Further data on each country can be found in the statistical annex.

**INSTITUTIONAL FRAMEWORK**

<table>
<thead>
<tr>
<th>Lead agency</th>
<th>Traffic Rules Enforcement Supervisory Committee</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funded in national budget</td>
<td>Yes</td>
</tr>
<tr>
<td>National road safety strategy</td>
<td>Yes</td>
</tr>
<tr>
<td>Funding to implement strategy</td>
<td>Partially funded</td>
</tr>
<tr>
<td>Fatality reduction targets set</td>
<td>Yes (2010–2015)</td>
</tr>
<tr>
<td>Fatality reduction target</td>
<td>50% (fatality rate)</td>
</tr>
</tbody>
</table>

**SAFER ROADS AND MOBILITY**

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

**SAFER VEHICLES**

- Total registered vehicles (2011): 2,326,639
  - Cars and 4-wheeled light vehicles: 263,423
  - Motorized 2- and 3-wheelers: 1,911,040
  - Heavy trucks: 65,797
  - Buses: 21,578
  - Other: 59,019
- Vehicle standards applied: No
- New car assessment programme: Yes
- Vehicle regulations:
  - Front and rear seat-belts required in all new cars: No
  - Front and rear seat-belts required in all imported cars: No

**DATA**

- Reported road traffic fatalities (2010): 2,464
  - 75% Male, 25% Female
- Estimated GDP lost due to road traffic crashes: 0.5%*  
  * Police records. Defined as died within 30 days of crash.
- Estimated GDP lost due to road traffic crashes: 0.5%*  

**DEATHS BY ROAD USER CATEGORY**

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

**TRENDS IN ROAD TRAFFIC DEATHS**

Source: Myanmar Police Force.

**SAFER ROAD USERS**

- **Penalty/demerit point system in place**: Yes
- **National speed limits**: Yes
  - Local authorities can set lower limits: No
  - Maximum limit urban roads: 48 km/h
- **National drink–driving law**
  - BAC limit — general population: 0.07 g/dl
  - BAC limit — young or novice drivers: 0 g/dl
  - Random breath testing and/or police checkpoints: Yes
- **National motorcycle helmet law**
  - Applies to drivers and passengers: Yes
  - Helmet standard mandated: Yes
  - Enforcement: 0 1 2 3 4 5
  - Helmet wearing rate: 48–51% All riders
- **National seat-belt law**
  - Applies to front and rear seat occupants: —
  - Enforcement: —
  - Seat-belt wearing rate: —
- **National child restraint law**
  - Enforcement: —
- **National law on mobile phones while driving**
  - Law prohibits hand-held mobile phone use: No
  - Law also applies to hands-free mobile phones: —

**POST-CRASH CARE**

- **Vital registration system**: Yes
- **Emergency Room based injury surveillance system**: Subnational
- ** Seriously injured transported by ambulance**: ≤10%
- **Permanently disabled due to road traffic crash**: —
- **Emergency medicine training for doctors**: No
- **Emergency medicine training for nurses**: No

Further data on each country can be found in the statistical annex.