## Contents

Road safety in the South East Asia Region: key facts .......................................................... 2  
Background ......................................................................................................................... 3  
The Decade of Action for Road Safety and the Global status reports ............................ 3  
Road safety and the Sustainable Development Goals (SDGs) ....................................... 4  
Methodology ...................................................................................................................... 4  
Findings .............................................................................................................................. 5  
The South East Asia Region contributes 25% of the total global road traffic deaths ........... 5  
Countries need to strengthen road safety legislation ......................................................... 8  
Policymakers must give more attention to making vehicles and roads safer .................... 11  
Conclusions and recommendations ................................................................................. 13  
Country profiles .............................................................................................................. 14
Road safety in the South-East Asia Region: key facts

- Road traffic injuries kill approximately 316 000 people each year in WHO’s South-East Asia Region. These deaths account for 25% of the global total of road traffic deaths.

- The South-East Asia region has a road traffic death rate of 17.0 per 100 000 population, compared to the global rate of 17.4. However, there is considerable variation within the region, with rates ranging from 3.5 in the Maldives to 36.2 in Thailand.

- Pedestrians, cyclists and motorcyclists (“vulnerable road users”) make up 50% of road traffic deaths in the region: in some countries this figure rises to over 80%. The safety needs of these groups must be addressed if a decline in the number of regional deaths is to be achieved.

- Currently none of the 10 countries reported on in this Factsheet have national policies to separate vulnerable road users from high-speed traffic.

- Legislation is a key strategy to improving road user behaviour but most countries in the region could do much more to bring their laws on key risk factors – speed, drink–driving, helmets, seat-belts and child restraints – into line with international best practice.

- Enforcement of laws relating to the 5 key behavioural risk factors is weak across the region: strengthening enforcement is critical to realising the potential gains associated with passing strong laws.

- Vehicle standards are a critical part of road safety but only 2 countries in the region currently apply any of the 7 priority international vehicle safety standards, while no country applies all of these 7 vehicle standards.

- Improving infrastructure is an effective mechanism for reducing road traffic injuries. Six of the 10 participating countries require road safety audits for new roads, while 4 assess the safety of existing roads.

- Improving post-crash care can help to reduce road traffic deaths and the severity of injuries. Currently only 6 countries in the region have an emergency access number, which can be important in activating an emerge response system.

- The South-East Asia Region comprises a large proportion of global road deaths. Achieving the recently adopted Sustainable Development Goal on road safety – halving the global number of road traffic deaths and injuries by 2020 – means that countries in this region need to accelerate the pace at which they implement effective road safety measures.
Background

Globally, road traffic injuries claim more than 1.2 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, but up to 5% in low- and middle-income countries.

The rise in global road traffic deaths has been largely driven by the escalating death toll on roads in low- and middle-income countries – particularly in emerging economies where urbanization and motorization accompany rapid economic growth. In many of these countries, necessary infrastructural developments, policy changes and levels of enforcement have not kept pace with vehicle use. In contrast, many high-income countries have managed to sever the link between rising motorization and road traffic deaths, with some managing to dramatically reduce such deaths. These achievements are the cumulative result of making infrastructure safer, improving the safety of vehicles, and implementing a number of other interventions known to be effective at reducing road traffic injuries. Having good quality data to monitor the impact of these efforts is also critical to demonstrating their success.

In addition to deaths on the roads, up to 50 million people incur 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. As vehicle ownership grows, many countries face the twin problems of traffic congestion and rising vehicle tailpipe emissions, resulting in higher rates of respiratory illness. Rising car ownership has also resulted in reduced physical activities such as walking and cycling, with associated negative health consequences.

The Decade of Action for Road Safety and the Global status reports

In response to this growing epidemic, in 2010 the UN General Assembly adopted Resolution 64/255 to establish the Decade of Action for Road Safety (2011–2020), the goal of which is to stabilize and reduce predicted levels of road traffic fatalities around the world. A Global Plan of Action provides the roadmap towards this goal, promoting proven, cost-effective solutions for making roads safer. The UN General Assembly Resolution 64/255 also called for regular monitoring of the impact of the Decade of Action through publishing the Global status report on road safety series. This report provides an assessment of the situation three years into the Decade. The objectives of this third report are to describe the road safety situation in all Member States; identify gaps in road safety in all Member States and thereby stimulate road safety action; and monitor countries’ progress in implementing measures identified in the Global Plan of Action.
Road safety and the Sustainable Development Goals (SDGs)

In September 2015 the United Nations launched the 2030 Agenda for Sustainable Development – the development framework that replaces and builds on the achievements of the Millennium Development Goals. Road safety was absent from the Millennium Development Goals but road safety targets have been integrated into the new 2030 Agenda. The SDG 3 target aims to halve the number of global deaths and injuries from road traffic crashes by 2020, while SDG11 relates to providing access to sustainable transport systems for all, improving road safety, and expanding public transport.

Methodology

Data were collected from each participating country through a multi sectoral group of road safety experts. Each expert completed a self-administered questionnaire with information on key variables and collectively they agreed upon a single dataset that best represented their individual country’s road safety situation. The data were validated at the national and regional levels and officially cleared by the respective governments. Fatality data, collected through the questionnaires, were reviewed according to a set of criteria that determined how robust the data were, and an estimation process was carried out accordingly. New elements in this (third) Global status report on road safety were the comprehensive collection of legislative documents from all participating countries and the collection of data on vehicle standards. For more information on the methodology of these components please see Explanatory Notes 1–3 in the main report.

Of the 11 countries that comprise WHO’s South-East Asia Region (SEAR), 10 countries (comprising 99% of the region’s population) took part in this survey. Data for these 10 countries are reported in this factsheet. Data on legislation and policies represent the country situation in 2014, while data on fatalities and numbers of vehicles are for 2013, the most recent year for which data were available.

1 See http://www.globalgoals.org/
Findings

The South-East Asia Region contributes 25% of the total global road traffic deaths

There are approximately 316 000 road traffic deaths each year that occur in the South-East Asia Region, accounting for approximately 25% of the world’s road traffic deaths. This represents a plateau in the number of deaths, from 315 000 in 2010 to 316 000 in 2013: this stabilisation is positive in that it takes place in the context of increasing motorization and population growth in the region.

The region’s road traffic fatality rate, at 17.0 per 100 000 population, is below the global rate of 17.4 (see Figure 1). However, there is considerable variation in fatality rates within the region, ranging from 3.5 per 100 000 in the Maldives to 36.2 per 100 000 population in Thailand.

FIGURE 1
Road traffic fatalities per 100 000 population
Road traffic deaths among pedestrians, cyclists and motorcyclists are intolerably high

Vulnerable road users, (pedestrians, cyclists and motorcyclists make up 50% of all road traffic deaths in the region (see Figure 2).

FIGURE 2
Deaths by road user type, South-east Asia region

However, this regional breakdown of deaths understates the overwhelming burden of deaths among vulnerable road users in all countries except Bhutan (where car occupants are the most affected). There is also much variation in the group most affected: in Thailand, for example, 83% of road deaths are among vulnerable road users (with motorcyclists comprising the bulk of these, at 73%), while in Bangladesh, the Maldives and Sri Lanka pedestrians account for approximately a third of road traffic deaths (see Figure 3).

FIGURE 3
Distribution of road traffic deaths by type of road user¹

¹ Data shown for the 8 countries for which this information was available. Data relate to 2013 or the most recent year for which data were available.
Data on road traffic fatalities are not robust in many countries

Data on road traffic fatalities are essential for monitoring country-level trends, tailoring prevention efforts, assessing progress and comparing the scale of road traffic deaths relative to deaths from other causes.

Vital registration data fulfil these needs best as they are a record of all officially registered deaths and are not time-limited. For example, a person who dies from injury complications a few months after a road traffic crash may or may not be issued with a death certificate showing the road traffic injury as the contributing cause of death. Such deaths will therefore not be coded as road traffic death, leading to distortions in the overall official numbers. In addition, not all countries have vital registration systems that provide cause of death information: where countries do not have vital registration data of good quality, police data is often the best 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 10 participating SEAR countries, 5 now use a 30-day definition for their official road traffic fatality data. Furthermore police data are underreported in many countries. The number of reported deaths in the SEA Region is 188,819, relative to the estimated 316,000, suggesting that underreporting remains a major issue among the region’s official road traffic death data sources.

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 SEA region, 6 countries have an emergency access number, while 2 countries have multiple numbers and another 2 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 9 out of 10 of the region’s participating countries report having some type of emergency specialty for doctors, only 4 have equivalent programmes for nurses.
Countries need to strengthen road safety legislation

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 countries’ legislation on the 5 risk factors is shown in Table 1.

<table>
<thead>
<tr>
<th>Country</th>
<th>Speed</th>
<th>Drink-driving</th>
<th>Helmets</th>
<th>Seat-belts</th>
<th>Child restraints</th>
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**TABLE 1**
Summary of legislation on key risk factors

- Speed: As average traffic speed increases, so too does the likelihood of a crash. If a crash does happen, the risk of death and serious injury is greater at higher speeds, especially for pedestrians, cyclists and motorcyclists.

- Speed
  Setting and enforcing national speed limits is an important step in reducing speed. Of the 10 participating countries, 5 set maximum urban speed limits of less than or equal to 50 km/h, in line with best practice. Given that these urban areas usually involve a high concentration of pedestrians and cyclists, speeds above 50 km/h would be unsafe.

  Rigorous enforcement of speed limits is essential to make them truly effective. None of the participating countries rate their enforcement of speed laws as “good” (8 or above on a scale of 0 to 10), suggesting that without ongoing and visible enforcement of speed limit legislation, the potential impact of speed legislation to save lives in the region remains vastly unattained.
It is important that local authorities not only have the legal authority to reduce national limits, but also to manage local speeds according to particular road situations and in conjunction with other traffic calming or speed management policies. However, this survey shows that only 4 of the 10 participating countries allow local authorities to reduce national speed limits.

Only 2 countries in the region (Bhutan and Myanmar) meet both legislative criteria for best practice on urban speed management – a national urban maximum speed limit of 50 km/h, and local authority power to reduce this limit to ensure safe speeds locally (see Figure 4).

**Drink–driving**

Drink–driving increases the chance of a road traffic crash, as well as the likelihood that death or serious injury will result. Drinking and driving is also associated with other high-risk road use behaviours such as speeding or not using seat-belts. Young and novice drivers are at a much-increased risk of road traffic crashes when under the influence of alcohol compared to older and more experienced drivers.

Drink–driving legislation, accompanied by visible, rigorous and rapid enforcement following enactment, is an effective means of reducing alcohol-related crashes. WHO recommends that countries implement a drink–driving law based on blood alcohol concentration (BAC) limits (or equivalent breath alcohol concentrations) of 0.05 g/dl for the general population. Laws that establish lower BAC limits (≤0.02 g/dl) for young and novice drivers can lead to reductions in the number of crashes involving young people. However, only India, Thailand and Timor Leste have a BAC of less than or equal to 0.05 g/dl, while, Bhutan is the only country in the region to have a lower limit for young/novice drivers. No country meets both criteria considered necessary for best practice (see Figure 4). Enforcement of existing laws is also weak, with only 1 country rating their enforcement as “good”.

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Motorcycle helmets

Motorcyclists are at an increased risk because they are unprotected and often share the traffic space with fast-moving cars, buses and trucks, and because they are less visible. In addition, their lack of physical protection makes them vulnerable to injury. Injuries to the head and neck are the main cause of death, severe injury and disability among motorcyclists.

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. The effectiveness of national helmet legislation in reducing injuries also depends on the quality of helmets worn: countries’ laws should specify that helmets worn meet an international or national standard to ensure their quality.

Only 4 countries in the region have national helmet laws that apply to all drivers and passengers, all road types and all engine types, and require the helmet to be properly fastened, in line with best practice (see Figure 4). Most countries in the region do have laws that require helmets to meet a national or international standard.

However, only 3 countries – Bhutan, Thailand and Timor Leste – representing 69 million people, meet both these criteria, in line with best practice. That is, they have helmet laws that meet best practice and apply a helmet standard. Three of the participating countries rate their enforcement of helmet laws as good.

Seat-belts

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 8 of the 10 participating countries have some type of national seat-belt law in place, in many of these countries the law is weak, for example, the law is only applied inside or in the periphery of cities, weakening its potential to save lives. Currently only 3 countries in the region, Bhutan, India and Timor Leste, have comprehensive seat-belt laws that apply to both front and rear seat passengers at all times (see Figure 4), while enforcement across the region needs improvement – with only 2 countries rating their enforcement as “good”.

Child restraints

Children in appropriate restraint 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. Only Timor-Leste has 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 (see Table 1).
Policymakers must give more attention to making vehicles and roads safer

Vehicle safety standards

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.

India requires 2 of the 7 priority standards, and Thailand applies one. No other countries in the region require any of these standards to be met. This suggests that there is considerable life-saving potential for these priority standards to be rolled out across the region that has yet to be tapped.
Making roads safer

Road infrastructure has traditionally maximized mobility and economic efficiency at the expense of safety, particularly for non-motorized road users who are the most vulnerable. Indeed, as motorization increases worldwide, walking and cycling have become less common and more dangerous in many countries. The traffic mix in many countries means that pedestrians and cyclists share the road with high-speed vehicles, forcing them to negotiate dangerous situations and fast-moving traffic.

In many industrialized countries these changes are already taking place, generally at a local level where communities have been involved promoting safe public transport and non-motorized means of transport. Measures to promote walking and cycling are also in line with other global moves to fight obesity and reduce noncommunicable diseases (such as heart disease, diabetes) and improve the quality of urban life. These changes are more pertinent than ever for low- and middle-income countries.

This report found that 3 countries in the region have policies to promote walking and cycling, but if these strategies are not accompanied by other measures – such as effective speed management and the provision of pedestrian and cycling safety measures – they could actually lead to increases in road traffic injuries.

A key strategy for achieving a safe traffic system for pedestrians and cyclists is to separate these different kinds of road use, eliminating conflicts between high-speed and vulnerable road users. Safety benefits of measures such as building separate cycle lanes. Separating road users is particularly relevant for the countries with high proportions of motorcyclists in the South-East Asia Region. Yet none of the countries in the region have national policies to separate vulnerable road users from high-speed traffic, although 3 have policies at the subnational level.

Safe road systems consider the needs of all road users

Improving road infrastructure is a key mechanism for making roads safer. Many high-performing countries have made significant investments in safer infrastructure. These include designing safer new road projects but also upgrading existing roads with proven interventions. Action across both these areas has contributed to declines in road traffic deaths in these countries.

Rapid urbanization, economic growth and the need for improved mobility have led to increased motorization in many low- and middle-income countries, but road infrastructure has not kept pace. This means that poor roads are the norm in many of the countries where the risk of road traffic death is highest, and are often built without sufficient planning to take into consideration the safety needs of vulnerable road users and the communities through which these roads pass. Decisions made at the design stage of a 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 6 countries 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: 4 countries currently assess parts of existing road safety networks.
Conclusions and recommendations

• There are approximately 316,000 deaths each year on the roads in South-East Asia, making road safety a major public health issue in the region. While the region has an overall road traffic fatality rate of 17.0 per 100,000 population, lower than the global rate of 17.4, this masks considerable variation in the situation among different member states.

• 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.

• Half of all the road traffic deaths in the region occur among pedestrians, cyclists and motorcyclists. Making the region’s roads safer will not be possible unless the needs of these road users are considered in all approaches to road safety – including the way roads are built and the way vehicles are manufactured.

• The factsheet shows no country in the region applies the 7 priority vehicle safety standards, despite the fact that some of the region’s middle-income countries that are increasingly becoming major car manufacturers. Making cars safer does not only benefit car occupants but is important for avoiding crashes and mitigating the consequences of crashes that involve vulnerable road users. 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.

• As well as preventing crashes the report stresses the role that post-crash care can make in mitigating the consequences of road traffic crashes. Interventions that can improve access to care as well as the quality of care administered at health facilities can have a major impact on outcomes.

• The number of road traffic deaths that occur each year in the South-East Asia region has stabilised over the past 3 years. While this is positive news in the context of increasing motorization and population growth, this progress is too little, and too slow. If the international road safety targets set for the Sustainable Development Goals – a halving of deaths and injuries by 2020 – are to be met, then strong political will and rapid action is needed by governments within the South-East Asia Region.

For more information on the methodology and references please see the global report at www.who.int/violence_injury_prevention/road_safety_status/2015/en/
BANGLADESH

Population: 156 594 962 • Income group: Low • Gross national income per capita: US$ 1 010

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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 2014 2 088 566
Cars and 4-wheeled light vehicles 547 423
Motorized 2- and 3-wheelers 1 336 339
Heavy trucks 141 850
Buses 59 500
Other 3 454
Vehicle standards applied*
Frontal impact standard No
Electronic stability control No
Pedestrian protection No

SAFER ROAD USERS

National speed limit law Yes
Max urban speed limit No
Max rural speed limit ~112 km/h
Max motorway speed limit No
Local authorities can modify limits No
Enforcement 01 2 3 4 5 6 7 8 9 10

National drink–driving law Yes*
BAC limit – general population —
BAC limit – young or novice drivers —
Random breath testing carried out No
Enforcement 01 2 3 4 5 6 7 8 9 10

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

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

DEATHS BY ROAD USER CATEGORY

Drivers/passengers buses (8%)
Drivers/passengers 4-wheeled cars and light vehicles (13%)
Pedestrians (32%)
Cyclists (2%)
Riders motorized 2- or 3-wheelers (11%)

DATA

Reported road traffic fatalities (2012) 2 538b (57% M, 17% F)
WHO estimated road traffic fatalities 21 316 (95%CI 17 349–25 283)
WHO estimated rate per 100 000 population 13.6
Estimated GDP lost due to road traffic crashes 1.6%c

* UN/ECE WP29.

POST-CRASH CARE

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

TRENDS IN REPORTED ROAD TRAFFIC DEATHS

Source: Road Transport Authority Annual Report (data from 2012).

* Not based on BAC.
* Alcohol consumption legally prohibited.

Source: Road Transport Authority Annual Report (data from 2012).
BHUTAN

Population: 753 947 • Income group: Middle • Gross national income per capita: US$ 2 330

INSTITUTIONAL FRAMEWORK

Lead agency: Road Safety and Transport Authority (RSTA)

- Funded in national budget: Yes
- National road safety strategy: Yes
  - Funding to implement strategy: Partially funded
  - Fatality reduction target: Less than 10 deaths per 10 000 vehicles (2011–2020)

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: Yes
- Policies to encourage investment in public transport: Yes
- Policies to separate road users and protect VRUs: No

SAFER VEHICLES

- Total registered vehicles for 2014: 68 173
  - Cars and 4-wheeled light vehicles: 46 575
  - Motorized 2- and 3-wheelers: 9 758
  - Heavy trucks: 9 397
  - Buses: 475
  - Other: 1 968

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

SAFER ROAD USERS

National speed limit law: Yes

- Max urban speed limit: 30 km/h
- Max rural speed limit: 50 km/h
- Max motorway speed limit: 50 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: 0.00 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

- 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: No
- National drug-driving law: Yes

DATA

Reported road traffic fatalities (2013): 59 (76% M, 24% F)

WHO estimated road traffic fatalities: 114 (95%CI 98–130)

WHO estimated rate per 100 000 population: 15.1

Estimated GDP lost due to road traffic crashes: —

SAFETY OUTCOMES

DEATHS BY ROAD USER CATEGORY

Drivers 4-wheeled cars and light vehicles (46%)

Passengers 4-wheeled cars and light vehicles (49%)

Pedestrians (3%)

Riders motorized 2- or 3-wheelers (2%)

Source: Royal Bhutan Police (Traffic Division) (data from 2013).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS

(Data per 100 000 population)

Source: Royal Bhutan Police (Traffic Division).
INDIA

Population: 1 252 139 596 • Income group: Middle • Gross national income per capita: US$ 1 570

INSTITUTIONAL FRAMEWORK

Lead agency Department of Road Safety, Ministry of Road Transport and Highways (MORTH)

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 Yes
Policies to encourage investment in public transport Yes
Policies to separate road users and protect VRUs Subnational

SAFER VEHICLES

Total registered vehicles for 2012 159 490 578
Cars and 4-wheeled light vehicles 38 338 015
Motorized 2- and 3-wheelers 115 419 175
Heavy trucks 4 056 885
Buses 1 676 503
Other 0

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

POST-CRASH CARE

Emergency room injury surveillance system No
Emergency access telephone numbers Multiple numbers
Permanently disabled due to road traffic crash 2.0–3.0%

DATA

Reported road traffic fatalities (2013) 137 572 (85% M, 15% F)
WHO estimated road traffic fatalities 207 551
WHO estimated rate per 100 000 population 16.6
Estimated GDP lost due to road traffic crashes 3.0%

SAFER ROAD USERS

National speed limit law Yes4
Max urban speed limit No
Max rural speed limit No
Max motorway speed limit No
Local authorities can modify limits Yes

Enforcement 0 12 3 4 5 6 7 8 9 10

National drink–driving law Yes
BAC limit – general population ≤ 0.03 g/dl
BAC limit – young or novice drivers ≤ 0.03 g/dl

Enforcement 0 12 3 4 5 6 7 8 9 10

% road traffic deaths involving alcohol 5%

National motorcycle helmet law Yes
Applies to drivers and passengers Yes1
Law requires helmet to be fastened No
Law refers to helmet standard Yes

Enforcement 0 12 3 4 5 6 7 8 9 10

Helmet wearing rate 20–80% All riders5, 60% Drivers

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

Enforcement 0 12 3 4 5 6 7 8 9 10

Seat-belt wearing rate 26% Drivers (in Bangalore)6, 26% Front seat

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

TRENDS IN REPORTED ROAD TRAFFIC DEATHS

Source: Road Accidents in India, 2013 Transport Research Wing (TRW), Ministry of Road Transport and Highways (data from 2013).

* UNECE WP29.

† Road Accidents in India, 2013 Transport Research Wing (TRW), Ministry of Road Transport and Highways. Defined as died within 30 days of crash.

‡ Under the Motor Vehicles Act, 2002 and Road Transport and Highways Act, 1988, state governments in India have the authority to create exemptions to the national motorcycle helmet requirements.

§ Under the Motor Vehicles Act, state governments in India have the authority to adopt rules creating exemptions to the national child restraint law.

|||


**INSTITUTIONAL FRAMEWORK**

- **Lead agency**: National Planning Agency (Badan Perencanaan Pembangunan Nasional - BAPPENAS)
- **Funded in national budget**: Yes
- **National road safety strategy**: Yes
- **Funding to implement strategy**: Fully funded
- **Fatality reduction target**: 50% (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**: Subnational

**SAFER VEHICLES**

- **Total registered vehicles for 2013**: 104,211,132
  - Cars and 4-wheeled light vehicles: 10,838,592
  - Motorized 2- and 3-wheelers: 86,253,257
  - Heavy trucks: 5,156,362
  - Buses: 1,962,921
  - Other: 0

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

*UNECE WP29.*

**POST-CRASH CARE**

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

**DATA**

- **Reported road traffic fatalities (2013)**: 26,416 (78% M, 22% F)
- **WHO estimated road traffic fatalities**
  - WHO estimated rate per 100,000 population: 15.3
- **Estimated GDP lost due to road traffic crashes**: 2.9–3.1%

*Indonesia National Police. Defined as died within 30 days of crash.
*Statistics of Indonesia (data from 2010).

**DEATHS BY ROAD USER CATEGORY**

- Drivers 4-wheeled cars and light vehicles (1%)
- Passengers 4-wheeled cars and light vehicles (5%)
- Riders motorized 2- or 3-wheelers (38%)
- Cyclists (2%)
- Pedestrians (21%)
- Other (<1%)
- Drivers/passengers buses (35%)
- Drivers/passengers heavy trucks (<1%)

Source: Indonesia National Police (data from 2010).

**SAFER ROAD USERS**

- **National speed limit law**: Yes
  - Max urban speed limit: 70 km/h
  - Max rural speed limit: 100 km/h
- **Max motorway speed limit**: No
- **Local authorities can modify limits**: Yes
- **National drink–driving law**: Yes
  - BAC limit – general population: —
  - BAC limit – young or novice drivers: —
  - Random breath testing carried out: Yes
- **National motorcycle helmet law**: Yes
  - Applies to drivers and passengers: Yes
  - Law requires helmet to be fastened: No
  - Law refers to helmet standard: Yes
- **National seat-belt law**: Yes
  - Applies to front and rear seat occupants: No
  - Enforcement: 0 1 2 3 4
  - 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

*Not based on BAC.

**TRENDS IN REPORTED ROAD TRAFFIC DEATHS**

Data per 100,000 population

Source: Indonesia National Police.
MALDIVES

Population: 345 023 • Income group: Middle • Gross national income per capita: US$ 5 600

INSTITUTIONAL FRAMEWORK

Lead agency: Transport Authority, Ministry of Economic Development
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 separate road users and protect VRUs: Subnational

SAFER VEHICLES

Total registered vehicles for 2013: 61 412
Cars and 4-wheeled light vehicles: 10 256
Motorized 2- and 3-wheelers: 50 775
Heavy trucks: 145
Buses: 140
Other: 96
Vehicle standards applied:
Frontal impact standard: No
Electronic stability control: No
Pedestrian protection: No

POST-CRASH CARE

Emergency room injury surveillance system: Yes
Emergency access telephone numbers: 119
Permanently disabled due to road traffic crash: —

DATA

Reported road traffic fatalities (2013): 12
WHO estimated road traffic fatalities: 12
WHO estimated rate per 100 000 population: 3.5
Estimated GDP lost due to road traffic crashes: —

DEATHS BY ROAD USER CATEGORY

Drivers/passengers
Passengers 4-wheeled cars and light vehicles
Pedestrians
Cyclists

SAFER ROAD USERS

National speed limit law: Yes
Max urban speed limit: 30 km/h
Max rural speed limit: 30 km/h
Max motorway speed limit: No
Local authorities can modify limits: No
Enforcement: 0 1 2 3 4
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: No
Law requires helmet to be fastened: No
Law refers to helmet standard: No
Enforcement: 0 1 2 3 4
Helmet wearing rate: —

National seat-belt law: Yes
Applies to front and rear seat occupants: No
Enforcement: 0 1 2 3 4
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: No

TRENDS IN REPORTED ROAD TRAFFIC DEATHS

Source: Maldives Police Service.

Source: Maldives Police Service (data from 2013).

INSTITUTIONAL FRAMEWORK

Lead agency: Transport Authority, Ministry of Economic Development
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 separate road users and protect VRUs: Subnational

SAFER VEHICLES

Total registered vehicles for 2013: 61 412
Cars and 4-wheeled light vehicles: 10 256
Motorized 2- and 3-wheelers: 50 775
Heavy trucks: 145
Buses: 140
Other: 96
Vehicle standards applied:
Frontal impact standard: No
Electronic stability control: No
Pedestrian protection: No

POST-CRASH CARE

Emergency room injury surveillance system: Yes
Emergency access telephone numbers: 119
Permanently disabled due to road traffic crash: —

DATA

Reported road traffic fatalities (2013): 12
WHO estimated road traffic fatalities: 12
WHO estimated rate per 100 000 population: 3.5
Estimated GDP lost due to road traffic crashes: —

DEATHS BY ROAD USER CATEGORY

Drivers/passengers
Passengers 4-wheeled cars and light vehicles
Pedestrians
Cyclists

SAFER ROAD USERS

National speed limit law: Yes
Max urban speed limit: 30 km/h
Max rural speed limit: 30 km/h
Max motorway speed limit: No
Local authorities can modify limits: No
Enforcement: 0 1 2 3 4
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: No
Law requires helmet to be fastened: No
Law refers to helmet standard: No
Enforcement: 0 1 2 3 4
Helmet wearing rate: —

National seat-belt law: Yes
Applies to front and rear seat occupants: No
Enforcement: 0 1 2 3 4
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: No

TRENDS IN REPORTED ROAD TRAFFIC DEATHS

Source: Maldives Police Service.

Source: Maldives Police Service (data from 2013).
MYANMAR

Population: 53 259 018 • Income group: Low • Gross national income per capita: US$ —

### INSTITUTIONAL FRAMEWORK

**Lead agency**

Traffic Rules Enforcement Supervisory Committee (TRESC)

**Funded in national budget**

No

**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**

Subnational

### SAFER VEHICLES

**Total registered vehicles for 2014**

4,310,112

- Cars and 4-wheeled light vehicles: 3,712,220
- Motorized 2- and 3-wheelers: 386,049
- Heavy trucks: 127,947
- Buses: 22,253
- Other: 61,643

**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**

192

**Permanently disabled due to road traffic crash**

—

### DATA

**Reported road traffic fatalities (2013)**

3,612 (75% M, 25% F)

WHOf estimated road traffic fatalities

10,809 (95% CI 8,790–12,829)

WHO estimated rate per 100,000 population

20.3

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

0.5%c

b Myanmar Police Force. Defined as died within 30 days of crash.

c University of Economics (data from 2008).

### DEATHS BY ROAD USER CATEGORY

- Drivers/passengers heavy trucks (7%)
- Pedestrians (26%)
- Cyclists (9%)
- Riders motorized 2- or 3-wheelers (23%)
- Other (9%)
- Passengers 4-wheeled cars and light vehicles (13%)
- Drivers 4-wheeled cars and light vehicles (13%)

Source: Myanmar Police Force (data from 2010).

### TRENDS IN REPORTED ROAD TRAFFIC DEATHS

[Graph showing trend in road traffic deaths]

Source: Myanmar Police Force.
NEPAL

Population: 27,797,457 • Income group: Low • Gross national income per capita: US$ 730

### INSTITUTIONAL FRAMEWORK

<table>
<thead>
<tr>
<th>Lead agency</th>
<th>Road Safety Council, Ministry of Physical Infrastructure and Transport</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funded in national budget</td>
<td>Yes</td>
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<tr>
<td>National road safety strategy</td>
<td>Yes</td>
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<tr>
<td>Funding to implement strategy</td>
<td>Partially funded</td>
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<td>Fatality reduction target</td>
<td>35% (2013–2020)</td>
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</table>

### SAFER ROADS AND MOBILITY

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

### SAFER VEHICLES

<table>
<thead>
<tr>
<th>Total registered vehicles for 2011</th>
<th>1,178,911</th>
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<tbody>
<tr>
<td>Cars and 4-wheeled light vehicles</td>
<td>133,992</td>
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<tr>
<td>Motorized 2- and 3-wheelers</td>
<td>891,018</td>
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<tr>
<td>Heavy trucks</td>
<td>47,930</td>
</tr>
<tr>
<td>Buses</td>
<td>35,100</td>
</tr>
<tr>
<td>Other</td>
<td>70,871</td>
</tr>
</tbody>
</table>

| Vehicle standards applied*       |          |
|盛宴撞毁标准                    | No        |
|电子稳定性控制                | No        |
|行人保护                        | No        |

### POST-CRASH CARE

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

### DATA

| Reported road traffic fatalities (2013) | 1,744* (70% M, 30% F) |
| WHO estimated road traffic fatalities  | 4,713 (95% CI 3,880–5,546) |
| WHO estimated rate per 100,000 population | 17.0 |

| Estimated GDP lost due to road traffic crashes | 0.8% |

* Police Head Quarter (Traffic Division). Shaded as died within 31 days of crash.

### SAFER ROAD USERS

| National speed limit law | Yes |
| Max urban speed limit    | 80 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 | — |
| 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 | 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* |

* Not based on BAC.

### DEATHS BY ROAD USER CATEGORY

- **DATA NOT AVAILABLE**

### TRENDS IN REPORTED ROAD TRAFFIC DEATHS

Source: Police Head Quarter (Traffic Division).
SRI LANKA

Population: 21,273,228 • Income group: Middle • Gross national income per capita: US$ 3,170

**INSTITUTIONAL FRAMEWORK**

Lead agency: National Council for 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: No
- Policies to separate road users and protect VRUs: No

**SAFER VEHICLES**

- Total registered vehicles for 2013: 5,203,678
  - Cars and 4-wheeled light vehicles: 832,840
  - Motorized 2- and 3-wheelers: 3,566,184
  - Heavy trucks: 329,648
  - Buses: 93,428
  - Other: 381,578

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

- UNECE WP29.

**SAFER ROAD USERS**

- National speed limit law: Yes
- Max urban speed limit: 50 km/h
- Max rural speed limit: 70 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: 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

**POST-CRASH CARE**

- Emergency room injury surveillance system: No
- Emergency access telephone numbers: 119
- Permanently disabled due to road traffic crash: —

**DATA**

- Reported road traffic fatalities (2013): 2,362* (82% M, 18% F)
- WHO estimated road traffic fatalities: 3,691 (95%CI 3,245–4,137)
- WHO estimated rate per 100,000 population: 17.4
- Estimated GDP lost due to road traffic crashes: —

* Department of Police. Defined as died within 30 days of crash.

**DEATHS BY ROAD USER CATEGORY**

Source: Police Accident Database (data from 2013).

**TRENDS IN REPORTED ROAD TRAFFIC DEATHS**

Source: Sri Lanka Police Accident Database and Department of Census and Statistics.
THAILAND

Population: 67 010 502 • Income group: Middle • Gross national income per capita: US$ 5 340

INSTITUTIONAL FRAMEWORK

Lead agency  National Road Safety Directing Center
Funded in national budget  Yes
National road safety strategy  Yes
Funding to implement strategy  Partially funded
Fatality reduction target  Less than 10 deaths per 100,000 population (2010–2020)

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
Regular inspections of existing road infrastructure  No

SAFER VEHICLES

Total registered vehicles for 2012  32 476 977
Cars and 4-wheeled light vehicles  11 829 221
Motorized 2- and 3-wheelers  19 169 418
Heavy trucks  901 014
Buses  137 609
Other  173 715

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

POST-CRASH CARE

Emergency room injury surveillance system  Yes
Emergency access telephone numbers  1669
Permanently disabled due to road traffic crash  4.6% of admitted patients

DEATHS BY ROAD USER CATEGORY

Drivers/passengers  heavy trucks (2%)  Pedestrians (8%)  Cyclists (2%)
Other (2%)  Riders motorized 2- or 3-wheelers (75%)
Drivers 4-wheeled cars and light vehicles (6%)
Passengers 4-wheeled cars and light vehicles (7%)

DATA

Reported road traffic fatalities (2012)  14 059  (79% M, 21% F)
WHO estimated road traffic fatalities  24 237
WHO estimated rate per 100,000 population  36.2
Estimated GDP lost due to road traffic crashes  3.0%

SAFER ROAD USERS

National speed limit law  Yes
Max urban speed limit  80 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

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

Helmet wearing rate  52% Drivers, 20% Passengers

National child restraint law  No
Applies to children under 12  No

National seat-belt law  Yes
Applies to drivers and passengers  Yes

Helmet wearing rate  52% Drivers, 20% Passengers

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

National motorcycle helmet law  Yes
Applies to front and rear seat occupants  No

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

Enforcement  0  1  2  3  4  5  6

Helmet wearing rate  52% Drivers, 20% Passengers

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

National seat-belt law  Yes
Applies to drivers and passengers  Yes

Helmet wearing rate  52% Drivers, 20% Passengers

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

National seat-belt law  Yes
Applies to drivers and passengers  Yes

Helmet wearing rate  52% Drivers, 20% Passengers

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

National seat-belt law  Yes
Applies to drivers and passengers  Yes

Helmet wearing rate  52% Drivers, 20% Passengers

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

National seat-belt law  Yes
Applies to drivers and passengers  Yes

Helmet wearing rate  52% Drivers, 20% Passengers

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

National seat-belt law  Yes
Applies to drivers and passengers  Yes

Helmet wearing rate  52% Drivers, 20% Passengers

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

TRENDS IN REPORTED ROAD TRAFFIC DEATHS

Source: Bureau of Policy and Strategy, Office of Permanent Secretary, Ministry of Public Health.
TIMOR-LESTE

Population: 1 132 879 • Income group: Middle • Gross national income per capita: US$ 3 940

INSTITUTIONAL FRAMEWORK

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

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

| Total registered vehicles for 2006–2013 | 63 553 |
| Cars and 4-wheeled light vehicles | 14 621 |
| Motorized 2- and 3-wheelers | 48 143 |
| Heavy trucks | 651 |
| Buses | 138 |
| Other | 0 |
| Vehicle standards applied \(^a\) | |
| Frontal impact standard | No |
| Electronic stability control | No |
| Pedestrian protection | No |

SAFER ROAD USERS

| National speed limit law | Yes |
| Max urban speed limit | 50 km/h |
| Max rural speed limit | 90 km/h |
| Max motorway speed limit | 120 km/h |
| Local authorities can modify limits | 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 | — |
| 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 Weight/Height | Yes |
| 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 |

DATA

| Reported road traffic fatalities (2013) | 74\(^b\) (79% M, 21% F) |
| WHO estimated road traffic fatalities | 188 (95%CI 158–219) |
| WHO estimated rate per 100 000 population | 16.6 |
| Estimated GDP lost due to road traffic crashes | — |

DEATHS BY ROAD USER CATEGORY

DATA NOT AVAILABLE

TRENDS IN REPORTED ROAD TRAFFIC DEATHS

Source: National Transit Police, Timor-Leste.

\(^a\) UNECE WP29.

\(^b\) National Police Timor-Leste (PNTL). Defined as died within 24 hours of crash.
TIMOR-LESTE

INSTITUTIONAL FRAMEWORK

Lead agency National Directorate of Transport
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 No
Policies to encourage investment in public transport No
Policies to separate road users and protect VRUs No

SAFER VEHICLES

Total registered vehicles for 2006–2013 63,553
Cars and 4-wheeled light vehicles 14,621
Motorized 2- and 3-wheelers 48,143
Heavy trucks 651
Buses 138
Other 0

Vehicle standards applieda
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 110
Permanently disabled due to road traffic crash —

DATA

Reported road traffic fatalities (2013) 74b (79% M, 21% F)
WHO estimated road traffic fatalities 188 (95%CI 158–219)
WHO estimated rate per 100,000 population 16.6
Estimated GDP lost due to road traffic crashes —

b National Police Timor-Leste (PNTL). Defined as died within 24 hours 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 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

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

Seat-belt wearing rate —

National child restraint law Yes
Restrictions on children sitting in front seat Yes
Child restraint law based on Weight/Height
Enforcement 0 1

% 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

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

TRENDS IN REPORTED ROAD TRAFFIC DEATHS

Deaths per 100,000 population

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Source: National Transit Police, Timor-Leste.
For further details please see:

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