

ROAD SAFETY IN THE AFRICAN REGION 2015



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REGIONAL OFFICE FOR

Africa

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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 transport¹.

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 Action².

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.

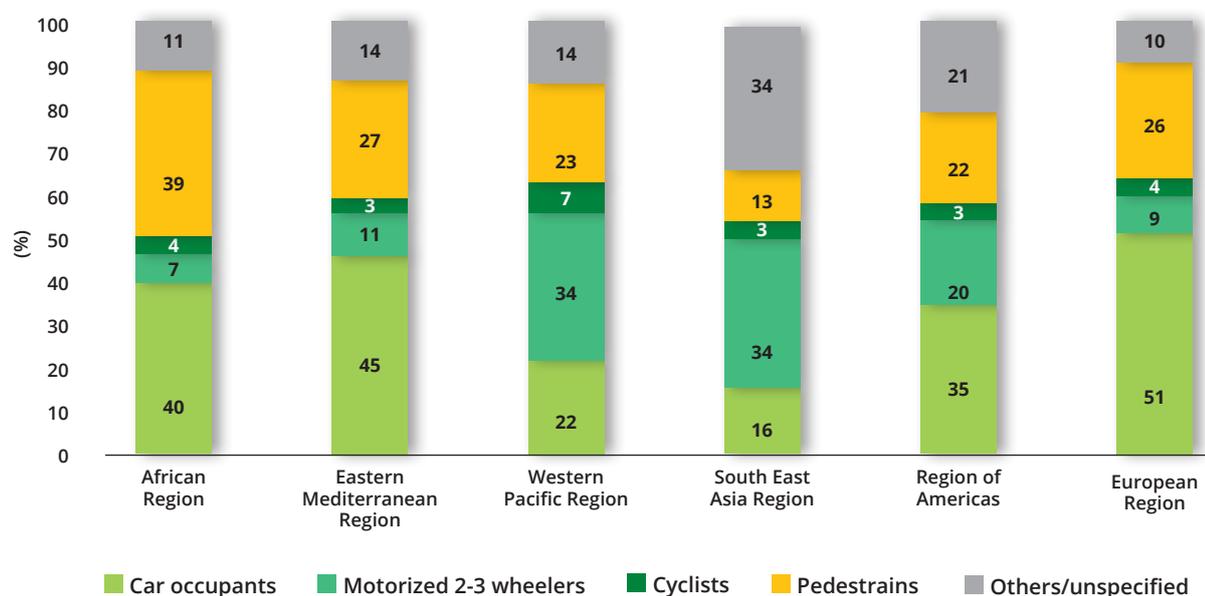
Rank	Estimated fatality rate/100 000 population	Rank	Number of vehicles per 1000 persons
1	African Region (26.6)	1	European region (510.3)
2	Eastern Mediterranean Region (19.9)	2	Region of Americas (502.8)
3	Western Pacific Region (17.3)	3	Western Pacific Region (250.5)
4	South East Asia Region (17)	4	South East Asia Region (168.9)
5	Region of Americas (15.9)	5	Eastern Mediterranean Region (126.0)
6	European Region (9.3)	6	European Region (46.6)



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.

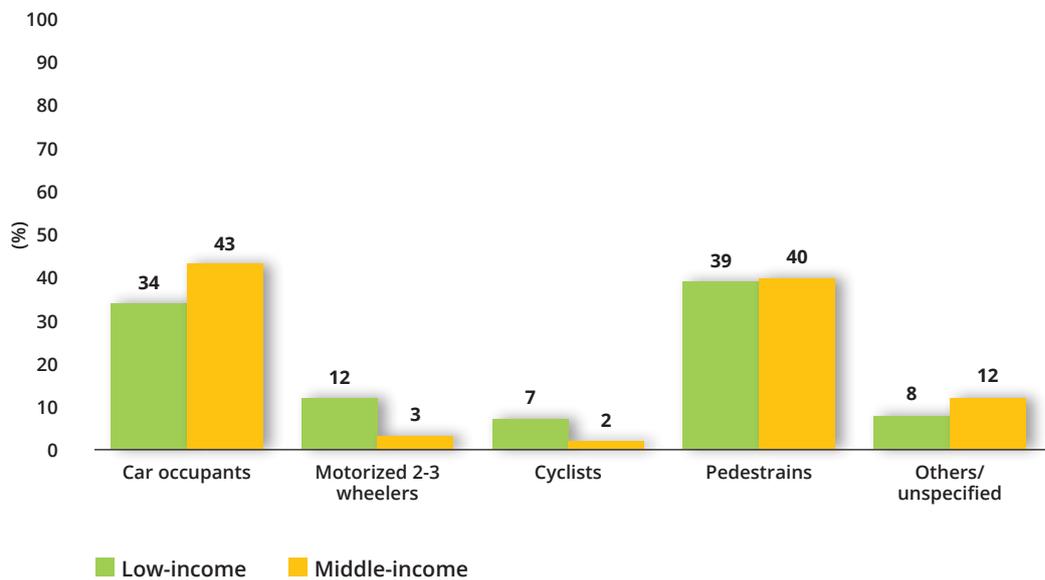
FIGURE 2
Proportions of road traffic deaths by type of road users and WHO region



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.

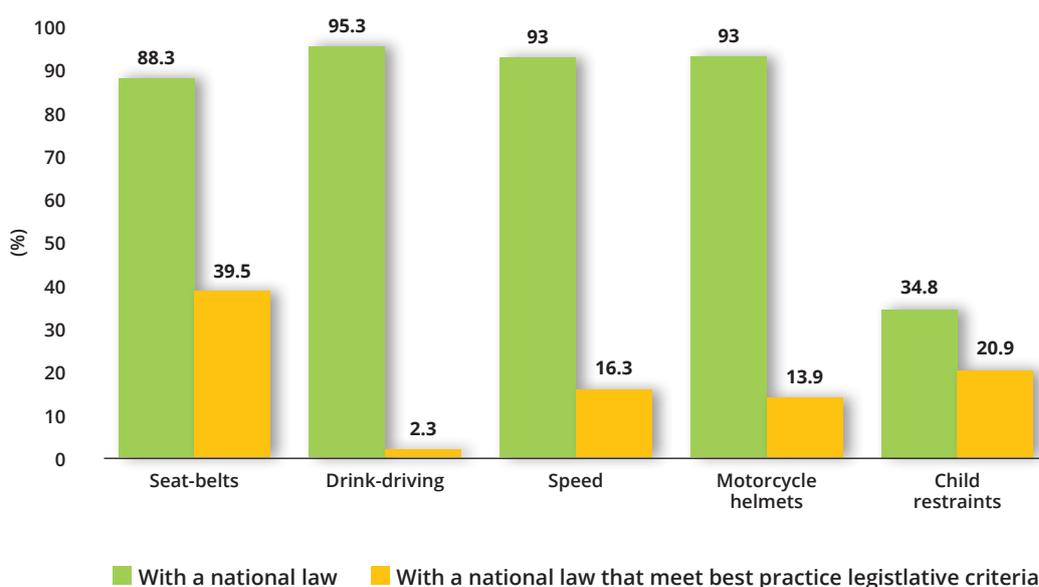
Currently 29 countries have a national strategy for road traffic safety that is fully or partially funded, with a further 5 that have road safety in multiple strategies. While a national strategy is essential to defining the vision behind a road safety programme, its implementation requires tangible 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.

FIGURE 4
Legislation on key behavioural risk factors



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

Risk factor	Best practice legislative criteria as defined by WHO for this report	Countries meeting legislative criteria for best practice
Speed	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	7 countries (16%) Algeria, Burkina Faso, Kenya, Madagascar, Mali, Rwanda and Sao Tome and Principe
Drink-driving	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	1 country (2%) Algeria
Motorcycle helmets	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	6 countries (14%) Botswana, Cabo Verde, Ghana, Madagascar, Malawi and Swaziland
Seat-belts	National seat-belt law applies to drivers, front seat and rear seat passengers	17 countries (40%) Algeria, Angola, Botswana, Burkina Faso, Eritrea, Ethiopia, Ghana, Kenya, Mauritius, Mozambique, Namibia, Seychelles, Sierra Leone, South Africa, Togo, Uganda and Zambia
Child restraints	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	9 countries (21%) Angola, Botswana, Burkina Faso, Cabo Verde, Ethiopia, Eritrea, Guinea, Mozambique and Zambia

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).

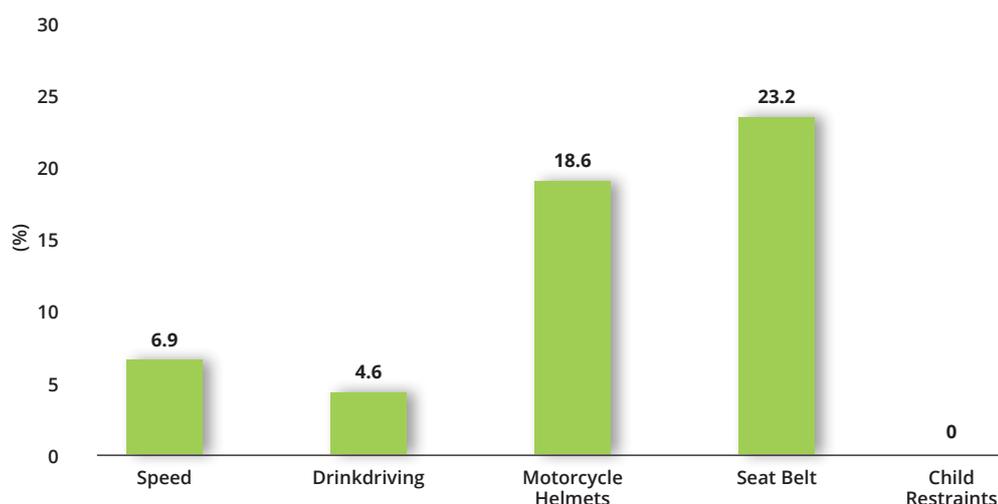
More effort is needed to collect data on intermediate indicators

In order to assess the effectiveness of efforts to improve road user behaviour, countries need to collect regular data on intermediate indicators. This will give an indication on the effectiveness of the implementation 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



FIGURE 5

Proportion of countries reporting their enforcement of key risk factors as good*



*Good enforcement considered as 8 or above on a scale of 0 to 10

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 on going efforts to address road user behaviour.

TABLE 2

Availability of intermediate indicators that measure law enforcement in African region

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

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.



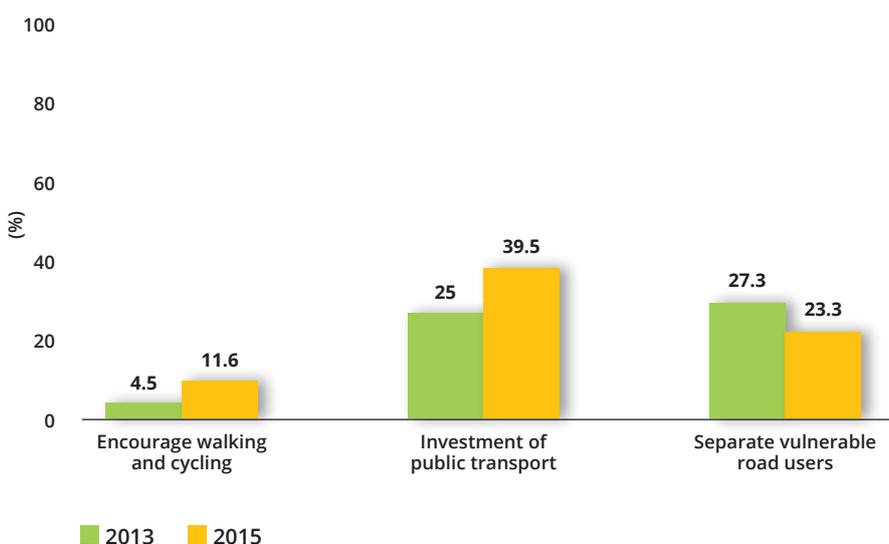
Data on vehicle standards revealed that all countries in the region fail to apply the 7 UN priority safety standards (relating to seat-belts fixtures and anchorages, frontal impact and side impact, electronic stability control, child restraint fixtures and pedestrian protection). Indeed, only South Africa 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 policies 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).

PEDESTRIANS ACCOUNT FOR 39% OF ROAD TRAFFIC DEATHS
in the African region, yet only one African country has signed up to the UN safety standard that protects pedestrians in the event of a crash.

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 NCAP4

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.

**ONLY 14
COUNTRIES IN
THE REGION**

**have an emergency access
number, which can be
important in activating an
emergency response system.**

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

Lead agency	National Centre for Prevention and Road Safety (CNPSR)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	10% (2013–2018)

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	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 ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a 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)	4 540 ^b (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	—

^b 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.

DEATHS BY ROAD USER CATEGORY



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
Enforcement	0 1 2 3 4 5 6 7 8 9 10
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
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	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	90% Drivers ^c , 90% Front seats ^c
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	Yes

^c National Centre for Prevention and Road Safety (CNPSR) (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



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

ANGOLA

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



INSTITUTIONAL FRAMEWORK

Lead agency	National Council of Road Traffic Planning (CNVOT)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	Yes (not specified)

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 ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE

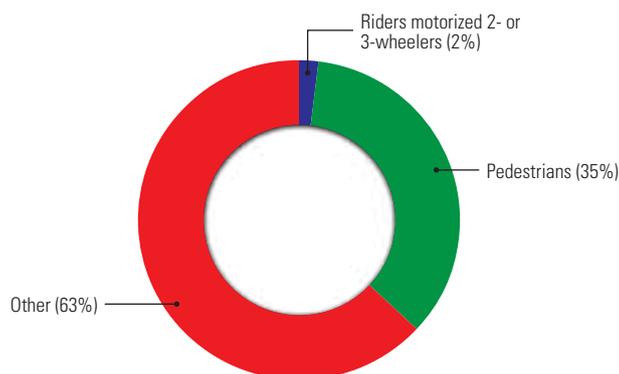
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	Subnational
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	4 305 ^b (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	—

^b National Road Traffic Directorate (DNVT)/ General Command of Traffic Polic (CGPN). Defined as died at scene of crash.

DEATHS BY ROAD USER CATEGORY



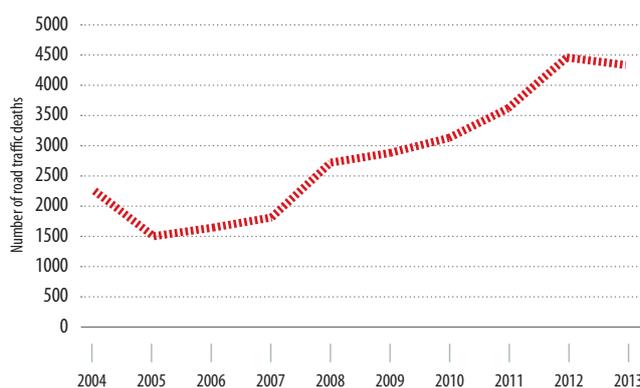
Source: DNVT/CGPN (data from 2013).

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
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
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
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 ④ 5 6 7 8 9 10
Helmet wearing rate	60% Drivers ^c , 40% Passengers ^c
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	90% Front seats ^c , 15% Rear seats ^c
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Weight/Height
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

^c 2013, DNVT/CGPN.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: DNVT/CGPN.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Health.

BENIN



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

INSTITUTIONAL FRAMEWORK

Lead agency	National Centre for Road Safety (CNSR)
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 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 ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a 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 (2012)	658 ^b
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	—

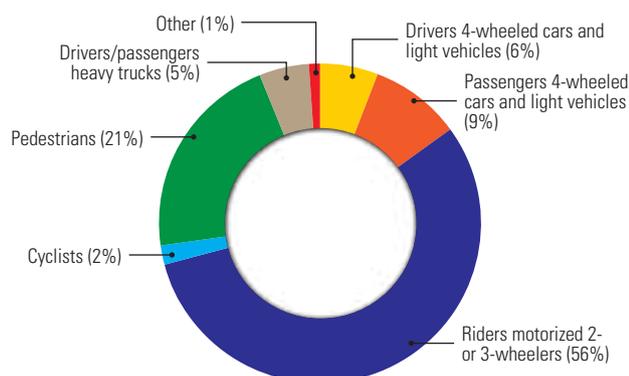
^b CNSR Database. Defined as died within 7 days of crash.

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	No
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	Yes
Enforcement	—
% 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	15% Drivers ^d , 1% Passengers ^d
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	No

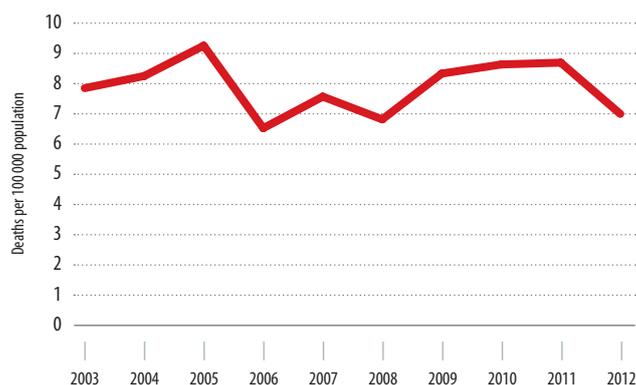
^d 2013, Study by Handicap International and Alinagnon.

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 economique)

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 ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE

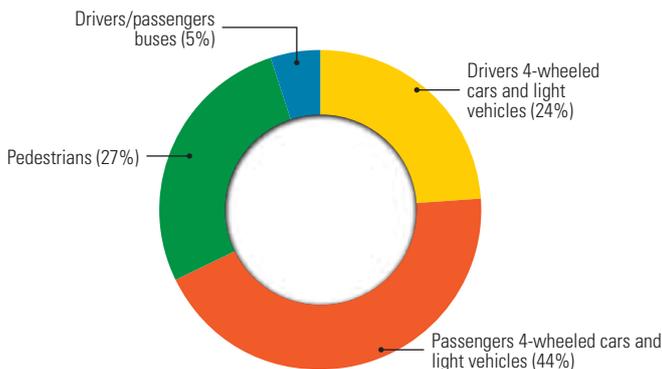
Emergency room injury surveillance system	No
Emergency access telephone numbers	Multiple Numbers
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	411 ^b (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	—

^b Police Records. Defined as died within a year of crash.

DEATHS BY ROAD USER CATEGORY



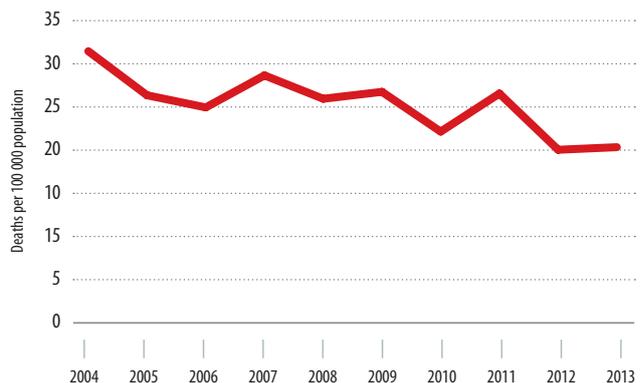
Source: Police Records (data from 2013).

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% ^c
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 drug-driving law	Yes

^c Police Records (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Police Records.

BURKINA FASO



Population: 16 934 839 • Income group: Low • Gross national income per capita: US\$ 670

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 ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

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 ^b
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	—

^b National Police and National Gendarmerie. Defined as died at scene of crash.

DEATHS BY ROAD USER CATEGORY



SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	No
Local authorities can modify limits	Yes
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
National drink–driving law	Yes ^c
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	No
Enforcement	0 ① 2 3 4 6 5 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 6 5 7 8 9 10
Helmet wearing rate	9% All riders ^d
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	① 1 2 3 4 6 5 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

^c Not based on BAC.

^d 2008, Report on the Contextual Study of Helmet use for Developing a National Strategy on the use of Helmets in Burkina Faso.

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

Lead agency	General Directorate of Road Transport
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	30% (2013–2016)

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	No

SAFER VEHICLES

Total registered vehicles for 2013	56 690
Cars and 4-wheeled light vehicles	41 292
Motorized 2- and 3-wheelers	6 207
Heavy trucks	9 088
Buses	103
Other	0
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a 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)	41 ^b
WHO estimated road traffic fatalities	130 (95%CI 113–147)
WHO estimated rate per 100 000 population	26.1
Estimated GDP lost due to road traffic crashes	—

^b Police Records. Defined as died within 30 days of crash.

DEATHS BY ROAD USER CATEGORY



SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	No
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	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age/Weight/Height
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

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Police Records.

Legislative analysis conducted by WHO. Vehicle safety data from UNECE29. Other data collected by questionnaire and cleared by Ministry of Internal Administration.

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 applied ^a	
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	119
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	1 095 ^b
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% ^c

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

^c 2008, Ministry of Transport, National Strategy Report, p. 10.

DEATHS BY ROAD USER CATEGORY

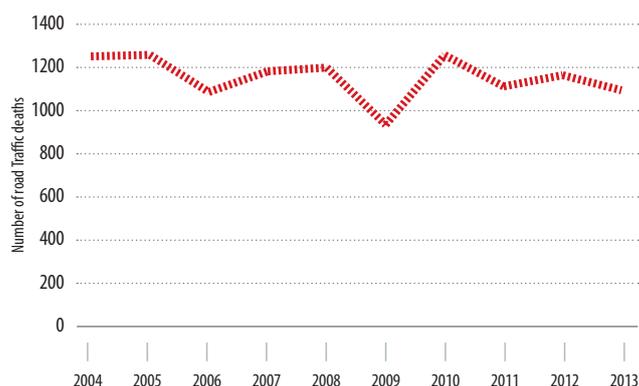


SAFER ROAD USERS

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
% 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	No
National drug-driving law	Yes

^d There are no motorways in Cameroon.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Police Records.

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	—
Motorized 2- and 3-wheelers	4 995
Heavy trucks	—
Buses	—
Other	32 480
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

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 (2012–2013)	45 ^b
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	—

^b Service of Transport Statistics. Defined as died at scene of crash. Data apply only to Bangui.

DEATHS BY ROAD USER CATEGORY



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



Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Transport and Civil Aviation.



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 ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE

Emergency room injury surveillance system	No
Emergency access telephone numbers	None
Permanently disabled due to road traffic crash	5.0% of total accidents ^b

^b Division of Occupational Medicine, Public Health Ministry (data from 2012).

DATA

Reported road traffic fatalities (2013)	1 420 ^c
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	—

^c Police records. Defined as died within 7 days of crash.

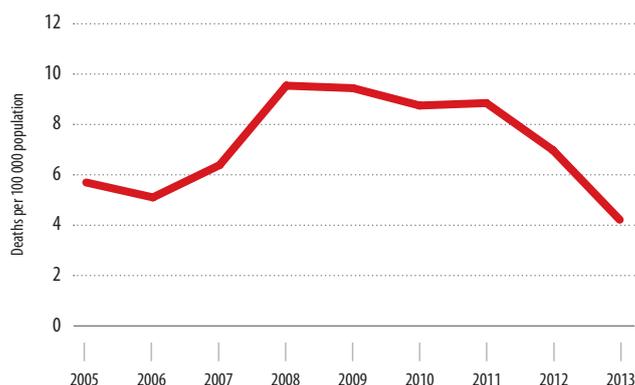
DEATHS BY ROAD USER CATEGORY



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	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	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



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



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

INSTITUTIONAL FRAMEWORK

Lead agency	No
Funded in national budget	—
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	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 ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a 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)	206 ^b
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	—

^b Directorate General for Land Transport (DGT). Defined as died within 30 days of crash.

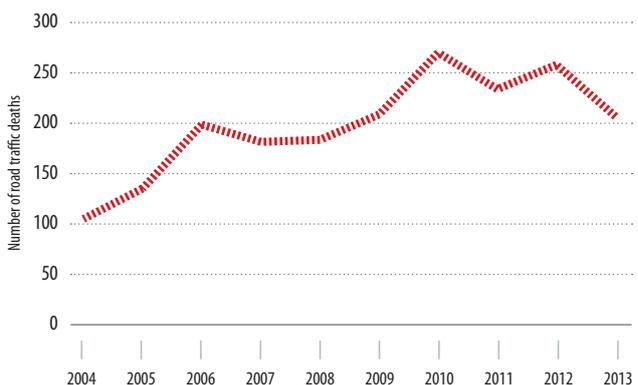
DEATHS BY ROAD USER CATEGORY



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	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	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



Source: Combined sources (DGT and CNSEE).



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

INSTITUTIONAL FRAMEWORK

Lead agency	Office of Road Safety (OSER)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% among pedestrians fatalities (2012–2020)

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	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 ^a	
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	Multiple numbers
Permanently disabled due to road traffic crash	—

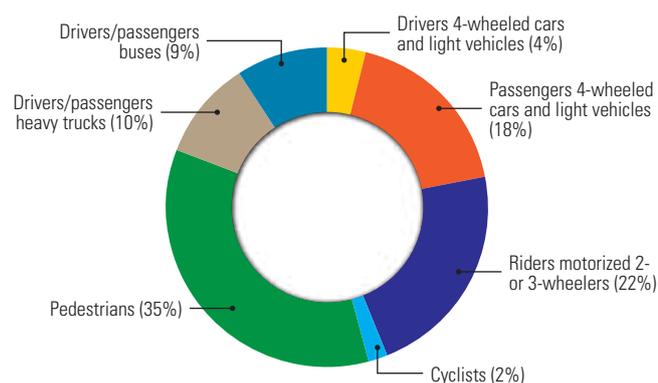
DATA

Reported road traffic fatalities (2013)	844 ^b (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% ^c

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

^c 2012, OSER/National Institute of Statistics/UEMOA.

DEATHS BY ROAD USER CATEGORY

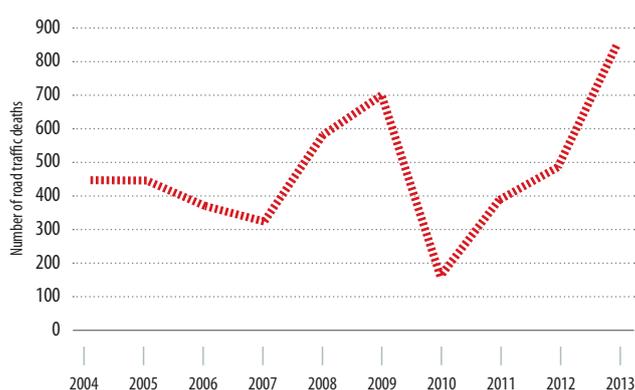


Source: Office of Road Safety (data from 2013).

SAFER ROAD USERS

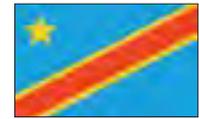
National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	110 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	< 0.08 g/dl
BAC limit – young or novice drivers	< 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	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	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



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 ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

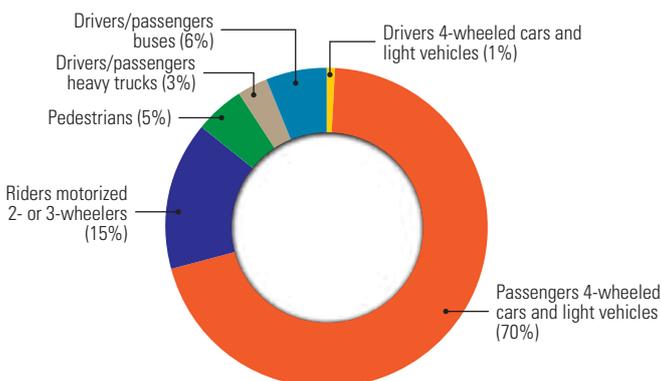
^a UNECE WP29.

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)	463 ^b (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	—

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

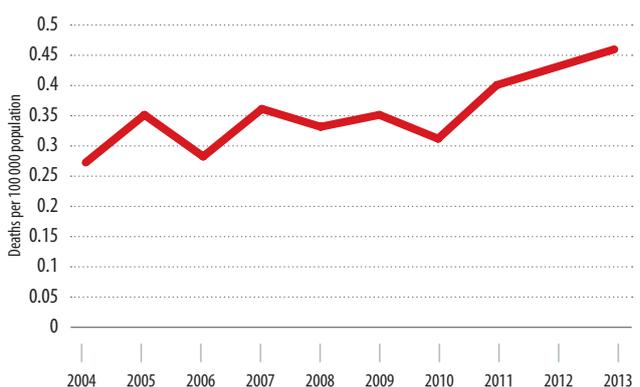
DEATHS BY ROAD USER CATEGORY



Source: Road Traffic Police (PCR) (this was from the 2nd GSRRS, where data refer to 2010).

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	No
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
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
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	Yes
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

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Road Traffic Police (PCR). Data only apply to Kinshasa.

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

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	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 ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

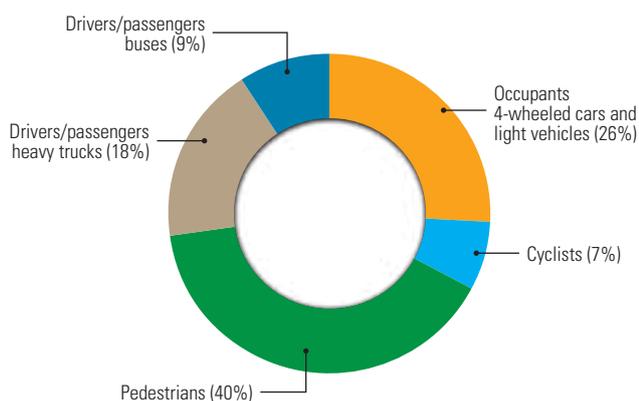
^a UNECE WP29.

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

DATA	
Reported road traffic fatalities (2013)	148 ^b (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	—

^b Eritrean Traffic Police. Defined as died within 30 days of crash.

DEATHS BY ROAD USER CATEGORY

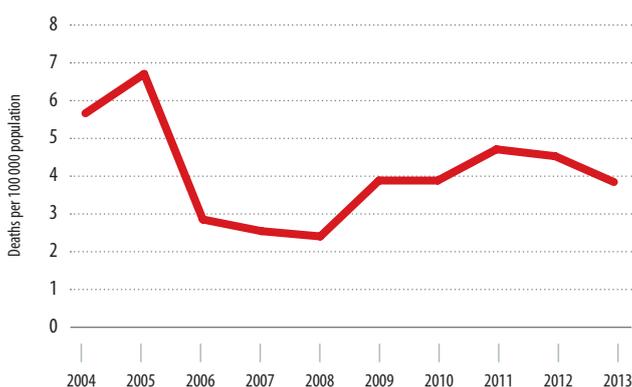


Source: Eritrean Traffic Police (data from 2013).

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
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	—
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	95% All riders ^c , 90% Passengers ^c
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	60% Front seats ^c , 10% Rear seats ^c
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 drug-driving law	Yes

^c Eritrean Police Traffic Report (data from 2013).

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

Lead agency	National Road Safety Council Office
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	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
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE

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

DATA

Reported road traffic fatalities (2012/2013)	3 362 ^b (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% ^c

^b Ethiopian Federal Police Commission. Defined as died within 30 days of crash.

^c 2008, UNECA "Road Safety in Ethiopia Case Study".

DEATHS BY ROAD USER CATEGORY



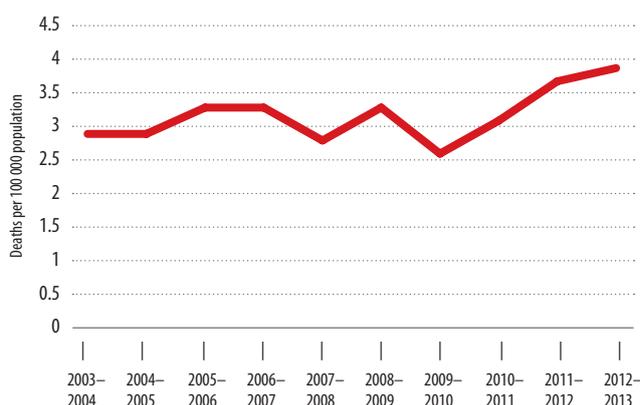
SAFER ROAD USERS

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% ^d
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 ^e
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

^d Ethiopian Federal Police Commission (data from 2012/2013).

^e Ethiopian Federal Police Commission (data from 2013/2014).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by National Road Safety Council Office.



INSTITUTIONAL FRAMEWORK

Lead agency	General Directorate of Road Safety (DGSR)
Funded in national budget	—
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 ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a 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 ^b
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	—

^b General Directorate of Road Safety (DGSR). Data from 7 out of 10 provinces. Defined as died within 30 days of crash.

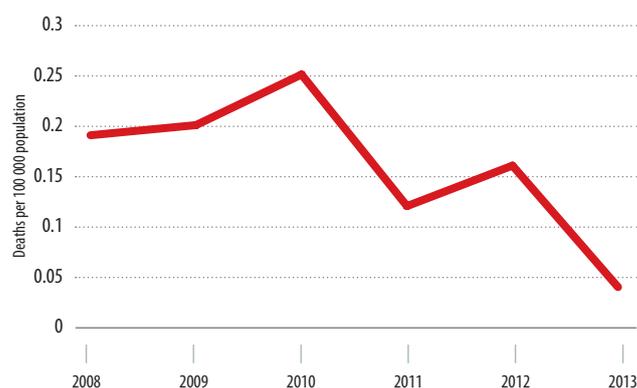
SAFER ROAD USERS

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

DEATHS BY ROAD USER CATEGORY



TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: General Directorate of Road Safety (DGSR).

GAMBIA



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

INSTITUTIONAL FRAMEWORK	
Lead agency	Ministry of Transport, Works and Infrastructure
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	—
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 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 ^a	
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	112
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	115 ^b (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	—

^b The Gambia Police Accident Statistics Unit. Defined as there is no specific legislation on defining road traffic death, however road traffic deaths are confirmed by a medical practitioner.

DEATHS BY ROAD USER CATEGORY

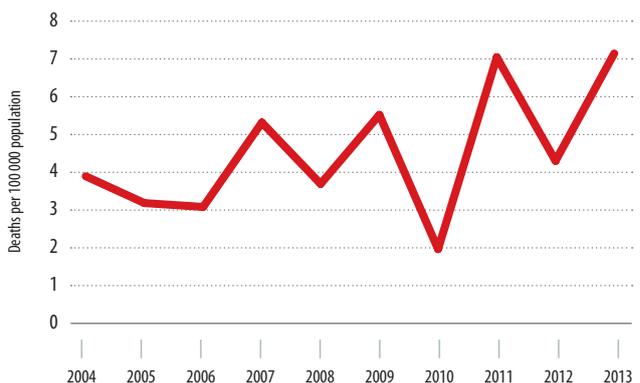


SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	No
Max rural speed limit	No
Max motorway speed limit	No
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes ^c
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	2% ^d
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	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	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	No
National drug-driving law	Yes

^c Not based on BAC.

^d The Gambia Police Accident Statistics Unit (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: The Gambia Police Accidents Statistics Unit.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Transport, Works and Infrastructure.



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 ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE

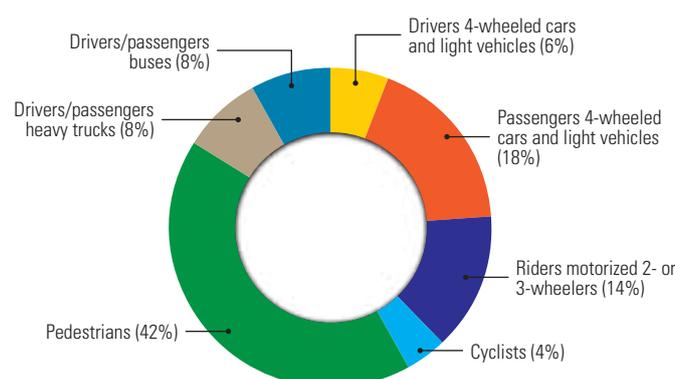
Emergency room injury surveillance system	No
Emergency access telephone numbers	193
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2012)	2 240 ^b (77% M, 23%F)
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% ^c

^b National Accident Statistics 2012 produced by CSIR-BRRI for NRSC. Defined as died within 30 days of crash.
^c 2004, Journal of Building & Road Research Vol. 11, Dec 2008.

DEATHS BY ROAD USER CATEGORY



Source: National Accident Statistics 2012 (data from 2012).

SAFER ROAD USERS

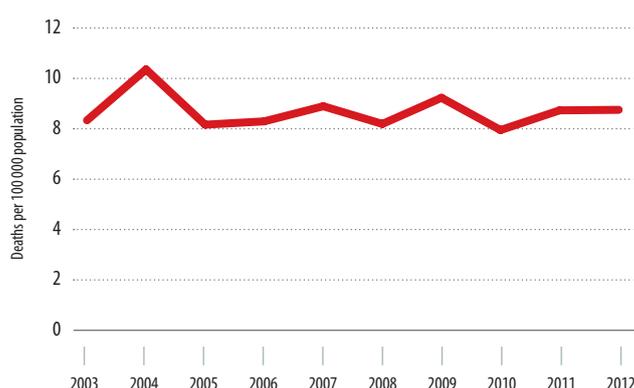
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	100 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	≤ 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 ^d , 2% Passengers ^d
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 ^e , 5% Front seats ^e
National child restraint law	No ^f
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

^d 2010, Traffic Injury Prevention, Vol. 11; 522–525.

^e 2010, Journal of Prevention & Intervention in the Community Vol 38:4; 280–289.

^f Children in front seats under 5 have to be held in an appropriate restraint.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: National Accident Statistics 2012.



INSTITUTIONAL FRAMEWORK

Lead agency	National Programme on Trauma Care
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	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 ^a	
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	None
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	629 ^b
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	—

^b Traffic Police Directorate. Defined as unlimited time period following crash.

DEATHS BY ROAD USER CATEGORY



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

Year	Number of road traffic deaths
2010	503
2012	298
2013	629

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 ^a	
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	Multiple numbers
Permanently disabled due to road traffic crash	5.0% ^b

^b National Health Service (data from 2013).

DATA

Reported road traffic fatalities (2013)	96 ^c
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	—

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

DEATHS BY ROAD USER CATEGORY



SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	60 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 ^d
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	5% ^e
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

^d Not based on BAC.

^e DGVTT/National Transport Group (data for 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS

Year	Deaths per 100 000 population
2011	6.2
2012	4.2
2013	5.7

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 ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE

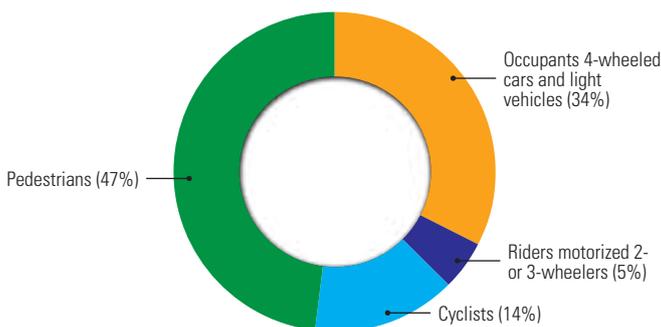
Emergency room injury surveillance system	No
Emergency access telephone numbers	999
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	3 191 ^b (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	—

^b Kenya National Police Service. Defined as died within 30 days of crash.

DEATHS BY ROAD USER CATEGORY

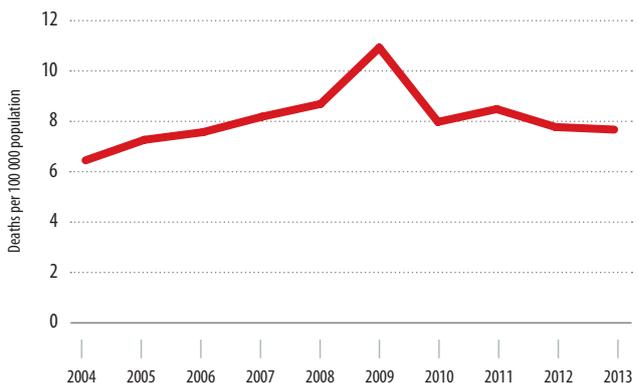


Source: Kenya National Police Service (data from 2013).

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

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Kenya National Traffic Police.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Health.

LESOTHO



Population: 2 074 465 • Income group: Middle • Gross national income per capita: US\$ 1 500

INSTITUTIONAL FRAMEWORK

Lead agency	Road Safety Department
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially 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	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 ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE

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

DATA

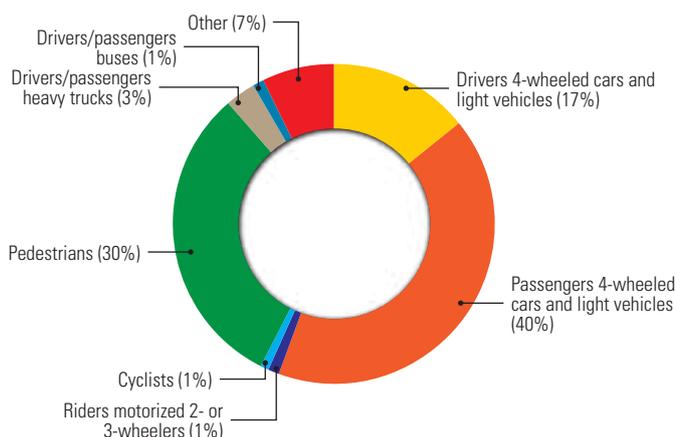
Reported road traffic fatalities (2013)	327 ^b (33% M, 14%F)
WHO estimated road traffic fatalities	584 (95%CI 491–677)
WHO estimated rate per 100 000 population	28.2
Estimated GDP lost due to road traffic crashes	—

^b Police Report. Defined as died within 30 days of crash.

SAFER ROAD USERS

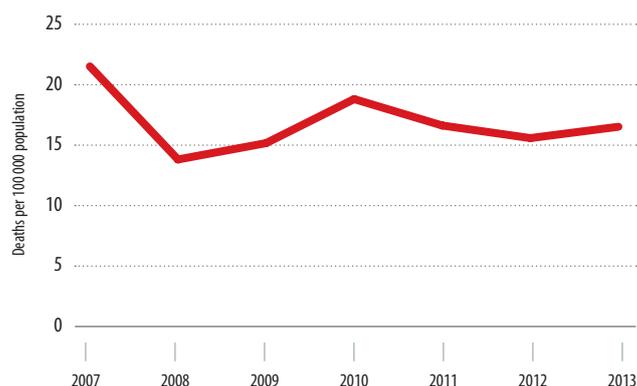
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	≤ 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	—
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



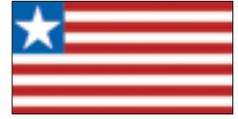
Source: Police Report (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Police Reports.

LIBERIA



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

INSTITUTIONAL FRAMEWORK

Lead agency	No
Funded in national budget	—
National road safety strategy	—
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	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 ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a 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)	—
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



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
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	No
Enforcement	① 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
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



Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Health and Social Welfare.

MADAGASCAR



Population: 22 924 851 • Income group: Low • Gross national income per capita: US\$ 440

INSTITUTIONAL FRAMEWORK

Lead agency	Intersectoral Commission for Road Safety (CISR)
Funded 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 ^a	
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	None
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	609 ^b
WHO estimated road traffic fatalities	6 506 (95%CI 5 361–7 650)
WHO estimated rate per 100 000 population	28.4
Estimated GDP lost due to road traffic crashes	—

^b Combined sources. Defined as died within 24 hours of crash.

DEATHS BY ROAD USER CATEGORY

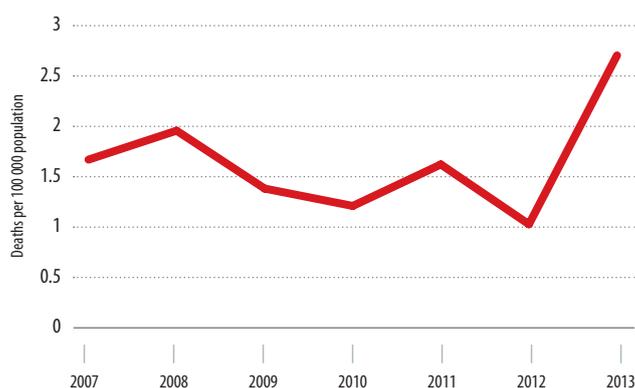


SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h ^c
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	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	No
National drug-driving law	Yes

^c 50km/h but can be modified up to 80km/h.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Police and Hospital Records.



Population: 16 362 567 • Income group: Low • Gross national income per capita: US\$ 270

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

Total registered vehicles until June 2014	437 416
Cars and 4-wheeled light vehicles	332 542
Motorized 2- and 3-wheelers	24 943
Heavy trucks	51 518
Buses	28 413
Other	0
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE

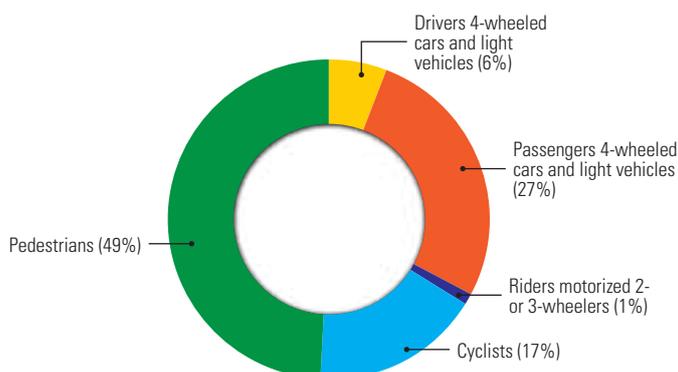
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	None
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	977 ^b (84% M, 16%F)
WHO estimated road traffic fatalities	5 732 (95%CI 4 606–6 858)
WHO estimated rate per 100 000 population	35.0
Estimated GDP lost due to road traffic crashes	—

^b Malawi Traffic Police Services. Defined as died within 30 days of crash.

DEATHS BY ROAD USER CATEGORY

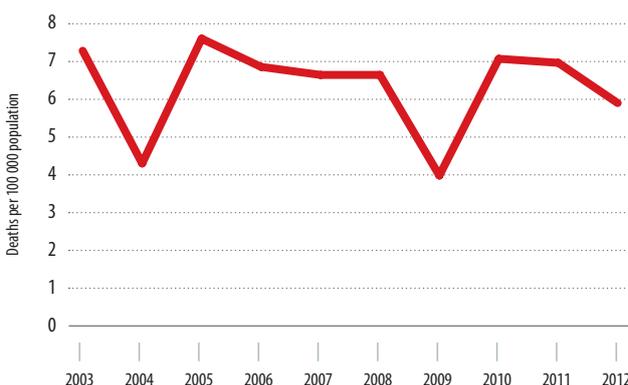


Source: Road Traffic Accident Database (data from 2012).

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	—
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

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: National Statistics Office.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Health.



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 ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE

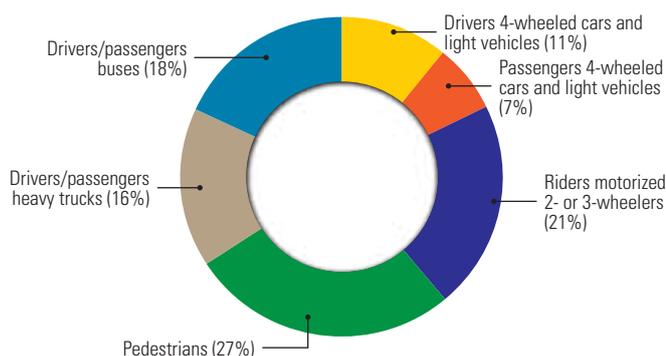
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	20 23 99 86
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	529 ^b (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	—

^b National Agency of Road Safety. Defined as died within 30 days of crash.

DEATHS BY ROAD USER CATEGORY



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

SAFER ROAD USERS

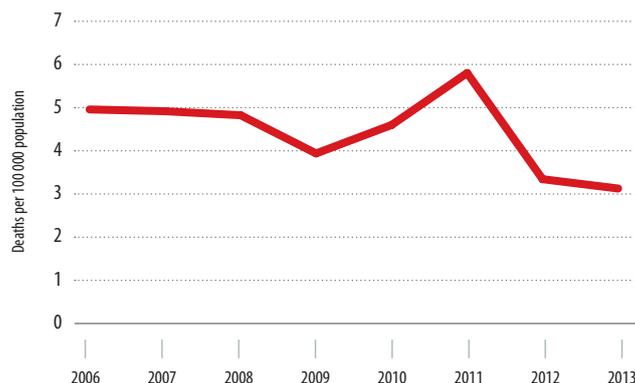
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
National drink–driving law	Yes ^c
BAC limit – general population	< 0.03 g/dl
BAC limit – young or novice drivers	< 0.03 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	18% All riders ^d
National seat-belt law	No ^e
Applies to front and rear seat occupants	—
Enforcement	—
Seat-belt wearing rate	—
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

^c Alcohol consumption legally prohibited.

^d Result of Polls conducted by ANASER (data from 2012).

^e Seat-belts are only required outside cities.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



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

Lead agency	Directorate of Road Safety
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	25% (2012–2016)

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	Yes
Policies to separate road users and protect VRUs	No

SAFER VEHICLES

Total registered vehicles for 2013	416 190
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a 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)	204 ^b
WHO estimated road traffic fatalities	952 (95%CI 788–1 116)
WHO estimated rate per 100 000 population	24.5
Estimated GDP lost due to road traffic crashes	—

^b Ministry of Equipment and Transport. Defined as died within 30 days of crash.

DEATHS BY ROAD USER CATEGORY



SAFER ROAD USERS

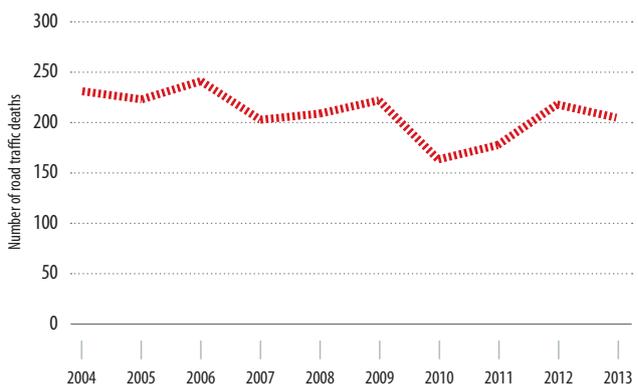
National speed limit law	Yes
Max urban speed limit	80 km/h
Max rural speed limit	100 km/h
Max motorway speed limit	100 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
National drink–driving law	Yes ^{c,d}
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	—
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 ^e
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	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	Yes

^c Not based on BAC.

^d Alcohol consumption legally prohibited.

^e Seat-belts on rear seats only required outside urban areas.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Ministry of Equipment and Transport.

MAURITIUS



Population: 1 244 403 • Income group: Middle • Gross national income per capita: US\$ 9 290

INSTITUTIONAL FRAMEWORK

Lead agency	Traffic Management and Road Safety Unit
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	30% (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	No

SAFER VEHICLES

Total registered vehicles for 2013	443 495
Cars and 4-wheeled light vehicles	237 055
Motorized 2- and 3-wheelers	180 785
Heavy trucks	14 061
Buses	2 963
Other	8 631
Vehicle standards applied ^a	
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	114
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	136 ^b (78% M, 22%F)
WHO estimated road traffic fatalities	152
WHO estimated rate per 100 000 population	12.2
Estimated GDP lost due to road traffic crashes	—

^b Statistics Mauritius, Economic and Social Indicators on Road Transport and Road Traffic Accident Statistics, April 2014. Defined as died within 30 days of crash.

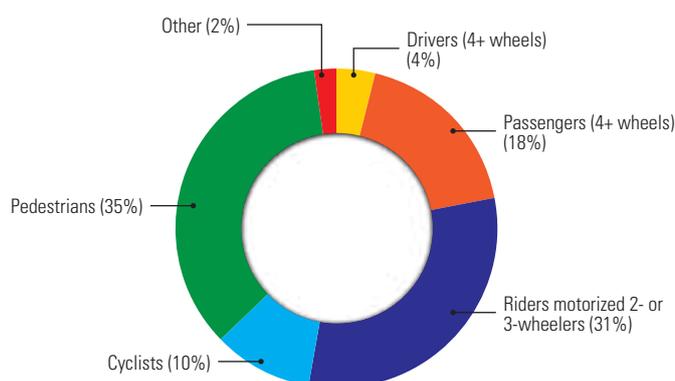
SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	90 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	110 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	≤ 0.05 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	24% ^c
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	97% Front seats ^d , <1% Rear seats ^d
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

^c Police Road Safety Unit (data from 2013).

^d Traffic Management and Road Safety Unit (data from 2011).

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).

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 ^a	
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	None
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	1 744 ^b (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	—

^b Traffic Police of Mozambique. Defined as died within 30 days of crash.

DEATHS BY ROAD USER CATEGORY

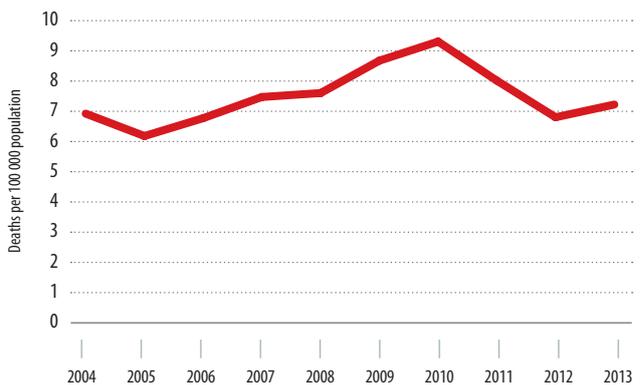


SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	60 km/h ^c
Max rural speed limit	120 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	< 0.06 g/dl
BAC limit – young or novice drivers	< 0.06 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	—
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/Weight/Height
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

^c 60km/h within towns and 120km/h outside of towns.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: National Institute of Land Transport (INATTER).

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and 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 ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

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 ^b (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	—

^b National Road Safety Council. Defined as died within 24 hours of crash.

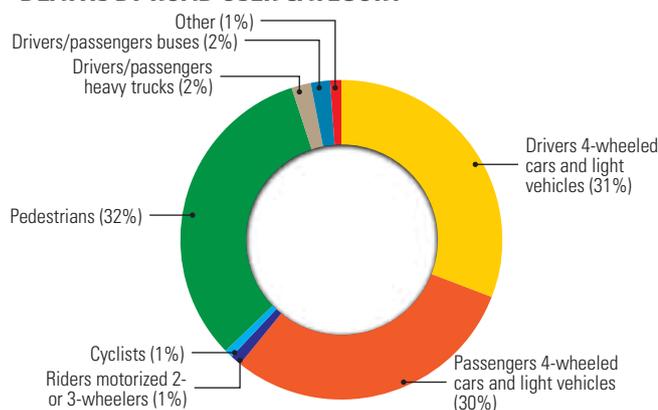
SAFER ROAD USERS

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 ^c
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 ^d , 1% Rear seats ^d
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	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^c National Road Safety Council (data from 2009).

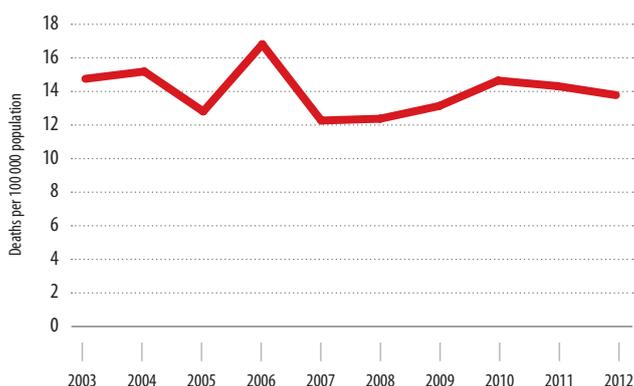
^d Global Road Safety Partnership (commissioned by National Road Safety Council) (data from 2007).

DEATHS BY ROAD USER CATEGORY



Source: National Road Safety Council (data from 2012).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: National Road Safety Council.

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 ^a	
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	Multiple numbers
Permanently disabled due to road traffic crash	—

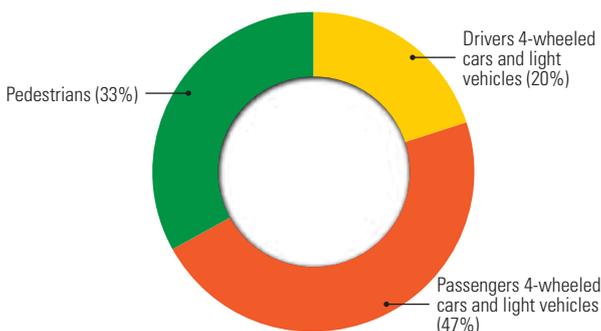
DATA

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

^b Ministry of Transport (DC/SR). Defined as died at scene of crash. Note: There are no data on % deaths among females.

^c Ministry of Transport, Study conducted by Global Road Safety Partnership in 2007 (data from 2006).

DEATHS BY ROAD USER CATEGORY



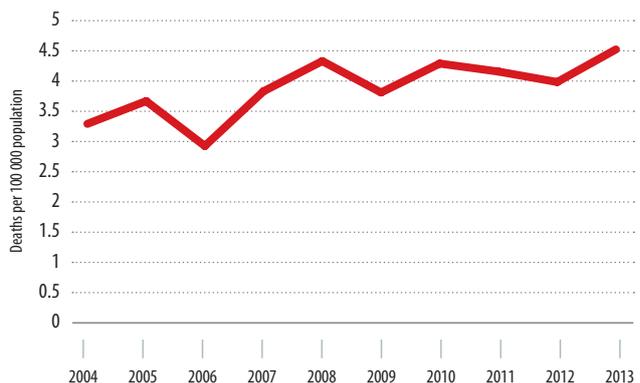
Source: Ministry of Transport (DC/SR) (data from 2007).

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 ^d
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	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	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

^d Not based on BAC.

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 ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a 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)	6 450 ^b (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

^b FRSC. Defined as died within 30 days of crash.

^c 2011, National Road Safety Strategy (NRSS).

DEATHS BY ROAD USER CATEGORY



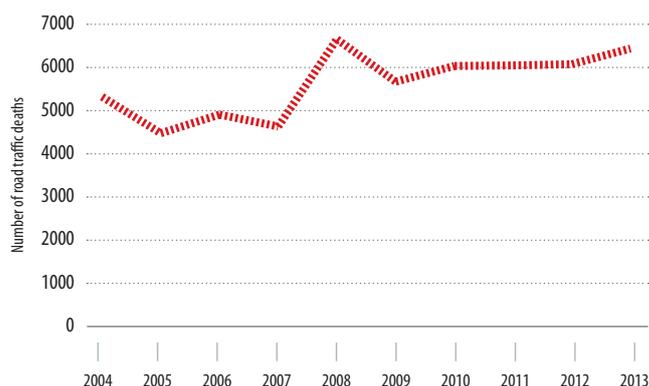
SAFER ROAD USERS

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% ^c
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	—
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 ^d , 10% Rear seats ^d
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

^c Federal Road Safety Corps (data from 2013).

^d Federal Road Safety Corps and Observatory (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Federal Road Safety Corps (FRSC).



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

INSTITUTIONAL FRAMEWORK

Lead agency	National Road Safety Committee (CNSR)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2008–2015)

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	No
Policies to separate road users and protect VRUs	No

SAFER VEHICLES

Total registered vehicles for 2012	107 411
Cars and 4-wheeled light vehicles	43 395
Motorized 2- and 3-wheelers	47 622
Heavy trucks	3 849
Buses	12 545
Other	0
Vehicle standards applied ^a	
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	912
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	526 ^b
WHO estimated road traffic fatalities	3 782 (95%CI 3 022–4 541)
WHO estimated rate per 100 000 population	32.1
Estimated GDP lost due to road traffic crashes	—

^b Traffic Police. Defined as died within 30 days of crash.

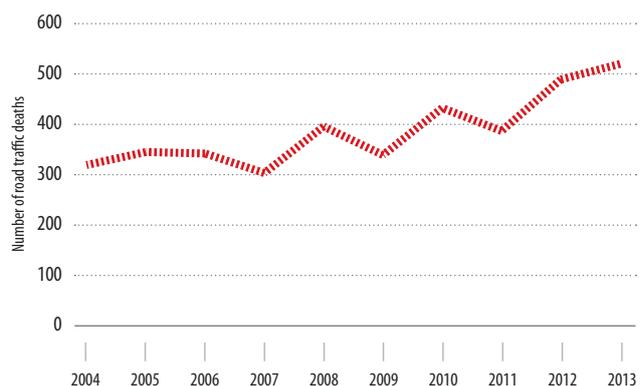
SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	40 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	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	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	No

DEATHS BY ROAD USER CATEGORY



TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Traffic Police.

SAO TOME AND PRINCIPE



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

INSTITUTIONAL FRAMEWORK

Lead agency	Department of Land Transport
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	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 ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE

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

DATA

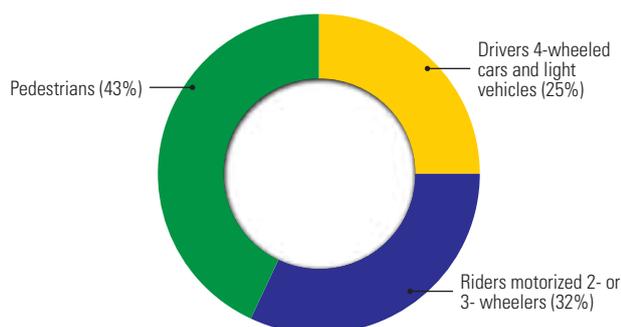
Reported road traffic fatalities (2013)	33 ^b (85% M, 15% F)
WHO estimated road traffic fatalities	60 (95%CI 47–73)
WHO estimated rate per 100 000 population	31.1
Estimated GDP lost due to road traffic crashes	—

^b Hospital Statistics Service Dr. Ayres de Menezes. Defined as died within 30 days of crash.

SAFER ROAD USERS

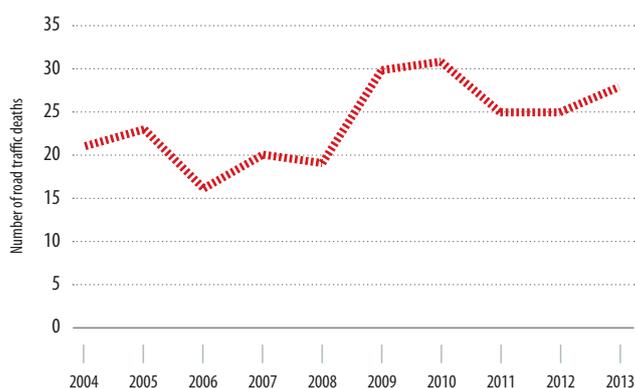
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
National drink–driving law	No
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random 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 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	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	No
National drug-driving law	No

DEATHS BY ROAD USER CATEGORY



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

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: General Command of the National Police.



Population: 14 133 280 • Income group: Middle • Gross national income per capita: US\$ 1 050

INSTITUTIONAL FRAMEWORK

Lead agency	Directorate of Land Transport
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	35% (2012–2022)

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

^a 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)	367 ^b
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% ^c

^b National Gendarmerie. Defined as unlimited time period following crash.

^c Directorate of Land Transport (data from 2012).

DEATHS BY ROAD USER CATEGORY



SAFER ROAD USERS

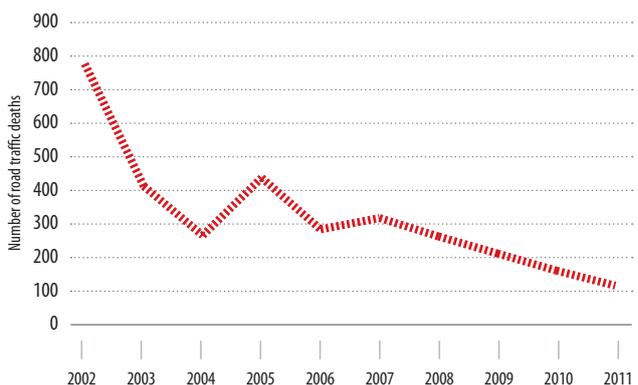
National speed limit law	Yes
Max urban speed limit	No
Max rural speed limit	90 km/h
Max motorway speed limit	110 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
National drink–driving law	Yes ^{d,e}
BAC limit – general population	—
BAC limit – young or novice drivers	—
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	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
Helmet wearing rate	54% Drivers ^f , 14% Passengers ^f
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	Yes

^d Not based on BAC.

^e Alcohol consumption legally prohibited.

^f 2011, Review Medicine in Black Africa, Study on the Epidemiological and Clinical Aspects of Scooter Accidents in Dakar (Study conducted on 246 patients) (data from 2007/2008).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: National Gendarmerie (data for 2002–2007) and Bulletin of Analysis of Physical Accidents (BAAC) (data for 2008–2011).

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	18 606
Cars and 4-wheeled light vehicles	17 773
Motorized 2- and 3-wheelers	307
Heavy trucks	68
Buses	458
Other	0
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE

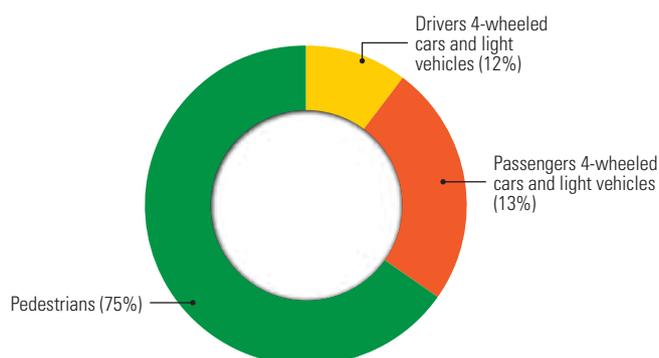
Emergency room injury surveillance system	No
Emergency access telephone numbers	999
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	8 ^b (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	—

^b Police and Health Records. Defined as died within 30 days of crash.

DEATHS BY ROAD USER CATEGORY



Source: Police record (data from 2013).

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 (6) 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 (6) 7 8 9 10
% road traffic deaths involving alcohol	60% ^c
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	90% Drivers ^d , 90% Passengers ^d
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	40% Front seats ^d , 2% Rear seats ^d
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

^c Police report (data from 2013).

^d DOT/Police report/SLTA (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 ^a	
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	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

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

^c 2013, Government of Sierra Leone National Road Safety Strategy 2013–2015, p. 9.

DEATHS BY ROAD USER CATEGORY



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 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% ^d
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

^d Sierra Leone Police Statistics (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



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 ^a	
Frontal impact standard	No
Electronic stability control	Yes
Pedestrian protection	Yes

^a UNECE WP29.

POST-CRASH CARE

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

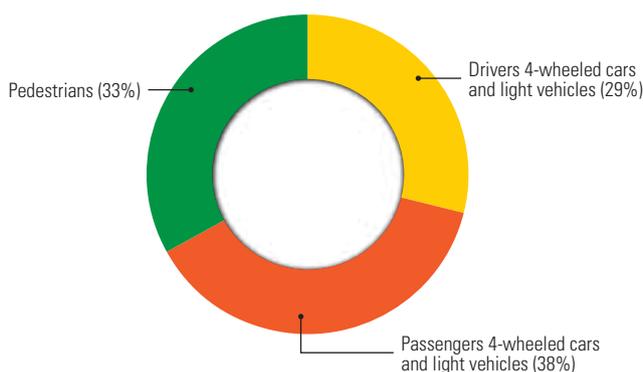
DATA

Reported road traffic fatalities (2010–2011)	13 802 ^b (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% ^c

^b Road Traffic Management Corporation. Defined as died within 30 days of crash.

^c Road Traffic Management Corporation and iRAP (data from 2013).

DEATHS BY ROAD USER CATEGORY



Source: Road Traffic Management Corporation (data from 2010–2011).

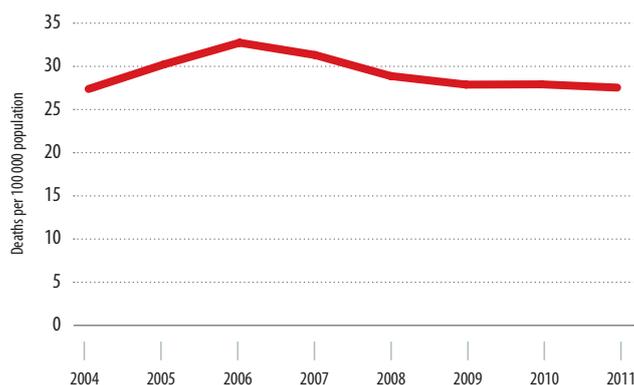
SAFER ROAD USERS

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
% road traffic deaths involving alcohol	58% ^d
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	—
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	33% Drivers ^e , 31% Front seats ^e
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

^d National Injury Mortality Surveillance System (NIMSS) (data from 2010).

^e Traffic Offence Survey RTMC (data from 2010).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



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 ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE

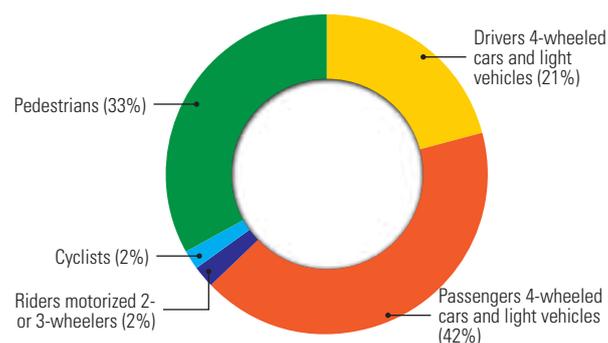
Emergency room injury surveillance system	No
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	197 ^b (67% M, 33%F)
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	—

^b Royal Swaziland Police Service. Defined as unlimited time period following crash.

DEATHS BY ROAD USER CATEGORY

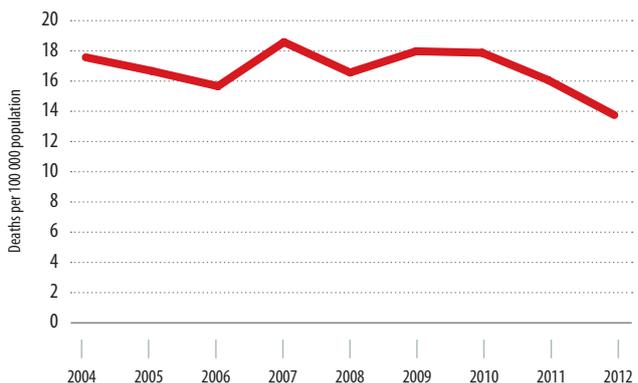


Source: Royal Swaziland Police Service (data from 2013).

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	100 km/h
Max rural speed limit	100 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	< 0.05 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	—
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

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Royal Swaziland Police Service.

Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by Ministry of Health.



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 ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

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 ^b (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	—

^b Ministry of Public Works and Transport. Defined as died within 7 days of crash.

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 ^c
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	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	—
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

^c Not based on BAC.

DEATHS BY ROAD USER CATEGORY



TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Ministry of Transport (note: figures for 2007, 2008, 2009 do not include data from Ministry of Security).



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

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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 ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a 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

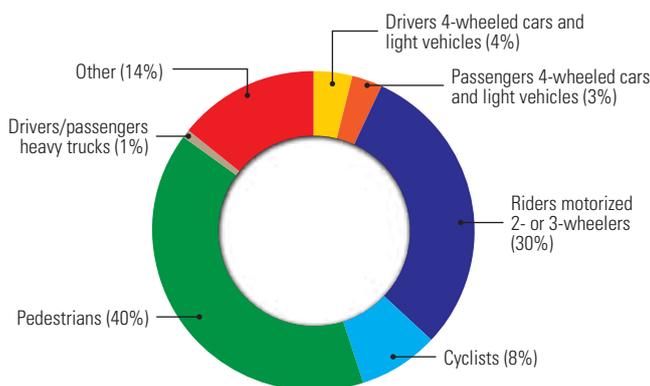
^b Community Survey in Mokuno (data from 1999).

DATA

Reported road traffic fatalities (2013)	2 937 ^c (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	—

^c Annual Traffic Report. Defined as died within a year of crash.

DEATHS BY ROAD USER CATEGORY



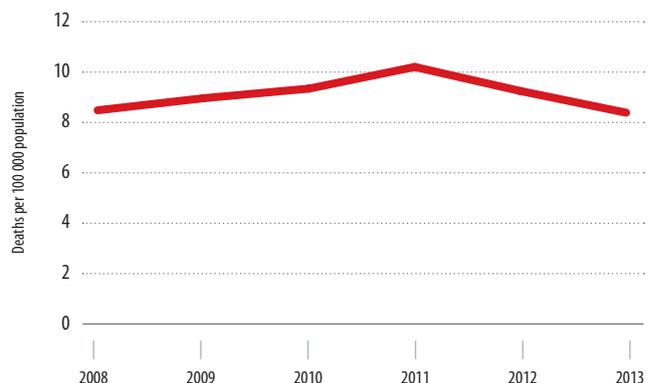
Source: Annual Traffic Report 2013 (data from 2013).

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	100 km/h
Max motorway speed limit	No
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	No
Law refers to helmet standard	No
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
Helmet wearing rate	49% Drivers ^d , 1% Passengers ^d
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	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^d Uganda Helmet Vaccine Initiative (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Police Report, Statistical Abstract.

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	-
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	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 ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE

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

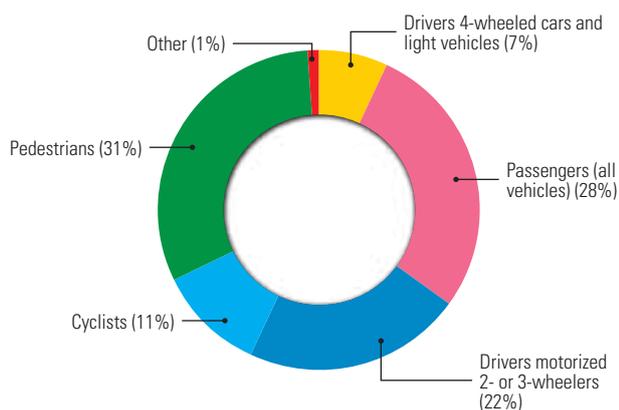
DATA

Reported road traffic fatalities (2013)	4 002 ^b (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% ^c

^b Traffic Police. Defined as died within one year and a day.

^c 2007, Bureau of Industrial Cooperation (BICO) Report.

DEATHS BY ROAD USER CATEGORY

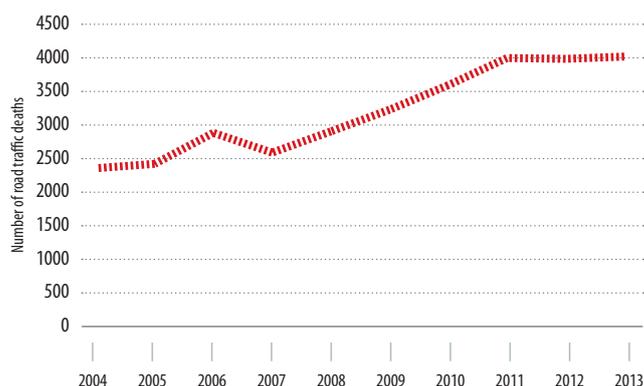


Source: Traffic Police (data from 2013).

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
% road traffic deaths involving alcohol	—
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
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

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

Lead agency	Road Transport and Safety Agency
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	50% (2014–2020)

SAFER ROADS AND MOBILITY

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	No

SAFER VEHICLES

Total registered vehicles for 2013	534 532
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE

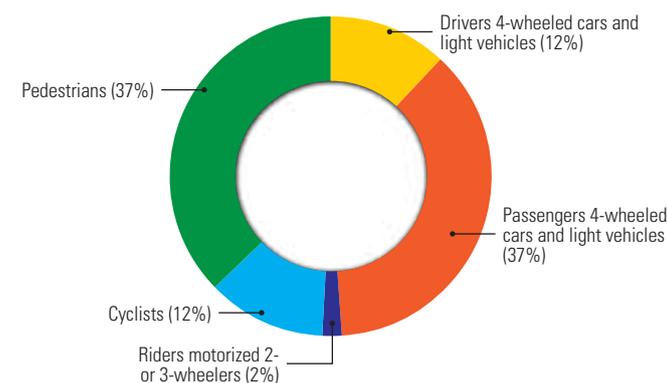
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	911
Permanently disabled due to road traffic crash	—

DATA

Reported road traffic fatalities (2013)	1 851 ^b
WHO estimated road traffic fatalities	3 586 (95%CI 2 914–4 257)
WHO estimated rate per 100 000 population	24.7
Estimated GDP lost due to road traffic crashes	—

^b Zambia Police Records. Defined as died within a year of crash.

DEATHS BY ROAD USER CATEGORY



Source: Zambia Police Records (data from 2013).

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	100 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes ^c
BAC limit – general population	—
BAC limit – young or novice drivers	—
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	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 drug-driving law	Yes

^c Not based on BAC.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Zambia Police and Health Facilities.

ZIMBABWE



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

INSTITUTIONAL FRAMEWORK

Lead agency	Traffic Safety Council of Zimbabwe
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 ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE

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

DATA

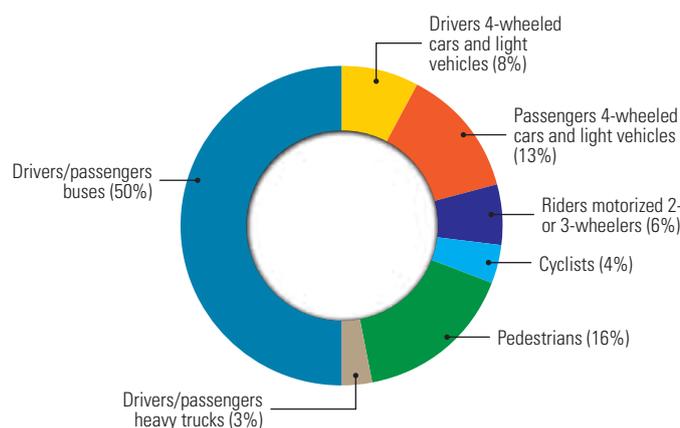
Reported road traffic fatalities (2013)	1 787 ^b (61% M, 39%F)
WHO estimated road traffic fatalities	3 985 (95%CI 3 319–4 652)
WHO estimated rate per 100 000 population	28.2
Estimated GDP lost due to road traffic crashes	—

^b Zimbabwe Republic Police Records. Defined as died within 30 days of crash.

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
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	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
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

DEATHS BY ROAD USER CATEGORY



Source: Zimbabwe Republic Police Records (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Zimbabwe Republic Police Records.

For further details please see:
http://www.who.int/violence_injury_prevention/road_safety_status/2015/en/

WORLD HEALTH ORGANIZATION

**Management of Noncommunicable Diseases, Disability,
Violence and Injury Prevention (NVI)**

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Phone: +41 22 791 2881

http://www.who.int/violence_injury_prevention/road_traffic/en/

WORLD HEALTH ORGANIZATION-REGIONAL OFFICE FOR
AFRICA

**Disability, Injury Prevention and Rehabilitation
Department of Noncommunicable Diseases and
Environmental Health (NDE)**

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