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KEY FACTS

• There were 323,296 deaths from road traffic injuries in the Western Pacific Region in 2013, the latest year in which complete data were available.

• With 17.3 road traffic deaths for every 100,000 people, the mortality rate in the Region is comparable to the global rate of 17.4.

• Large disparities still exist within the Region, with 95% of deaths occurring in low- and middle-income countries.

• The risk of dying from a road traffic injury is more than 2.7 times greater in low- and middle-income countries compared to high-income countries.

• Of all road traffic deaths in the Region, 64% involved vulnerable road users (motorcyclists 34% of total road traffic deaths, pedestrians, 23% and cyclists, 7%).

• Between 2010 and 2013, the road traffic mortality rate in the Region decreased by 4.1%.

• The Region’s 1.85 billion people own more than 463 million vehicles, 36% of which are motorized two- and three-wheelers.

• Australia and New Zealand are the only countries in the Region that have comprehensive legislation addressing the five main risk factors for road traffic injuries.
INTRODUCTION

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 15–29 years, and cost governments approximately 3% of gross domestic product, however the cost for low- and middle-income countries is up to 5%. The rise in global road traffic deaths has largely been caused 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, infrastructure development, policy changes and level of enforcement have not kept pace with increased 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 roads, up to 50 million people incur non-fatal injuries each year as a result of road traffic crashes and additional indirect health consequences that are associated with this growing epidemic. As vehicle ownership grows, many countries face the dual problems of traffic congestion and rising vehicle emissions that result in higher rates of respiratory illness.
In 2010, the United Nations General Assembly adopted resolution A/RES/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. The Global Plan for the Decade Action for Road Safety 2011–2020 provides the road map towards this goal by promoting proven, cost-effective solutions for making roads safer. Resolution A/RES/64/255 also calls for regular monitoring of the impact of the Decade of Action through the series of Global status reports on road safety.

Road Safety in the Western Pacific 2015 provides an assessment of the situation three years into the Decade of Action, highlighting the specific findings for the Western Pacific Region and is supplemental to the Global status report on road safety 2015.¹

The objectives of this report are to describe the road safety situation in Member States, identify gaps in road safety in Member States and thereby stimulate road safety action, and monitor the progress of countries in implementing measures identified in the Global Plan for the Decade Action for Road Safety 2011–2020.

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 (MDGs). Road safety was absent in the MDGs, but road safety targets have been integrated into the new Sustainable Development Goals (SDGs). SDG 3.6 target aims to “halve the number of global deaths and injuries from road traffic accidents” by 2020, while SDG 11.2 relates to providing access to sustainable transport systems for all, improving road safety and expanding public transport.

The full report, including profiles of all participating countries, can be downloaded from the WHO website http://www.who.int/violence_injury_prevention/road_safety_status/2015/en/.
In the Western Pacific Region, 23 countries participated in the study, representing 99.7% of the Region’s 1.85 billion people. National counterparts from Brunei Darussalam, Nauru, Niue and Tuvalu either declined to participate or did not make a formal submission. Data for the global report were systematically gathered from each country in a four-step process. The process was led by government-appointed National Data Coordinators. First, within each country a self-administered questionnaire was completed by road safety stakeholders including ministries of health, transport and interior (police). Second, these respondents held a consensus meeting and agreed on the data best representing their country situation. Third, WHO regional and global technical staff validated the final data submitted for each country against independent databases and other sources. Finally, WHO obtained permission from government to include the final data in the global status report.

A major new element for the *Global status report on road safety 2015* was the comprehensive collection by WHO of legislative documents from all participating countries and the extraction and analysis, according to a standardized criteria, of articles relating to legislative coverage for five major behaviour risk factors – speed, drink-driving, helmets, seat belts and child restraints.

Road traffic mortality estimates are reported for all 27 countries in the Western Pacific Region, including those that did not participate in the study. Data on the existence and enforcement of risk factor legislation, as well as on vehicle and infrastructure safety standards, are reported for the 23 countries that participated in the study. All percentages expressed are reflective of a denominator of 23 participating countries.

Complete details of the methodology are outlined in the annex in the *Global status report on road safety 2015*. 
Road traffic injuries kill more than 885 people each day in the Western Pacific Region.

WHO estimates that in 2013, the most recent year with complete data, 323 296 people were killed on the roads of the Western Pacific Region with an overall mortality rate of 17.3 per 100 000 people. Within such a diverse Region, country mortality rates ranged from 1.9 to 24.5 per 100 000 people.

Between 2010 and 2013, the road traffic mortality rate in the Region decreased by 4.1%. The greatest progress was in high-income countries in the Region, which decreased 10.1%, compared to 7.2% and 4.2% in low- and middle-income countries, respectively. This progress is encouraging, but is far from the SDG target of a 50% reduction in road traffic deaths and injuries by 2020.

Compared to other WHO regions, the Western Pacific Region has the highest number of fatal road traffic injuries. More action is required to reverse the current trend.

The greatest burden of road traffic injuries in the Western Pacific Region falls on the young and the economically active.

Sixty-five per cent of all people killed on the Region’s roads in 2013 were male\(^2\) and 39% occurred among people aged 15–44 years.\(^3\) In high-income countries, 29% of deaths occurred in this age group; in low- and middle-income countries, the percentage was 68%. Because of the profound impact on the young and economically active population, prevention of road traffic injury should be recognized as a priority issue for economic development and poverty reduction.

\(^2\) Based on questionnaire-reported data from 20 countries. Papua New Guinea, Solomon Islands and Viet Nam did not report road traffic fatalities by sex.

\(^3\) Based on questionnaire-reported data from 17 countries. China, Fiji, Malaysia and the Philippines reported a non-comparable age breakdown in road traffic fatalities. Solomon Islands and Viet Nam did not provide an age breakdown in road traffic fatalities.
Large disparities in road traffic injuries exist within the Region (Figure 1). Some 95% of road traffic injury deaths occurred in low- and middle-income countries, where mortality rates are more than 2.7 times higher (18.7 deaths per 100,000 population) than in high-income countries (7 per 100,000).

The coordinated and evidence-based approaches demonstrated in these high-income countries are key to their successes and achievements in road safety, and the lessons learnt can serve as important guidance for low- and middle-income countries.

The majority of those killed on the roads in the Western Pacific Region are vulnerable road users.

Of all road traffic deaths in the Region in 2013, 64% involved riders and passengers of motorcycles, pedestrians and cyclists (Figure 2).

In high-income countries\(^4\), these highly exposed road users represented 60% of the total number killed on roads, whereas in low- and middle-income countries, they accounted for 63% of all deaths. In many countries of the Region, motorcyclists are over represented in death statistics (Figure 3). For example in Australia in 2014, motorcycles accounted for 4.4% of registered vehicles\(^5\), 0.9% of kilometres travelled\(^6\), but 16.6% of those killed on Australia’s roads.\(^7\)

The economic impact of road trauma is very high.

The health and other consequences of road traffic crashes impose a high economic cost on countries, particularly low- and middle-income countries. Nine countries\(^8\) provided estimates of the impact of traffic-related injuries on their economies, with losses to gross domestic product ranging from 1.03% (the Republic of Korea) to 2.9% (Viet Nam).

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\(^4\) The Federated States of Micronesia, Solomon Islands and Viet Nam did not report a breakdown of road traffic fatalities by road user type.


\(^8\) Australia, Cambodia, Japan, the Lao People’s Democratic Republic, Malaysia, New Zealand, the Philippines, the Republic of Korea and Viet Nam
FIGURE 1  Road traffic mortality rates in the Western Pacific Region and WHO regions, 2013
FIGURE 2  Road traffic fatalities in the Western Pacific Region, by road user, 2013

- Cyclists: 7%
- Motorised 2-3 wheelers: 22%
- Pedestrians: 23%
- Car occupants: 34%
- Others: 14%

FIGURE 3  Ratio of motorcyclists killed in countries of the Western Pacific Region, 2013

bars showing the ratio of motorcyclists killed in various countries with data points for each country.
Explosive motorization in countries in the Western Pacific Region has seen a 16% increase in registered vehicles.

Motorization continues to increase rapidly in the Region, with the number of reported registered vehicles increasing by 16% between 2010 and 2013. Of the more than 463 million vehicles, 36% are motorcycles or other motorized two- and three-wheelers, which contributes to the exposure and high risk of road trauma.

Safety standards for vehicles

Only Australia, Japan and the Republic of Korea have ratified all seven priority vehicle safety standards of the United Nations World Forum for Harmonization of Vehicle Regulations.10

Malaysia is the only low- or middle-income country in the Region to adopt any of these standards, ratifying six of the seven priority standards, with only the standard on Electronic Stability Control remaining.

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9 Fiji, Palau, Solomon Islands and Vanuatu did not report a breakdown in the number of registered vehicles by type.
10 http://www.unece.org/trans/main/wp29/meeting_docs_wp29.html
Only two countries in the Western Pacific Region have road safety legislation that meets best practice.

Across the Region, Australia and New Zealand are the only countries with best practice legislation covering all five main risk factors: speed, drink-driving, motorcycle helmet use, seat-belt use and child restraints.\(^\text{11}\)

Highlighting the extensive gaps in road safety legislation in the Region, five countries\(^\text{12}\) have good practice legislation for two risk factors, eight countries\(^\text{13}\) have legislation for one risk factor, and seven countries\(^\text{14}\) have no legislation for any risk factor.

The progress is encouraging, but evidence-based road safety legislation must be further developed and implemented throughout the Region. WHO will work with Member States to review current legislation to identify shortcomings or loopholes, ensuring that key risk factors are thoroughly covered and enforceable. The ongoing Decade of Action for Road Safety provides a unique opportunity to prioritize the revision and enforcement of critical road safety legislation.

However, with only 8% of countries currently having comprehensive road safety legislation, the Region falls well short of the objective of the Decade of Action for Road Safety, which aims for 50% of countries having comprehensive legislation for all five risk factors by 2020.

\(^{11}\) Due to submission deadlines, Fiji is reported in the Global status report on road safety 2015 as not having comprehensive legislation for any risk factor. Based on a legislation review completed after the publication of the report, Fiji has comprehensive legislation for speed, seat belts, motorcycle helmets and child restraints, making it the country most likely to join Australia and New Zealand in the ranks of countries with comprehensive legislation for the five main road safety risk factors.

\(^{12}\) China, Japan, Papua New Guinea, the Philippines and Singapore

\(^{13}\) Kiribati, Malaysia, the Marshall Islands, Mongolia, the Republic of Korea, Solomon Islands, Tonga and Viet Nam

\(^{14}\) Cambodia, Cook Islands, the Lao People’s Democratic Republic, the Federated States of Micronesia, Palau, Samoa and Vanuatu
Motorcycle helmets have been shown to reduce the risk of serious head injuries by 69%. Worn correctly, standard-quality motorcycle helmets have been shown to reduce the risk of serious head injuries by 69%. 

Nine countries have comprehensive legislation on helmet use. A further eight countries have legislation that mandates helmet use for both riders and passengers of all types of motorcycles and on all roads, but they do not specify that helmets must be correctly fastened to be considered correctly worn.

With 34% (39% in low- and middle-income countries) of all road traffic deaths in the Region occurring among motorcycle riders and passengers, further action is required to ensure that helmet legislation is fully enforced and that helmets worn by riders and passengers are compliant with national quality standards and provide a high degree of head impact protection.

SPEED

A maximum speed of 50 km/h in urban areas is considered best practice in order to protect pedestrians and other vulnerable road users from serious injuries. Mounting evidence suggests the need to reduce the speed limit even further (30 km/h) in high-density pedestrian areas.

Only four countries have comprehensive legislation that imposes urban speed limits not exceeding 50 km/h and gives local authorities the power to introduce lower speed limits, if necessary. A further six countries have maximum urban speed limits of less than 50 km/h but do not empower local authorities to lower speed limits as required, for example in high-pedestrian areas and school zones.

With 34% (39% in low- and middle-income countries) of all road traffic deaths in the Region occurring among motorcycle riders and passengers, further action is required to ensure that helmet legislation is fully enforced and that helmets worn by riders and passengers are compliant with national quality standards and provide a high degree of head impact protection.

Urban speed limits of less than or equal to 50 km/h are essential for the protection of pedestrians and other vulnerable road users.

Motorcycle helmets have been shown to reduce the risk of serious head injuries by 69%.

Motorcycle helmets must be worn by all riders and passengers, including children.

15 Australia, the Marshall Islands, New Zealand and the Philippines
16 Cambodia, Cook Islands, Kiribati, the Lao People's Democratic Republic, Tonga and Viet Nam
17 Australia, China and New Zealand
18 Cambodia, Japan, the Lao People's Democratic Republic, Mongolia, the Philippines, the Republic of Korea, Tonga and Viet Nam
19 Cook Islands, Fiji, Kiribati, Malaysia, Palau, Samoa and Singapore
**DRINK-DRIVING**

Alcohol is a major risk factor for road traffic crashes. With international research indicating that road crash risk starts to increase exponentially at 0.04 grams/decilitre (g/dL), WHO recommends setting and enforcing drink-driving legislation for the general population, with a blood alcohol concentration (BAC) limit of 0.05 g/dL. With driver inexperience shown to substantially increase the risk of alcohol-related crashes, WHO recommends a BAC of no greater than 0.02g/dL for novice and probationary drivers.

Three countries\(^{17}\) have comprehensive legislation against drink-driving. A further eight countries\(^{18}\) have recommended legislation for the general population, but not specific reduced limit for novice or probationary drivers. Seven countries\(^{19}\) have drink-driving legislation that sets a BAC at levels higher than 0.05 g/dL (six with a limit less than or equal to 0.08 and one with a limit less than or equal to 0.1g/dL). At these levels of alcohol impairment, drivers are 2.7 - 4.8 times more likely to be involved in a crash compared to a driver who has not consumed alcohol.\(^{20}\) The Marshall Islands, the Federated States of Micronesia, Papua New Guinea, Solomon Islands and Vanuatu do not currently have a national drink-driving law or not based on a BAC.

**SEAT-BELT USE**

Seat-belt use is a highly effective road safety intervention, shown to reduce the risk of fatal and serious injury by 40–65%\(^{24}\).

Ten countries\(^{25}\) have comprehensive legislation, in line with best practices, requiring all vehicle occupants (front and rear seats) to wear seat belts. A further five countries\(^{26}\) have seat-belt legislation that applies to the driver and front-seat passengers only. Eight\(^{27}\) countries\(^{27}\) currently have no seat-belt legislation.

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22 Australia, Japan, Malaysia, New Zealand, Papua New Guinea, Singapore, Solomon Islands, Tonga and Viet Nam
23 Cook Islands, China, the Lao People’s Democratic Republic, the Marshall Islands, Mongolia, the Philippines, the Republic of Korea and Vanuatu
25 Australia, China, Japan, Kiribati, Mongolia, New Zealand, Papua New Guinea, the Philippines, the Republic of Korea and Singapore
26 Cambodia, the Lao People’s Democratic Republic, Malaysia, Samoa and Viet Nam
27 Cook Islands, the Marshall Islands, the Federated States of Micronesia, Palau, Solomon Islands, Tonga and Vanuatu
Stringent enforcement is crucial for the injury prevention potential of legislation to be realized. For example, Japan and the Republic of Korea have mandatory seat-belt legislation for rear-seat occupants. Despite this requirement, reported wearing rates were 68% and 19%, respectively, compared to 96% in Australia and 90% in New Zealand.

Only two countries in the Region report good police enforcement of legislation across all five main risk factors, but opportunities for scaling up action exist throughout the Region.

Five countries categorized enforcement as good for speed, nine countries for motorcycle helmets, eight countries for drink-driving, four countries for seat belts and three countries for child restraints.

**CHILD RESTRAINTS**

Only two countries have comprehensive legislation mandating the use of child restraints based on age, weight or height of the child and simultaneously restrict children under a specific age/height from sitting in the front seat. A further four countries require children of a certain age/weight/height to utilize child restraints, but do not restrict travel in the front seat.

With motorization increasing rapidly within the Region, particularly with private cars, greater communication with the public about the importance of using child restraints is crucial. Correctly fitted, child restraints reduce the risk of serious injury by up to 92% and, compared to the cost of purchasing a vehicle, the cost of a child restraint is negligible.

**ENFORCEMENT**

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28 Australia and New Zealand
29 Cambodia, Japan, Kiribati and Singapore
31 New Zealand and Singapore
32 Good enforcement was defined as a self-reported assessment of 8 or above on a scale of 0–10.
33 Australia, China, New Zealand, the Republic of Korea and Singapore
34 Australia, Japan, the Marshall Islands, New Zealand, Palau, Singapore, Solomon Islands, Tonga and Viet Nam
35 Australia, China, Japan, New Zealand, the Republic of Korea, Samoa, Singapore and Tonga
36 China, Japan, New Zealand and Singapore
37 Japan, New Zealand and Singapore
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<td>No&lt;br&gt;Yes</td>
<td>No&lt;br&gt;No&lt;br&gt;No</td>
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<tr>
<td>Tonga</td>
<td>50km/h</td>
<td>No&lt;br&gt;0.03</td>
<td>0.03&lt;br&gt;No&lt;br&gt;No</td>
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</tr>
</tbody>
</table>
Effective road safety requires a coordinated, multisectoral strategic response with sufficient human and financial resources.

Whilst all participating countries except the Federated States of Micronesia have a designated lead agency for road safety, the roles and responsibilities of those lead agencies are varied.

The lead agency in six countries is an intersectoral/multidisciplinary committee. In 10 countries, the lead agency is a national transportation authority, and in another four countries the lead agency is the police. In two countries, the lead agency was identified as both the police and transportation agencies. While ministries of health routinely are members of the intersectoral committees, in no country in the Region does the health ministry coordinate road safety action; this highlights the need for intensive intersectoral collaboration by WHO with countries.

Nineteen countries have adopted some form of a national road safety strategy, with 15 of those strategies being overarching whole-of-government national strategies. Despite the existence of strategies in the majority of participating countries, only four countries reported that the implementation of these strategies was fully funded; 12 countries reported that strategies were partially funded, and only Australia, Mongolia and Solomon Islands reported that their national strategies were not funded.

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38 Cambodia, China, Japan, Kiribati, the Lao People’s Democratic Republic and Viet Nam
39 Australia, Fiji, Malaysia, Mongolia, New Zealand, Papua New Guinea, the Philippines, the Republic of Korea, Samoa and Solomon Islands
40 Singapore and Tonga
41 Australia, Cambodia, China, Cook Islands, Fiji, Japan, Kiribati, the Lao People’s Democratic Republic, Malaysia, the Marshall Islands, Mongolia, New Zealand, the Philippines, the Republic of Korea, Singapore, Samoa, Solomon Islands, Tonga and Viet Nam
42 Japan, Malaysia, New Zealand and the Philippines
43 Cambodia, China, Cook Islands, Fiji, Kiribati, the Lao People’s Democratic Republic, the Marshall Islands, the Republic of Korea, Samoa, Singapore, Tonga and Viet Nam
Fifteen countries\textsuperscript{44} have specific time-bound targets for the reduction of the number of people killed on national roads. Countries such as Australia, Cambodia, Fiji, Kiribati, the Lao People’s Democratic Republic, Malaysia, Mongolia and the Philippines have strategies that specify a 10–50\% reduction over a certain time period, commonly adopting the 2011–2020 period of the Decade of Action for Road Safety. Only eight countries\textsuperscript{45} have a national target for the reduction of serious injuries, despite the fact that these can have a far greater economic impact than fatal injuries.

**Coverage by emergency medical services must be improved.**

Access to rapid and timely pre-hospital care can save lives and prevent long-term disability.

Only seven\textsuperscript{46} countries reported that more than 75\% of all seriously injured patients were transported to hospital by an ambulance. Coverage needs to be strengthened, particularly in the seven\textsuperscript{47} countries that reported that less than 11\% of seriously injured patients received care at the scene of a crash.

Fourteen countries\textsuperscript{48} reported having a single national telephone number to access emergency medical assistance. A further five countries\textsuperscript{49} have multiple numbers for use in different geographical areas.

\textsuperscript{44} Australia, Cambodia, China, Cook Islands, Fiji, Japan, Kiribati, the Lao People’s Democratic Republic, Malaysia, the Marshall Islands, Mongolia, New Zealand, the Philippines, the Republic of Korea and Viet Nam

\textsuperscript{45} Australia, Cook Islands, Japan, Kiribati, the Marshall Islands, Mongolia, the Philippines and Solomon Islands

\textsuperscript{46} China, Cook Islands, Japan, Kiribati, Malaysia, New Zealand, Palau

\textsuperscript{47} Federated States of Micronesia, Mongolia, Papua New Guinea, Tonga, Samoa, Solomon Islands and Viet Nam

\textsuperscript{48} Australia, China, Cook Islands, Japan, Lao People’s Democratic Republic, Malaysia, Mongolia, New Zealand, Palau, Philippines, Republic of Korea, Solomon Islands, Vanuatu and Viet Nam.

\textsuperscript{49} Cambodia, Republic of Marshall Islands, Singapore, Samoa and Tonga
CONCLUSIONS AND RECOMMENDATIONS

The Region has an overall road traffic fatality rate of 17.3 per 100,000 population, similar to the global rate of 17.4. The overall rate masks considerable variation among different Member States, with some Member States in the Region having some of the highest and lowest road traffic mortality rates globally.

Progress has been made in many countries in the Region in implementing effective interventions to improve road safety. However, only two countries – Australia and New Zealand – have legislation that meets best practice across the five major road safety risk factors; virtually all countries require urgent action to strengthen coverage of road safety legislation and ensure its effective, stringent and consistent implementation through enforcement.

To accelerate the pace of change in many countries in the Region, more action is needed in the following areas:

• This report highlights the need for countries to do more to ensure that road infrastructure is safe. Road safety audits should be conducted on both new and existing roads, assessing 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 emphasizing the prevention of crashes, this 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 occurring each year in the Western Pacific Region has stabilized over the past three years. While this is positive news in the context of increasing motorization and population growth, the progress is too little – and too slow. If the international road safety targets included in the SDGs – a halving of road traffic deaths by 2020 – are to be met, then strong political will and rapid action is needed by governments in the Region.
• Enacting and enforcing laws based on best practices that relate to key behavioural risk factors are essential to realizing change. As this report has shown, most countries in the Region have multiple areas of 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.

• More than 64% 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.

• This report shows that only Australia, Japan and the Republic of Korea have ratified the seven priority vehicle safety standards of the United Nations World Forum for Harmonization of Vehicle Regulations, despite the Region having a major focus on car manufacturing. Making cars safer does not only benefit car occupants, it is also important in avoiding crashes and mitigating the consequences of crashes that involve vulnerable road users. Governments must urgently agree to require manufacturers and assemblers to meet the minimum international vehicle standards, and limit the import and sale of sub-standard vehicles in their countries.

• As the leading cause of injury death in the Western Pacific Region, road traffic injuries are particular priorities for the recently endorsed Regional Action Plan for Violence and Injury Prevention in the Western Pacific Region (2016-2020). Aligned to the direct and indirect Sustainable Development Goals pertaining to violence and injury prevention (including road safety), the action plan is designed to be a reference and tool to assist countries in positioning violence and injury prevention as a national development priority and to design and implement evidence-based policies, programmes and interventions relevant to the national context.

• For more information and to download the regional action plan, visit: http://iris.wpro.who.int/bitstream/handle/10665.1/13048/9789290617549_eng.pdf?ua=1".
AUSTRALIA

Population: 23 342 553 • Income group: High • Gross national income per capita: US$ 65 390

INSTITUTIONAL FRAMEWORK
Lead agency Department of Infrastructure and Regional Development
Funded in national budget Yes
National road safety strategy Yes
Funding to implement strategy Not funded
Fatality reduction target 30% annually (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 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 17 180 596
Cars and 4-wheeled light vehicles 15 871 827
Motorized 2- and 3-wheelers 744 732
Heavy trucks 416 902
Buses 93 034
Other 54 101

Vehicle standards applied
Frontal impact standard Yes
Electronic stability control Yes
Pedestrian protection Yes

SAFER ROAD USERS*
Speed limit law Yes
Max urban speed limit 50 km/h
Max rural speed limit 100–130 km/h
Max motorway speed limit 100–130 km/h
Local authorities can modify limits Yes

Drink–driving law Yes
BAC limit – general population 0.049 g/dl
BAC limit – young or novice drivers 0.00 g/dl
Random breath testing carried out Yes

% road traffic deaths involving alcohol 30%

Helmet wearing rate 99% Driverse

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

Seat-belt wearing rate 97%  Front seatsf 96% Rear seatsf

Child restraint law Yes
Restrictions on children sitting in front seat Yes

Drug-driving law Yes


DATA
Reported road traffic fatalities (2013) 1 192b (72% M, 28% F)
WHO estimated road traffic fatalities 1 252
WHO estimated rate per 100 000 population 5.4
Estimated GDP lost due to road traffic crashes 2.1%

DEATHS BY ROAD USER CATEGORY

TRENDS IN REPORTED ROAD TRAFFIC DEATHS

* These data take into consideration subnational laws. For more information please see Explanatory Note 1.

Source: 2013, Australian Road Deaths Database.
CAMBODIA

Population: 15 135 169 • Income group: Low • Gross national income per capita: US$ 950

INSTITUTIONAL FRAMEWORK

| Lead agency | National Road Safety Committee (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 | No |
| Policies to separate road users and protect VRUs | No |

SAFER VEHICLES

Total registered vehicles for 2013: 2 457 569
Cars and 4-wheeled light vehicles: 67 645
Motorized 2- and 3-wheelers: 2 068 937
Heavy trucks: 45 625
Buses: 4 473
Other: 270 889

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

SAFER ROAD USERS

| National speed limit law | Yes |
| Max urban speed limit | 40 km/h |
| Max rural speed limit | 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 | < 0.05 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 | 15% ♀ |
| National motorcycle helmet law | Yes |
| Applies to drivers and passengers | No |
| Law requires helmet to be fastened | No |
| Law refers to helmet standard | No |
| Enforcement | 0 1 2 3 4 5 6 7 8 9 10 |
| National seat-belt law | Yes |
| Applies to front and rear seat occupants | No |
| Enforcement | 0 1 2 3 4 5 6 7 8 9 10 |
| 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 | No |
| Law also applies to hands-free phones | No |
| National drug-driving law | Yes |

DEATHS BY ROAD USER CATEGORY

| Drivers/passengers | 42% |
| Drivers/passengers | 3% |
| Pedestrians | 13% |
| Cyclists | 2% |
| Riders motorized 2- or 3-wheelers | 71% |

DATA

Reported road traffic fatalities (2013): 1 950 ♀ (79% M, 20% F)
WHO estimated road traffic fatalities: 2 635 (95% CI 2 150–3 120)
WHO estimated rate per 100 000 population: 17.4
Estimated GDP lost due to road traffic crashes: 2.1% ♀

DEATHS BY ROAD USER CATEGORY

| Drivers 4-wheeled cars and light vehicles | 3% |
| Passengers 4-wheeled cars and light vehicles | 5% |

POST-CRASH CARE

Emergency room injury surveillance system: Yes
Emergency access telephone numbers: Multiple numbers
Permanently disabled due to road traffic crash: 16.2% ♀

TRENDS IN REPORTED ROAD TRAFFIC DEATHS

<table>
<thead>
<tr>
<th>Year</th>
<th>Deaths per 100 000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>2004</td>
<td>17.0</td>
</tr>
<tr>
<td>2005</td>
<td>16.6</td>
</tr>
<tr>
<td>2006</td>
<td>16.3</td>
</tr>
<tr>
<td>2007</td>
<td>16.1</td>
</tr>
<tr>
<td>2008</td>
<td>15.9</td>
</tr>
<tr>
<td>2009</td>
<td>15.7</td>
</tr>
<tr>
<td>2010</td>
<td>15.5</td>
</tr>
<tr>
<td>2011</td>
<td>15.3</td>
</tr>
<tr>
<td>2012</td>
<td>15.1</td>
</tr>
<tr>
<td>2013</td>
<td>14.9</td>
</tr>
</tbody>
</table>

Source: 2013, Road Crash and Victim Information System (RCVIS)

* TRENDS IN REPORTED ROAD TRAFFIC DEATHS

Source: Road Crash and Victim Information System (RCVIS).

Source: 2013, Road Crash and Victim Information System (RCVIS).

Source: Road Crash and Victim Information System (RCVIS).

Source: Road Crash and Victim Information System (RCVIS).

Source: Road Crash and Victim Information System (RCVIS).


* 2013, Road Crash & Victim Information System (RCVIS). Defined as died within 30 days of crash.
CHINA

Population: 1 385 566 537  •  Income group: Middle  •  Gross national income per capita: US$ 6 560

INSTITUTIONAL FRAMEWORK

Lead agency  Inter-ministerial Convention on Road Traffic Safety
Funded in national budget  Yes
National road safety strategy  Yes
Funding to implement strategy  Partially funded
Fatality reduction target  ≤ 2.2 per 100 000 vehicles (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  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  250 138 212
Cars and 4-wheeled light vehicles  137 406 846
Motorized 2- and 3-wheelers  95 326 138
Heavy trucks  5 069 292
Buses  —
Other  12 335 936
Vehicle standards applieda
Frontal impact standard  Yes
Electronic stability control  No
Pedestrian protection  No

SAFER ROAD USERS

National speed limit law  Yes
Max urban speed limit  —
Max rural speed limit  —
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  < 0.02 g/dl
BAC limit – young or novice drivers  < 0.02 g/dl
Random breath testing carried out  Yes
Enforcement  0 1 2 3 4 5 6 7 8 9 10

National motorcycle helmet law  Yes
Applies to drivers and passengers  Yes
Law requires helmet to be fastened  No
Law refers to helmet standard  Yes
Enforcement  0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate  20% All riders*

National seat-belt law  Yes
Applies to front and rear seat occupants  Yes
Enforcement  0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate  37% Drivers*

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

% children using child restraints  <1%

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  Yes
Emergency access telephone numbers  120
Permanently disabled due to road traffic crash  —

DATA

Reported road traffic fatalities (2013)  58 539b (72% M, 28% F)
WHO estimated road traffic fatalities  261 367
WHO estimated rate per 100 000 population  18.8
Estimated GDP lost due to road traffic crashes  —

DEATHS BY ROAD USER CATEGORY

Drivers 4-wheeled cars and light vehicles (6%)
Drivers/passengers heavy trucks (4%)
Pedestrians (26%)
Cyclists (8%)
Other (16%)

TRENDS IN REPORTED ROAD TRAFFIC DEATHS


DEATHS BY ROAD USER CATEGORY

Drivers 4-wheeled cars and light vehicles (6%)
Drivers/passengers heavy trucks (4%)
Pedestrians (26%)
Cyclists (8%)
Other (16%)

COOK ISLANDS

Population: 20 629 • Income group: Middle • Gross national income per capita: US$ —

INSTITUTIONAL FRAMEWORK

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<th>Police Department, Ministry of Police</th>
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<tbody>
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<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>≤ 4 fatal crashes per month by 2015</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

| Total registered vehicles for 2013 | 12 453 |
| Cars and 4-wheeled light vehicles | 5 085  |
| Motorized 2- and 3-wheelers | 6 846  |
| Heavy trucks | 491  |
| Buses | 31  |
| Other | 0  |

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

SAFER ROAD USERS

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

| % road traffic deaths involving alcohol | 25% |
| 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 | No |
| Law prohibits hand-held mobile phone use | — |
| Law also applies to hands-free phones | — |
| National drug-driving law | Yes |

DATA

| Reported road traffic fatalities (2013) | 5 (100% M) |
| WHO estimated road traffic fatalities | 5 |
| WHO estimated rate per 100 000 population | 24.2 |
| Estimated GDP lost due to road traffic crashes | — |

DEATHS BY ROAD USER CATEGORY

- Drivers 4-wheeled cars and light vehicles (40%)
- Riders motorized 2- or 3-wheelers (60%)

Source: 2011, Police Intelligence Report.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS

Source: Ministry of Health/Police Department.
**FIJI**

Population: 881 065 • Income group: Middle • Gross national income per capita: US$ 4 370

### INSTITUTIONAL FRAMEWORK

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<thead>
<tr>
<th></th>
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<td>National road safety strategy</td>
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<td>Fatality reduction target</td>
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### SAFER ROADS AND MOBILITY

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<td>Regular inspections of existing road infrastructure</td>
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<td>Policies to promote walking or cycling</td>
<td>Subnational</td>
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<td>Policies to encourage investment in public transport</td>
<td>Yes</td>
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<td>Policies to separate road users and protect VRUs</td>
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### SAFER VEHICLES

<table>
<thead>
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<th>Category</th>
<th>Quantity</th>
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<tbody>
<tr>
<td>Total registered vehicles for 2013</td>
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<tr>
<td>Cars and 4-wheeled light vehicles</td>
<td>—</td>
</tr>
<tr>
<td>Motorized 2- and 3-wheelers</td>
<td>—</td>
</tr>
<tr>
<td>Heavy trucks</td>
<td>—</td>
</tr>
<tr>
<td>Buses</td>
<td>—</td>
</tr>
<tr>
<td>Other</td>
<td>—</td>
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### SAFER ROAD USERS

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>National speed limit law</td>
<td>No</td>
</tr>
<tr>
<td>Max urban speed limit</td>
<td>—</td>
</tr>
<tr>
<td>Max rural speed limit</td>
<td>—</td>
</tr>
<tr>
<td>Max motorway speed limit</td>
<td>—</td>
</tr>
<tr>
<td>Local authorities can modify limits</td>
<td>—</td>
</tr>
<tr>
<td>Enforcement</td>
<td>—</td>
</tr>
<tr>
<td>National drink–driving law</td>
<td>Yes</td>
</tr>
<tr>
<td>BAC limit – general population</td>
<td>≤ 0.08 g/dl</td>
</tr>
<tr>
<td>BAC limit – young or novice drivers</td>
<td>0.00 g/dl</td>
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<tr>
<td>Random breath testing carried out</td>
<td>Yes</td>
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<tr>
<td>Helmet wearing rate</td>
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</tr>
<tr>
<td>National seat-belt law</td>
<td>No</td>
</tr>
<tr>
<td>Applies to front and rear seat occupants</td>
<td>—</td>
</tr>
<tr>
<td>Seat-belt wearing rate</td>
<td>—</td>
</tr>
<tr>
<td>National child restraint law</td>
<td>No</td>
</tr>
<tr>
<td>Restrictions on children sitting in front seat</td>
<td>No</td>
</tr>
<tr>
<td>Child restraint law based on</td>
<td>—</td>
</tr>
<tr>
<td>Enforcement</td>
<td>—</td>
</tr>
<tr>
<td>Law prohibits hand-held mobile phone use</td>
<td>—</td>
</tr>
<tr>
<td>Law also applies to hands-free phones</td>
<td>—</td>
</tr>
<tr>
<td>National drug-driving law</td>
<td>Yes</td>
</tr>
<tr>
<td>Applies to drivers and passengers</td>
<td>—</td>
</tr>
<tr>
<td>Law requires helmet to be fastened</td>
<td>—</td>
</tr>
<tr>
<td>Law refers to helmet standard</td>
<td>—</td>
</tr>
<tr>
<td>Helmet wearing rate</td>
<td>—</td>
</tr>
<tr>
<td>National motorcycle helmet law</td>
<td>—</td>
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<td>Max urban speed limit</td>
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<tr>
<td>Max rural speed limit</td>
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</tr>
<tr>
<td>Max motorway speed limit</td>
<td>—</td>
</tr>
<tr>
<td>Local authorities can modify limits</td>
<td>—</td>
</tr>
<tr>
<td>Enforcement</td>
<td>—</td>
</tr>
<tr>
<td>National drink–driving law</td>
<td>Yes</td>
</tr>
<tr>
<td>BAC limit – general population</td>
<td>≤ 0.08 g/dl</td>
</tr>
<tr>
<td>BAC limit – young or novice drivers</td>
<td>0.00 g/dl</td>
</tr>
<tr>
<td>Random breath testing carried out</td>
<td>Yes</td>
</tr>
<tr>
<td>Helmet wearing rate</td>
<td>—</td>
</tr>
<tr>
<td>National seat-belt law</td>
<td>No</td>
</tr>
<tr>
<td>Applies to front and rear seat occupants</td>
<td>—</td>
</tr>
<tr>
<td>Seat-belt wearing rate</td>
<td>—</td>
</tr>
<tr>
<td>National child restraint law</td>
<td>No</td>
</tr>
<tr>
<td>Restrictions on children sitting in front seat</td>
<td>No</td>
</tr>
<tr>
<td>Child restraint law based on</td>
<td>—</td>
</tr>
<tr>
<td>Enforcement</td>
<td>—</td>
</tr>
<tr>
<td>Law prohibits hand-held mobile phone use</td>
<td>—</td>
</tr>
<tr>
<td>Law also applies to hands-free phones</td>
<td>—</td>
</tr>
</tbody>
</table>

### DATA

<table>
<thead>
<tr>
<th>Category</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reported road traffic fatalities (2013)</td>
<td>41* (76% M, 24% F)</td>
</tr>
<tr>
<td>WHO estimated road traffic fatalities</td>
<td>51</td>
</tr>
<tr>
<td>WHO estimated rate per 100 000 population</td>
<td>5.8</td>
</tr>
<tr>
<td>Estimated GDP lost due to road traffic crashes</td>
<td>—</td>
</tr>
</tbody>
</table>

* Fiji Police Accident Traffic Research Unit (PATRU). Defined as died within 30 days of crash.

### DEATHS BY ROAD USER CATEGORY

- Drivers 4-wheeled cars and light vehicles (17%)
- Passengers 4-wheeled cars and light vehicles (22%)
- Cyclists (2%)
- Pedestrians (59%)

### TRENDS IN REPORTED ROAD TRAFFIC DEATHS

![Graph showing trend in road traffic deaths from 2004 to 2013](image-url)
**INSTITUTIONAL FRAMEWORK**

**Lead agency** Central Traffic Safety Policy Council  
**Funded in national budget** Yes  
**National road safety strategy** Yes  
**Funding to implement strategy** Fully funded  
**Fatality reduction target** < 3000 deaths per year by 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** 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** 91 377 312  
**Cars and 4-wheeled light vehicles** 76 137 715  
**Motorized 2- and 3-wheelers** 11 948 432  
**Heavy trucks** —  
**Buses** —  
**Other** 3 291 072  
**Vehicle standards applied**
- Frontal impact standard Yes  
- Electronic stability control Yes  
- Pedestrian protection 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)** 4 373  
**WHO estimated road traffic fatalities** 5 971  
**WHO estimated rate per 100 000 population** 4.7  
**Estimated GDP lost due to road traffic crashes** 1.3%

---

**DEATHS BY ROAD USER CATEGORY**

- Drivers 4-wheeled cars and light vehicles (25%)
- Pedestrians (36%)
- Cyclists (14%)
- Passengers 4-wheeled cars and light vehicles (8%)
- Riders motorized 2- or 3-wheelers (17%)
- Other (<1%)

**TRENDS IN REPORTED ROAD TRAFFIC DEATHS**

Source: National Police Agency.

---

Population: 127 143 577  •  Income group: High  •  Gross national income per capita: US$ 46 330
**INSTITUTIONAL FRAMEWORK**

<table>
<thead>
<tr>
<th>Lead agency</th>
<th>Kiribati Road Safety Task Force</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funded in national budget</td>
<td>No</td>
</tr>
<tr>
<td>National road safety strategy</td>
<td>Yes</td>
</tr>
<tr>
<td>Funding to implement strategy</td>
<td>Partially funded</td>
</tr>
<tr>
<td>Fatality reduction target</td>
<td>10% (2010–2015)</td>
</tr>
</tbody>
</table>

**SAFER ROADS AND MOBILITY**

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

**SAFER VEHICLES**

<table>
<thead>
<tr>
<th>Total registered vehicles for 2013</th>
<th>3 452</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cars and 4-wheeled light vehicles</td>
<td>1 926</td>
</tr>
<tr>
<td>Motorized 2- and 3-wheelers</td>
<td>701</td>
</tr>
<tr>
<td>Heavy trucks</td>
<td>536</td>
</tr>
<tr>
<td>Buses</td>
<td>289</td>
</tr>
<tr>
<td>Other</td>
<td>0</td>
</tr>
</tbody>
</table>

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

---

**POST-CRASH CARE**

Emergency room injury surveillance system: Yes
Emergency access telephone numbers: 194
Permanently disabled due to road traffic crash: —

**DATA**

- Reported road traffic fatalities (2013): 6 (67% M, 33% F)
- WHO estimated road traffic fatalities: 3
- WHO estimated rate per 100 000 population: 2.9
- Estimated GDP lost due to road traffic crashes: —

---

**DEATHS BY ROAD USER CATEGORY**

- Pedestrians (67%)
- Cyclists (33%)

---

**TRENDS IN REPORTED ROAD TRAFFIC DEATHS**

Source: Police and health records.

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**DEATHS BY ROAD USER CATEGORY**

Source: 2013, Police and health records.
LAO PEOPLE'S DEMOCRATIC REPUBLIC

Population: 6,769,727 • Income group: Middle • Gross national income per capita: US$ 1,450

INSTITUTIONAL FRAMEWORK

Lead agency: National Road Safety Committee
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: No
Policies to promote walking or cycling: Subnational
Policies to encourage investment in public transport: Subnational
Policies to separate road users and protect VRUs: No

SAFER VEHICLES

Total registered vehicles for 2013: 1,439,481
Cars and 4-wheeled light vehicles: 276,493
Motorized 2- and 3-wheelers: 1,120,673
Heavy trucks: 38,454
Buses: 3,861
Other: 0

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

SAFER ROAD USERS

National speed limit law: Yes
Max urban speed limit: 40 km/h
Max rural speed limit: 90 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: ≤ 0.05 g/dl
BAC limit – young or novice drivers: ≤ 0.05 g/dl
Random breath testing carried out: No
Enforcement: 0 1 2 3 4 5 6 7 8 9 10

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

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

National child restraint law: 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: Yes
National drug-driving law: No

DEATHS BY ROAD USER CATEGORY

Drivers 4-wheeled cars and light vehicles (12%)
Passengers 4-wheeled cars and light vehicles (6%)
Pedestrians (10%)
Cyclists (3%)
Riders motorized 2- or 3-wheelers (67%)
Other (2%)

TRENDS IN REPORTED ROAD TRAFFIC DEATHS

Deaths per 100,000 population

Source: National Road Safety Committee Secretariat.
MALAYSIA

Population: 29 716 965 • Income group: Middle • Gross national income per capita: US$ 10 430

INSTITUTIONAL FRAMEWORK

Lead agency Road Safety Department, Ministry of Transport
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 Subnational
Policies to encourage investment in public transport Yes
Policies to separate road users and protect VRUs Yes

SAFER VEHICLES

Total registered vehicles for 2013 23 819 256
Cars and 4-wheeled light vehicles 10 689 450
Motorized 2- and 3-wheelers 11 087 878
Heavy trucks 1 116 167
Buses 62 784
Other 862 977

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

POST-CRASH CARE

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

DATA

Reported road traffic fatalities (2013) 6 915 (85% M, 15% F)
WHO estimated road traffic fatalities 7 129 (95% CI 6 650–8 209)
WHO estimated rate per 100 000 population 24
Estimated GDP lost due to road traffic crashes 1.5%

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 Yes
Enforcement 0 1 2 3 4 5

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

% road traffic deaths involving alcohol 23%

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

Helmet wearing rate 97% Drivers, 89% Passengers

National seat-belt law Yes
Applies to front and rear seat occupants No
Enforcement 0 1 2 3 4 5

Seat-belt wearing rate 77% Front seats, 13% Rear seats

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

DEATHS BY ROAD USER CATEGORY

Drivers/passengers buses (1%)
Drivers/passengers heavy trucks (3%)
Pedestrians (7%)
Cyclists (2%)
Other (1%)

Riders motorized 2- or 3-wheelers (62%)
Occupants 4-wheeled cars and light vehicles (24%)

Source: 2013, Royal Malaysian Police.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS

Deaths per 100 000 population


Source: Malaysian Institute on Road Safety Research (MIROS).
MARSHALL ISLANDS

Population: 52,634 • Income group: Middle • Gross national income per capita: US$ 4,310

INSTITUTIONAL FRAMEWORK

<table>
<thead>
<tr>
<th>Lead agency</th>
<th>Marshall Island Police</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>
</tr>
<tr>
<td>Funding to implement strategy</td>
<td>Partially funded</td>
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<tr>
<td>Fatality reduction target</td>
<td>Yes (not specified)</td>
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</table>

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

<table>
<thead>
<tr>
<th>Year</th>
<th>Total registered vehicles</th>
<th>Cars and 4-wheeled light vehicles</th>
<th>Motorized 2- and 3-wheelers</th>
<th>Heavy trucks</th>
<th>Buses</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>2013</td>
<td>2,116</td>
<td>1,917</td>
<td>52</td>
<td>26</td>
<td>63</td>
<td>58</td>
</tr>
</tbody>
</table>

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

SAFER ROAD USERS

<table>
<thead>
<tr>
<th>Law</th>
<th>Requirement</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>National speed limit law</td>
<td>Yes</td>
<td>30 km/h</td>
</tr>
<tr>
<td>Max urban speed limit</td>
<td>~40 km/h</td>
<td></td>
</tr>
<tr>
<td>Max rural speed limit</td>
<td>~64 km/h</td>
<td></td>
</tr>
<tr>
<td>Max motorway speed limit</td>
<td>~64 km/h</td>
<td></td>
</tr>
<tr>
<td>National drink–driving law</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>BAC limit – general population</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>BAC limit – young or novice drivers</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Random breath testing carried out</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>National motorcycle helmet law</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Helmet wearing rate</td>
<td>98%* Drivers; 98% Passengers*</td>
<td></td>
</tr>
</tbody>
</table>

Policies to promote walking or cycling: No
Policies to encourage investment in public transport: No
Policies to separate road users and protect VRUs: No
Post-crash care:
- Emergency room injury surveillance system: No
- Emergency access telephone numbers: Multiple numbers
- Permanent disability due to road traffic crash: No

DATA

<table>
<thead>
<tr>
<th>Data Type</th>
<th>Description</th>
</tr>
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<tbody>
<tr>
<td>Reported road traffic fatalities (2013)</td>
<td>3* (100% M)</td>
</tr>
<tr>
<td>WHO estimated road traffic fatalities</td>
<td>3</td>
</tr>
<tr>
<td>WHO estimated rate per 100,000 population</td>
<td>5.7</td>
</tr>
<tr>
<td>Estimated GDP lost due to road traffic crashes</td>
<td></td>
</tr>
</tbody>
</table>

*Vital Records Information System, Ministry of Health. Defined as: Police reported within 24 hours but the official death will be based on the assessment of the attending physician.

DEATHS BY ROAD USER CATEGORY

- Passengers 4-wheeled cars and light vehicles (33%)
- Riders motorized 2- or 3-wheelers (67%)

TRENDS IN REPORTED ROAD TRAFFIC DEATHS

Source: Ministry of Health Vital Statistics.
MICRONESIA (FEDERATED STATES OF)

Population: 103 549 • Income group: Middle • Gross national income per capita: US$ 3 280

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 | 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 2010 | 8 337 |
| Cars and 4-wheeled light vehicles | 7 356 |
| Motorized 2- and 3-wheelers | 96 |
| Heavy trucks | 747 |
| Buses | 138 |
| Other | 0 |

Vehicle standards applied

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

SAFER ROAD USERS

| National speed limit law | Subnational |
| Max urban speed limit | — |
| Max rural speed limit | — |
| Max motorway speed limit | — |
| Local authorities can modify limits | — |
| Enforcement | — |

| National drink–driving law | Subnational |
| BAC limit – general population | — |
| BAC limit – young or novice drivers | — |
| Random breath testing carried out | — |
| Enforcement | — |
| % road traffic deaths involving alcohol | — |

| National motorcycle helmet law | Subnational |
| Applies to drivers and passengers | — |
| Law requires helmet to be fastened | — |
| Law refers to helmet standard | — |
| Enforcement | — |
| Helmet wearing rate | — |

| National seat-belt law | Subnational |
| 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 | Subnational |
| Law prohibits hand-held mobile phone use | — |
| Law also applies to hands-free phones | — |

| National drug-driving law | No |

DATA

- Reported road traffic fatalities (2013) | 2b (100% M) |
- WHO estimated road traffic fatalities | 2 |
- WHO estimated rate per 100 000 population | 1.9 |
- Estimated GDP lost due to road traffic crashes | — |

TRENDS IN REPORTED ROAD TRAFFIC DEATHS

Source: Department of Health and Social Affairs, deaths in Pohpei and Yap States only.

DEATHS BY ROAD USER CATEGORY

DATA NOT AVAILABLE

a UNECE WP29.

b Department of Health and Social Affairs, Pohpei and Yap States only. Defined as died within 24 hours of crash.

c All legislation is subnational.

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

Population: 2 839 073 • Income group: Middle • Gross national income per capita: US$ 3 770

INSTITUTIONAL FRAMEWORK

Lead agency Ministry of Road and Transportation, Department of Road Transportation
Funded in national budget Yes
National road safety strategy Yes
Funding to implement strategy Not funded
Fatality reduction target 50% (2012–2020)

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

SAFER VEHICLES

Total registered vehicles for 2013 675 064
Cars and 4-wheeled light vehicles 491 771
Motorized 2- and 3-wheelers 25 771
Heavy trucks 151 530
Buses 5 992
Other 0
Vehicle standards applied*
Frontal impact standard No
Electronic stability control No
Pedestrian protection No

SAFER ROAD USERS

National speed limit law Yes
Max urban speed limit 60 km/h
Max rural speed limit 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 < 0.04 g/dl
BAC limit — young or novice drivers < 0.04 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 20%
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 7% Drivers

DATA

Reported road traffic fatalities (2013) 579, (79% M, 21% F)
WHO estimated road traffic fatalities 597 (95% CI 538–656)
WHO estimated rate per 100 000 population 21
Estimated GDP lost due to road traffic crashes —

DEATHS BY ROAD USER CATEGORY

Drivers/passengers 4-wheeled cars and light vehicles (24%)
Drivers/passengers buses (1%)
Drivers/passengers heavy trucks (2%)
Pedestrians (31%)
Cyclists (<1%)
Riders motorized 2- or 3-wheelers (19%)
Passengers 4-wheeled cars and light vehicles (23%)

Source: Health Indicators 2013, Center for Health Development

TRENDS IN REPORTED ROAD TRAFFIC DEATHS

Source: Health Indicators 2013, Center for Health Development.
NEW ZEALAND

Population: 4 505 761 • Income group: High • Gross national income per capita: US$ 35 550

INSTITUTIONAL FRAMEWORK

Lead agency Land Transport Safety Team, Ministry of Transport
Funded in national budget Yes
National road safety strategy Yes
Funding to implement strategy Fully funded
Fatality reduction target Multiple

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 2012 3 250 066
Cars and 4-wheeled light vehicles 2 643 624
Motorized 2- and 3-wheelers 114 930
Heavy trucks 112 856
Buses 8 286
Other 370 370

Vehicle standards applied
Frontal impact standard Yes
Electronic stability control Yes
Pedestrian protection Yes

SAFE 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 100 km/h
Local authorities can modify limits Yes

National drink–driving law Yes
BAC limit – general population ≤ 0.05 g/dl
BAC limit – young or novice drivers 0.00 g/dl
Random breath testing carried out Yes

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

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

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

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

POST-CRASH CARE

Emergency room injury surveillance system No
Emergency access telephone numbers 111
Permanently disabled due to road traffic crash —

DATA

Reported road traffic fatalities (2013) 253 (70% M, 30% F)
WHO estimated road traffic fatalities 272
WHO estimated rate per 100,000 population 6
Estimated GDP lost due to road traffic crashes 1.6%

DEATHS BY ROAD USER CATEGORY

Drivers/passengers buses (<1%)
Drivers/passengers heavy trucks (1%)
Pedestrians (12%)
Cyclists (3%)
Riders motorized 2- or 3-wheelers (15%)

TRENDS IN REPORTED ROAD TRAFFIC DEATHS

Source: Combined Police and Statistics New Zealand data.
Institutional Framework

Lead agency: Bureau of Public Safety
Funded in national budget: Yes
National road safety strategy: No
Funding to implement strategy: —
Fatality reduction target: —

Safety 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

Safety Vehicular

Total registered vehicles for 2013: 7,102
Cars and 4-wheeled light vehicles: —
Motorized 2- and 3-wheelers: —
Heavy trucks: —
Buses: —
Other: —
Vehicle standards applied: No
Frontal impact standard: No
Electronic stability control: No
Pedestrian protection: No

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 (100% M, 0% F)
WHO estimated road traffic fatalities: 1
WHO estimated rate per 100,000 population: 4.78
Estimated GDP lost due to road traffic crashes: —

Deaths by Road User Category

<table>
<thead>
<tr>
<th>Year</th>
<th>Category</th>
<th>Deaths</th>
</tr>
</thead>
<tbody>
<tr>
<td>2013</td>
<td>Pedestrian</td>
<td>1</td>
</tr>
</tbody>
</table>

Source: 2013, Bureau of Public Safety.

Trends in Reported Road Traffic Deaths

Source: Bureau of Public Safety and Ministry of Health.
PAPUA NEW GUINEA

Population: 7 321 262 • Income group: Middle • Gross national income per capita: US$ 2 010

INSTITUTIONAL FRAMEWORK

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

* National Road Safety Council and National Department of Transport and Road Safety merged in February 2015 to form the National Road Transport Authority.

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 2014 | 94 297 |
| Cars and 4-wheeled light vehicles | 61 255 |
| Motorized 2- and 3-wheelers | 1 155 |
| Heavy trucks | 21 075 |
| Buses | 10 812 |
| Other | 0 |

Vehicle standards applied**

Frontal impact standard No
Electronic stability control No
Pedestrian protection No

* UNICEF 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) | 248* |
| WHO estimated road traffic fatalities | 1232 (95% Cl 1 058–1 405) |
| WHO estimated rate per 100 000 population | 16.8 |
| Estimated GDP lost due to road traffic crashes | — |

DEATHS BY ROAD USER CATEGORY

Drivers/passengers heavy trucks (14%)
Drivers/passengers buses (9%)
Drivers/passengers 4-wheeled cars and light vehicles (11%)
Passengers 4-wheeled cars and light vehicles (37%)
Pedestrians (29%)

Source: 2013, Royal Papua New Guinea Constabulary, Traffic Police records.

SAFER ROAD USERS

| National speed limit law | Yes |
| Max urban speed limit | 60 km/h** |
| Max rural speed limit | 75 km/h |
| Max motorway speed limit | No |
| Local authorities can modify limits | No |

| National drink–driving law | Yes* |
| BAC limit – general population | — |
| BAC limit – young or novice drivers | — |
| Random breath testing carried out | No |

| National motorcycle helmet law | Yes |
| Applies to drivers and passengers | Yes |
| BAC limit – general population | — |
| BAC limit – young or novice drivers | — |
| Random breath testing carried out | No |

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

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

| National drug-driving law | Yes |

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

TRENDS IN REPORTED ROAD TRAFFIC DEATHS

Source: National Road Safety Council.

* Legislative review conducted by WHO. Vehicle safety data from UNECE WP29. Other data collected by questionnaire and cleared by the Department of Transport.

** Higher speed limit may be posted.

*** Not based on BAC.

† 2013, Papua New Guinea Traffic Police records.
PHILIPPINES

Population: 98,393,574 • Income group: Middle • Gross national income per capita: US$ 3,270

INSTITUTIONAL FRAMEWORK

<table>
<thead>
<tr>
<th>Lead agency</th>
<th>Road Safety Management Group, Department of Transportation and Communications</th>
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<td>Funded in national budget</td>
<td>Yes</td>
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<tr>
<td>National road safety strategy</td>
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<td>Funding to implement strategy</td>
<td>Fully funded</td>
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<td>Fatality reduction target</td>
<td>50% (2011–2020)</td>
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</tbody>
</table>

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

Total registered vehicles for 2013 | 7,690,038 |
Cars and 4-wheeled light vehicles | 3,009,116 |
Motorized 2- and 3-wheelers | 4,250,667 |
Heavy trucks | 358,445 |
Buses | 31,665 |
Other | 40,145 |

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

SAFER ROAD USERS

National speed limit law | Yes |
Max urban speed limit | 40 km/h |
Max rural speed limit | 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 | <0.05 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 | No |
Law refers to helmet standard | Yes |
Enforcement | 0 1 2 3 4 5 6 7 8 9 10 |

National seat-belt law | Yes |
Applies to front and rear seat occupants | Yes |
Seat-belt wearing rate | 80% Drivers* |

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

DATA

Reported road traffic fatalities (2013) | 1,513*, (77% M, 22% F) |
WHO estimated road traffic fatalities | 10,379 |
WHO estimated rate per 100,000 population | 10.5 |
Estimated GDP lost due to road traffic crashes | 2.6%*

DEATHS BY ROAD USER CATEGORY

Drivers 4-wheeled cars and light vehicles (14%)
Passengers 4-wheeled cars and light vehicles (11%)
Cyclists (2%)
Pedestrians (19%)
Riders motorized 2- or 3-wheelers (53%)
Other (1%)

DEATHS BY ROAD USER CATEGORY

Source: 2013, DPWH Traffic Accident Recording and Analysis System (TARAS).

POST-CRASH CARE

Emergency room injury surveillance system | Yes |
Emergency access telephone numbers | 117 (call) or 2920 (SMS) |
Permanently disabled due to road traffic crash | — |

DATA

Reported road traffic fatalities (2013) | 1,513*, (77% M, 22% F) |
WHO estimated road traffic fatalities | 10,379 |
WHO estimated rate per 100,000 population | 10.5 |
Estimated GDP lost due to road traffic crashes | 2.6%* |

TRENDS IN REPORTED ROAD TRAFFIC DEATHS

Source: DPWH Traffic Accident Recording and Analysis System (TARAS).

Source: 2013, Department of Public Works and Highway (DPWH). *
Traffic Accident Recording and Analysis System (TARAS).

Source: 2009, Sigma, UP COE/NCTS (ADB Publication).
### INSTITUTIONAL FRAMEWORK

<table>
<thead>
<tr>
<th>Lead agency</th>
<th>Ministry of Land, Infrastructure and Transport</th>
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<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>
</tr>
<tr>
<td>Funding to implement strategy</td>
<td>Partially funded</td>
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<tr>
<td>Fatality reduction target</td>
<td>&lt; 4,000 deaths per year by 2017</td>
</tr>
</tbody>
</table>

### SAFER ROADS AND MOBILITY

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

### SAFER VEHICLES

- Total registered vehicles for 2013: 23,150,619
- Cars and 4-wheeled light vehicles: 15,078,354
- Motorized 2- and 3-wheelers: 2,117,035
- Heavy trucks: 970,805
- Buses: 4,984,425
- Other: 0

### Vehicle standards applied:
- Frontal impact standard: Yes
- Electronic stability control: Yes
- Pedestrian protection: Yes

### POST-CRASH CARE

- Emergency room injury surveillance system: Yes
- Emergency access telephone numbers: 119
- Permanently disabled due to road traffic crash: 0.4%\(^b\)

### DATA

- Reported road traffic fatalities (2013): 5,092\(^c\)
- WHO estimated road traffic fatalities: 5,931
- WHO estimated rate per 100,000 population: 12
- Estimated GDP lost due to road traffic crashes: 1%\(^d\)

### DEATHS BY ROAD USER CATEGORY

- Drivers/passengers 4-wheeled cars and light vehicles: 23%
- Drivers/passengers buses: 2%
- Drivers/passengers heavy trucks: 3%
- Pedestrians: 39%
- Passengers 4-wheeled cars and light vehicles: 10%
- Cyclists: 5%
- Riders motorized 2- or 3-wheelers: 16%
- Other: 2%

### TRENDS IN REPORTED ROAD TRAFFIC DEATHS

![Graph showing trend in reported road traffic deaths from 2004 to 2013.](image)
**SAFETY INSTITUTIONAL FRAMEWORK**

- **Lead agency**: Land Transport Authority
- **Funded in national budget**: Yes
- **National road safety strategy**: Yes
- **Funding to implement strategy**: Partially funded
- **Fatality reduction target**: No

**SAFETY 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

**SAFETY VEHICLES**

**Total registered vehicles for 2013**: 17,449

- **Cars and 4-wheeled light vehicles**: 16,243
- **Motorized 2- and 3-wheelers**: 97
- **Heavy trucks**: 873
- **Buses**: 236
- **Other**: 0

**Vehicle standards applied**

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

*a* UNECE WP29.

**SAFETY ROAD USERS**

- **National speed limit law**: Yes
- **Max urban speed limit**: ~56 km/h
- **Max rural speed limit**: ~56 km/h
- **Max motorway speed limit**: No
- **Local authorities can modify limits**: No
- **Enforcement**: 0 1 2 3 4 5

**SAFETY ROAD USERS**

- **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

**SAFETY ROAD USERS**

- **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

**SAFETY ROAD USERS**

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

**SAFETY ROAD USERS**

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

**DATA**

**Reported road traffic fatalities (2013)**: 17 (76% M, 24% F)

**WHO estimated road traffic fatalities**: 30 (95% CI 27–33)

**WHO estimated rate per 100,000 population**: 15.8

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

**DEATHS BY ROAD USER CATEGORY**

- **Pedestrians (76%)**
- **Drivers/passengers heavy trucks (12%)**
- **Drivers/passengers buses (12%)**

Source: 2013, Accident Compensation Corporation.

**POST-CRASH CARE**

- **Emergency room injury surveillance system**: No
- **Emergency access telephone numbers**: Multiple numbers
- **Permanently disabled due to road traffic crash**: 10.1%

*b* 2013, Accident Compensation Corporation.

**TRENDS IN REPORTED ROAD TRAFFIC DEATHS**

Source: Accident Compensation Corporation, Samoa Bureau of Statistics.
SINGAPORE

Population: 5 411 737 • Income group: High • Gross national income per capita: US$ 54 040

INSTITUTIONAL FRAMEWORK

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<thead>
<tr>
<th>Lead agency</th>
<th>Traffic Police &amp; Land Transport Authority</th>
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<tr>
<td>National road safety strategy</td>
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<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 | 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: 974 170
- Cars and 4-wheeled light vehicles: 763 008
- Motorized 2- and 3-wheelers: 144 934
- Heavy trucks: 48 719
- Buses: 17 065
- Other: 444

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 | 70 km/h |
| Max rural speed limit | No |
| Max motorway speed limit | 90 km/h |
| Local authorities can modify limits | No |
| Enforcement | 0 1 2 3 4 5 6 7 8 |

| 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 |

| % road traffic deaths involving alcohol | 11% |

| 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 |

| 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 |

| Seat-belt wearing rate | — |

| National child restraint law | Yes |
| Restrictions on children sitting in front seat | No |
| Child restraint law based on | Weight/Height |
| Enforcement | 0 1 2 3 4 5 6 7 8 |

| % 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 |

Vehicle data from UNECE WP29. Other data collected by questionnaire and cleared by the Ministry of Health.

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): 159 (87% M, 13% F)
WHO estimated road traffic fatalities: 197
WHO estimated rate per 100 000 population: 3.6
Estimated GDP lost due to road traffic crashes: —

DEATHS BY ROAD USER CATEGORY

Drivers/passengers buses (1%)
Pedestrians (27%)
Cyclists (9%)
Riders motorized 2- or 3-wheelers (46%)
Drivers 4-wheeled cars and light vehicles (13%)
Passengers 4-wheeled cars and light vehicles (4%)

TRENDS IN REPORTED ROAD TRAFFIC DEATHS

Deaths per 100 000 population

Source: 2013, Traffic Police Department.
SOLOMON ISLANDS

Population: 561 231  •  Income group: Middle  •  Gross national income per capita: US$ 1 600

INSTITUTIONAL FRAMEWORK

<table>
<thead>
<tr>
<th>Lead agency</th>
<th>Ministry of Infrastructure Development</th>
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<tr>
<td>National road safety strategy</td>
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<tr>
<td>Funding to implement strategy</td>
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</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 | 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 45 000

| 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 999

Permanently disabled due to road traffic crash —

DATA

Reported road traffic fatalities (2013) 11

WHO estimated road traffic fatalities 108 (95% CI 96–120)

WHO estimated rate per 100 000 population 19.2

Estimated GDP lost due to road traffic crashes —

DEATHS BY ROAD USER CATEGORY

| 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 16% d

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 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

DATA NOT AVAILABLE

TRENDS IN REPORTED ROAD TRAFFIC DEATHS

Source: Kukum Police Station.

Legislation review completed 2008. WHO data based on 2013 UNECE WP29. Other data collected by questionnaire and cleared by the Ministry of Health and Medical Services.
TONGA

INSTITUTIONAL FRAMEWORK
Lead agency Ministry of Police and Ministry of Infrastructure
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 Yes
Policies to encourage investment in public transport No
Policies to separate road users and protect VRUs No

SAFER VEHICLES
Total registered vehicles for 2013 8,154
Cars and 4-wheeled light vehicles 6,039
Motorized 2- and 3-wheelers 184
Heavy trucks 1,882
Buses 49
Other 0
Vehicle standards applied
Frontal impact standard No
Electronic stability control No
Pedestrian protection No

SAFER ROAD USERS
National speed limit law Yes
Max urban speed limit 50 km/h
Max rural speed limit 70 km/h
Max motorway speed limit 70 km/h
Local authorities can modify limits No

POST-CRASH CARE
Emergency room injury surveillance system Yes
Emergency access telephone numbers Multiple numbers
Permanently disabled due to road traffic crash 1.9%b

DATA
Reported road traffic fatalities (2013) 8e (88% M, 13% F)
WHO estimated road traffic fatalities 8
WHO estimated rate per 100,000 population 7.6
Estimated GDP lost due to road traffic crashes —

DEATHS BY ROAD USER CATEGORY

TRENDS IN REPORTED ROAD TRAFFIC DEATHS

Source: Ministry of Police.
VANUATU

Population: 252,763 • Income group: Middle • Gross national income per capita: US$ 3,130

INSTITUTIONAL FRAMEWORK

<table>
<thead>
<tr>
<th>Lead agency</th>
<th>Vanuatu Police Force</th>
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<tbody>
<tr>
<td>Funded in national budget</td>
<td>Yes</td>
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<td>National road safety strategy</td>
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<td>Funding to implement strategy</td>
<td>—</td>
</tr>
<tr>
<td>Fatality reduction target</td>
<td>—</td>
</tr>
</tbody>
</table>

SAFER ROADS AND MOBILITY

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

SAFER VEHICLES

| Total registered vehicles for 2013 | 14,000 |
| Cars and 4-wheeled light vehicles | — |
| Motorized 2- and 3-wheelers | — |
| Heavy trucks | — |
| Buses | — |
| Other | — |
| Vehicle standards applied* | — |
| Frontal impact standard | No |
| Electronic stability control | No |
| Pedestrian protection | No |

* UNECE WP29.

POST-CRASH CARE

| Emergency room injury surveillance system | Yes |
| Emergency access telephone numbers | Multiple numbers |
| Permanently disabled due to road traffic crash | 10% |

* 2013, Ministry of Health.

DATA

| Reported road traffic fatalities (2013) | 9 (33% M, 67% F) |
| WHO estimated road traffic fatalities | 42 (95% CI 37–47) |
| Estimated GDP lost due to road traffic crashes | 16.6 |

* Vanuatu Police Force and Ministry of Health. Defined as died at scene of crash.

DEATHS BY ROAD USER CATEGORY

- Drivers 4-wheeled cars and light vehicles (44%)
- Pedestrians (56%)

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 | — |
| National drink–driving law | Yes |
| BAC limit – general population | — |
| BAC limit – young or novice drivers | — |
| Random breath testing carried out | No |
| Enforcement | 012345678910 |
| % road traffic deaths involving alcohol | 22% |
| 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 | 012345678910 |
| Helmet wearing rate | 50% Drivers*, 50% Passengers* |
| National seat-belt law | No |
| Applies to front and rear seat occupants | — |
| Enforcement | — |
| 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.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS

INSTITUTIONAL FRAMEWORK

Lead agency: National Traffic Safety Committee
Funded in national budget: Yes
National road safety strategy: Yes
Funding to implement strategy: Partially funded
Fatality reduction target: 5—10% annually (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: Subnational
Policies to encourage investment in public transport: Yes
Policies to separate road users and protect VRUs: Yes

SAFER VEHICLES

Total registered vehicles for 2013:
- Cars and 4-wheeled light vehicles: 798,592
- Motorized 2- and 3-wheelers: 38,643,091
- Heavy trucks: 696,316
- Buses: 111,030
- Other: 541,812

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

SAFER ROAD USERS

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

National drink–driving law: Yes
BAC limit – general population: 0.00–0.05 g/dl
BAC limit – young or novice drivers: 0.00–0.05 g/dl
Random breath testing carried out: Yes

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

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

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

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

National drug-driving law: Yes

POST-CRASH CARE

Emergency room injury surveillance system: Yes
Emergency access telephone numbers: 115
Permanently disabled due to road traffic crash: —

DATA

Reported road traffic fatalities (2013): 9,156
WHO estimated road traffic fatalities: 22,419
WHO estimated rate per 100,000 population: 24.5
Estimated GDP lost due to traffic crashes: 2.9%

DEATHS BY ROAD USER CATEGORY

DATA NOT AVAILABLE

TRENDS IN REPORTED ROAD TRAFFIC DEATHS

Source: National Traffic Safety Committee Annual Reports.
Acknowledgements

This Regional Report was made possible through funding from Bloomberg Philanthropies.