MYANMAR

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

INSTITUTIONAL FRAMEWORK

Lead agency  Traffic Rules Enforcement Supervisory Committee (TRESC)
Funded in national budget  No
National road safety strategy  Yes
Funding to implement strategy  Partially funded
Fatality reduction target  50% (2011–2015)

SAFER ROAD USERS

National speed limit law  Yes
Max urban speed limit  48 km/h
Max rural speed limit  80 km/h
Max motorway speed limit  No
Local authorities can modify limits  Yes
Enforcement  0 1 2 3 4 5 6 7 8 9 10

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

SAFER VEHICLES

Total registered vehicles for 2014  4 310 112
Cars and 4-wheeled light vehicles  386 049
Motorized 2- and 3-wheelers  3 712 220
Heavy trucks  127 947
Buses  22 253
Other  61 643

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

SAFER ROADS AND MOBILITY

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

POST-CRASH CARE

Emergency room injury surveillance system  No
Emergency access telephone numbers  192
Permanently disabled due to road traffic crash  —

DATA

Reported road traffic fatalities (2013)  3 612* (75% M, 25% F)
WHO estimated road traffic fatalities  10 809 (95%CI 8 790–12 829)
WHO estimated rate per 100 000 population  20.3
Estimated GDP lost due to road traffic crashes  0.5%

DEATHS BY ROAD USER CATEGORY

Source: Myanmar Police Force (data from 2010).

TRENDS IN REPORTED ROAD TRAFFIC DEATHS

Source: Myanmar Police Force.