About 10,000 people lose their lives every year on Turkish roads and another 200,000 are injured as a result of a road traffic crash. The majority of the injuries result in some type of disability or lifelong health problems. Trend data have begun to show a slow downward pattern over the last decade.

The majority of those killed on Turkish roads are drivers and passengers of four-wheeled vehicles although vulnerable road users – pedestrians, cyclists and motorcyclists – account for nearly one-third of the deaths.

Although there are laws on speed, drink–driving, seat-belt and helmet-wearing, they appear to be inadequately enforced at present. Sustained, visible enforcement coupled with public education and capacity development are the key issues which need to be addressed in Turkey in order to save lives.

Improvements in infrastructure, particularly for non-motorized road users, will also reduce the number of vulnerable road users injured or killed in road traffic crashes.
The overall goal of RS10 in Turkey is to support the Turkish government to implement good practices in road safety in order to reduce deaths, injuries and disabilities. The focus of the project will be on speed control and increasing seat-belt wearing rates in the cities of Afyonkarahisar and Ankara. In addition, ASIRT will work with nongovernmental organizations to mobilize community support and EMBARQ will work with State partners in the area of sustainable transport planning in Istanbul city.

The objectives of the project in Turkey are to:

- Establish a mechanism for multisectoral cooperation on road safety.
- Design and implement measures on speed management and seat-belt promotion.
- Identify gaps in current road safety legislation and make recommendations.
- Strengthen the capacity and the role of nongovernmental organizations.
- Develop and implement training programmes at both the national and local levels to improve the knowledge and skills of professionals.
- Develop and conduct social marketing campaigns in the project sites.
- Monitor and evaluate the impact of interventions in the project sites.

Activities to be implemented during the first phase (2010–2011) of the project include:

- Setting up a cooperative mechanism that can enable simultaneous and joint action by different national and local institutions and organizations;
- Reviewing legal arrangements to understand the underlying causes of legal failures if there is any, and identifying possible solutions;
- Enhancing enforcement of regulations on speed and seat-belt use;
- Implementing capacity building workshops on road safety especially on speed management and seat-belt use;
- Creating a social marketing strategy on the two key risk factors to improve public awareness;
- Purchasing equipment and devices to monitor speed; and
- Conducting studies to monitor and evaluate the impact of interventions.

Seat-belt law

- Applies to all occupants: Yes
- Seat-belt wearing rate: 70%

Child restraint law: Yes

Speeding laws

- Set nationally: Yes
- Maximum limit (urban roads): 50km/h
- Maximum limit (rural roads): 90km/h

Project implementation sites:
The project is being implemented in the cities of Ankara and Afyonkarahisar.

<table>
<thead>
<tr>
<th>Location</th>
<th>Province</th>
<th>Population (2009)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ankara</td>
<td>Ankara Province</td>
<td>5,001,972</td>
</tr>
<tr>
<td>Afyonkarahisar</td>
<td>Afyon Province</td>
<td>701,572</td>
</tr>
</tbody>
</table>

The boundaries shown on the map do not imply the expression of any opinion whatsoever on the part of the WHO concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontiers or boundaries.

Source:
2006, Security General Directorate

© World Health Organization
Department of Injuries and Violence Prevention and Disability, 2010