

# ROAD SAFETY

## IN THE WESTERN PACIFIC REGION 2015





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**World Health  
Organization**

**Western Pacific Region**

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MAXIMUM

60  
KPH

SPEED  
LIMIT

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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.



23% of all those killed on the Region's roads are pedestrians

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.<sup>1</sup>

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*.

1 Global Status Report on Road Safety. 2015. World Health Organization, Geneva ([http://www.who.int/violence\\_injury\\_prevention/road\\_safety\\_status/2015/en/](http://www.who.int/violence_injury_prevention/road_safety_status/2015/en/))



Rapid motorization in regional countries has contributed to increased exposure to road traffic injuries

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/](http://www.who.int/violence_injury_prevention/road_safety_status/2015/en/).



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# DATA COLLECTION

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*.



# CURRENT SITUATION

## 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<sup>2</sup> and 39% occurred among people aged 15–44 years.<sup>3</sup> 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.

## Road users in low- and middle-income countries are twice as likely to die on the roads compared to those in high-income countries of the Region.

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<sup>4</sup>, 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<sup>5</sup>, 0.9% of kilometres travelled<sup>6</sup>, but 16.6% of those killed on Australia's roads.<sup>7</sup>

## 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<sup>8</sup> 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).

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

5 Australian Bureau of Statistics. 2015. Motor Vehicle Census (<http://www.abs.gov.au/AUSSTATS/abs@.nsf/Lookup/9309.0Main+Features131%20Jan%202015?OpenDocument>, accessed 13 May 2016).

6 Australian Bureau of Statistics. 2015. Survey of motor vehicle use. (<http://www.abs.gov.au/AUSSTATS/abs@.nsf/Lookup/9208.0Main+Features112%20months%20ended%2031%20October%202014?OpenDocument>)

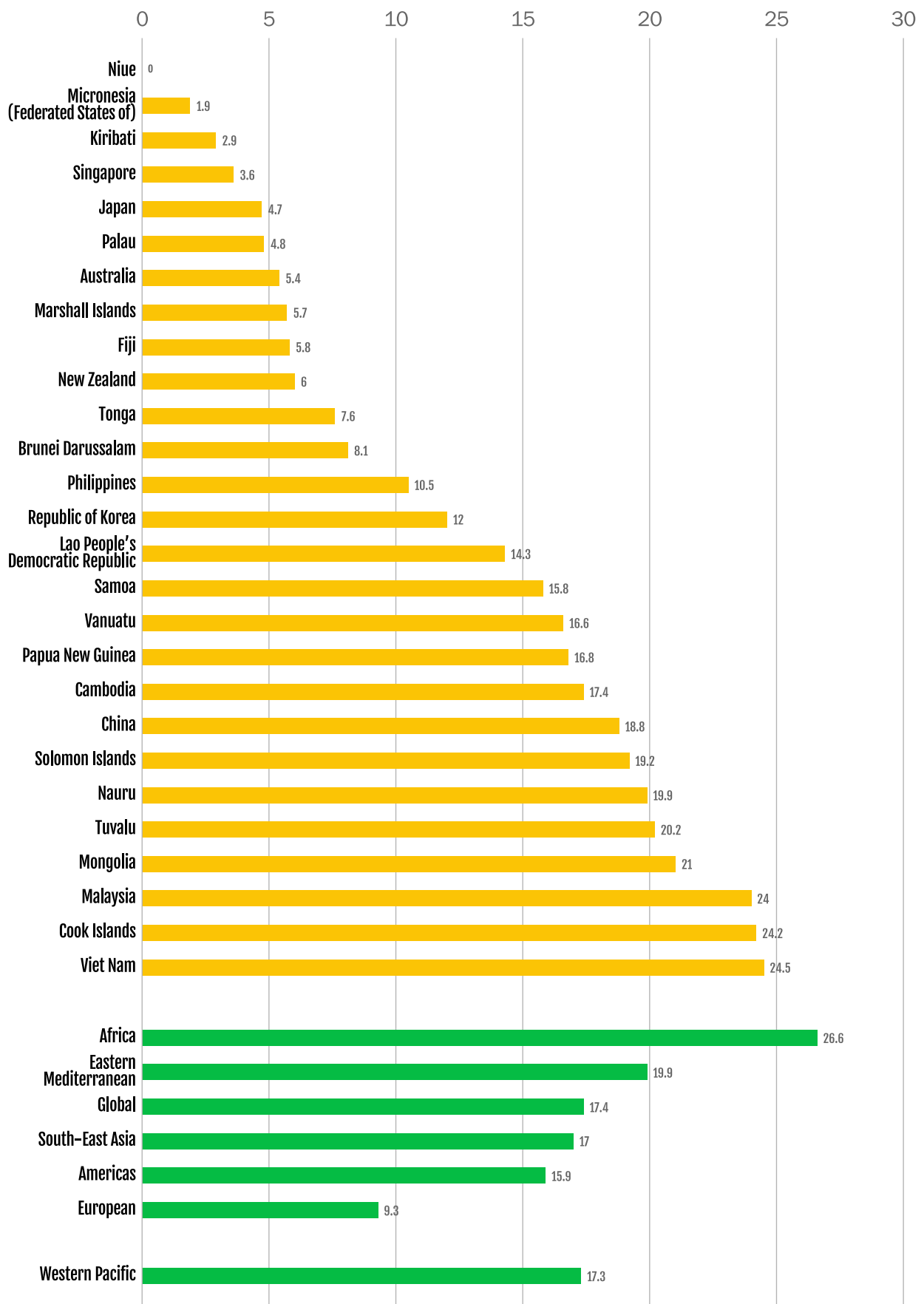
7 Department of Infrastructure and Regional Development. 2013. Australian Road Death Database ([http://bitre.gov.au/statistics/safety/fatal\\_road\\_crash\\_database.aspx](http://bitre.gov.au/statistics/safety/fatal_road_crash_database.aspx), accessed 13 May 2016)

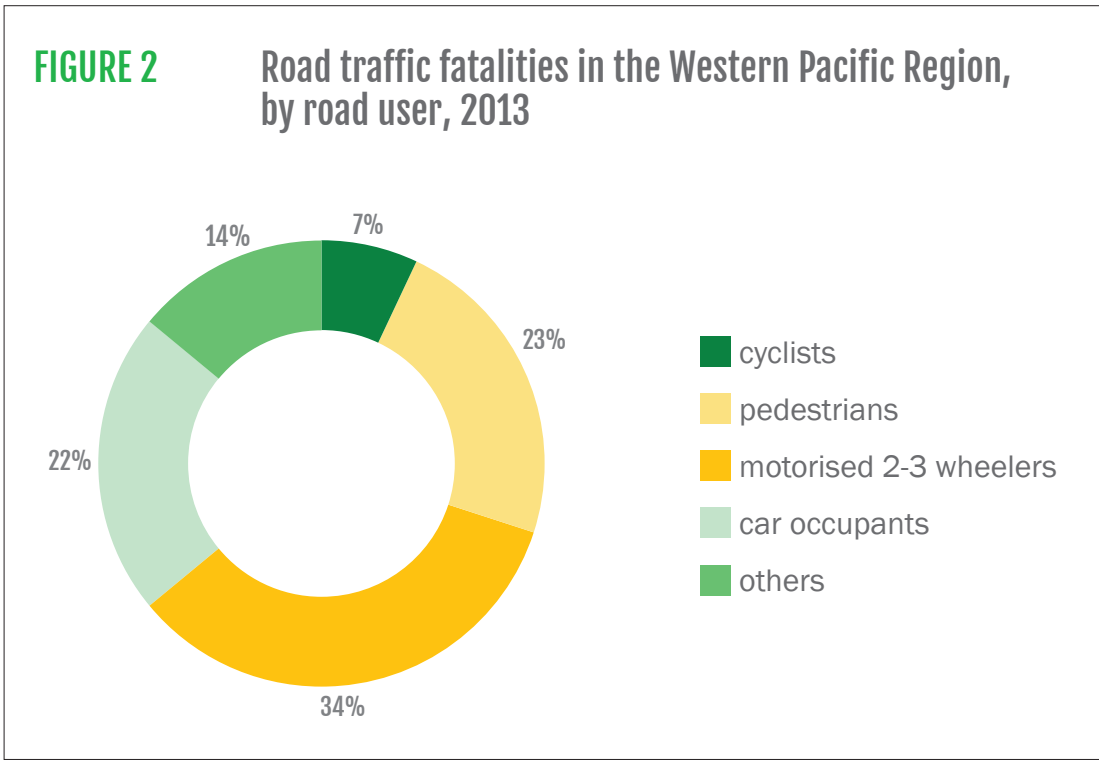
8 Australia, Cambodia, Japan, the Lao People's Democratic Republic, Malaysia, New Zealand, the Philippines, the Republic of Korea and Viet Nam



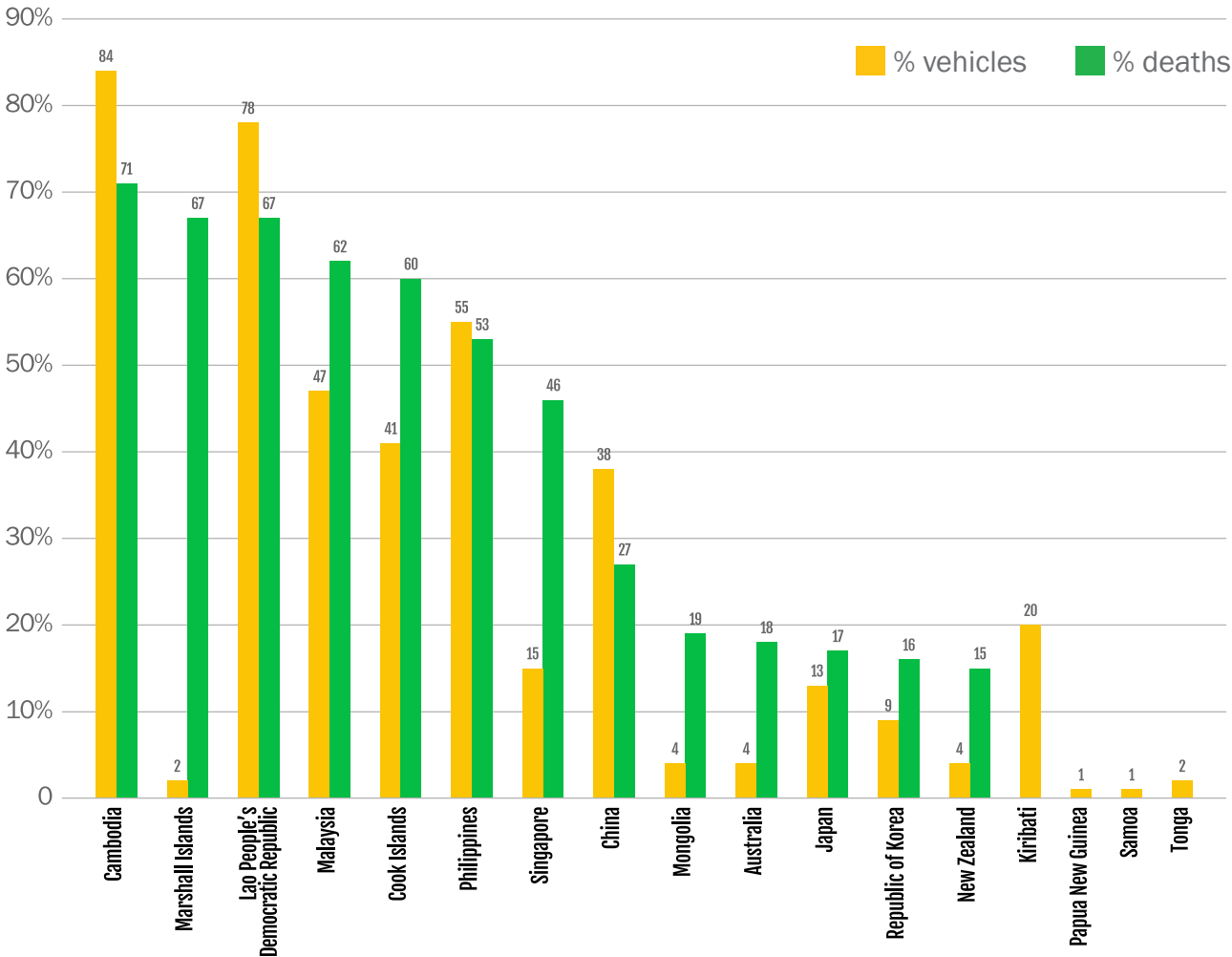
**FIGURE 1**

**Road traffic mortality rates in the Western Pacific Region and WHO regions, 2013**





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





Adoption of priority vehicle standards are a crucial component of a safe systems approach to road safety

## 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.<sup>9</sup> 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.<sup>10</sup>

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.

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](http://www.unece.org/trans/main/wp29/meeting_docs_wp29.html)



# NATIONAL RESPONSE

## 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.<sup>11</sup>

Highlighting the extensive gaps in road safety legislation in the Region, five countries<sup>12</sup> have good practice legislation for two risk factors, eight countries<sup>13</sup> have legislation for one risk factor, and seven countries<sup>14</sup> 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



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

## 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<sup>15</sup> 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<sup>16</sup> have maximum urban speed limits of less than 50km/h but do not empower local authorities to lower speed limits as required, for example in high-pedestrian areas and school zones.



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

## HELMET USE

Worn correctly, standard-quality motorcycle helmets have been shown to reduce the risk of serious head injuries by 69%.<sup>21</sup> Nine countries<sup>22</sup> have comprehensive legislation on helmet use. A further eight countries<sup>23</sup> 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.



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

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.

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

20 Compton, R.P., Blomberg, R.D., Moskowitz, H., Burns, M., Peck, R.C. and Fiorentino, D. 2002. Crash risk of alcohol impaired driving. 16th Conference of the International Council on Traffic Drugs and Alcohol Safety (ICADTS), Montreal. ([http://www.icadtsinternational.com/files/documents/2002\\_048.pdf](http://www.icadtsinternational.com/files/documents/2002_048.pdf), date of access 23/5/2016)

## 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<sup>17</sup> have comprehensive legislation against drink-driving. A further eight countries<sup>18</sup> have recommended legislation for the general population, but not specific reduced limit for novice or probationary drivers. Seven countries<sup>19</sup> 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.<sup>20</sup> 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.



Police enforcement must be random, widespread and highly visible in order to change driver behaviour

## 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%.<sup>24</sup>

Ten countries<sup>25</sup> have comprehensive legislation, in line with best practices, requiring all vehicle occupants (front and rear seats) to wear seat belts. A further five countries<sup>26</sup> have seat-belt legislation that applies to the driver and front-seat passengers only. Eight<sup>11</sup> countries<sup>27</sup> currently have no seat-belt legislation.



21 Liu B, Ivers R, Norton R, et al. Helmets for preventing injury in motorcycle riders. The Cochrane Library. Chichester, UK: Wiley, 2008.

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

24 World Health Organization. World Report on Road Traffic Injury Prevention. 2004. Geneva, Switzerland

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



## CHILD RESTRAINTS

Only two countries<sup>28</sup> 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<sup>29</sup> 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%<sup>30</sup> and, compared to the cost of purchasing a vehicle, the cost of a child restraint is negligible.



## ENFORCEMENT

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<sup>31</sup> 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.<sup>32</sup>

Five countries categorized enforcement as good for speed<sup>33</sup>, nine countries for motorcycle helmets<sup>34</sup>, eight countries for drink-driving<sup>35</sup>, four countries for seat belts<sup>36</sup> and three countries for child restraints.<sup>37</sup>

28 Australia and New Zealand

29 Cambodia, Japan, Kiribati and Singapore

30 World Health Organization. World Report on Road Traffic Injury Prevention. 2004. Geneva, Switzerland

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

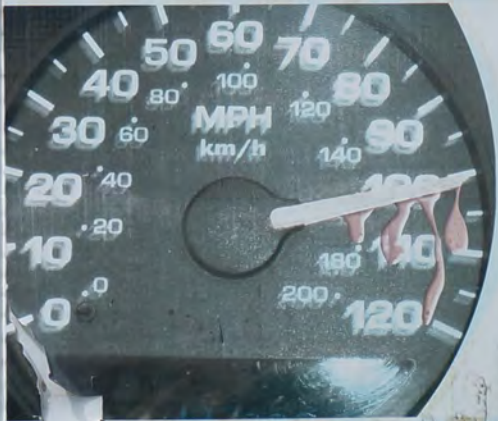
36 China, Japan, New Zealand and Singapore

37 Japan, New Zealand and Singapore



**TABLE 1**
**Details of assessment criteria and legislation coverage for major risk factors**

	Speed		Drink-driving		Child restraints		Helmets			Seat belts	
	Urban speed limit ≤50km/h	Local authorities can reduce speed limits as required	BAC limit of ≤0.05g/dl for the general population	BAC limit of ≤0.05g/dl for young or novice drivers	Requirement for use of child restraints is based on age, weight, height or combination of these factors	Restriction of children under a certain age or height from sitting in the front seat	Protective helmets must be worn by all drivers and passengers, on all roads, on bikes of all engine types	Law specifies helmet must be properly fastened	Law specifies a national or international quality standard	Applies to drivers and front-seat passengers	Applies to rear-seat passengers
<b>Australia</b>	50km/h	Yes	0.049	0.00	Age	Yes	Yes	Yes	Yes	Yes	Yes
<b>Cambodia</b>	40km/h	No	0.05	0.05	Age	No	Drivers only	No	No	Yes	No
<b>Cook Islands</b>	40km/h	No	0.08	0.08	No	No	Yes	No	Yes	No	No
<b>China</b>	?	Yes	0.02	0.02	No	No	Yes	No	Yes	Yes	Yes
<b>Fiji</b>	No	No	0.08	0.00	No	No	No	No	No	No	No
<b>Japan</b>	60km/h	Yes	0.03	0.03	Age	No	Yes	Yes	Yes	Yes	Yes
<b>Kiribati</b>	40km/h	No	0.08	0.08	Age	No	No	No	No	Yes	Yes
<b>Korea</b>	80km/h	Yes	0.05	0.05	No	No	Yes	No	Yes	Yes	Yes
<b>Lao PDR</b>	40km/h	No	0.05	0.05	No	No	Yes	No	No	Yes	No
<b>Malaysia</b>	90km/h	Yes	0.08	0.08	No	No	Yes	Yes	Yes	Yes	No
<b>Marshall Islands</b>	40km/h	Yes	No	No	No	No	Yes	No	No	No	No
<b>Micronesia</b>	No	No	No	No	No	No	No	No	No	No	No
<b>Mongolia</b>	60km/h	No	0.04	0.04	No	No	Yes	No	No	Yes	Yes
<b>New Zealand</b>	50km/h	Yes	0.05	0.00	Age	Yes	Yes	Yes	Yes	Yes	Yes
<b>Palau</b>	No	No	0.1	0.1	No	No	Yes	Yes	No	No	No
<b>Papua New Guinea</b>	60km/h	No	No	No	No	No	Yes	Yes	Yes	Yes	Yes
<b>Philippines</b>	40km/h	Yes	0.05	0.05	No	Yes	Yes	No	Yes	Yes	Yes
<b>Samoa</b>	56km/h	No	0.08	0.08	No	No	Yes	Yes	No	Yes	No
<b>Singapore</b>	70km/h	No	0.08	0.08	Weight/height	No	Yes	Yes	Yes	Yes	Yes
<b>Solomon Islands</b>	No	Yes	No	No	No	No	Yes	Yes	Yes	No	No
<b>Tonga</b>	50km/h	No	0.03	0.03	No	No	Yes	Yes	Yes	No	No
<b>Vanuatu</b>	No	No	No	No	No	No	Yes	No	Yes	No	No
<b>Viet Nam</b>	50km/h	No	0.00-0.05	0.00-0.05	No	No	Yes	Yes	Yes	Yes	No



# Speeding?

## Check your speed!



Social marketing campaign  
for road safety in Fiji

## 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<sup>38</sup> is an intersectoral/multidisciplinary committee. In 10 countries<sup>39</sup>, the lead agency is a national transportation authority, and in another four countries the lead agency is the police. In two countries<sup>40</sup>, 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<sup>41</sup> 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<sup>42</sup> reported that the implementation of these strategies was fully funded; 12 countries<sup>43</sup> reported that strategies were partially funded, and only Australia, Mongolia and Solomon Islands reported that their national strategies were not funded.

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



Ambulance services in Papua New Guinea

Fifteen countries<sup>44</sup> 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<sup>45</sup> 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<sup>46</sup> 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<sup>47</sup> countries that reported that less than 11% of seriously injured patients received care at the scene of a crash.

Fourteen countries<sup>48</sup> reported having a single national telephone number to access emergency medical assistance. A further five countries<sup>49</sup> have multiple numbers for use in different geographical areas.

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

45 Australia, Cook Islands, Japan, Kiribati, the Marshall Islands, Mongolia, the Philippines and Solomon Islands

46 China, Cook Islands, Japan, Kiribati, Malaysia, New Zealand, Palau

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

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.

49 Cambodia, Republic of Marshall Islands, Singapore, Samoa and Tonga



**Navola Village**  
**SLOW DOWN**

# CONCLUSIONS AND RECOMMENDATIONS

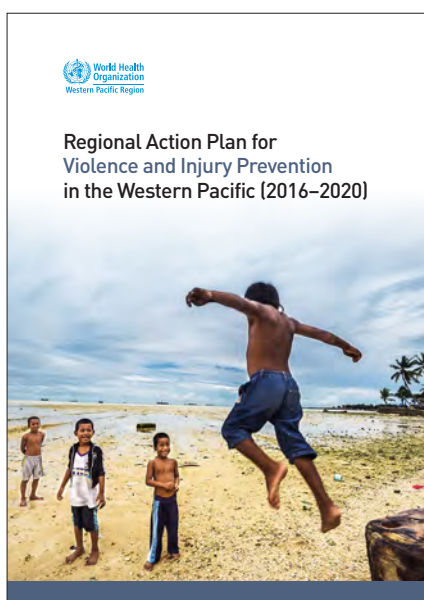
The Region has an overall road traffic fatality rate of 17.3 per 100 000 population, similar to the global rate of 17.4. The overall rate masks considerable variation among different Member States, with some Member States in the Region having some of the highest and lowest road traffic mortality rates 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](http://iris.wpro.who.int/bitstream/handle/10665.1/13048/9789290617549_eng.pdf?ua=1)”.









# COUNTRY PROFILES

# 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 <sup>a</sup>	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

<sup>a</sup> UNECE WP29.

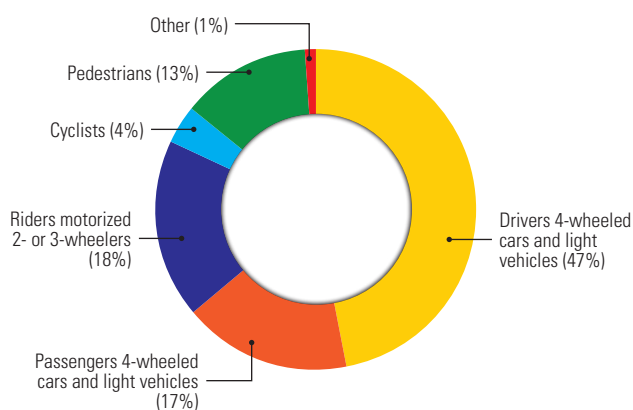
POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	000
Permanently disabled due to road traffic crash	15% <sup>b</sup>

<sup>b</sup> Cost of road crashes in Australia, 2006.

DATA	
Reported road traffic fatalities (2013)	1 192 <sup>b</sup> (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% <sup>b</sup>

<sup>c</sup> Australian Road Deaths Database, Department of Infrastructure and Regional Development. Defined as died within 30 days of crash.

## DEATHS BY ROAD USER CATEGORY



Source: 2013, Australian Road Deaths Database.

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
Enforcement	0 1 2 3 4 5 6 7 8 9 10
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
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	30% <sup>d</sup>
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	99% Drivers <sup>e</sup>
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	97% Front seats <sup>f</sup> 96% Rear seats <sup>f</sup>
Child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	—
Law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
Drug-driving law	Yes

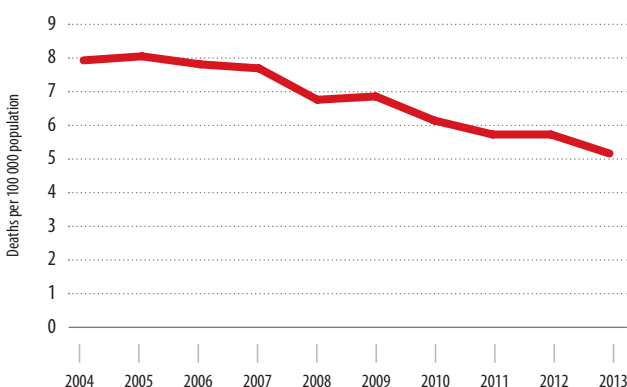
<sup>d</sup> 2002–2006, Fatal Road Crash Database, Department of Infrastructure and Regional Development.

<sup>e</sup> Haworth, N. et al. (1997) Case-Control Study of Motorcycle Crashes, CR174, Federal Office of Road Safety, Canberra.

<sup>f</sup> Petroulias, T. 2014. Community Attitudes to Road Safety: 2013 survey report, Department of Infrastructure and Regional Development, Canberra.

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

## TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Australian Road Deaths Database and Australian Bureau of Statistics.



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 <sup>a</sup>	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

<sup>a</sup> UNECE WP29.

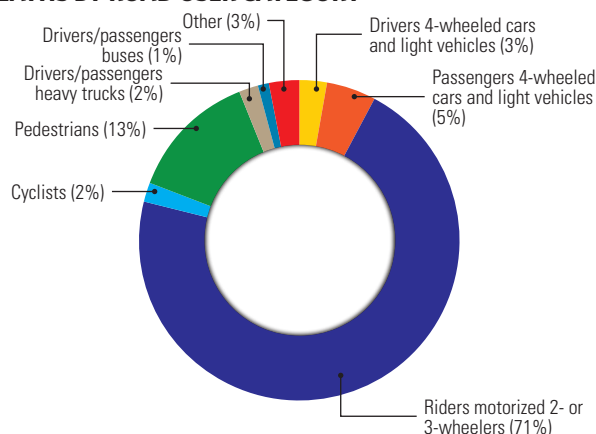
POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	16.2% <sup>b</sup>

<sup>b</sup> 2013, Road Crash & Victim Information System (RCVIS).

DATA	
Reported road traffic fatalities (2013)	1 950 <sup>c</sup> (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% <sup>b</sup>

<sup>c</sup> Road Crash & Victim Information System (RCVIS). Defined as died within 30 days of crash.

## DEATHS BY ROAD USER CATEGORY

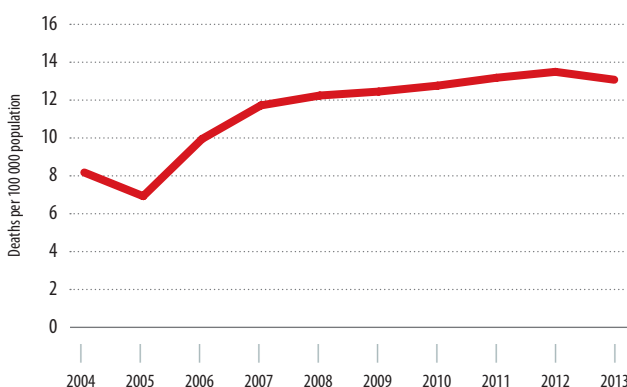


Source: 2013, Road Crash and Victim Information System (RCVIS).

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% <sup>b</sup>
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
Helmet wearing rate	64% Drivers <sup>d</sup> , 6% Passengers <sup>d</sup>
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	① 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	No
National drug-driving law	Yes

<sup>d</sup> Jan 2011 - Jan 2013, A.M. Bachani et al. Trends in prevalence, knowledge, attitudes, and practices of helmet use in Cambodia: results from a two year study.

## TRENDS IN REPORTED ROAD TRAFFIC DEATHS



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



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 applied <sup>a</sup>	
Frontal impact standard	Yes
Electronic stability control	No
Pedestrian protection	No

<sup>a</sup> UNECE WP29.

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)	58 539 <sup>b</sup> (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	—

<sup>b</sup> Ministry of Public Security, Annual statistics report on road traffic accident. Defined as died within 7 days of crash.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	— <sup>c</sup>
Max rural speed limit	— <sup>c</sup>
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
% road traffic deaths involving alcohol	4% <sup>d</sup>
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 <sup>e</sup>
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 <sup>e</sup>
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	<1% <sup>f</sup>
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

<sup>c</sup> Speeds may not exceed the sign-posted speed limit.

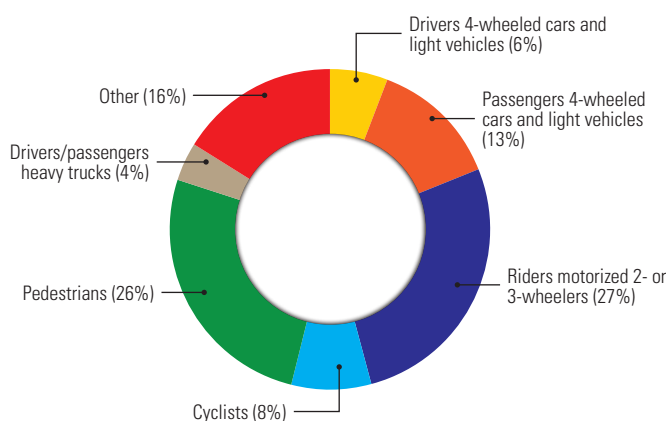
<sup>d</sup> 2013, Ministry of Public Security, Annual statistics report on road traffic accident.

<sup>e</sup> DENG Xiao, LI Yi-chong, WANG Li-min et al. Study on behavioral risk factors of road traffic injury in Chinese adults, 2010. Chinese Journal of Disease Control & Prevention, 2013.

<sup>f</sup> Annual report on development of auto society in China (2012–2013).

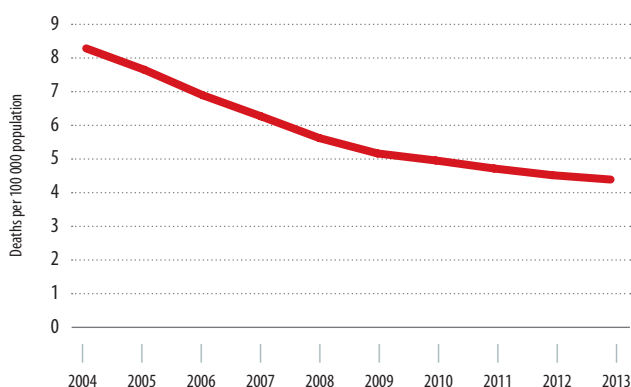
\* These data take into consideration subnational laws. For more information please see Explanatory Note 1.

## DEATHS BY ROAD USER CATEGORY



Source: 2013, Ministry of Public Security Annual statistics report on road traffic accident.

## TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Ministry of Public Security, Annual statistics report on road traffic accident, 2013.

# COOK ISLANDS



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

## INSTITUTIONAL FRAMEWORK

Lead agency	Police Department, Ministry of Police
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	≤ 4 fatal crashes per month by 2015

## 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 <sup>a</sup>	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

<sup>a</sup> UNECE WP29.

## POST-CRASH CARE

Emergency room injury surveillance system	Yes
Emergency access telephone numbers	999
Permanently disabled due to road traffic crash	—

## DATA

Reported road traffic fatalities (2013)	5 <sup>b</sup> (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	—

<sup>b</sup> Police Intelligence Report. Defined as unlimited time period following crash.

## SAFER ROAD USERS

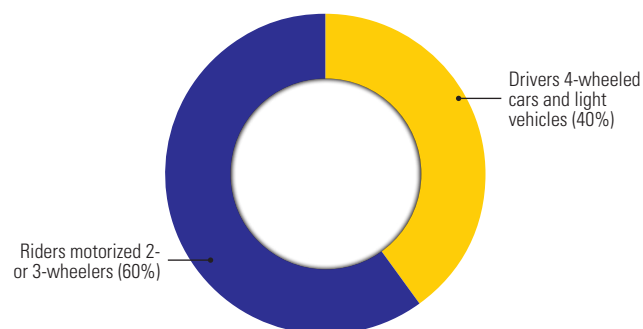
National speed limit law	Yes
Max urban speed limit	50 km/h <sup>c</sup>
Max rural speed limit	50 km/h <sup>c</sup>
Max motorway speed limit	50 km/h <sup>c</sup>
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 ⑥ 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	≤ 0.08 g/dl
Random breath testing carried out	—
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
% road traffic deaths involving alcohol	25% <sup>d</sup>
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes <sup>e</sup>
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

<sup>c</sup> Road type not specified.

<sup>d</sup> 2012, Ministry of Health.

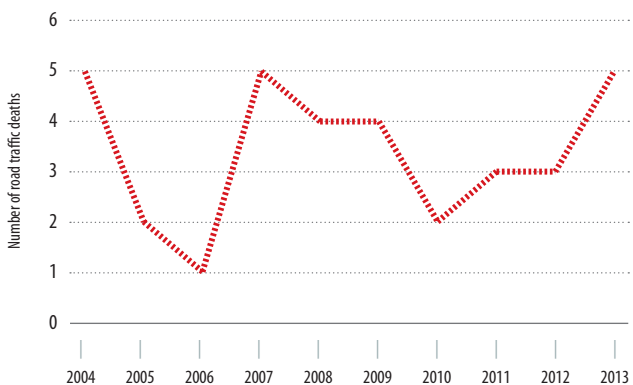
<sup>e</sup> Only applies to those travelling > 40 km/h.

## DEATHS BY ROAD USER CATEGORY



Source: 2013, Police Intelligence Report.

## TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Ministry of Health/Police Department.



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

INSTITUTIONAL FRAMEWORK	
Lead agency	Land Transport Authority, Ministry of Transport
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	30% (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	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	86 535
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied <sup>a</sup>	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

<sup>a</sup> UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	—

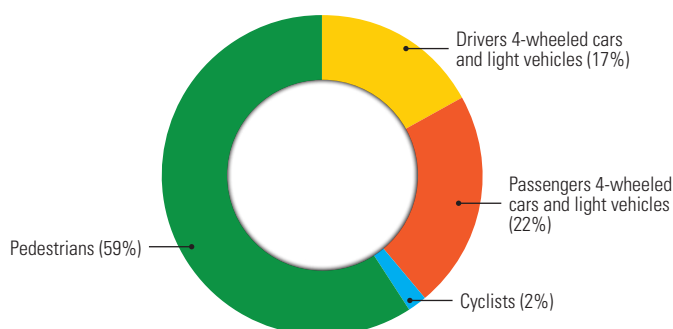
DATA	
Reported road traffic fatalities (2013)	41 <sup>b</sup> (76% M, 24% F)
WHO estimated road traffic fatalities	51
WHO estimated rate per 100 000 population	5.8
Estimated GDP lost due to road traffic crashes	—

<sup>b</sup> Fiji Police Accident Traffic Research Unit (PATRU). Defined as died within 30 days of crash.

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	—
Enforcement	—
National drink–driving law	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	0.00 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% <sup>c</sup>
National motorcycle helmet law	No
Applies to drivers and passengers	—
Law requires helmet to be fastened	—
Law refers to helmet standard	—
Enforcement	—
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

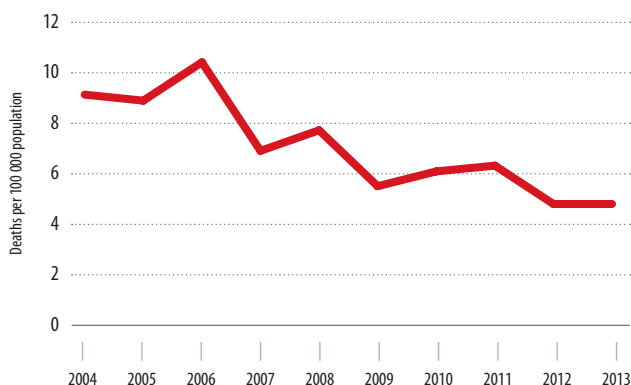
<sup>c</sup> 2013, Fiji Police Accident Traffic Research Unit (PATRU).

## DEATHS BY ROAD USER CATEGORY



Source: 2013, Fiji Police Accident Traffic Research Unit (PATRU).

## TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Fiji Police Accident Traffic Research Unit (PATRU).

# JAPAN

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



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 <sup>a</sup>	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 <sup>b</sup>	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

<sup>a</sup> As of April 2013

<sup>b</sup> UNECE WP29.

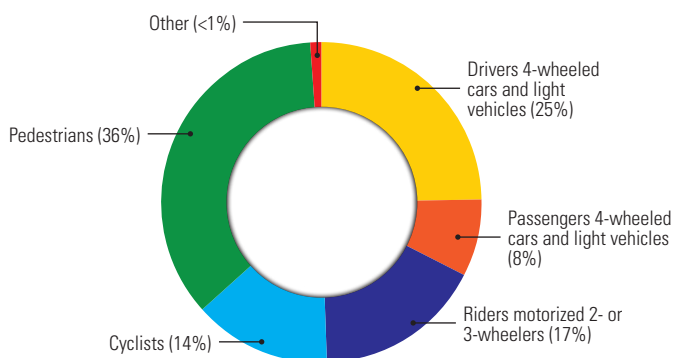
POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	119
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	4 373 <sup>c</sup> (66% M, 34% F)
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% <sup>d</sup>

<sup>c</sup> National Police Agency. Defined as died within 24 hours of crash.

<sup>d</sup> March 2012, Investigative Study for Economic Losses Caused by Road Traffic Accidents.

## DEATHS BY ROAD USER CATEGORY



Source: 2013, National Police Agency.

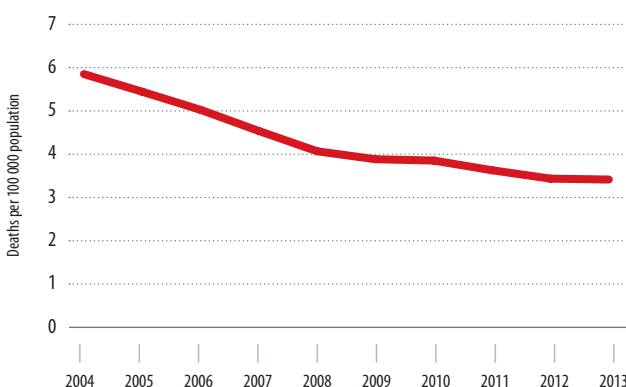
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	60 km/h
Max motorway speed limit	100 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink-driving law	Yes
BAC limit – general population	< 0.03 g/dl
BAC limit – young or novice drivers	< 0.03 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	6% <sup>e</sup>
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	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	98% Front seats <sup>f</sup> , 68% Rear seats <sup>f</sup>
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	81% < 1 year, 62% 1-4 years, 38% 5 years, 60% Total <sup>g</sup>
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

<sup>e</sup> 2013, National Police Agency

<sup>f</sup> On expressways. % lower on other roads. 2013, Joint study by Japan Automobile Federation (JAF) and National Police Agency.

<sup>g</sup> 2013, Joint study by Japan Automobile Federation (JAF) and National Police Agency.

## TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: National Police Agency

# KIRIBATI



Population: 102 351 • Income group: Middle • Gross national income per capita: US\$ 2 620

INSTITUTIONAL FRAMEWORK	
Lead agency	Kiribati Road Safety Task Force
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	10% (2010–2015)

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	No

SAFER VEHICLES	
Total registered vehicles for 2013	3 452
Cars and 4-wheeled light vehicles	1 926
Motorized 2- and 3-wheelers	701
Heavy trucks	536
Buses	289
Other	0
Vehicle standards applied <sup>a</sup>	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

<sup>a</sup> UNECE WP29.

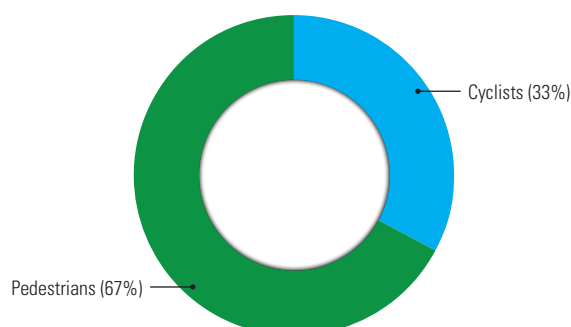
POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	194
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	3 <sup>b</sup> (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	—

<sup>b</sup> Combined sources (police and health). Defined as died at scene of crash.

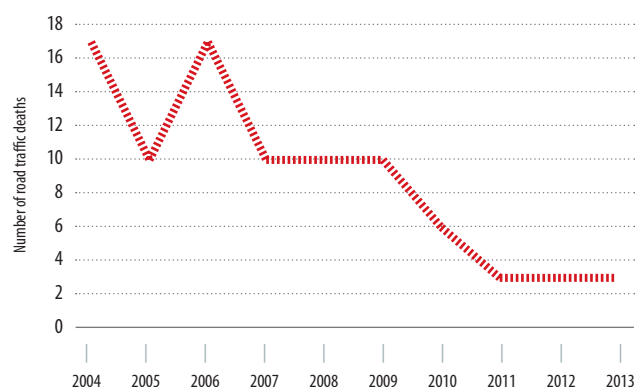
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	40 km/h
Max rural speed limit	60 km/h
Max motorway speed limit	60 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	≤ 0.08 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	No
Applies to drivers and passengers	—
Law requires helmet to be fastened	—
Law refers to helmet standard	—
Enforcement	—
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 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	① 1 2 3 4 5 6 7 8 9 10
% 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



Source: 2013, Police and health records.

## TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: 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 <sup>a</sup>	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

<sup>a</sup> UNECE WP29.

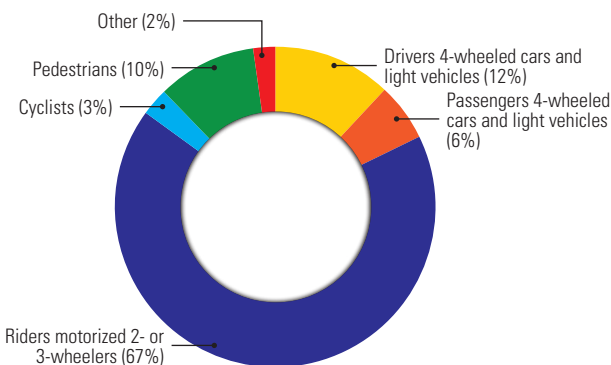
POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	1195
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	910 <sup>b</sup> (82% M, 18% F)
WHO estimated road traffic fatalities	971 (95% CI 795–1 147)
WHO estimated rate per 100 000 population	14.3
Estimated GDP lost due to road traffic crashes	2.7% <sup>c</sup>

<sup>b</sup> Traffic Police. Defined as died within 3 months of crash.

<sup>c</sup> 2005, Asian Development Bank.

## DEATHS BY ROAD USER CATEGORY

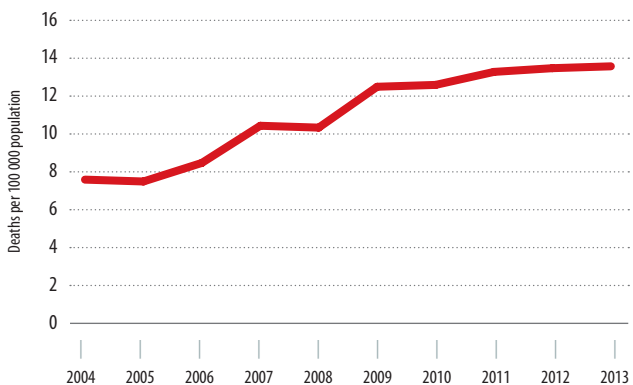


Source: 2013, Traffic Police.

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 <sup>d</sup>
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
% road traffic deaths involving alcohol	—
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

<sup>d</sup> No motorways in the country.

## TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: National Road Safety Committee Secretariat.



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 <sup>a</sup>	
Frontal impact standard	Yes
Electronic stability control	No
Pedestrian protection	Yes

<sup>a</sup> UNECE WP29.

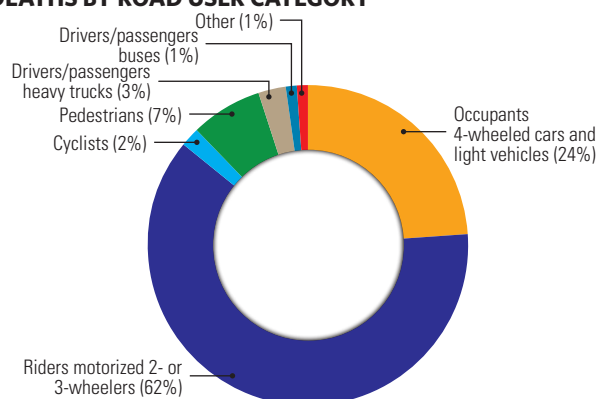
POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	999
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	6 915 <sup>b</sup> (85% M, 15% F)
WHO estimated road traffic fatalities	7 129 (95% CI 6 050–8 209)
WHO estimated rate per 100 000 population	24
Estimated GDP lost due to road traffic crashes	1.5% <sup>c</sup>

<sup>b</sup> Royal Malaysian Police. Defined as died within 30 days of crash.

<sup>c</sup> 2013, Malaysian Institute on Road Safety Research (MIROS).

## DEATHS BY ROAD USER CATEGORY

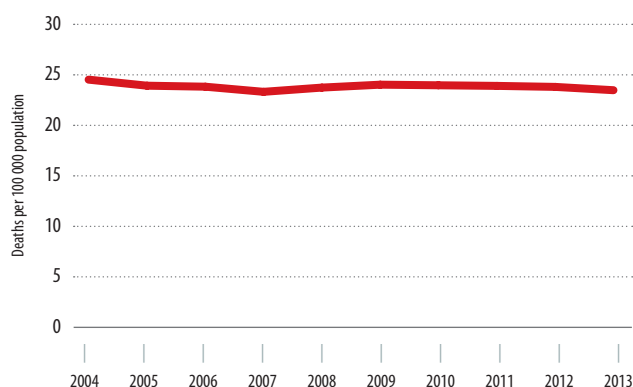


Source: 2013, Royal Malaysian Police.

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 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	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	23% <sup>d</sup>
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	97% Drivers <sup>c</sup> , 89% Passengers <sup>c</sup>
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	77% Front seats <sup>c</sup> , 13% Rear seats <sup>c</sup>
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

<sup>d</sup> 2010, Malaysian Institute on Road Safety Research (MIROS).

## TRENDS IN REPORTED ROAD TRAFFIC DEATHS



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	
Lead agency	Marshall Island Police
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	Yes (not specified)

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	2 116
Cars and 4-wheeled light vehicles	1 917
Motorized 2- and 3-wheelers	52
Heavy trucks	26
Buses	63
Other	58
Vehicle standards applied <sup>a</sup>	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

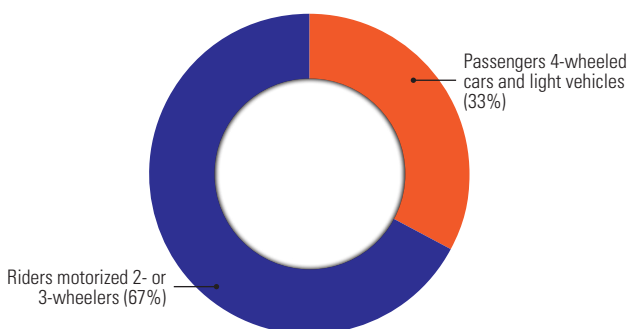
<sup>a</sup> UNECE WP29.

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)	3 <sup>b</sup> (100% M)
WHO estimated road traffic fatalities	3
WHO estimated rate per 100 000 population	5.7
Estimated GDP lost due to road traffic crashes	—

<sup>b</sup> 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



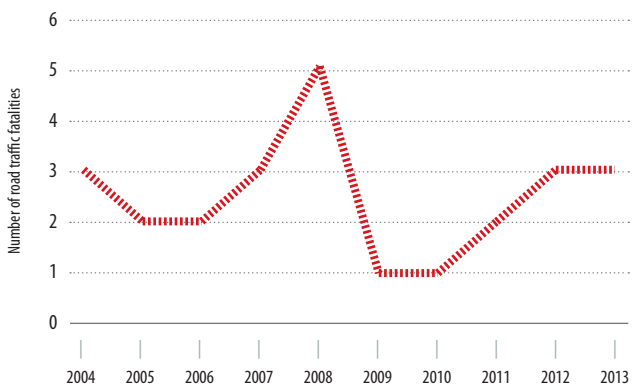
Source: 2013, Ministry of Health Vital Statistics.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	~40 km/h
Max rural speed limit	~64 km/h
Max motorway speed limit	~64 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
National drink-driving law	No
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	—
Enforcement	—
% road traffic deaths involving alcohol	100% <sup>c</sup>
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	98% Drivers <sup>d</sup> 98% Passengers <sup>d</sup>
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	No

<sup>c</sup> 2013, Marshall Islands Police Force and Ministry of Health.

<sup>d</sup> 2013, Marshall Islands Police Force and Ministry of Justice.

## 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 <sup>a</sup>	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

<sup>a</sup> UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	Subnational
Permanently disabled due to road traffic crash	—

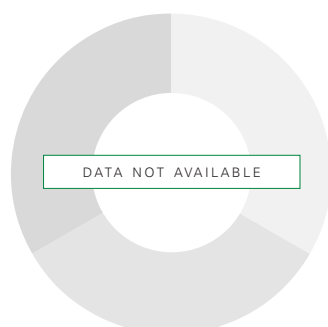
DATA	
Reported road traffic fatalities (2013)	2 <sup>b</sup> (100% M)
WHO estimated road traffic fatalities	2
WHO estimated rate per 100 000 population	1.9
Estimated GDP lost due to road traffic crashes	—

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

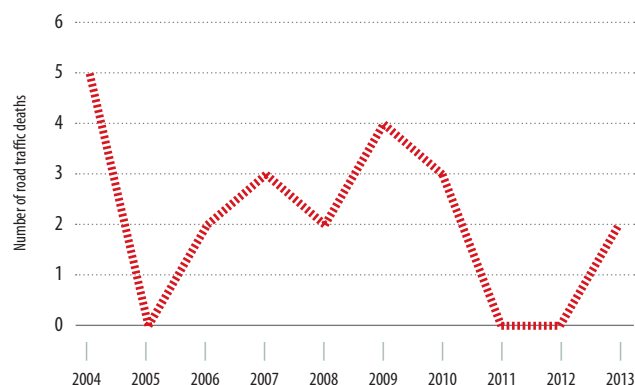
SAFER ROAD USERS	
National speed limit law	Subnational <sup>c</sup>
Max urban speed limit	—
Max rural speed limit	—
Max motorway speed limit	—
Local authorities can modify limits	—
Enforcement	—
National drink–driving law	Subnational <sup>c</sup>
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	—
Enforcement	—
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Subnational <sup>c</sup>
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 <sup>c</sup>
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 <sup>c</sup>
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free phones	—
National drug–driving law	No

<sup>c</sup> All legislation is subnational.

## DEATHS BY ROAD USER CATEGORY



## TRENDS IN REPORTED ROAD TRAFFIC DEATHS



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



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 <sup>a</sup>	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

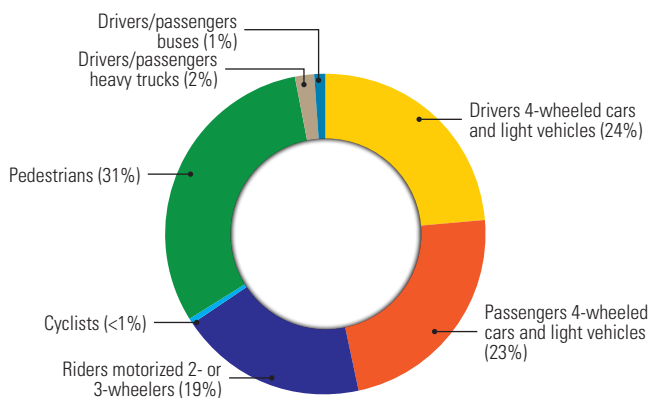
<sup>a</sup> UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	103
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	579 <sup>b</sup> , (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	—

<sup>b</sup> Health Indicators 2013, Center for Health Development. Defined as died within 30 days of crash.

## DEATHS BY ROAD USER CATEGORY



Source: Health Indicators 2013, Center for Health Development.

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 <sup>c</sup>
BAC limit – young or novice drivers	< 0.04 g/dl <sup>c</sup>
Random breath testing carried out	Yes
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	20% <sup>d</sup>
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 <sup>e</sup>
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	42% Drivers <sup>f</sup>
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	Yes

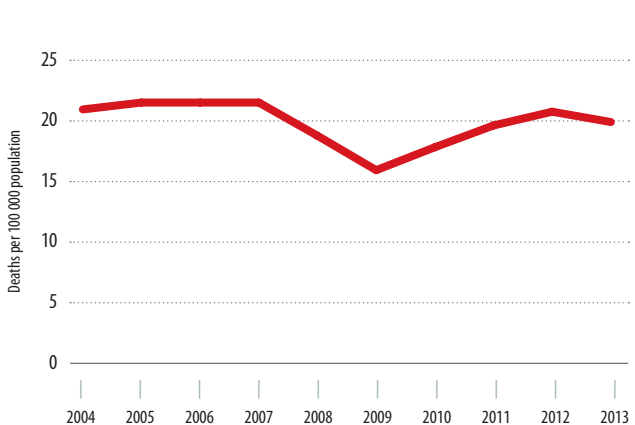
<sup>c</sup> Law based on breath alcohol concentration, values converted to BAC.

<sup>d</sup> 2013, Traffic fault and injury statistics 3rd edition.

<sup>e</sup> 2014, The injury and death situation of motorbikes in countryside of Mongolia.

<sup>f</sup> 2010, Research result of driver behavior when driving.

## 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 <sup>a</sup>

<sup>a</sup> Targets vary for specific groups. See New Zealand Road Safety Strategy 2010-2020, p.13.

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 <sup>b</sup>	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

<sup>b</sup> UNECE WP29.

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 <sup>c</sup> (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% <sup>d</sup>

<sup>c</sup> Police reported data. Defined as died within 30 days of crash.

<sup>d</sup> Calculated from The Social Cost of Road Crashes and Injuries 2013 update.

SAFER 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
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	0.00 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	31% <sup>e</sup>
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	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	96% Front seats <sup>f</sup> , 90% Rear seats <sup>f</sup>
National child restraint law	Yes
Restrictions on children sitting in front seat	Yes
Child restraint law based on	Age
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	92% 0–4 years <sup>g</sup> , 96% 5–9 years <sup>h</sup>
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

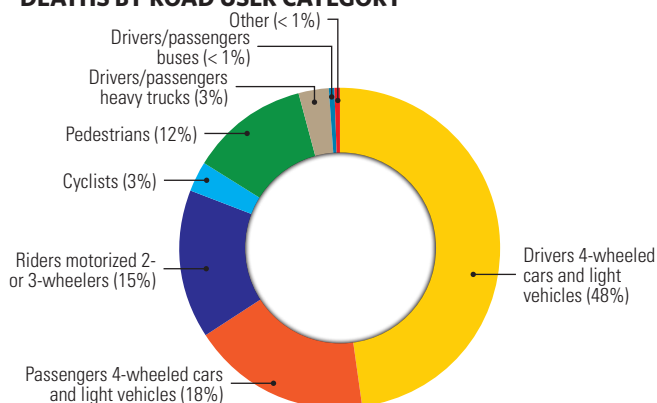
<sup>e</sup> 2013, police reported data.

<sup>f</sup> 2012, Annual National Survey of Seatbelts in New Zealand.

<sup>g</sup> Ministry of Transport, Child restraint use by children under 5 years, 2012.

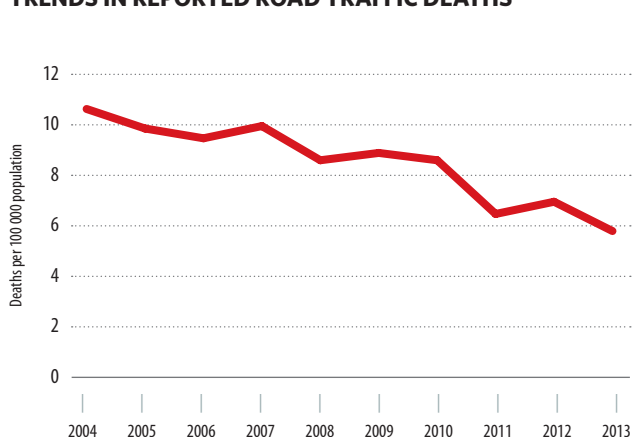
<sup>h</sup> Ministry of Transport, Child restraint use by children aged 5-9 years; Results of a national survey 2013.

## DEATHS BY ROAD USER CATEGORY



Source: 2013, Police reported data.

## 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	—

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	7 102
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied <sup>a</sup>	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

<sup>a</sup> UNECE WP29.

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 <sup>b</sup> (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	—

<sup>b</sup> Bureau of Public Safety. Defined as unlimited time period following crash.

## DEATHS BY ROAD USER CATEGORY

Year	Category	Deaths
2013	Pedestrian	1

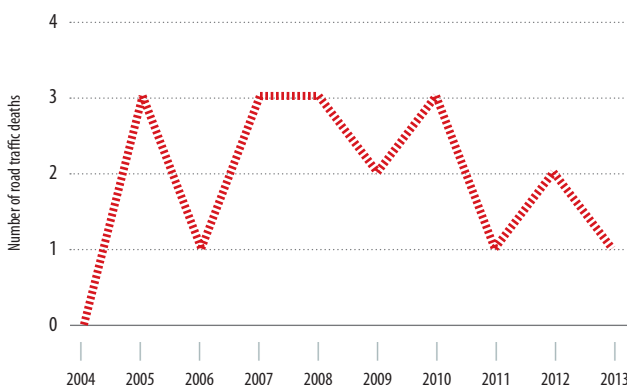
Source: 2013, Bureau of Public Safety.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	No
Max rural speed limit	No
Max motorway speed limit	No <sup>c</sup>
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	0.10 g/dl
BAC limit – young or novice drivers	0.10 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	100% <sup>d</sup>
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 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

<sup>c</sup> No motorways in Palau.

<sup>d</sup> 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

Lead agency	National Road Safety Council <sup>a</sup>
Funded in national budget	Yes
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction target	—

<sup>a</sup> 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 <sup>b</sup>	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

<sup>b</sup> UNECE WP29.

## POST-CRASH CARE

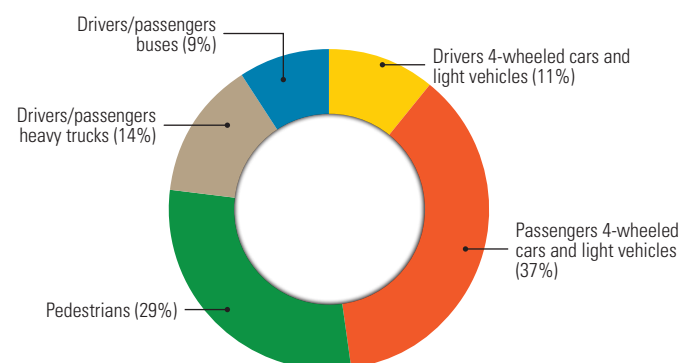
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	—

## DATA

Reported road traffic fatalities (2013)	248 <sup>c</sup>
WHO estimated road traffic fatalities	1232 (95% CI 1 058–1 405)
WHO estimated rate per 100 000 population	16.8
Estimated GDP lost due to road traffic crashes	—

<sup>c</sup> Royal Papua New Guinea Constabulary, Traffic Police records. Defined as died within 30 days of crash.

## DEATHS BY ROAD USER CATEGORY



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

## SAFER ROAD USERS

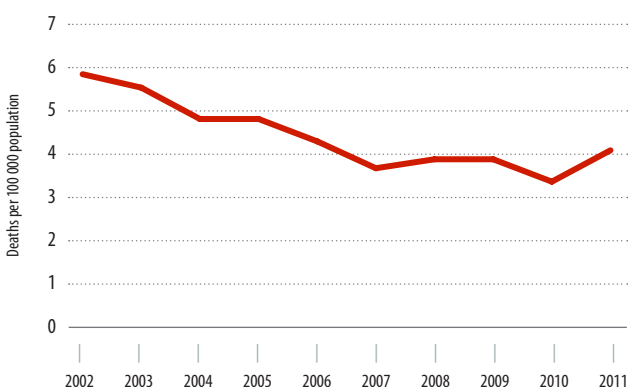
National speed limit law	Yes
Max urban speed limit	60 km/h <sup>d</sup>
Max rural speed limit	75 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
National drink–driving law	Yes <sup>e</sup>
BAC limit – general population	—
BAC limit – young or 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	56% <sup>f</sup>
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	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	—
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

<sup>d</sup> Higher speed limit may be posted.

<sup>e</sup> Not based on BAC.

<sup>f</sup> 2013, Papua New Guinea Traffic Police records.

## TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: National Road Safety Council.



# PHILIPPINES



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

INSTITUTIONAL FRAMEWORK	
Lead agency	Road Safety Management Group, Department of Transportation and Communications
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully 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	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 <sup>a</sup>	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

<sup>a</sup> UNECE WP29.

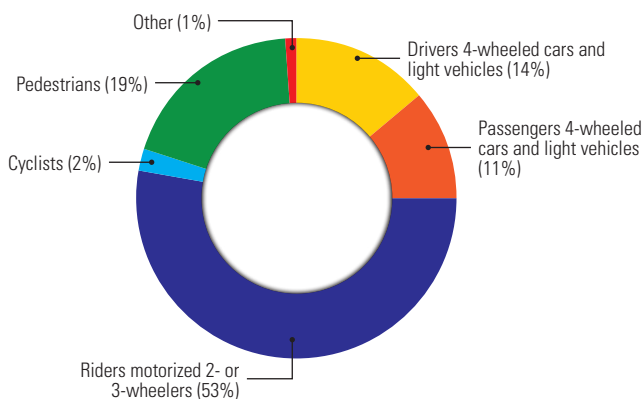
POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	117 (call) or 2920 (SMS)
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	1 513 <sup>b</sup> , (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% <sup>c</sup>

<sup>b</sup> 2013, Department of Public Works and Highway (DPWH) -Traffic Accident Recording and Analysis System (TARAS).  
Defined as death caused by road traffic crash (unlimited time period).

<sup>c</sup> 2009, Sigua, UP COE/NCTS (ADB Publication).

## DEATHS BY ROAD USER CATEGORY



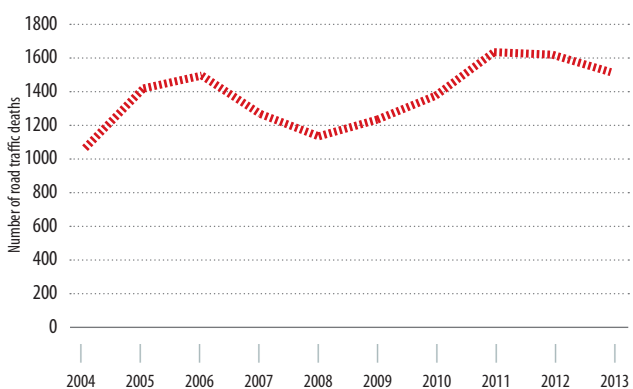
Source: 2013, DPWH Traffic Accident Recording and Analysis System (TARAS).

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
% road traffic deaths involving alcohol	1% <sup>d</sup>
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	51% All riders <sup>e</sup> , 87% Drivers <sup>e</sup>
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	80% Drivers <sup>e</sup>
National child restraint law	No
Restrictions on children sitting in front seat	Yes
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

<sup>d</sup> 2006, Philippine National Police (PNP), Traffic Management Group (TMG).

<sup>e</sup> 2010, Prevalence of road traffic injury risk factors in the province of Guimaras.

## TRENDS IN REPORTED ROAD TRAFFIC DEATHS



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

# REPUBLIC OF KOREA



Population: 49 262 698 • Income group: High • Gross national income per capita: US\$ 25 920

INSTITUTIONAL FRAMEWORK	
Lead agency	Ministry of Land, Infrastructure and Transport
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	< 4 000 deaths per year by 2017

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 <sup>a</sup>	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes

<sup>a</sup> UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	119
Permanently disabled due to road traffic crash	0.4% <sup>b</sup>

<sup>b</sup> 2012, Korea Insurance Development Institute.

DATA	
Reported road traffic fatalities (2013)	5 092 <sup>c</sup> , (72% M, 28% F)
WHO estimated road traffic fatalities	5 931
WHO estimated rate per 100 000 population	12
Estimated GDP lost due to road traffic crashes	1% <sup>d</sup>

<sup>c</sup> Korean National Police Agency. Defined as died within 30 days of crash.

<sup>d</sup> 2013, Evaluation and estimation of the road accident cost, KoRoad.

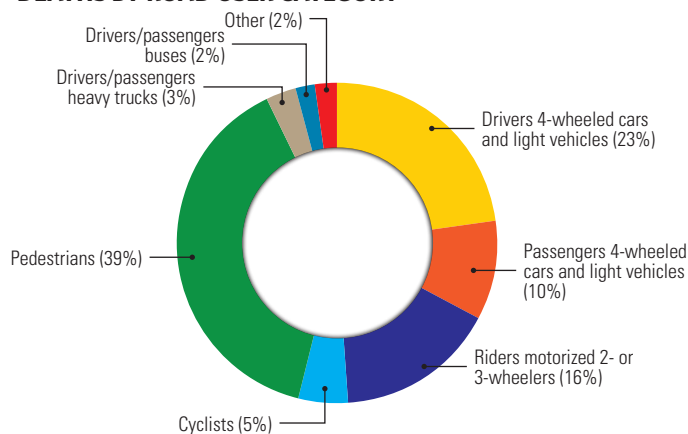
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	80 km/h <sup>e</sup>
Max rural speed limit	80 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 4 5 6 7 ⑧ 9 10
National drink-driving law	Yes
BAC limit – general population	< 0.05 g/dl
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
% road traffic deaths involving alcohol	14% <sup>f</sup>
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	74% All riders <sup>g</sup>
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	84% Front seats <sup>g</sup> , 19% Rear seats <sup>g</sup>
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	34% <sup>g</sup>
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

<sup>e</sup> Maximum speed limit can increase to 90km/h on roads exclusively for use by automobiles.

<sup>f</sup> 2013, Korean National Police Agency.

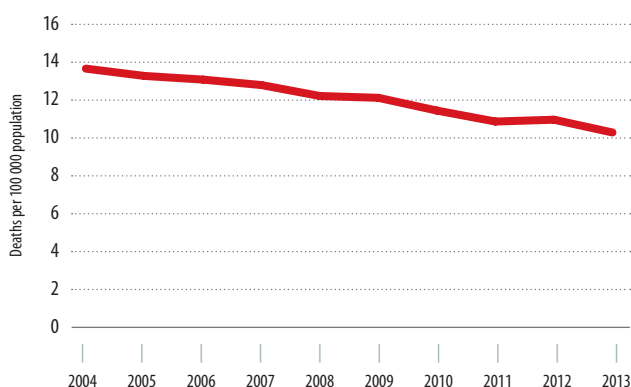
<sup>g</sup> On motorways, lower on other roads. 2013 Korea Transportation Safety Authority (KOTSA), Transport Culture Index.

## DEATHS BY ROAD USER CATEGORY



Source: 2013, Korean National Police Agency.

## TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Korean National Police Agency.



Population: 190 372 • Income group: Middle • Gross national income per capita: US\$ 3 970

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

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	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 <sup>a</sup>	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

<sup>a</sup> UNECE WP29.

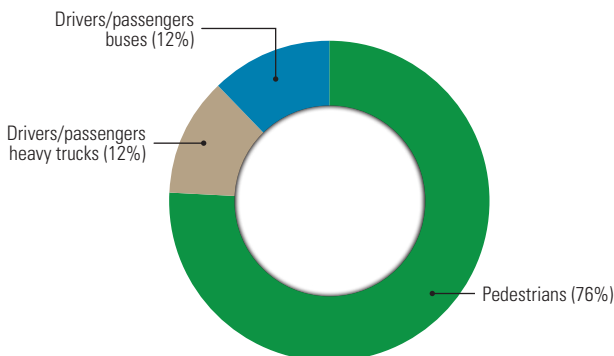
POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	10.1% <sup>b</sup>

<sup>b</sup> 2013, Accident Compensation Corporation.

DATA	
Reported road traffic fatalities (2013)	17 <sup>c</sup> (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	—

<sup>c</sup> Accident Compensation Corporation registration database. Defined as death caused by a road traffic crash (unlimited time period).

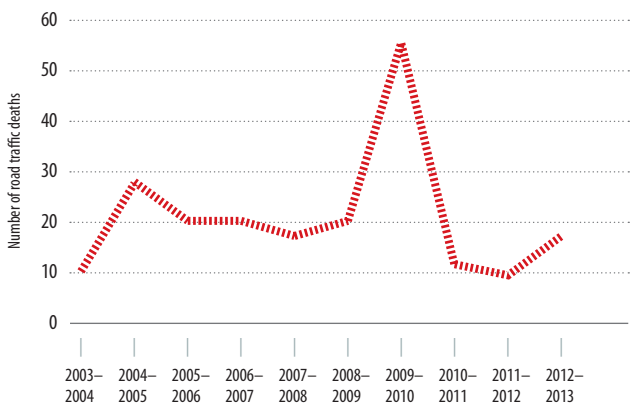
## DEATHS BY ROAD USER CATEGORY



Source: 2013, Accident Compensation Corporation.

SAFER 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 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	0 1 2 3 4 5 6 7 ⑧ 9 10
% road traffic deaths involving alcohol	—
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 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	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	Yes

## 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	
Lead agency	Traffic Police & Land Transport Authority
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	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 <sup>a</sup>	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

<sup>a</sup> UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	No
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	—

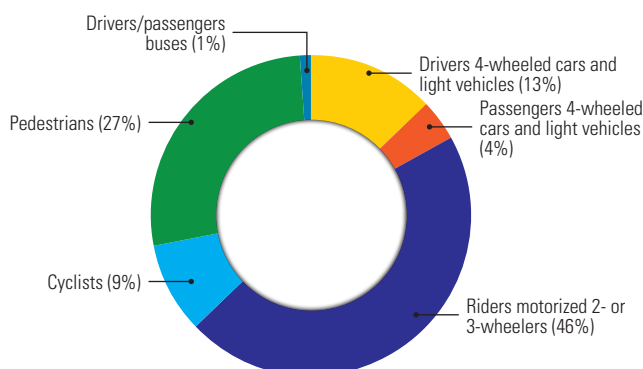
DATA	
Reported road traffic fatalities (2013)	159 <sup>b</sup> (87% M, 13% F)
WHO estimated road traffic fatalities	197
WHO estimated rate per 100 000 population	3.6
Estimated GDP lost due to road traffic crashes	—

<sup>b</sup> Traffic Police Department. Defined as died within 30 days of crash.

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 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	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	11% <sup>c</sup>
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	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	—
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 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	No
National drug–driving law	Yes

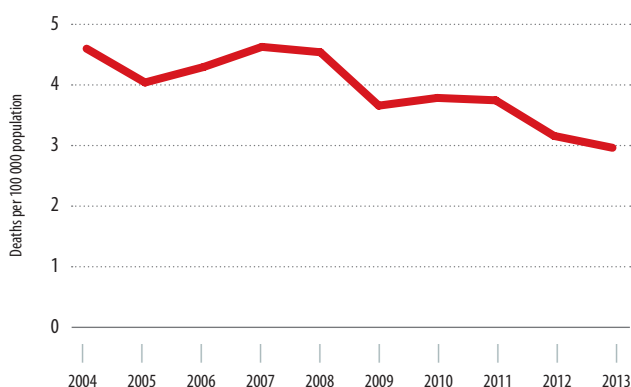
<sup>c</sup> 2013, Traffic Police Department.

## DEATHS BY ROAD USER CATEGORY



Source: 2013, Traffic Police Department.

## TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Traffic Police Department.

# SOLOMON ISLANDS



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

INSTITUTIONAL FRAMEWORK	
Lead agency	Ministry of Infrastructure Development
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Not funded
Fatality reduction target	No

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 <sup>a</sup>	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

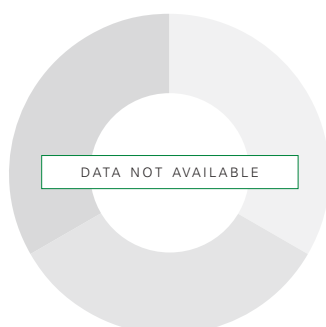
<sup>a</sup> UNECE WP29.

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 <sup>b</sup>
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	—

<sup>b</sup> Kukum Police Station. Defined as died within 24 hours of crash.

## DEATHS BY ROAD USER CATEGORY

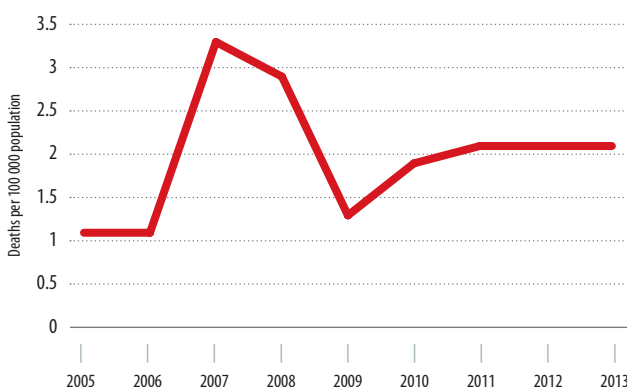


SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	No
Max rural speed limit	No
Max motorway speed limit	No
Local authorities can modify limits	Yes
Enforcement	① 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes <sup>c</sup>
BAC limit – general population	—
BAC limit – young or novice 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% <sup>d</sup>
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

<sup>c</sup> Not based on BAC.

<sup>d</sup> Kukum Police Station

## TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Kukum Police Station.



Population: 105 323 • Income group: Middle • Gross national income per capita: US\$ 4 490

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 <sup>a</sup>	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

<sup>a</sup> UNECE WP29.

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

<sup>b</sup> 2013, Ministry of Health, Tonga.

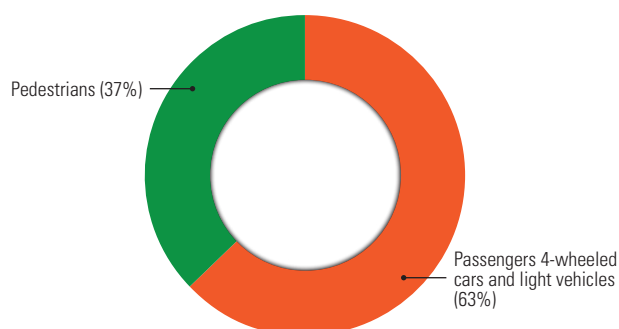
DATA	
Reported road traffic fatalities (2013)	8 <sup>c</sup> (88% M, 13% F)
WHO estimated road traffic fatalities	8
WHO estimated rate per 100 000 population	7.6
Estimated GDP lost due to road traffic crashes	—

<sup>c</sup> Police Records. Defined as died within a year of crash.

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
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink-driving law	Yes
BAC limit – general population	≤ 0.03 g/dl
BAC limit – young or novice drivers	≤ 0.03 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	25% <sup>d</sup>
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	100% Drivers <sup>d</sup> , 100% Passengers <sup>d</sup>
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

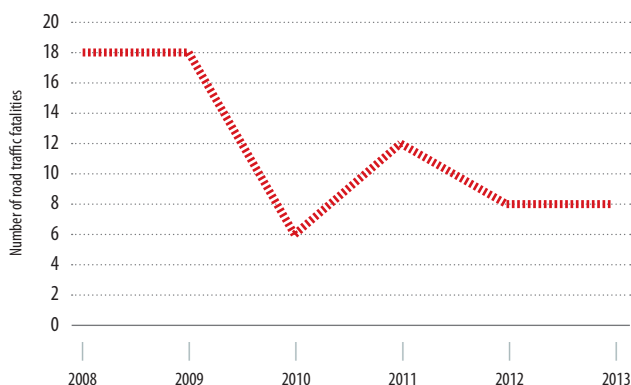
<sup>d</sup> 2013, Police Data.

## DEATHS BY ROAD USER CATEGORY



Source: 2013, Ministry of Police.

## TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Ministry of Police.



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

INSTITUTIONAL FRAMEWORK	
Lead agency	Vanuatu Police Force
Funded in national budget	Yes
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction target	—

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	14 000
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied <sup>a</sup>	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

<sup>a</sup> 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% <sup>b</sup>

<sup>b</sup> 2013, Ministry of Health.

DATA	
Reported road traffic fatalities (2013)	9 <sup>c</sup> (33% M, 67% F)
WHO estimated road traffic fatalities	42 (95% CI 37–47)
WHO estimated rate per 100 000 population	16.6
Estimated GDP lost due to road traffic crashes	—

<sup>c</sup> Vanuatu Police Force and Ministry of Health. Defined as died at scene of crash.

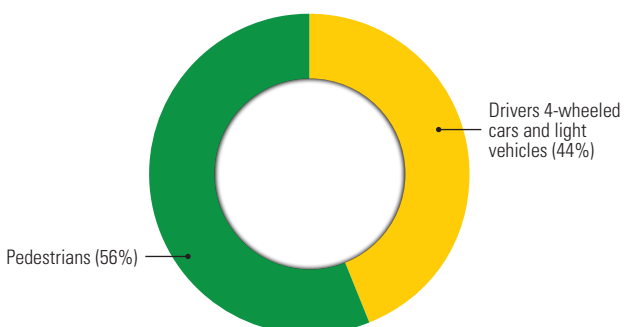
SAFER ROAD USERS	
National speed limit law	No
Max urban speed limit	—
Max rural speed limit	—
Max motorway speed limit	—
Local authorities can modify limits	—
Enforcement	—
National drink–driving law	Yes <sup>d</sup>
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	22% <sup>e</sup>
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	50% Drivers <sup>f</sup> , 50% Passengers <sup>f</sup>
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

<sup>d</sup> Not based on BAC.

<sup>e</sup> 2013, Vanuatu Police Force & Ministry of Health.

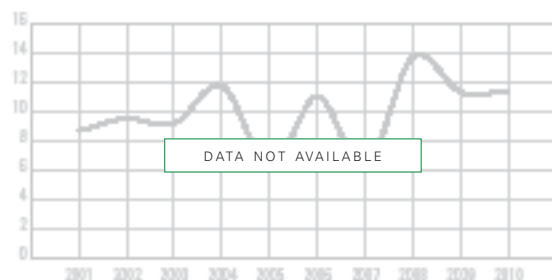
<sup>f</sup> 2013, Vanuatu Police Force.

## DEATHS BY ROAD USER CATEGORY



Source: 2013, Vanuatu Police Force and Ministry of Health.

## TRENDS IN REPORTED ROAD TRAFFIC DEATHS



# VIET NAM



Population: 91 679 733 • Income group: Middle • Gross national income per capita: US\$ 1 740

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	40 790 841
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 <sup>a</sup>	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

<sup>a</sup> UNECE WP29.

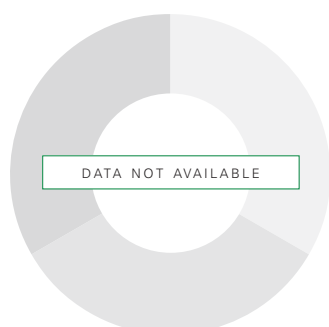
POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	115
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	9 156 <sup>b</sup>
WHO estimated road traffic fatalities	22 419
WHO estimated rate per 100 000 population	24.5
Estimated GDP lost due to road traffic crashes	2.9% <sup>c</sup>

<sup>b</sup> National Traffic Safety Committee Annual Report. Defined as died within 7 days of crash.

<sup>c</sup> 2012, The research master plan for road safety in Vietnam (Japan International Cooperation Agency).

## DEATHS BY ROAD USER CATEGORY



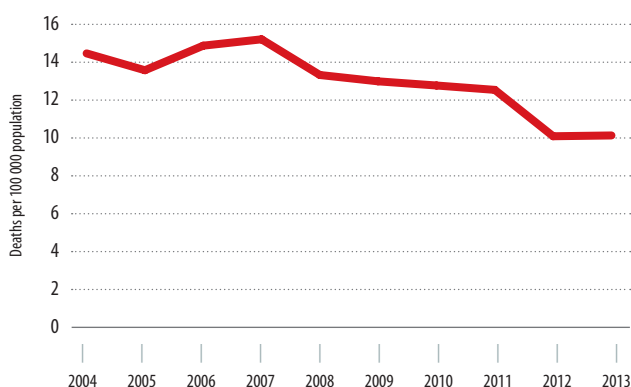
SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.00–0.05 g/dl <sup>d</sup>
BAC limit – young or novice drivers	0.00–0.05 g/dl <sup>d</sup>
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	34% <sup>e</sup>
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	96% Drivers <sup>f</sup> , 83% Passengers <sup>f</sup>
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	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

<sup>d</sup> For motorcycles drivers and for drivers of all other vehicles.

<sup>e</sup> 2003, National Forensic Institute.

<sup>f</sup> 2013, Hanoi School of Public Health, Helmet observations in select provinces.

## TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: National Traffic Safety Committee Annual Reports.



## Acknowledgements

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