Global Status Report on Road Safety:

INSTRUCTIONS FOR COMPLETION OF RESPONDENTS' QUESTIONNAIRE

Thank you for completing this questionnaire. This questionnaire was developed to assess the response to the road safety situation in your country. The same questionnaire will be completed by several road safety colleagues from various sectors in your country, and your National Data Coordinator will convene a consensus meeting to determine one set of answers for the country. The information collected will be compiled into a report, the Global Status Report on Road Safety, which will be published in 2009. We know that a great deal of information is being requested in this questionnaire and sincerely appreciate your efforts. This booklet is intended to explain what type of information we are seeking for each of the questions in the questionnaire, so please consult it as you go along. Please complete the following questions to the best of your ability and bring your questionnaire with you when you attend the consensus meeting, organized by your National Data Coordinator.

Should you have any queries, please do not hesitate to contact your National Data Coordinator (see questionnaire for contact details).

Where the questions ask for data, please provide the most recent data available in your country.

Many of the questions in the questionnaire ask for data. For these questions please try to provide the most recent national level data available, making sure to include the year that these numbers pertain to. These questions frequently also ask for the source of this data (see next paragraph for information on sourcing data).

Providing and sourcing data and documents

Where providing documents please include the entire document, or if it is very long, please provide the abstract or summary as well as the full reference (this includes information on date of publication, publishers, authors, city of publication, and website if applicable). If you have an electronic copy of the document and can submit it to your NDC in this format, please do so.

Glossary

*Motorized four-wheeled vehicles:* refers to four wheeled vehicles powered by a motor engine, such as private cars, buses, trucks, minibuses.

*Motorized two-wheelers and three wheelers:* a two- or three wheeled vehicle powered by a motor engine. This would include motorcycles, mopeds, and tuk-tuks.

*Non-motorized transport:* any transport that does not require a motor to generate energy. Included in this term are walking, bicycling, and using animal-drawn or human-drawn carts.
*Road traffic crash*: a collision or incident that may or may not lead to injury, occurring on a public road and involving at least one moving vehicle.

*Sustainable transport*: Transport that achieves the primary purpose of movement of people and goods, while simultaneously contributing to achieving environmental, economic and social sustainability.

*Traffic calming*: a strategy aimed at significantly reducing vehicle speeds in an urban neighbourhood or on an urban arterial road, in order to protect vulnerable road users and residents and improve the quality of life of those living in the neighbourhood.

*Transport surveys*: A transport survey uses questionnaire-based interviews to collect basic information on trip purpose, trip lengths, modes of transport used, trip origin-destination from respondents (household members, travellers etc). A transport survey may be a city-wide survey of origin to destination trips (where people are stopped at the side of the road), or may be a household survey. For this questionnaire please provide data from any type of transport survey that has been conducted in your country.
SECTION A: LEAD AGENCY, ROAD SAFETY STRATEGY, FUNDING

1. LEAD AGENCY

1.1 Is there a "lead agency" coordinating road safety in your country?
This refers to the single agency or government body that takes the lead on road safety in your country at a national level. This body is responsible for making decisions, controlling resources, and coordinating road safety efforts by all relevant sectors of government, including those of health, transport, education and the police across the country. The agency might take the form of a designated stand-alone bureau, or a committee or cabinet representing several different government agencies. In a few countries there are two such agencies. In these cases please select the more important agency and then answer the questions below with regard to this agency.

1.2 What is the status of this lead agency?
This question refers to whether the lead agency is part of a government body (for example, within the Ministry of Transport) or whether it is a mechanism that coordinates road safety efforts across multiple ministries. If this body has another status, for example, a nongovernmental organization, please specify what this is.

1.3 Is funding allocated in the national budget for agency’s activities?
Please state whether the lead agency has a budget to cover staff costs and to carry out its activities.

2. STRATEGY

2.1 Is there a national strategy for road safety in your country?
A national strategy on road safety is a document that sets out the main principles, defines goals, objectives, prioritized actions and coordination mechanisms for preventing road traffic injuries and reducing their consequences in the country. In some countries, such a document may be referred to as a road safety action plan or programme: if this is the case in your country, please tick 'YES, formally approved' for this question if your government has officially endorsed the strategy, or 'YES, but not endorsed' if the strategy has not been endorsed by the government. Please provide a copy of this document to your National Data Coordinator. If there are provincial or state strategies, but no national strategy, there is no need to provide copies of these other documents.

2.2 If yes, does this strategy set measurable targets for road traffic injury reductions (either fatal or non fatal)?
Please do not answer this question UNLESS your country has a national strategy on road safety that is endorsed by your government, as indicated in question 2.1. If there are provincial or state targets but no national targets, please tick.
Please explain whether this document sets targets for either fatal or non fatal road traffic injuries, or both. These targets can be expressed in terms of a percentage reduction or improvement, to be achieved by a certain date. For example, to reduce the number of people killed or seriously injured in road traffic crashes by 40% by 2020.

2.3 **Are funds available to implement all or parts of this strategy?**

Please explain if this strategy has funds for its activities, and how much the annual budget is that is allocated to fund this strategy.

**SECTION B: DATA**

3. **ROAD TRAFFIC DEATHS**

3.1 **Are national data on road traffic DEATHS (fatalities) collected by any organization in your country on a regular basis?**

Please indicate whether there is an organization (e.g. government ministry, nongovernmental organization, academic institute, etc) that collects data on road traffic fatalities, analyses the results, and makes these results available either to government agencies or to the general public. Please name the agency or agencies (e.g. Ministry of Transport, National Institute for Epidemiology).

3.2 **How is a road traffic DEATH defined in your country?**

This question refers to the time period following a road traffic crash in which death must occur in order for the death to be counted as a road traffic death. Please tick the appropriate definition used in your country. If more than one definition is used (e.g. if different sectors use different definitions) you may tick more than one option.

3.3 **What is the most recent government number of annual road traffic DEATHS in your country?**

This question asks for the national NUMBER (not rate) of road traffic deaths in your country. We would like the most recent figure. Please include the year which the data for this figure was collected and provide the source for the data (e.g. 3252 deaths, 2001, Ministry of Health). Please indicate whether this figure represents the actual number of road traffic deaths that were counted nationwide, or whether the figure is an estimate that has been calculated based on some kind of representative sample (e.g. sentinel surveillance sites or national survey) and/or using a mathematical model.

3.4 **What proportion of these road traffic DEATHS are among males and females?**

Please state the proportion of road traffic deaths that are among men and women. Please note that these figures may not add up to 100%, as there may be some deaths for which sex is unreported. Please include the year for this figure and provide the source for the data.
3.5 **Are data on road traffic DEATHS collected by age group?**
If your country collects road traffic fatality data broken down by age groups, please tick yes, and provide a copy of the most recent document showing this breakdown. Please provide the source document. Since many countries collect data in different age groups, please supply these data in the least aggregated form (i.e. smallest age groups) possible, in order to facilitate analysis at a global level.

3.6 **What proportion of the road traffic DEATHS involve the following road user categories.**
If your country collects data on road traffic deaths broken down by road user groups, please indicate the proportion of fatalities among each group, using the definitions provided at the beginning of this booklet. If you have data using other categories, please specify these and attach the source document.

3.7 **Have national level data on road traffic fatalities been collected over the last few decades?**
We would like the data on road traffic fatalities that have been collected in your country since 1970. This should be information that is representative of the entire country, not just a city or region. Please provide the ANNUAL road traffic fatality rates per 100 000 population since 1970, if possible, or whenever these data were collected thereafter. If another denominator is used (e.g. deaths per 10 000 km) please specify which is used. If you have only the annual number of deaths, but not rates, please provide that and indicate you have attached numbers only. If you do not have data for every year, please provide data for whatever years you have.

Please attach a hard copy of the source of this information.

4. **NON FATAL ROAD TRAFFIC INJURIES**

4.1 **Are national data on road traffic INJURIES (non fatal) collected by any organization on a regular basis?**
The previous section asked about road traffic DEATHS. The next few questions focus on NON-FATAL road traffic injuries. Please indicate whether there is an organization (e.g. government ministry, nongovernmental organization, academic, etc) that collects data on NON FATAL road traffic injuries, analyses the results, and makes these results available either to government agencies or to the general public.

4.2 **What is the most recent government number of annual non fatal road traffic INJURIES (all severity types) in your country?**
This question asks for the national NUMBER (not rate) of NON FATAL road traffic injuries in your country. We would like the most recent figure. Please include the year for this figure and provide the source for the data. Please indicate whether this figure represents the actual number of road traffic deaths that were counted nationwide, or whether the figure is an estimate that has been calculated based on some kind of
representative sample (e.g. sentinel surveillance sites or national survey) and/or using a mathematical model. If you do not have national data on non-fatal road traffic injuries, please tick the box 'data not available'.
5. **ECONOMIC COSTS**

5.1 **Has there ever been a study on the economic cost of road traffic injuries and/or deaths in your country?**

Please tick if there has been a study conducted that examines the economic costs of road traffic injuries. Very often this type of study is conducted by an academic institute. If yes, please whether this study examined the costs of road traffic deaths ONLY, injuries only, or both deaths and injuries. Please indicate the source of this data.

5.2 **What is the estimated annual economic cost of road traffic injuries and/or deaths in your country (according to the study mentioned in 5.1)?**

*Please indicate the figure as well as the year for this estimate.*

Please provide an estimate for the annual cost of road traffic injuries for your country in local currency and indicate what year the study was conducted. Please indicate if this estimate is for road traffic deaths only, road traffic injuries only, or for both deaths AND injuries.

It is important that you put in the year so that when the local currency is converted to US dollars, we can make sure that the right exchange rate is used.

5.2.1 **Please state whether this study arrives at this estimate using either:**

- □ Direct costing method (includes vehicle damage costs, medical costs, but not lost productivity)
- □ Indirect costing method (includes lost output or productivity)
- □ Both indirect and direct costs e.g. Gross output or human capital approach includes both indirect and direct costs to the individual and society as whole due to road traffic injuries. Such costs include emergency treatment, initial medical costs, rehabilitation costs, long term care, legal costs, workplace costs, lost productivity, property damage, psychosocial impact and loss of functional capacity.
- □ Willingness to pay methodology. The willingness-to-pay approach is an evaluation method used to determine the maximum amount of money an individual is willing to pay to gain a particular benefit (e.g. avoid a road traffic injury). The method is often used in cost-benefit analysis to quantify a benefit in monetary terms.

**SECTION C: INTERVENTIONS**

6. **EXPOSURE TO RISK**

6.1 **What is the total number of registered vehicles in your country?**

Please provide the total number of registered vehicles (i.e. vehicles reported to a government agency and given some form of registration) in your county and indicate the data and source for this data.
6.2 What proportion of registered vehicles in your country are:
Please provide the best estimate for the proportion of different types of REGISTERED vehicles and the source of this information. Please also provide the source and date of publication of this data.

6.3 Are there national policies that encourage walking and/or cycling as alternatives to car travel?
This refers to national policies that promote non motorized modes of transportation, such as walking and cycling. Examples might include policies on health promotion, or physical activity. If you tick yes to this answer, please answer 6.3.1, ticking the boxes in the list that reflect the types of measures that are used to implement these policies.

6.4 Are there national policies to support investment in public transport as an alternative to car travel?
Please indicate if there are national policies that promote investment in or use of public transportation. Examples might include sustainable transport or environmental policies. If you tick yes to this answer, please answer 6.4.1, ticking the boxes in the list that reflect the types of measures that are used to implement these policies.

6.5 What sort of assessment/test do new drivers of cars have to undergo in your country in order to obtain a driver's licence? (please tick all that apply)
Please tick the type of test that new drivers of CARS are required to undergo. Theoretical assessments are conducted off the road, by written, oral or computer exam. Practical assessments are conducted in a car, on the roads. If the test takes place in the car but in mock road environments please discuss this at the consensus meeting where it can be recorded. Please note that this question does not apply to drivers of motorized two or three wheeler vehicles.

7. Infrastructure and vehicle standards
7.1 Is it mandatory that designs of NEW major road construction projects are submitted for a road safety audit?
Road safety audits are checks that are carried out at various stages of an individual road project to ensure that its design and implementation are consistent with safety principles, and to determine whether further design changes are needed to prevent crashes.

Formal checks of road safety construction projects are sometimes mandatory and often conducted by local road safety authorities.
Informal---i.e. not mandatory---checks may be conducted as part of the process of constructing a new road, for example as part of the ordinary quality check system of each new road design.

7.2 Are road safety audits (or inspections) of EXISTING road infrastructure conducted on a regular basis?

Please state whether existing roads are required to undergo a road safety audit or inspection on a REGULAR basis.

7.1.2 Please indicate which agency or organization conducts these road safety audits.

7.3 Is there national legislation that requires car manufacturers in your country to adhere to the following standards

Please state whether car manufacturers are required to abide by a particular standard for the list of factors listed in this question. This refers to cars that are built and/or assembled in the country. Imported cars are covered in question 7.5.

7.4 Are these vehicle standards in your country based on:

Standards on these factors are produced nationally, regionally or internationally by a variety of standard-producing organizations. Please indicate whether the standards that apply to car manufacturers in your country are based on a national standard or on an international standard, please specify which. In some cases a standard can be BOTH national but still based on international standards.

7.5 Is it compulsory that all vehicles in your country are insured?

Please specify whether all vehicles are required by law to be insured, including either private or government insurance.

7.6 Is there a periodic vehicle inspection process in your country for the following vehicle types?

Please indicate whether the listed vehicle types in your country are regularly required to undergo a technical inspection to check that safety features are functioning properly and to check the state of the car's body or frame.

8. Speed control
8.1 In your country are speed limits FOR PRIVATE CARS set (please tick one): 

Please specify whether speed limits for PRIVATE CARS are set at a national level, AND/or a provincial/state/local level.
8.2 What is the maximum speed limit (FOR PRIVATE CARS) allowed on the following roads *(please provide these limits in km/h)*

Please specify the maximum speed limit for cars on these 3 road types. Please ensure your response is in km/h *(For conversion from miles per hour to km/h multiply the miles by 1.6.)*.

*Please provide a copy of the legislative document that indicates these speed limits*

8.3 Does speed legislation differ by vehicle type?

Is national speed legislation different by vehicle type (e.g. for commercial vehicles, buses, motorized two-wheelers)?

8.4 Are local authorities (e.g. municipalities, districts, or states in federations) allowed to modify the national limits and set their own speed limits that are lower than national level limits.

Does your country allow national speed limits to be modified as described, for example, to lower speed limits to calm traffic around schools or in residential areas?

8.5 In your opinion, how effective is enforcement of speed limits in your country?

Please use this scale to assess how effective you think enforcement is at a NATIONAL level in your country where 0 is not effective at all and 10 is highly effective. The results will be recorded as reflecting your PROFESSIONAL opinion on this issue, and do not necessarily reflect the opinion of your organization. At the consensus meeting your National Data Coordinator will facilitate a discussion to determine a group answer to this question.

9. Drink-driving

9.1 Is there a national drink-driving law in your country?

A drink-driving law prohibits operation of a motorized vehicle when one's level of alcohol consumption has exceeded a specified legal limit. Note: this includes alcohol only, not drugs. Please specify whether there is a drink-driving law set at a national level, or a provincial/state/local level, or no law at all.

9.2 How does your national law define drink-driving?

Please tick the response that describes how your national law defines drink-driving. In some cases more than one response may be ticked. Note that by drink-driving we mean consumption of alcohol in excess of what is legally allowed. Blood Alcohol Concentration refers to the amount of alcohol present in the bloodstream, usually denoted in grams per deci-litre. A legal BAC limit refers to the maximum amount of alcohol allowed in the bloodstream that is legally acceptable for a driver on the road. In some countries the law stipulates a maximum quantity of alcohol in air breathed out, while in others excess alcohol consumption may be determined by a physician.
If there is no standardized definition please tick the appropriate box to indicate this. If there is no national law, please tick that box.

9.3 **What is the national maximum legal Blood Alcohol Concentration?**

Please specify the NATIONAL BAC limit, or indicate if these limits are set at a state/provincial or local level, or not at all. Units should be either g/dl or mg/ml.

9.3.1 **What is the national maximum legal Blood Alcohol Concentration for each of the following:**

Please specify limits for these groups. If limits are the same for all groups, enter the same number on each line. Units should be either g/dl or mg/ml.

9.4 **Which of the following mechanisms are used to enforce the drink-driving laws in your country: (check all that apply)**

Please check all the options that apply.

*Random breath testing*: this random alcohol screening means that any driver can be stopped by the police at any time. Police are NOT required to have another reason to screen a driver for alcohol consumption.

*Police check points*: police alcohol screening checkpoints, also referred to as sobriety checkpoints or roadblocks, are used in some countries to ensure that the maximum number of drivers observe police enforcing drink-driving regulations; to test drivers for alcohol consumption; to process those offenders detected driving over the legal BAC limit.

*Breath testing of all crash involved drivers*. This is common for police to do in some countries when called to a crash scene (before hospital admission) Drivers are initially tested for alcohol impairment at the roadside with a screening device (preliminary breath testing). If this produces a positive test, **evidential breath testing** is performed at the police station.

Blood testing of crash involved drivers: Blood alcohol readings of drivers admitted to hospital after a road traffic crash.
9.5 **In your opinion, how effective is the enforcement of drink-driving laws** *(please rate enforcement on a scale of 0 to 10, where 0 is not effective at all and 10 is highly effective)*

Please use this scale to assess how effective you think enforcement of drink-driving laws is at a NATIONAL level in your country where 0 is not effective at all and 10 is highly effective.

The results will be recorded as reflecting your PROFESSIONAL opinion on this issue, and do not necessarily reflect the opinion of your organization. At the consensus meeting your National Data Coordinator will facilitate a discussion to determine a group answer to this question.

9.6 **What is the best estimate for the proportion of annual road traffic **DEATHS** in your country that are attributable to alcohol:**

Please provide the best estimate for the proportion of annual road traffic FATALITIES in your country that are attributed to alcohol. By this we mean those that were over the national legal limit, as defined in question 9.2. Please indicate the source of the data. These data may be hospital data.

10. **Motorcycle helmet use**

10.1 **In your country, is there NATIONAL legislation requiring helmet use among users of motorized two-wheelers (e.g. motorcycles and/or mopeds)**

Please indicate whether your country has NATIONAL legislation requiring the use of helmets on motorcycles and/or mopeds. Please provide a copy of this national legislation. If legislation is not national but is set at the state/provincial or local level please indicate this in the appropriate box.

Please note that if legislation exists for some type of motorized two-wheelers but not others, e.g. motorcycles but NOT mopeds, please tick YES in this question, and then in question 10.3 specify that the law does not apply to all motorized two-wheelers. Likewise, if the law applies only to drivers, tick YES.

10.2 **Does national legislation on helmet use apply to:**

Please indicate whether the national legislation on helmet use applies to drivers and passengers of motorized two-wheelers, and whether it applies to child passengers specifically.

For 10.2.1 please indicate whether there are any exceptions to this law (e.g. those from religious groups where traditional head coverings are worn, or for child passengers which may apply where no appropriate helmets are available).
10.3 **Does legislation on helmet wearing apply to:**

Please specify whether legislation on helmet use is required on all road types and by all engine types (e.g. in some countries motorcycle engines below a certain power - such as moped - may be exempt from helmet wearing legislation).

10.4 **Is there a law that requires helmets to meet a recognised standard?**

Please indicate whether legislation on helmet use in your country requires that motorcycle helmets used meet a certain standard, and if so, the basis of this standard (for example, UN/ECE Regulation number 22 used in Europe, or the TIS369-2539 standard used in Thailand).

10.5 **In your opinion, how effective is enforcement of helmet laws** *(please rate enforcement on a scale of 0 to 10, where 0 is not effective at all and 10 is highly effective)*

Please use this scale to assess how effective you think enforcement of helmet use laws is at a NATIONAL level in your country where 0 is not effective at all and 10 is highly effective. The results will be recorded as reflecting your PROFESSIONAL opinion on this issue, and do not necessarily reflect the opinion of your organization. At the consensus meeting your National Data Coordinator will facilitate a discussion to determine a group answer to this question.

10.6 **What is the best NATIONAL ESTIMATE of the proportion of users of motorized two-wheelers in your country that wear helmets?**

Please provide the best estimate of the proportion of helmet use among users of motorized two-wheelers nationally. If there are data on this use broken down by drivers and passengers, please provide this. Please indicate the source of this data and attach hard copies.

11. **Seat-belts and child restraints**

11.1 **In your country, is there NATIONAL legislation requiring seat-belt use among car occupants?**

Please indicate if there is national legislation on seat-belt use among car occupants in your country (NOTE: occupants refers to both the driver and passengers in the front and rear seats). Please provide a copy of this legislative document. If there is no national legislation but there is legislation set at the state or provincial level please tick the second box and go to question 11.6.

11.2 **Is there national legislation requiring the USE of seat-belts in cars?**

Please indicate whether this LAW applies to car drivers ONLY, or all those (driver and passenger) sitting in the front seat, or whether this law applies also to those sitting in the rear seats.
11.3 Is enforcement of seat-belt use laws in your country

This question refers to mechanisms used to enforce the legislation referred to in question 11.2, e.g. police visibility, fines, citations, arrest. For example, the law may apply to all car occupants but the police may only enforce the law among car DRIVERS. Please indicate whether there is enforcement of the seat-belt law among drivers only, those car occupants seated in the front seat, or whether enforcement is also extended to those sitting in the rear seats.

11.4 In your opinion, how effective is enforcement of seat-belt use laws.

Please use this scale to assess how effective you think enforcement of seat-belt use laws is at a NATIONAL level in your country where 0 is not effective at all and 10 is highly effective. The results will be recorded as reflecting your PROFESSIONAL opinion on this issue, and do not necessarily reflect the opinion of your organization. At the consensus meeting your National Data Coordinator will facilitate a discussion to determine a group answer to this question.

11.5 What is the best national ESTIMATE of the proportion of seat-belt use in your country?

Please provide the best estimate of the proportion of car occupants (i.e. drivers and passengers) who use seat-belts. If there are data on seat-belt use broken down by front and rear seat occupants please provide this. Please indicate the date and source of the data and attach a hard copy.

11.6 In your country, is there NATIONAL legislation requiring the use of child restraints

This question refers to the legislation on the use of child restraints - i.e. special seat restraints for children designed according to age and weight, that offer protection in the event of a car crash. These include rearward and forward facing child seats, as well as forward facing booster seats and cushions. If there is national legislation on one but not all of these types of restraint, please tick YES. Please indicate whether this legislation is set at the national or provincial/state/local level.

11.7 In your opinion, how effective is enforcement of child restraint use laws (please rate enforcement on a scale of 0 to 10, where 0 is not effective at all and 10 is highly effective)

Please use this scale to assess how effective you think enforcement of child restraint use laws is at a NATIONAL level in your country where 0 is not effective at all and 10 is highly effective. The results will be recorded as reflecting your PROFESSIONAL opinion on this issue, and do not necessarily reflect the opinion of your organization. At the consensus meeting your National Data Coordinator will facilitate a discussion to determine a group answer to this question.

12. Post Crash Care
12.1 In your country, is there a formal publicly available pre-hospital care system?

A formal publicly available pre-hospital care system refers to an organized system with an access number (e.g. phone number to call to obtain assistance) and with ambulances staffed by trained personnel, which respond directly to medical emergencies, such as those at the site of motor vehicle crashes. A system is considered publicly available if it will respond to emergencies, regardless of the payment status of the victims. Ambulances which are used only for inter-hospital transfer and which do not respond directly to the scene, or for which there is no publicly available access number, are not considered a formal pre-hospital care system.

12.1.1 Please specify if this pre-hospital care system includes a universal national access number (emergency telephone numbers), including what this number is, and/or local or regional numbers for emergencies.

A universal access number is usually a short or easy-to-remember telephone number that connects to all emergency services (e.g. 911 or 112). In some countries, there may be no national number, but different regions or provinces may have their own number—in that case tick the second box.