on:** —
  - **Enforcement:** 0 1 2 3 4 5 6 7 8 9 10
  - **% children using child restraints:** —
  - **National law on mobile phone use while driving:** Yes
  - **Law prohibits hand-held mobile phone use:** Yes
  - **Law also applies to hands-free phones:** No
  - **National drug-driving law:** Yes

---

*Image source: Unicef, World Health Organization, Global Database on Road Traffic Mortality.*
NIGER

Population: 17 831 270 • Income group: Low • Gross national income per capita: US$ 400

INSTITUTIONAL FRAMEWORK
Lead agency Directorate of Traffic and Road Safety (DC/SR)
Funded in national budget Yes
National road safety strategy Yes
Funding to implement strategy Not funded
Fatality reduction target —

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

SAFER VEHICLES
Total registered vehicles for 2013 315 600
Cars and 4-wheeled light vehicles 190 067
Motorized 2- and 3-wheelers 109 499
Heavy trucks 7 519
Buses 8 515
Other 0
Vehicle standards applied:
Frontal impact standard No
Electronic stability control No
Pedestrian protection No

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

DATA
Reported road traffic fatalities (2013) 806b (69% M)
WHO estimated road traffic fatalities 4 706 (95% CI 3 741–5 670)
WHO estimated rate per 100 000 population 26.4c
Estimated GDP lost due to road traffic crashes 1.0%c

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

DEATHS BY ROAD USER CATEGORY

Source: Ministry of Transport (DC/SR) (data from 2007).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS

Source: Ministry of Transport (DC/SR).
NIGERIA

Population: 173,615,345 • Income group: Middle • Gross national income per capita: US$ 2,710

INSTITUTIONAL FRAMEWORK

Lead agency: Federal Road Safety Corps
Funded in national budget: Yes
National road safety strategy: Yes
Funding to implement strategy: Partially funded
Fatality reduction target: 50% reduction in crash fatalities by 2015 (Accra Declaration); Reducing RTC fatalities by 2020 (UN Decade of Action); 25% annually for 2014 reduction in fatalities and 15% in RTC (-) (FRSC Nigeria)

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2013: 5,791,446
Cars and 4-wheeled light vehicles: 3,267,139
Motorized 2- and 3-wheelers: 2,524,307
Heavy trucks: —
Buses: —
Other: 0
Vehicle standards applied:
Frontal impact standard: No
Electronic stability control: No
Pedestrian protection: No
* UNECE WP29.

SAFER ROAD USERS

National speed limit law: Yes
Max urban speed limit: 50 km/h
Max rural speed limit: 80 km/h
Max motorway speed limit: 100 km/h
Local authorities can modify limits: No
Enforcement: 0 1 2 3 4 5 6 7 8 9 10

National drink–driving law: Yes
BAC limit – general population: ≤ 0.08 g/dl
BAC limit – young or novice drivers: ≤ 0.08 g/dl
Random breath testing carried out: Yes
Enforcement: 0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol: 1%

National motorcycle helmet law: Yes
Applies to drivers and passengers: Yes
Law requires helmet to be fastened: Yes
Law refers to helmet standard: No
Enforcement: 0 1 2 3 4 5 6 7 8 9 10

National seat-belt law: Yes
Applies to front and rear seat occupants: No
Enforcement: 0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate: 87% Front seats*, 10% Rear seats*

National child restraint law: Yes
Restrictions on children sitting in front seat: No
Child restraint law based on: Age
Enforcement: 0 1 2 3 4 5 6 7 8 9 10
% children using child restraints: —

National law on mobile phone use while driving: Yes
Law prohibits hand-held mobile phone use: Yes
Law also applies to hands-free phones: Yes
National drug-driving law: Yes

DATA

Reported road traffic fatalities (2013): 6,450* (75% M, 25% F)
WHO estimated road traffic fatalities: 35,641 (95% CI 27,949–43,332)
WHO estimated rate per 100,000 population: 20.5
Estimated GDP lost due to road traffic crashes: 3.0%c

* FRSC. Defined as died within 30-days of crash.
* 2011, National Road Safety Strategy (NRSS).

DEATHS BY ROAD USER CATEGORY

DATA NOT AVAILABLE

TRENDS IN REPORTED ROAD TRAFFIC DEATHS

Source: Federal Road Safety Corps (FRSC).


**RWANDA**

Population: 11 776 522 • Income group: Low • Gross national income per capita: US$ 630

<table>
<thead>
<tr>
<th>INSTITUTIONAL FRAMEWORK</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Lead agency</strong></td>
</tr>
<tr>
<td>Funded in national budget</td>
</tr>
<tr>
<td>National road safety strategy</td>
</tr>
<tr>
<td>Funding to implement strategy</td>
</tr>
<tr>
<td>Fatality reduction target</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SAFER ROADS AND MOBILITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Formal audits required for new road construction projects</td>
</tr>
<tr>
<td>Regular inspections of existing road infrastructure</td>
</tr>
<tr>
<td>Policies to promote walking or cycling</td>
</tr>
<tr>
<td>Policies to encourage investment in public transport</td>
</tr>
<tr>
<td>Policies to separate road users and protect VRUs</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SAFER VEHICLES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total registered vehicles for 2012</td>
</tr>
<tr>
<td>Cars and 4-wheeled light vehicles</td>
</tr>
<tr>
<td>Motorized 2- and 3-wheelers</td>
</tr>
<tr>
<td>Heavy trucks</td>
</tr>
<tr>
<td>Buses</td>
</tr>
<tr>
<td>Other</td>
</tr>
<tr>
<td>Vehicle standards applied*</td>
</tr>
<tr>
<td>Frontal impact standard</td>
</tr>
<tr>
<td>Electronic stability control</td>
</tr>
<tr>
<td>Pedestrian protection</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>POST-CRASH CARE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Emergency room injury surveillance system</td>
</tr>
<tr>
<td>Emergency access telephone numbers</td>
</tr>
<tr>
<td>Permanently disabled due to road traffic crash</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DATA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reported road traffic fatalities (2013)</td>
</tr>
<tr>
<td>WHO estimated road traffic fatalities</td>
</tr>
<tr>
<td>WHO estimated rate per 100 000 population</td>
</tr>
<tr>
<td>Estimated GDP lost due to road traffic crashes</td>
</tr>
</tbody>
</table>

* UNECE WP29.

<table>
<thead>
<tr>
<th>SAFER ROAD USERS</th>
</tr>
</thead>
<tbody>
<tr>
<td>National speed limit law</td>
</tr>
<tr>
<td>Max urban speed limit</td>
</tr>
<tr>
<td>Max rural speed limit</td>
</tr>
<tr>
<td>Max motorway speed limit</td>
</tr>
<tr>
<td>Local authorities can modify limits</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TRENDS IN REPORTED ROAD TRAFFIC DEATHS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of road traffic deaths</td>
</tr>
</tbody>
</table>

Source: Traffic Police.

**DEATHS BY ROAD USER CATEGORY**

**DATA NOT AVAILABLE**
SAO TOME AND PRINCIPE

Population: 192,993 • Income group: Middle • Gross national income per capita: US$ 1,470

### INSTITUTIONAL FRAMEWORK

<table>
<thead>
<tr>
<th>Lead agency</th>
<th>Department of Land Transport</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funded in national budget</td>
<td>Yes</td>
</tr>
<tr>
<td>National road safety strategy</td>
<td>No</td>
</tr>
<tr>
<td>Funding to implement strategy</td>
<td>—</td>
</tr>
<tr>
<td>Fatality reduction target</td>
<td>—</td>
</tr>
</tbody>
</table>

### SAFER ROADS AND MOBILITY

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

### SAFER VEHICLES

- **Total registered vehicles**
  - Cars and 4-wheeled light vehicles: —
  - Motorized 2- and 3-wheelers: —
  - Heavy trucks: —
  - Buses: —
  - Other: —

- Vehicle standards applied:
  - Frontal impact standard: No
  - Electronic stability control: No
  - Pedestrian protection: No

### SAFER ROAD USERS

- **National speed limit law**: Yes
  - Max urban speed limit: 50 km/h
  - Max rural speed limit: 90 km/h
  - Max motorway speed limit: 120 km/h
  - Local authorities can modify limits: Yes
  - Enforcement: 0 1 2 3 4 6 7 8 9 10

- **National drink–driving law**: No
  - BAC limit — general population: —
  - BAC limit — young or novice drivers: —
  - Random breath testing carried out: No
  - Enforcement: —
  - % road traffic deaths involving alcohol: —

- **National motorcycle helmet law**: Yes
  - Applies to drivers and passengers: Yes
  - Law requires helmet to be fastened: Yes
  - Law refers to helmet standard: Yes
  - Enforcement: 0 1 2 3 4 6 7 8 9 10

- **National seat-belt law**: Yes
  - Applies to front and rear seat occupants: No
  - Enforcement: 0 1 2 3 4 5 6 7 8 9 10

- **National child restraint law**: No
  - Restrictions on children sitting in front seat: Yes
  - Child restraint law based on: —
  - Enforcement: —

- **National law on mobile phone use while driving**: Yes
  - Law prohibits hand-held mobile phone use: Yes
  - Law also applies to hands-free phones: No

- **National drug-driving law**: No

### POST-CRASH CARE

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

### DATA

- **Reported road traffic fatalities (2013)**: 33 (85% M, 15% F)
- **WHO estimated road traffic fatalities**: 60 (95% CI 47–73)
- **WHO estimated rate per 100,000 population**: 31.1
- **Estimated GDP lost due to road traffic crashes**: —

### DEATHS BY ROAD USER CATEGORY

- **Pedestrians (43%)**
- **Drivers 4-wheeled cars and light vehicles (25%)**
- **Riders motorized 2- or 3-wheelers (32%)**

Source: General Command of the National Police (data from 2013).

### TRENDS IN REPORTED ROAD TRAFFIC DEATHS

![Graph showing trends in reported road traffic deaths]

Source: General Command of the National Police.
### Institutional Framework

<table>
<thead>
<tr>
<th>Lead agency</th>
<th>Directorate of Land Transport</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funded in national budget</td>
<td>Yes</td>
</tr>
<tr>
<td>National road safety strategy</td>
<td>Yes</td>
</tr>
<tr>
<td>Funding to implement strategy</td>
<td>Partially funded</td>
</tr>
<tr>
<td>Fatality reduction target</td>
<td>35% (2012–2022)</td>
</tr>
</tbody>
</table>

### SAFER Roads and Mobility

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

### SAFER Vehicles

- Total registered vehicles for 2013: 401,910
  - Cars and 4-wheeled light vehicles: 299,053
  - Motorized 2- and 3-wheelers: 34,197
  - Heavy trucks: 21,897
  - Buses: 16,925
  - Other: 29,838

### SAFER Road Users

- National speed limit law: Yes
- Max urban speed limit: No
- Max rural speed limit: 90 km/h
- Max motorway speed limit: 110 km/h
- Local authorities can modify limits: Yes

### Post-Crash Care

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

### Data

- Reported road traffic fatalities (2013): 367
- WHO estimated road traffic fatalities: 3,844 (95%CI 3,214–4,474)
- WHO estimated rate per 100,000 population: 27.2
- Estimated GDP lost due to road traffic crashes: 1%[^2]

### Deaths by Road User Category

Data not available.

### Trends in Reported Road Traffic Deaths

![Graph showing trends in reported road traffic deaths](image-url.com/graph.png)


---

[^1]: Directorate of Land Transport (data from 2012).
[^2]: Generated using the software DataVisualizationTool. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Health and Social Action.
[^3]: Data not available.
[^4]: Generated using the software DataVisualizationTool. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Health and Social Action.
[^5]: Data not available.
SEYCHELLES

Population: 92,838 • Income group: Middle • Gross national income per capita: US$13,210

INSTITUTIONAL FRAMEWORK

Lead agency: Department of Transport (DOT)
Funded in national budget: Yes
National road safety strategy: Yes
Funding to implement strategy: Partially funded
Fatality reduction target: No

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2013:
- Cars and 4-wheeled light vehicles: 17,773
- Motorized 2- and 3-wheelers: 307
- Heavy trucks: 68
- Buses: 458
- Other: 0

Vehicle standards applied:
- Frontal impact standard: No
- Electronic stability control: No
- Pedestrian protection: No

SAFER ROAD USERS

National speed limit law: Yes
Max urban speed limit: 40 km/h
Max rural speed limit: 65 km/h
Max motorway speed limit: 85 km/h
Local authorities can modify limits: No
Enforcement: 0 1 2 3 4 5 7 8 9 10
National drink–driving law: Yes
BAC limit – general population: 0.08 g/dl
BAC limit – young or novice drivers: —
Random breath testing carried out: Yes
Enforcement: 0 1 2 3 4 5 7 8 9 10
% road traffic deaths involving alcohol: 60%

Helmet wearing rate:
- Drivers: 90%
- Passengers: 90%

Seat-belt wearing rate:
- Front seats: 40%
- Rear seats: 2%

National child restraint law: Yes
Restrictions on children sitting in front seat: No
Child restraint law based on:
Enforcement: 0 1 2 3 4 5 6 7 8 9 10
% children using child restraints: —

National law on mobile phone use while driving: Yes
Law prohibits hand-held mobile phone use: Yes
Law also applies to hands-free phones: No
National drug-driving law: Yes

DEATHS BY ROAD USER CATEGORY

- Drivers 4-wheeled cars and light vehicles (12%)
- Passengers 4-wheeled cars and light vehicles (13%)
- Pedestrians (75%)

DATA

Reported road traffic fatalities (2013): 8 (88% M, 13% F)
WHO estimated road traffic fatalities: 8
WHO estimated rate per 100,000 population: 8.6
Estimated GDP lost due to road traffic crashes: —

DEATHS BY ROAD USER CATEGORY

Source: Police record (data from 2013).

POST-CRASH CARE

Emergency room injury surveillance system: No
Emergency access telephone numbers: 999
Permanently disabled due to road traffic crash: —

POST-CRASH CARE

Source: Police record (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS

Source: Health/Police/Department of Transport.
SIERRA LEONE

Population: 6 092 075 • Income group: Low • Gross national income per capita: US$ 660

INSTITUTIONAL FRAMEWORK

Lead agency Sierra Leone Road Safety Authority

Funded in national budget No

National road safety strategy Yes

Funding to implement strategy Not funded

Fatality reduction target 50% (2013–2015)

SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects No

Regular inspections of existing road infrastructure No

Policies to promote walking or cycling No

Policies to encourage investment in public transport Yes

Policies to separate road users and protect VRUs No

SAFER VEHICLES

Total registered vehicles for 2013 68 802

Cars and 4-wheeled light vehicles 44 685

Motorized 2- and 3-wheelers 19 969

Heavy trucks 703

Buses 469

Other 2 976

Vehicle standards applied

Frontal impact standard No

Electronic stability control No

Pedestrian protection No

SAFER ROAD USERS

National speed limit law Yes

Max urban speed limit 50 km/h

Max rural speed limit 80 km/h

Max motorway speed limit No

Local authorities can modify limits No

Enforcement 0 1 2 3 4 5 6 7 8 9 10

National drink–driving law Yes

BAC limit – general population ≤ 0.08 g/dl

BAC limit – young or novice drivers ≤ 0.08 g/dl

Random breath testing carried out Yes

Enforcement 0 1 2 3 4 5 6 7 8 9 10

% road traffic deaths involving alcohol 40% a

National motorcycle helmet law Yes

Applies to drivers and passengers Yes

Law requires helmet to be fastened No

Law refers to helmet standard Yes

Enforcement 0 1 2 3 4 5 6 7 8 9 10

Helmet wearing rate —

National seat-belt law Yes

Applies to front and rear seat occupants Yes

Enforcement 0 1 2 3 4 5 6 7 8 9 10

Seat-belt wearing rate —

National child restraint law Yes

Restrictions on children sitting in front seat Yes

Child restraint law based on —

Enforcement 0 1 2 3 4 5 6 7 8 9 10

% children using child restraints —

National law on mobile phone use while driving Yes

Law prohibits hand-held mobile phone use No

Law also applies to hands-free phones No

National drug-driving law Yes

POST-CRASH CARE

Emergency room injury surveillance system Yes

Emergency access telephone numbers 2244

Permanently disabled due to road traffic crash —

DATA

Reported road traffic fatalities (2013) 220 b (75% M, 25% F)

WHO estimated road traffic fatalities 1 661 (95%CI 1 334–1 988)

WHO estimated rate per 100 000 population 27.3

Estimated GDP lost due to road traffic crashes 1.3% c

DEATHS BY ROAD USER CATEGORY

TRENDS IN REPORTED ROAD TRAFFIC DEATHS

References:

a UNECE WP29.

b Hospital Records. Defined as died within 30 days of crash.

SOUTH AFRICA

Population: 52 776 130 • Income group: Middle • Gross national income per capita: US$ 7 190

INSTITUTIONAL FRAMEWORK

Lead agency: Road Traffic Management Corporation
Funded in national budget: Yes
National road safety strategy: Yes
Funding to implement strategy: Partially funded
Fatality reduction target: 50% (2011–2015)

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2013: 9 909 923
Cars and 4-wheeled light vehicles: 8 894 239
Motorized 2- and 3-wheelers: 367 231
Heavy trucks: 350 498
Buses: 54 494
Other: 243 461
Vehicle standards applied:
Frontal impact standard: No
Electronic stability control: Yes
Pedestrian protection: Yes

SAFER ROAD USERS

National speed limit law: Yes
Max urban speed limit: 60 km/h
Max rural speed limit: 100 km/h
Max motorway speed limit: 120 km/h
Local authorities can modify limits: Yes
Enforcement: 0 1 2 3 4 5 6 7 8 9 10

National drink–driving law: Yes
BAC limit – general population: < 0.05 g/dl
BAC limit – young or novice drivers: < 0.05 g/dl
Random breath testing carried out: Yes
Enforcement: 0 1 2 3 4 5 6 7 8 9 10

National motorcycle helmet law: Yes
 Applies to drivers and passengers: Yes
Law requires helmet to be fastened: Yes
Law refers to helmet standard: No
Enforcement: 0 1 2 3 4 5 6 7 8 9 10

National seat-belt law: Yes
 Applies to front and rear seat occupants: Yes
Enforcement: 0 1 2 3 4 5 6 7 8 9 10

National child restraint law: No
Restrictions on children sitting in front seat: No
Child restraint law based on: No
Enforcement: —

% children using child restraints: —

National drug-driving law: Yes

POST-CRASH CARE

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

DATA

Reported road traffic fatalities (2010–2011): 13 802 (76% M, 24% F)
WHO estimated road traffic fatalities: 13 273
WHO estimated rate per 100 000 population: 25.1
Estimated GDP lost due to road traffic crashes: 7.8%

DEATHS BY ROAD USER CATEGORY

Drivers 4-wheeled cars and light vehicles: 45%
Passengers 4-wheeled cars and light vehicles: 38%
Pedestrians: 33%

TRENDS IN REPORTED ROAD TRAFFIC DEATHS

Deaths per 100 000 population


—

Source: Road Traffic Management Corporation.
SWAZILAND

Population: 1 249 514  •  Income group: Middle  •  Gross national income per capita: US$ 2 990

INSTITUTIONAL FRAMEWORK

Lead agency: Swaziland Road Safety Council

Funded in national budget: Yes
National road safety strategy: No
Funding to implement strategy: —
Fatality reduction target: —

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2013: 180 103
Cars and 4-wheeled light vehicles: 140 941
Motorized 2- and 3-wheelers: 4 014
Heavy trucks: 11 279
Buses: 10 402
Other: 13 467

Vehicle standards applied:
Frontal impact standard: No
Electronic stability control: No
Pedestrian protection: No

POST-CRASH CARE

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

DATA

Reported road traffic fatalities (2013): 197
WHO estimated road traffic fatalities: 303 (95%CI 263–343)
WHO estimated rate per 100 000 population: 24.2
Estimated GDP lost due to road traffic crashes: —

DEATHS BY ROAD USER CATEGORY

Drivers 4-wheeled cars and light vehicles (21%)
Passengers 4-wheeled cars and light vehicles (42%)
Pedestrians (33%)
Riders motorized 2- or 3-wheelers (2%)
Cyclists (2%)

TRENDS IN REPORTED ROAD TRAFFIC DEATHS

Deaths per 100 000 population

Source: Royal Swaziland Police Service.
INSTITUTIONAL FRAMEWORK
Lead agency: National Office of Road Safety
Funded in national budget: No
National road safety strategy: No
Funding to implement strategy: —
Fatality reduction target: —

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

SAFER VEHICLES
Total registered vehicles for 2011: 58 111
Cars and 4-wheeled light vehicles: 11 739
Motorized 2- and 3-wheelers: 41 838
Heavy trucks: 4 440
Buses: 94
Other: 0
Vehicle standards applied:
Frontal impact standard: No
Electronic stability control: No
Pedestrian protection: No

POST-CRASH CARE
Emergency room injury surveillance system: No
Emergency access telephone numbers: 118
Permanently disabled due to road traffic crash: —

DATA
Reported road traffic fatalities (2013): 971° (84% M, 16% F)
WHO estimated road traffic fatalities: 2 123 (95%CI 1 719–2 526)
WHO estimated rate per 100 000 population: 31.1
Estimated GDP lost due to road traffic crashes: —

DEATHS BY ROAD USER CATEGORY
Data not available

TRENDS IN REPORTED ROAD TRAFFIC DEATHS
Number of reported road traffic deaths:
2007: 0
2008: 0
2009: 0
2010: 0
2011: 0
2012: 0
2013: 0


* Not based on BAC.
UGANDA

Population: 37 578 876 • Income group: Low • Gross national income per capita: US$ 550

**INSTITUTIONAL FRAMEWORK**

<table>
<thead>
<tr>
<th>Lead agency</th>
<th>National Road Safety Council</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funded in national budget</td>
<td>Yes</td>
</tr>
<tr>
<td>National road safety strategy</td>
<td>No</td>
</tr>
<tr>
<td>Funding to implement strategy</td>
<td>—</td>
</tr>
<tr>
<td>Fatality reduction target</td>
<td>—</td>
</tr>
</tbody>
</table>

**SAFER ROADS AND MOBILITY**

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

**SAFER VEHICLES**

- Total registered vehicles for 2013: 1,228,425
  - Cars and 4-wheeled light vehicles: —
  - Motorized 2- and 3-wheelers: —
  - Heavy trucks: —
  - Buses: —
  - Other: —
  - Vehicle standards applied:
    - Frontal impact standard: No
    - Electronic stability control: No
    - Pedestrian protection: No
  - UNECE WP29.

**POST-CRASH CARE**

- Emergency room injury surveillance system: No
- Emergency access telephone numbers: Multiple numbers
- Permanently disabled due to road traffic crash: 2.8%b

**DATA**

- Reported road traffic fatalities (2013): 2,937 (79% M, 21% F)
- WHO estimated road traffic fatalities: 10,280 (95%CI: 7,820–12,739)
- WHO estimated rate per 100,000 population: 27.4
- Estimated GDP lost due to road traffic crashes: —

**DEATHS BY ROAD USER CATEGORY**

- Pedestrians: 40%
- Cyclists: 8%
- Riders motorized 2- or 3-wheelers: 30%
- Drivers/passengers heavy trucks: 1%
- Drivers/passengers 4-wheeled cars and light vehicles: 3%
- Passengers 4-wheeled cars and light vehicles: 4%
- Other: 14%

**TRENDS IN REPORTED ROAD TRAFFIC DEATHS**


*Source: Annual Traffic Report 2013 (data from 2013).*

---

*Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire.*
UNITED REPUBLIC OF TANZANIA

Population: 49 253 126 • Income group: Low • Gross national income per capita: US$ 630

INSTITUTIONAL FRAMEWORK

| Lead agency | No |
| Funded in national budget | - |
| National road safety strategy | No |
| Funding to implement strategy | - |

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

| Total registered vehicles for 2014 | 1 509 786 |
| Cars and 4-wheeled light vehicles | 511 604 |
| Motorized 2- and 3-wheelers | 808 984 |
| Heavy trucks | 85 931 |
| Buses | 48 698 |
| Other | 54 569 |

| Vehicle standards applied* |
| Frontal impact standard | No |
| Electronic stability control | No |
| Pedestrian protection | No |

* UNECE WP29.

POST-CRASH CARE

| Emergency room injury surveillance system | No |
| Emergency access telephone numbers | None |
| Permanently disabled due to road traffic crash | — |

DATA

| Reported road traffic fatalities (2013) | 4 002* (80% M, 20% F) |
| WHO estimated road traffic fatalities | 16 211 (95% CI 13 116–19 307) |
| WHO estimated rate per 100 000 population | 32.9 |
| Estimated GDP lost due to road traffic crashes | 3.4% |

* Traffic Police. Defined as died within one year and one day.

SAFER ROAD USERS

| National speed limit law | Yes |
| Max urban speed limit | 50 km/h |
| Max rural speed limit | No |
| Max motorway speed limit | No |
| Local authorities can modify limits | No |
| Enforcement | 0 1 2 3 4 5 6 7 8 9 10 |

| National drink–driving law | Yes |
| BAC limit — general population | ≤ 0.08 g/dl |
| BAC limit — young or novice drivers | ≤ 0.08 g/dl |
| Random breath testing carried out | Yes |
| Enforcement | 0 1 2 3 4 5 6 7 8 9 10 |

| National motorcycle helmet law | Yes |
| Applies to drivers and passengers | No |
| Law requires helmet to be fastened | No |
| Law refers to helmet standard | No |
| Enforcement | 0 1 2 3 4 5 6 7 8 9 10 |

| National seat-belt law | Yes |
| Applies to front and rear seat occupants | No |
| Enforcement | 0 1 2 3 4 5 6 7 8 9 10 |

| National child restraint law | No |
| Restrictions on children sitting in front seat | No |
| Child restraint law based on | — |
| Enforcement | — |
| % children using child restraints | — |

| National law on mobile phone use while driving | No |
| Law prohibits hand-held mobile phone use | — |
| Law also applies to hands-free phones | — |
| National drug-driving law | Yes |

DEATHS BY ROAD USER CATEGORY

- Drivers 4-wheeled cars and light vehicles (7%)
- Passengers (all vehicles) (28%)
- Cyclists (11%)
- Other (1%)
- Pedestrians (31%)


TRENDS IN REPORTED ROAD TRAFFIC DEATHS

Source: Traffic Police.
ZAMBIA

Population: 14 538 640  •  Income group: Middle  •  Gross national income per capita: US$ 1 810

**INSTITUTIONAL FRAMEWORK**

<table>
<thead>
<tr>
<th>Lead agency</th>
<th>Road Transport and Safety Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funded in national budget</td>
<td>Yes</td>
</tr>
<tr>
<td>National road safety strategy</td>
<td>Yes</td>
</tr>
<tr>
<td>Funding to implement strategy</td>
<td>Fully funded</td>
</tr>
<tr>
<td>Fatality reduction target</td>
<td>50% (2014–2020)</td>
</tr>
</tbody>
</table>

**SAFER ROADS AND MOBILITY**

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Yes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Formal audits required for new road construction projects</td>
<td></td>
</tr>
<tr>
<td>Regular inspections of existing road infrastructure</td>
<td></td>
</tr>
<tr>
<td>Policies to promote walking or cycling</td>
<td></td>
</tr>
<tr>
<td>Policies to encourage investment in public transport</td>
<td></td>
</tr>
<tr>
<td>Policies to separate road users and protect VRUs</td>
<td>No</td>
</tr>
</tbody>
</table>

**SAFER VEHICLES**

<table>
<thead>
<tr>
<th>Category</th>
<th>Count (2013)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total registered vehicles</td>
<td>534 532</td>
</tr>
<tr>
<td>Cars and 4-wheeled light vehicles</td>
<td>—</td>
</tr>
<tr>
<td>Motorized 2- and 3-wheelers</td>
<td>—</td>
</tr>
<tr>
<td>Heavy trucks</td>
<td>—</td>
</tr>
<tr>
<td>Buses</td>
<td>—</td>
</tr>
<tr>
<td>Other</td>
<td>—</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Standards Applied</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frontal impact standard</td>
<td></td>
</tr>
<tr>
<td>Electronic stability control</td>
<td></td>
</tr>
<tr>
<td>Pedestrian protection</td>
<td></td>
</tr>
</tbody>
</table>

**POST-CRASH CARE**

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Yes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Emergency room injury surveillance system</td>
<td></td>
</tr>
<tr>
<td>Emergency access telephone numbers</td>
<td>911</td>
</tr>
<tr>
<td>Permanently disabled due to road traffic crash</td>
<td>—</td>
</tr>
</tbody>
</table>

**DATA**

<table>
<thead>
<tr>
<th>Data Type</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reported road traffic fatalities (2013)</td>
<td>1 851</td>
</tr>
<tr>
<td>WHO estimated road traffic fatalities (2013)</td>
<td>3 586</td>
</tr>
<tr>
<td>WHO estimated rate per 100 000 population</td>
<td>24.7</td>
</tr>
<tr>
<td>Estimated GDP lost due to road traffic crashes</td>
<td>—</td>
</tr>
</tbody>
</table>

**DEATHS BY ROAD USER CATEGORY**

<table>
<thead>
<tr>
<th>Road User Category</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drivers 4-wheeled cars and light vehicles</td>
<td>12%</td>
</tr>
<tr>
<td>Pedestrians</td>
<td>37%</td>
</tr>
<tr>
<td>Passengers 4-wheeled cars and light vehicles</td>
<td>37%</td>
</tr>
<tr>
<td>Cyclists</td>
<td>12%</td>
</tr>
<tr>
<td>Riders motorized 2- or 3-wheelers</td>
<td>2%</td>
</tr>
</tbody>
</table>

**TRENDS IN REPORTED ROAD TRAFFIC DEATHS**

![Graph showing trends in reported road traffic deaths from 2006 to 2013.](source: Zambia Police and Health Facilities.)
ZIMBABWE

Population: 14 149 648 • Income group: Low • Gross national income per capita: US$ 860

INSTITUTIONAL FRAMEWORK

<table>
<thead>
<tr>
<th>Lead agency</th>
<th>Traffic Safety Council of Zimbabwe</th>
</tr>
</thead>
</table>

| Funded in national budget | No |
| National road safety strategy | No |
| Funding to implement strategy | — |
| Fatality reduction target | — |

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

| Total registered vehicles for 2013 | 927 129 |
| Cars and 4-wheeled light vehicles | — |
| Motorized 2- and 3-wheelers | — |
| Heavy trucks | — |
| Buses | — |
| Other | — |
| Vehicle standards applied | — |

| Frontal impact standard | No |
| Electronic stability control | No |
| Pedestrian protection | No |

SAFER ROAD USERS

| National speed limit law | Yes |
| Max urban speed limit | 60 km/h |
| Max rural speed limit | 120 km/h |
| Max motorway speed limit | 120 km/h |
| Local authorities can modify limits | Yes |

| Enforcement | 0 1 2 3 4 5 6 7 8 9 10 |

| National drink–driving law | Yes |
| BAC limit – general population | < 0.08 g/dl |
| BAC limit – young or novice drivers | < 0.08 g/dl |

| Enforcement | 0 1 2 3 4 5 6 7 8 9 10 |
| National motorcycle helmet law | Yes |
| Applies to drivers and passengers | No |
| Law requires helmet to be fastened | Yes |
| Law refers to helmet standard | Yes |

| Enforcement | 0 1 2 3 4 5 6 7 8 9 10 |

| National seat-belt law | Yes |
| Applies to front and rear seat occupants | No |

| Enforcement | 0 1 2 3 4 5 6 7 8 9 10 |

| National child restraint law | No |
| Restrictions on children sitting in front seat | No |
| Child restraint law based on | — |
| Enforcement | — |

| No children using child restraints | — |

| National law on mobile phone use while driving | Yes |
| Law prohibits hand-held mobile phone use | Yes |
| Law also applies to hands-free phones | No |

| National drug-driving law | Yes |

DATA

| Reported road traffic fatalities (2013) | 1 787* (61% M, 39% F) |
| WHO estimated road traffic fatalities | 3 985 (95%CI 3 319–4 652) |
| WHO estimated rate per 100 000 population | 28.2 |
| Estimated GDP lost due to road traffic crashes | — |

TRENDS IN REPORTED ROAD TRAFFIC DEATHS

DEATHS BY ROAD USER CATEGORY


POST-CRASH CARE

| Emergency room injury surveillance system | No |
| Emergency access telephone numbers | None |
| Permanently disabled due to road traffic crash | — |

TRENDS IN REPORTED ROAD TRAFFIC DEATHS

Source: Zimbabwe Republic Police Records.