

European status report on road safety 2025



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**World Health
Organization**

European Region

ABSTRACT

The European status report on road safety 2025, reports regional specific data collected from WHO Member States for the *Global status report on road safety 2023*, along with data from the third E-Survey on Road Safety Attitudes (ESRA3), to assess the 2021 status of road safety in the WHO European Region and on progress towards the objectives of the Decade of Action for Road Safety 2021–2030. In 2021, WHO estimates that 62 640 people were killed in road-traffic crashes in the WHO European Region in 2021, representing 5% of global road-traffic deaths. The WHO European Region is the safest of WHO regions having the lowest road-traffic mortality rate, at 6.7 deaths per 100 000 population; the global rate is 15 per 100 000. Between 2010 and 2021, deaths from road-traffic injuries in the European Region decreased by 36%, despite an overall increase of 4% in population and 22% in registered motor vehicles. Forty-seven countries made progress in reducing the number of road-crash deaths between 2010 and 2021. Road crashes are the leading cause of death for people aged 5–24 years in the WHO European Region. This pattern is consistent across the majority of regional countries meaning it is not driven by high burden only in low- and middle-income countries. That said, the inequity of road safety is highlighted by the fact that there is an almost 12-fold difference in road trauma mortality rates across the region. Only seven countries – have road-safety legislation in line with WHO good practice recommendations for all five behavioural risk factors: speed, alcohol, motorcycle helmets, seat belts and child restraints. The opportunities to close gaps in legislation and enforcement as well as safer vehicles and infrastructure, for the benefit of national road safety outcomes, are outlined in this regional report.

KEYWORDS

ACCIDENT PREVENTION; AUTOMOBILE DRIVING; MORTALITY; SAFETY; RISK FACTORS; RESEARCH REPORT

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Foreword

In 2021, tragically, more than 62 000 people were killed on the roads of the WHO European Region. That equates to over 170 people each day or one person every eight minutes. There are also a further 11 million non-fatal injuries each year, which represents a major burden to health systems in all countries in the Region.

The truth is that every one of these deaths and serious injuries could have been prevented by recognizing that they are influenced by predictable determinants where intervention is possible, rather than labelling them the result of unfortunate accidents.

This European status report on road safety describes the progress made by governments in the Region. It is based on a detailed survey of national road safety practices, completed by government-appointed national data coordinators in 48 of the Region's 53 Member States.

While the WHO European Region continues to be the safest of all WHO regions regarding road safety, the challenge remains to celebrate what has been achieved whilst acknowledging that these achievements are far from complete, and that even greater public and political commitment is needed to drive down deaths and serious injuries. We must continue to move towards the joint objectives of Vision Zero, which hold everyone accountable for creating a road safety system in which nobody is killed or injured on the roads.

2025 marks the mid-point of the current Decade of Action for Road Safety. At the United Nations General Assembly, Member States committed to reducing deaths and serious injuries on the roads by 50% by 2030, a target that countries in the WHO European Region – Belarus, Denmark, Lithuania, Norway and the Russian Federation – showed was achievable over the first Decade of Action, 2010–2021.

WHO's extensive technical guidance on strengthening road safety has provided the framework for the successes achieved by Member States. The safe systems approach recognizes that, while the human body is highly vulnerable to injury and that human beings make mistakes, a set of complementary interventions, to create safer roads, safer vehicles, safer speeds and safer behaviour by road users can accommodate error.

We hope that this report will provide policy-makers, practitioners and activists with the information and guidance needed to continue improving road safety and ensuring that families are spared the unimaginable suffering of losing a loved one or living with the trauma and disability caused by devastating and life-altering road crashes.

Dr Hans Henri P. Kluge
WHO Regional Director for Europe

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The WHO Regional Office for Europe is very grateful to the government-appointed national data focal persons for their dedicated hard work in collecting the country information for the survey questionnaire, as well as government officials who cleared the data. The contribution of WHO representatives and staff at the country level who facilitated support to national counterparts for the collection of data for this report is gratefully acknowledged.

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Abbreviations

ABS	anti-lock braking systems
BAC	blood alcohol concentration
ESRA	E-Survey of Road User Attitudes
ESRA3	third standardized survey of ESRA
EU	European Union
Europe22	the 22 European Union countries participating in the ESRA3 survey
HICs	high-income countries
ISO	International Standards Organization
ISOFIX	the international standard for attachment points for child restraints in passenger cars
km/h	kilometers per hour
LMICs	low- and middle-income countries
UNECE	United Nations Economic Commission for Europe
VKT	vehicle kilometres travelled

Abbreviations for names of Member States

This publication includes figures that use abbreviations from the International Organization for Standardization, for the names of WHO Member States.

Albania	ALB	Latvia	LVA
Andorra	AND	Lithuania	LTU
Armenia	ARM	Luxembourg	LUX
Australia	AUS	Malta	MLT
Austria	AUT	Monaco	MCO
Azerbaijan	AZE	Montenegro	MNE
Belarus	BLR	Netherlands (Kingdom of the)	NLD
Belgium	BEL	North Macedonia	MKD
Bosnia and Herzegovina	BIH	Norway	NOR
Bulgaria	BGR	Poland	POL
Croatia	HRV	Portugal	PRT
Cyprus	CYP	Republic of Moldova	MDA
Czechia	CZE	Romania	ROU
Denmark	DNK	Russian Federation	RUS
Estonia	EST	San Marino	SMR
Finland	FIN	Serbia	SRB
France	FRA	Slovakia	SVK
Georgia	GEO	Slovenia	SVN
Germany	DEU	Spain	ESP
Greece	GRC	Sweden	SWE
Hungary	HUN	Switzerland	CHE
Iceland	ISL	Tajikistan	TJK
Ireland	IRL	Türkiye	TUR
Israel	ISR	Turkmenistan	TKM
Italy	ITA	Ukraine	UKR
Kazakhstan	KAZ	United Kingdom of Great Britain and Northern Ireland	GBR
Kyrgyzstan	KGZ	Uzbekistan	UZB

Key messages

- WHO estimates that 62 640 people were killed in road-traffic crashes in the WHO European Region in 2021, representing 5% of global road-traffic deaths.
- The WHO European Region has the lowest road-traffic mortality rate of any WHO region, at 6.7 deaths per 100 000 population; the global rate is 15 per 100 000.
- Between 2010 and 2021, deaths from road-traffic injuries in the European Region decreased by 36%, despite an overall increase of 4% in population and 22% in registered motor vehicles.
- Forty-seven countries made progress in reducing the number of road-crash deaths between 2010 and 2021, ranging from 6% (Kyrgyzstan) to 62% (Norway). Only four countries – Iceland, Israel, Türkiye and Uzbekistan – reported increases in this period.
- Whilst the whole Region did not achieve Sustainable Development Goal target 3.6 (to halve the number of road deaths and injuries by 2020), five European countries – Belarus, Denmark, Lithuania, Norway and the Russian Federation – reached this milestone. A further eight countries recorded reductions of 40–49%: Belgium, Cyprus, Greece, Kazakhstan, Montenegro, Poland, the Republic of Moldova and Turkmenistan
- In 2021, road crashes killed more people aged 5–24 years in the WHO European Region than any other cause. This pattern is consistent across all countries in the Region, highlighting that achieving road safety is not a challenge for only low- and middle-income countries but for the entire Region.
- Of those killed on the roads, car drivers and occupants comprise 44%; pedestrians, 21%; motorcyclists, 11%; and cyclists, 5%. The road user type is unknown for 13% of deaths.
- With 25% of the Region’s registered vehicles but 65% of its road traffic deaths, road trauma is overrepresented in low- and middle-income countries.
- The highest rate of mortality due to road-traffic injury in the Region (17.2 per 100 000 population in Azerbaijan) is almost 11.5 times the lowest rate (1.5 per 100 000 population in Norway)
- If the entire Region had made the same progress in road safety as Norway, almost 15 000 lives would have been saved in 2021.
- While 39 countries report the existence of a national road-safety strategy, only six – Bulgaria, Hungary, Latvia, the Russian Federation, Switzerland and Turkmenistan – report that the implementation of the strategy is fully funded. A further 14 countries report partial funding for the implementation of their strategies. For 19 countries, no funding is allocated for the implementation of their national road safety strategies.
- Only seven countries – Denmark, France, Greece, Hungary, Italy, Luxembourg and Sweden – have road-safety legislation in line with WHO good practice recommendations for all five behavioural risk factors: speed, alcohol, motorcycle helmets, seat belts and child restraints.
- Whilst legislation is progressively in line with WHO recommendations, according to the 3rd E-Survey on Road User Attitudes (ESRA3), legislation alone is far from sufficient to facilitate the change in road user behaviours that are essential to sustained progress in road safety. There are wide ranging opportunities to increase compliance and road safety impact in regional countries across the economic spectrum.



Introduction

The most recent estimate from WHO is that 1.19 million people were killed on the world's roads in 2021. This represents a tragic and preventable death occurring every 26 seconds (1).

In 2020, United Nations General Assembly Resolution A/RES/74/299 (2) proclaimed a second Decade of Action for Road Safety (2021–2030), with an ambitious target of reducing road traffic deaths and injuries by at least 50% by 2030 (3).

Since 2021, WHO worked with Member States to develop its fifth global status report on road safety (4), monitoring progress towards the Decade of Action's objectives and targets and evaluating the gaps in road safety in countries, to stimulate action and to generate data to stimulate research on road safety decision-making and intervention implementation.

WHO bases its technical recommendations for strengthening road safety on the safe systems approach, which recognizes that human beings are both fallible and fragile. Thus, while the human body is highly vulnerable to injury and human beings make mistakes, complementary interventions to create safer roads, safer vehicles, safer speeds and safer behaviour by road users work together to accommodate the consequences of error and prevent inevitable crashes from resulting in death and serious injuries. Safe systems, or Vision Zero, approaches to road safety are gradually gaining political traction, but the approach requires technical fail-safes to ensure that these principles are implemented, rather than being incorrectly used as a label for road-safety actions that are neither data driven nor evidence based. The safe systems approach provides a holistic framework to examine the risk factors for and interventions to prevent road-traffic injuries (5)(6).

This European report complements the *Global status report on road safety 2023* (4) and is the latest regional road-safety report published by the WHO Regional Office for Europe. Data were collected in 2022 and 2023 and the results reflect the latest years of available data for mortality (2021), legislation (2023), road infrastructure assessment (2023) and vehicle-safety standards (2023).

This report describes the status of road safety in 48 of the 53 Member States in the WHO European Region.¹ This report takes stock of the Region's progress towards the targets and objectives of the Decade of Action 2021-2030 and describes in detail the situation of road safety legislation, policy and practice in Member States, along with opportunities for strategic leadership and priority action.

¹ Andorra, Monaco, Romania, San Marino and Turkmenistan did not participate in the 2023 status report, although global health estimates on the burden of road trauma were also used for countries that did not participate in the fifth status report. Reporting from previous status reports is also reutilized.



Methods

Data were collected through a standardized questionnaire that was administered by the WHO Regional Office for Europe. Questionnaires were completed by national data focal points, appointed by Member State governments to coordinate their countries' submissions. The national data focal person and experts from relevant sectors in each country applied a consensus approach in providing the response to the standardized questionnaire that best reflects the road safety situation in their country.

A full description of the methodology is provided in WHO's Global status report on road safety 2023 (4).

E-Survey on Road Safety Attitudes (ESRA3)

As part of the regional implementation of this Global Status Report, the WHO Regional Office for Europe participated in ESRA3 as a member of the supporting consortium.

The data obtained through ESRA3 is highly complementary to the information collated for each country through the status report questionnaire. While the status report compiles national-level information on the existence and coverage of legislation and strategic policies and action plans on risk factors, ESRA3 quantifies the road-safety experiences of individual road users related to these national response mechanisms in each country. Combining the WHO status report with ESRA3 data provides invaluable insights into the implementation and impact of national road safety policies and practices.

A total of 28 Member States of the WHO European Region participated in ESRA3.² As part of the Status Report project, WHO supported participation in six of these countries – Armenia, Bosnia and Herzegovina, Kazakhstan, Kyrgyzstan, Türkiye and Uzbekistan. All other countries facilitated their own participation in the survey.

Full details on the ESRA methodology, particularly the processes for data collection and analysis have been published by the Vias Institute (7).

² Armenia, Austria, Belgium, Bosnia and Herzegovina, Czechia, Denmark, Finland, France, Germany, Greece, Ireland, Israel, Italy, Kazakhstan, Kyrgyzstan, Latvia, Luxembourg, Netherlands (Kingdom of the), Poland, Portugal, Serbia, Slovenia, Spain, Sweden, Switzerland, Türkiye, the United Kingdom and Uzbekistan



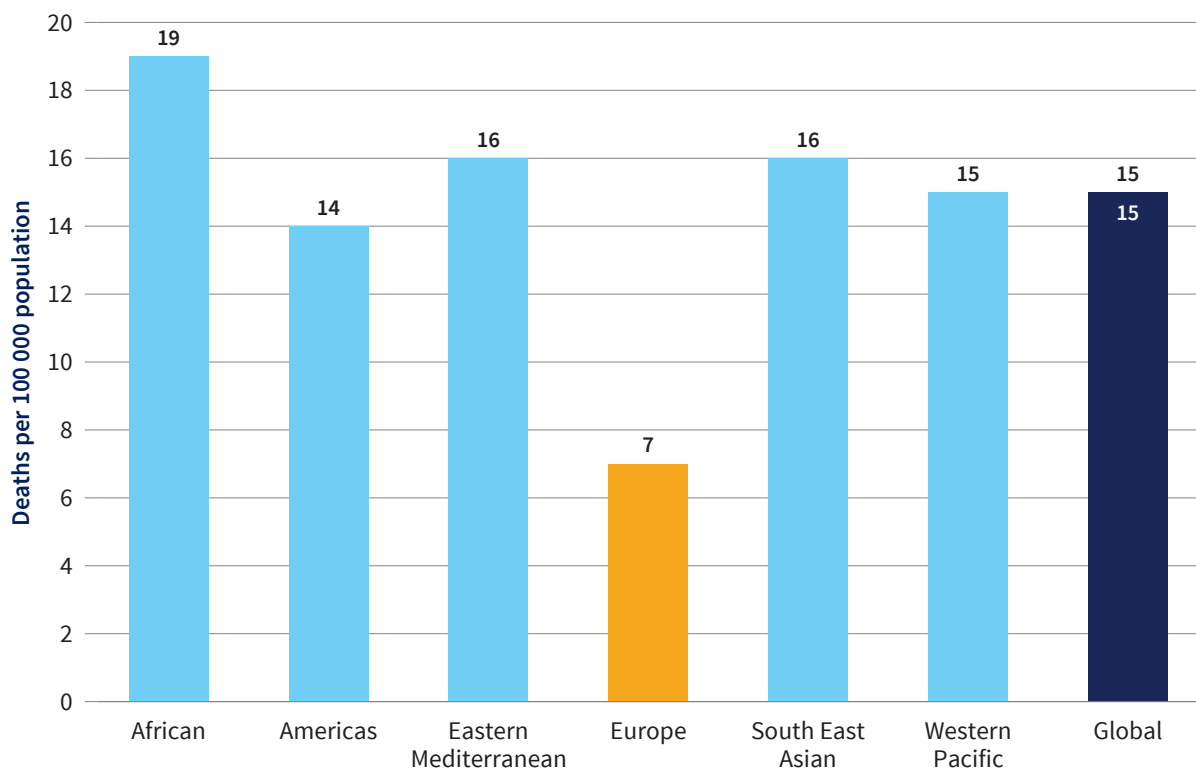
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The burden of road-traffic injuries in Europe

WHO estimates that 62 640 people in the European Region were killed in road traffic crashes in 2021: about 170 people every day, or one person every eight minutes. This number represents approximately 5% of the global burden.

The mortality rate from road-traffic injury in the European Region is 2.1 times lower than the global average: 6.7 deaths per 100 000, compared to 15 globally. Relative to other WHO regions, the relative risk, from highest to lowest, is 2.7 times higher in the African Region, 2.3 times higher in the Eastern Mediterranean Region, 2.3 times higher in the South-East Asia Region, 2.1 times higher in the Western Pacific Region and 2 times higher in the Region of the Americas (Fig. 1).

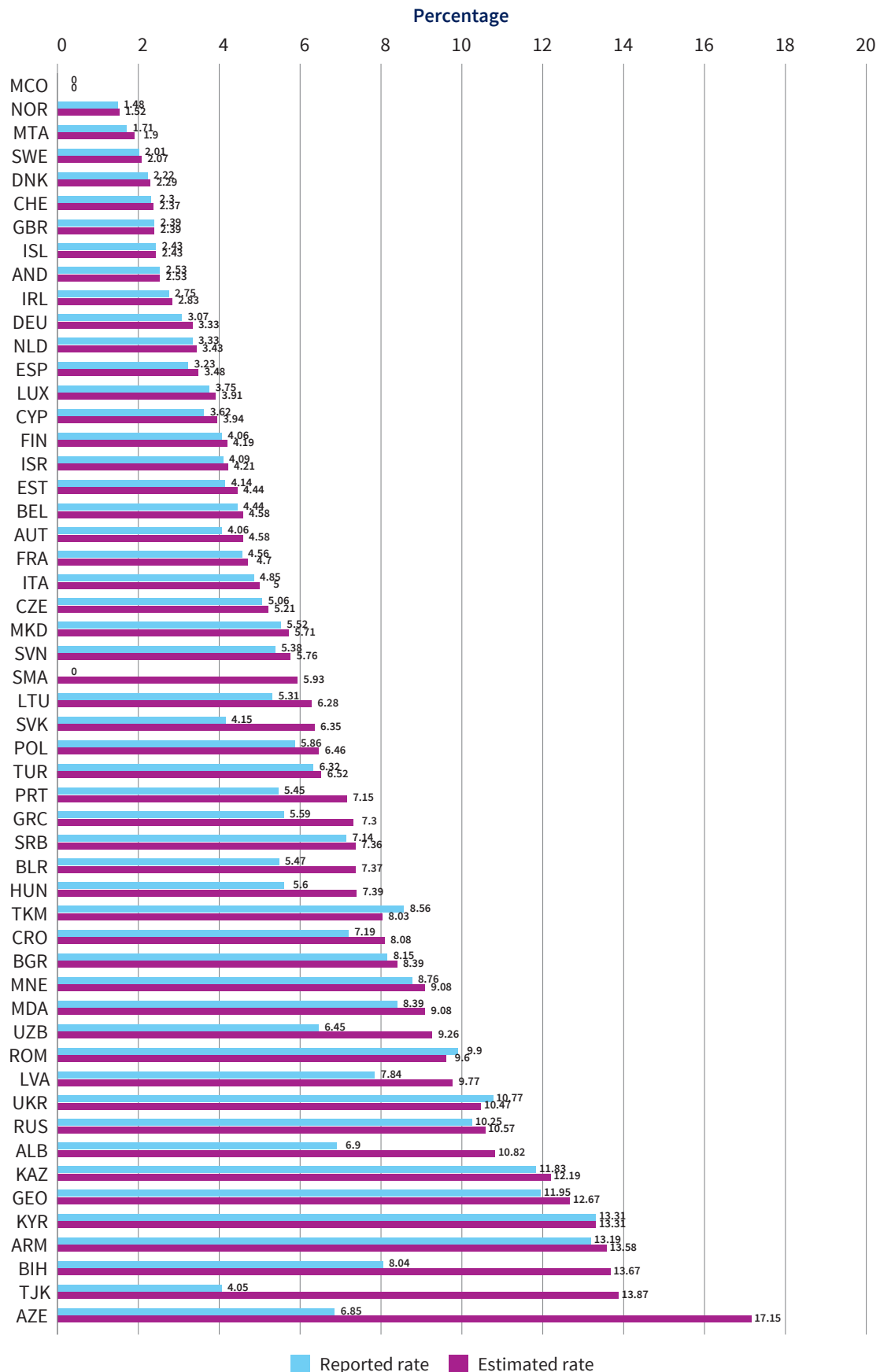
Fig. 1. Road traffic mortality rates per 100 000 population by WHO Region



The best performing country in the European Region is Norway, with 1.5 deaths per 100 000 population. If every country achieved a level of road safety similar to Norway’s, the number of road-traffic fatalities in the Region in 2021 would be less than 14 000, a 78% reduction on what is actually seen in the Region. Norway recorded not only the lowest road-traffic mortality rate in the Region in 2021, but also recorded the highest reduction between 2010 and 2021: 62%.

While all countries in the Region are reducing road trauma, high-income countries (HICs) are reducing deaths faster low- and middle-income countries (LMICs). For that reason, the ratio of mortality rates between the countries with the highest and lowest mortality rates has grown from 6.7 in 2016 to 11.5 in 2021 (Fig. 2).

Fig. 2. Officially reported and WHO estimated road-traffic mortality rates per 100 000 population in the WHO European Region in 2021



The European Region has made the most progress of any WHO region in preventing road trauma, reducing deaths by 36% between 2010 and 2021 (Fig. 3). The greatest progress was in the countries of the European Union (EU)³, where deaths decreased by 32%, followed by 31% in the Eastern Partnership⁴, 22% in the Central Asian Republics⁵ and 26% in the countries of the Western Balkans⁶. Forty-seven countries⁷ made progress in reducing the number of road-crash deaths between 2010 and 2021, ranging from 6% (Kyrgyzstan) to 62% (Norway). Only four countries – Iceland, Israel, Türkiye and Uzbekistan – reported increases in this period.

Mortality rates due to road-traffic injuries vary greatly across countries in the Region, however. Country mortality rates range from 0 (Monaco) to 17.2 (Azerbaijan) per 100 000 people. The central Asian republics and western Balkan countries have road-traffic mortality rates that are 2.3 and 1.3 times, respectively, that of the EU. When grouped together by income classification, the road-traffic mortality rate for LMICs is 2.3 times that for HICs.

³ EU Member States: Austria, Belgium, Bulgaria, Croatia, Cyprus, Czechia, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands (Kingdom of the), Poland, Portugal, Romania, Slovakia, Slovenia, Spain and Sweden.

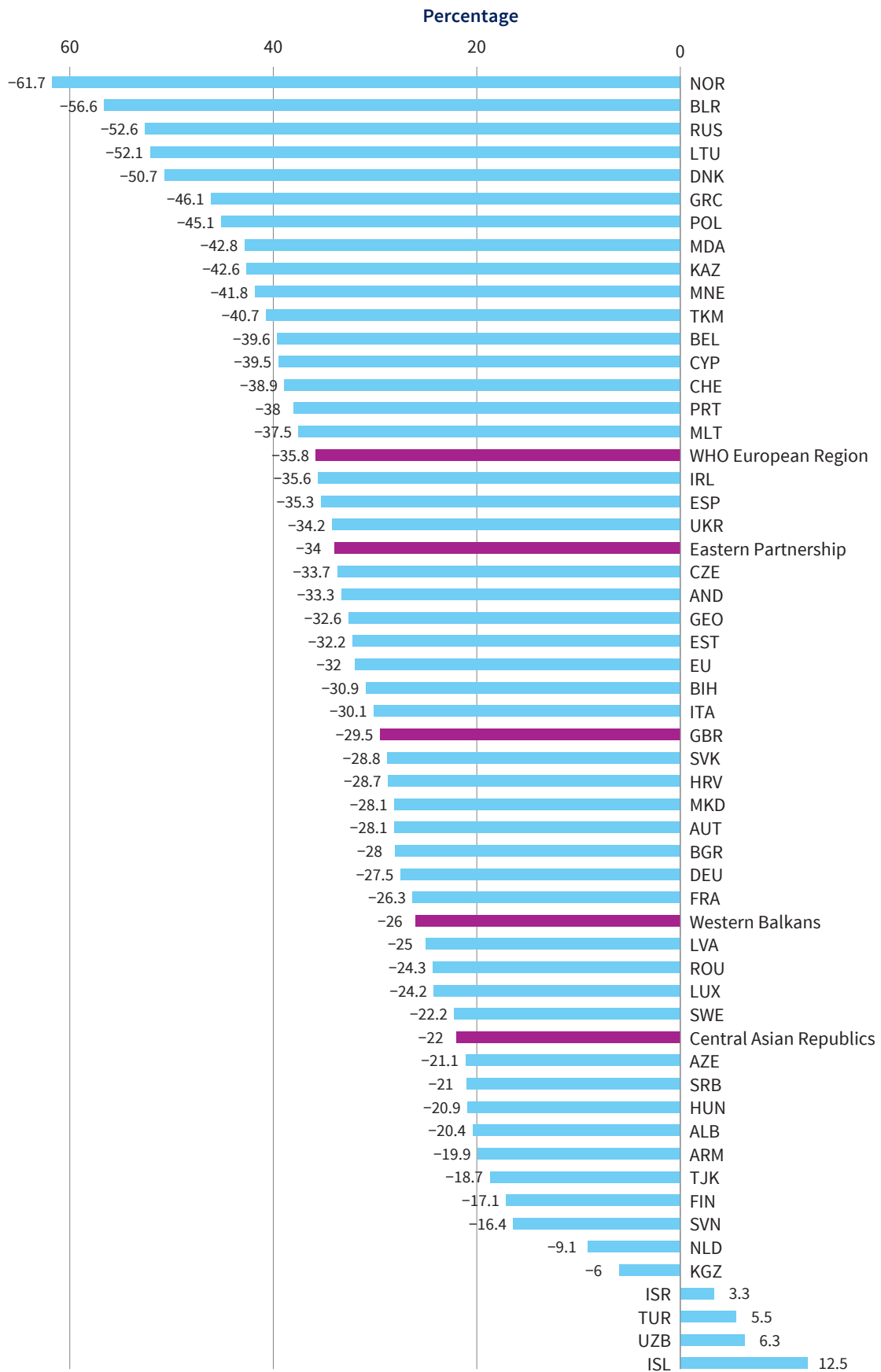
⁴ These countries include Armenia, Azerbaijan, Georgia, the Republic of Moldova and Ukraine.

⁵ The central Asian republics include Kazakhstan, Kyrgyzstan, Tajikistan, Turkmenistan and Uzbekistan.

⁶ Western Balkan countries include Albania, Bosnia and Herzegovina, Montenegro, North Macedonia and Serbia.

⁷ The following countries have made progress in reducing road-crash deaths since 2010: Albania, Armenia, Austria, Belarus, Belgium, Bosnia and Herzegovina, Bulgaria, Croatia, Cyprus, Czechia, Denmark, Estonia, Finland, France, Georgia, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Montenegro, Netherlands (Kingdom of the), North Macedonia, Norway, Poland, Portugal, the Republic of Moldova, Romania, the Russian Federation, Serbia, Slovakia, Slovenia, Spain, Switzerland, Tajikistan, Turkmenistan, Ukraine and the United Kingdom. In contrast, four countries have increased the number of road-crash deaths since 2010: Iceland, Israel, Türkiye and Uzbekistan.

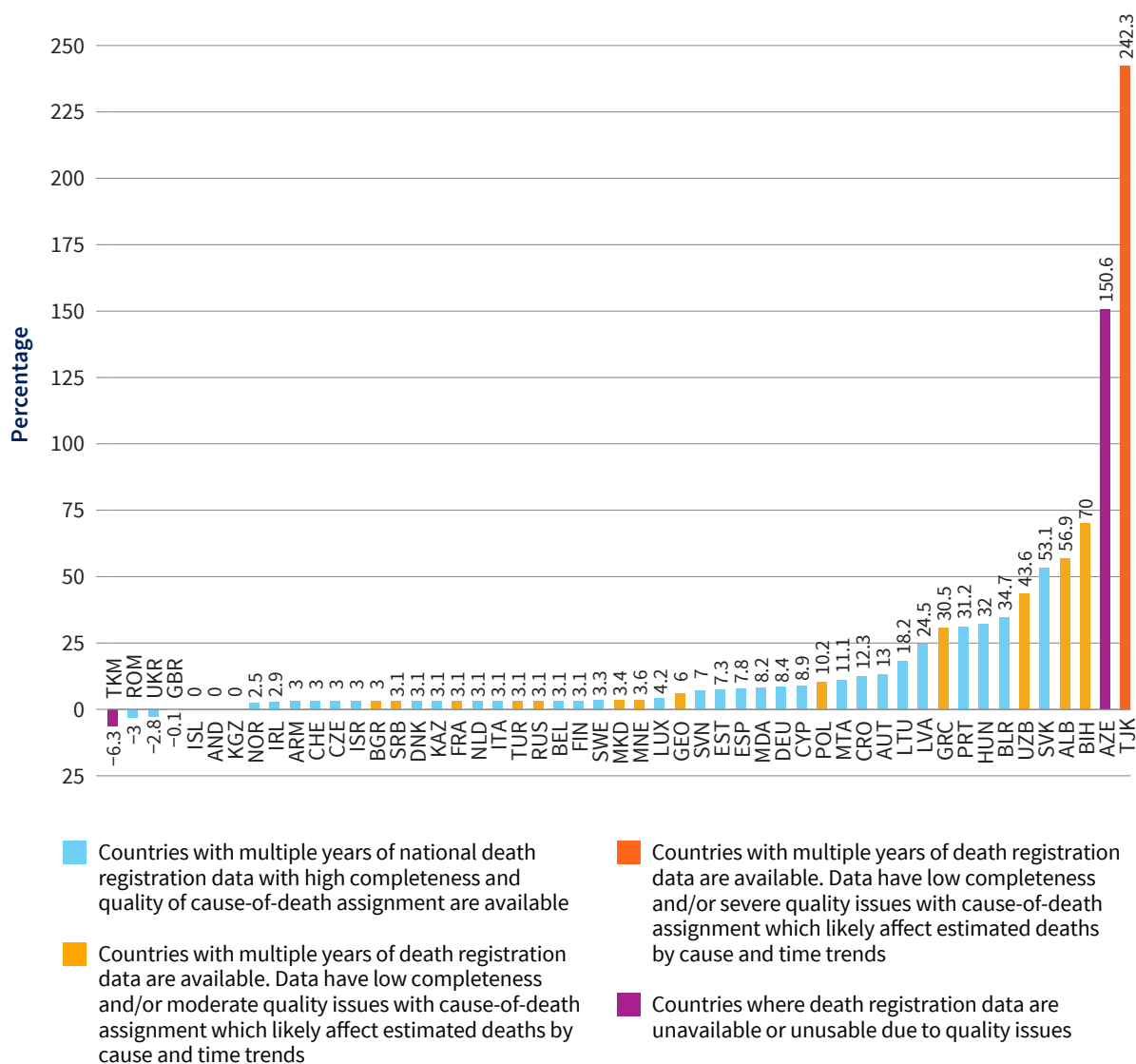
Fig. 3. Progress in road safety in the WHO European Region: changes in road traffic deaths from 2010 to 2021



This status report is based on both officially reported numbers of road traffic death and WHO’s Global Health Estimates (1), which are derived from Member States’ data from registers of the causes of death. Across the majority of countries, official data routinely underestimate road-traffic deaths when compared to the Global Health Estimates. The reasons for the difference vary across countries, but primarily come down to the methodology of collecting and source of data; most official reporting is from police data, whereas death cause registry data are from health data. Across the European Member States, the difference between these data sources ranges from -6% (Turkmenistan) to +242% (Tajikistan) (Fig. 4).

Countries can reduce the difference between their reported data and WHO estimates by strengthening the proportion of road traffic deaths that are captured and correctly classified as road-traffic deaths in certification of causes of death (8) and to ensure that data are submitted to WHO whenever new calendar year data is finalised. For the WHO European Region, 44 countries submitted data for 2021, the year on which this status report is based. Of the nine countries without 2021 data, the most recent submission dates to WHO ranged from 2007 to 2020 (9).

Fig. 4. Percentage difference between road traffic mortality rates officially reported by countries and WHO estimates



Deaths in pedestrians, cyclists and motorcyclists

Pedestrians, cyclists and motorcyclists comprise 37% of the people killed in the roads in the WHO European Region. Pedestrians and cyclists represent 26% of all road-traffic deaths in the Region, with those using motorized two- and three-wheelers comprising another 11%. The subregion with the highest proportion of pedestrian deaths is the Eastern Partnership (34%) and the EU has the highest proportion of deaths in cyclists (9%) and motorcyclists (18%). It is important to note that the completeness of data for this most fundamental of road safety indicators is poor in central Asia, with 64% of deaths recorded as unknown road user type, compared to 13% for the Region as a whole (Fig. 5).

Fig. 5. Distribution of road traffic deaths by type of road user, WHO European Region (%)

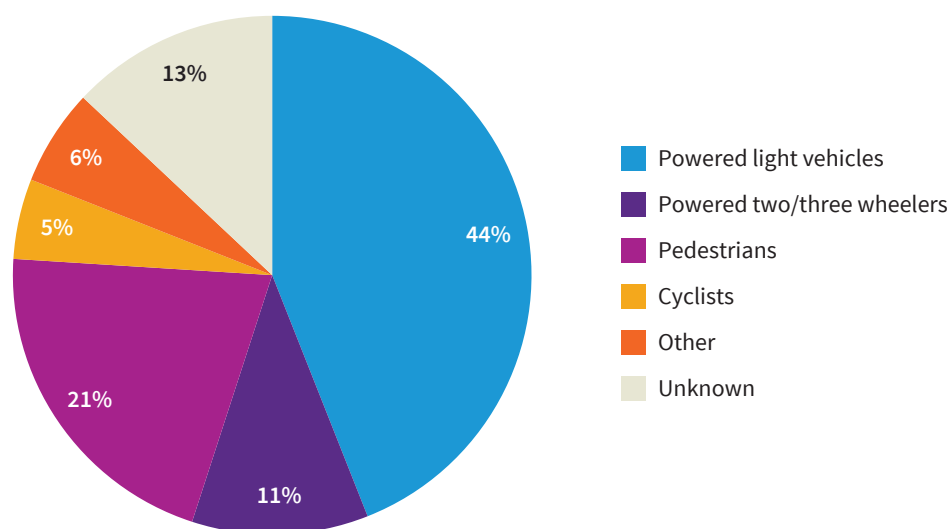


Fig. 5A. Distribution of road traffic deaths by type of road user, Central Asian Republics (%)

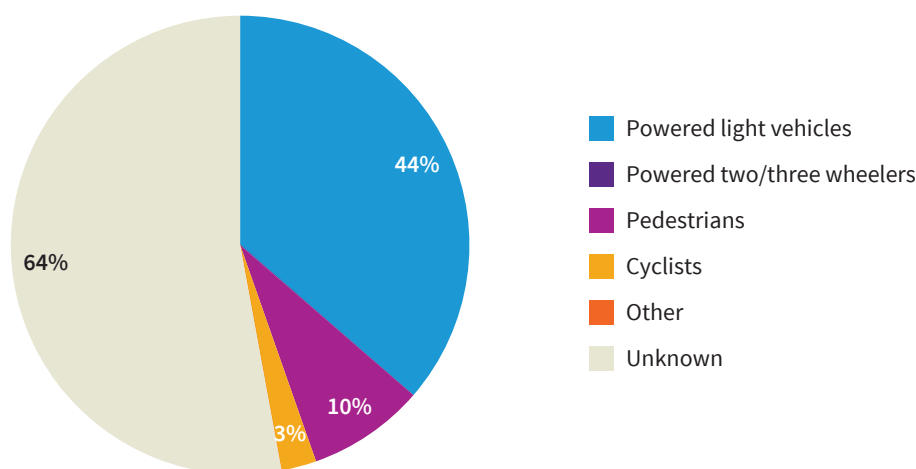


Fig. 5B. Distribution of road traffic deaths by type of road user, European Union (%)

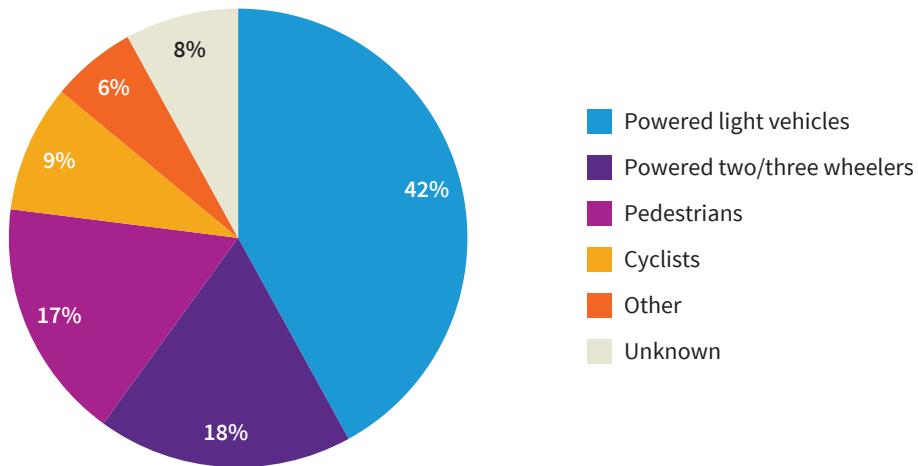


Fig. 5C. Distribution of road traffic deaths by type of road user, Eastern Partnership countries (%)

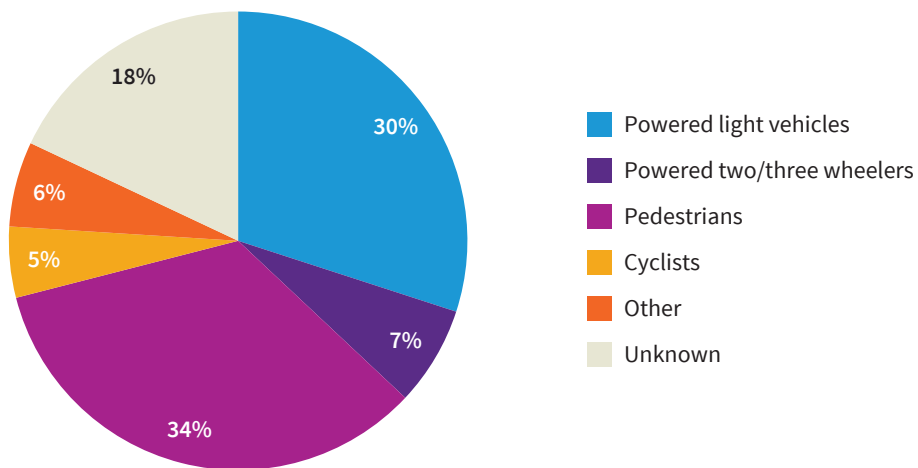
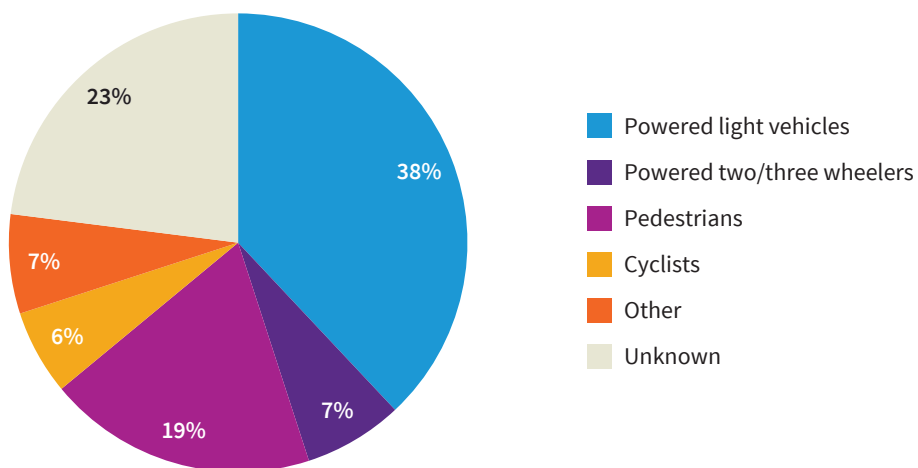


Fig. 5D. Distribution of road traffic deaths by type of road user, Western Balkans subregion (%)



Deaths due to road crashes: the tip of the injury iceberg

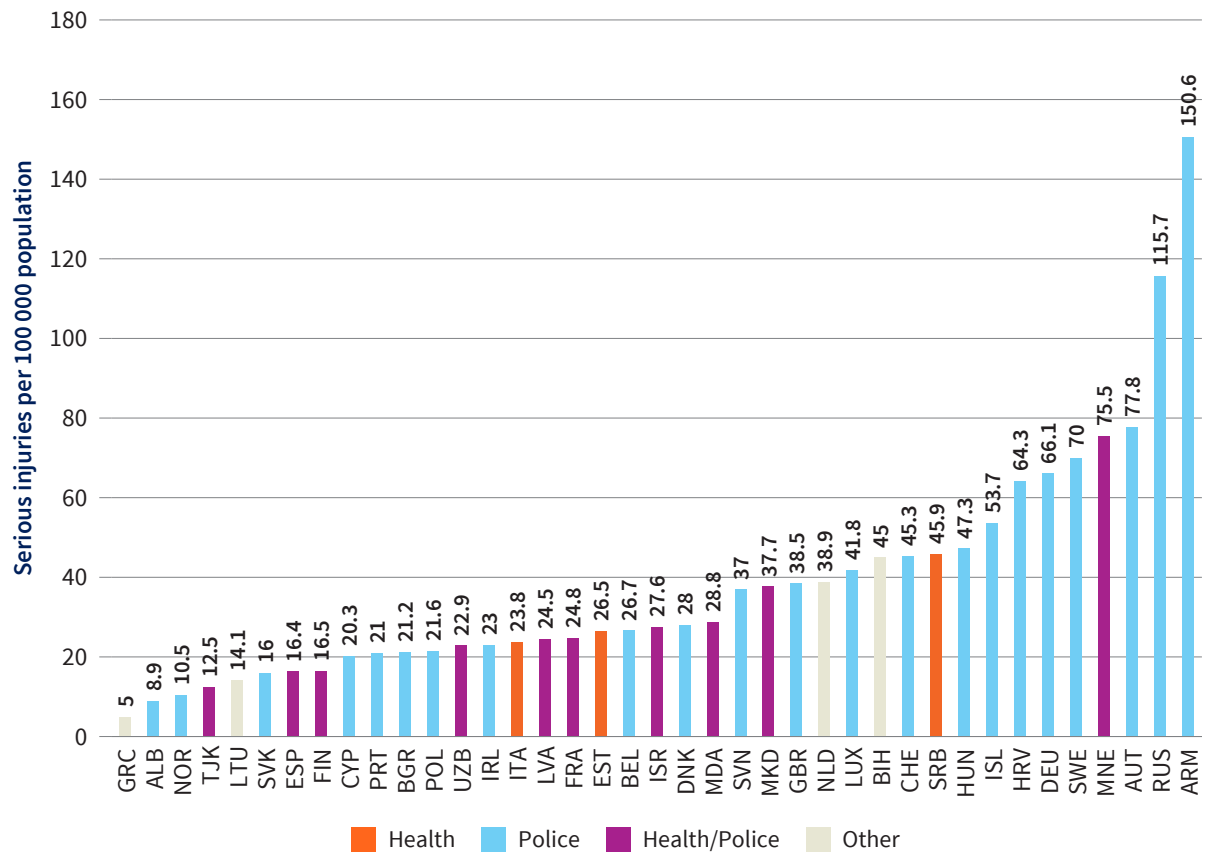
Deaths due to road crashes are only the tip of the injury iceberg, as they do not convey the full magnitude of the tragedies and grief created by road crashes. For every death, there are invariably multiple instances of non-fatal injuries across the severity spectrum that result in disabilities that have devastating effects on people's lives and impose high burdens and costs on health-care systems and societies.

In 2019, Liverpool John Moores University estimated that, out of 11.4 million people injured in road traffic in the Region, 893 000 suffered injuries serious enough to require admission to hospital, with a further 7.6 million requiring treatment in emergency departments (10).

Only 39 of 53 countries reported data on serious injuries, which totalled over 365 000 serious injuries in 2021, although this figure is not based on a common standardized definition. The rate per 100 000 population ranged from 5 (Greece) to 150 (Armenia), highlighting the limited ability to compare levels of serious injury across countries. The majority of countries based this reporting on either police data (22 countries) or a combination of police and health data (10 countries). Fig. 6 shows the reported rates of serious road-traffic injuries in 2021 according to the reported data source. Police data defines the official quantification for serious injuries in 22 out of 39 countries reporting. Health is the source of data in 3 countries, and a combination of police and health in a further 10 countries.

The 27 countries of the EU adopted a road traffic casualty with a Maximum Abbreviated Injury Scale score of 3 or more (MAIS3+) (11) as the standardized benchmark for quantifying serious injury. Data collection and reporting are not complete for all EU countries, however; the European Transport Safety Council estimates that there were approximately 141 000 MAIS3+ serious injuries in the EU in 2023 (12).

Fig. 6. Rates of serious road traffic injuries per 100 000 population in the WHO European Region and source of serious injury data





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Safer road users

Legislation on key behavioural risk factors

Enacting and enforcing comprehensive legislation are crucial ways of improving road-user behaviour and critical components of a safe systems approach to enhancing safety on roads. Strong evidence shows that laws addressing key risk factors such as speed (13), drink-driving (14), and non-use of motorcycle helmets (15), seat belts and child restraints (16) can reduce road-traffic deaths and injuries. To be effective, such laws need to be in line with best practice, stringently enforced and, along with standards and compliance regimes for the licensing and disqualification of drivers and riders, aligned with media campaigns (17).

Table 1 details WHO criteria for comprehensive road-safety legislation and Table 2 highlights the extent to which legislation meets that criteria for each European Member State. WHO developed these criteria, which reflect international evidence-based best practice. The *Global status report on road safety 2023* (4) gives further details on the rationale of the criteria.



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Table 1. Countries' fulfilment of criteria for comprehensive legislation for key behavioural risk factors affecting road safety in the WHO European Region

Risk factor	Criteria for comprehensive legislation	Number of countries
Speed	National legislation that sets urban speed limits not exceeding 50 km/h	39
	National legislation gives local authorities the power to reduce nationally set speed limits (to adapt to different safety contexts)	29
	Comprehensive legislation for speed, according to WHO criteria	24
Drink-driving	National legislation specifies a blood alcohol concentration (BAC) limit that does not exceed 0.05 g/dL for the general population	47
	National legislation specifies a BAC limit that does not exceed 0.02 g/dL for young and novice drivers	30
	Comprehensive legislation for drink-driving prevention, according to WHO criteria	30
Motorcycle helmets	National legislation requires motorcycle helmets to be worn by drivers and passengers on all road and on all types of motorcycle	50
	National legislation requires motorcycle helmets to be fastened (to be considered worn)	35
	National legislation requires motorcycle helmets to comply with a technical quality standard	31
	Comprehensive legislation for motorcycle helmets, according to WHO criteria	21
Seat belts	National legislation requires all occupants in front- and rear-seats to wear seat belts	47
	Comprehensive legislation for seat belts, according to WHO criteria	47
Child restraints	National legislation requires children under 10 years of age or 135 cm in height to be fastened in an appropriate child restraint	31
	National legislation prohibits children under a certain age or height from sitting in the front seat	51
	National legislation requires child restraints to meet a technical quality standard	35
	Comprehensive legislation for child restraints, according to WHO criteria	29

Partially fulfills WHO criteria for comprehensive legislation (all criteria required for legislation to be considered comprehensive)

Partially fulfills WHO criteria for comprehensive legislation (all criteria required for legislation to be considered comprehensive)

Table 2. Assessment of legislation coverage for major road-safety risk factors in the Member States in the WHO European Region

Behavioural risk factor legislation	Speed		Alcohol		Motorcycle helmets		Seatbelts		Child restraints	
	What is the maximum permissible urban speed limit (km/h)	Are speed limits fixed centrally or reducible by local authorities?	What is the maximum permissible BAC (in grams of alcohol/deciliter of blood) for the general population?	What is the maximum permissible BAC (in grams of alcohol/deciliter of blood) for novice drivers?	What are the requirements for motorcycle riders and passengers to wear helmets?	Are unfastened helmets considered worn?	Are helmets required to meet a quality standard?	Which vehicle occupants are required to wear seatbelts?	What is the minimum age and/or height restrictions requiring a child to utilise a child restraint?	Are child restraints required to meet a quality standard?
WHO criteria for best practice legislation	Urban speed limit ≤50km/h	Local authorities can reduce speed limits as required	BAC ≤0.05g/dl general population	BAC ≤0.02g/dl novice drivers	All riders and passengers, travelling on all public roads, on all motorcycle engine types, must wear a motorcycle helmet at all times	Motorcycle helmets must be fastened to be considered worn	Motorcycle helmets must meet an international quality standard	All front and rear seat occupants must wear a seatbelt	Children ≤10 years or ≤135 cm in height must use an appropriate restraint	Child restraints must meet an international quality standard
ALB	40	Yes	0.03	0.03	Yes	No	Yes	Yes	4 years	Yes
AND	50	No	0.05	0.05	Yes	Yes	Yes	No	No	No
ARM	90	No	0.04	0.04	Yes	Yes	No	Yes	No	No
AUT	50	Yes	0.05	0.01	Yes	No	Yes	Yes	14 years 150 cm	Yes
AZE	60	No	No	No	Yes	No	No	No	No	No
BLR	60	No	0.03	0.03	Yes	Yes	Yes	Yes	5 years	Yes
BEL	50	Yes	0.05	0.05	Yes	No	Yes	Yes	18 years 135 cm	Yes
BIH	50	No	0.03	0.00	Yes	No	No	Yes	12 years	No
BGR	50	No	0.05	0.05	Yes	No	No	Yes	150 cm	Yes

Meets all WHO criteria for comprehensive legislation
Meets some WHO criteria for comprehensive legislation
Meets no WHO criteria for comprehensive legislation

	Speed		Alcohol		Motorcycle helmets		Seatbelts		Child restraints	
CRO	50	Yes	0.05	0.00	Yes	Yes	Yes	Yes	135 cm	No
CYP	65	Yes	0.05	0.02	Yes	Yes	Yes	Yes	135 cm	Yes
CZE	50	Yes	0.03	0.03	Yes	Yes	Yes	Yes	150 cm	Yes
DNK	50	Yes	0.05	0.02	Yes	Yes	Yes	Yes	135 cm	Yes
EST	50	Yes	0.02	0.02	Yes	Yes	Yes	Yes	No	No
FIN	50	Yes	0.05	0.05	Yes	No	No	Yes	135 cm	No
FRA	50	Yes	0.05	0.02	Yes	Yes	Yes	Yes	10 years	Yes
GEO	60	No	0.03	0.03	Yes	Yes	No	Yes	3 years	No
DEU	50	Yes	0.05	0.00	No	No	No	Yes	12 years 150 cm	Yes
GRC	50	Yes	0.05	0.02	Yes	Yes	Yes	Yes	135 cm	Yes
HUN	50	Yes	0.00	0.00	Yes	Yes	Yes	Yes	135 cm	Yes
ISL	50	No	0.02	0.02	Yes	No	No	Yes	135 cm	Yes
IRL	50	Yes	0.05	0.02	Yes	No	Yes	Yes	150 cm	Yes
ISR	50	No	0.05	0.01	Yes	Yes	Yes	Yes	8 years	Yes
ITA	50	Yes	0.05	0.00	Yes	Yes	Yes	Yes	150 cm	Yes
KAZ	60	No	0.05	0.05	No	Yes	No	Yes	No	Yes
KGZ	60	No	No	No	Yes	Yes	No	No	No	No
LVA	50	No	0.05	0.02	Yes	Yes	No	Yes	150 cm	No
LTU	50	No	0.02	0.00	Yes	Yes	No	Yes	135 cm	Yes
LUX	50	Yes	0.05	0.02	Yes	Yes	Yes	Yes	17 years 150 cm	Yes
MTA	50	No	0.05	0.02	Yes	No	No	Yes	3 years	Yes
MCO	70	Yes	0.05	0.05	Yes	Yes	No	No	No	No
MNE	50	No	0.03	0.00	Yes	Yes	Yes	Yes	5 years	No

Meets all WHO criteria for comprehensive legislation
Meets some WHO criteria for comprehensive legislation
Meets no WHO criteria for comprehensive legislation

	Speed		Alcohol		Motorcycle helmets		Seatbelts		Child restraints	
NLD	50	Yes	0.05	0.02	No	Yes	Yes	Yes	18 years 135 cm	Yes
MKD	50	No	0.05	0.009	Yes	Yes	Yes	Yes	5 years	No
NOR	50	Yes	0.02	0.02	Yes	No	Yes	Yes	135 cm	Yes
POL	50	Yes	0.02	0.02	Yes	No	Yes	Yes	135 cm	Yes
PRT	50	No	0.05	0.02	Yes	Yes	Yes	Yes	12 years 135 cm	Yes
MDA	50	No	0.03	0.03	Yes	Yes	No	Yes	No	No
ROM	50	Yes	0.08	0.08	Yes	No	No	Yes	135 cm	Yes
RUS	60	Yes	0.03	0.03	Yes	Yes	Yes	Yes	7 years	Yes
SMA	70	No	0.05	0.05	Yes	Yes	Yes	Yes	150 cm	Yes
SRB	50	Yes	0.03	0.00	Yes	Yes	No	Yes	No	Yes
SVK	50	No	0.00	0.00	Yes	Yes	No	Yes	150 cm	Yes
SVN	50	No	0.05	0.00	Yes	Yes	Yes	Yes	3 years 140 cm	No
ESP	50	Yes	0.05	0.03	Yes	No	Yes	Yes	135 cm	Yes
SWE	50	Yes	0.02	0.02	Yes	Yes	Yes	Yes	135 cm	Yes
CHE	50	No	0.05	0.01	Yes	No	Yes	Yes	150 cm	Yes
TJK	60	No	No	No	Yes	Yes	No	No	No	No
TUR	50	Yes	0.05	0.05	Yes	No	Yes	Yes	135 cm	Yes
TKM	60	Yes	0.05	0.05	Yes	No	No	Yes	No	No
UKR	60	Yes	0.02	0.02	Yes	Yes	No	Yes	No	No
GBR	48	Yes	0.08	0.08	Yes	Yes	Yes	Yes	12 years 135 cm	Yes
UZB	70	No	No	No	Yes	Yes	No	No	No	No

Meets all WHO criteria for comprehensive legislation

Meets some WHO criteria for comprehensive legislation

Meets no WHO criteria for comprehensive legislation

Only seven countries in the Region have road-safety legislation that meets good practice. Across the Region, only Denmark⁸, France, Greece, Hungary, Italy, Luxembourg and Sweden have good-practice legislation covering all five main risk factors discussed. This is a slight improvement; five countries met this standard in 2018 (18) and four in 2010 (19). With such a significant gap in compliance with best-practice recommendations, Member States have a strategic opportunity to strengthen legislation and enforcement, maximizing legislation's potential for injury prevention.

The presence of legislation is only a starting point for the achievement of road-safety outcomes. Achieving legislation's potential for injury prevention depends on stringent implementation and enforcement. Data from ESRA3 (20) highlight the high frequency of self-declared dangerous road-safety behaviours and the limited road-safety impact of legislation in isolation, even where countries are compliant with WHO recommendations (Table 3).

Table 3. Frequency (percent at least once) of self-reported behaviours by car drivers in the previous 30 days in countries with comprehensive road-safety legislation

	Denmark	France	Greece	Italy	Luxembourg	Sweden	Europe22
Drive when possibly over the legal limit for drink-driving	11	16	13	13	24	7	12
Drive faster than the speed limit inside built up areas	49	48	43	37	61	49	47
Drive faster than the speed limit outside built up areas	62	51	52	48	82	65	53
Drive faster than the speed limit on motorways and freeways	58	51	57	43	79	64	50
Drive without wearing a seat belt	11	10	28	20	5	15	15
Transporting children under 150 cm without a child restraint system	17	19	21	23	8	20	18
Transporting children over 150 cm without a seat belt	11	11	24	20	4	13	16

Surveyed frequency is lower than the European average

Surveyed frequency is higher than the European average

Surveyed frequency is equal to the European average

⁸ Legislation taking effect in Denmark on 1 July 2025 reduced the BAC threshold from 0.05g/dL to 0.02g/dL for drivers in the first three years of having licenses.

Speed

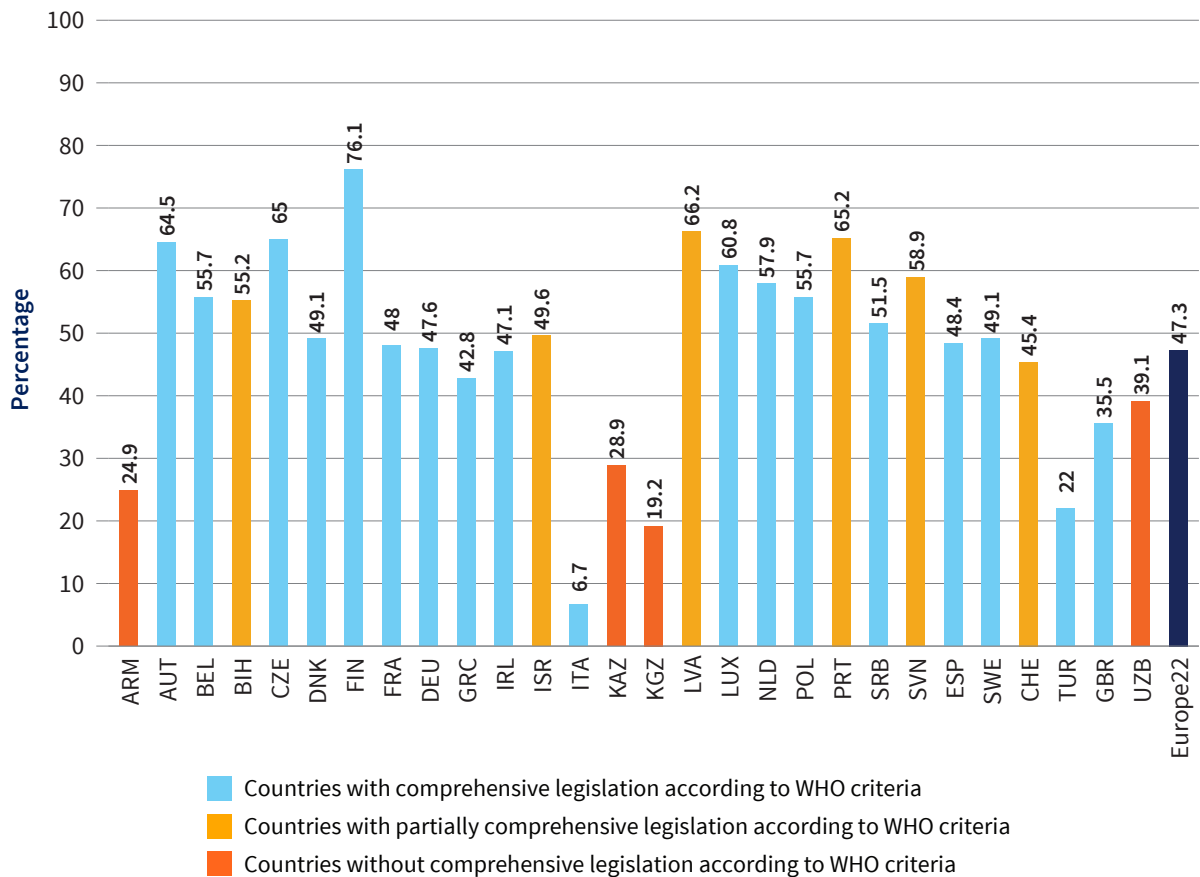
Only 24 countries in the WHO Regional Office for Europe have comprehensive best practice legislation for speed.

The likelihood of a crash, resulting in serious injury and death, increases exponentially as speed increases (21). For every 1% increase in mean speed, the risk of a fatal crash increases 4% and the risk of a serious crash increases 3% (22).

While 39 countries have established urban speed limits not exceeding 50 km/h, only 29 have granted local authorities the power to reduce nationally set speed limits as required for the local road-safety context.

Despite the dangers, speeding unfortunately remains ubiquitous in road-user populations. ESRA3 highlighted that, across the Region, the proportion of speeding drivers ranged from 19% (Kyrgyzstan) to 76% (Finland) with an average of 47% in the 22 European countries participating in ESRA3 (Europe22)⁹ (Fig. 7). The completeness of a country’s legislation on speeding does not appear to be a causal factor in determining driver behaviour, with the frequency of urban speed limit violations ranging from 22% (Türkiye) to 76% (Finland).

Fig. 7. Self-reported frequency of exceeding speed limits in built-up areas in previous 30 days, according to ESRA3 Survey (percent at least once)



⁹ These countries were: Austria, Belgium, Bosnia and Herzegovina, Czechia, Denmark, Finland, France, Germany, Greece, Ireland, Italy, Latvia, Luxembourg, Netherlands (Kingdom of the), Poland, Portugal, Serbia, Slovenia, Spain, Sweden, Switzerland and the United Kingdom

ESRA3 highlighted the effect of police in deterring speeding in urban areas. Across the Region, the anticipated likelihood of speed limits being enforced on a typical journey ranged from 18.8% (Armenia) to 77.8% (Kyrgyzstan) (Fig. 8).

With the effectiveness of default speed limits of 30km/h being demonstrated in many European countries including Greece, Spain and Wales (United Kingdom) (23), a rapidly growing number of countries and cities are considering similar policies as a mechanism to achieve their objectives for road safety, air pollution and urbanization. According to ESRA3, public support for such policies ranged from 24.4% (Czechia) to 68.9% (Kyrgyzstan) (Fig. 9). As mentioned, however, local authorities currently have the authority to reduce speed limits from those established nationally in only 29 of 53 regional countries.

For EU countries, Intelligent Speed Assistance, a technology that supports drivers in keeping to posted speed limits, became mandatory on all new vehicles at the beginning of 2025 (24).

Fig. 8. Self-reported likelihood of drivers encountering police enforcing speed limits on a typical journey, according to ESRA3 Survey (percent likely)

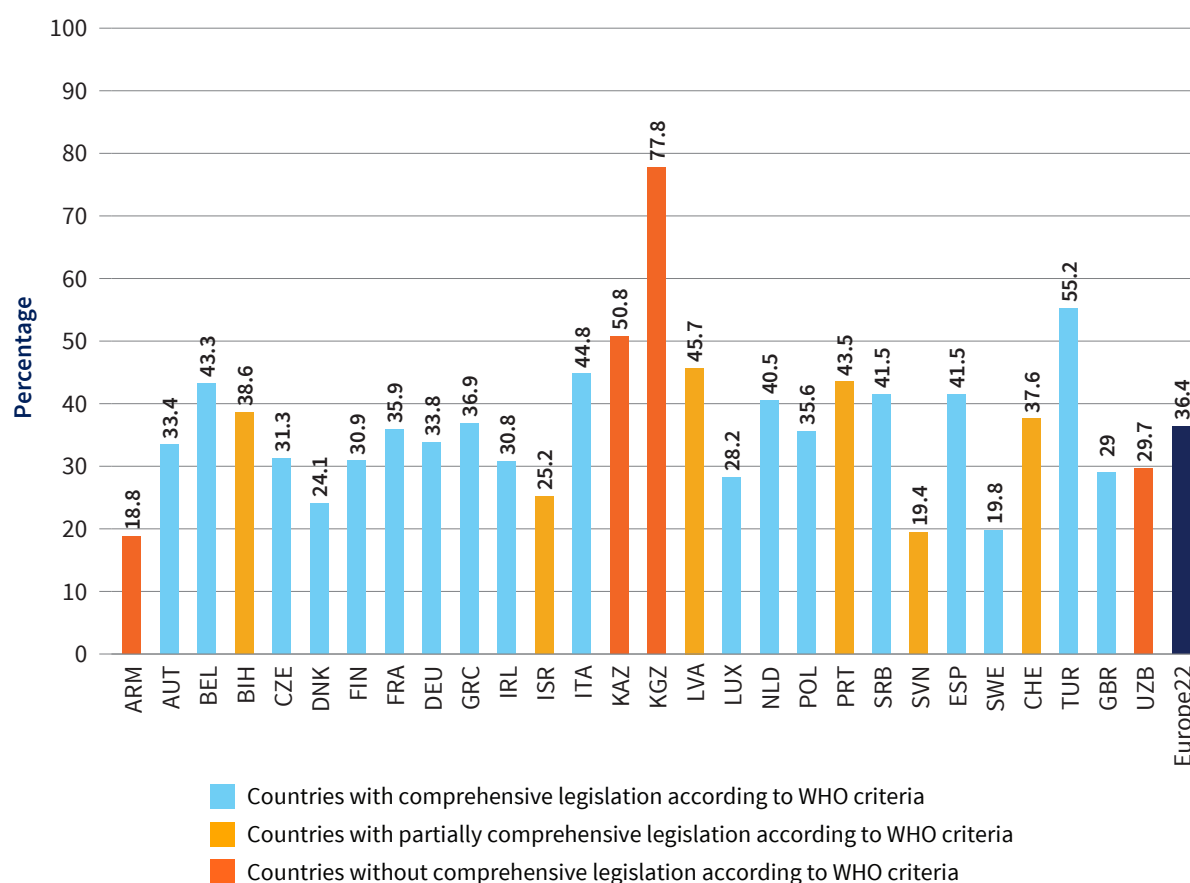
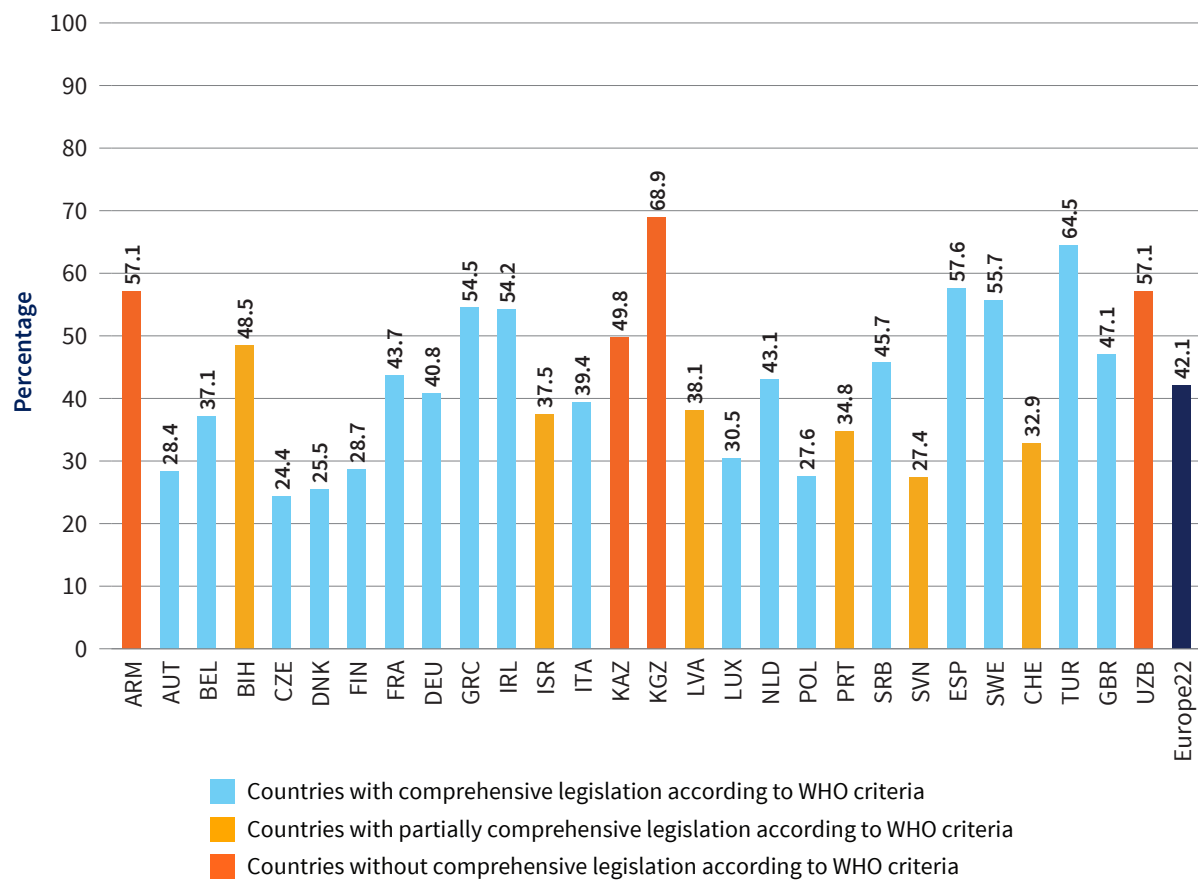


Fig. 9. Frequency of public support (%) for a speed limit of 30 km/h in all built-up areas except main thoroughfares, according to whether national legislation meets good practice criteria



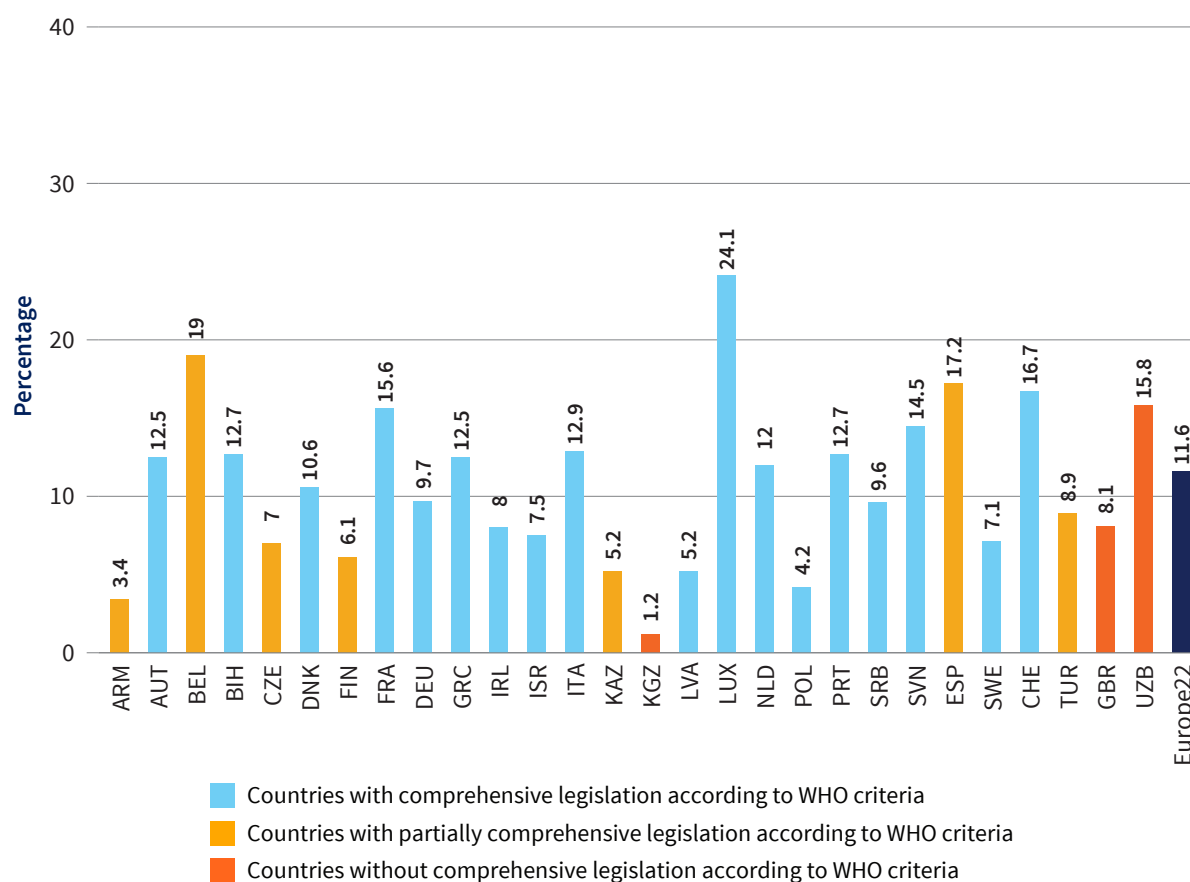
Drink-driving

All countries in the European Region have national laws to regulate drink-driving, but only 30 have legislation in line with WHO best practice recommendations.

Alcohol is a major risk factor for road-traffic crashes. The crash risk starts to increase exponentially at a BAC of 0.04 g/dL (5). WHO recommends setting and enforcing a national drink-driving law based on a maximum BAC of 0.05 g/dL for the general population and ≥ 0.02 g/dL for novice and probationary drivers. While 47 countries fulfil the criterion for the general population, only 30 countries specify a reduced BAC to accommodate the compounding effect of inexperience on alcohol impairment.

Self-reported drink-driving is disturbingly frequent. Respondents to ESRA3 disclosed that an average of 11.6% of car drivers (Fig 10) and 19.4% of motorcycle riders (Fig 11) operated their vehicle under the influence of alcohol. Across the Region, this proportion ranged from 1.2% (Kyrgyzstan) to 24.1% (Luxembourg) for car drivers and from 12.3% (Türkiye) to 37.1% (Kazakhstan) for motorcyclists. Australian research has shown that a motorcycle rider with a BAC of ≥ 0.05 g/dL is more than 40 times more likely to be involved in a crash (25), a far greater crash risk than the doubling that is reported for drivers of passenger vehicles at the same BAC (26).

Fig. 10. Self-reported frequency of drink-driving by car drivers in previous 30 days, according to ESRA3 Survey (percent at least once)



Drivers can encounter law enforcement officers when drink-driving; Fig. 12 shows the self-reported likelihood of being breathalysed on a typical journey, and the percentage of drivers reporting having been breathalysed in the previous 12 months.

Forty-four countries collect data on the proportion of road-traffic deaths attributable to alcohol use; their estimates range from less than 1% to 39%. This proportion is called the alcohol-attributable fraction. Data collected for WHO's 2018 global status report on alcohol and health (27) found that the alcohol-attributable fraction of road-traffic deaths for the Region as a whole is 37.7%. Only 31 countries give police the authority to test BAC of drivers involved in crashes causing fatal injuries, even though officers may not routinely do so. Better and more complete data on BAC testing in countries are needed to estimate the potential for preventing drink-driving and reducing alcohol-related harm.

Fig. 11. Self-reported frequency of drink-driving by motorcycle riders in previous 30 days, according to ESRA3 Survey (percent at least once)

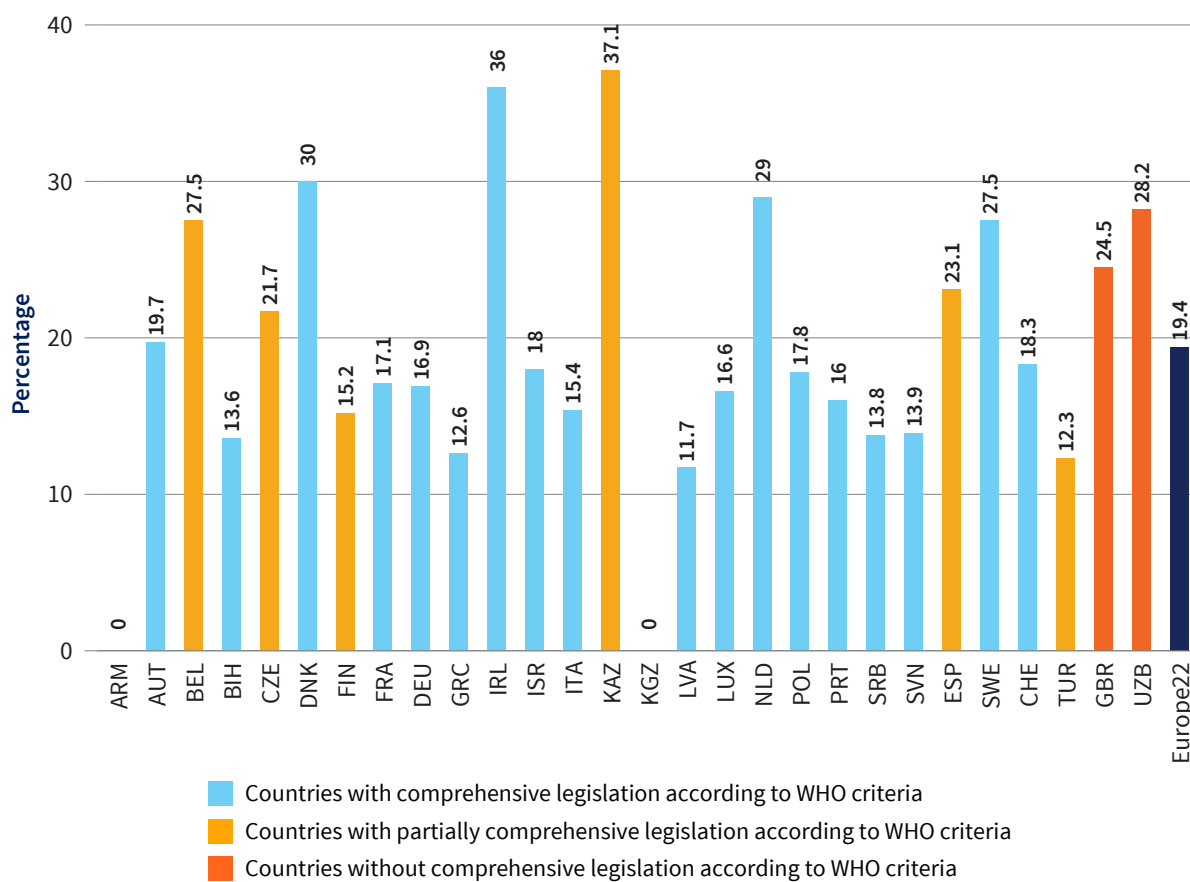


Fig. 12. Self-reported likelihood and frequency of car drivers encountering police enforcing drink-driving, according to ESRA3 Survey

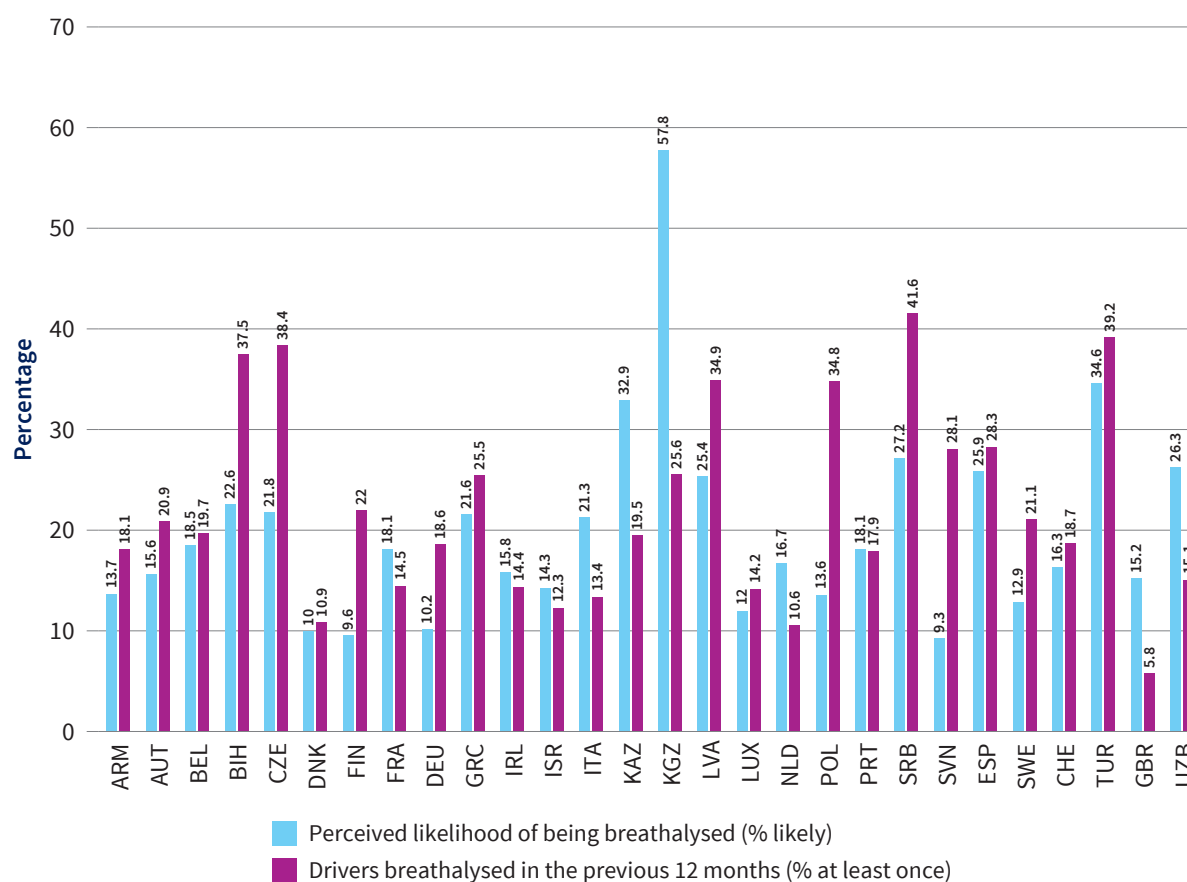
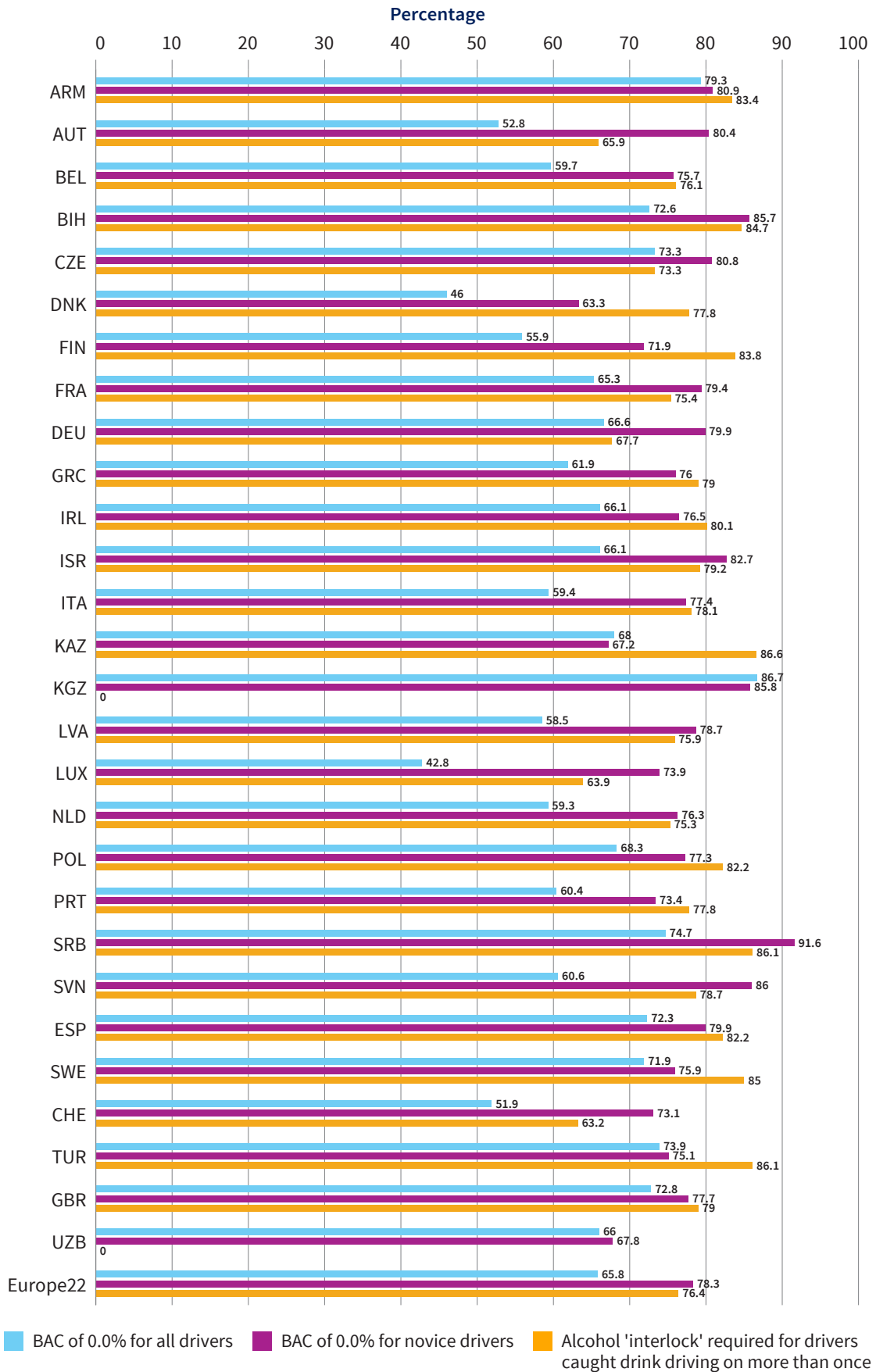


Fig. 13 shows European countries' strong support for three policies to reduce the harm resulting from drink-driving. These are policies that:

- reduce the BAC to zero for all drivers;
- reduce the BAC to zero for novice drivers (those with fewer than two years' driving experience); and
- requiring the installation of an interlock in vehicles operated by people caught drink-driving on more than once occasion.

Fig. 13. Frequency of public support (percent support) for policies to prevent alcohol associated road trauma



Use of helmets

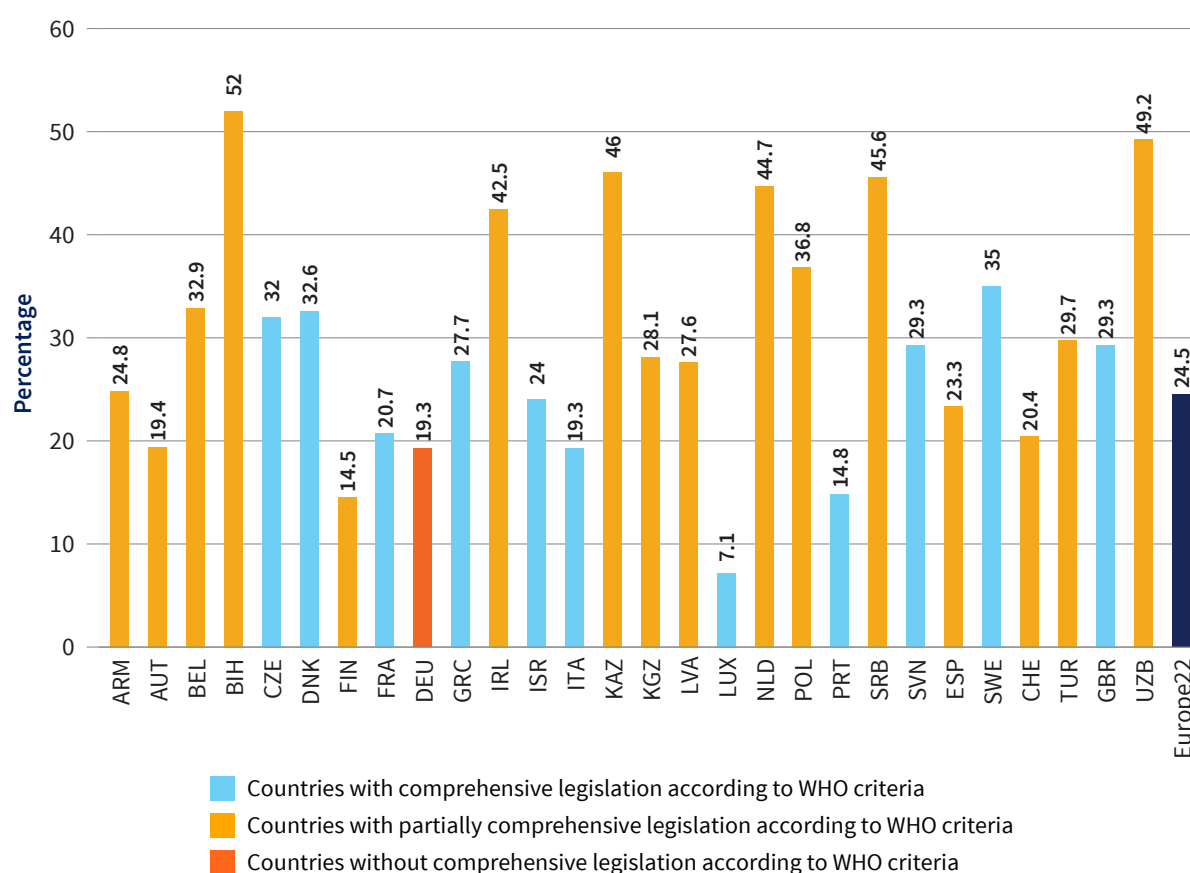
Motorcycle helmets

Only 21 countries implement best practice legislation to protect motorcycle riders and passengers.

As a group of road users, motorcyclists have a far greater vulnerability to road trauma than occupants of passenger cars. Data compiled by the United States of America Department of Transportation highlights that, for every mile travelled, a motorcyclist is 22 times more likely to be killed than a car occupant (28). The use of protective equipment such as helmets is therefore a crucial factor in maximizing the safety of motorcycle riders and passengers.

Standard-quality motorcycle helmets, of good construction and worn correctly, have been shown to reduce the risk of serious head injuries and death by 69% and 40%, respectively (29). That said, only 21 countries have legislation that cover all aspects of WHO's criteria for comprehensive legislation: an increase from 19 in 2016 (30). Despite unequivocal legislation being in place, however, ESRA3 showed that an average of 24.5% of motorcyclists, ranging from 7% (Luxembourg) to 52% (Bosnia and Herzegovina), reported riding without wearing a helmet in the month before the survey (Fig 14).

Fig. 14. Self-reported frequency of motorcyclists riding without helmets in previous 30 days, according to ESRA3 Survey (percent at least once)



Vulnerability of motorcyclists

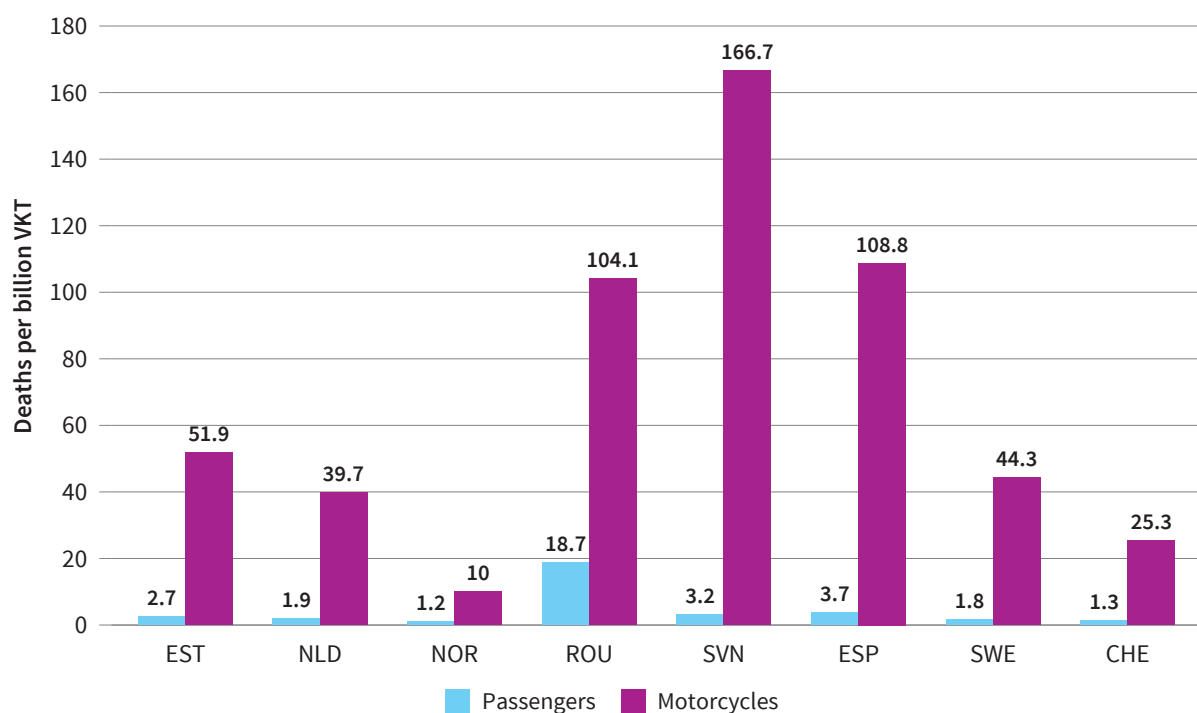
Literature and data on road safety illustrate the vulnerability of motorcycle riders and their passengers. As mentioned, deaths in people using powered two-wheelers comprise 11% of total road-traffic deaths in the Region. When exposure data consolidated by the European Commission are factored in (31), the risk ratios of motorcycle riders, relative to the distance travelled, range from 8.3 times (Norway) to 52 times (Slovenia) those for car occupants. Such data – particularly on rider speed, motorcycle-specific road infrastructure and the use of helmets and other protective clothing – are important to determine the need for road-safety strategies for that type of vehicle. Fig. 15 shows deaths per billion vehicle kilometres travelled (VKT) by car and by motorcycle in selected European countries in 2021.

Bicycle helmets

The use of bicycle helmets has been shown to reduce the risk of serious brain injuries by up to 88% (32).

Bicycle use is rapidly growing as a recognized mode of active transport. In 2021, cyclists accounted for 5% of all road-traffic deaths. This proportion varies significantly across the Region, however, from 2.1% (Greece) to 35.6% (Netherlands (Kingdom of the)). In the latter, cyclists accounted for the largest number of road-user deaths (210), followed by the occupants of passenger vehicles (186). Relative to the population, both these road-user groups had similar death rates: 1.2 and 1.06 deaths per 100 000 population, respectively. Based on VKT, however, cyclists have a far greater risk of death and serious injury relative to their exposure, with passenger cars accounting for 115.8 billion VKT (1.6 deaths per billion VKT) and bicycles accounting for 16.1 billion VKT (13 deaths per billion VKT).

Fig. 15. Car and motorcycle deaths per billion vehicle kilometers travelled in select European countries, 2021



Despite the ubiquitous use of bicycles in Netherlands (Kingdom of the), the country has one of the lowest rates of use of helmets for safety in the Region (11.7%) (Fig. 16). In contrast, wearing rates are over 85% in Australia, one of the few countries to mandate the use of bicycle helmets in road safety legislation. With Netherlands (Kingdom of the) prioritizing the development of world-leading segregated infrastructure for cyclists, the absence of heavy, fast moving motorized vehicles could mean that the use of helmets would provide an even greater degree of crash-specific protection. Fig. 17 outlines the public support for mandatory bicycle helmet legislation on ESRA3 countries, ranging from a low of 21.2% in Netherlands (Kingdom of the) to a high of 88% in Israel. The average across the 22 European countries was 65%, indicating significant overall support for this road safety policy.

Fig. 16. Percentages of bicycle helmet use and cyclist deaths in European countries and Australia

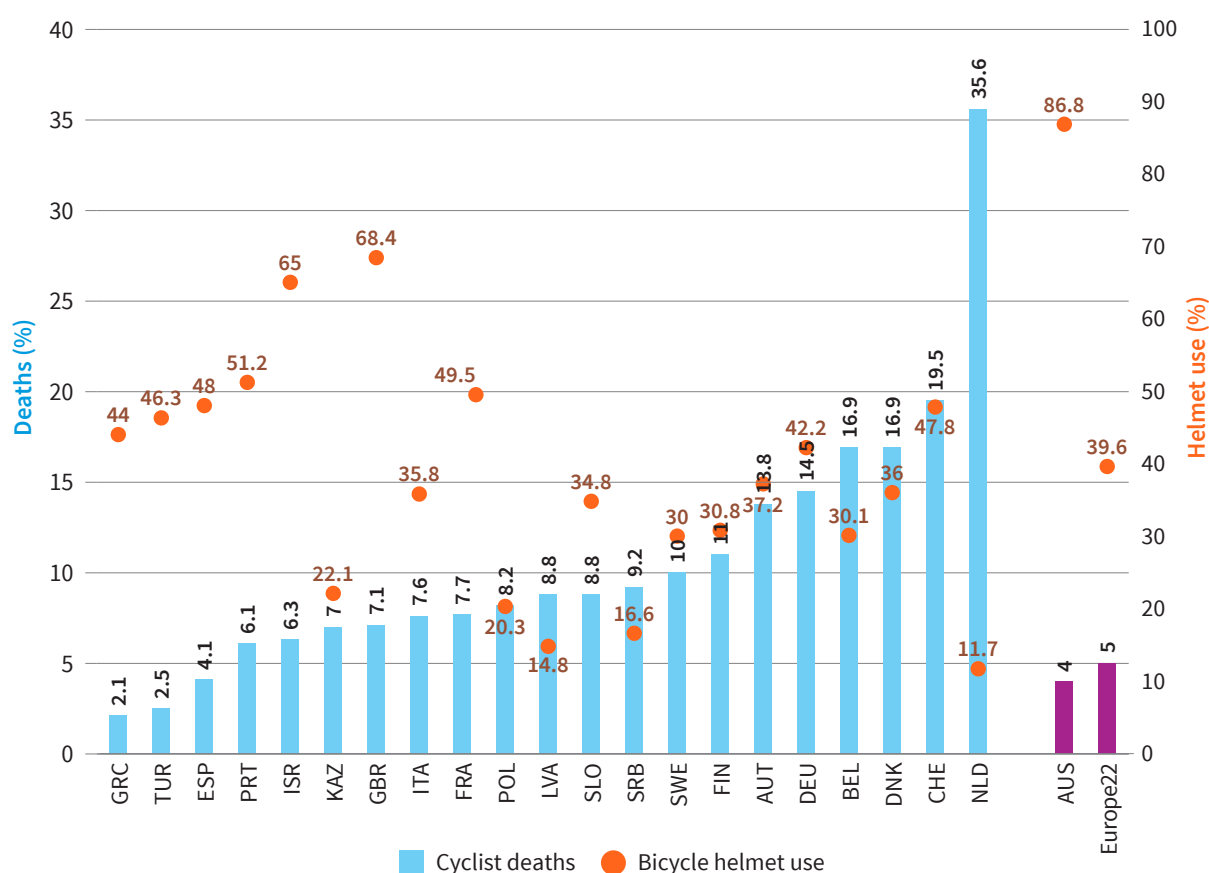
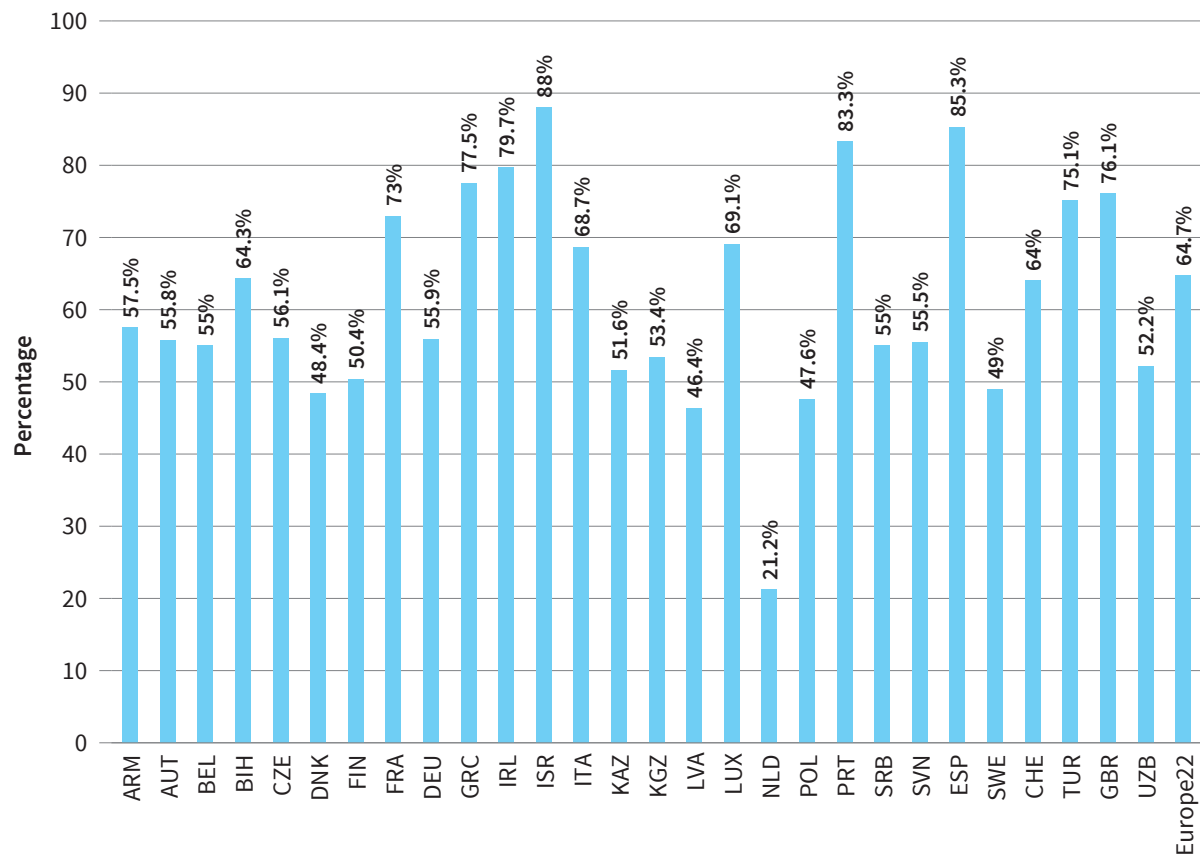


Fig. 17. Frequency of public support (percent support) for legislation mandating helmets for all cyclists



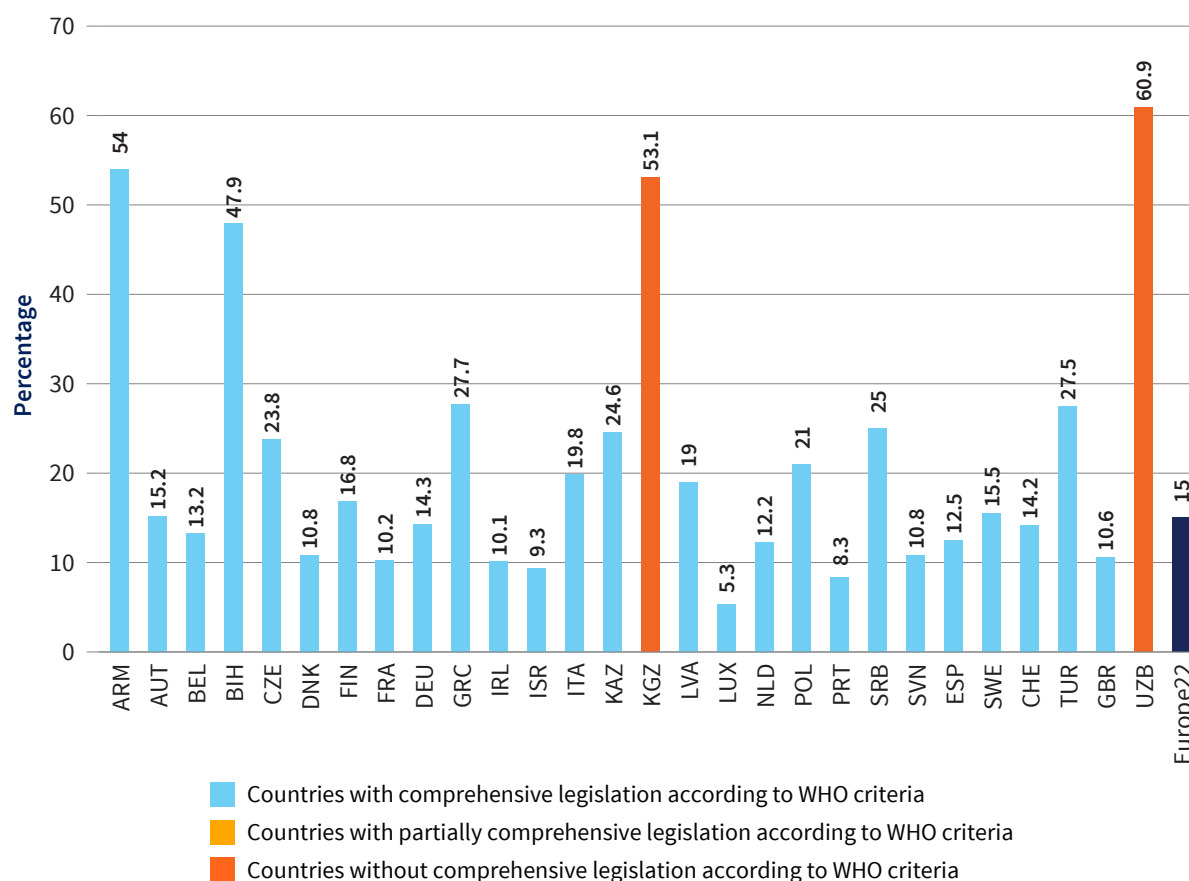
Use of seat belts

Forty-seven countries have comprehensive laws mandating seat-belt use.

Correctly and consistently wearing a seat belt is one of the most effective of road-safety interventions. It reduces the risk of a fatal injury by 45–50% for drivers and front-seat occupants and the risk of fatal and serious injuries by 25% for rear-seat occupants of passenger vehicles (5).

Despite comprehensive legislation being in place in 47 countries, ESRA3 showed that an average of 15% of drivers, ranging from 5.3% (Luxembourg) to 60.9% (Uzbekistan), reported driving without wearing a seat belt in the month before the survey (Fig. 18).

Fig. 18. Self-reported frequency (% at least once) of driving without using a seat belt in the previous 30 days



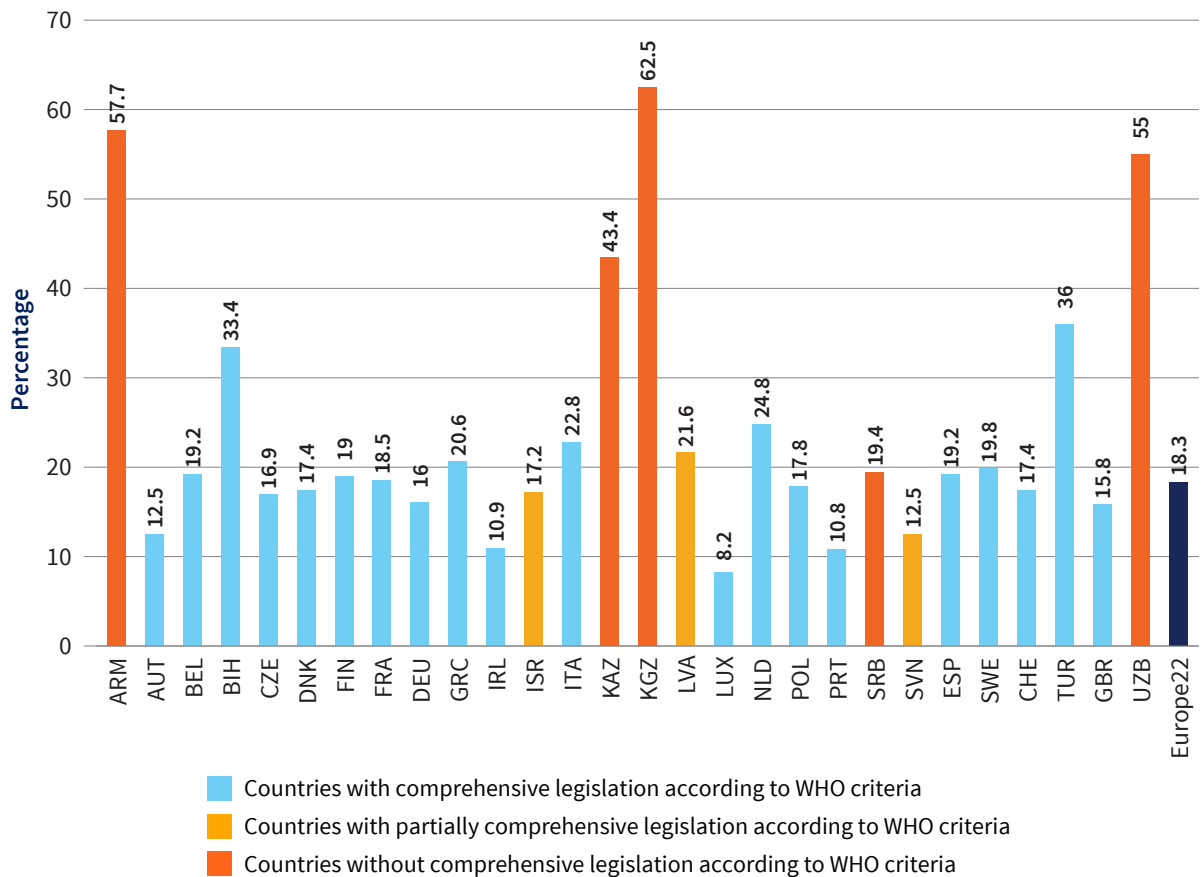
Use of child restraints

The use of child restraints in cars needs to be increased.

When fitted correctly, child restraints can reduce the risk of death and serious injuries by more than 60% (33).

Despite comprehensive legislation in place in 29 countries, utilisation in practice, according to ESRA3 showed an average of 18.3% of drivers, ranging from 8.2% (Luxembourg) to 62.5% (Kyrgyzstan), reported transporting a child under 150 cm without utilisation an appropriate child restraint in the month before the survey (Fig. 19). The countries identified with the lowest use of child restraints (Armenia, Kazakhstan, Kyrgyzstan and Uzbekistan) do not have legislation mandating their use.

Fig. 19. Self-reported frequency (% at least once) of transporting a child ≤150 cm without an appropriate restraint in the previous 30 days



Reducing distracted driving

Most countries prohibit drivers from using handheld mobile telephones while driving.

Being distracted while driving significantly increases the risk of crashes. Using a mobile telephone is a major cause of distracted driving. Evidence is rapidly accumulating on the risk that it poses to road safety. Talking on a handheld or hands-free telephone while driving quadruples the risk of being involved in a crash; the risk is 23 times higher for texting while driving (34–36).

Fifty-two European countries prohibit handheld telephone use while driving. Evidence suggests that hand-free models have no significant advantage over handheld mobiles in terms of reducing the risk of crashes (37), although only six countries prohibit the use of hands-free telephones while driving.

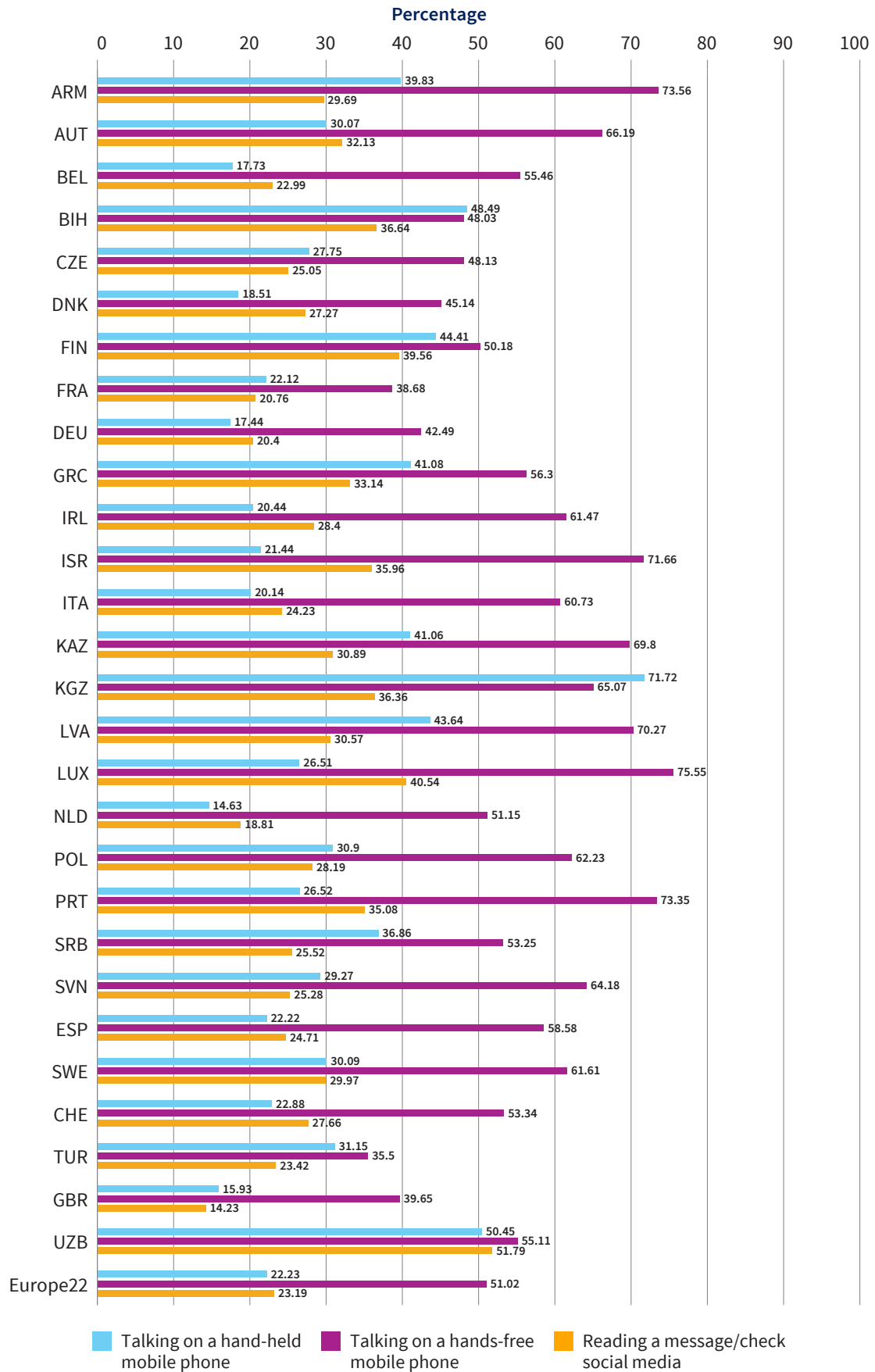
ESRA3 included questions on the use of mobiles while driving. Across the EU, an average of 22% and 23% of drivers reported using a handheld telephone and reading a message or social media site, respectively, while driving. The reported frequency of using a hands-free model was much higher (51%).

Handheld telephone use ranged from 14.6% (Netherlands (Kingdom of the)) to 71.7% (Kyrgyzstan). Handsfree mobile use ranged from 35.5% (Türkiye) to 75.5% (Luxembourg). The proportion of drivers reporting having read a message or social media ranged from 14.2% (United Kingdom) to 51.8% (Uzbekistan) (Fig. 20).



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Fig. 20. Self-reported frequency (% at least once) of using a mobile telephone while driving a car in the previous 30 days





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Safer vehicles

Safety standards for vehicles

While the population of the WHO European Region increased by only 4% between 2010 and 2021, the number of registered vehicles increased by 22%. With significant growth in the size of national vehicle fleets, compliance with international vehicle-safety standards is a crucial dimension of safe systems.

Vehicle-safety standards guide manufacturers to make vehicles that reduce the likelihood of crashes and, in the event of a crash, protect car occupants from harm and minimize damage to other road users, such as pedestrians. Eight of the United Nations safety standards for new cars set by the World Forum for Harmonization of Vehicle Regulations were prioritized to assess safety in this report (38).

1. Seat belts and seat-belt anchorages (R14 & R16) ensure that seat belts are fitted in vehicles when they are manufactured and assembled, and that the seat-belt anchor points can withstand the impact incurred during a crash, in order to minimize the risk of belt slippage and ensure that passengers can safely be removed from their seats in case of a crash.
2. Anti-lock braking systems (ABS) for motorcycles (R78) help riders maintain control during emergency braking situations and reduce the likelihood of road-traffic crashes and subsequent injuries.
3. Frontal-impact protection and side-impact protection (R94 and R95) ensure that cars withstand the impacts of frontal- and side-impact crashes when tested at certain speeds. These crashworthiness regulations help occupants withstand the impact of front- and side-impact crashes.
4. Pedestrian front protection (R127) provides softer bumpers and modifies the front ends of vehicles – by, for instance, removing unnecessarily rigid structures – to reduce the severity of a pedestrian impact with a car.
5. Child restraints (R129) ensure that the child seat is in place with adult seat belt and that International Organization for Standardization standard ISO 13216 (ISOFIX) child-restraint anchorage points are fitted to secure the restraint.
6. Electronic stability control (R140) prevents skidding and loss of control in cases of over- or understeering and is effective in reducing crashes and saving lives. It is also effective in avoiding single-car and rollover crashes, reducing both fatal and serious injuries.

Implementation of vehicle safety standards

Thirty-five countries have implemented all eight priority United Nations vehicle-safety standards.

Thirty-five countries, including all EU and European Free Trade Association countries have ratified eight key safety standards – frontal impact, side impact, electronic stability control, pedestrian protection, seat belts, seat-belt anchorages, child restraints and motorcycle ABS. A further 5 countries have ratified at least 6 safety standards (Table 4).

Thirty-six countries have ratified frontal and side impact protection, 45 have adopted pedestrian protection and child restraint anchor standards, 46 have mandated electronic stability control and 41 countries have mandated antilock braking systems for motorcycles. Forty-two and 43 countries have adopted seatbelt and seatbelt anchoring regulations respectively.

In countries where such standards are not mandatory (often LMICs), vehicle manufacturers are not required to install technologies that have proven safety benefits, resulting in inequitable access to safety. Nevertheless, used vehicles imported from EU and Asian countries, where

priority safety standards are mandatory, compose a significant proportion of vehicle fleets in many countries in the Region, so users can benefit from these safety standards without their being specified nationally.

To further improve vehicle safety, the United Nations General Assembly recommends Member States to implement a new car assessment programme (40). These crash-testing programmes develop standardized star ratings for consumer information on crashworthiness and crash avoidance, as well as promoting vehicle-safety technologies to protect car occupants and external road users (41).

Table 4. Status of ratification of eight priority United Nations vehicle safety standards in the WHO European Region

	Seat belt anchorages R14	Seat belt standard R16	Antilock braking systems for motorcycles R78	Frontal impact protection standard R94	Side impact protection standard R95	Pedestrian front protection R127	Child restraint standard R129	Electronic stability control R140
ALB	No	No	No	No	No	Yes	Yes	Yes
AND	No	Yes	No	No	No	No	Yes	No
ARM	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
AUT	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
AZE	No	No	No	No	No	Yes	Yes	Yes
BLR	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
BEL	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
BIH	Yes	Yes	Yes	No	No	Yes	Yes	Yes
BGR	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
CRO	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
CYP	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
CZE	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
DNK	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
EST	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
FIN	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
FRA	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
GEO	No	No	No	No	No	No	No	Yes
DEU	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
GRC	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
HUN	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
ISL	No	No	No	No	No	No	No	No
IRL	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
ISR	No	No	No	No	No	No	No	No
ITA	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

	Seat belt anchorages R14	Seat belt standard R16	Antilock braking systems for motorcycles R78	Frontal impact protection standard R94	Side impact protection standard R95	Pedestrian front protection R127	Child restraint standard R129	Electronic stability control R140
KAZ	No	No	No	No	No	Yes	Yes	Yes
KGZ	Yes	No	No	No	No	No	No	No
LVA	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
LTU	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
LUX	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
MTA	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
MCO	No	No	No	No	No	No	No	No
MNE	Yes	Yes	Yes	No	No	Yes	Yes	Yes
NLD	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
MKD	Yes	Yes	Yes	No	No	Yes	Yes	Yes
NOR	Yes	Yes	Yes	No	No	Yes	Yes	Yes
POL	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
PRT	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
MDA	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
ROM	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
RUS	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
SMA	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
SRB	Yes	Yes	Yes	No	No	Yes	Yes	Yes
SVK	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
SVN	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
ESP	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
SWE	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
CHE	Yes	Yes	No	No	No	Yes	Yes	Yes
TJK	No	No	No	No	No	No	No	No
TUR	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
TKM	No	No	No	No	No	No	No	No
UKR	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
UZB	Yes	No	Yes	Yes	Yes	Yes	No	Yes
35	43	42	41	36	36	45	45	46



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Safer road infrastructure

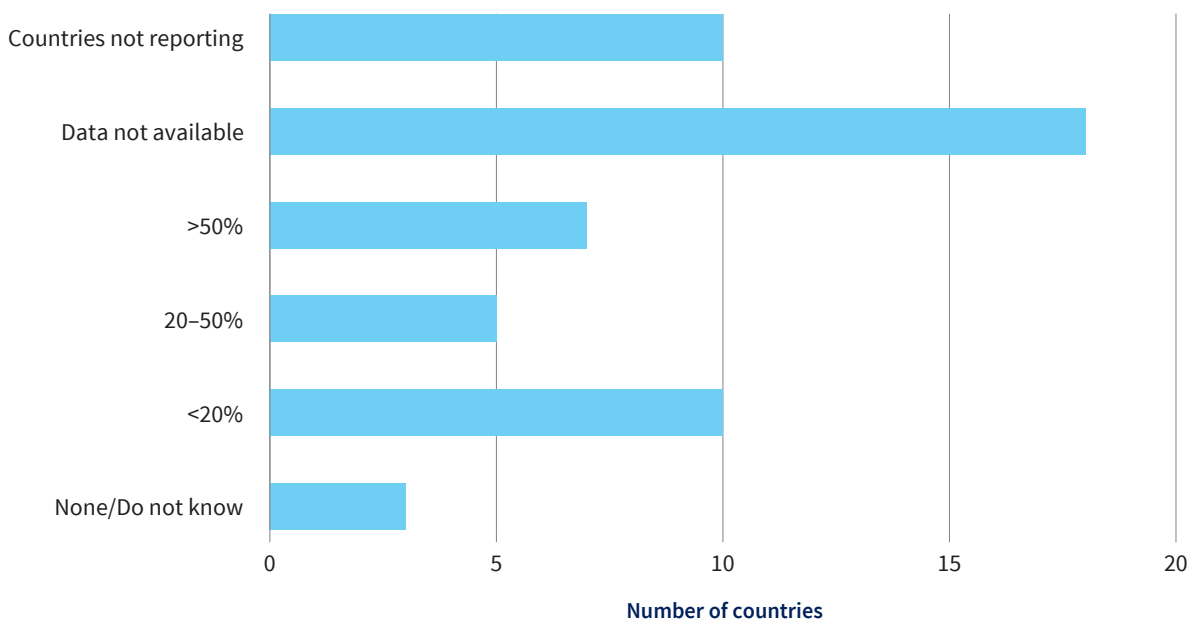
Safer road infrastructure and mobility

Only half of countries in the Region have conducted standardized assessments for safe road infrastructure.

Safer road infrastructure is another important goal of the Decade of Action for Road Safety (3) and is strongly linked to the causation of fatal and serious injuries in road crashes. Rather than placing the main responsibility for safety on road users, the safe system approach aims to create a holistically safe road environment.

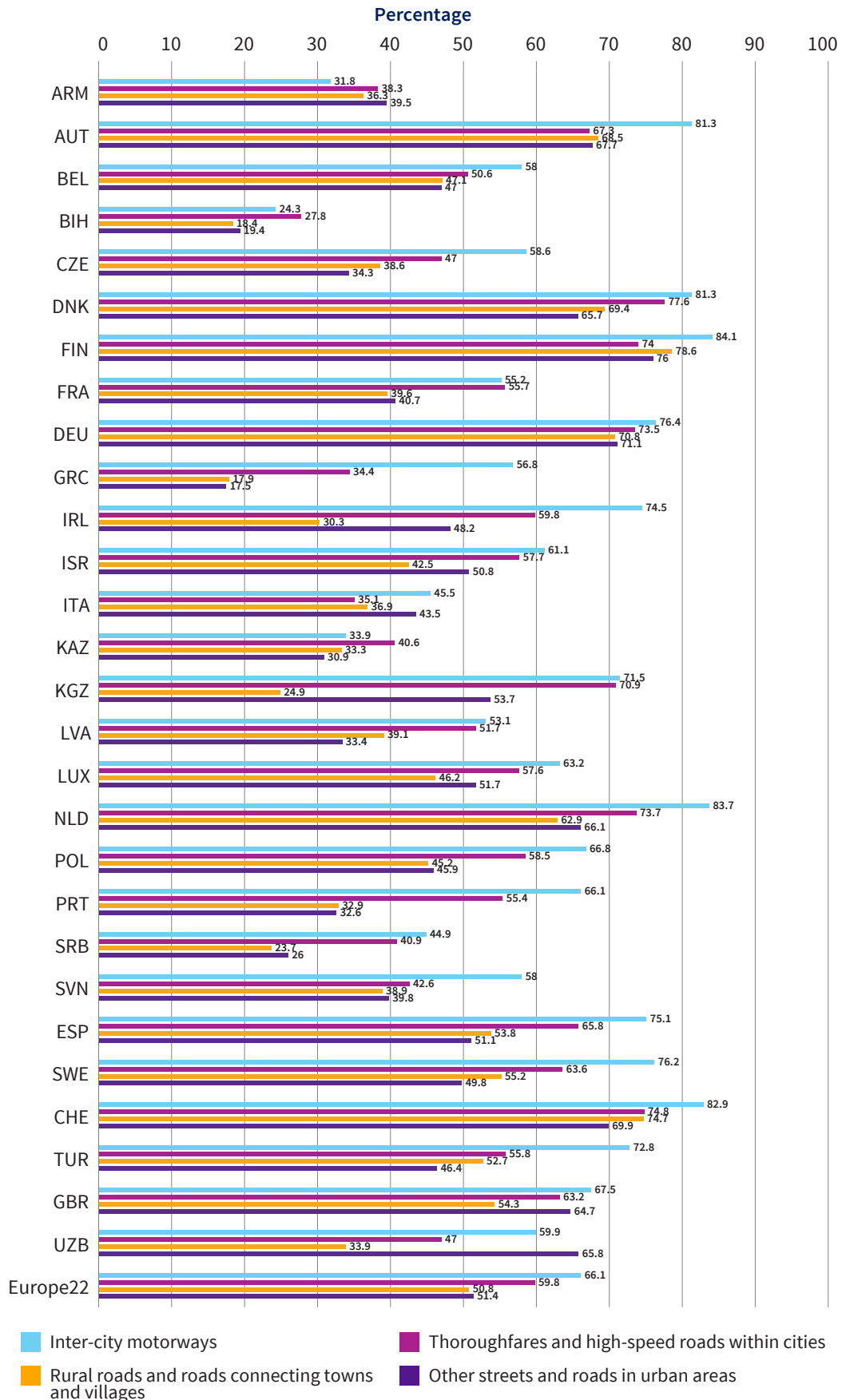
Member States reported that over 66 000 km of road network were assessed for safety in 2021. Whilst the proportion of the regional road network this represents, is unreported, only 16% (Fig. 21). Of the 27 countries responding, however, only four used the International Road Assessment Program star ratings method (42); one country used the Global Street Design Guidelines (43); and the 22 remaining countries used other methods. Twenty-nine countries reported implementing a systematic programme to focus investment on and upgrade higher-risk locations. For 22 of these countries, the vast majority, this involves remediation for identified blackspots; six countries, however, were implementing a more strategic safe systems infrastructure plan.

Fig. 21. Number of countries conducting formal road safety assessments, by proportion of the total road network



ESRA3 questions to participants focused on their personal experiences as various types of road users, rating the infrastructure they routinely used against a standardized scale. For example, car drivers on average considered the safest infrastructure to be, in descending order, intercity motorways (reported by 66% of drivers), followed by thoroughfares and high-speed roads in cities (60%), and streets and roads in urban areas (51%) and rural roads connecting towns and villages (51%). This pattern of perceived safety is consistent with prioritized investment for infrastructure with the greatest volume of vehicle use. The proportion of drivers rating intercity motorways as safe ranged from 24% in Bosnia and Herzegovina to 84% in Finland and Netherlands (Kingdom of the) (Fig. 22).

Fig. 22. Self-reported rating (% of respondents ranking infrastructure as “safe”) by car drivers of regularly used road infrastructure



As to motorcycle riders, the safest perceived infrastructure was thoroughfares and high-speed roads within cities (according to 61% of riders), followed by rural roads connecting towns and villages (48%) and other streets and roads in urban areas (45%). Rider rating high-speed roads in cities as safe ranged from 18% in Bosnia and Herzegovina and Serbia to 83% in Denmark (Fig. 23).

As expected, a far larger proportion of pedestrians deemed urban infrastructure with sidewalks safe (89%) than networks without sidewalks (36%) (Fig. 24). User assessments of safe urban infrastructure catering to pedestrians ranged from 33% in Bosnia and Herzegovina to 86% in Denmark.

Similarly, many more cyclists deemed urban infrastructure with segregated bicycle-only lanes as safe (72%) than infrastructure without them (47%) (Fig.25). The proportion of cyclists rating urban infrastructure as safe ranged from 33% in Bosnia and Herzegovina to 82% in the Netherlands (Kingdom of the).



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Fig. 23. Self-reported rating (% respondents ranking infrastructure as “safe”) by motorcycle riders of regularly used road infrastructure

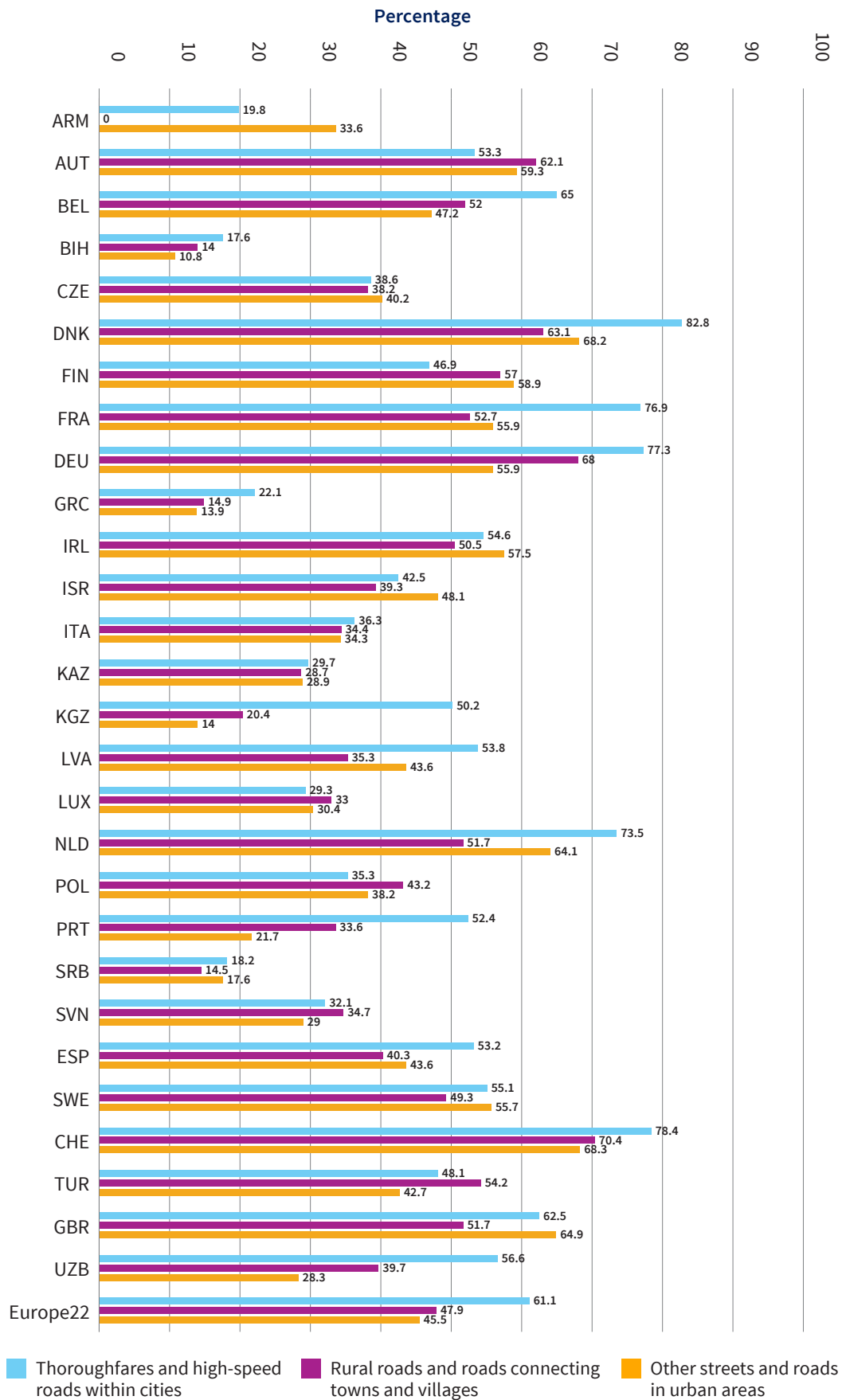


Fig. 24. Self-reported rating (% respondents ranking infrastructure as “safe”) by pedestrians of regularly used road infrastructure

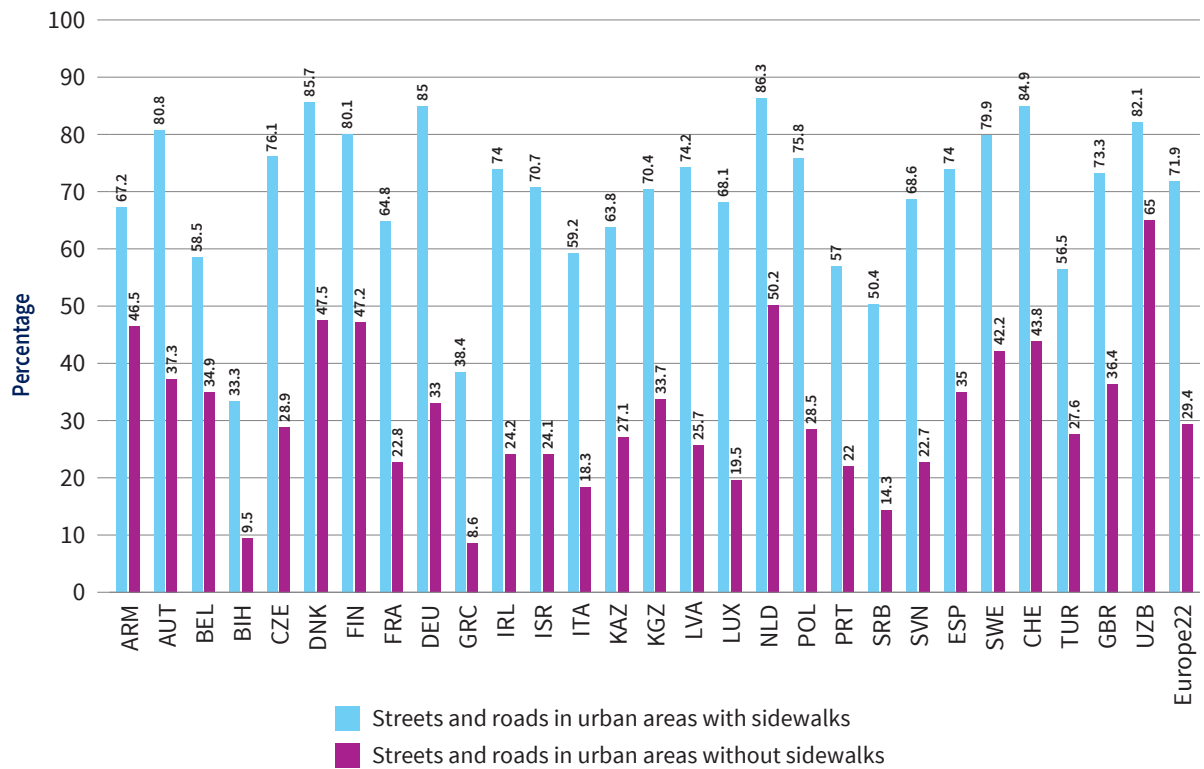
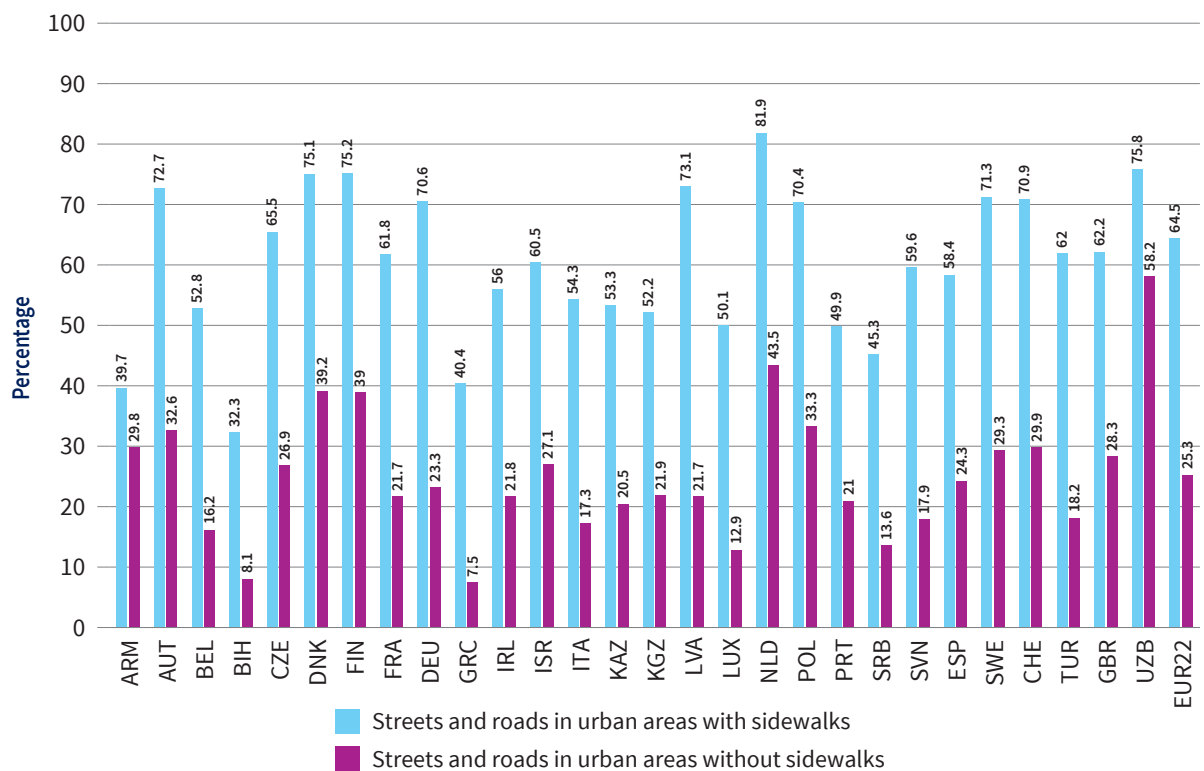


Fig. 25 Self-reported rating (% respondents ranking infrastructure as “safe”) by cyclists of regularly used road infrastructure





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Cross-cutting issue: national policy response to road-traffic injuries and deaths



© WHO/Sergey Volkov



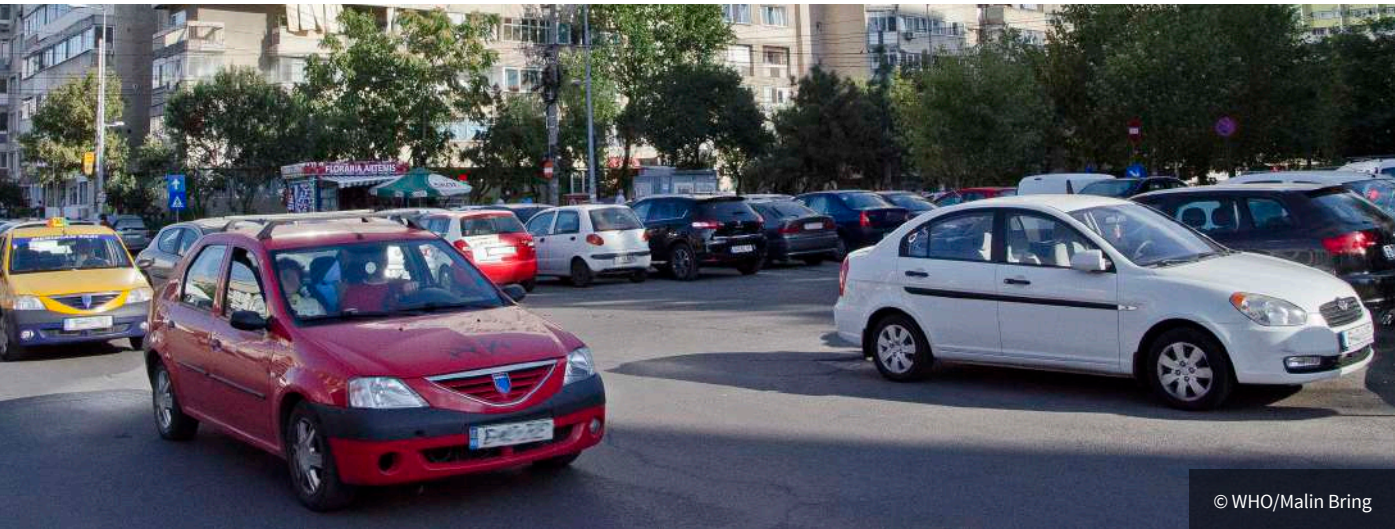
The number of countries with national road-safety strategies has decreased between 2016 and 2021.

Between 2016 and 2021, the number of European countries reporting the existence of a national road safety strategy fell from 46 to 39 (30). Perhaps reflecting increasing pressure on public finances, the number of countries reporting full funding for the implementation of road-safety strategies also decreased, from nine to six: Bulgaria, Hungary, Latvia, the Russian Federation, Switzerland and Turkmenistan. A further 14 countries reported partial funding for the implementation of their strategies. For 19 countries, no funding is allocated for the implementation of their national road-safety strategies.



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Opportunities for action



Between 2010 and 2021, 47 countries in the WHO European Region made progress in reducing the number of road-crash deaths, but four saw increases.

While some European countries have the lowest rates of road-traffic deaths in the world, large inequalities persist in the Region; the highest rate (18.1 per 100 000 population) is 12 times the lowest (1.5 per 100 000).

With road safety already a stated priority of regional national governments and multilateral bodies, the focus must move beyond convincing decision-makers of the need to act to guiding them towards a strategic agenda oriented to the safe systems approach and best practice. What is needed in countries, is the political and technical commitment to implement the principles and practices of a safe systems approach to road safety, not token words.

The key to achieving the goals of the Decade of Action for Road Safety 2021–2030 is whole-of-government implementation of data-driven and evidence-based strategies that have been shown to prevent road-traffic injuries and deaths, such as *Save lives* (44).

From the gaps identified in compiling this status report, the following actions, which relate to mainstreaming the implementation of a safe systems approach, are proposed.

1. Country adoption of a safe systems approach to road safety as the guiding principle for strategic, intersectoral and evidence-based efforts to reduce deaths and serious injuries on national roads.
2. If national road-safety strategies with targets to reduce mortality and severe injuries due to crashes in the remainder of the Decade of Action (until 2031) do not already exist, countries should develop them and endow them with sufficient government funds to achieve their road-safety objectives. The development of such strategies needs to involve many sectors through establishing national advisory committees or lead agencies for road safety.

3. Further, countries could support the adoption of international vehicle-safety standards to make cars safer on the roads. Only 35 countries in the European Region have ratified the eight priority vehicles safety standards assessed, and more need to implement them to prevent harm to all road users from crashes.
4. Other proposed actions for countries include:
 - a. improving and integrating injury surveillance systems between health systems and police agencies to monitor progress in reducing fatal and non-fatal injuries, with better collection of injury data according to the Maximum Abbreviated Injury Scale score of 3 or more definition for serious road injury, and standardization to allow for comparisons and accurate measures of progress;
 - b. using the WHO good practice criteria for road safety legislation as a guide, closing gaps in existing legislation on behavioural road-safety risk factors to maximize its comprehensiveness, enforceability and potential to prevent injury;
 - c. increase national capacity and priority for road policing and enforcement, as a mechanism to create road safety deterrence and change dangerous road user behaviours,
 - d. strengthening actions for pedestrians, cyclists and motorcyclists to make walking and cycling safer and providing public transport to encourage physically active and sustainable forms of transport; and
 - e. increasing investment to streamline the emergency response chain and improve the quality of trauma management within the health system, to mitigate the consequences of injuries caused by road-traffic crashes.
 - f. to build national capacity and exchange best practices in communications based on behavioural insights, to support the public's acceptance of road safety legislation and its stringent enforcement; and
 - g. to conduct formal road-safety assessments, especially of high-risk roads and around school and residential zones.



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Country profiles

The following country profiles provide summaries of key indicators for road safety, based on data reported in the *Global status report on road safety 2023* and ESRA3.

Data for population were extracted from the United Nations Population Division database (45), while gross national income per capita came from World Bank estimates (46).

The World Bank Atlas method was used to categorize gross national income per capita into bands:

- low income (US\$ 1005 or less)
- middle income (US\$ 1006–12 235)
- high income (US\$ 12 236 or more).

Albania

Population:
2 854 710 ↓

Income group:
Upper middle income —

WHO Region:
European Region

GSRRS participation:
2009, 2013, 2015, 2018, 2023

BURDEN

Reported fatalities (year)	197 (2021)	↓
Reported fatalities sex distribution (Male; Female)	79%; 21%	N/A
Reported fatalities user distribution ¹	57%; 6%; 19%; 7%; 11%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	309 (95% CI 289 - 329) (2021)	↓
WHO estimated rate per 100 000 population (year)	10.8 (2021)	↓

SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	—	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them ²	Yes [†]	N/A
Presence of systematic approaches to assess/audit new roads ²	Yes	↻
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	No	N/A
Investments to upgrade high risk locations	Yes	=

SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	740 669 [25 945.5] (2021)	↑
Four-wheel vehicles	593 280	↑
Powered 2- and 3-wheelers	44 788	↓
Heavy trucks	19 542	↓
Buses	7 875	↑
Other	75 184	↑
Legislation on periodic vehicle technical inspection ²	Yes [†]	N/A
National laws on front and side impact protection	No [‡]	N/A
National laws on seat-belt and seat-belt anchorages	No [‡]	N/A
National law on electronic stability control	No [‡]	N/A
National law on pedestrian protection	No [‡]	N/A
National law on anti-lock braking systems	No [‡]	N/A
Government vehicle procurement practices include safety prerequisites	No	N/A
Presence of high-quality safety standards for used-vehicle imports ²	Yes	N/A

POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	Yes	N/A
National good Samaritan law	No	N/A
National emergency care access number	National, single number	↻
National target for time between serious crash and initial provision of professional emergency care (year)	—	N/A

INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	—	=
National road safety strategy ²	No	=
Fatality reduction target (year)	—	N/A
Non fatal reduction target (year)	—	N/A
Funding to implement strategy	—	N/A
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	6	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	—	N/A

● Strong ● Moderate ● Weak/None
↑ Increase ↓ Decrease = No change ↻ Change ↗ Advancement
⊖ None or unknown — Not provided N/A Not applicable
ⓔ Evolution since 2010 or closest year possible

Note: BAC: blood alcohol concentration; CI: confidence interval; EU: European Union; GSRRS: Global status report on road safety series; N/A: not applicable; UN: United Nations

ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles²	●	=
National law setting a speed limit	Yes	=
Maximum urban speed limit	40 km/h	=
Maximum rural speed limit	80 km/h	=
Maximum motorway speed limit	110 km/h	=
Local authorities can modify limits	Yes	=
Presence of targets to reduce speeds nationally (year) ²	No	N/A
Available types of enforcement	Manual	=
Legislation on drink driving²	●	=
National law on drink-driving	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	↻
Presence of targets to reduce driving after drinking nationally (year) ²	No	N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested	↻
Legislation on drug driving	Yes	=
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use ²	Hand held	=
Presence of targets to reduce distracted driving nationally (year) ²	No	N/A
Legislation on helmets for motorcycle riders²	●	=
National motorcycle helmet law	Yes	=
Legislation requires helmet fastening	No	=
Legislation applies to:	Drivers and Passengers	↻
Legislation applies to all road types	Yes	=
Legislation applies to all engine types	Yes	=
Legislation refers to and/or specifies helmet standard ²	Yes [†]	=
Presence of targets to increase helmet use (year)	No	N/A
Helmet wearing rate ² (Driver; Passenger)	—	N/A
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants²	●	=
National seat-belt law	Yes	=
Legislation applies to front and rear seat occupants	Yes	=
Presence of targets to increase seat belt use (year) ²	No	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	—	N/A
Legislation on child restraint systems²	●	=
National child restraints use law	Yes	=
Children seated in front seat	Yes	=
Age or height specified for children requiring child restraint	4 y	=
Child restraint standard referred to and/or specified	Yes [†]	=
Presence of targets to increase child safety restraint use (year)	No	N/A
NATIONAL DATA SYSTEMS ON...		
Civil Registration and Vital Statistics (2021)	Group 4	=
Frequency and distribution of journeys by modal type	No	N/A
Speeding violations and speeding related injuries and fatalities ²	—	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	Yes	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

Armenia

Population:
2 790 974 ↓

Income group:
Upper middle income ↑

WHO Region:
European Region

GSRRS participation:
2009, 2013, 2015, 2018, 2023

BURDEN		ⓔ
Reported fatalities (year)	197 (2021)	↓
Reported fatalities sex distribution (Male; Female)	79%; 21%	N/A
Reported fatalities user distribution ¹	57%; 6%; 19%; 7%; 11%	N/A
WHO estimated road traffic fatalities (95% CI)	309 (95% CI 289 - 329) (2021)	↓
WHO estimated rate per 100 000 population (year)	10.8 (2021)	↓

SAFE ROAD INFRASTRUCTURE		
Total paved kilometers (year)	-	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	Yes	↻
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	No	N/A
Investments to upgrade high risk locations	Yes	=

SAFE VEHICLES		
Total registered vehicles [rate per 100 000 pop] (year)	740 669 [25 945.5] (2021)	↑
Four-wheel vehicles	593 280	↑
Powered 2- and 3-wheelers	44 788	↓
Heavy trucks	19 542	↓
Buses	7 875	↑
Other	75 184	↑
Legislation on periodic vehicle technical inspection ²	Yes†	N/A
National laws on front and side impact protection	No‡	N/A
National laws on seat-belt and seat-belt anchorages	No‡	N/A
National law on electronic stability control	No‡	N/A
National law on pedestrian protection	No‡	N/A
National law on anti-lock braking systems	No‡	N/A
Government vehicle procurement practices include safety prerequisites	No	N/A
Presence of high-quality safety standards for used-vehicle imports ²	Yes	N/A

POST-CRASH RESPONSE		
National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	Yes	N/A
National good Samaritan law	No	N/A
National emergency care access number	National, single number	↻
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

INSTITUTIONAL FRAMEWORK		
Presence of strategies to promote alternatives to individuals use of powered vehicles		=
National road safety strategy ²	No	=
Fatality reduction target (year)	-	N/A
Non fatal reduction target (year)	-	N/A
Funding to implement strategy	-	N/A
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	6	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	-	N/A

● Strong ● Moderate ● Weak/None
↑ Increase ↓ Decrease = No change ↻ Change ↗ Advancement
⊖ None or unknown — Not provided N/A Not applicable
ⓔ Evolution since 2010 or closest year possible

Note: BAC: blood alcohol concentration; CI: confidence interval; EU: European Union; GSRRS: Global status report on road safety series; N/A: not applicable; UN: United Nations

ROAD USER BEHAVIOUR		ⓔ
Legislation on urban speed limits for passenger cars and motorcycles ²		=
National law setting a speed limit	Yes	=
Maximum urban speed limit	40 km/h	=
Maximum rural speed limit	80 km/h	=
Maximum motorway speed limit	110 km/h	=
Local authorities can modify limits	Yes	=
Presence of targets to reduce speeds nationally (year) ²	No	N/A
Available types of enforcement	Manual	=
Legislation on drink driving ²		=
National law on drink-driving	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	↻
Presence of targets to reduce drinking after drinking nationally (year) ²	No	N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested	↻
Legislation on drug driving		Yes =
Legislation on distracted driving (mobile phones)		Yes N/A
Ban on mobile phone use ²	Hand held	=
Presence of targets to reduce distracted driving nationally (year) ²	No	N/A
Legislation on helmets for motorcycle riders ²		=
National motorcycle helmet law	Yes	=
Legislation requires helmet fastening	No	=
Legislation applies to:	Drivers and Passengers	↻
Legislation applies to all road types	Yes	=
Legislation applies to all engine types	Yes	=
Legislation refers to and/or specifies helmet standard ²	Yes†	=
Presence of targets to increase helmet use (year)	No	N/A
Helmet wearing rate ² (Driver; Passenger)	-	N/A
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants ²		=
National seat-belt law	Yes	=
Legislation applies to front and rear seat occupants	Yes	=
Presence of targets to increase seat belt use (year) ²	No	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	-	N/A
Legislation on child restraint systems ²		=
National child restraints use law	Yes	=
Children seated in front seat	Yes	=
Age or height specified for children requiring child restraint	4 y	=
Child restraint standard referred to and/or specified	Yes†	=
Presence of targets to increase child safety restraint use (year)	No	N/A

NATIONAL DATA SYSTEMS ON...		
Civil Registration and Vital Statistics (2021)	Group 4	=
Frequency and distribution of journeys by modal type	No	N/A
Speeding violations and speeding related injuries and fatalities ²	-	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	Yes	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

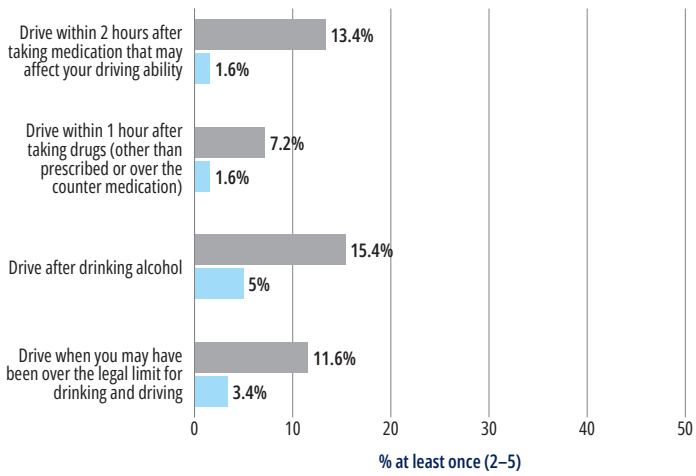
Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

Armenia

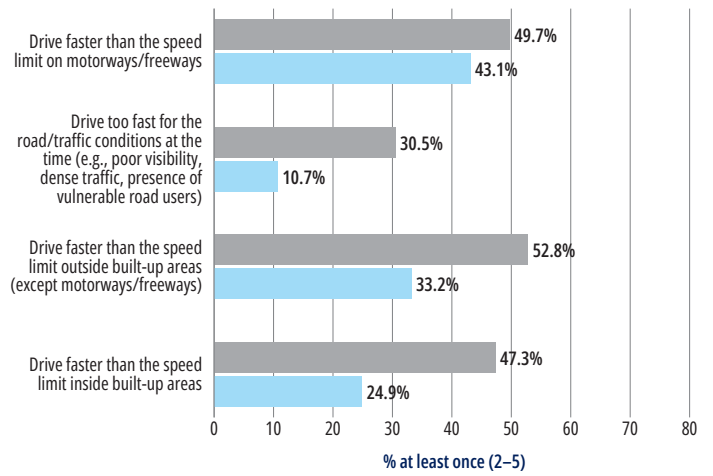
SELF-DECLARED BEHAVIOUR

Over the last 30 days, how often did you ...? (5-point scale from 1=never to 5=(almost) always)

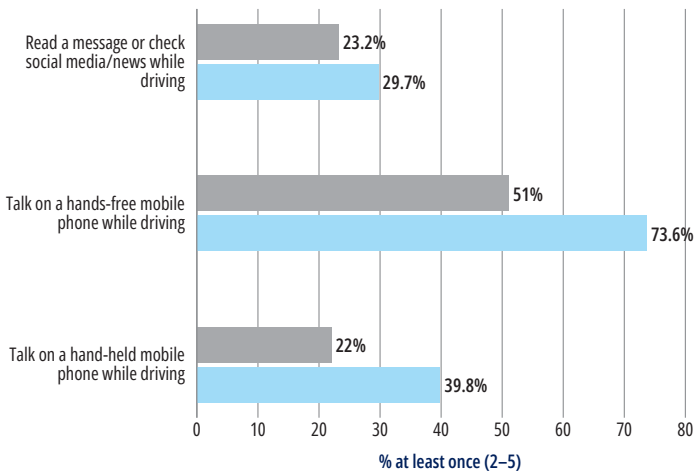
DUI as a car driver



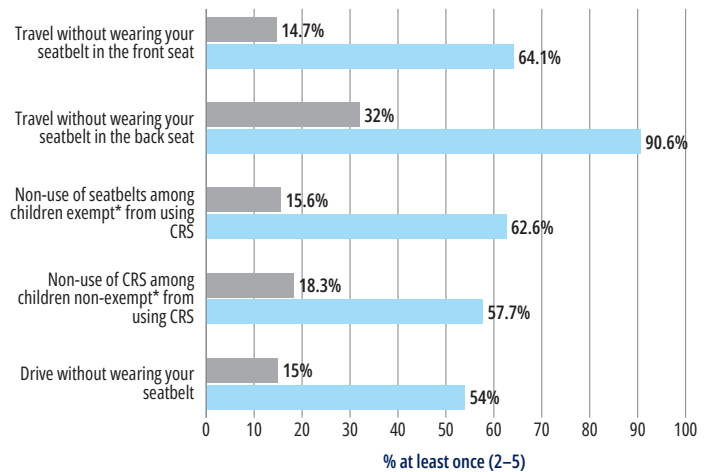
Speeding as a car driver



Distraction & fatigue as a car driver



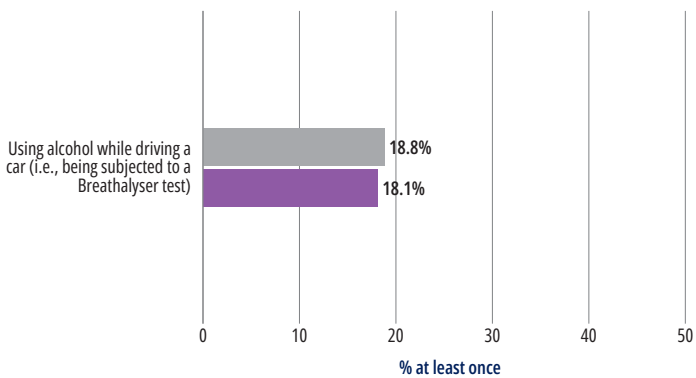
Seat belt use in a passenger car



* specified based on national regulation; CRS = Child Restraint System

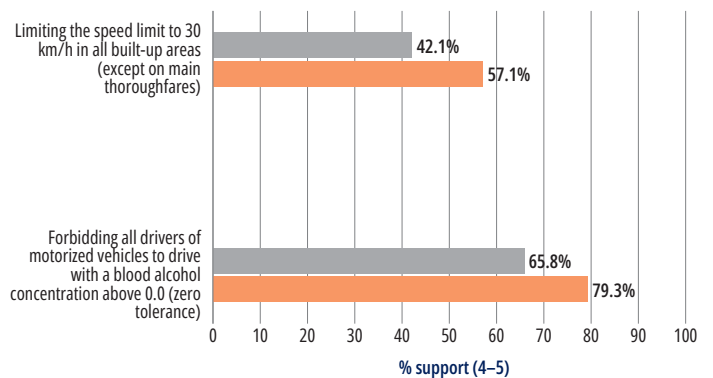
ENFORCEMENT

In the past 12 months, how many times have you been checked by the police for ...? (7-point scale from 1 = very unlikely to 7 = very likely)



SUPPORT OF POLICY MEASURE

Do you oppose or support a legal obligation ...? (5-point scale from 1=oppose to 5=support)



Europe22 Armenia

Source: VIAS Institute (47). Reproduced with permission.

Austria

Population:
8 922 082 ↑

Income group:
High income —

WHO Region:
European Region

GSRRS participation:
2009, 2013, 2015, 2018, 2023

BURDEN		ⓔ
Reported fatalities (year)	362 (2021)	↓
Reported fatalities sex distribution (Male; Female)	—	N/A
Reported fatalities user distribution ¹	45%; 24%; 10%; 14%; 7%	N/A
WHO estimated road traffic fatalities (95% CI)	409 (95% CI 386 - 432) (2021)	↓
WHO estimated rate per 100 000 population (year)	4.6 (2021)	↓

SAFE ROAD INFRASTRUCTURE		
Total paved kilometers (year)	2 249 (2021)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	Yes	↻
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	Yes	N/A
Investments to upgrade high risk locations	Yes	=

SAFE VEHICLES		
Total registered vehicles [rate per 100 000 pop] (year)	—	N/A
Four-wheel vehicles	5 166 333	↑
Powered 2- and 3-wheelers	877 045	↓
Heavy trucks	54 646	↓
Buses	10 136	↑
Other	—	N/A
Legislation on periodic vehicle technical inspection ²	Yes‡	N/A
National laws on front and side impact protection	Yes‡	N/A
National laws on seat-belt and seat-belt anchorages	Yes†‡	N/A
National law on electronic stability control	Yes†‡	N/A
National law on pedestrian protection	Yes†‡	N/A
National law on anti-lock braking systems	Yes†‡	N/A
Government vehicle procurement practices include safety prerequisites	—	N/A
Presence of high-quality safety standards for used-vehicle imports ²	No	N/A

POST-CRASH RESPONSE		
National law on universal access to emergency care	—§	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	—§	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	—§	N/A
National good Samaritan law	—§	N/A
National emergency care access number	—	N/A
National target for time between serious crash and initial provision of professional emergency care (year)	—	N/A

INSTITUTIONAL FRAMEWORK		
Presence of strategies to promote alternatives to individuals use of powered vehicles	—	N/A
National road safety strategy ²	Yes	=
Fatality reduction target (year)	50% (2030)	↻
Non fatal reduction target (year)	50% (2030)	N/A
Funding to implement strategy	—	N/A
National law mandating third-party liability insurance for powered vehicles	—§	N/A
National law on driving time and rest periods for professional drivers ²	Yes‡	N/A
Adherence to one or more of the 7 UN road safety conventions ²	6	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	—	N/A

Strong
 Moderate
 Weak/None

↑ Increase
 ↓ Decrease
 = No change
 ↻ Change
 ↗ Advancement

⊖ None or unknown
 — Not provided
 N/A Not applicable

ⓔ Evolution since 2010 or closest year possible

Note: BAC: blood alcohol concentration; CI: confidence interval; EU: European Union; GSRRS: Global status report on road safety series; N/A: not applicable; UN: United Nations

ROAD USER BEHAVIOUR		ⓔ
Legislation on urban speed limits for passenger cars and motorcycles²		=
National law setting a speed limit	Yes	=
Maximum urban speed limit	50 km/h	=
Maximum rural speed limit	100 km/h	=
Maximum motorway speed limit	130 km/h	=
Local authorities can modify limits	Yes	=
Presence of targets to reduce speeds nationally (year) ²	National	N/A
Available types of enforcement	Manual	=
Legislation on drink driving²		=
National law on drink-driving	Yes	=
BAC limit – general population	≤ 0.05 g/dl	=
BAC limit – young or novice drivers	≤ 0.01 g/dl	=
Random breath testing carried out	Yes	↻
Presence of targets to reduce driving after drinking nationally (year) ²	National	N/A
Testing carried out in case of fatal crash	No	↻
Legislation on drug driving	Yes	=
Legislation on distracted driving (mobile phones)		N/A
Ban on mobile phone use ²	Hand held	=
Presence of targets to reduce distracted driving nationally (year) ²	—	N/A
Legislation on helmets for motorcycle riders²		=
National motorcycle helmet law	Yes	=
Legislation requires helmet fastening	No	=
Legislation applies to:	Drivers and Passengers	↻
Legislation applies to all road types	Yes	=
Legislation applies to all engine types	Yes	=
Legislation refers to and/or specifies helmet standard ²	Yes†‡	=
Presence of targets to increase helmet use (year)	Yes, national	N/A
Helmet wearing rate ² (Driver; Passenger)	—	N/A
Minimum age/height children are allowed as passengers	Yes (12 y / Reach footrest)	N/A
Legislation on seat-belts for motor vehicle occupants²		=
National seat-belt law	Yes	=
Legislation applies to front and rear seat occupants	Yes	=
Presence of targets to increase seat belt use (year) ²	Yes, national	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	—	↑
Legislation on child restraint systems²		=
National child restraints use law	Yes	=
Children seated in front seat	Yes	=
Age or height specified for children requiring child restraint	14 y / 150 cm	=
Child restraint standard referred to and/or specified	Yes†‡	=
Presence of targets to increase child safety restraint use (year)	Yes, national	N/A
NATIONAL DATA SYSTEMS ON...		
Civil Registration and Vital Statistics (2021)	Group 1	=
Frequency and distribution of journeys by modal type	Yes	N/A
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	Yes	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

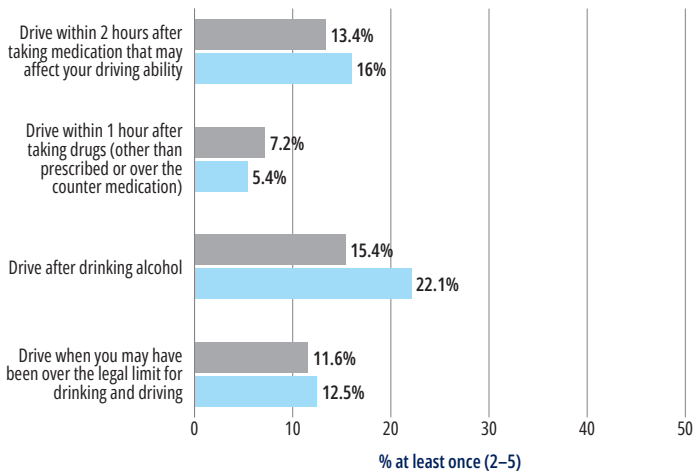
§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

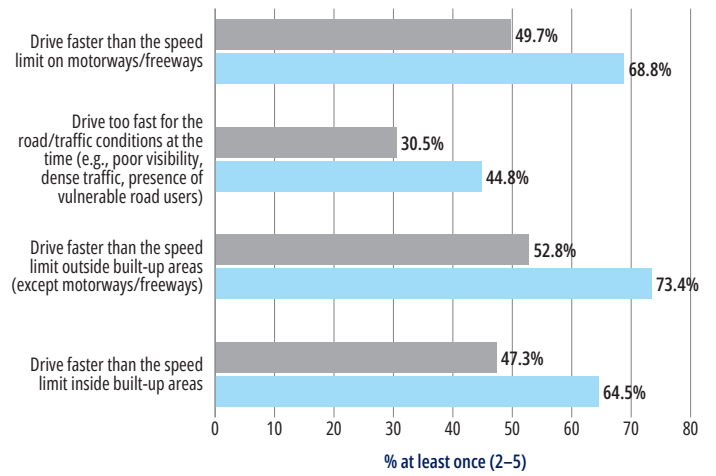
SELF-DECLARED BEHAVIOUR

Over the last 30 days, how often did you ...? (5-point scale from 1=never to 5=(almost) always)

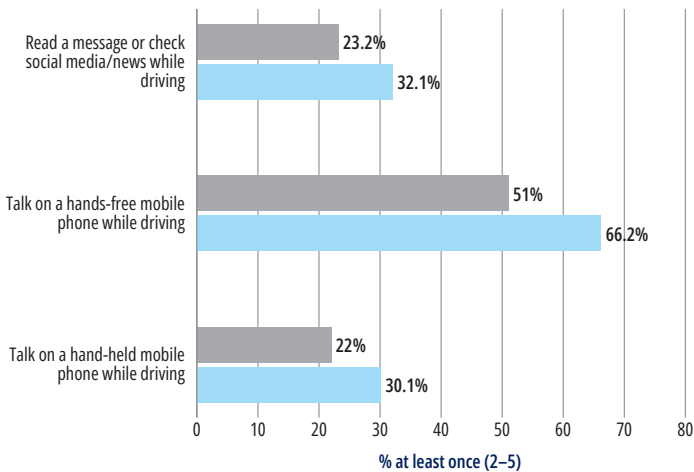
DUI as a car driver



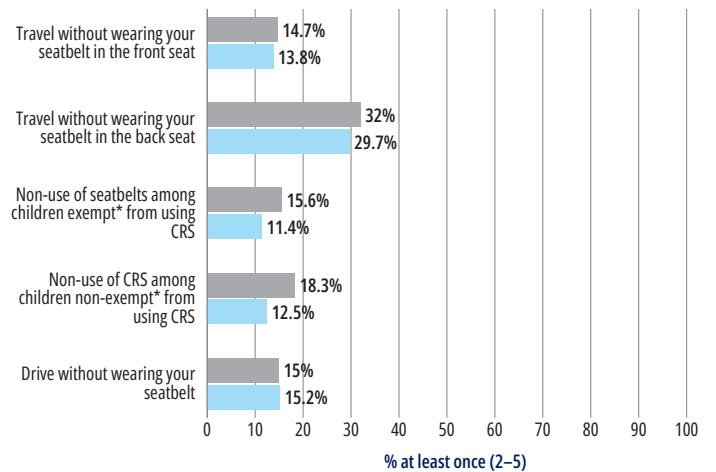
Speeding as a car driver



Distraction & fatigue as a car driver



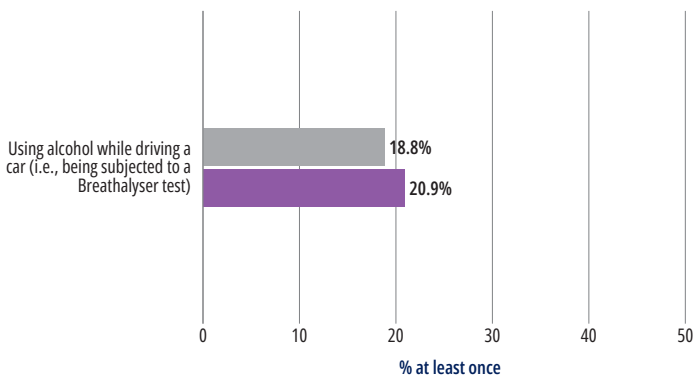
Seat belt use in a passenger car



* specified based on national regulation; CRS = Child Restraint System

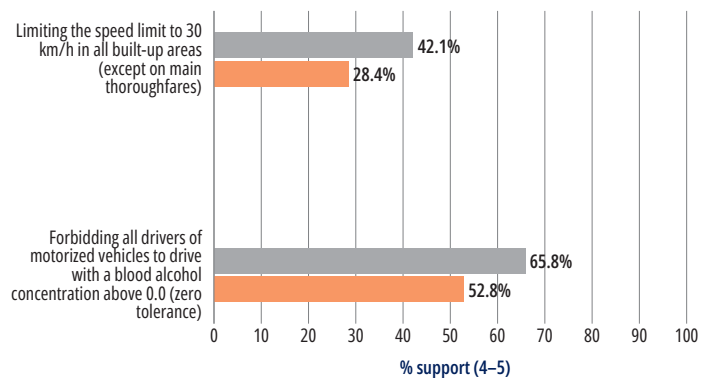
ENFORCEMENT

In the past 12 months, how many times have you been checked by the police for ...? (7-point scale from 1 = very unlikely to 7 = very likely)



SUPPORT OF POLICY MEASURE

Do you oppose or support a legal obligation ...? (5-point scale from 1=oppose to 5=support)



Azerbaijan

Population:
10 312 992 ↑

Income group:
Upper middle income —

WHO Region:
European Region

GSRRS participation:
2009, 2013, 2015, 2018, 2023

BURDEN

Reported fatalities (year)	706 (2021)	↓
Reported fatalities sex distribution (Male; Female)	79%; 21%	N/A
Reported fatalities user distribution ¹	52%; 1%; 42%; 1%; 4%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	1 769 (95% CI 1 635 - 1 904) (2021)	↓
WHO estimated rate per 100 000 population (year)	17.2 (2021)	↓

SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	18 816 (2021)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	Yes	↻
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	—	N/A
Investments to upgrade high risk locations	Yes	↗

SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)		↑
Four-wheel vehicles	1 361 560	↑
Powered 2- and 3-wheelers	5 284	↑
Heavy trucks	161 279	↑
Buses	30 815	↑
Other	38 135	↑
Legislation on periodic vehicle technical inspection ²	—	N/A
National laws on front and side impact protection	—§	N/A
National laws on seat-belt and seat-belt anchorages	—§	N/A
National law on electronic stability control	—†§	N/A
National law on pedestrian protection	—†§	N/A
National law on anti-lock braking systems	—†§	N/A
Government vehicle procurement practices include safety prerequisites	—	N/A
Presence of high-quality safety standards for used-vehicle imports ²	No	N/A

POST-CRASH RESPONSE

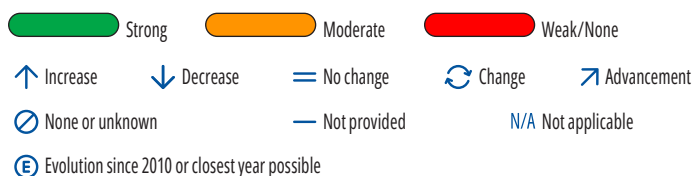
National law on universal access to emergency care	—§	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	—§	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	—§	N/A
National good Samaritan law	—§	N/A
National emergency care access number	—	N/A
National target for time between serious crash and initial provision of professional emergency care (year)	—	N/A

INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	—	N/A
National road safety strategy ²	Yes	N/A
Fatality reduction target (year)	—	N/A
Non fatal reduction target (year)	—	N/A
Funding to implement strategy	—	N/A
National law mandating third-party liability insurance for powered vehicles	—§	N/A
National law on driving time and rest periods for professional drivers ²	—§	N/A
Adherence to one or more of the 7 UN road safety conventions ²	5	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	—
Presence of agencies that coordinate pre-hospital and emergency medical services ²	—	N/A

ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles²		—
National law setting a speed limit	Yes	—
Maximum urban speed limit	60 km/h	—
Maximum rural speed limit	90 km/h	—
Maximum motorway speed limit	110 km/h	—
Local authorities can modify limits	No	N/A
Presence of targets to reduce speeds nationally (year) ²	—	N/A
Available types of enforcement	—	N/A
Legislation on drink driving²		—
National law on drink-driving	Yes	—
BAC limit – general population	—	N/A
BAC limit – young or novice drivers	—	N/A
Random breath testing carried out	No	—
Presence of targets to reduce driving after drinking nationally (year) ²	—	N/A
Testing carried out in case of fatal crash	No	—
Legislation on drug driving	Yes	—
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use ²	Hand held	—
Presence of targets to reduce distracted driving nationally (year) ²	—	N/A
Legislation on helmets for motorcycle riders²		—
National motorcycle helmet law	Yes	—
Legislation requires helmet fastening	No	—
Legislation applies to:		↻
Legislation applies to all road types	Yes	—
Legislation applies to all engine types	Yes	—
Legislation refers to and/or specifies helmet standard ²	No	—
Presence of targets to increase helmet use (year)	—	N/A
Helmet wearing rate ² (Driver; Passenger)	—	N/A
Minimum age/height children are allowed as passengers	Yes (12y)	N/A
Legislation on seat-belts for motor vehicle occupants²		—
National seat-belt law	Yes	—
Legislation applies to front and rear seat occupants	—	—
Presence of targets to increase seat belt use (year) ²	—	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	—	N/A
Legislation on child restraint systems²		—
National child restraints use law	No	—
Children seated in front seat	Yes	—
Age or height specified for children requiring child restraint	—	—
Child restraint standard referred to and/or specified	No	—
Presence of targets to increase child safety restraint use (year)	—	N/A
NATIONAL DATA SYSTEMS ON...		
Civil Registration and Vital Statistics (2021)	Group 4	↗
Frequency and distribution of journeys by modal type	—	N/A
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	—	N/A



1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist, O=Other & Unknown

2 UN voluntary target indicator

* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Note: BAC: blood alcohol concentration; CI: confidence interval; EU: European Union; GSRRS: Global status report on road safety series; N/A: not applicable; UN: United Nations

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

Belarus

Population:
9 578 167

Income group:
Upper middle income

WHO Region:
European Region

GSRRS participation:
2009, 2013, 2015, 2018, 2023

BURDEN

Reported fatalities (year)	524 (2021)	↓
Reported fatalities sex distribution (Male; Female)	62%; 38%	N/A
Reported fatalities user distribution ¹	49%; 0%; 41%; 9%; 1%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	706 (95% CI 650 - 761) (2021)	↓
WHO estimated rate per 100 000 population (year)	7.4 (2021)	↓

SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	-	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them ²	-†	N/A
Presence of systematic approaches to assess/audit new roads ²	-	N/A
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	-	N/A
Investments to upgrade high risk locations	-	N/A

SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	-	N/A
Four-wheel vehicles	-	N/A
Powered 2- and 3-wheelers	-	N/A
Heavy trucks	-	N/A
Buses	-	N/A
Other	-	N/A
Legislation on periodic vehicle technical inspection ²	-†	N/A
National laws on front and side impact protection	-‡§	N/A
National laws on seat-belt and seat-belt anchorages	-‡§	N/A
National law on electronic stability control	-‡§	N/A
National law on pedestrian protection	-‡§	N/A
National law on anti-lock braking systems	-‡§	N/A
Government vehicle procurement practices include safety prerequisites	-	N/A
Presence of high-quality safety standards for used-vehicle imports ²	No	N/A

POST-CRASH RESPONSE

National law on universal access to emergency care	-§	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	-§	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§	N/A
National good Samaritan law	-§	N/A
National emergency care access number	National, single number	↗
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	-	N/A
National road safety strategy ²	-	N/A
Fatality reduction target (year)	-	N/A
Non fatal reduction target (year)	-	N/A
Funding to implement strategy	-	N/A
National law mandating third-party liability insurance for powered vehicles	-§	N/A
National law on driving time and rest periods for professional drivers ²	-§	N/A
Adherence to one or more of the 7 UN road safety conventions ²	6	N/A
Presence of national lead agency to implement national road safety strategy ²	=	
Presence of agencies that coordinate pre-hospital and emergency medical services ²	-	N/A

Strong	Moderate	Weak/None
↑ Increase	↓ Decrease	= No change
↻ Change	↗ Advancement	
⊖ None or unknown	— Not provided	N/A Not applicable
Ⓜ Evolution since 2010 or closest year possible		

Note: BAC: blood alcohol concentration; CI: confidence interval; EU: European Union; GSRRS: Global status report on road safety series; N/A: not applicable; UN: United Nations

ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles²		=
National law setting a speed limit	Yes	=
Maximum urban speed limit	60 km/h	=
Maximum rural speed limit	60 km/h	=
Maximum motorway speed limit	130 km/h	=
Local authorities can modify limits	No	N/A
Presence of targets to reduce speeds nationally (year) ²	-	N/A
Available types of enforcement	Manual	=
Legislation on drink driving²		=
National law on drink-driving	Yes	=
BAC limit – general population	≤ 0.03 g/dl	=
BAC limit – young or novice drivers	≤ 0.3 g/dl	=
Random breath testing carried out	No	=
Presence of targets to reduce driving after drinking nationally (year) ²	National	N/A
Testing carried out in case of fatal crash	No	=
Legislation on drug driving	Yes	=
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use ²	Hand held	=
Presence of targets to reduce distracted driving nationally (year) ²	-	N/A
Legislation on helmets for motorcycle riders²		=
National motorcycle helmet law	Yes	=
Legislation requires helmet fastening	Yes	=
Legislation applies to:	Drivers and Passengers	↻
Legislation applies to all road types	Yes	=
Legislation applies to all engine types	Yes	=
Legislation refers to and/or specifies helmet standard ²	Yes†	=
Presence of targets to increase helmet use (year)	-	N/A
Helmet wearing rate ² (Driver; Passenger)	-	N/A
Minimum age/height children are allowed as passengers	Yes (12 y)	N/A
Legislation on seat-belts for motor vehicle occupants²		=
National seat-belt law	Yes	=
Legislation applies to front and rear seat occupants	Yes	=
Presence of targets to increase seat belt use (year) ²	-	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	-	N/A
Legislation on child restraint systems²		=
National child restraints use law	Yes	=
Children seated in front seat	Yes	=
Age or height specified for children requiring child restraint	5 y	=
Child restraint standard referred to and/or specified	Yes†	=
Presence of targets to increase child safety restraint use (year)	-	N/A

NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1	=
Frequency and distribution of journeys by modal type	-	N/A
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	Yes	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown
 2 UN voluntary target indicator
 * Alcohol consumption prohibited in country
 † Country adheres to corresponding UN or equivalent international safety regulation
 ‡ Corresponding EU regulation mandatory for country
 § Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

Belgium

Population:
11 611 419 ↑

Income group:
High income —

WHO Region:
European Region

GSRRS participation:
2009, 2013, 2015, 2018, 2023

BURDEN

Reported fatalities (year)	516 (2021)	↓
Reported fatalities sex distribution (Male; Female)	73%; 24%	N/A
Reported fatalities user distribution ¹	47%; 15%; 15%; 17%; 6%	N/A
WHO estimated road traffic fatalities (95% CI)	532 (95% CI 481 - 583) (2021)	↓
WHO estimated rate per 100 000 population (year)	4.6 (2021)	↓

SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	106 948 (2014)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them ²	—†	N/A
Presence of systematic approaches to assess/audit new roads ²	Yes	↻
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	Yes (2030)	N/A
Investments to upgrade high risk locations	—	N/A

SAFE VEHICLES




Total registered vehicles [rate per 100 000 pop] (year)	7 751 422 [66 756.9] (2021)	↑
Four-wheel vehicles	5 927 912	N/A
Powered 2- and 3-wheelers	525 348	↓
Heavy trucks	147 434	↓
Buses	16 628	↑
Other	1 134 100	↑
Legislation on periodic vehicle technical inspection ²	Yes‡	N/A
National laws on front and side impact protection	Yes‡	N/A
National laws on seat-belt and seat-belt anchorages	Yes‡	N/A
National law on electronic stability control	Yes‡	N/A
National law on pedestrian protection	Yes‡	N/A
National law on anti-lock braking systems	Yes‡	N/A
Government vehicle procurement practices include safety prerequisites	—	N/A
Presence of high-quality safety standards for used-vehicle imports ²	Yes	N/A

POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	N/A
National good Samaritan law	No	N/A
National emergency care access number	National, single number	=
National target for time between serious crash and initial provision of professional emergency care (year)	15 mn in 90% cases	N/A






INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	=
National road safety strategy ²	Yes	=
Fatality reduction target (year)	50% (2030)	↻
Non fatal reduction target (year)	50% (2030)	N/A
Funding to implement strategy	Not funded	↻
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers ²	Yes‡	N/A
Adherence to one or more of the 7 UN road safety conventions ²	6	N/A
Presence of national lead agency to implement national road safety strategy ²	No	↻
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A

 Strong	 Moderate	 Weak/None
↑ Increase	↓ Decrease	= No change
↻ Change	↗ Advancement	
⊖ None or unknown	— Not provided	N/A Not applicable
Ⓜ Evolution since 2010 or closest year possible		

Note: BAC: blood alcohol concentration; CI: confidence interval; EU: European Union; GSRRS: Global status report on road safety series; N/A: not applicable; UN: United Nations

ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles²		=
National law setting a speed limit	Yes	=
Maximum urban speed limit	50 km/h	=
Maximum rural speed limit	90 km/h	=
Maximum motorway speed limit	120 km/h	=
Local authorities can modify limits	Yes	=
Presence of targets to reduce speeds nationally (year) ²	National (2030)	N/A
Available types of enforcement	Automatic	=
Legislation on drink driving²		=
National law on drink-driving	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	↻
Presence of targets to reduce driving after drinking nationally (year) ²	National (2030)	N/A
Testing carried out in case of fatal crash	Some (not all) drivers are tested	↻
Legislation on drug driving	Yes	=
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use ²	Hand held; Hand free	↗
Presence of targets to reduce distracted driving nationally (year) ²	National (2030)	N/A
Legislation on helmets for motorcycle riders²		=
National motorcycle helmet law	Yes	=
Legislation requires helmet fastening	No	=
Legislation applies to:	Drivers and Passengers	↻
Legislation applies to all road types	Yes	=
Legislation applies to all engine types	Yes	=
Legislation refers to and/or specifies helmet standard ²	Yes‡	=
Presence of targets to increase helmet use (year)	Yes, national (2030)	N/A
Helmet wearing rate ² (Driver; Passenger)	99%; 70%	N/A
Minimum age/height children are allowed as passengers	Yes (3 y)	N/A
Legislation on seat-belts for motor vehicle occupants²		=
National seat-belt law	Yes	=
Legislation applies to front and rear seat occupants	Yes	=
Presence of targets to increase seat belt use (year) ²	Yes, national (2030)	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	95%; 96%; 86%	N/A
Legislation on child restraint systems²		=
National child restraints use law	Yes	=
Children seated in front seat	Yes	=
Age or height specified for children requiring child restraint	18 y / 135 cm	=
Child restraint standard referred to and/or specified	Yes‡	=
Presence of targets to increase child safety restraint use (year)	No	N/A

NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1	=
Frequency and distribution of journeys by modal type	Partially	N/A
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	Yes	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown
 2 UN voluntary target indicator
 * Alcohol consumption prohibited in country
 † Country adheres to corresponding UN or equivalent international safety regulation
 ‡ Corresponding EU regulation mandatory for country
 § Not validated

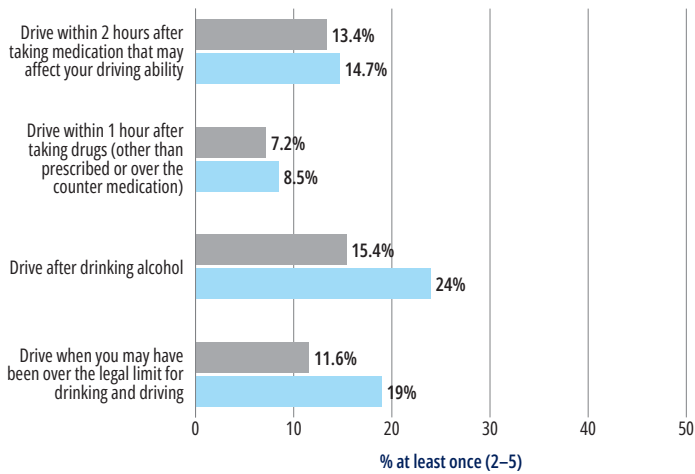
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Belgium

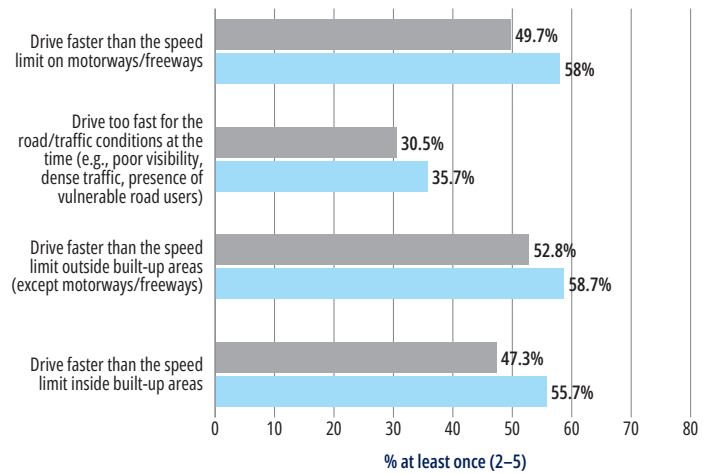
SELF-DECLARED BEHAVIOUR

Over the last 30 days, how often did you ...? (5-point scale from 1=never to 5=(almost) always)

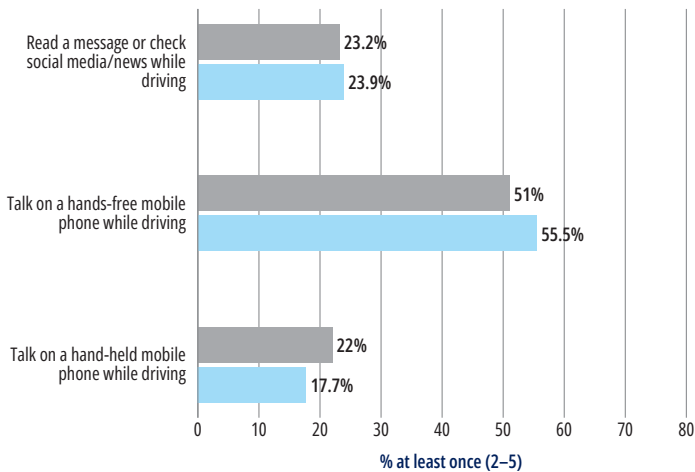
DUI as a car driver



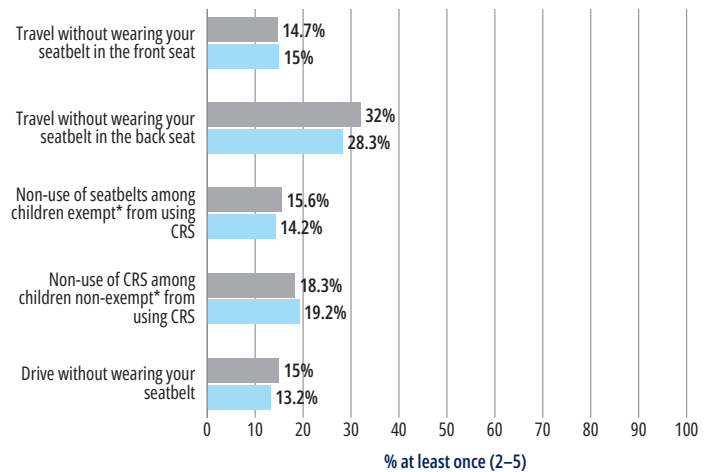
Speeding as a car driver



Distraction & fatigue as a car driver



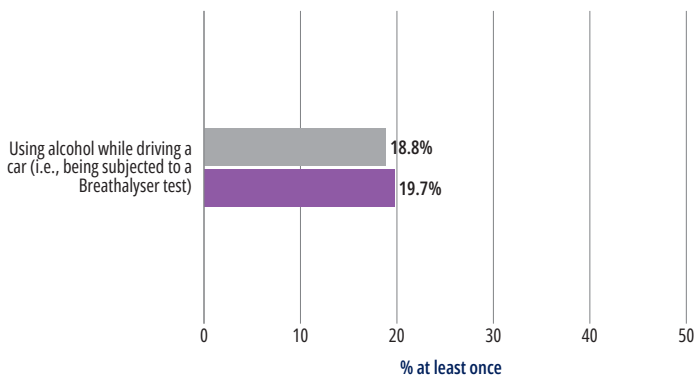
Seat belt use in a passenger car



* specified based on national regulation; CRS = Child Restraint System

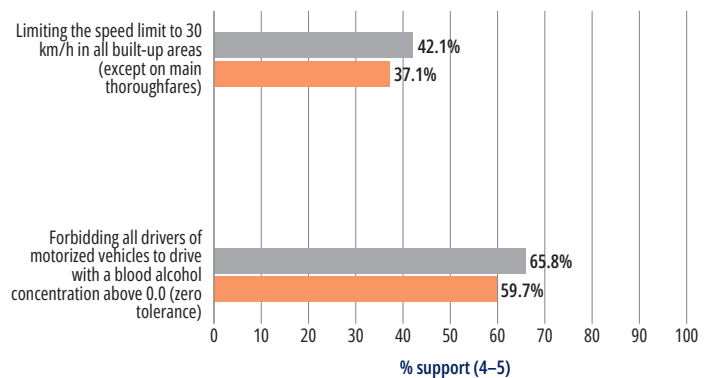
ENFORCEMENT

In the past 12 months, how many times have you been checked by the police for ...? (7-point scale from 1 = very unlikely to 7 = very likely)



SUPPORT OF POLICY MEASURE

Do you oppose or support a legal obligation ...? (5-point scale from 1=oppose to 5=support)



Bosnia and Herzegovina

Population:
3 270 943 ↑

Income group:
Upper middle income —

WHO Region:
European Region

GSRRS participation:
2009, 2013, 2015, 2018, 2023

BURDEN

Reported fatalities (year)	263 (2021)	↓
Reported fatalities sex distribution (Male; Female)	–	N/A
Reported fatalities user distribution ¹	53%; 9%; 27%; 11%; 0%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	447 (95% CI 425 - 470) (2021)	↓
WHO estimated rate per 100 000 population (year)	13.7 (2021)	↓

SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	3 969 (2015)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them ²	–	N/A
Presence of systematic approaches to assess/audit new roads ²	Yes	↻
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	Yes	N/A
Investments to upgrade high risk locations	–	N/A

SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	1 152 743 [35 241.9] (2021)	↑
Four-wheel vehicles	985 070	↑
Powered 2- and 3-wheelers	19 054	↑
Heavy trucks	–	N/A
Buses	3 945	=
Other	48 670	↑
Legislation on periodic vehicle technical inspection ²	–	N/A
National laws on front and side impact protection	–§	N/A
National laws on seat-belt and seat-belt anchorages	–†§	N/A
National law on electronic stability control	–†§	N/A
National law on pedestrian protection	–†§	N/A
National law on anti-lock braking systems	–†§	N/A
Government vehicle procurement practices include safety prerequisites	–	N/A
Presence of high-quality safety standards for used-vehicle imports ²	Yes	N/A

POST-CRASH RESPONSE

National law on universal access to emergency care	–§	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	–§	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	–§	N/A
National good Samaritan law	–§	N/A
National emergency care access number	–	N/A
National target for time between serious crash and initial provision of professional emergency care (year)	–	N/A

INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	–	N/A
National road safety strategy ²	No	=
Fatality reduction target (year)	50% (2022)	↻
Non fatal reduction target (year)	50%	N/A
Funding to implement strategy	–	N/A
National law mandating third-party liability insurance for powered vehicles	–§	N/A
National law on driving time and rest periods for professional drivers ²	–§	N/A
Adherence to one or more of the 7 UN road safety conventions ²	4	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	–	N/A

● Strong ● Moderate ● Weak/None
 ↑ Increase ↓ Decrease = No change ↻ Change ↗ Advancement
 ⚪ None or unknown — Not provided N/A Not applicable
 ⓘ Evolution since 2010 or closest year possible

Note: BAC: blood alcohol concentration; CI: confidence interval; EU: European Union; GSRRS: Global status report on road safety series; N/A: not applicable; UN: United Nations

ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles²	●	=
National law setting a speed limit	Yes	=
Maximum urban speed limit	50 km/h	=
Maximum rural speed limit	80 km/h	=
Maximum motorway speed limit	130 km/h	=
Local authorities can modify limits	No	N/A
Presence of targets to reduce speeds nationally (year) ²	–	N/A
Available types of enforcement	Manual	=
Legislation on drink driving²	●	=
National law on drink-driving	Yes	=
BAC limit – general population	≤ 0.03 g/dl	=
BAC limit – young or novice drivers	–	=
Random breath testing carried out	Yes	↻
Presence of targets to reduce drinking after drinking nationally (year) ²	National	N/A
Testing carried out in case of fatal crash	Some (not all) drivers are tested	↻
Legislation on drug driving	Yes	=
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use ²	Hand held	=
Presence of targets to reduce distracted driving nationally (year) ²	National	N/A
Legislation on helmets for motorcycle riders²	●	=
National motorcycle helmet law	Yes	=
Legislation requires helmet fastening	No	=
Legislation applies to:	Drivers and Passengers	↻
Legislation applies to all road types	Yes	=
Legislation applies to all engine types	Yes	=
Legislation refers to and/or specifies helmet standard ²	No†	=
Presence of targets to increase helmet use (year)	Yes, national	N/A
Helmet wearing rate ² (Driver; Passenger)	–	N/A
Minimum age/height children are allowed as passengers	Yes (12 y)	N/A
Legislation on seat-belts for motor vehicle occupants²	●	=
National seat-belt law	Yes	=
Legislation applies to front and rear seat occupants	Yes	=
Presence of targets to increase seat belt use (year) ²	Yes, national	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	–	N/A
Legislation on child restraint systems²	●	=
National child restraints use law	Yes	=
Children seated in front seat	Yes	=
Age or height specified for children requiring child restraint	12 y	=
Child restraint standard referred to and/or specified	No	=
Presence of targets to increase child safety restraint use (year)	Yes, national	N/A

NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 4	=
Frequency and distribution of journeys by modal type	–	N/A
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	Yes	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown
 2 UN voluntary target indicator
 * Alcohol consumption prohibited in country
 † Country adheres to corresponding UN or equivalent international safety regulation
 ‡ Corresponding EU regulation mandatory for country
 § Not validated

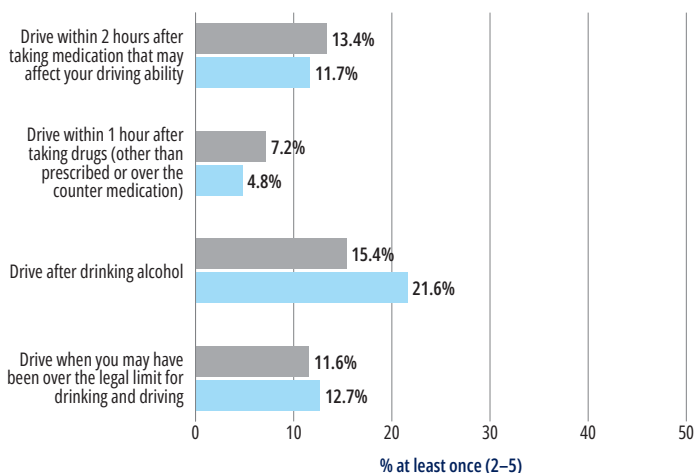
Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

Bosnia and Herzegovina

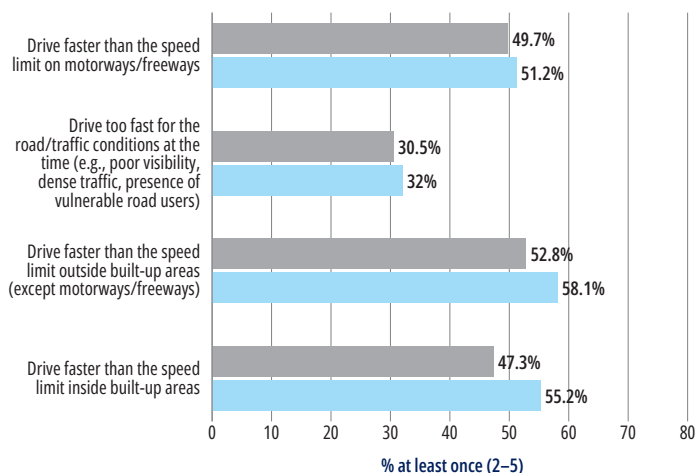
SELF-DECLARED BEHAVIOUR

Over the last 30 days, how often did you ...? (5-point scale from 1=never to 5=(almost) always)

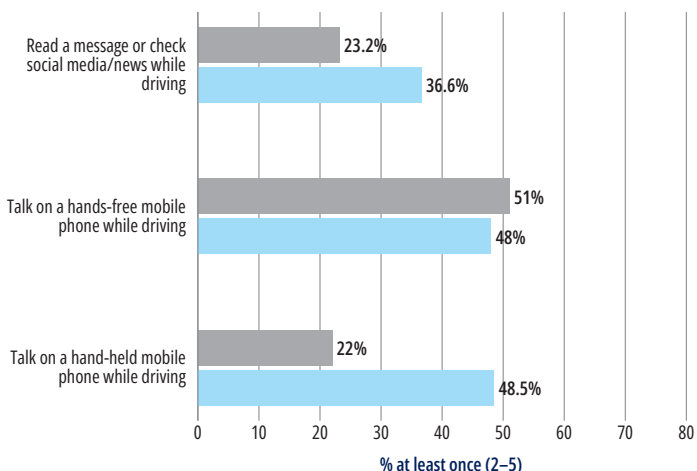
DUI as a car driver



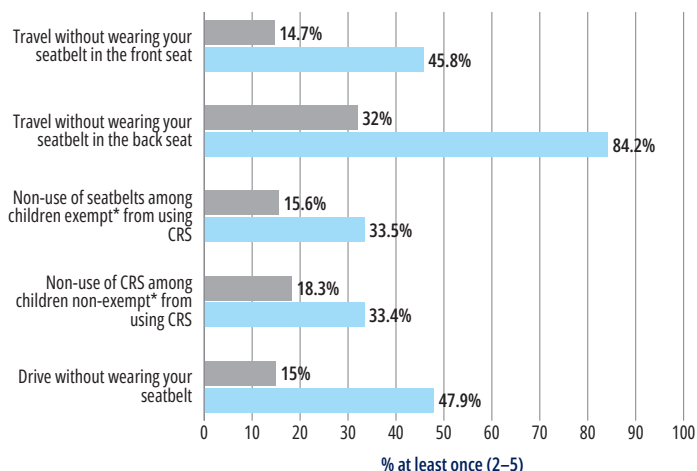
Speeding as a car driver



Distraction & fatigue as a car driver



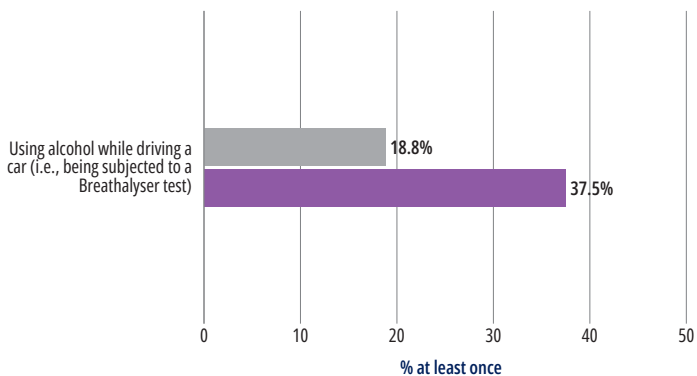
Seat belt use in a passenger car



* specified based on national regulation; CRS = Child Restraint System

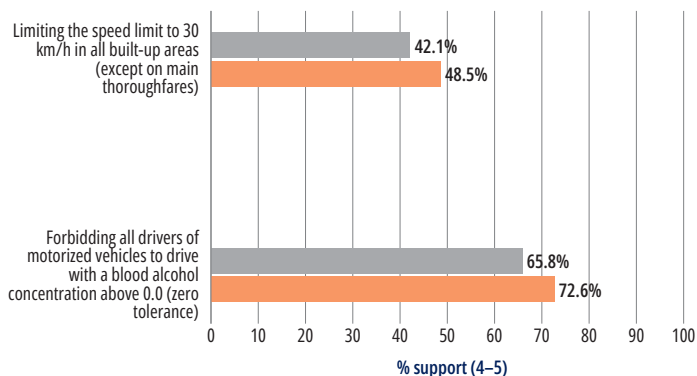
ENFORCEMENT

In the past 12 months, how many times have you been checked by the police for ...? (7-point scale from 1 = very unlikely to 7 = very likely)



SUPPORT OF POLICY MEASURE

Do you oppose or support a legal obligation ...? (5-point scale from 1=oppose to 5=support)



Bulgaria

Population:
6 885 868 ↓

Income group:
Upper middle income —

WHO Region:
European Region

GSRRS participation:
2009, 2013, 2015, 2018, 2023

BURDEN

Reported fatalities (year)	561 (2021)	↓
Reported fatalities sex distribution (Male; Female)	74%; 26%	N/A
Reported fatalities user distribution ¹	48%; 8%; 17%; 3%; 25%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	578 (95% CI 546 - 611) (2021)	↓
WHO estimated rate per 100 000 population (year)	8.4 (2021)	↓

SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	19 925 (2021)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	Yes	↻
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	Yes (2030)	N/A
Investments to upgrade high risk locations	No	↻

SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	3 571 571 [51 868.1] (2021)	↑
Four-wheel vehicles	2 830 594	↑
Powered 2- and 3-wheelers	213 379	↑
Heavy trucks	458 557	↑
Buses	17 353	↓
Other	313	↑
Legislation on periodic vehicle technical inspection ²	Yes†‡	N/A
National laws on front and side impact protection	Yes†‡	N/A
National laws on seat-belt and seat-belt anchorages	Yes†‡	N/A
National law on electronic stability control	Yes†‡	N/A
National law on pedestrian protection	Yes†‡	N/A
National law on anti-lock braking systems	Yes†‡	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports ²	No	N/A

POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	N/A
National good Samaritan law	–	N/A
National emergency care access number	National, single number	=
National target for time between serious crash and initial provision of professional emergency care (year)	(2030)	N/A

INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	↻
National road safety strategy ²	Yes	=
Fatality reduction target (year)	50% (2023)	↻
Non fatal reduction target (year)	50% (2023)	N/A
Funding to implement strategy	Yes, fully funded	↻
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers ²	Yes‡	N/A
Adherence to one or more of the 7 UN road safety conventions ²	6	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A

● Strong ● Moderate ● Weak/None
↑ Increase ↓ Decrease = No change ↻ Change ↗ Advancement
⊖ None or unknown — Not provided N/A Not applicable
Ⓜ Evolution since 2010 or closest year possible

Note: BAC: blood alcohol concentration; CI: confidence interval; EU: European Union; GSRRS: Global status report on road safety series; N/A: not applicable; UN: United Nations

ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles²	●	=
National law setting a speed limit	Yes	=
Maximum urban speed limit	50 km/h	=
Maximum rural speed limit	90 km/h	=
Maximum motorway speed limit	140 km/h	=
Local authorities can modify limits	No	N/A
Presence of targets to reduce speeds nationally (year) ²	–	N/A
Available types of enforcement	Manual	=
Legislation on drink driving²	●	=
National law on drink-driving	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	↻
Presence of targets to reduce drinking after drinking nationally (year) ²	No	N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested	↻
Legislation on drug driving	Yes	=
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use ²	Hand held	=
Presence of targets to reduce distracted driving nationally (year) ²	National (2030)	N/A
Legislation on helmets for motorcycle riders²	●	=
National motorcycle helmet law	Yes	=
Legislation requires helmet fastening	No	=
Legislation applies to:	Drivers and Passengers	↻
Legislation applies to all road types	Yes	=
Legislation applies to all engine types	Yes	=
Legislation refers to and/or specifies helmet standard ²	No†‡	=
Presence of targets to increase helmet use (year)	Yes, national (2030)	N/A
Helmet wearing rate ² (Driver; Passenger)	96%; 93%	↓
Minimum age/height children are allowed as passengers	Yes (12 y)	N/A
Legislation on seat-belts for motor vehicle occupants²	●	=
National seat-belt law	Yes	=
Legislation applies to front and rear seat occupants	Yes	=
Presence of targets to increase seat belt use (year) ²	Yes, national (2030)	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	82%; 76%; 26%	N/A
Legislation on child restraint systems²	●	=
National child restraints use law	Yes	=
Children seated in front seat	Yes	=
Age or height specified for children requiring child restraint	150 cm	=
Child restraint standard referred to and/or specified	Yes†‡	=
Presence of targets to increase child safety restraint use (year)	Yes, national (2030)	N/A

NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1	=
Frequency and distribution of journeys by modal type	Partially	N/A
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	No	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	No	N/A
Mobile phone use while driving ²	No	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown
 2 UN voluntary target indicator
 * Alcohol consumption prohibited in country
 † Country adheres to corresponding UN or equivalent international safety regulation
 ‡ Corresponding EU regulation mandatory for country
 § Not validated

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Croatia

Population:
4 060 135 ↓

Income group:
High income —

WHO Region:
European Region

GSRRS participation:
2009, 2013, 2015, 2018, 2023

BURDEN

Reported fatalities (year)	292 (2021)	↓
Reported fatalities sex distribution (Male; Female)	79%; 21%	N/A
Reported fatalities user distribution ¹	44%; 22%; 13%; 10%; 12%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	328 (95% CI 308 - 348) (2021)	↓
WHO estimated rate per 100 000 population (year)	8.1 (2021)	↓

SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	26 652 (2022)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	Yes	↻
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	Yes (2030)	N/A
Investments to upgrade high risk locations	Yes	=

SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	2 437 190 [60 027.3] (2021)	↑
Four-wheel vehicles	1 956 996	↑
Powered 2- and 3-wheelers	148 192	↓
Heavy trucks	51 072	↓
Buses	5 136	↑
Other	—	N/A
Legislation on periodic vehicle technical inspection ²	Yes†	N/A
National laws on front and side impact protection	Yes†‡	N/A
National laws on seat-belt and seat-belt anchorages	Yes†‡	N/A
National law on electronic stability control	Yes†#A	N/A
National law on pedestrian protection	Yes†‡	N/A
National law on anti-lock braking systems	Yes†‡	N/A
Government vehicle procurement practices include safety prerequisites	—	N/A
Presence of high-quality safety standards for used-vehicle imports ²	Yes	N/A

POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	N/A
National good Samaritan law	No	N/A
National emergency care access number	National, multiple numbers	=
National target for time between serious crash and initial provision of professional emergency care (year)	10 mn in urban area (2030)	N/A

INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	↻
National road safety strategy ²	Yes	=
Fatality reduction target (year)	50% (2030)	↻
Non fatal reduction target (year)	50% (2030)	N/A
Funding to implement strategy	—	N/A
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers ²	Yes‡	N/A
Adherence to one or more of the 7 UN road safety conventions ²	6	N/A
Presence of national lead agency to implement national road safety strategy ²	No	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A

ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles²		=
National law setting a speed limit	Yes	=
Maximum urban speed limit	50 km/h	=
Maximum rural speed limit	90 km/h	=
Maximum motorway speed limit	130 km/h	=
Local authorities can modify limits	Yes	=
Presence of targets to reduce speeds nationally (year) ²	National (2030)	N/A
Available types of enforcement	Manual	=
Legislation on drink driving²		=
National law on drink-driving	Yes	=
BAC limit – general population	≤ 0.05 g/dl	=
BAC limit – young or novice drivers	—	=
Random breath testing carried out	Yes	↻
Presence of targets to reduce driving after drinking nationally (year) ²	National (2030)	N/A
Testing carried out in case of fatal crash	Some (not all) drivers are tested	↻
Legislation on drug driving	Yes	=
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use ²	Hand held	=
Presence of targets to reduce distracted driving nationally (year) ²	National (2030)	N/A
Legislation on helmets for motorcycle riders²		=
National motorcycle helmet law	Yes	=
Legislation requires helmet fastening	Yes	=
Legislation applies to:	Drivers and Passengers	↻
Legislation applies to all road types	Yes	=
Legislation applies to all engine types	Yes	=
Legislation refers to and/or specifies helmet standard ²	Yes†‡	=
Presence of targets to increase helmet use (year)	Yes, national (2030)	N/A
Helmet wearing rate ² (Driver; Passenger)	99%; 70%	N/A
Minimum age/height children are allowed as passengers	Yes (3 y)	N/A
Legislation on seat-belts for motor vehicle occupants²		=
National seat-belt law	Yes	=
Legislation applies to front and rear seat occupants	Yes	=
Presence of targets to increase seat belt use (year) ²	Yes, national (2030)	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	61%; 62%; 14%	N/A
Legislation on child restraint systems²		=
National child restraints use law	Yes	=
Children seated in front seat	Yes	=
Age or height specified for children requiring child restraint	135 cm	=
Child restraint standard referred to and/or specified	No†‡	=
Presence of targets to increase child safety restraint use (year)	Yes, national (2030)	N/A

NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1	=
Frequency and distribution of journeys by modal type	Partially	N/A
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	Yes	N/A

■ Strong ■ Moderate ■ Weak/None
↑ Increase ↓ Decrease = No change ↻ Change ↗ Advancement
○ None or unknown — Not provided N/A Not applicable
ⓔ Evolution since 2010 or closest year possible

Note: BAC: blood alcohol concentration; CI: confidence interval; EU: European Union; GSRRS: Global status report on road safety series; N/A: not applicable; UN: United Nations

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

Cyprus

Population:
1 244 188 ↑

Income group:
High income —

WHO Region:
European Region

GSRRS participation:
2009, 2013, 2015, 2018, 2023

BURDEN

Reported fatalities (year)	45 (2021)	↓
Reported fatalities sex distribution (Male; Female)	80%; 20%	N/A
Reported fatalities user distribution ¹	43%; 30%; 22%; 2%; 3%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	49 (95% CI 46 - 51) (2021)	↓
WHO estimated rate per 100 000 population (year)	3.9 (2021)	↓

SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	272 (2018)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	Yes	↻
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	Yes	N/A
Investments to upgrade high risk locations	Yes	=

SAFE VEHICLES




Total registered vehicles [rate per 100 000 pop] (year)	941 [75.6] (2021)	↓
Four-wheel vehicles	701	↓
Powered 2- and 3-wheelers	61 386	↑
Heavy trucks	19	↓
Buses	4	↓
Other	154	↓
Legislation on periodic vehicle technical inspection ²	Yes†	N/A
National laws on front and side impact protection	Yes†‡	N/A
National laws on seat-belt and seat-belt anchorages	Yes†‡	N/A
National law on electronic stability control	Yes†‡	N/A
National law on pedestrian protection	Yes†‡	N/A
National law on anti-lock braking systems	Yes†‡	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports ²	Yes	N/A

POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	–§	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	–§	N/A
National good Samaritan law	No	N/A
National emergency care access number	National, single number	=
National target for time between serious crash and initial provision of professional emergency care (year)	(2030)	N/A






INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	↻
National road safety strategy ²	Yes	=
Fatality reduction target (year)	50% (2030)	↻
Non fatal reduction target (year)	50% (2030)	N/A
Funding to implement strategy	–	N/A
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers ²	Yes‡	N/A
Adherence to one or more of the 7 UN road safety conventions ²	5	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A

 Strong	 Moderate	 Weak/None
↑ Increase	↓ Decrease	= No change
↻ Change	↗ Advancement	
⊖ None or unknown	— Not provided	N/A Not applicable
Ⓜ Evolution since 2010 or closest year possible		

Note: BAC: blood alcohol concentration; CI: confidence interval; EU: European Union; GSRRS: Global status report on road safety series; N/A: not applicable; UN: United Nations

ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles²		=
National law setting a speed limit	Yes	=
Maximum urban speed limit	65 km/h	=
Maximum rural speed limit	–	=
Maximum motorway speed limit	100 km/h	=
Local authorities can modify limits	Yes	=
Presence of targets to reduce speeds nationally (year) ²	National (2030)	N/A
Available types of enforcement	Manual	↗
Legislation on drink driving²		↗
National law on drink-driving	Yes	=
BAC limit – general population	≤ 0.05 g/dl	↓
BAC limit – young or novice drivers	≤ 0.02 g/dl	↓
Random breath testing carried out	Yes	↻
Presence of targets to reduce driving after drinking nationally (year) ²	National (2030)	N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested	↻
Legislation on drug driving	Yes	=
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use ²	Hand held	=
Presence of targets to reduce distracted driving nationally (year) ²	National (2030)	N/A
Legislation on helmets for motorcycle riders²		=
National motorcycle helmet law	Yes	=
Legislation requires helmet fastening	Yes	=
Legislation applies to:	Drivers and Passengers	↻
Legislation applies to all road types	Yes	=
Legislation applies to all engine types	Yes	=
Legislation refers to and/or specifies helmet standard ²	Yes†‡	=
Presence of targets to increase helmet use (year)	Yes, national (2030)	N/A
Helmet wearing rate ² (Driver; Passenger)	76%; 68%	↑
Minimum age/height children are allowed as passengers	Yes (12 y)	N/A
Legislation on seat-belts for motor vehicle occupants²		=
National seat-belt law	Yes	=
Legislation applies to front and rear seat occupants	Yes	=
Presence of targets to increase seat belt use (year) ²	Yes, national (2030)	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	86%; 86%; 87%	↓
Legislation on child restraint systems²		=
National child restraints use law	Yes	=
Children seated in front seat	Yes	=
Age or height specified for children requiring child restraint	135 cm	=
Child restraint standard referred to and/or specified	Yes†‡	=
Presence of targets to increase child safety restraint use (year)	Yes, national (2030)	N/A

NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1	=
Frequency and distribution of journeys by modal type	No	N/A
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	Yes	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

Czechia

Population:
10 510 751

Income group:
High income

WHO Region:
European Region

GSRRS participation:
2009, 2013, 2015, 2018, 2023

BURDEN

Reported fatalities (year)	532 (2021)	N/A
Reported fatalities sex distribution (Male; Female)	-	N/A
Reported fatalities user distribution ¹	54%; 10%; 21%; 9%; 6%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	548 (95% CI 507 - 590) (2021)	↓
WHO estimated rate per 100 000 population (year)	5.2 (2021)	↓

SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	110 328 (2021)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	Yes	↻
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	Yes (2030)	N/A
Investments to upgrade high risk locations	No	N/A

SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	6 088 730 [57 928.6] (2021)	↑
Four-wheel vehicles	4 870 051	↓
Powered 2- and 3-wheelers	1 217 894	↑
Heavy trucks	732	↓
Buses	19	↓
Other	28	↓
Legislation on periodic vehicle technical inspection ²	Yes‡	N/A
National laws on front and side impact protection	Yes†‡	N/A
National laws on seat-belt and seat-belt anchorages	Yes†‡	N/A
National law on electronic stability control	Yes†‡	N/A
National law on pedestrian protection	Yes†‡	N/A
National law on anti-lock braking systems	Yes‡	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports ²	Yes	N/A

POST-CRASH RESPONSE

National law on universal access to emergency care	-§	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	-§	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§	N/A
National good Samaritan law	-§	N/A
National emergency care access number	National, multiple numbers	N/A
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	↻
National road safety strategy ²	Yes	=
Fatality reduction target (year)	1% (2030)	↻
Non fatal reduction target (year)	10% (2030)	N/A
Funding to implement strategy	-	↻
National law mandating third-party liability insurance for powered vehicles	-§	N/A
National law on driving time and rest periods for professional drivers ²	Yes‡	N/A
Adherence to one or more of the 7 UN road safety conventions ²	6	N/A
Presence of national lead agency to implement national road safety strategy ²	No	↻
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A

	Strong		Moderate		Weak/None
↑	Increase	↓	Decrease	=	No change
↻	Change	↗	Advancement	⊖	None or unknown
—	Not provided	N/A	Not applicable	Ⓜ	Evolution since 2010 or closest year possible

Note: BAC: blood alcohol concentration; CI: confidence interval; EU: European Union; GSRRS: Global status report on road safety series; N/A: not applicable; UN: United Nations

ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles²		=
National law setting a speed limit	Yes	=
Maximum urban speed limit	50 km/h	=
Maximum rural speed limit	90 km/h	=
Maximum motorway speed limit	130 km/h	=
Local authorities can modify limits	Yes	=
Presence of targets to reduce speeds nationally (year) ²	National (2030)	N/A
Available types of enforcement	Manual	↗
Legislation on drink driving²		=
National law on drink-driving	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	↻
Presence of targets to reduce driving after drinking nationally (year) ²	National	N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested	↗
Legislation on drug driving	Yes	=
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use ²	Hand held	=
Presence of targets to reduce distracted driving nationally (year) ²	-	N/A
Legislation on helmets for motorcycle riders²		=
National motorcycle helmet law	Yes	=
Legislation requires helmet fastening	Yes	=
Legislation applies to:	Drivers and Passengers	↻
Legislation applies to all road types	Yes	=
Legislation applies to all engine types	Yes	=
Legislation refers to and/or specifies helmet standard ²	Yes†‡	=
Presence of targets to increase helmet use (year)	-	N/A
Helmet wearing rate ² (Driver; Passenger)	100%	↑
Minimum age/height children are allowed as passengers	Yes (12 y)	N/A
Legislation on seat-belts for motor vehicle occupants²		=
National seat-belt law	Yes	=
Legislation applies to front and rear seat occupants	Yes	=
Presence of targets to increase seat belt use (year) ²	-	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	-	N/A
Legislation on child restraint systems²		=
National child restraints use law	Yes	=
Children seated in front seat	Yes	=
Age or height specified for children requiring child restraint	150 cm	=
Child restraint standard referred to and/or specified	Yes†‡	=
Presence of targets to increase child safety restraint use (year)	-	N/A

NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1	=
Frequency and distribution of journeys by modal type	-	N/A
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	-	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	Yes	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

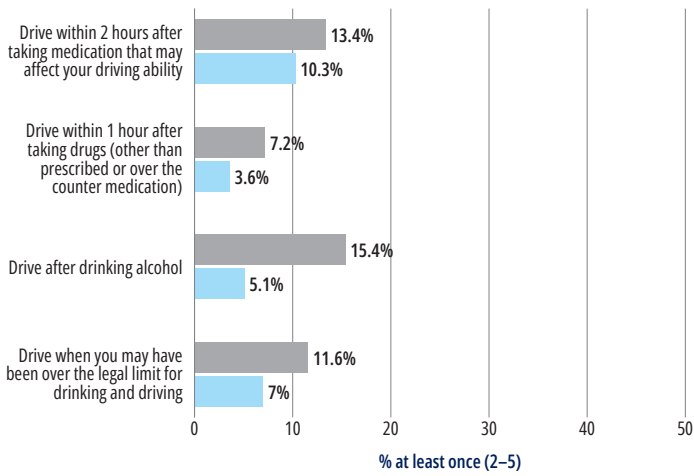
Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

Czechia

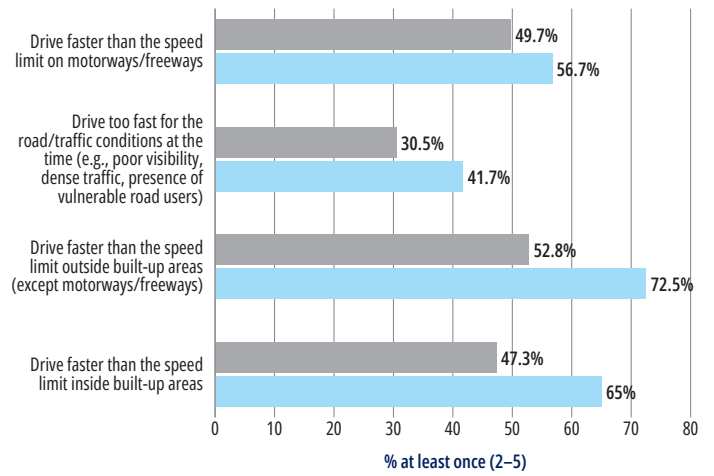
SELF-DECLARED BEHAVIOUR

Over the last 30 days, how often did you ...? (5-point scale from 1=never to 5=(almost) always)

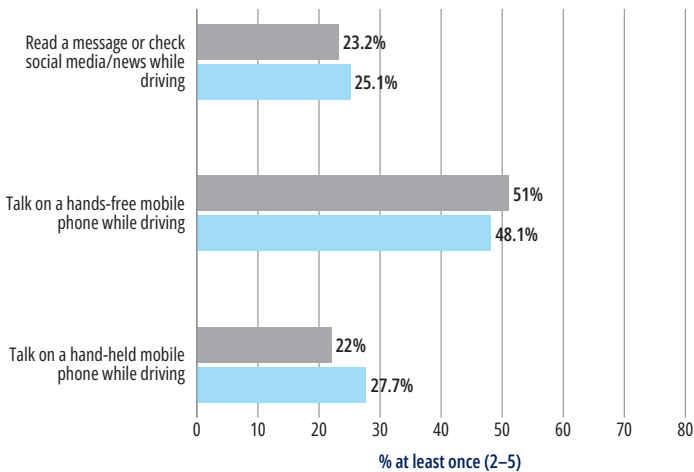
DUI as a car driver



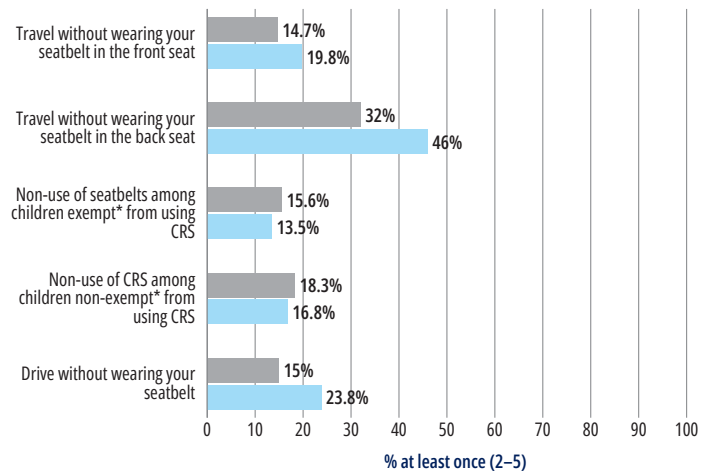
Speeding as a car driver



Distraction & fatigue as a car driver



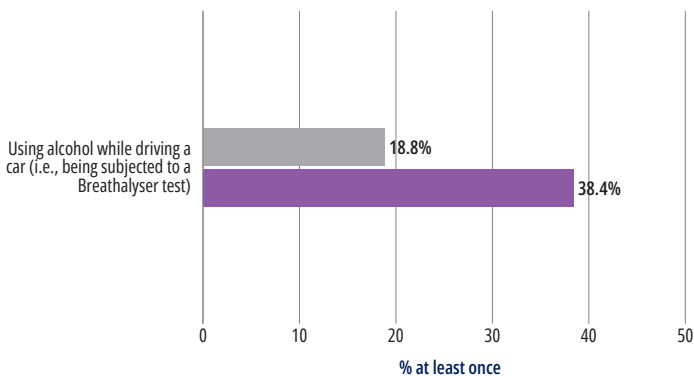
Seat belt use in a passenger car



* specified based on national regulation; CRS = Child Restraint System

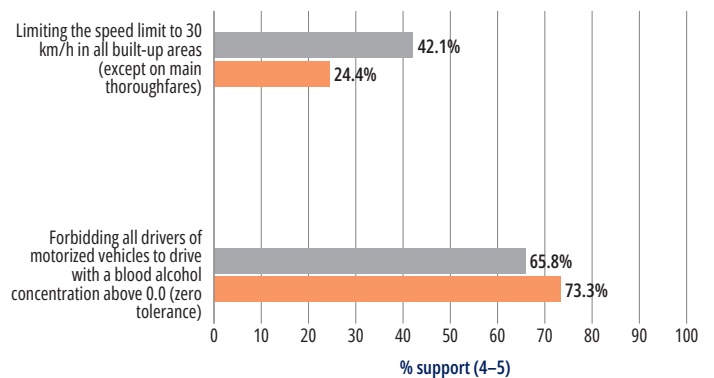
ENFORCEMENT

In the past 12 months, how many times have you been checked by the police for ...? (7-point scale from 1 = very unlikely to 7 = very likely)



SUPPORT OF POLICY MEASURE

Do you oppose or support a legal obligation ...? (5-point scale from 1=oppose to 5=support)



Denmark

Population:
5 854 240 ↑

Income group:
High income —

WHO Region:
European Region

GSRRS participation:
2013, 2015, 2018, 2023

BURDEN

Reported fatalities (year)	130 (2021)	↓
Reported fatalities sex distribution (Male; Female)	72%; 28%	N/A
Reported fatalities user distribution ¹	49%; 13%; 15%; 17%; 6%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	134 (95% CI 125 - 143) (2021)	↓
WHO estimated rate per 100 000 population (year)	2.3 (2021)	↓

SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	74 300 (2021)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	Yes	↻
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	No	N/A
Investments to upgrade high risk locations	Yes	=

SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	—	N/A
Four-wheel vehicles	—	N/A
Powered 2- and 3-wheelers	—	N/A
Heavy trucks	—	N/A
Buses	—	N/A
Other	—	N/A
Legislation on periodic vehicle technical inspection ²	Yes‡	N/A
National laws on front and side impact protection	Yes†‡	N/A
National laws on seat-belt and seat-belt anchorages	Yes†‡	N/A
National law on electronic stability control	Yes†‡	N/A
National law on pedestrian protection	Yes†‡	N/A
National law on anti-lock braking systems	Yes†‡	N/A
Government vehicle procurement practices include safety prerequisites	—	N/A
Presence of high-quality safety standards for used-vehicle imports ²	—	N/A

POST-CRASH RESPONSE

National law on universal access to emergency care	—§	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	—§	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	—§	N/A
National good Samaritan law	—§	N/A
National emergency care access number	—	N/A
National target for time between serious crash and initial provision of professional emergency care (year)	—	N/A

INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, subnational	↗
National road safety strategy ²	Yes	=
Fatality reduction target (year)	50% (2030)	↻
Non fatal reduction target (year)	50% (2030)	N/A
Funding to implement strategy	—	N/A
National law mandating third-party liability insurance for powered vehicles	—§	N/A
National law on driving time and rest periods for professional drivers ²	Yes‡	N/A
Adherence to one or more of the 7 UN road safety conventions ²	6	N/A
Presence of national lead agency to implement national road safety strategy ²	No	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	—	N/A

Strong
 Moderate
 Weak/None

↑ Increase ↓ Decrease = No change ↻ Change ↗ Advancement

⊖ None or unknown — Not provided N/A Not applicable

ⓔ Evolution since 2010 or closest year possible

Note: BAC: blood alcohol concentration; CI: confidence interval; EU: European Union; GSRRS: Global status report on road safety series; N/A: not applicable; UN: United Nations

ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles²		=
National law setting a speed limit	Yes	=
Maximum urban speed limit	50 km/h	=
Maximum rural speed limit	80 km/h	=
Maximum motorway speed limit	130 km/h	=
Local authorities can modify limits	Yes	=
Presence of targets to reduce speeds nationally (year) ²	No	N/A
Available types of enforcement	Manual	=
Legislation on drink driving²		=
National law on drink-driving	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	↗
Presence of targets to reduce driving after drinking nationally (year) ²	National	N/A
Testing carried out in case of fatal crash	Some (not all) drivers are tested	↻
Legislation on drug driving	Yes	=
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use ²	Hand held	=
Presence of targets to reduce distracted driving nationally (year) ²	National	N/A
Legislation on helmets for motorcycle riders²		=
National motorcycle helmet law	Yes	=
Legislation requires helmet fastening	Yes	=
Legislation applies to:	Drivers and Passengers	↻
Legislation applies to all road types	Yes	=
Legislation applies to all engine types	Yes	=
Legislation refers to and/or specifies helmet standard ²	Yes†‡	=
Presence of targets to increase helmet use (year)	No	N/A
Helmet wearing rate ² (Driver; Passenger)	—	N/A
Minimum age/height children are allowed as passengers	Yes (5 y / 135 cm)	N/A
Legislation on seat-belts for motor vehicle occupants²		=
National seat-belt law	Yes	=
Legislation applies to front and rear seat occupants	Yes	=
Presence of targets to increase seat belt use (year) ²	Yes, national (2030)	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	97%; 89%	N/A
Legislation on child restraint systems²		=
National child restraints use law	Yes	=
Children seated in front seat	Yes	=
Age or height specified for children requiring child restraint	135 cm	=
Child restraint standard referred to and/or specified	Yes†‡	=
Presence of targets to increase child safety restraint use (year)	Yes, national	N/A

NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1	=
Frequency and distribution of journeys by modal type	Yes	N/A
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	Yes	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

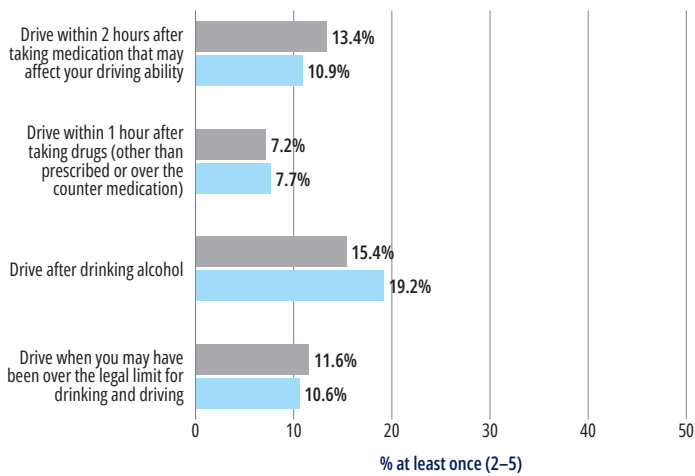
Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

Denmark

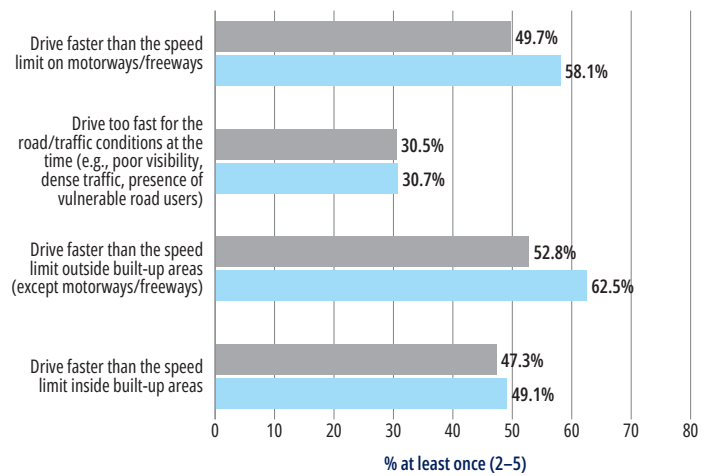
SELF-DECLARED BEHAVIOUR

Over the last 30 days, how often did you ...? (5-point scale from 1=never to 5=(almost) always)

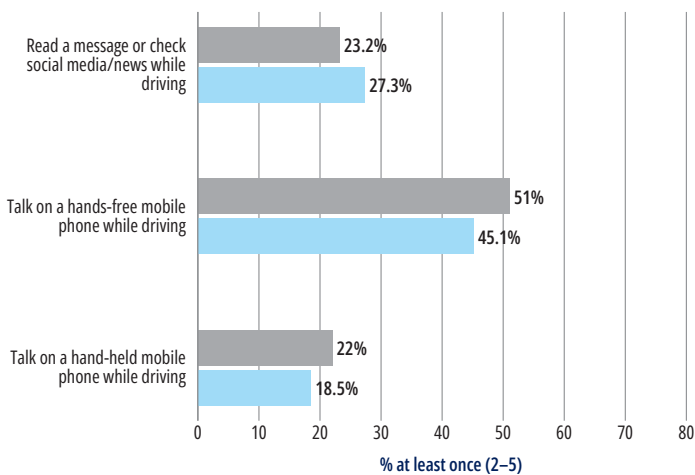
DUI as a car driver



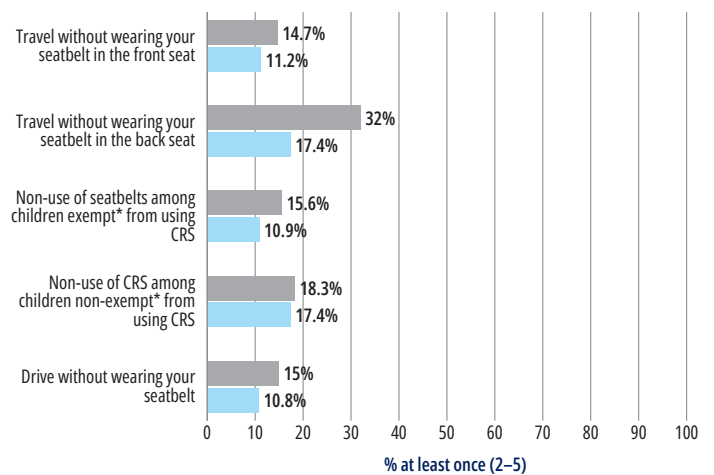
Speeding as a car driver



Distraction & fatigue as a car driver



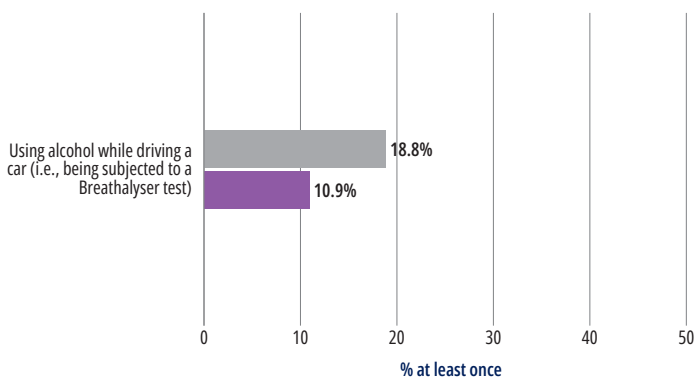
Seat belt use in a passenger car



* specified based on national regulation; CRS = Child Restraint System

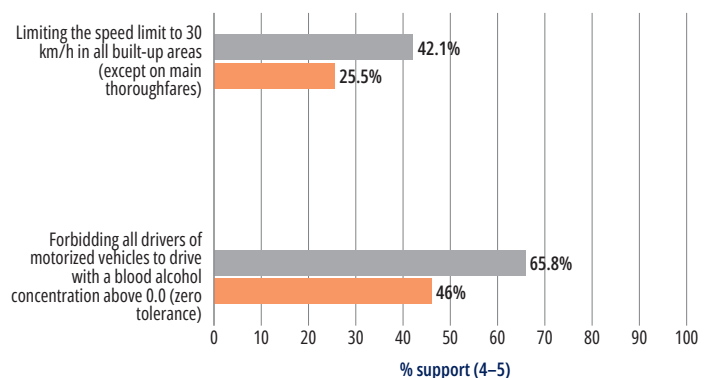
ENFORCEMENT

In the past 12 months, how many times have you been checked by the police for ...? (7-point scale from 1 = very unlikely to 7 = very likely)



SUPPORT OF POLICY MEASURE

Do you oppose or support a legal obligation ...? (5-point scale from 1=oppose to 5=support)



Estonia

Population:
1 328 701 ↑

Income group:
High income —

WHO Region:
European Region

GSRRS participation:
2009, 2013, 2015, 2018, 2023

BURDEN

Reported fatalities (year)	55 (2021)	↓
Reported fatalities sex distribution (Male; Female)	71%; 26%	N/A
Reported fatalities user distribution ¹	45%; 5%; 24%; 13%; 13%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	59 (95% CI 55 - 64) (2021)	↓
WHO estimated rate per 100 000 population (year)	4.4 (2021)	↓

SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	—	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them ²	—	N/A
Presence of systematic approaches to assess/audit new roads ²	—	N/A
National law requiring a formal road safety inspection/assessment	No	N/A
Target for roads to meet technical safety standards for all users (year)	—	N/A
Investments to upgrade high risk locations	—	N/A

SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	—	N/A
Four-wheel vehicles	—	N/A
Powered 2- and 3-wheelers	—	N/A
Heavy trucks	—	N/A
Buses	—	N/A
Other	—	N/A
Legislation on periodic vehicle technical inspection ²	Yes†‡	N/A
National laws on front and side impact protection	Yes†‡	N/A
National laws on seat-belt and seat-belt anchorages	Yes†‡	N/A
National law on electronic stability control	Yes†‡	N/A
National law on pedestrian protection	Yes†‡	N/A
National law on anti-lock braking systems	Yes†‡	N/A
Government vehicle procurement practices include safety prerequisites	—	N/A
Presence of high-quality safety standards for used-vehicle imports ²	—	N/A

POST-CRASH RESPONSE

National law on universal access to emergency care	—§	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	—§	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	—§	N/A
National good Samaritan law	—§	N/A
National emergency care access number	—	N/A
National target for time between serious crash and initial provision of professional emergency care (year)	—	N/A

INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	—	N/A
National road safety strategy ²	Yes	=
Fatality reduction target (year)	(2025)	N/A
Non fatal reduction target (year)	(2025)	N/A
Funding to implement strategy	—	N/A
National law mandating third-party liability insurance for powered vehicles	—§	N/A
National law on driving time and rest periods for professional drivers ²	Yes‡	N/A
Adherence to one or more of the 7 UN road safety conventions ²	6	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	—	N/A

ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles²			=
National law setting a speed limit	Yes	=	
Maximum urban speed limit	50 km/h	=	
Maximum rural speed limit	90 km/h	=	
Maximum motorway speed limit	—	N/A	
Local authorities can modify limits	Yes	=	
Presence of targets to reduce speeds nationally (year) ²	—	N/A	
Available types of enforcement	—	N/A	
Legislation on drink driving²			=
National law on drink-driving	Yes	=	
BAC limit – general population	≤ 0.02 g/dl	=	
BAC limit – young or novice drivers	≤ 0.02 g/dl	=	
Random breath testing carried out	—	N/A	
Presence of targets to reduce driving after drinking nationally (year) ²	—	N/A	
Testing carried out in case of fatal crash	—	N/A	
Legislation on drug driving		Yes	=
Legislation on distracted driving (mobile phones)		Yes	N/A
Ban on mobile phone use ²	Hand held	=	
Presence of targets to reduce distracted driving nationally (year) ²	—	N/A	
Legislation on helmets for motorcycle riders²			=
National motorcycle helmet law	Yes	=	
Legislation requires helmet fastening	Yes	=	
Legislation applies to:	Drivers and Passengers	↻	
Legislation applies to all road types	Yes	=	
Legislation applies to all engine types	Yes	=	
Legislation refers to and/or specifies helmet standard ²	Yes†‡	=	
Presence of targets to increase helmet use (year)	—	N/A	
Helmet wearing rate ² (Driver; Passenger)	—	N/A	
Minimum age/height children are allowed as passengers	Yes (12 y)	N/A	
Legislation on seat-belts for motor vehicle occupants²			=
National seat-belt law	Yes	=	
Legislation applies to front and rear seat occupants	Yes	=	
Presence of targets to increase seat belt use (year) ²	Yes, national (2030)	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	97%; 89%	N/A	
Legislation on child restraint systems²			=
National child restraints use law	Yes	=	
Children seated in front seat	Yes	=	
Age or height specified for children requiring child restraint	—	=	
Child restraint standard referred to and/or specified	No†‡	=	
Presence of targets to increase child safety restraint use (year)	—	N/A	
NATIONAL DATA SYSTEMS ON...			
Civil Registration and Vital Statistics (2021)	Group 1	=	
Frequency and distribution of journeys by modal type	—	N/A	
Speeding violations and speeding related injuries and fatalities ²	—	N/A	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	—	N/A	
Seat belt and child-restraint systems use ²	—	N/A	
Powered 2- and 3- wheeler helmet use ²	—	N/A	
Mobile phone use while driving ²	—	N/A	

● Strong ● Moderate ● Weak/None
 ↑ Increase ↓ Decrease = No change ↻ Change ↗ Advancement
 ⚪ None or unknown — Not provided N/A Not applicable
 ⓘ Evolution since 2010 or closest year possible

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Note: BAC: blood alcohol concentration; CI: confidence interval; EU: European Union; GSRRS: Global status report on road safety series; N/A: not applicable; UN: United Nations

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

Finland

Population:
5 535 992 ↑

Income group:
High income —

WHO Region:
European Region

GSRRS participation:
2009, 2013, 2015, 2018, 2023

BURDEN

Reported fatalities (year)	225 (2021)	↓
Reported fatalities sex distribution (Male; Female)	75%; 25%	N/A
Reported fatalities user distribution ¹	60%; 14%; 11%; 11%; 4%	N/A
WHO estimated road traffic fatalities (95% CI)	232 (95% CI 214 - 250) (2021)	↓
WHO estimated rate per 100 000 population (year)	4.2 (2021)	↓

SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	50 643 (2021)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	Yes	↻
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	No	N/A
Investments to upgrade high risk locations	No	↻

SAFE VEHICLES




Total registered vehicles [rate per 100 000 pop] (year)	4 072 570 [73 565.3] (2021)	↓
Four-wheel vehicles	3 141 997	↓
Powered 2- and 3-wheelers	254 768	↓
Heavy trucks	95 786	↓
Buses	10 530	↓
Other	569 489	↓
Legislation on periodic vehicle technical inspection ²	Yes†‡	N/A
National laws on front and side impact protection	Yes†‡	N/A
National laws on seat-belt and seat-belt anchorages	Yes†‡	N/A
National law on electronic stability control	Yes†‡	N/A
National law on pedestrian protection	Yes†‡	N/A
National law on anti-lock braking systems	Yes†‡	N/A
Government vehicle procurement practices include safety prerequisites	–	N/A
Presence of high-quality safety standards for used-vehicle imports ²	No	N/A

POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	Yes	N/A
National good Samaritan law	–§	N/A
National emergency care access number	National, single number	=
National target for time between serious crash and initial provision of professional emergency care (year)	(2026)	N/A






INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	↻
National road safety strategy ²	Yes	↻
Fatality reduction target (year)	50% (2030)	↻
Non fatal reduction target (year)	50% (2030)	N/A
Funding to implement strategy	Not funded	↻
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers ²	Yes‡	N/A
Adherence to one or more of the 7 UN road safety conventions ²	7	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A

 Strong	 Moderate	 Weak/None
↑ Increase	↓ Decrease	= No change
↻ Change	↗ Advancement	
⊖ None or unknown	— Not provided	N/A Not applicable
Ⓜ Evolution since 2010 or closest year possible		

Note: BAC: blood alcohol concentration; CI: confidence interval; EU: European Union; GSRRS: Global status report on road safety series; N/A: not applicable; UN: United Nations

ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles²		=
National law setting a speed limit	Yes	=
Maximum urban speed limit	50 km/h	=
Maximum rural speed limit	80 km/h	=
Maximum motorway speed limit	120 km/h	=
Local authorities can modify limits	Yes	=
Presence of targets to reduce speeds nationally (year) ²	National (2026)	N/A
Available types of enforcement	Manual	=
Legislation on drink driving²		=
National law on drink-driving	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	↻
Presence of targets to reduce driving after drinking nationally (year) ²	–	N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested	↻
Legislation on drug driving	Yes	=
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use ²	Hand held	=
Presence of targets to reduce distracted driving nationally (year) ²	National (2030)	N/A
Legislation on helmets for motorcycle riders²		=
National motorcycle helmet law	Yes	=
Legislation requires helmet fastening	No	=
Legislation applies to:	Drivers and Passengers	↻
Legislation applies to all road types	Yes	=
Legislation applies to all engine types	Yes	=
Legislation refers to and/or specifies helmet standard ²	No†‡	=
Presence of targets to increase helmet use (year)	No	N/A
Helmet wearing rate ² (Driver; Passenger)	99%	N/A
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants²		=
National seat-belt law	Yes	=
Legislation applies to front and rear seat occupants	Yes	=
Presence of targets to increase seat belt use (year) ²	Yes, national (2026)	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	97%; 97%; 90%	↓
Legislation on child restraint systems²		=
National child restraints use law	Yes	=
Children seated in front seat	Yes	=
Age or height specified for children requiring child restraint	135 cm	=
Child restraint standard referred to and/or specified	Yes†‡	=
Presence of targets to increase child safety restraint use (year)	Yes, national (2026)	N/A

NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1	=
Frequency and distribution of journeys by modal type	Yes	N/A
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	No	N/A
Mobile phone use while driving ²	No	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

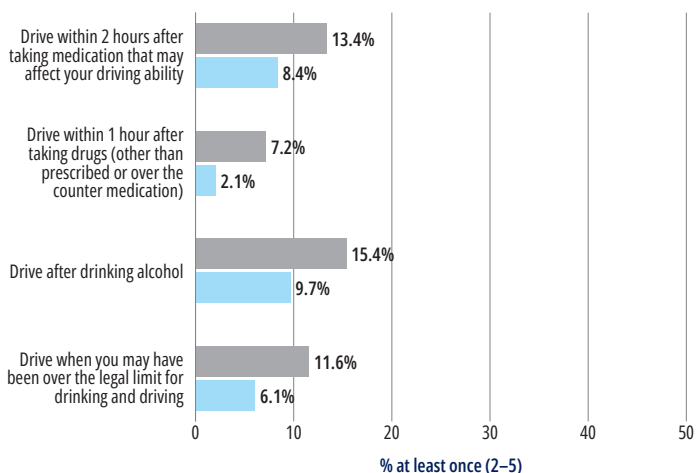
§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

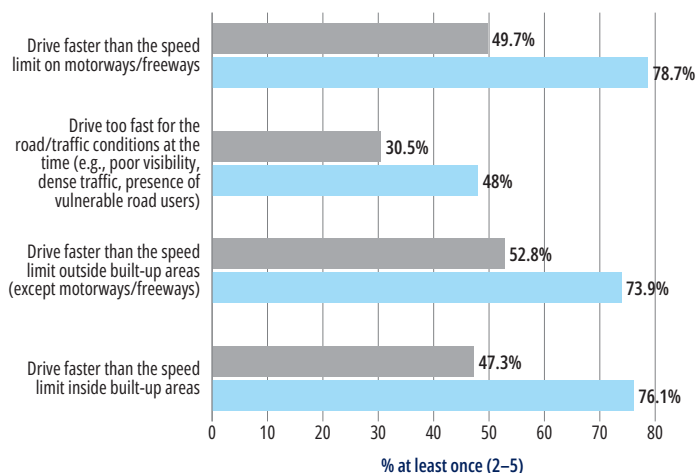
SELF-DECLARED BEHAVIOUR

Over the last 30 days, how often did you ...? (5-point scale from 1=never to 5=(almost) always)

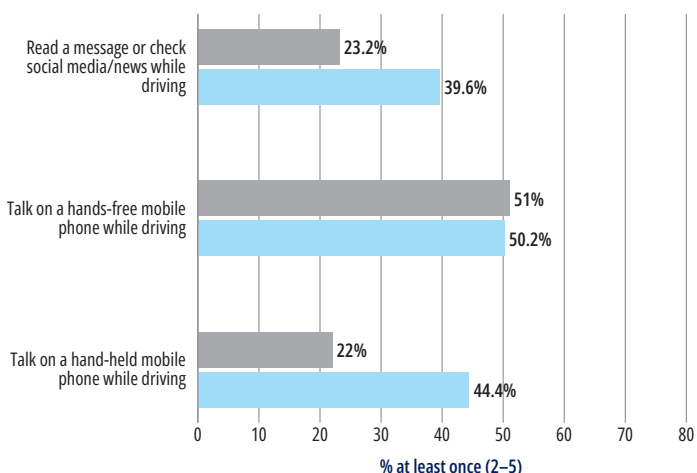
DUI as a car driver



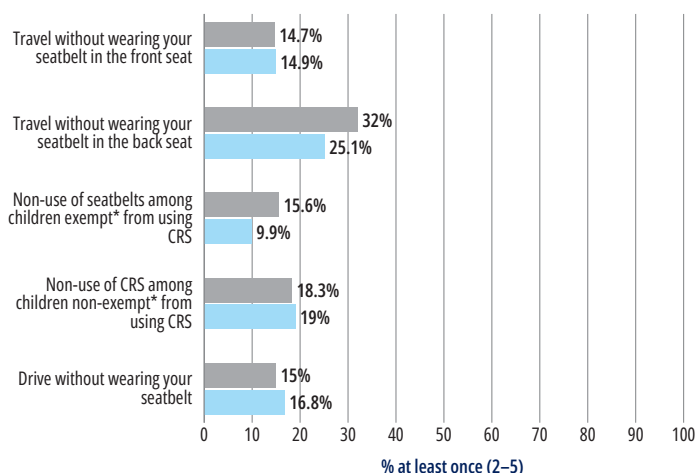
Speeding as a car driver



Distraction & fatigue as a car driver



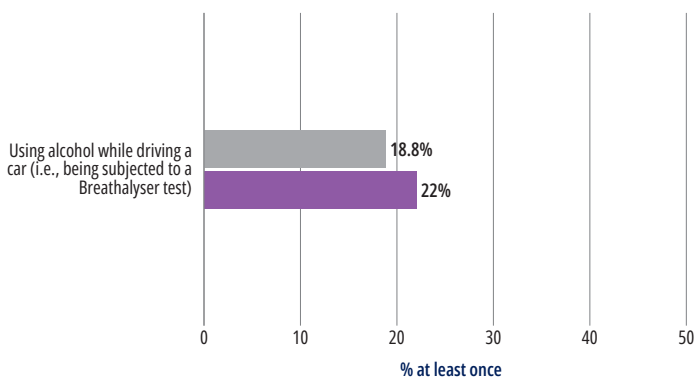
Seat belt use in a passenger car



* specified based on national regulation; CRS = Child Restraint System

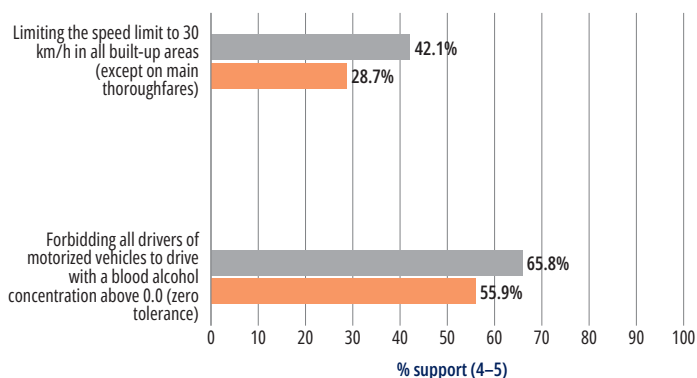
ENFORCEMENT

In the past 12 months, how many times have you been checked by the police for ...? (7-point scale from 1 = very unlikely to 7 = very likely)



SUPPORT OF POLICY MEASURE

Do you oppose or support a legal obligation ...? (5-point scale from 1=oppose to 5=support)



France

Population:
11 611 419 ↑

Income group:
High income —

WHO Region:
European Region

GSRRS participation:
2009, 2013, 2015, 2018, 2023

BURDEN

Reported fatalities (year)	2944 (2021)	↓
Reported fatalities sex distribution (Male; Female)	76%; 24%	N/A
Reported fatalities user distribution ¹	52%; 23%; 14%; 8%; 4%	N/A
WHO estimated road traffic fatalities (95% CI)	3 035 (95% CI 2 743 - 3 328) (2021)	↓
WHO estimated rate per 100 000 population (year)	4.7 (2021)	↓

SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	1 098 498 (2021)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	Yes	↻
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	Yes	N/A
Investments to upgrade high risk locations	Yes	=

SAFE VEHICLES




Total registered vehicles [rate per 100 000 pop] (year)	47 555 750 [73 693.91] (2021)	↑
Four-wheel vehicles	37 879 580	↑
Powered 2- and 3-wheelers	3 010 000	↑
Heavy trucks	596 000	↑
Buses	93 000	N/A
Other	–	N/A
Legislation on periodic vehicle technical inspection ²	Yes†	N/A
National laws on front and side impact protection	Yes†‡	N/A
National laws on seat-belt and seat-belt anchorages	Yes†‡	N/A
National law on electronic stability control	Yes†‡	N/A
National law on pedestrian protection	Yes†‡	N/A
National law on anti-lock braking systems	Yes†‡	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports ²	Yes	N/A

POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	Yes	N/A
National good Samaritan law	Yes	N/A
National emergency care access number	–	N/A
National target for time between serious crash and initial provision of professional emergency care (year)	<30 mn	N/A






INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	↻
National road safety strategy ²	Yes	↻
Fatality reduction target (year)	50% (2030)	↻
Non fatal reduction target (year)	50% (2030)	N/A
Funding to implement strategy	Yes, partially funded	↻
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers ²	Yes‡	N/A
Adherence to one or more of the 7 UN road safety conventions ²	7	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A

	Strong		Moderate		Weak/None
↑	Increase	↓	Decrease	=	No change
↻	Change	↗	↘	↗	Advancement
⊖	None or unknown	—	—	—	Not provided
Ⓜ	N/A	Ⓜ	Ⓜ	Ⓜ	N/A Not applicable
Ⓜ	Evolution since 2010 or closest year possible				

Note: BAC: blood alcohol concentration; CI: confidence interval; EU: European Union; GSRRS: Global status report on road safety series; N/A: not applicable; UN: United Nations

ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles²		=
National law setting a speed limit	Yes	=
Maximum urban speed limit	50 km/h	=
Maximum rural speed limit	80 km/h	=
Maximum motorway speed limit	130 km/h	=
Local authorities can modify limits	Yes	=
Presence of targets to reduce speeds nationally (year) ²	National	N/A
Available types of enforcement	Manual	=
Legislation on drink driving²		↗
National law on drink-driving	Yes	=
BAC limit – general population	≤ 0.05 g/dl	=
BAC limit – young or novice drivers	≤ 0.02 g/dl	↓
Random breath testing carried out	Yes	↻
Presence of targets to reduce drinking after drinking nationally (year) ²	National	N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested	↻
Legislation on drug driving	Yes	=
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use ²	Hand held	=
Presence of targets to reduce distracted driving nationally (year) ²	National	N/A
Legislation on helmets for motorcycle riders²		=
National motorcycle helmet law	Yes	=
Legislation requires helmet fastening	Yes	=
Legislation applies to:	Drivers and Passengers	↻
Legislation applies to all road types	Yes	=
Legislation applies to all engine types	Yes	=
Legislation refers to and/or specifies helmet standard ²	Yes†‡	=
Presence of targets to increase helmet use (year)	Yes, national	N/A
Helmet wearing rate ² (Driver; Passenger)	98%; 98%	=
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants²		=
National seat-belt law	Yes	=
Legislation applies to front and rear seat occupants	Yes	=
Presence of targets to increase seat belt use (year) ²	Yes, national	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	98%; 98%; 90%	N/A
Legislation on child restraint systems²		=
National child restraints use law	Yes	=
Children seated in front seat	Yes	=
Age or height specified for children requiring child restraint	10 y	=
Child restraint standard referred to and/or specified	Yes†‡	=
Presence of targets to increase child safety restraint use (year)	Yes, national	N/A
NATIONAL DATA SYSTEMS ON...		
Civil Registration and Vital Statistics (2021)	Group 1	=
Frequency and distribution of journeys by modal type	Yes	N/A
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	No	N/A
Mobile phone use while driving ²	No	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

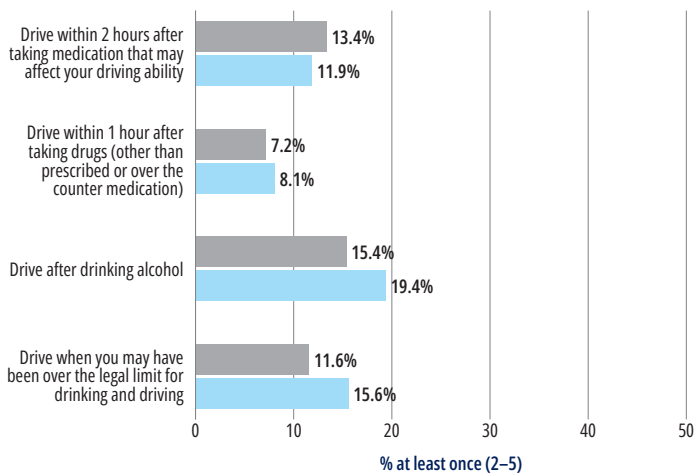
Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

France

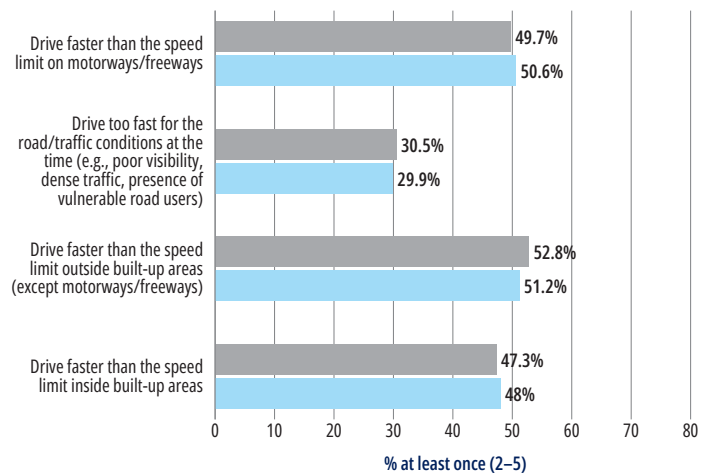
SELF-DECLARED BEHAVIOUR

Over the last 30 days, how often did you ...? (5-point scale from 1=never to 5=(almost) always)

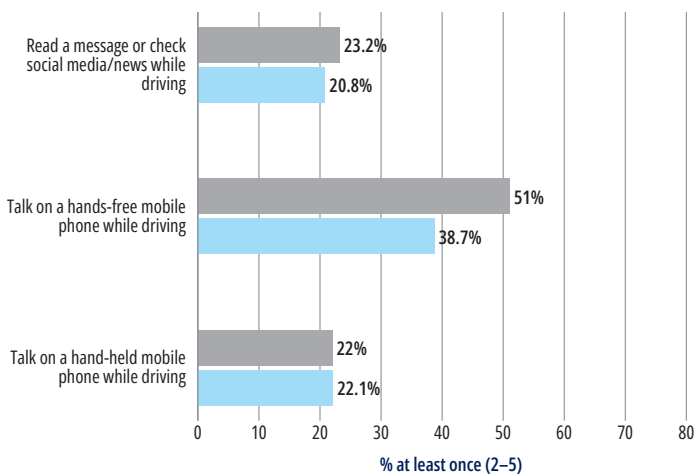
DUI as a car driver



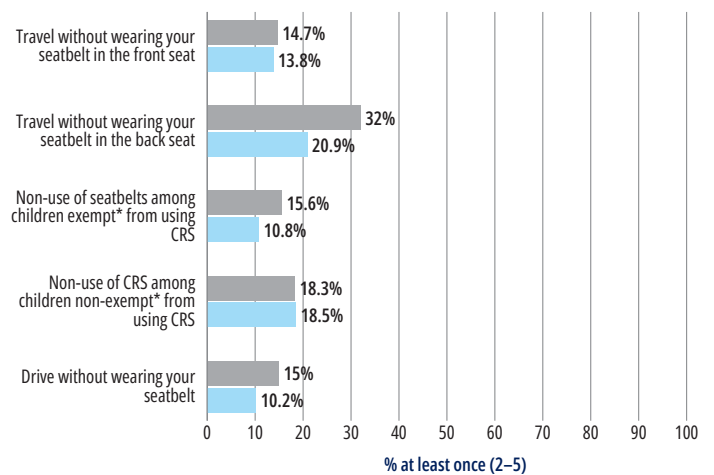
Speeding as a car driver



Distraction & fatigue as a car driver



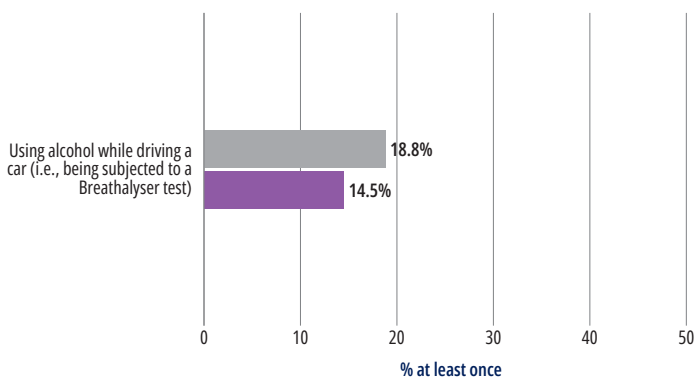
Seat belt use in a passenger car



* specified based on national regulation; CRS = Child Restraint System

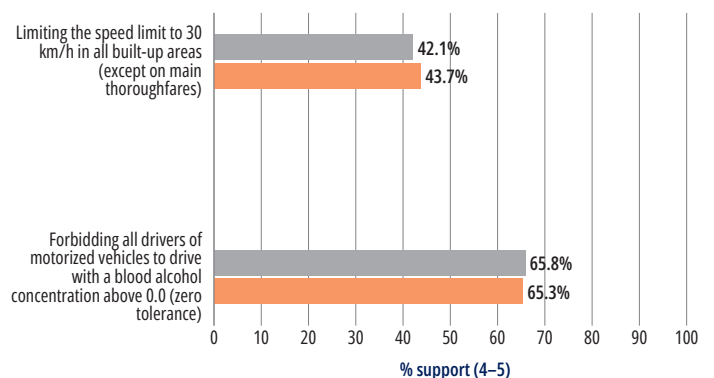
ENFORCEMENT

In the past 12 months, how many times have you been checked by the police for ...? (7-point scale from 1 = very unlikely to 7 = very likely)



SUPPORT OF POLICY MEASURE

Do you oppose or support a legal obligation ...? (5-point scale from 1=oppose to 5=support)



Georgia

Population:
3 757 980 ↓

Income group:
Upper middle income ↑

WHO Region:
European Region

GSRRS participation:
2009, 2013, 2015, 2018, 2023

BURDEN

Reported fatalities (year)	449 (2021)	↓
Reported fatalities sex distribution (Male; Female)	77%; 23%	N/A
Reported fatalities user distribution ¹	45%; 1%; 27%; 1%; 27%	N/A
WHO estimated road traffic fatalities (95% CI)	476 (95% CI 444 - 507) (2021)	↓
WHO estimated rate per 100 000 population (year)	12.7 (2021)	↓

SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	6 790 (2022)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	Yes	↻
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	Yes	N/A
Investments to upgrade high risk locations	Yes	=

SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	1 [0.0] (2021)	↓
Four-wheel vehicles	1	↓
Powered 2- and 3-wheelers	17 102	↑
Heavy trucks	106	↓
Buses	54	↓
Other	1	↑
Legislation on periodic vehicle technical inspection ²	Yes†	N/A
National laws on front and side impact protection	No‡§	N/A
National laws on seat-belt and seat-belt anchorages	No‡§	N/A
National law on electronic stability control	No‡§	N/A
National law on pedestrian protection	No‡§	N/A
National law on anti-lock braking systems	No‡§	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports ²	No	N/A

POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	N/A
National good Samaritan law	No	N/A
National emergency care access number	National, single number	=
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	↻
National road safety strategy ²	Yes	↻
Fatality reduction target (year)	25% (2025)	↻
Non fatal reduction target (year)	25% (2025)	N/A
Funding to implement strategy	Yes, partially funded	↻
National law mandating third-party liability insurance for powered vehicles	No	N/A
National law on driving time and rest periods for professional drivers ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	6	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A

● Strong ● Moderate ● Weak/None
 ↑ Increase ↓ Decrease = No change ↻ Change ↗ Advancement
 ○ None or unknown — Not provided N/A Not applicable
 ⓘ Evolution since 2010 or closest year possible

Note: BAC: blood alcohol concentration; CI: confidence interval; EU: European Union; GSRRS: Global status report on road safety series; N/A: not applicable; UN: United Nations

ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles²	●	=
National law setting a speed limit	Yes	=
Maximum urban speed limit	60 km/h	=
Maximum rural speed limit	90 km/h	=
Maximum motorway speed limit	110 km/h	=
Local authorities can modify limits	No	N/A
Presence of targets to reduce speeds nationally (year) ²	National	N/A
Available types of enforcement	Manual	=
Legislation on drink driving²	●	=
National law on drink-driving	Yes	=
BAC limit – general population	≤ 0.03 g/dl	=
BAC limit – young or novice drivers	≤ 0.03 g/dl	=
Random breath testing carried out	No	=
Presence of targets to reduce driving after drinking nationally (year) ²	National	N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested	=
Legislation on drug driving	Yes	=
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use ²	Hand held	=
Presence of targets to reduce distracted driving nationally (year) ²	National	N/A
Legislation on helmets for motorcycle riders²	●	=
National motorcycle helmet law	Yes	=
Legislation requires helmet fastening	Yes	=
Legislation applies to:	Drivers and Passengers	↻
Legislation applies to all road types	Yes	=
Legislation applies to all engine types	Yes	=
Legislation refers to and/or specifies helmet standard ²	No†	=
Presence of targets to increase helmet use (year)	Yes, national	N/A
Helmet wearing rate ² (Driver; Passenger)	-	N/A
Minimum age/height children are allowed as passengers	Yes (12 y)	N/A
Legislation on seat-belts for motor vehicle occupants²	●	=
National seat-belt law	Yes	=
Legislation applies to front and rear seat occupants	Yes	=
Presence of targets to increase seat belt use (year) ²	Yes, national	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	-	N/A
Legislation on child restraint systems²	●	=
National child restraints use law	Yes	↗
Children seated in front seat	Yes	=
Age or height specified for children requiring child restraint	3 y	↻
Child restraint standard referred to and/or specified	No†	=
Presence of targets to increase child safety restraint use (year)	Yes, national	N/A

NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1	=
Frequency and distribution of journeys by modal type	No	N/A
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	No	N/A
Mobile phone use while driving ²	Yes	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown
 2 UN voluntary target indicator
 * Alcohol consumption prohibited in country
 † Country adheres to corresponding UN or equivalent international safety regulation
 ‡ Corresponding EU regulation mandatory for country
 § Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

Germany

Population:
83 408 554 ↑

Income group:
High income —

WHO Region:
European Region

GSRRS participation:
2009, 2013, 2015, 2018, 2023

BURDEN

Reported fatalities (year)	2 562 (2021)	↓
Reported fatalities sex distribution (Male; Female)	77%; 22%	N/A
Reported fatalities user distribution ¹	46%; 21%; 13%; 15%; 5%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	2 778 (95% CI 2 596 - 2 960) (2021)	↓
WHO estimated rate per 100 000 population (year)	3.3 (2021)	↓

SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	229 601 (2021)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	Yes	↻
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	Yes	N/A
Investments to upgrade high risk locations	Yes	↗

SAFE VEHICLES




Total registered vehicles [rate per 100 000 pop] (year)	59 020 091 [70 760.2] (2021)	↑
Four-wheel vehicles	51 129 454	↑
Powered 2- and 3-wheelers	4 555 800	↓
Heavy trucks	746 665	↓
Buses	75 548	=
Other	2 512 624	↑
Legislation on periodic vehicle technical inspection ²	Yes‡	N/A
National laws on front and side impact protection	Yes†‡	N/A
National laws on seat-belt and seat-belt anchorages	Yes†‡	N/A
National law on electronic stability control	Yes†‡	N/A
National law on pedestrian protection	Yes†‡	N/A
National law on anti-lock braking systems	Yes†‡	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports ²	Yes	N/A

POST-CRASH RESPONSE

National law on universal access to emergency care	-§	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	Yes	N/A
National good Samaritan law	Yes	N/A
National emergency care access number	National, single number	↗
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A






INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	↻
National road safety strategy ²	Yes	=
Fatality reduction target (year)	40% (2030)	↻
Non fatal reduction target (year)	(2030)	N/A
Funding to implement strategy	Not funded	↻
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers ²	Yes‡	N/A
Adherence to one or more of the 7 UN road safety conventions ²	6	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, subnational	N/A

 Strong	 Moderate	 Weak/None
↑ Increase	↓ Decrease	= No change
↻ Change	↗ Advancement	
⊖ None or unknown	— Not provided	N/A Not applicable
Ⓜ Evolution since 2010 or closest year possible		

Note: BAC: blood alcohol concentration; CI: confidence interval; EU: European Union; GSRRS: Global status report on road safety series; N/A: not applicable; UN: United Nations

ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles²		=
National law setting a speed limit	Yes	=
Maximum urban speed limit	50 km/h	=
Maximum rural speed limit	100 km/h	=
Maximum motorway speed limit	-	N/A
Local authorities can modify limits	Yes	=
Presence of targets to reduce speeds nationally (year) ²	No	N/A
Available types of enforcement	Manual	↗
Legislation on drink driving²		=
National law on drink-driving	Yes	=
BAC limit – general population	≤ 0.05 g/dl	=
BAC limit – young or novice drivers	-	=
Random breath testing carried out	No	=
Presence of targets to reduce driving after drinking nationally (year) ²	National	N/A
Testing carried out in case of fatal crash	Some (not all) drivers are tested	=
Legislation on drug driving	Yes	=
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use ²	Hand held	=
Presence of targets to reduce distracted driving nationally (year) ²	National	N/A
Legislation on helmets for motorcycle riders²		=
National motorcycle helmet law	Yes	=
Legislation requires helmet fastening	No	=
Legislation applies to:	Drivers and Passengers	↻
Legislation applies to all road types	Yes	=
Legislation applies to all engine types	Yes	=
Legislation refers to and/or specifies helmet standard ²	No†‡	=
Presence of targets to increase helmet use (year)	Yes, national	N/A
Helmet wearing rate ² (Driver; Passenger)	100%; 99%	N/A
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants²		=
National seat-belt law	Yes	=
Legislation applies to front and rear seat occupants	Yes	=
Presence of targets to increase seat belt use (year) ²	Yes, national	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	99%; 98%; 96%	N/A
Legislation on child restraint systems²		=
National child restraints use law	Yes	=
Children seated in front seat	Yes	=
Age or height specified for children requiring child restraint	12 y / 150 cm	=
Child restraint standard referred to and/or specified	Yes†‡	=
Presence of targets to increase child safety restraint use (year)	Yes, national	N/A

NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1	=
Frequency and distribution of journeys by modal type	Yes	N/A
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	No	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	Yes	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

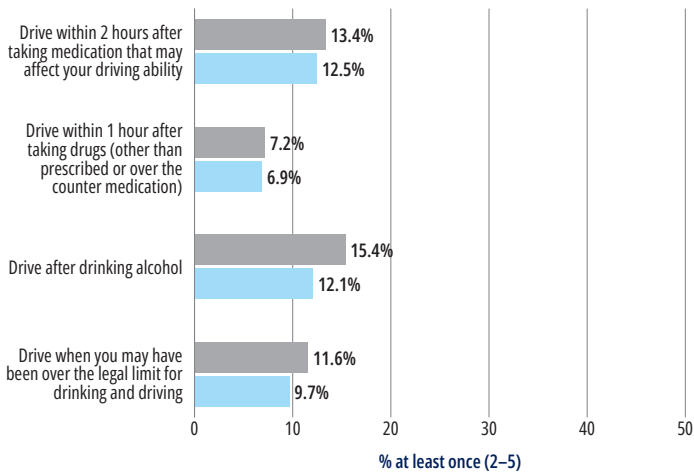
Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

Germany

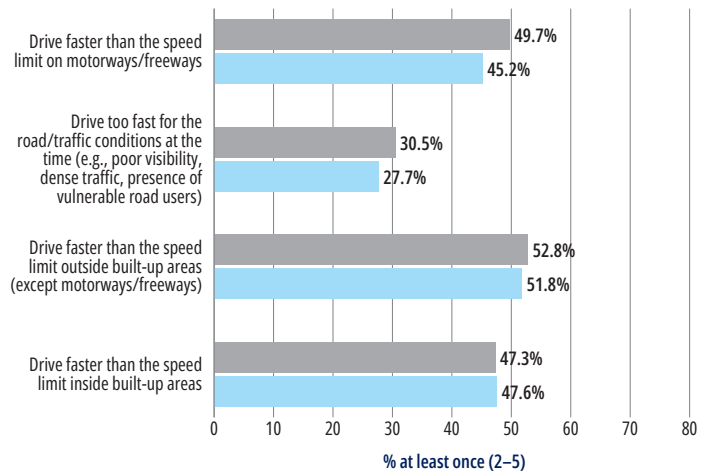
SELF-DECLARED BEHAVIOUR

Over the last 30 days, how often did you ...? (5-point scale from 1=never to 5=(almost) always)

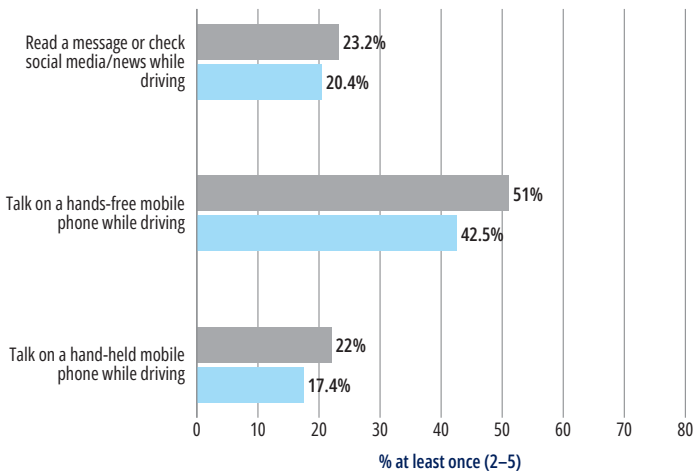
DUI as a car driver



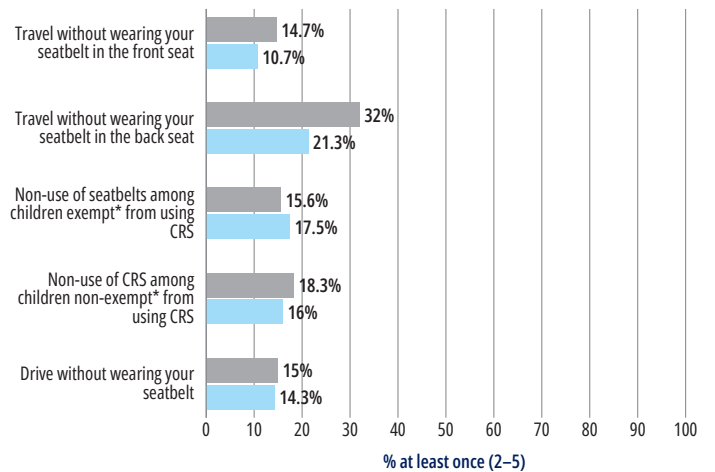
Speeding as a car driver



Distraction & fatigue as a car driver



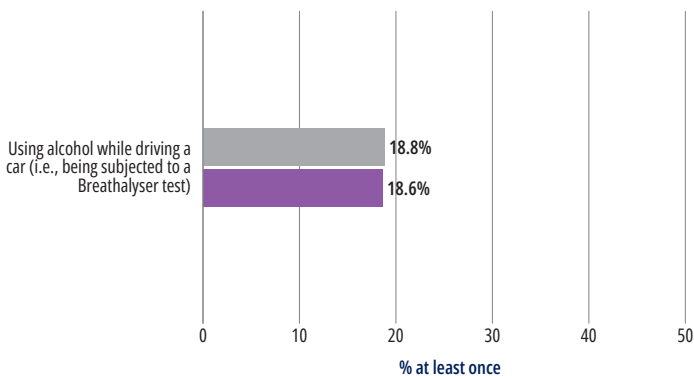
Seat belt use in a passenger car



* specified based on national regulation; CRS = Child Restraint System

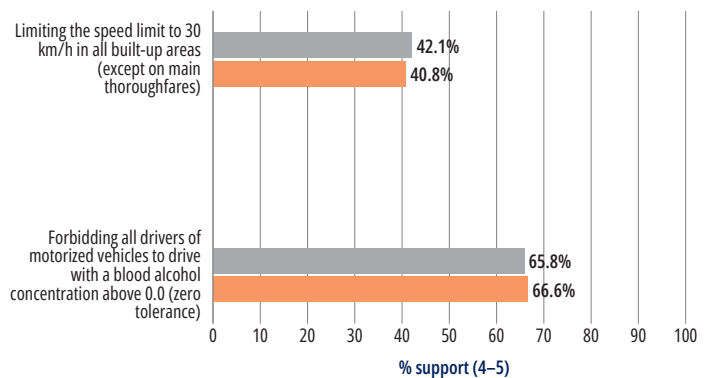
ENFORCEMENT

In the past 12 months, how many times have you been checked by the police for ...? (7-point scale from 1 = very unlikely to 7 = very likely)



SUPPORT OF POLICY MEASURE

Do you oppose or support a legal obligation ...? (5-point scale from 1=oppose to 5=support)



Greece

Population:
10 445 365 ↓

Income group:
High income —

WHO Region:
European Region

GSRRS participation:
2009, 2013, 2015, 2018, 2023

BURDEN

Reported fatalities (year)	584 (2020)	↓
Reported fatalities sex distribution (Male; Female)	87%; 13%	N/A
Reported fatalities user distribution ¹	35%; 37%; 13%; 2%; 13%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	762 (95% CI 709 - 815) (2021)	↓
WHO estimated rate per 100 000 population (year)	7.3 (2021)	↓

SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	—	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	Yes	↻
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	Yes (2030)	N/A
Investments to upgrade high risk locations	No	↻

SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	8 844 803 [84 676.8] (2021)	↑
Four-wheel vehicles	5 812 897	↑
Powered 2- and 3-wheelers	1 686 363	↑
Heavy trucks	1 274 521	↓
Buses	37 048	↑
Other	—	N/A
Legislation on periodic vehicle technical inspection ²	Yes†	N/A
National laws on front and side impact protection	Yes†‡	N/A
National laws on seat-belt and seat-belt anchorages	Yes†‡	N/A
National law on electronic stability control	Yes†‡	N/A
National law on pedestrian protection	Yes†‡	N/A
National law on anti-lock braking systems	Yes†‡	N/A
Government vehicle procurement practices include safety prerequisites	—	N/A
Presence of high-quality safety standards for used-vehicle imports ²	Yes	N/A

POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	—§	N/A
National good Samaritan law	No	N/A
National emergency care access number	National, single number	=
National target for time between serious crash and initial provision of professional emergency care (year)	< 42 mn (2030)	N/A

INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	↗
National road safety strategy ²	Yes	=
Fatality reduction target (year)	50% (2030)	↻
Non fatal reduction target (year)	50% (2030)	N/A
Funding to implement strategy	—	N/A
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers ²	Yes‡	N/A
Adherence to one or more of the 7 UN road safety conventions ²	6	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A

● Strong ● Moderate ● Weak/None
↑ Increase ↓ Decrease = No change ↻ Change ↗ Advancement
⊖ None or unknown — Not provided N/A Not applicable
Ⓜ Evolution since 2010 or closest year possible

Note: BAC: blood alcohol concentration; CI: confidence interval; EU: European Union; GSRRS: Global status report on road safety series; N/A: not applicable; UN: United Nations

ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles²		=
National law setting a speed limit	Yes	=
Maximum urban speed limit	50 km/h	=
Maximum rural speed limit	90 km/h	=
Maximum motorway speed limit	130 km/h	=
Local authorities can modify limits	Yes	=
Presence of targets to reduce speeds nationally (year) ²	National (2030)	N/A
Available types of enforcement	Manual	↗
Legislation on drink driving²		=
National law on drink-driving	Yes	=
BAC limit – general population	≤ 0.05 g/dl	=
BAC limit – young or novice drivers	≤ 0.02 g/dl	=
Random breath testing carried out	Yes	↻
Presence of targets to reduce driving after drinking nationally (year) ²	National (2030)	N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested	↻
Legislation on drug driving	Yes	=
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use ²	Hand held	=
Presence of targets to reduce distracted driving nationally (year) ²	National (2030)	N/A
Legislation on helmets for motorcycle riders²		=
National motorcycle helmet law	Yes	=
Legislation requires helmet fastening	National (2030)	=
Legislation applies to:	Drivers and Passengers	↻
Legislation applies to all road types	Yes	=
Legislation applies to all engine types	Yes	=
Legislation refers to and/or specifies helmet standard ²	Yes†‡	=
Presence of targets to increase helmet use (year)	Yes, national (2030)	N/A
Helmet wearing rate ² (Driver; Passenger)	80%; 66%	↑
Minimum age/height children are allowed as passengers	Yes (5 y)	N/A
Legislation on seat-belts for motor vehicle occupants²		=
National seat-belt law	Yes	=
Legislation applies to front and rear seat occupants	Yes	=
Presence of targets to increase seat belt use (year) ²	Yes, national (2030)	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	71%; 72%; 56%	↑
Legislation on child restraint systems²		=
National child restraints use law	Yes	=
Children seated in front seat	Yes	=
Age or height specified for children requiring child restraint	135 cm	=
Child restraint standard referred to and/or specified	Yes†‡	=
Presence of targets to increase child safety restraint use (year)	No	N/A
NATIONAL DATA SYSTEMS ON...		
Civil Registration and Vital Statistics (2021)	Group 1	=
Frequency and distribution of journeys by modal type	No	N/A
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	No	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	—	N/A
Mobile phone use while driving ²	No	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

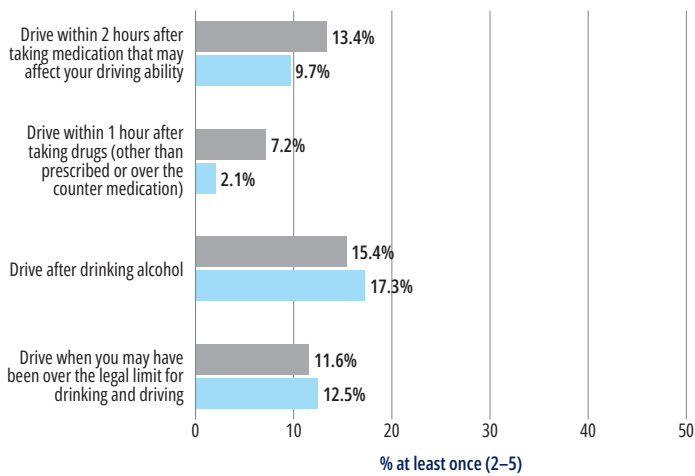
Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

Greece

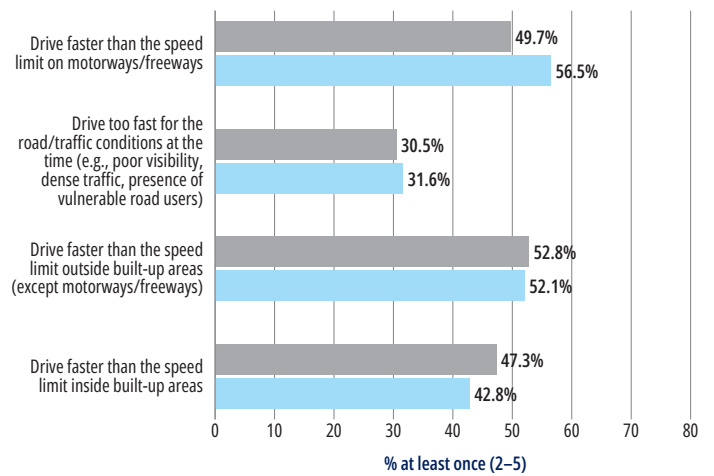
SELF-DECLARED BEHAVIOUR

Over the last 30 days, how often did you ...? (5-point scale from 1=never to 5=(almost) always)

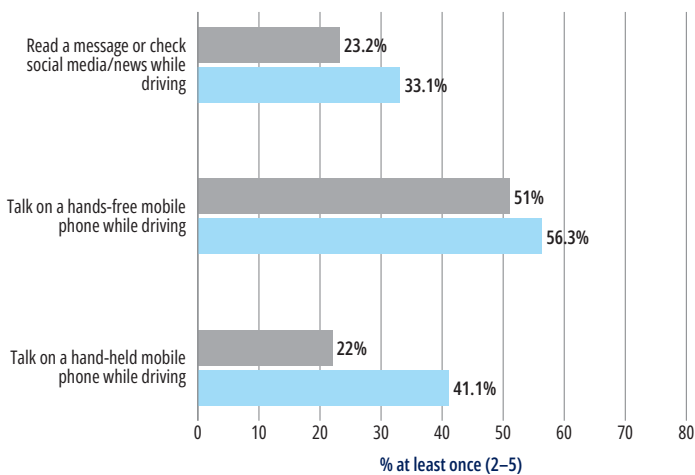
DUI as a car driver



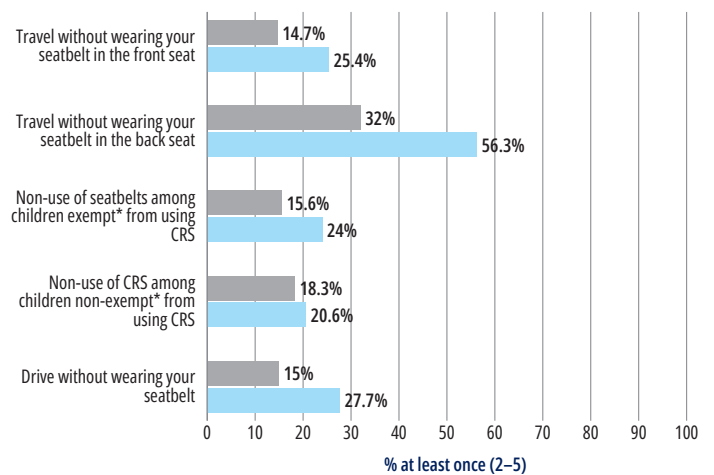
Speeding as a car driver



Distraction & fatigue as a car driver



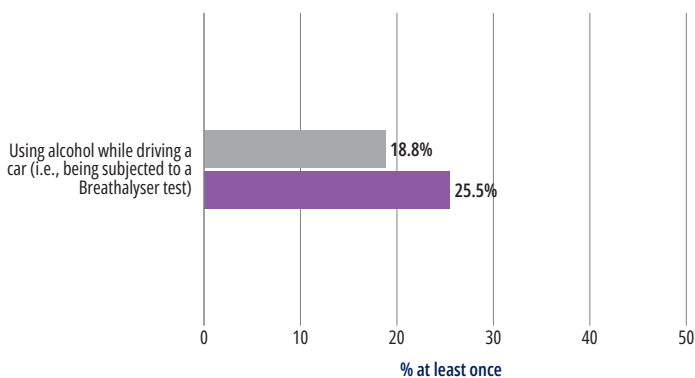
Seat belt use in a passenger car



* specified based on national regulation; CRS = Child Restraint System

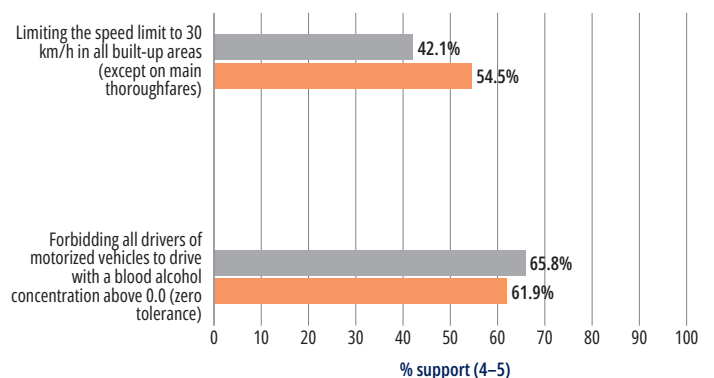
ENFORCEMENT

In the past 12 months, how many times have you been checked by the police for ...? (7-point scale from 1 = very unlikely to 7 = very likely)



SUPPORT OF POLICY MEASURE

Do you oppose or support a legal obligation ...? (5-point scale from 1=oppose to 5=support)



Europe22 Greece

Source: VIAS Institute (56). Reproduced with permission.

Hungary

Population:
9 709 786 ↓

Income group:
High income —

WHO Region:
European Region

GSRRS participation:
2009, 2013, 2015, 2018, 2023

BURDEN

Reported fatalities (year)	544 (2021)	↓
Reported fatalities sex distribution (Male; Female)	75%; 25%	N/A
Reported fatalities user distribution ¹	44%; 11%; 25%; 12%; 8%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	718 (95% CI 664 - 773) (2021)	↓
WHO estimated rate per 100 000 population (year)	7.4 (2021)	↓

SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	34 446 633 (2022)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	Yes	↻
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	Yes	N/A
Investments to upgrade high risk locations	Yes	=

SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	4 885 598 [50 316.2] (2021)	↑
Four-wheel vehicles	4 519 800	↑
Powered 2- and 3-wheelers	202 521	↑
Heavy trucks	137 972	↓
Buses	17 759	=
Other	7 546	↓
Legislation on periodic vehicle technical inspection ²	Yes†‡	N/A
National laws on front and side impact protection	Yes†‡	N/A
National laws on seat-belt and seat-belt anchorages	Yes†‡	N/A
National law on electronic stability control	Yes†‡	N/A
National law on pedestrian protection	Yes†‡	N/A
National law on anti-lock braking systems	Yes†‡	N/A
Government vehicle procurement practices include safety prerequisites	-	N/A
Presence of high-quality safety standards for used-vehicle imports ²	No	N/A

POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	Yes	N/A
National good Samaritan law	No	N/A
National emergency care access number	National, multiple numbers	↻
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	=
National road safety strategy ²	Yes	↻
Fatality reduction target (year)	50% (2030)	↻
Non fatal reduction target (year)	50% (2030)	N/A
Funding to implement strategy	Yes, fully funded	↻
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers ²	Yes‡	N/A
Adherence to one or more of the 7 UN road safety conventions ²	7	N/A
Presence of national lead agency to implement national road safety strategy ²	No	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A

ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles²		=
National law setting a speed limit	Yes	=
Maximum urban speed limit	50 km/h	=
Maximum rural speed limit	90 km/h	=
Maximum motorway speed limit	130 km/h	=
Local authorities can modify limits	Yes	=
Presence of targets to reduce speeds nationally (year) ²	National	N/A
Available types of enforcement	Manual	=
Legislation on drink driving²		=
National law on drink-driving	Yes	=
BAC limit – general population	-	=
BAC limit – young or novice drivers	-	=
Random breath testing carried out	Yes	↻
Presence of targets to reduce driving after drinking nationally (year) ²	National	N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested	↻
Legislation on drug driving	Yes	=
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use ²	Hand held	=
Presence of targets to reduce distracted driving nationally (year) ²	National	N/A
Legislation on helmets for motorcycle riders²		=
National motorcycle helmet law	Yes	=
Legislation requires helmet fastening	Yes	=
Legislation applies to:	Drivers and Passengers	↻
Legislation applies to all road types	Yes	=
Legislation applies to all engine types	Yes	=
Legislation refers to and/or specifies helmet standard ²	Yes†‡	=
Presence of targets to increase helmet use (year)	Yes, national	N/A
Helmet wearing rate ² (Driver; Passenger)	97%	N/A
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants²		=
National seat-belt law	Yes	=
Legislation applies to front and rear seat occupants	Yes	=
Presence of targets to increase seat belt use (year) ²	Yes, national	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	95%; 95%; 71%	N/A
Legislation on child restraint systems²		=
National child restraints use law	Yes	=
Children seated in front seat	Yes	=
Age or height specified for children requiring child restraint	135 cm	=
Child restraint standard referred to and/or specified	Yes†‡	=
Presence of targets to increase child safety restraint use (year)	Yes, national	N/A
NATIONAL DATA SYSTEMS ON...		
Civil Registration and Vital Statistics (2021)	Group 1	=
Frequency and distribution of journeys by modal type	-	N/A
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	-	N/A

● Strong ● Moderate ● Weak/None
↑ Increase ↓ Decrease = No change ↻ Change ↗ Advancement
○ None or unknown — Not provided N/A Not applicable
ⓔ Evolution since 2010 or closest year possible

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Note: BAC: blood alcohol concentration; CI: confidence interval; EU: European Union; GSRRS: Global status report on road safety series; N/A: not applicable; UN: United Nations

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

Iceland

Population:
370 335 ↑

Income group:
High income —

WHO Region:
European Region

GSRRS participation:
2009, 2013, 2015, 2018, 2023

BURDEN

Reported fatalities (year)	9 (2021)	↑
Reported fatalities sex distribution (Male; Female)	78%; 22%	N/A
Reported fatalities user distribution ¹	44%; 0%; 22%; 11%; 22%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	9 (95% CI 9 - 10) (2021)	↑
WHO estimated rate per 100 000 population (year)	2.4 (2021)	↑

SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	-	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	Yes	↻
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	Yes (2037)	N/A
Investments to upgrade high risk locations	Yes	=

SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	365 195 [98 612.1] (2021)	↑
Four-wheel vehicles	275 819	↑
Powered 2- and 3-wheelers	16375	↑
Heavy trucks	13 230	↑
Buses	2971	↑
Other	-	N/A
Legislation on periodic vehicle technical inspection ²	Yes	N/A
National laws on front and side impact protection	Yes	N/A
National laws on seat-belt and seat-belt anchorages	Yes	N/A
National law on electronic stability control	Yes	N/A
National law on pedestrian protection	Yes	N/A
National law on anti-lock braking systems	Yes	N/A
Government vehicle procurement practices include safety prerequisites	No	N/A
Presence of high-quality safety standards for used-vehicle imports ²	Yes	N/A

POST-CRASH RESPONSE

National law on universal access to emergency care	-§	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	-§	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§	N/A
National good Samaritan law	-§	N/A
National emergency care access number	National, single number	↗
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	↻
National road safety strategy ²	Yes	=
Fatality reduction target (year)	5% (2037)	↻
Non fatal reduction target (year)	1% (2037)	N/A
Funding to implement strategy	Yes	N/A
National law mandating third-party liability insurance for powered vehicles	-	N/A
National law on driving time and rest periods for professional drivers ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	2	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A

● Strong ● Moderate ● Weak/None
 ↑ Increase ↓ Decrease = No change ↻ Change ↗ Advancement
 ⚪ None or unknown — Not provided N/A Not applicable
 ⓘ Evolution since 2010 or closest year possible

Note: BAC: blood alcohol concentration; CI: confidence interval; EU: European Union; GSRRS: Global status report on road safety series; N/A: not applicable; UN: United Nations

ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles²	●	=
National law setting a speed limit	Yes	=
Maximum urban speed limit	50 km/h	=
Maximum rural speed limit	90 km/h	=
Maximum motorway speed limit	110 km/h	N/A
Local authorities can modify limits	No	N/A
Presence of targets to reduce speeds nationally (year) ²	National	N/A
Available types of enforcement	Manual	=
Legislation on drink driving²	●	↗
National law on drink-driving	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	↻
Presence of targets to reduce driving after drinking nationally (year) ²	National (2037)	N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested	↻
Legislation on drug driving	Yes	=
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use ²	Hand held	=
Presence of targets to reduce distracted driving nationally (year) ²	National (2037)	N/A
Legislation on helmets for motorcycle riders²	●	=
National motorcycle helmet law	Yes	=
Legislation requires helmet fastening	No	=
Legislation applies to:	Drivers and Passengers	↻
Legislation applies to all road types	Yes	=
Legislation applies to all engine types	Yes	=
Legislation refers to and/or specifies helmet standard ²	No	=
Presence of targets to increase helmet use (year)	Yes, national	N/A
Helmet wearing rate ² (Driver; Passenger)	90%	N/A
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants²	●	=
National seat-belt law	Yes	=
Legislation applies to front and rear seat occupants	Yes	=
Presence of targets to increase seat belt use (year) ²	Yes, national (2027)	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	93%; 96%; 92%	N/A
Legislation on child restraint systems²	●	=
National child restraints use law	Yes	=
Children seated in front seat	Yes	=
Age or height specified for children requiring child restraint	135 cm	=
Child restraint standard referred to and/or specified	Yes	=
Presence of targets to increase child safety restraint use (year)	Yes, national (2027)	N/A

NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1	=
Frequency and distribution of journeys by modal type	Yes	N/A
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	Yes	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist, O=Other & Unknown
 2 UN voluntary target indicator
 * Alcohol consumption prohibited in country
 † Country adheres to corresponding UN or equivalent international safety regulation
 ‡ Corresponding EU regulation mandatory for country
 § Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

Ireland

Population:
4 986 526 ↑

Income group:
High income —

WHO Region:
European Region

GSRRS participation:
2009, 2013, 2015, 2018, 2023

BURDEN

Reported fatalities (year)	137 (2021)	↓
Reported fatalities sex distribution (Male; Female)	73%; 27%	N/A
Reported fatalities user distribution ¹	62%; 12%; 19%; 5%; 2%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	141 (95% CI 129 - 153) (2021)	↓
WHO estimated rate per 100 000 population (year)	2.8 (2021)	↓

SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	1 329 (2021)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	Yes	↻
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	Yes (2024)	N/A
Investments to upgrade high risk locations	Yes	=

SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	2 848 023 [57 114.4] (2021)	↑
Four-wheel vehicles	—	N/A
Powered 2- and 3-wheelers	—	N/A
Heavy trucks	—	N/A
Buses	—	N/A
Other	—	N/A
Legislation on periodic vehicle technical inspection ²	Yes†	N/A
National laws on front and side impact protection	Yes†‡	N/A
National laws on seat-belt and seat-belt anchorages	Yes†‡	N/A
National law on electronic stability control	Yes†‡	N/A
National law on pedestrian protection	Yes†‡	N/A
National law on anti-lock braking systems	Yes†‡	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports ²	Yes	N/A

POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	Yes	N/A
National good Samaritan law	—§	N/A
National emergency care access number	National, single number	=
National target for time between serious crash and initial provision of professional emergency care (year)	—	N/A

INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	↗
National road safety strategy ²	Yes	=
Fatality reduction target (year)	50% (2030)	↻
Non fatal reduction target (year)	50% (2030)	N/A
Funding to implement strategy	Yes, partially funded	↻
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers ²	Yes‡	N/A
Adherence to one or more of the 7 UN road safety conventions ²	3	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A

● Strong ● Moderate ● Weak/None
 ↑ Increase ↓ Decrease = No change ↻ Change ↗ Advancement
 ⚪ None or unknown — Not provided N/A Not applicable
 ⓘ Evolution since 2010 or closest year possible

Note: BAC: blood alcohol concentration; CI: confidence interval; EU: European Union; GSRRS: Global status report on road safety series; N/A: not applicable; UN: United Nations

ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles²		=
National law setting a speed limit	Yes	=
Maximum urban speed limit	50 km/h	=
Maximum rural speed limit	100 km/h	=
Maximum motorway speed limit	120 km/h	=
Local authorities can modify limits	Yes	=
Presence of targets to reduce speeds nationally (year) ²	National (2030)	N/A
Available types of enforcement	Manual	=
Legislation on drink driving²		=
National law on drink-driving	Yes	=
BAC limit – general population	≤ 0.05 g/dl	=
BAC limit – young or novice drivers	≤ 0.02 g/dl	=
Random breath testing carried out	Yes	↻
Presence of targets to reduce driving after drinking nationally (year) ²	National	N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested	↻
Legislation on drug driving	Yes	=
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use ²	Hand held	=
Presence of targets to reduce distracted driving nationally (year) ²	National	N/A
Legislation on helmets for motorcycle riders²		=
National motorcycle helmet law	Yes	=
Legislation requires helmet fastening	No	=
Legislation applies to:	Drivers and Passengers	↻
Legislation applies to all road types	Yes	=
Legislation applies to all engine types	Yes	=
Legislation refers to and/or specifies helmet standard ²	Yes†‡	=
Presence of targets to increase helmet use (year)	Yes, national	N/A
Helmet wearing rate ² (Driver; Passenger)	90%	↓
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants²		=
National seat-belt law	Yes	=
Legislation applies to front and rear seat occupants	Yes	=
Presence of targets to increase seat belt use (year) ²	Yes, national	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	99%; 98%; 93%	↓
Legislation on child restraint systems²		=
National child restraints use law	Yes	=
Children seated in front seat	Yes	=
Age or height specified for children requiring child restraint	150 cm	=
Child restraint standard referred to and/or specified	Yes†‡	=
Presence of targets to increase child safety restraint use (year)	Yes, national	N/A
NATIONAL DATA SYSTEMS ON...		
Civil Registration and Vital Statistics (2021)	Group 1	=
Frequency and distribution of journeys by modal type	No	N/A
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	No	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	Yes	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

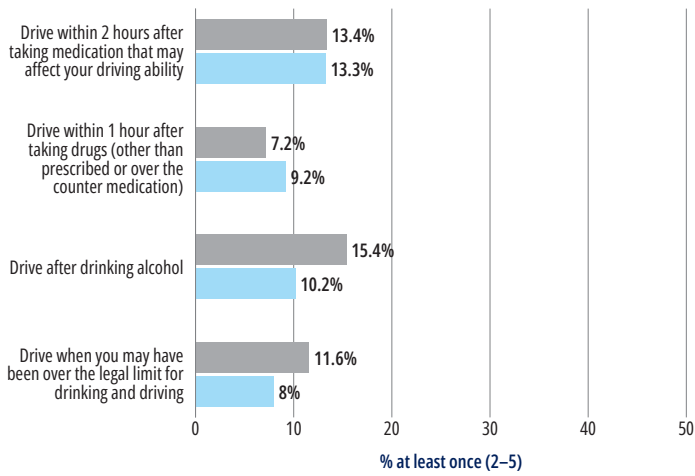
Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

Ireland

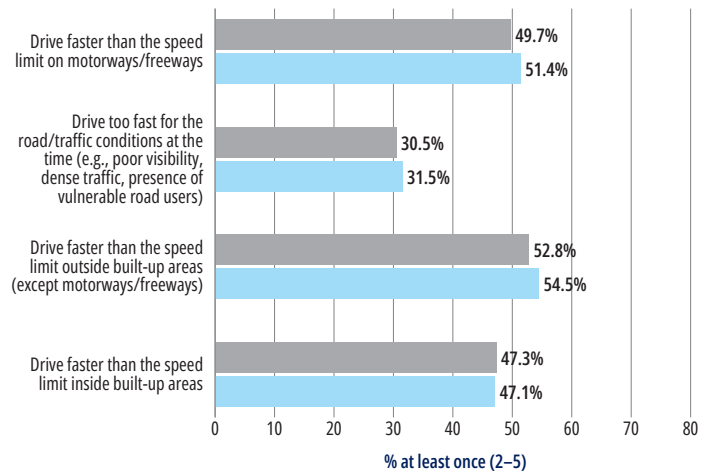
SELF-DECLARED BEHAVIOUR

Over the last 30 days, how often did you ...? (5-point scale from 1=never to 5=(almost) always)

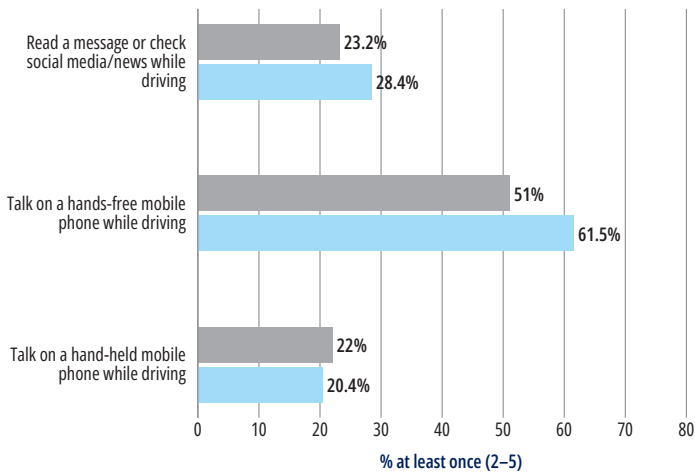
DUI as a car driver



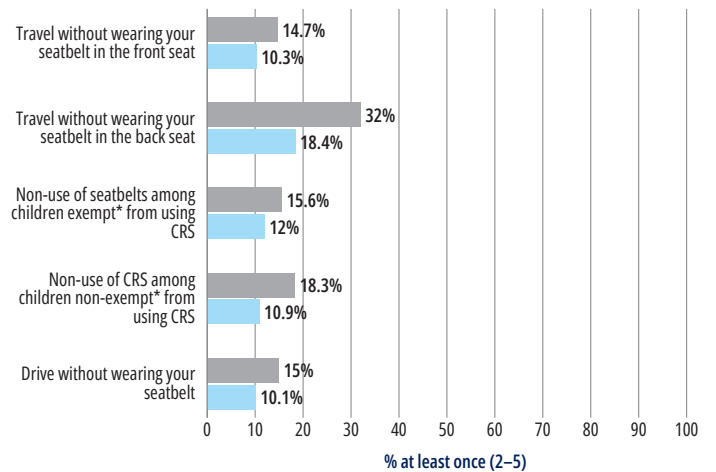
Speeding as a car driver



Distraction & fatigue as a car driver



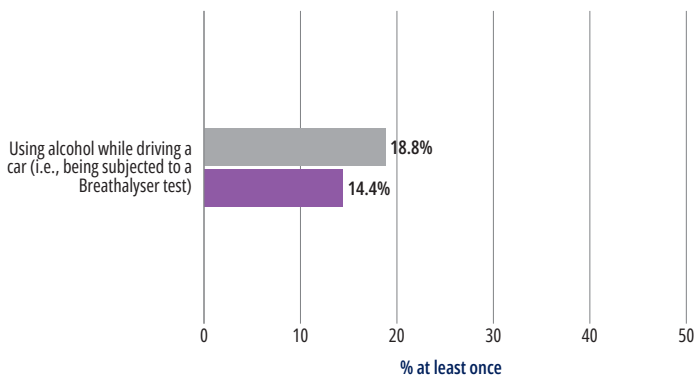
Seat belt use in a passenger car



* specified based on national regulation; CRS = Child Restraint System

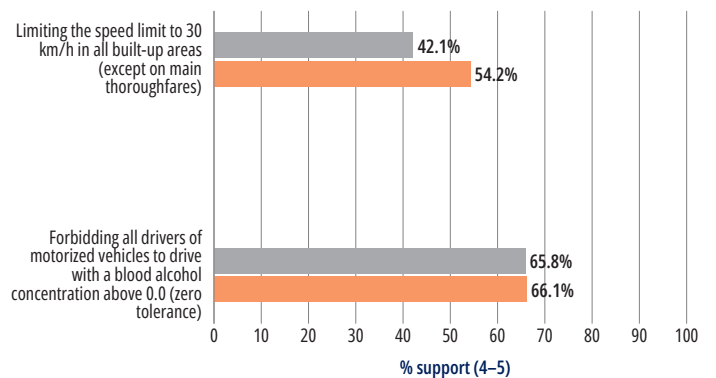
ENFORCEMENT

In the past 12 months, how many times have you been checked by the police for ...? (7-point scale from 1 = very unlikely to 7 = very likely)



SUPPORT OF POLICY MEASURE

Do you oppose or support a legal obligation ...? (5-point scale from 1=oppose to 5=support)



Europe22 Ireland

Source: VIAS Institute (57). Reproduced with permission.

Israel

Population:
8 900 059 ↑

Income group:
High income —

WHO Region:
European Region

GSRRS participation:
2009, 2013, 2015, 2018, 2023

BURDEN

Reported fatalities (year)	364 (2021)	↑
Reported fatalities sex distribution (Male; Female)	77%; 22%	N/A
Reported fatalities user distribution ¹	37%; 24%; 27%; 6%; 6%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	375 (95% CI 343 - 407) (2021)	↑
WHO estimated rate per 100 000 population (year)	4.2 (2021)	↑

SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	8 727 (2021)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	Yes	↻
National law requiring a formal road safety inspection/assessment	No	N/A
Target for roads to meet technical safety standards for all users (year)	Yes	N/A
Investments to upgrade high risk locations	Yes	↗

SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	3 840 104 [43 146.9] (2021)	↑
Four-wheel vehicles	3 333 761	↑
Powered 2- and 3-wheelers	156 358	↑
Heavy trucks	117 785	↑
Buses	37 924	↑
Other	—	N/A
Legislation on periodic vehicle technical inspection ²	—	N/A
National laws on front and side impact protection	Yes	N/A
National laws on seat-belt and seat-belt anchorages	Yes	N/A
National law on electronic stability control	Yes	N/A
National law on pedestrian protection	Yes	N/A
National law on anti-lock braking systems	—	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports ²	Yes	N/A

POST-CRASH RESPONSE

National law on universal access to emergency care	—§	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	N/A
National good Samaritan law	—§	N/A
National emergency care access number	—	N/A
National target for time between serious crash and initial provision of professional emergency care (year)	—	N/A

INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, subnational	↻
National road safety strategy ²	Yes	=
Fatality reduction target (year)	(2027)	N/A
Non fatal reduction target (year)	0% (2027)	N/A
Funding to implement strategy	Yes, partially funded	↻
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	2	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A

● Strong ● Moderate ● Weak/None
 ↑ Increase ↓ Decrease = No change ↻ Change ↗ Advancement
 ⊕ None or unknown — Not provided N/A Not applicable
 ⓘ Evolution since 2010 or closest year possible

Note: BAC: blood alcohol concentration; CI: confidence interval; EU: European Union; GSRRS: Global status report on road safety series; N/A: not applicable; UN: United Nations

ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles²	●	=
National law setting a speed limit	Yes	=
Maximum urban speed limit	50 km/h	=
Maximum rural speed limit	80 km/h	=
Maximum motorway speed limit	110 km/h	=
Local authorities can modify limits	No	N/A
Presence of targets to reduce speeds nationally (year) ²	National (2024)	N/A
Available types of enforcement	Manual	=
Legislation on drink driving²	●	=
National law on drink-driving	Yes	=
BAC limit – general population	≤ 0.05 g/dl	=
BAC limit – young or novice drivers	≤ 0.01 g/dl	=
Random breath testing carried out	No	=
Presence of targets to reduce driving after drinking nationally (year) ²	National (2024)	N/A
Testing carried out in case of fatal crash	Some (not all) drivers are tested	=
Legislation on drug driving	Yes	=
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use ²	Hand held	=
Presence of targets to reduce distracted driving nationally (year) ²	No	N/A
Legislation on helmets for motorcycle riders²	●	=
National motorcycle helmet law	Yes	=
Legislation requires helmet fastening	Yes	=
Legislation applies to:	Drivers and Passengers	↻
Legislation applies to all road types	Yes	=
Legislation applies to all engine types	Yes	=
Legislation refers to and/or specifies helmet standard ²	Yes	=
Presence of targets to increase helmet use (year)	No	N/A
Helmet wearing rate ² (Driver; Passenger)	92%; 92%	N/A
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants²	●	=
National seat-belt law	Yes	=
Legislation applies to front and rear seat occupants	Yes	=
Presence of targets to increase seat belt use (year) ²	Yes, subnational	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	93%; 91%; 71%	N/A
Legislation on child restraint systems²	●	=
National child restraints use law	Yes	=
Children seated in front seat	Yes	=
Age or height specified for children requiring child restraint	8 y	=
Child restraint standard referred to and/or specified	Yes	=
Presence of targets to increase child safety restraint use (year)	No	N/A

NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1	=
Frequency and distribution of journeys by modal type	Partially	N/A
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	No	N/A
Mobile phone use while driving ²	No	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

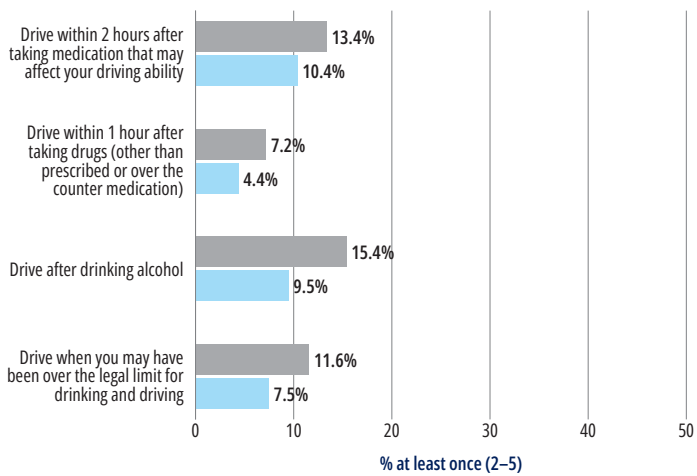
§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

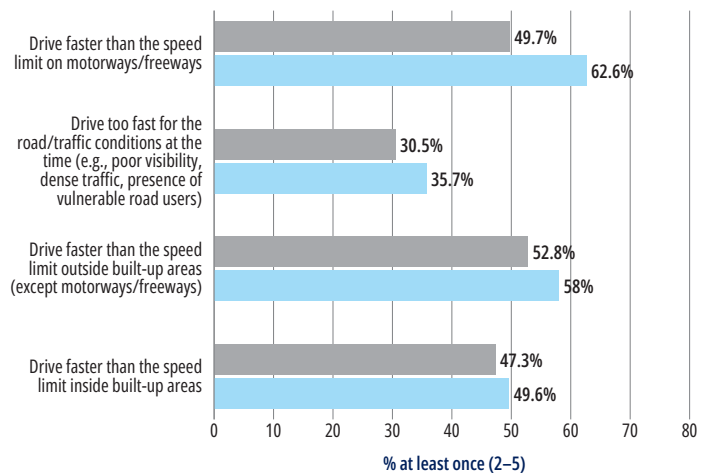
SELF-DECLARED BEHAVIOUR

Over the last 30 days, how often did you ...? (5-point scale from 1=never to 5=(almost) always)

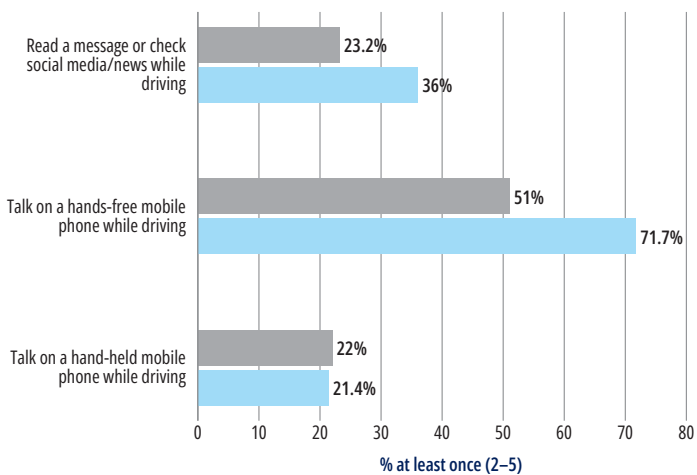
DUI as a car driver



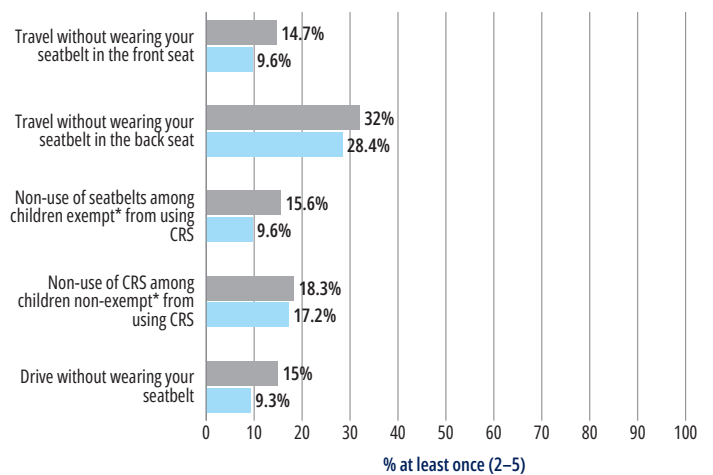
Speeding as a car driver



Distraction & fatigue as a car driver



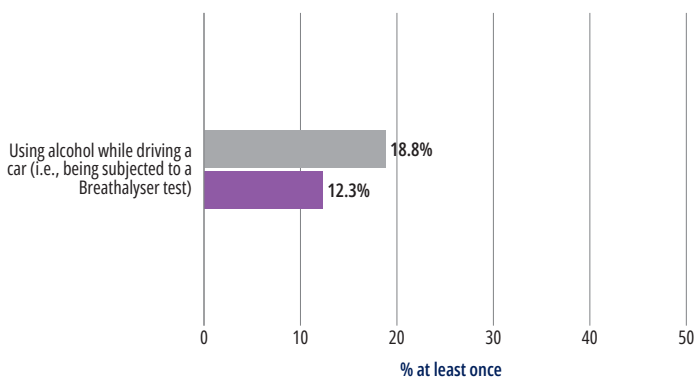
Seat belt use in a passenger car



* specified based on national regulation; CRS = Child Restraint System

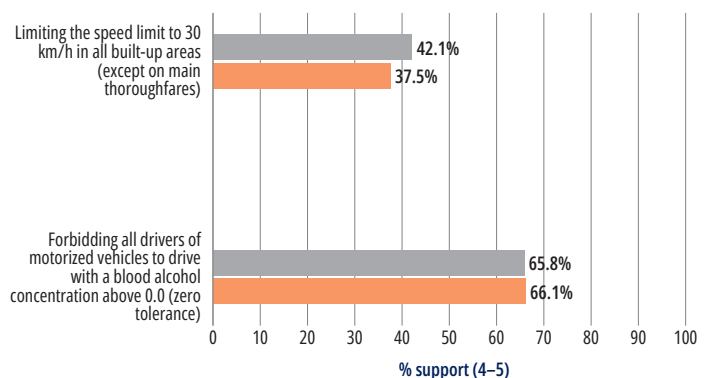
ENFORCEMENT

In the past 12 months, how many times have you been checked by the police for ...? (7-point scale from 1 = very unlikely to 7 = very likely)



SUPPORT OF POLICY MEASURE

Do you oppose or support a legal obligation ...? (5-point scale from 1=oppose to 5=support)



Italy

Population:
59 240 329

Income group:
High income

WHO Region:
European Region

GSRRS participation:
2009, 2013, 2015, 2018, 2023

BURDEN

Reported fatalities (year)	2 875 (2021)	↓
Reported fatalities sex distribution (Male; Female)	83%; 17%	N/A
Reported fatalities user distribution ¹	41%; 27%; 16%; 8%; 8%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	2 964 (95% CI 2 785 - 3 143) (2021)	↓
WHO estimated rate per 100 000 population (year)	5.0 (2021)	↓

SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	-	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	Yes	↻
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	No	N/A
Investments to upgrade high risk locations	Yes	↗

SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	55 377 612 [93 479.6] (2021)	↑
Four-wheel vehicles	39 822 723	=
Powered 2- and 3-wheelers	10 372 343	↓
Heavy trucks	731 430	↑
Buses	99 883	=
Other	500 389	↓
Legislation on periodic vehicle technical inspection ²	Yes‡	N/A
National laws on front and side impact protection	Yes†‡	N/A
National laws on seat-belt and seat-belt anchorages	Yes†‡	N/A
National law on electronic stability control	Yes†‡	N/A
National law on pedestrian protection	Yes†‡	N/A
National law on anti-lock braking systems	Yes†‡	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports ²	No	N/A

POST-CRASH RESPONSE

National law on universal access to emergency care	-§	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§	N/A
National good Samaritan law	-§	N/A
National emergency care access number	National, multiple numbers	↻
National target for time between serious crash and initial provision of professional emergency care (year)	(2030)	N/A

INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, subnational	↻
National road safety strategy ²	Yes	=
Fatality reduction target (year)	50% (2030)	↻
Non fatal reduction target (year)	50% (2030)	N/A
Funding to implement strategy	Yes, partially funded	↻
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers ²	Yes‡	N/A
Adherence to one or more of the 7 UN road safety conventions ²	7	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, subnational	N/A

	Strong		Moderate		Weak/None
↑	Increase	↓	Decrease	=	No change
↻	Change	↗	↘	↖	Advancement
⊖	None or unknown	—	—	—	Not provided
Ⓜ	N/A	Ⓜ	Ⓜ	Ⓜ	Not applicable
Ⓜ	Evolution since 2010 or closest year possible				

Note: BAC: blood alcohol concentration; CI: confidence interval; EU: European Union; GSRRS: Global status report on road safety series; N/A: not applicable; UN: United Nations

ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles²		=
National law setting a speed limit	Yes	=
Maximum urban speed limit	50 km/h	=
Maximum rural speed limit	110 km/h	=
Maximum motorway speed limit	150 km/h	=
Local authorities can modify limits	Yes	=
Presence of targets to reduce speeds nationally (year) ²	National (2030)	N/A
Available types of enforcement	Manual	=
Legislation on drink driving²		=
National law on drink-driving	Yes	=
BAC limit – general population	≤ 0.05 g/dl	=
BAC limit – young or novice drivers	-	=
Random breath testing carried out	Yes	↗
Presence of targets to reduce driving after drinking nationally (year) ²	National (2030)	N/A
Testing carried out in case of fatal crash	Some (not all) drivers are tested	↻
Legislation on drug driving	Yes	=
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use ²	Hand held	=
Presence of targets to reduce distracted driving nationally (year) ²	National (2030)	N/A
Legislation on helmets for motorcycle riders²		=
National motorcycle helmet law	Yes	=
Legislation requires helmet fastening	Yes	=
Legislation applies to:	Drivers and Passengers	↻
Legislation applies to all road types	Yes	=
Legislation applies to all engine types	Yes	=
Legislation refers to and/or specifies helmet standard ²	Yes†‡	=
Presence of targets to increase helmet use (year)	Yes, national (2030)	N/A
Helmet wearing rate ² (Driver; Passenger)	95%; 95%	↓
Minimum age/height children are allowed as passengers	Yes (5 y)	N/A
Legislation on seat-belts for motor vehicle occupants²		=
National seat-belt law	Yes	=
Legislation applies to front and rear seat occupants	Yes	=
Presence of targets to increase seat belt use (year) ²	Yes, national	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	99%; 98%; 93%	N/A
Legislation on child restraint systems²		=
National child restraints use law	Yes	=
Children seated in front seat	Yes	=
Age or height specified for children requiring child restraint	150 cm	=
Child restraint standard referred to and/or specified	Yes†‡	=
Presence of targets to increase child safety restraint use (year)	Yes, national (2030)	N/A

NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1	=
Frequency and distribution of journeys by modal type	Partially	N/A
Speeding violations and speeding related injuries and fatalities ²	-	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	Yes	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

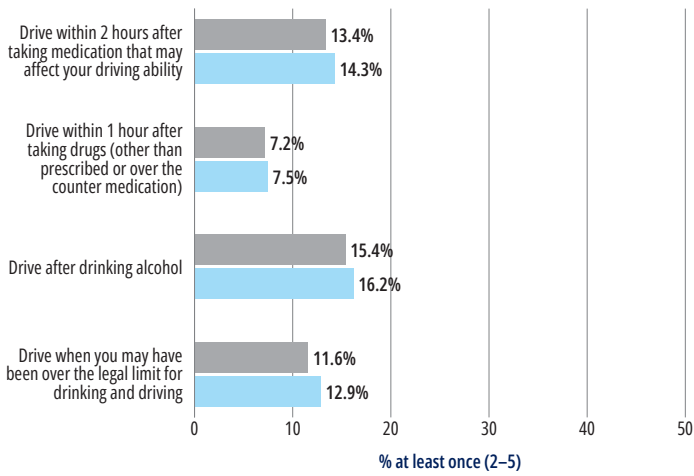
§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

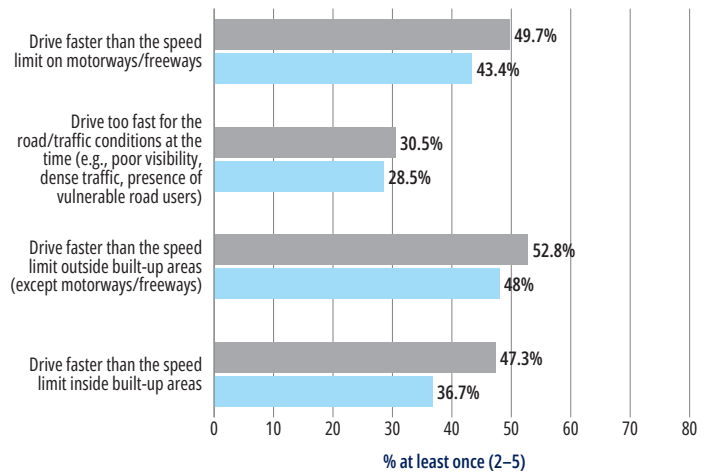
SELF-DECLARED BEHAVIOUR

Over the last 30 days, how often did you ...? (5-point scale from 1=never to 5=(almost) always)

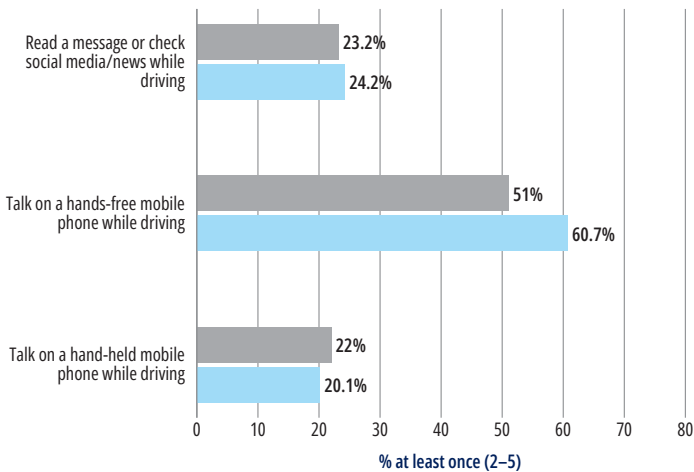
DUI as a car driver



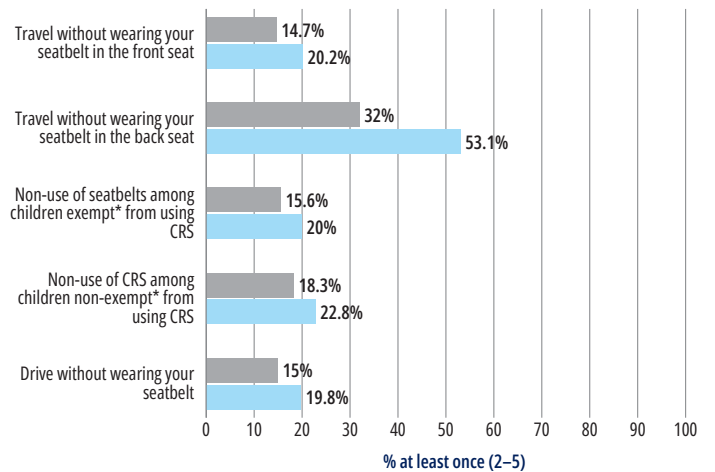
Speeding as a car driver



Distraction & fatigue as a car driver



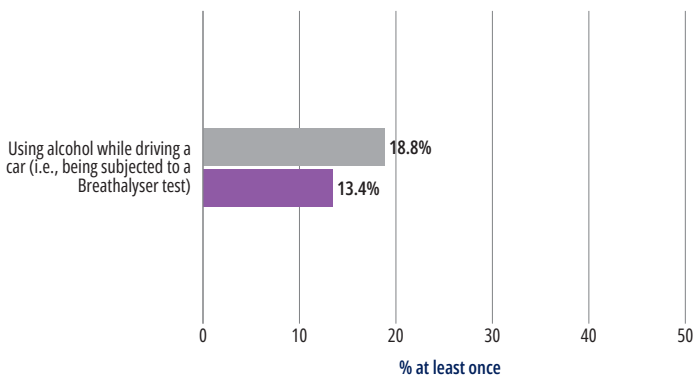
Seat belt use in a passenger car



* specified based on national regulation; CRS = Child Restraint System

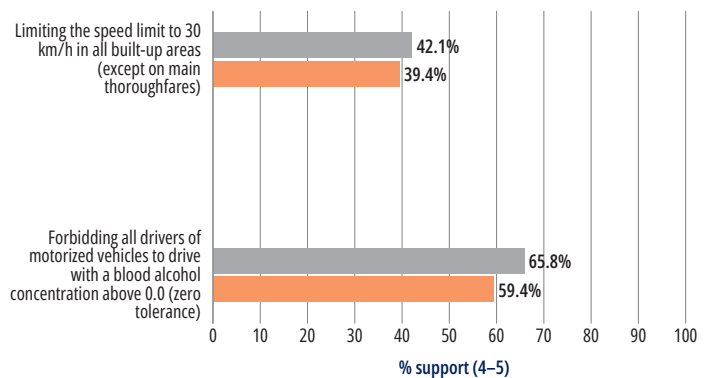
ENFORCEMENT

In the past 12 months, how many times have you been checked by the police for ...? (7-point scale from 1 = very unlikely to 7 = very likely)



SUPPORT OF POLICY MEASURE

Do you oppose or support a legal obligation ...? (5-point scale from 1=oppose to 5=support)



Kazakhstan

Population:
19 196 465 ↑

Income group:
Upper middle income ↑

WHO Region:
European Region

GSRRS participation:
2009, 2013, 2015, 2018, 2023

BURDEN

Reported fatalities (year)	2 270 (2021)	↓
Reported fatalities sex distribution (Male; Female)	-	N/A
Reported fatalities user distribution ¹	64%; 1%; 27%; 0%; 8%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	2 340 (95% CI 2 147 - 2 534) (2021)	↓
WHO estimated rate per 100 000 population (year)	12.2 (2021)	↓

SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	-	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them ²	-†	N/A
Presence of systematic approaches to assess/audit new roads ²	-	N/A
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	-	N/A
Investments to upgrade high risk locations	-	N/A

SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	4 338 639 [22 601.2] (2021)	N/A
Four-wheel vehicles	-	N/A
Powered 2- and 3-wheelers	-	N/A
Heavy trucks	-	N/A
Buses	-	N/A
Other	-	N/A
Legislation on periodic vehicle technical inspection ²	Yes†	N/A
National laws on front and side impact protection	No	N/A
National laws on seat-belt and seat-belt anchorages	Yes	N/A
National law on electronic stability control	No‡	N/A
National law on pedestrian protection	Yes†	N/A
National law on anti-lock braking systems	Yes†	N/A
Government vehicle procurement practices include safety prerequisites	-	N/A
Presence of high-quality safety standards for used-vehicle imports ²	-	N/A

POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	Yes	N/A
National good Samaritan law	No	N/A
National emergency care access number	-	N/A
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	-	N/A
National road safety strategy ²	-	N/A
Fatality reduction target (year)	-	N/A
Non fatal reduction target (year)	-	N/A
Funding to implement strategy	-	N/A
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	6	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	-	N/A

● Strong ● Moderate ● Weak/None
 ↑ Increase ↓ Decrease = No change ↻ Change ↗ Advancement
 ⚪ None or unknown — Not provided N/A Not applicable
 ⓘ Evolution since 2010 or closest year possible

Note: BAC: blood alcohol concentration; CI: confidence interval; EU: European Union; GSRRS: Global status report on road safety series; N/A: not applicable; UN: United Nations

ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles²		●	=
National law setting a speed limit	Yes	=	
Maximum urban speed limit	60 km/h	=	
Maximum rural speed limit	110 km/h	=	
Maximum motorway speed limit	140 km/h	=	
Local authorities can modify limits	No	N/A	
Presence of targets to reduce speeds nationally (year) ²	-	N/A	
Available types of enforcement	Automatic	=	
Legislation on drink driving²		●	* ↗
National law on drink-driving	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	=	
Presence of targets to reduce driving after drinking nationally (year) ²	National	N/A	
Testing carried out in case of fatal crash	Yes, all drivers are tested	=	
Legislation on drug driving		Yes	=
Legislation on distracted driving (mobile phones)		Yes	N/A
Ban on mobile phone use ²	Hand held	=	
Presence of targets to reduce distracted driving nationally (year) ²	-	N/A	
Legislation on helmets for motorcycle riders²		●	=
National motorcycle helmet law	Yes	=	
Legislation requires helmet fastening	Yes	=	
Legislation applies to:	Drivers and Passengers	↻	
Legislation applies to all road types	Yes	=	
Legislation applies to all engine types	No	=	
Legislation refers to and/or specifies helmet standard ²	No	=	
Presence of targets to increase helmet use (year)	-	N/A	
Helmet wearing rate ² (Driver; Passenger)	-	N/A	
Minimum age/height children are allowed as passengers	Yes (12 y)	N/A	
Legislation on seat-belts for motor vehicle occupants²		●	=
National seat-belt law	Yes	=	
Legislation applies to front and rear seat occupants	Yes	=	
Presence of targets to increase seat belt use (year) ²	-	N/A	
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	-	N/A	
Legislation on child restraint systems²		●	=
National child restraints use law	Yes	=	
Children seated in front seat	Yes	=	
Age or height specified for children requiring child restraint	-	=	
Child restraint standard referred to and/or specified	Yes	=	
Presence of targets to increase child safety restraint use (year)	-	N/A	
NATIONAL DATA SYSTEMS ON...			
Civil Registration and Vital Statistics (2021)	Group 1	=	
Frequency and distribution of journeys by modal type	-	N/A	
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A	
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A	
Seat belt and child-restraint systems use ²	Yes	N/A	
Powered 2- and 3- wheeler helmet use ²	Yes	N/A	
Mobile phone use while driving ²	Yes	N/A	

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

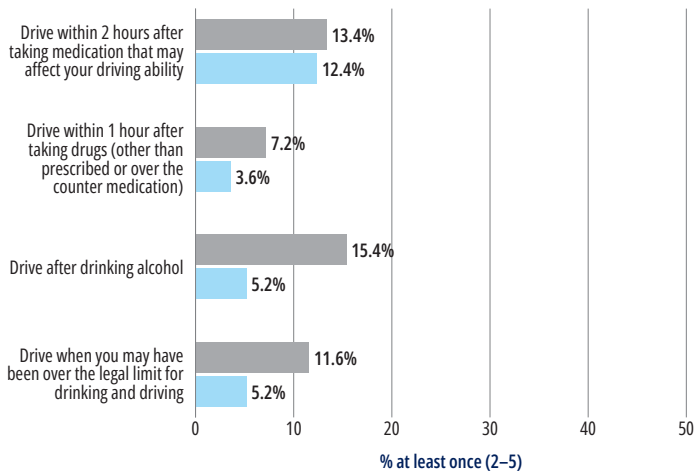
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Kazakhstan

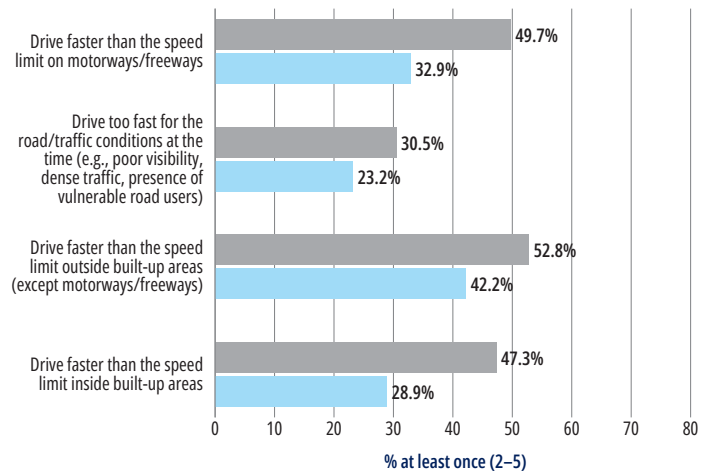
SELF-DECLARED BEHAVIOUR

Over the last 30 days, how often did you ...? (5-point scale from 1=never to 5=(almost) always)

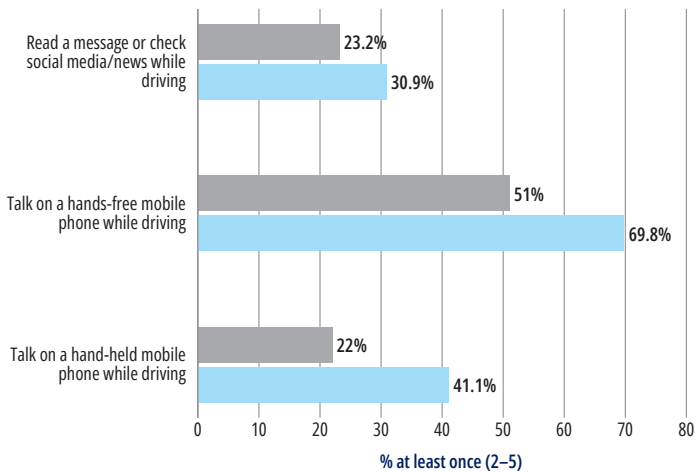
DUI as a car driver



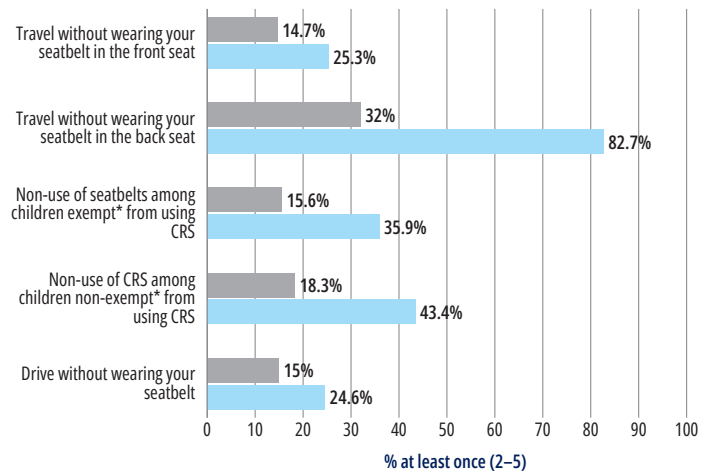
Speeding as a car driver



Distraction & fatigue as a car driver



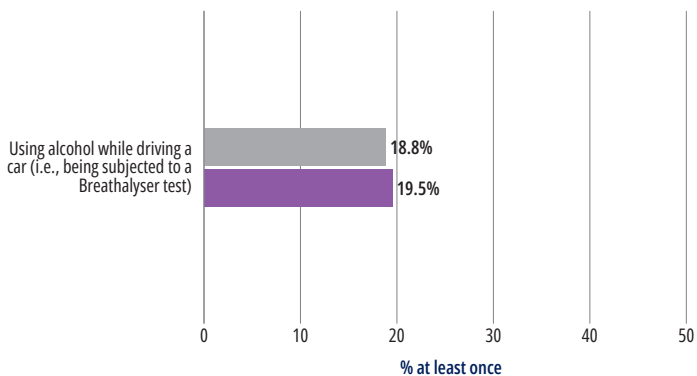
Seat belt use in a passenger car



* specified based on national regulation; CRS = Child Restraint System

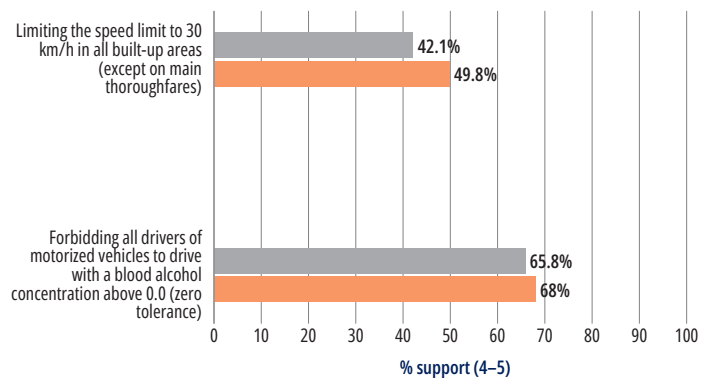
ENFORCEMENT

In the past 12 months, how many times have you been checked by the police for ...? (7-point scale from 1 = very unlikely to 7 = very likely)



SUPPORT OF POLICY MEASURE

Do you oppose or support a legal obligation ...? (5-point scale from 1=oppose to 5=support)



Kyrgyzstan

Population:
6 527 743 ↑

Income group:
Lower middle income ↑

WHO Region:
European Region

GSRRS participation:
2009, 2013, 2015, 2018, 2023

BURDEN

Reported fatalities (year)	869 (2021)	↑
Reported fatalities sex distribution (Male; Female)	72%; 28%	N/A
Reported fatalities user distribution ¹	28%; 2%; 40%; 0%; 30%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	869 (95% CI 789 - 949) (2021)	↓
WHO estimated rate per 100 000 population (year)	13.3 (2021)	↓

SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	-	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them ²	-†	N/A
Presence of systematic approaches to assess/audit new roads ²	-	N/A
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	-	N/A
Investments to upgrade high risk locations	-	N/A

SAFE VEHICLES




Total registered vehicles [rate per 100 000 pop] (year)	1 396 462 [21 392.7] (2021)	↑
Four-wheel vehicles	1103 445	↑
Powered 2- and 3-wheelers	8911	↑
Heavy trucks	234 650	N/A
Buses	49 456	↑
Other	-	N/A
Legislation on periodic vehicle technical inspection ²	Yes	N/A
National laws on front and side impact protection	-	N/A
National laws on seat-belt and seat-belt anchorages	-	N/A
National law on electronic stability control	-	N/A
National law on pedestrian protection	-	N/A
National law on anti-lock braking systems	-	N/A
Government vehicle procurement practices include safety prerequisites	-	N/A
Presence of high-quality safety standards for used-vehicle imports ²	No	N/A

POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	-§	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§	N/A
National good Samaritan law	-§	N/A
National emergency care access number	-	N/A
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A






INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	↗
National road safety strategy ²	No	N/A
Fatality reduction target (year)	-	N/A
Non fatal reduction target (year)	-	N/A
Funding to implement strategy	-	N/A
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers ²	-§	N/A
Adherence to one or more of the 7 UN road safety conventions ²	3	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A

 Strong	 Moderate	 Weak/None
↑ Increase	↓ Decrease	= No change
↻ Change	↗ Advancement	
⊖ None or unknown	— Not provided	N/A Not applicable
Ⓜ Evolution since 2010 or closest year possible		

Note: BAC: blood alcohol concentration; CI: confidence interval; EU: European Union; GSRRS: Global status report on road safety series; N/A: not applicable; UN: United Nations

ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles²		=
National law setting a speed limit	Yes	=
Maximum urban speed limit	60 km/h	=
Maximum rural speed limit	90 km/h	=
Maximum motorway speed limit	110 km/h	=
Local authorities can modify limits	No	N/A
Presence of targets to reduce speeds nationally (year) ²	-	N/A
Available types of enforcement	Automatic	=
Legislation on drink driving²		=
National law on drink-driving	Yes	=
BAC limit – general population	-	N/A
BAC limit – young or novice drivers	-	N/A
Random breath testing carried out	No	=
Presence of targets to reduce driving after drinking nationally (year) ²	-	N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested	=
Legislation on drug driving	Yes	=
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use ²	Hand held	=
Presence of targets to reduce distracted driving nationally (year) ²	-	N/A
Legislation on helmets for motorcycle riders²		=
National motorcycle helmet law	Yes	=
Legislation requires helmet fastening	Yes	=
Legislation applies to:	Drivers and Passengers	↻
Legislation applies to all road types	Yes	=
Legislation applies to all engine types	Yes	=
Legislation refers to and/or specifies helmet standard ²	No	=
Presence of targets to increase helmet use (year)	-	N/A
Helmet wearing rate ² (Driver; Passenger)	-	N/A
Minimum age/height children are allowed as passengers	Yes (12 y)	N/A
Legislation on seat-belts for motor vehicle occupants²		=
National seat-belt law	Yes	=
Legislation applies to front and rear seat occupants	-	=
Presence of targets to increase seat belt use (year) ²	-	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	-	N/A
Legislation on child restraint systems²		=
National child restraints use law	No	=
Children seated in front seat	Yes	=
Age or height specified for children requiring child restraint	-	=
Child restraint standard referred to and/or specified	No	=
Presence of targets to increase child safety restraint use (year)	-	N/A

NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1	=
Frequency and distribution of journeys by modal type	-	N/A
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	-	N/A
Seat belt and child-restraint systems use ²	-	N/A
Powered 2- and 3- wheeler helmet use ²	-	N/A
Mobile phone use while driving ²	-	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

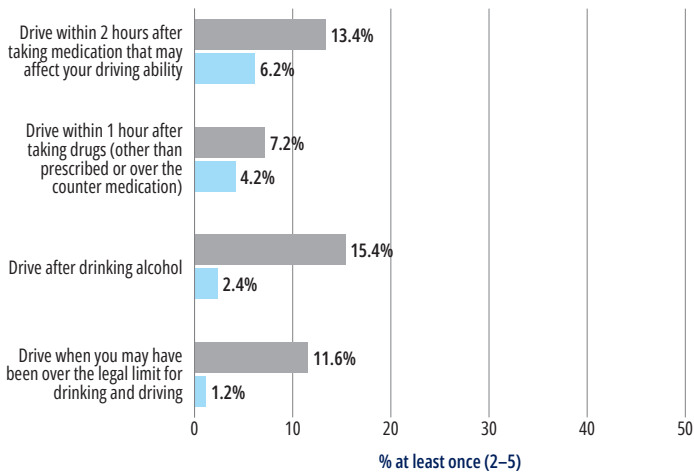
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Kyrgyzstan

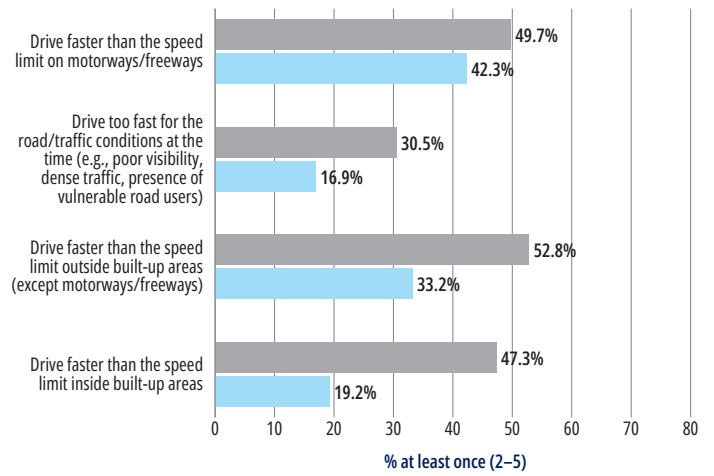
SELF-DECLARED BEHAVIOUR

Over the last 30 days, how often did you ...? (5-point scale from 1=never to 5=(almost) always)

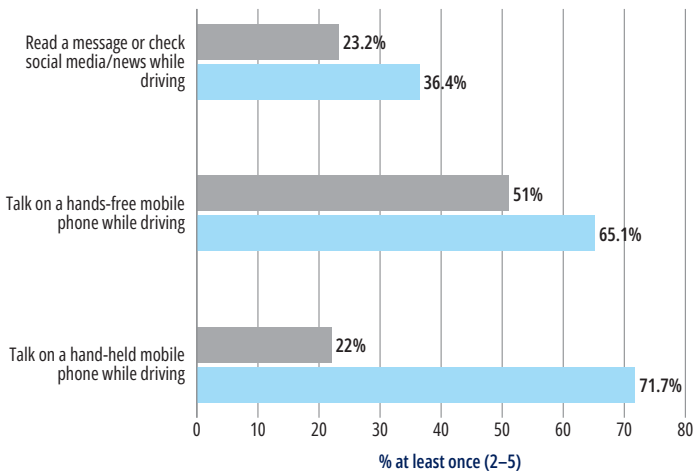
DUI as a car driver



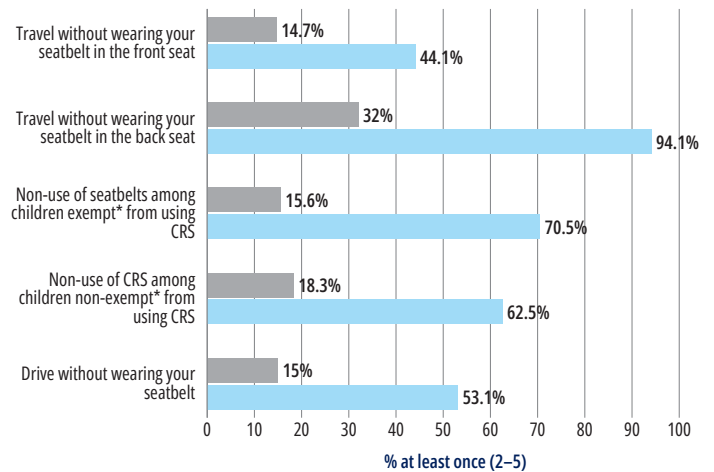
Speeding as a car driver



Distraction & fatigue as a car driver



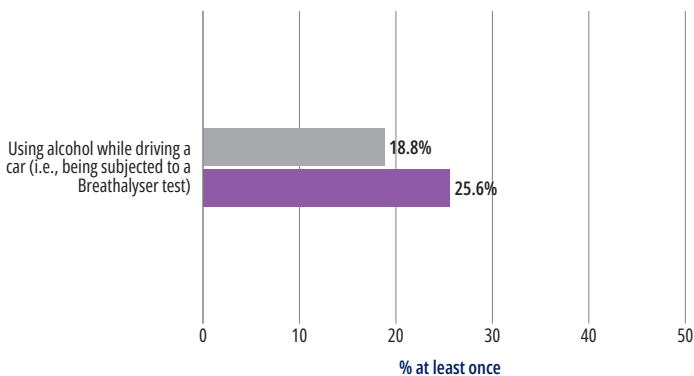
Seat belt use in a passenger car



* specified based on national regulation; CRS = Child Restraint System

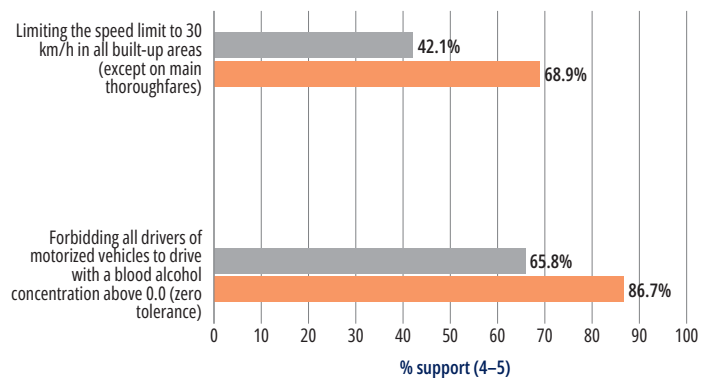
ENFORCEMENT

In the past 12 months, how many times have you been checked by the police for ...? (7-point scale from 1 = very unlikely to 7 = very likely)



SUPPORT OF POLICY MEASURE

Do you oppose or support a legal obligation ...? (5-point scale from 1=oppose to 5=support)



Latvia

Population:
59 240 329 ↓

Income group:
High income ↑

WHO Region:
European Region

GSRRS participation:
2009, 2013, 2015, 2018, 2023

BURDEN

Reported fatalities (year)	147 (2021)	↓
Reported fatalities sex distribution (Male; Female)	75%; 25%	N/A
Reported fatalities user distribution ¹	48%; 10%; 29%; 9%; 4%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	183 (95% CI 168 - 197) (2021)	↓
WHO estimated rate per 100 000 population (year)	9.8 (2021)	↓

SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	-	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	Yes	↻
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	No	N/A
Investments to upgrade high risk locations	No	↻

SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	1 015 480 [54 190.2] (2021)	↓
Four-wheel vehicles	758 688	↑
Powered 2- and 3-wheelers	32 879	↓
Heavy trucks	94 811	↑
Buses	3 992	↓
Other	123 348	↑
Legislation on periodic vehicle technical inspection ²	Yes‡	N/A
National laws on front and side impact protection	Yes‡‡	N/A
National laws on seat-belt and seat-belt anchorages	Yes‡‡	N/A
National law on electronic stability control	Yes‡‡	N/A
National law on pedestrian protection	Yes‡‡	N/A
National law on anti-lock braking systems	Yes‡‡	N/A
Government vehicle procurement practices include safety prerequisites	No	N/A
Presence of high-quality safety standards for used-vehicle imports ²	No	N/A

POST-CRASH RESPONSE

National law on universal access to emergency care	-5	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	N/A
National good Samaritan law	No	N/A
National emergency care access number	National, single number	=
National target for time between serious crash and initial provision of professional emergency care (year)	50% reduction (2030)	N/A

INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	↗
National road safety strategy ²	Yes	=
Fatality reduction target (year)	35% (2027)	↻
Non fatal reduction target (year)	25% (2027)	N/A
Funding to implement strategy	Yes, fully funded	↻
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers ²	Yes‡	N/A
Adherence to one or more of the 7 UN road safety conventions ²	5	N/A
Presence of national lead agency to implement national road safety strategy ²	No	↻
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A

● Strong ● Moderate ● Weak/None
 ↑ Increase ↓ Decrease = No change ↻ Change ↗ Advancement
 ○ None or unknown — Not provided N/A Not applicable
 ⓘ Evolution since 2010 or closest year possible

Note: BAC: blood alcohol concentration; CI: confidence interval; EU: European Union; GSRRS: Global status report on road safety series; N/A: not applicable; UN: United Nations

ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles²		=
National law setting a speed limit	Yes	=
Maximum urban speed limit	50 km/h	=
Maximum rural speed limit	90 km/h	=
Maximum motorway speed limit	-	N/A
Local authorities can modify limits	No	N/A
Presence of targets to reduce speeds nationally (year) ²	No	N/A
Available types of enforcement	Manual	=
Legislation on drink driving²		=
National law on drink-driving	Yes	=
BAC limit – general population	≤ 0.05 g/dl	=
BAC limit – young or novice drivers	≤ 0.02 g/dl	=
Random breath testing carried out	Yes	↗
Presence of targets to reduce driving after drinking nationally (year) ²	National (2030)	N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested	↗
Legislation on drug driving	Yes	=
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use ²	Hand held	=
Presence of targets to reduce distracted driving nationally (year) ²	National (2030)	N/A
Legislation on helmets for motorcycle riders²		=
National motorcycle helmet law	Yes	=
Legislation requires helmet fastening	No	=
Legislation applies to:	Drivers and Passengers	↻
Legislation applies to all road types	Yes	=
Legislation applies to all engine types	Yes	=
Legislation refers to and/or specifies helmet standard ²	No†‡	=
Presence of targets to increase helmet use (year)	Yes, national (2030)	N/A
Helmet wearing rate ² (Driver; Passenger)	99%; 99%	N/A
Minimum age/height children are allowed as passengers	Yes (150 cm)	N/A
Legislation on seat-belts for motor vehicle occupants²		=
National seat-belt law	Yes	=
Legislation applies to front and rear seat occupants	Yes	=
Presence of targets to increase seat belt use (year) ²	Yes, national (2030)	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	90%; 90%; 86%	N/A
Legislation on child restraint systems²		=
National child restraints use law	Yes	=
Children seated in front seat	Yes	=
Age or height specified for children requiring child restraint	150 cm	=
Child restraint standard referred to and/or specified	No†‡	=
Presence of targets to increase child safety restraint use (year)	Yes, national (2030)	N/A

NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1	=
Frequency and distribution of journeys by modal type	Partially	N/A
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	Yes	N/A

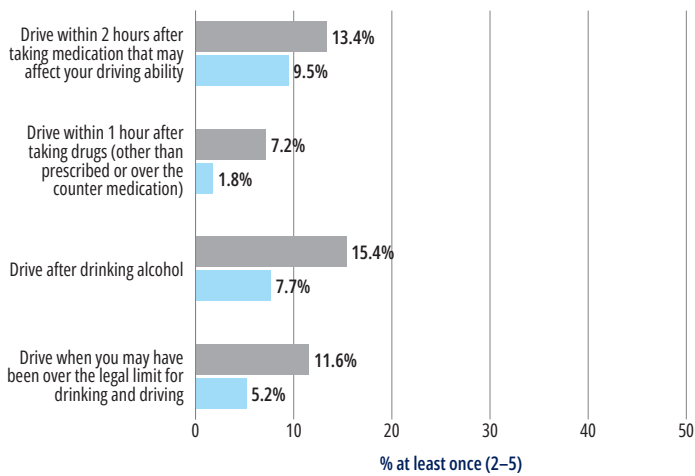
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 * Alcohol consumption prohibited in country
 † Country adheres to corresponding UN or equivalent international safety regulation
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 § Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

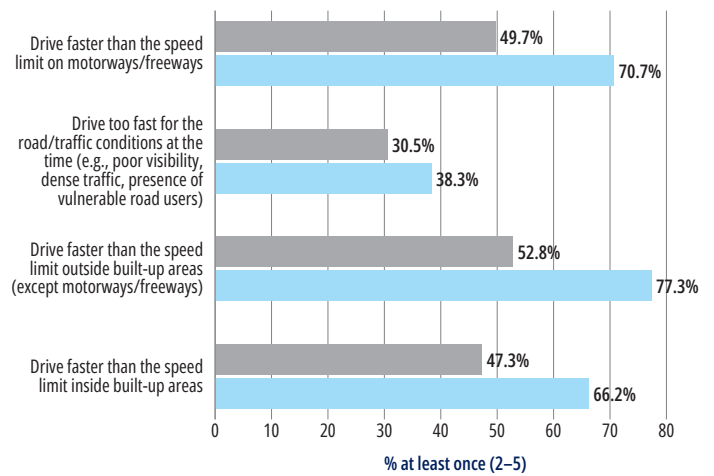
SELF-DECLARED BEHAVIOUR

Over the last 30 days, how often did you ...? (5-point scale from 1=never to 5=(almost) always)

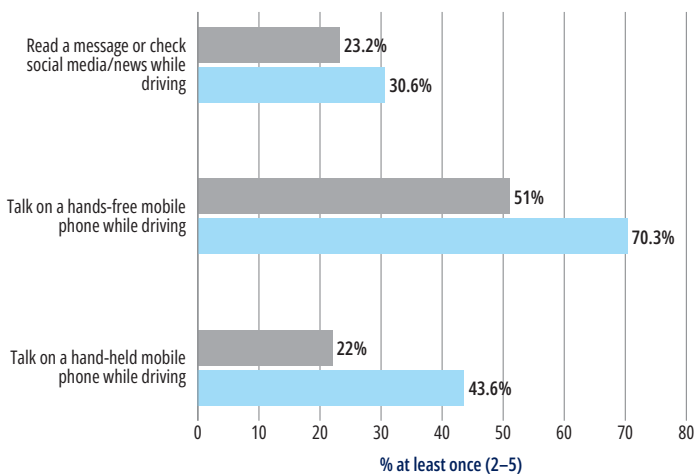
DUI as a car driver



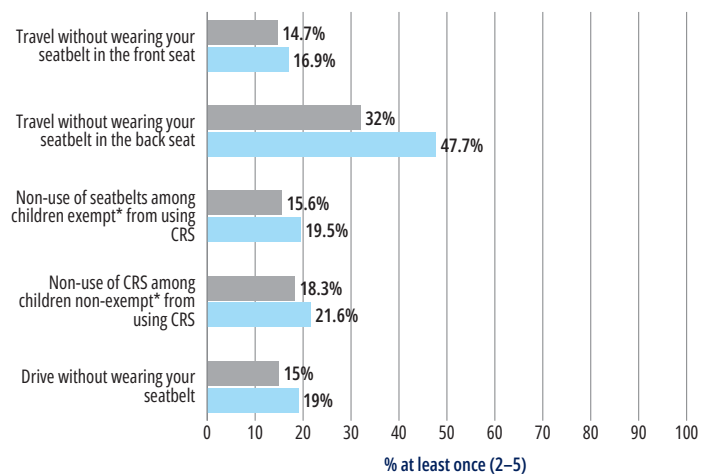
Speeding as a car driver



Distraction & fatigue as a car driver



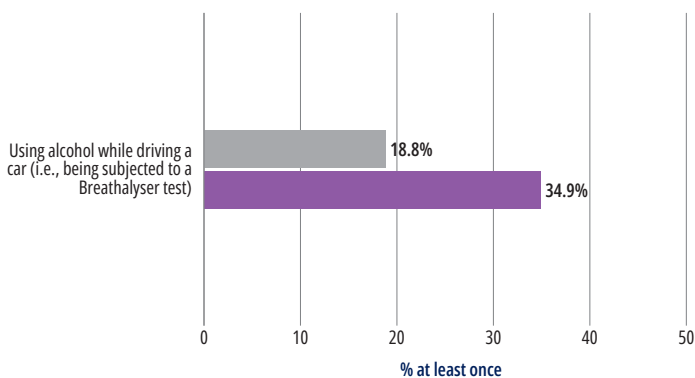
Seat belt use in a passenger car



* specified based on national regulation; CRS = Child Restraint System

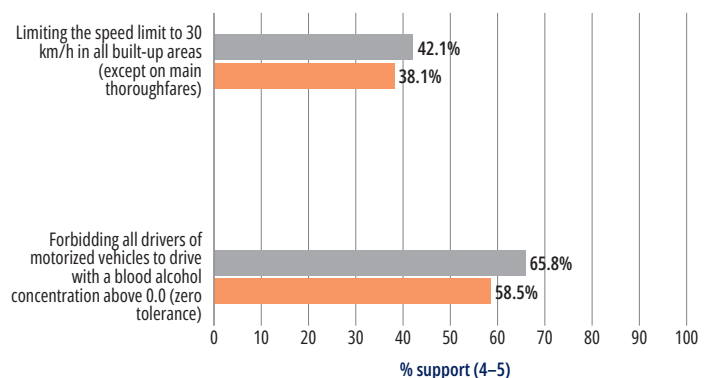
ENFORCEMENT

In the past 12 months, how many times have you been checked by the police for ...? (7-point scale from 1 = very unlikely to 7 = very likely)



SUPPORT OF POLICY MEASURE

Do you oppose or support a legal obligation ...? (5-point scale from 1=oppose to 5=support)



Lithuania

Population:
2 786 651 ↓

Income group:
High income ↑

WHO Region:
European Region

GSRRS participation:
2009, 2013, 2015, 2018, 2023

BURDEN

Reported fatalities (year)	148 (2021)	↓
Reported fatalities sex distribution (Male; Female)	-	N/A
Reported fatalities user distribution ¹	46%; 6%; 38%; 9%; 1%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	175 (95% CI 164 - 186) (2021)	↓
WHO estimated rate per 100 000 population (year)	6.3 (2021)	↓

SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	27 648 760 (2021)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them ²	-†	N/A
Presence of systematic approaches to assess/audit new roads ²	-	N/A
National law requiring a formal road safety inspection/assessment	No	N/A
Target for roads to meet technical safety standards for all users (year)	(2030)	N/A
Investments to upgrade high risk locations	-	N/A

SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	1 859 480 [66 728.1] (2021)	↑
Four-wheel vehicles	-	↓
Powered 2- and 3-wheelers	-	N/A
Heavy trucks	-	↓
Buses	-	↓
Other	-	↑
Legislation on periodic vehicle technical inspection ²	Yes‡	N/A
National laws on front and side impact protection	Yes†‡	N/A
National laws on seat-belt and seat-belt anchorages	Yes†‡	N/A
National law on electronic stability control	Yes†‡	N/A
National law on pedestrian protection	Yes†‡	N/A
National law on anti-lock braking systems	Yes†‡	N/A
Government vehicle procurement practices include safety prerequisites	-	N/A
Presence of high-quality safety standards for used-vehicle imports ²	-	N/A

POST-CRASH RESPONSE

National law on universal access to emergency care	-§	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	-§	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§	N/A
National good Samaritan law	-§	N/A
National emergency care access number	-	N/A
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	-	N/A
National road safety strategy ²	-	N/A
Fatality reduction target (year)	50% (2030)	↻
Non fatal reduction target (year)	50% (2030)	N/A
Funding to implement strategy	-	N/A
National law mandating third-party liability insurance for powered vehicles	-§	N/A
National law on driving time and rest periods for professional drivers ²	Yes‡	N/A
Adherence to one or more of the 7 UN road safety conventions ²	7	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	-	N/A

Strong	Moderate	Weak/None
↑ Increase	↓ Decrease	= No change
↻ Change	↗ Advancement	
⊖ None or unknown	— Not provided	N/A Not applicable
Ⓜ Evolution since 2010 or closest year possible		

Note: BAC: blood alcohol concentration; CI: confidence interval; EU: European Union; GSRRS: Global status report on road safety series; N/A: not applicable; UN: United Nations

ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles²		=
National law setting a speed limit	Yes	=
Maximum urban speed limit	50 km/h	=
Maximum rural speed limit	90 km/h	=
Maximum motorway speed limit	130 km/h	N/A
Local authorities can modify limits	No	N/A
Presence of targets to reduce speeds nationally (year) ²	-	N/A
Available types of enforcement	-	N/A
Legislation on drink driving²		=
National law on drink-driving	Yes	=
BAC limit – general population	≤ 0.02 g/dl	=
BAC limit – young or novice drivers	-	=
Random breath testing carried out	-	N/A
Presence of targets to reduce driving after drinking nationally (year) ²	National	N/A
Testing carried out in case of fatal crash	-	N/A
Legislation on drug driving	Yes	=
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use ²	Hand held	=
Presence of targets to reduce distracted driving nationally (year) ²	-	N/A
Legislation on helmets for motorcycle riders²		=
National motorcycle helmet law	Yes	=
Legislation requires helmet fastening	Yes	=
Legislation applies to:	Drivers and Passengers	↻
Legislation applies to all road types	Yes	=
Legislation applies to all engine types	Yes	=
Legislation refers to and/or specifies helmet standard ²	No†‡	=
Presence of targets to increase helmet use (year)	-	N/A
Helmet wearing rate ² (Driver; Passenger)	-	N/A
Minimum age/height children are allowed as passengers	Yes (12 y)	N/A
Legislation on seat-belts for motor vehicle occupants²		=
National seat-belt law	Yes	=
Legislation applies to front and rear seat occupants	Yes	=
Presence of targets to increase seat belt use (year) ²	-	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	98%; 98%; 62%	N/A
Legislation on child restraint systems²		=
National child restraints use law	Yes	=
Children seated in front seat	Yes	=
Age or height specified for children requiring child restraint	135 cm	=
Child restraint standard referred to and/or specified	Yes†‡	=
Presence of targets to increase child safety restraint use (year)	-	N/A
NATIONAL DATA SYSTEMS ON...		
Civil Registration and Vital Statistics (2021)	Group 1	=
Frequency and distribution of journeys by modal type	-	N/A
Speeding violations and speeding related injuries and fatalities ²	-	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	-	N/A
Seat belt and child-restraint systems use ²	-	N/A
Powered 2- and 3- wheeler helmet use ²	-	N/A
Mobile phone use while driving ²	-	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

Luxembourg

Population: 639 321 ↑

Income group: High income —

WHO Region: European Region

GSRRS participation: 2013, 2015, 2018, 2023

BURDEN

Reported fatalities (year)	24 (2021)	↓
Reported fatalities sex distribution (Male; Female)	—	N/A
Reported fatalities user distribution ¹	53%; 47%; 0%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	25 (95% CI 23 - 27) (2021)	↓
WHO estimated rate per 100 000 population (year)	3.9 (2021)	↓

SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	—	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them ²	—	N/A
Presence of systematic approaches to assess/audit new roads ²	—	N/A
National law requiring a formal road safety inspection/assessment	No	N/A
Target for roads to meet technical safety standards for all users (year)	—	N/A
Investments to upgrade high risk locations	—	N/A

SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	590 241 [92 323.1] (2021)	↑
Four-wheel vehicles	439 943	↑
Powered 2- and 3-wheelers	69 000	↑
Heavy trucks	5 874	↓
Buses	2 389	↑
Other	—	N/A
Legislation on periodic vehicle technical inspection ²	Yes†	N/A
National laws on front and side impact protection	Yes†‡	N/A
National laws on seat-belt and seat-belt anchorages	Yes†‡	N/A
National law on electronic stability control	Yes†‡	N/A
National law on pedestrian protection	Yes†‡	N/A
National law on anti-lock braking systems	Yes†‡	N/A
Government vehicle procurement practices include safety prerequisites	—	N/A
Presence of high-quality safety standards for used-vehicle imports ²	No	N/A

POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	No	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	N/A
National good Samaritan law	No	N/A
National emergency care access number	National, single number	↻
National target for time between serious crash and initial provision of professional emergency care (year)	—	N/A

INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	=
National road safety strategy ²	Yes	=
Fatality reduction target (year)	50% (2030)	↻
Non fatal reduction target (year)	50% (2030)	N/A
Funding to implement strategy	—	N/A
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers ²	Yes‡	N/A
Adherence to one or more of the 7 UN road safety conventions ²	7	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	—	N/A

Strong
 Moderate
 Weak/None

↑ Increase
 ↓ Decrease
 = No change
 ↻ Change
 ↗ Advancement

⊖ None or unknown
 — Not provided
 N/A Not applicable

ⓔ Evolution since 2010 or closest year possible

Note: BAC: blood alcohol concentration; CI: confidence interval; EU: European Union; GSRRS: Global status report on road safety series; N/A: not applicable; UN: United Nations

ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles²			=
National law setting a speed limit	Yes		=
Maximum urban speed limit	50 km/h		=
Maximum rural speed limit	90 km/h		=
Maximum motorway speed limit	130 km/h		=
Local authorities can modify limits	Yes		=
Presence of targets to reduce speeds nationally (year) ²	No		N/A
Available types of enforcement	Manual		=
Legislation on drink driving²			=
National law on drink-driving	Yes		=
BAC limit – general population	≤ 0.05 g/dl		=
BAC limit – young or novice drivers	≤ 0.02 g/dl		=
Random breath testing carried out	Yes		↻
Presence of targets to reduce drinking after drinking nationally (year) ²	National		N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested		↻
Legislation on drug driving			Yes =
Legislation on distracted driving (mobile phones)			Yes N/A
Ban on mobile phone use ²	Hand held		=
Presence of targets to reduce distracted driving nationally (year) ²	National		N/A
Legislation on helmets for motorcycle riders²			=
National motorcycle helmet law	Yes		=
Legislation requires helmet fastening	Yes		=
Legislation applies to:	Drivers and Passengers		↻
Legislation applies to all road types	Yes		=
Legislation applies to all engine types	Yes		=
Legislation refers to and/or specifies helmet standard ²	Yes†‡		=
Presence of targets to increase helmet use (year)	No		N/A
Helmet wearing rate ² (Driver; Passenger)	—		N/A
Minimum age/height children are allowed as passengers	Yes (12 y / Reach footrest)		N/A
Legislation on seat-belts for motor vehicle occupants²			=
National seat-belt law	Yes		=
Legislation applies to front and rear seat occupants	Yes		=
Presence of targets to increase seat belt use (year) ²	Yes, national		N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	—		N/A
Legislation on child restraint systems²			=
National child restraints use law	Yes		=
Children seated in front seat	Yes		=
Age or height specified for children requiring child restraint	17 y / 150 cm		=
Child restraint standard referred to and/or specified	Yes†‡		=
Presence of targets to increase child safety restraint use (year)	No		N/A

NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1	=
Frequency and distribution of journeys by modal type	—	N/A
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	—	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	Yes	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

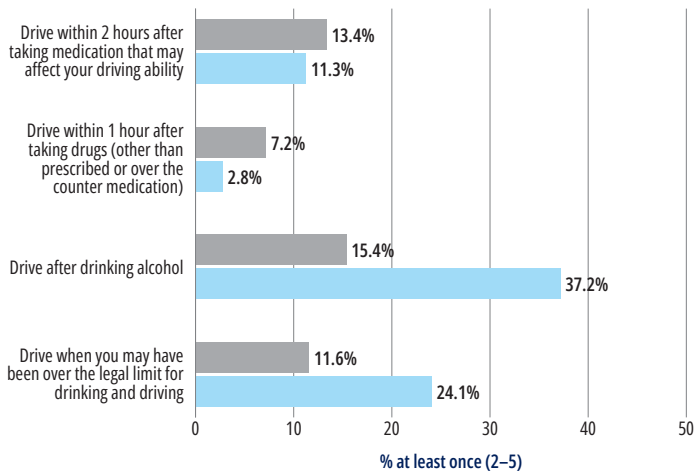
Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

Luxembourg

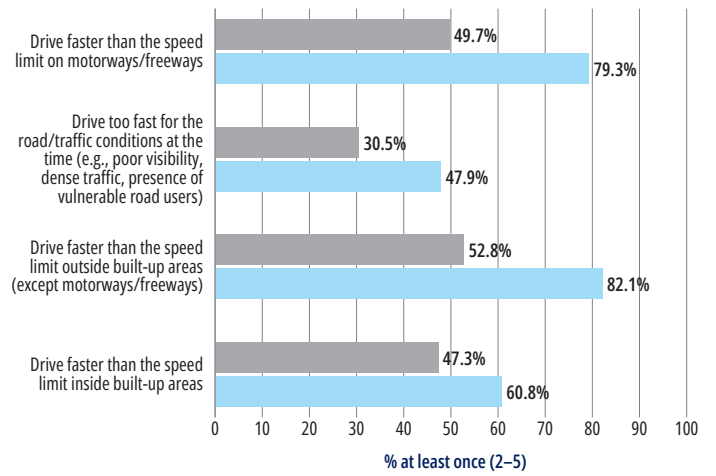
SELF-DECLARED BEHAVIOUR

Over the last 30 days, how often did you ...? (5-point scale from 1=never to 5=(almost) always)

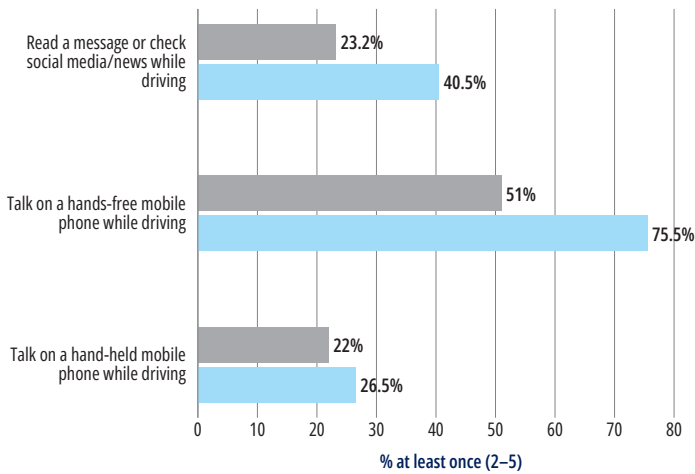
DUI as a car driver



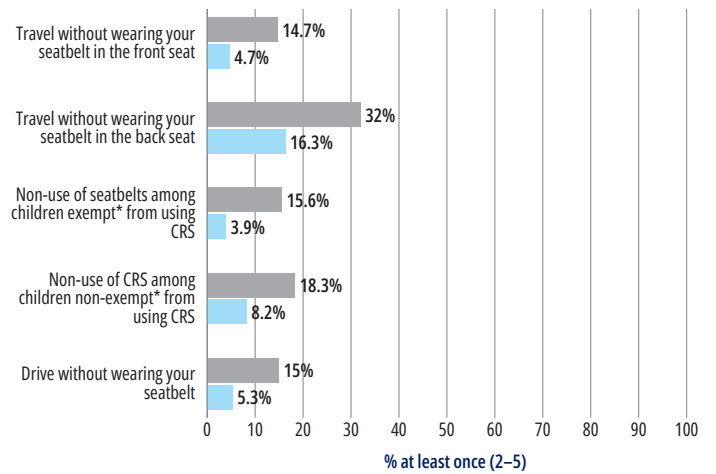
Speeding as a car driver



Distraction & fatigue as a car driver



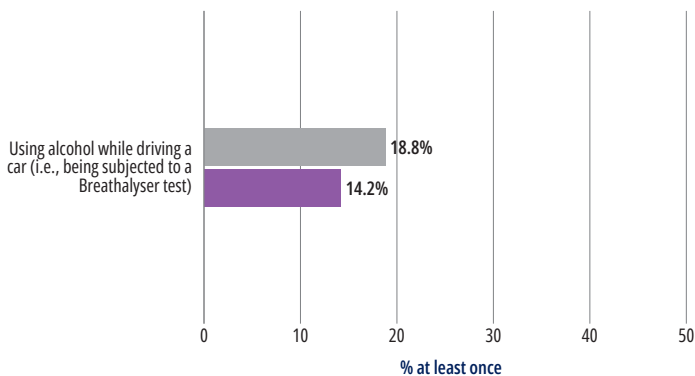
Seat belt use in a passenger car



* specified based on national regulation; CRS = Child Restraint System

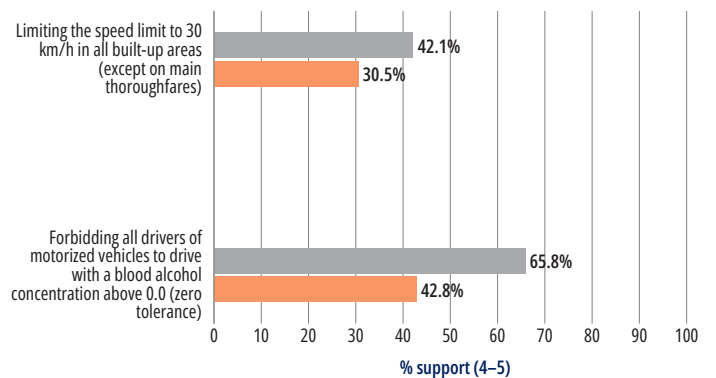
ENFORCEMENT

In the past 12 months, how many times have you been checked by the police for ...? (7-point scale from 1 = very unlikely to 7 = very likely)



SUPPORT OF POLICY MEASURE

Do you oppose or support a legal obligation ...? (5-point scale from 1=oppose to 5=support)



Malta

Population:
526 748 ↑

Income group:
High income —

WHO Region:
European Region

GSRRS participation:
2009, 2013, 2015, 2018, 2023

BURDEN

Reported fatalities (year)	9 (2021)	↓
Reported fatalities sex distribution (Male; Female)	67%; 33%	N/A
Reported fatalities user distribution ¹	33%; 22%; 44%; 0%; 0%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	10 (95% CI 8 - 12) (2021)	↓
WHO estimated rate per 100 000 population (year)	1.9 (2021)	↓

SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	1251 (2021)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them ²	—	N/A
Presence of systematic approaches to assess/audit new roads ²	—	N/A
National law requiring a formal road safety inspection/assessment	No	N/A
Target for roads to meet technical safety standards for all users (year)	(2050)	N/A
Investments to upgrade high risk locations	—	N/A

SAFE VEHICLES




Total registered vehicles [rate per 100 000 pop] (year)	—	N/A
Four-wheel vehicles	—	N/A
Powered 2- and 3-wheelers	—	N/A
Heavy trucks	—	N/A
Buses	—	N/A
Other	—	N/A
Legislation on periodic vehicle technical inspection ²	Yes†	N/A
National laws on front and side impact protection	Yes†‡	N/A
National laws on seat-belt and seat-belt anchorages	Yes†‡	N/A
National law on electronic stability control	Yes†‡	N/A
National law on pedestrian protection	Yes†‡	N/A
National law on anti-lock braking systems	Yes†‡	N/A
Government vehicle procurement practices include safety prerequisites	—	N/A
Presence of high-quality safety standards for used-vehicle imports ²	—	N/A

POST-CRASH RESPONSE

National law on universal access to emergency care	—§	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	—§	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	—§	N/A
National good Samaritan law	—§	N/A
National emergency care access number	—	N/A
National target for time between serious crash and initial provision of professional emergency care (year)	—	N/A






INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	↗
National road safety strategy ²	—	N/A
Fatality reduction target (year)	—	N/A
Non fatal reduction target (year)	—	N/A
Funding to implement strategy	—	N/A
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers ²	Yes‡	N/A
Adherence to one or more of the 7 UN road safety conventions ²	3	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	—	N/A

 Strong	 Moderate	 Weak/None
↑ Increase	↓ Decrease	= No change
↻ Change	↗ Advancement	
⊖ None or unknown	— Not provided	N/A Not applicable
Ⓜ Evolution since 2010 or closest year possible		

Note: BAC: blood alcohol concentration; CI: confidence interval; EU: European Union; GSRRS: Global status report on road safety series; N/A: not applicable; UN: United Nations

ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles²		=
National law setting a speed limit	Yes	=
Maximum urban speed limit	50 km/h	=
Maximum rural speed limit	80 km/h	=
Maximum motorway speed limit	—	N/A
Local authorities can modify limits	No	N/A
Presence of targets to reduce speeds nationally (year) ²	—	N/A
Available types of enforcement	Manual	=
Legislation on drink driving²		↗
National law on drink-driving	Yes	=
BAC limit – general population	≤ 0.05 g/dl	↓
BAC limit – young or novice drivers	≤ 0.02 g/dl	↓
Random breath testing carried out	—	N/A
Presence of targets to reduce driving after drinking nationally (year) ²	—	N/A
Testing carried out in case of fatal crash	—	N/A
Legislation on drug driving	Yes	=
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use ²	Hand held	=
Presence of targets to reduce distracted driving nationally (year) ²	—	N/A
Legislation on helmets for motorcycle riders²		=
National motorcycle helmet law	Yes	=
Legislation requires helmet fastening	No	=
Legislation applies to:	Drivers and Passengers	↻
Legislation applies to all road types	Yes	=
Legislation applies to all engine types	Yes	=
Legislation refers to and/or specifies helmet standard ²	No†‡	=
Presence of targets to increase helmet use (year)	—	N/A
Helmet wearing rate ² (Driver; Passenger)	100%; 100%	N/A
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants²		=
National seat-belt law	Yes	=
Legislation applies to front and rear seat occupants	Yes	=
Presence of targets to increase seat belt use (year) ²	—	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	—	N/A
Legislation on child restraint systems²		=
National child restraints use law	Yes	=
Children seated in front seat	Yes	=
Age or height specified for children requiring child restraint	3 y	=
Child restraint standard referred to and/or specified	Yes†‡	=
Presence of targets to increase child safety restraint use (year)	—	N/A

NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1	=
Frequency and distribution of journeys by modal type	Partially	N/A
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	No	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	No	N/A
Mobile phone use while driving ²	No	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

Montenegro

Population:
627 859

Income group:
Upper middle income

WHO Region:
European Region

GSRRS participation:
2009, 2013, 2015, 2018, 2023

BURDEN

Reported fatalities (year)	55 (2021)	↓
Reported fatalities sex distribution (Male; Female)	82%; 18%	N/A
Reported fatalities user distribution ¹	65%; 18%; 13%; 2%; 2%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	57 (95% CI 54 - 60) (2021)	↓
WHO estimated rate per 100 000 population (year)	9.1 (2021)	↓

SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	2 114 (2022)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	Yes	↻
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	Yes	N/A
Investments to upgrade high risk locations	Yes	↗

SAFE VEHICLES




Total registered vehicles [rate per 100 000 pop] (year)	254 409 [40 520.1] (2021)	↑
Four-wheel vehicles	221 768	↑
Powered 2- and 3-wheelers	6 261	↑
Heavy trucks	18 981	↑
Buses	1 225	↑
Other	6 174	↑
Legislation on periodic vehicle technical inspection ²	Yes	N/A
National laws on front and side impact protection	-	N/A
National laws on seat-belt and seat-belt anchorages	-†	N/A
National law on electronic stability control	-†	N/A
National law on pedestrian protection	-†	N/A
National law on anti-lock braking systems	-†	N/A
Government vehicle procurement practices include safety prerequisites	-	N/A
Presence of high-quality safety standards for used-vehicle imports ²	Yes	N/A

POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§	N/A
National good Samaritan law	-§	N/A
National emergency care access number	National, single number	N/A
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A






INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	↗
National road safety strategy ²	Yes	↻
Fatality reduction target (year)	10% (2022)	↻
Non fatal reduction target (year)	5% (2022)	N/A
Funding to implement strategy	Yes, partially funded	↻
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	5	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A

 Strong	 Moderate	 Weak/None
↑ Increase	↓ Decrease	= No change
↻ Change	↗ Advancement	
⊖ None or unknown	— Not provided	N/A Not applicable
Ⓜ Evolution since 2010 or closest year possible		

Note: BAC: blood alcohol concentration; CI: confidence interval; EU: European Union; GSRRS: Global status report on road safety series; N/A: not applicable; UN: United Nations

ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles²		=
National law setting a speed limit	Yes	=
Maximum urban speed limit	50 km/h	=
Maximum rural speed limit	80 km/h	=
Maximum motorway speed limit	130 km/h	=
Local authorities can modify limits	No	N/A
Presence of targets to reduce speeds nationally (year) ²	National	N/A
Available types of enforcement	Manual	↗
Legislation on drink driving²		↗
National law on drink-driving	Yes	=
BAC limit – general population	≤ 0.03 g/dl	=
BAC limit – young or novice drivers	-	↻
Random breath testing carried out	Yes	↻
Presence of targets to reduce driving after drinking nationally (year) ²	National	N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested	↻
Legislation on drug driving	Yes	=
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use ²	Hand held; Hand free	=
Presence of targets to reduce distracted driving nationally (year) ²	National	N/A
Legislation on helmets for motorcycle riders²		=
National motorcycle helmet law	Yes	=
Legislation requires helmet fastening	Yes	=
Legislation applies to:	Drivers and Passengers	↻
Legislation applies to all road types	Yes	=
Legislation applies to all engine types	Yes	=
Legislation refers to and/or specifies helmet standard ²	Yes†	=
Presence of targets to increase helmet use (year)	No	N/A
Helmet wearing rate ² (Driver; Passenger)	95%	N/A
Minimum age/height children are allowed as passengers	Yes (12 y)	N/A
Legislation on seat-belts for motor vehicle occupants²		=
National seat-belt law	Yes	=
Legislation applies to front and rear seat occupants	Yes	=
Presence of targets to increase seat belt use (year) ²	No	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	79%	N/A
Legislation on child restraint systems²		=
National child restraints use law	Yes	=
Children seated in front seat	Yes	=
Age or height specified for children requiring child restraint	5 y	=
Child restraint standard referred to and/or specified	No	=
Presence of targets to increase child safety restraint use (year)	No	N/A
NATIONAL DATA SYSTEMS ON...		
Civil Registration and Vital Statistics (2021)	Group 1	=
Frequency and distribution of journeys by modal type	Partially	N/A
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	Yes	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

Netherlands (Kingdom of the)

Population:
17 501 696 ↑

Income group:
High income —

WHO Region:
European Region

GSRRS participation:
2009, 2013, 2015, 2018, 2023

BURDEN

Reported fatalities (year)	582 (2021)	↓
Reported fatalities sex distribution (Male; Female)	73%; 27%	N/A
Reported fatalities user distribution ¹	32%; 17%; 7%; 36%; 8%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	600 (95% CI 554 - 646) (2021)	↓
WHO estimated rate per 100 000 population (year)	3.4 (2021)	↓

SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	2 790 (2021)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	Yes	↻
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	(2050)	N/A
Investments to upgrade high risk locations	Yes	↗

SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	19 622 036 [112 115.1] (2021)	↑
Four-wheel vehicles	8 793 592	N/A
Powered 2- and 3-wheelers	3 261 297	↓
Heavy trucks	62 491	↓
Buses	9 277	↓
Other	—	N/A
Legislation on periodic vehicle technical inspection ²	Yes†‡	N/A
National laws on front and side impact protection	Yes†‡	N/A
National laws on seat-belt and seat-belt anchorages	Yes†‡	N/A
National law on electronic stability control	Yes†‡	N/A
National law on pedestrian protection	Yes†‡	N/A
National law on anti-lock braking systems	Yes†‡	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports ²	No	N/A

POST-CRASH RESPONSE

National law on universal access to emergency care	—§	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	—§	N/A
National good Samaritan law	—§	N/A
National emergency care access number	National, single number	=
National target for time between serious crash and initial provision of professional emergency care (year)	—	N/A

INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	=
National road safety strategy ²	Yes	N/A
Fatality reduction target (year)	100% (2050)	↻
Non fatal reduction target (year)	1% (2050)	N/A
Funding to implement strategy	—	N/A
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers ²	Yes‡	N/A
Adherence to one or more of the 7 UN road safety conventions ²	7	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A

Strong
 Moderate
 Weak/None

↑ Increase
 ↓ Decrease
 = No change
 ↻ Change
 ↗ Advancement

⊖ None or unknown
 — Not provided
 N/A Not applicable

ⓔ Evolution since 2010 or closest year possible

Note: BAC: blood alcohol concentration; CI: confidence interval; EU: European Union; GSRRS: Global status report on road safety series; N/A: not applicable; UN: United Nations

ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles²		=
National law setting a speed limit	Yes	=
Maximum urban speed limit	50 km/h	=
Maximum rural speed limit	80 km/h	=
Maximum motorway speed limit	130 km/h	=
Local authorities can modify limits	Yes	=
Presence of targets to reduce speeds nationally (year) ²	—	N/A
Available types of enforcement	Manual	=
Legislation on drink driving²		=
National law on drink-driving	Yes	=
BAC limit – general population	≤ 0.05 g/dl	=
BAC limit – young or novice drivers	≤ 0.02 g/dl	=
Random breath testing carried out	Yes	↻
Presence of targets to reduce driving after drinking nationally (year) ²	National	N/A
Testing carried out in case of fatal crash	No	↗
Legislation on drug driving	Yes	=
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use ²	Hand held	=
Presence of targets to reduce distracted driving nationally (year) ²	—	N/A
Legislation on helmets for motorcycle riders²		=
National motorcycle helmet law	Yes	=
Legislation requires helmet fastening	Yes	=
Legislation applies to:	Drivers and Passengers	↻
Legislation applies to all road types	Yes	=
Legislation applies to all engine types	No	=
Legislation refers to and/or specifies helmet standard ²	Yes†‡	=
Presence of targets to increase helmet use (year)	—	N/A
Helmet wearing rate ² (Driver; Passenger)	90%; 90%	N/A
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants²		=
National seat-belt law	Yes	=
Legislation applies to front and rear seat occupants	Yes	=
Presence of targets to increase seat belt use (year) ²	—	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	95%	N/A
Legislation on child restraint systems²		=
National child restraints use law	Yes	=
Children seated in front seat	Yes	=
Age or height specified for children requiring child restraint	18 y / 135 cm	=
Child restraint standard referred to and/or specified	Yes†‡	=
Presence of targets to increase child safety restraint use (year)	—	N/A
NATIONAL DATA SYSTEMS ON...		
Civil Registration and Vital Statistics (2021)	Group 1	=
Frequency and distribution of journeys by modal type	Yes	N/A
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	Yes	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist, O=Other & Unknown
 2 UN voluntary target indicator
 * Alcohol consumption prohibited in country
 † Country adheres to corresponding UN or equivalent international safety regulation
 ‡ Corresponding EU regulation mandatory for country
 § Not validated

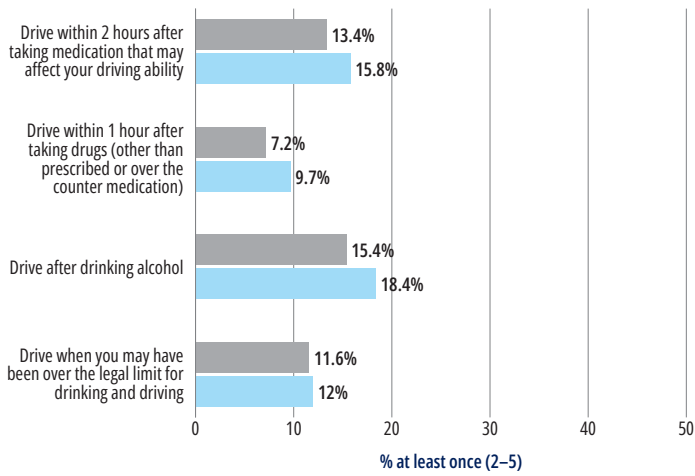
Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

Netherlands (Kingdom of the)

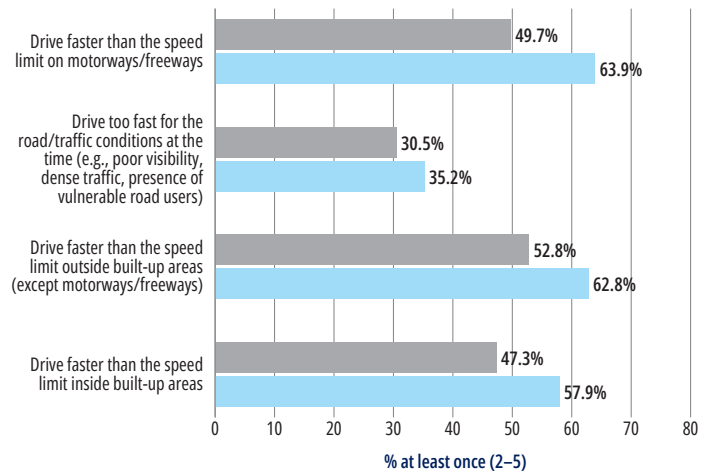
SELF-DECLARED BEHAVIOUR

Over the last 30 days, how often did you ...? (5-point scale from 1=never to 5=(almost) always)

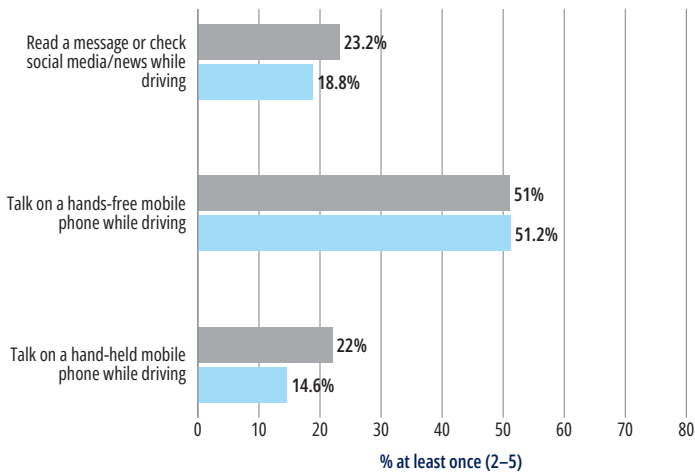
DUI as a car driver



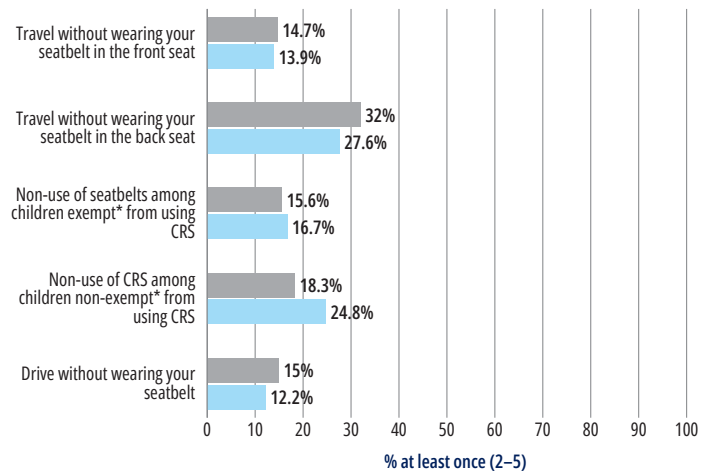
Speeding as a car driver



Distraction & fatigue as a car driver



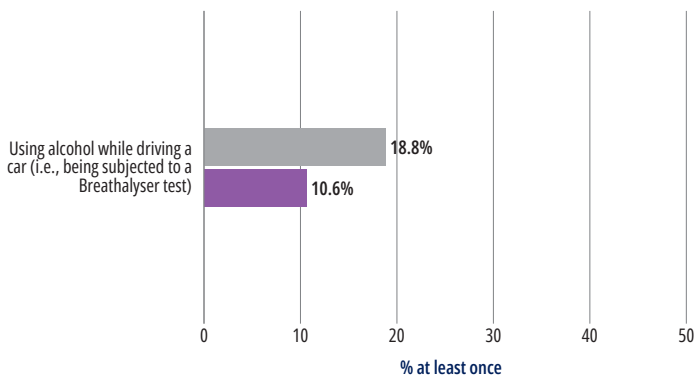
Seat belt use in a passenger car



* specified based on national regulation; CRS = Child Restraint System

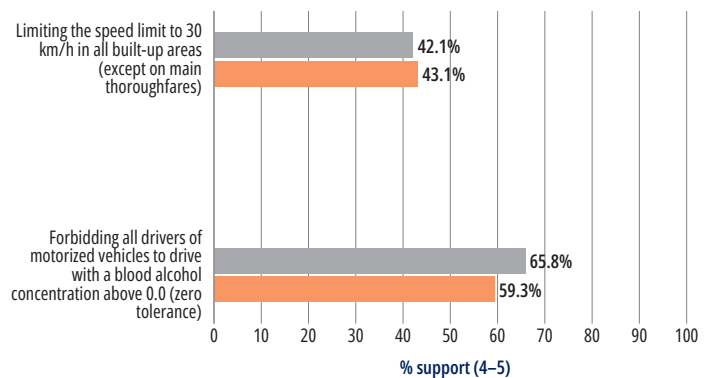
ENFORCEMENT

In the past 12 months, how many times have you been checked by the police for ...? (7-point scale from 1 = very unlikely to 7 = very likely)



SUPPORT OF POLICY MEASURE

Do you oppose or support a legal obligation ...? (5-point scale from 1=oppose to 5=support)



North Macedonia

Population:
2 103 330

Income group:
Upper middle income

WHO Region:
European Region

GSRRS participation:
2009, 2013, 2015, 2018, 2023

BURDEN		ⓔ
Reported fatalities (year)	116 (2021)	↓
Reported fatalities sex distribution (Male; Female)	83%; 17%	N/A
Reported fatalities user distribution ¹	50%; 10%; 20%; 6%; 14%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	120 (95% CI 113 - 126) (2021)	↓
WHO estimated rate per 100 000 population (year)	5.7 (2021)	↓

SAFE ROAD INFRASTRUCTURE		
Total paved kilometers (year)	4 410 (2021)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	Yes	↻
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	Yes	N/A
Investments to upgrade high risk locations	No	↗

SAFE VEHICLES		
Total registered vehicles [rate per 100 000 pop] (year)	549 653 [26 132.5] (2021)	↑
Four-wheel vehicles	477 820	↑
Powered 2- and 3-wheelers	15 786	↑
Heavy trucks	43 327	↑
Buses	2 946	↑
Other	-	↑
Legislation on periodic vehicle technical inspection ²	-	N/A
National laws on front and side impact protection	-§	N/A
National laws on seat-belt and seat-belt anchorages	-†§	N/A
National law on electronic stability control	-†§	N/A
National law on pedestrian protection	-†§	N/A
National law on anti-lock braking systems	-†§	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports ²	Yes	N/A

POST-CRASH RESPONSE		
National law on universal access to emergency care	-§	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	-§	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§	N/A
National good Samaritan law	-§	N/A
National emergency care access number	National, single number	N/A
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

INSTITUTIONAL FRAMEWORK		
Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	↗
National road safety strategy ²	Yes	↻
Fatality reduction target (year)	50% (2030)	↻
Non fatal reduction target (year)	40% (2030)	N/A
Funding to implement strategy	Not funded	↻
National law mandating third-party liability insurance for powered vehicles	-§	N/A
National law on driving time and rest periods for professional drivers ²	-§	N/A
Adherence to one or more of the 7 UN road safety conventions ²	4	N/A
Presence of national lead agency to implement national road safety strategy ²	No	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A

Strong
 Moderate
 Weak/None

↑ Increase
 ↓ Decrease
 = No change
 ↻ Change
 ↗ Advancement

⊖ None or unknown
 — Not provided
 N/A Not applicable

ⓔ Evolution since 2010 or closest year possible

Note: BAC: blood alcohol concentration; CI: confidence interval; EU: European Union; GSRRS: Global status report on road safety series; N/A: not applicable; UN: United Nations

ROAD USER BEHAVIOUR		ⓔ
Legislation on urban speed limits for passenger cars and motorcycles²		↗
National law setting a speed limit	Yes	=
Maximum urban speed limit	50 km/h	↓
Maximum rural speed limit	80 km/h	↓
Maximum motorway speed limit	130 km/h	=
Local authorities can modify limits	No	N/A
Presence of targets to reduce speeds nationally (year) ²	National	N/A
Available types of enforcement	Manual	↗
Legislation on drink driving²		=
National law on drink-driving	Yes	=
BAC limit – general population	≤ 0.05 g/dl	=
BAC limit – young or novice drivers	≤ 0.009 g/dl	=
Random breath testing carried out	Yes	↗
Presence of targets to reduce drinking after drinking nationally (year) ²	No	N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested	↗
Legislation on drug driving	Yes	=
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use ²	Hand held	=
Presence of targets to reduce distracted driving nationally (year) ²	No	N/A
Legislation on helmets for motorcycle riders²		↗
National motorcycle helmet law	Yes	=
Legislation requires helmet fastening	Yes	↗
Legislation applies to:	Drivers and Passengers	↻
Legislation applies to all road types	Yes	=
Legislation applies to all engine types	Yes	=
Legislation refers to and/or specifies helmet standard ²	Yes†	↗
Presence of targets to increase helmet use (year)	Yes, national	N/A
Helmet wearing rate ² (Driver; Passenger)	-	N/A
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants²		=
National seat-belt law	Yes	=
Legislation applies to front and rear seat occupants	Yes	=
Presence of targets to increase seat belt use (year) ²	Yes, national	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	-	N/A
Legislation on child restraint systems²		↗
National child restraints use law	Yes	=
Children seated in front seat	Yes	=
Age or height specified for children requiring child restraint	5 y	=
Child restraint standard referred to and/or specified	No†	=
Presence of targets to increase child safety restraint use (year)	Yes, national	N/A

NATIONAL DATA SYSTEMS ON...		
Civil Registration and Vital Statistics (2021)	Group 1	=
Frequency and distribution of journeys by modal type	No	N/A
Speeding violations and speeding related injuries and fatalities ²	-	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3- wheeler helmet use ²	-	N/A
Mobile phone use while driving ²	Yes	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown
 2 UN voluntary target indicator
 * Alcohol consumption prohibited in country
 † Country adheres to corresponding UN or equivalent international safety regulation
 ‡ Corresponding EU regulation mandatory for country
 § Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

Norway

Population:
5 403 021 ↑

Income group:
High income —

WHO Region:
European Region

GSRRS participation:
2009, 2013, 2015, 2018, 2023

BURDEN

Reported fatalities (year)	80 (2021)	↓
Reported fatalities sex distribution (Male; Female)	80%; 20%	N/A
Reported fatalities user distribution ¹	52%; 19%; 11%; 4%; 14%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	82 (95% CI 76 - 89) (2021)	↓
WHO estimated rate per 100 000 population (year)	1.5 (2021)	↓

SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	1 628 (2021)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	Yes	↻
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	Yes (2028)	N/A
Investments to upgrade high risk locations	-	N/A

SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	5 819 916 [107 716.0] (2021)	↑
Four-wheel vehicles	3 390 144	↑
Powered 2- and 3-wheelers	369 441	v
Heavy trucks	69 931	↓
Buses	14 883	↓
Other	1 975 517	↓
Legislation on periodic vehicle technical inspection ²	Yes	N/A
National laws on front and side impact protection	Yes	N/A
National laws on seat-belt and seat-belt anchorages	Yes†	N/A
National law on electronic stability control	Yes†	N/A
National law on pedestrian protection	Yes†	N/A
National law on anti-lock braking systems	Yes†	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports ²	Yes	N/A

POST-CRASH RESPONSE

National law on universal access to emergency care	-§	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	-§	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	N/A
National good Samaritan law	-§	N/A
National emergency care access number	National, single number	=
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	↻
National road safety strategy ²	Yes	↻
Fatality reduction target (year)	46% (2030)	↻
Non fatal reduction target (year)	50% (2030)	N/A
Funding to implement strategy	Not funded	↻
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	6	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A

Strong
 Moderate
 Weak/None

↑ Increase
 ↓ Decrease
 = No change
 ↻ Change
 ↗ Advancement

⊖ None or unknown
 — Not provided
 N/A Not applicable

ⓔ Evolution since 2010 or closest year possible

Note: BAC: blood alcohol concentration; CI: confidence interval; EU: European Union; GSRRS: Global status report on road safety series; N/A: not applicable; UN: United Nations

ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles²		=
National law setting a speed limit	Yes	=
Maximum urban speed limit	50 km/h	=
Maximum rural speed limit	80 km/h	=
Maximum motorway speed limit	100 km/h	=
Local authorities can modify limits	Yes	=
Presence of targets to reduce speeds nationally (year) ²	No	N/A
Available types of enforcement	Manual	=
Legislation on drink driving²		=
National law on drink-driving	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	↻
Presence of targets to reduce driving after drinking nationally (year) ²	National (2026)	N/A
Testing carried out in case of fatal crash	Some (not all) drivers are tested	↗
Legislation on drug driving	Yes	=
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use ²	Hand held	=
Presence of targets to reduce distracted driving nationally (year) ²	-	N/A
Legislation on helmets for motorcycle riders²		=
National motorcycle helmet law	Yes	=
Legislation requires helmet fastening	No	=
Legislation applies to:	Drivers and Passengers	↻
Legislation applies to all road types	Yes	=
Legislation applies to all engine types	Yes	=
Legislation refers to and/or specifies helmet standard ²	Yes†	=
Presence of targets to increase helmet use (year)	No	N/A
Helmet wearing rate ² (Driver; Passenger)	100%	↓
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants²		=
National seat-belt law	Yes	=
Legislation applies to front and rear seat occupants	Yes	=
Presence of targets to increase seat belt use (year) ²	Yes, national (2026)	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	97%; 97%	↓
Legislation on child restraint systems²		=
National child restraints use law	Yes	=
Children seated in front seat	Yes	=
Age or height specified for children requiring child restraint	135 cm	=
Child restraint standard referred to and/or specified	Yes†	=
Presence of targets to increase child safety restraint use (year)	Yes, national (2026)	N/A

NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1	=
Frequency and distribution of journeys by modal type	No	N/A
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	No	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	No	N/A
Mobile phone use while driving ²	No	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

Poland

Population:
38 307 726

Income group:
High income

WHO Region:
European Region

GSRRS participation:
2009, 2013, 2015, 2018, 2023

BURDEN

Reported fatalities (year)	2 245 (2021)	↓
Reported fatalities sex distribution (Male; Female)	76%; 24%	N/A
Reported fatalities user distribution ¹	53%; 12%; 24%; 8%; 3%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	2 474 (95% CI 2 303 - 2 645) (2021)	↓
WHO estimated rate per 100 000 population (year)	6.5 (2021)	↓

SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	315 512 (2021)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	Yes	=
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	Yes (2030)	N/A
Investments to upgrade high risk locations	Yes	N/A

SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	34 030 267 [88 834.0] (2021)	↑
Four-wheel vehicles	25 869 804	↑
Powered 2- and 3-wheelers	3 169 014	↑
Heavy trucks	535 346	↓
Buses	126 547	↑
Other	-	N/A
Legislation on periodic vehicle technical inspection ²	Yes†	N/A
National laws on front and side impact protection	Yes†‡	N/A
National laws on seat-belt and seat-belt anchorages	Yes†‡	N/A
National law on electronic stability control	Yes†‡	N/A
National law on pedestrian protection	Yes†‡	N/A
National law on anti-lock braking systems	Yes†‡	N/A
Government vehicle procurement practices include safety prerequisites	-	N/A
Presence of high-quality safety standards for used-vehicle imports ²	-	N/A

POST-CRASH RESPONSE

National law on universal access to emergency care	-§	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§	N/A
National good Samaritan law	-§	N/A
National emergency care access number	-	N/A
National target for time between serious crash and initial provision of professional emergency care (year)	(2030)	N/A

INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	-	N/A
National road safety strategy ²	Yes	=
Fatality reduction target (year)	50% (2030)	↻
Non fatal reduction target (year)	50% (2030)	N/A
Funding to implement strategy	Yes, partially funded	↻
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers ²	-‡§	N/A
Adherence to one or more of the 7 UN road safety conventions ²	6	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	-	N/A

● Strong ● Moderate ● Weak/None
↑ Increase ↓ Decrease = No change ↻ Change ↗ Advancement
⊖ None or unknown — Not provided N/A Not applicable
Ⓜ Evolution since 2010 or closest year possible

Note: BAC: blood alcohol concentration; CI: confidence interval; EU: European Union; GSRRS: Global status report on road safety series; N/A: not applicable; UN: United Nations

ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles²		=
National law setting a speed limit	Yes	=
Maximum urban speed limit	50 km/h	=
Maximum rural speed limit	90 km/h	=
Maximum motorway speed limit	140 km/h	=
Local authorities can modify limits	Yes	=
Presence of targets to reduce speeds nationally (year) ²	National (2030)	N/A
Available types of enforcement	Manual	↗
Legislation on drink driving²		=
National law on drink-driving	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	↗
Presence of targets to reduce driving after drinking nationally (year) ²	National (2030)	N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested	↗
Legislation on drug driving	Yes	=
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use ²	Hand held	=
Presence of targets to reduce distracted driving nationally (year) ²	National (2030)	N/A
Legislation on helmets for motorcycle riders²		=
National motorcycle helmet law	Yes	=
Legislation requires helmet fastening	Yes	=
Legislation applies to:	Drivers and Passengers	↻
Legislation applies to all road types	Yes	=
Legislation applies to all engine types	No	=
Legislation refers to and/or specifies helmet standard ²	Yes†‡	=
Presence of targets to increase helmet use (year)	Yes, national (2030)	N/A
Helmet wearing rate ² (Driver; Passenger)	99%; 97%	↓
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants²		=
National seat-belt law	Yes	=
Legislation applies to front and rear seat occupants	Yes	=
Presence of targets to increase seat belt use (year) ²	Yes, national (2030)	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	95%; 96%	N/A
Legislation on child restraint systems²		↗
National child restraints use law	Yes	=
Children seated in front seat	Yes	=
Age or height specified for children requiring child restraint	135 cm	=
Child restraint standard referred to and/or specified	Yes†‡	=
Presence of targets to increase child safety restraint use (year)	Yes, national (2030)	N/A

NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1	=
Frequency and distribution of journeys by modal type	-	N/A
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	Yes	N/A

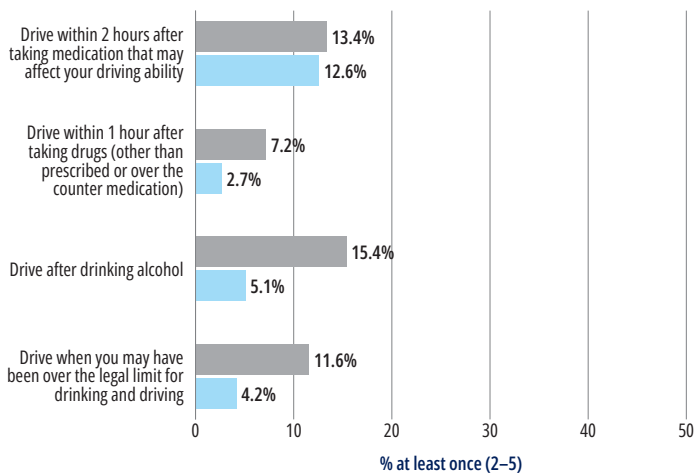
1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown
 2 UN voluntary target indicator
 * Alcohol consumption prohibited in country
 † Country adheres to corresponding UN or equivalent international safety regulation
 ‡ Corresponding EU regulation mandatory for country
 § Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

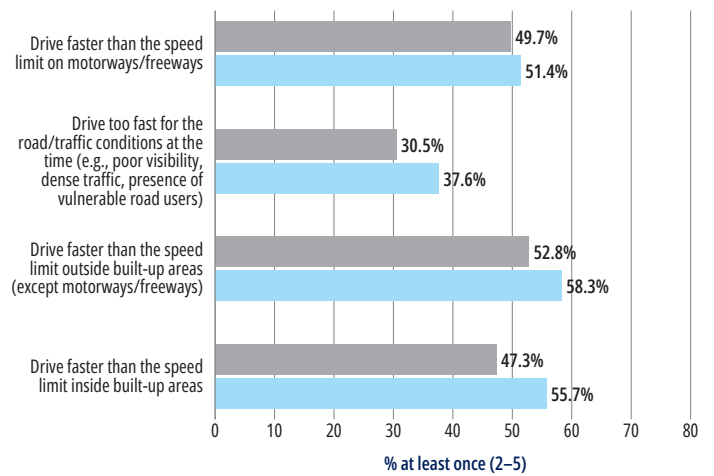
SELF-DECLARED BEHAVIOUR

Over the last 30 days, how often did you ...? (5-point scale from 1=never to 5=(almost) always)

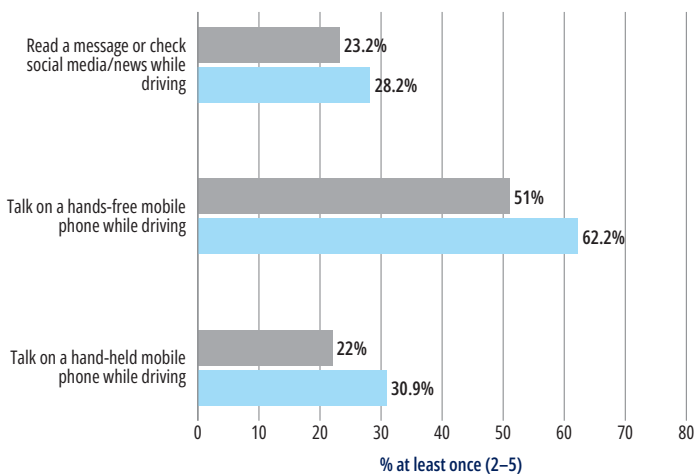
DUI as a car driver



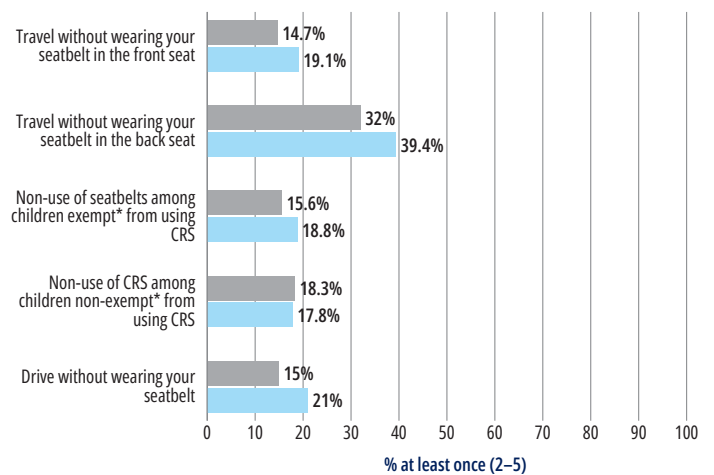
Speeding as a car driver



Distraction & fatigue as a car driver



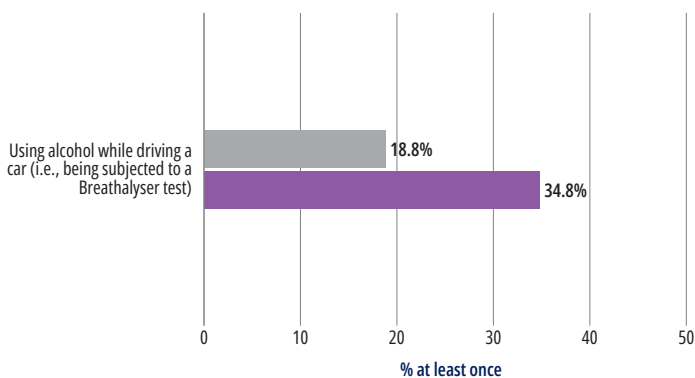
Seat belt use in a passenger car



* specified based on national regulation; CRS = Child Restraint System

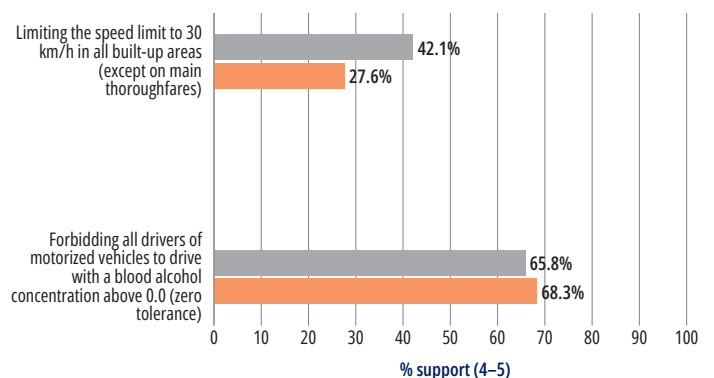
ENFORCEMENT

In the past 12 months, how many times have you been checked by the police for ...? (7-point scale from 1 = very unlikely to 7 = very likely)



SUPPORT OF POLICY MEASURE

Do you oppose or support a legal obligation ...? (5-point scale from 1=oppose to 5=support)



Portugal

Population:
10 290 103 ↓

Income group:
High income —

WHO Region:
European Region

GSRRS participation:
2009, 2013, 2015, 2018, 2023

BURDEN

Reported fatalities (year)	561 (2021)	↓
Reported fatalities sex distribution (Male; Female)	79%; 21%	N/A
Reported fatalities user distribution ¹	37%; 25%; 18%; 6%; 14%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	736 (95% CI 698 - 775) (2021)	↓
WHO estimated rate per 100 000 population (year)	7.2 (2021)	↓

SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	26 506 (2021)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	–	N/A
National law requiring a formal road safety inspection/assessment	No	N/A
Target for roads to meet technical safety standards for all users (year)	Yes (2030)	N/A
Investments to upgrade high risk locations	Yes	↗

SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	7 370 801 [71 630.0] (2021)	↑
Four-wheel vehicles	5 410 000	↓
Powered 2- and 3-wheelers	521 000	↑
Heavy trucks	135 000	↓
Buses	17 300	↓
Other	–	N/A
Legislation on periodic vehicle technical inspection ²	Yes†	N/A
National laws on front and side impact protection	Yes†‡	N/A
National laws on seat-belt and seat-belt anchorages	Yes†‡	N/A
National law on electronic stability control	Yes†‡	N/A
National law on pedestrian protection	Yes†‡	N/A
National law on anti-lock braking systems	Yes†‡	N/A
Government vehicle procurement practices include safety prerequisites	–	N/A
Presence of high-quality safety standards for used-vehicle imports ²	Yes	N/A

POST-CRASH RESPONSE

National law on universal access to emergency care	–§	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	–§	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	–§	N/A
National good Samaritan law	–§	N/A
National emergency care access number	National, single number	=
National target for time between serious crash and initial provision of professional emergency care (year)	(2030)	N/A

INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	↻
National road safety strategy ²	No	=
Fatality reduction target (year)	50% (2030)	↻
Non fatal reduction target (year)	50% (2030)	N/A
Funding to implement strategy	–	N/A
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers ²	Yes‡	N/A
Adherence to one or more of the 7 UN road safety conventions ²	6	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A

Strong
 Moderate
 Weak/None

↑ Increase
 ↓ Decrease
 = No change
 ↻ Change
 ↗ Advancement

⊖ None or unknown
 — Not provided
 N/A Not applicable

ⓔ Evolution since 2010 or closest year possible

Note: BAC: blood alcohol concentration; CI: confidence interval; EU: European Union; GSRRS: Global status report on road safety series; N/A: not applicable; UN: United Nations

ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles²		↗
National law setting a speed limit	Yes	=
Maximum urban speed limit	50 km/h	=
Maximum rural speed limit	90 km/h	=
Maximum motorway speed limit	120 km/h	=
Local authorities can modify limits	Yes	N/A
Presence of targets to reduce speeds nationally (year) ²	National (2030)	N/A
Available types of enforcement	Manual	↗
Legislation on drink driving²		=
National law on drink-driving	Yes	=
BAC limit – general population	≤ 0.05 g/dl	=
BAC limit – young or novice drivers	≤ 0.02 g/dl	=
Random breath testing carried out	Yes	↗
Presence of targets to reduce driving after drinking nationally (year) ²	National (2030)	N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested	↗
Legislation on drug driving	Yes	=
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use ²	Hand held	=
Presence of targets to reduce distracted driving nationally (year) ²	National (2030)	N/A
Legislation on helmets for motorcycle riders²		=
National motorcycle helmet law	Yes	=
Legislation requires helmet fastening	Yes	=
Legislation applies to:	Drivers and Passengers	↻
Legislation applies to all road types	Yes	=
Legislation applies to all engine types	No	=
Legislation refers to and/or specifies helmet standard ²	Yes†‡	=
Presence of targets to increase helmet use (year)	Yes, national (2030)	N/A
Helmet wearing rate ² (Driver; Passenger)	100%; 99%	N/A
Minimum age/height children are allowed as passengers	Yes (7 y)	N/A
Legislation on seat-belts for motor vehicle occupants²		=
National seat-belt law	Yes	=
Legislation applies to front and rear seat occupants	Yes	=
Presence of targets to increase seat belt use (year) ²	Yes, national (2030)	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	99%; 98%; 78%	N/A
Legislation on child restraint systems²		=
National child restraints use law	Yes	=
Children seated in front seat	Yes	=
Age or height specified for children requiring child restraint	12 y / 135 cm	=
Child restraint standard referred to and/or specified	Yes†‡	=
Presence of targets to increase child safety restraint use (year)	Yes, national (2030)	N/A

NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1	=
Frequency and distribution of journeys by modal type	No	N/A
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	Yes	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown
 2 UN voluntary target indicator
 * Alcohol consumption prohibited in country
 † Country adheres to corresponding UN or equivalent international safety regulation
 ‡ Corresponding EU regulation mandatory for country
 § Not validated

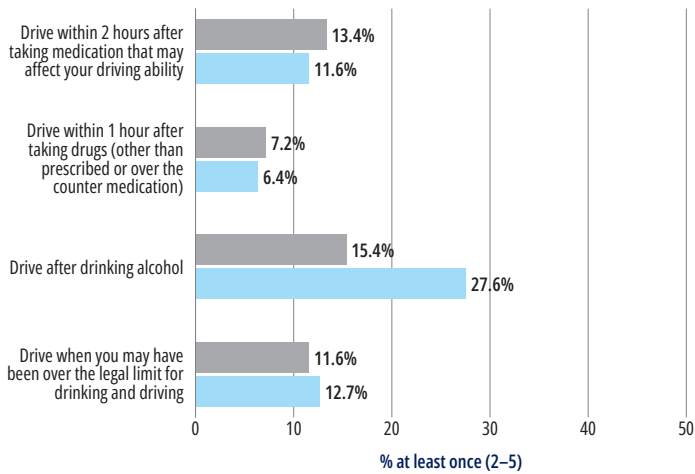
Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

Portugal

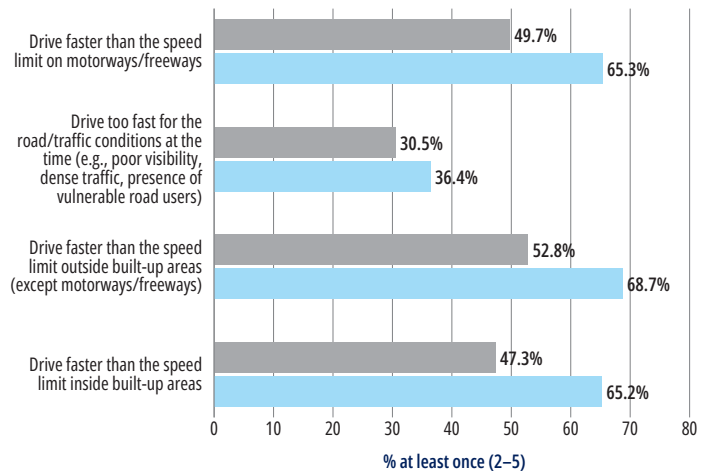
SELF-DECLARED BEHAVIOUR

Over the last 30 days, how often did you ...? (5-point scale from 1=never to 5=(almost) always)

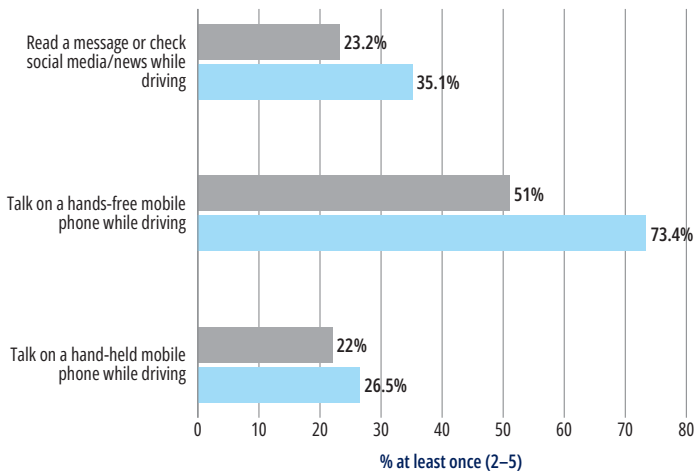
DUI as a car driver



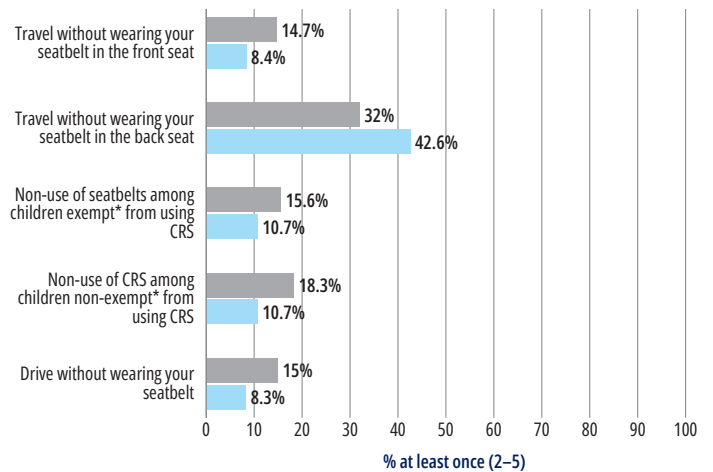
Speeding as a car driver



Distraction & fatigue as a car driver



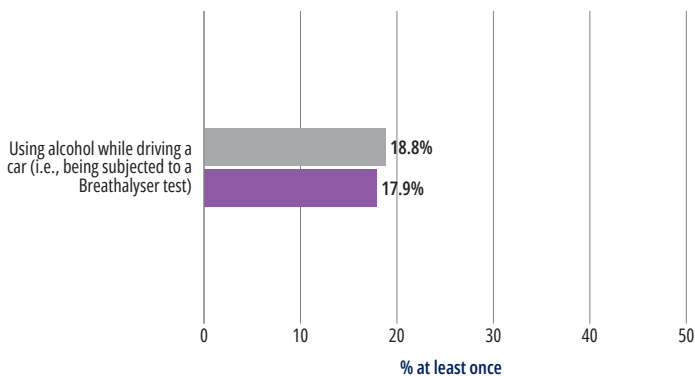
Seat belt use in a passenger car



* specified based on national regulation; CRS = Child Restraint System

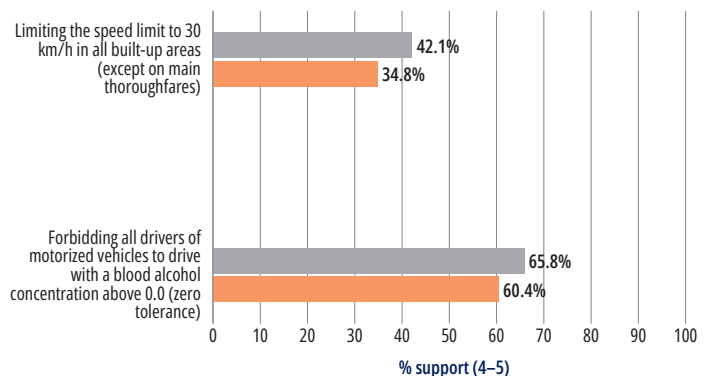
ENFORCEMENT

In the past 12 months, how many times have you been checked by the police for ...? (7-point scale from 1 = very unlikely to 7 = very likely)



SUPPORT OF POLICY MEASURE

Do you oppose or support a legal obligation ...? (5-point scale from 1=oppose to 5=support)



Republic of Moldova

Population:
3 061 506 ↓

Income group:
Upper middle income ↑

WHO Region:
European Region

GSRRS participation:
2009, 2013, 2015, 2018, 2023

BURDEN

Reported fatalities (year)	257 (2021)	↓
Reported fatalities sex distribution (Male; Female)	75%; 25%	N/A
Reported fatalities user distribution ¹	43%; 11%; 34%; 6%; 7%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	278 (95% CI 264 - 293) (2021)	↓
WHO estimated rate per 100 000 population (year)	9.1 (2021)	↓

SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	6 406 (2021)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	Yes	↻
National law requiring a formal road safety inspection/assessment	No	N/A
Target for roads to meet technical safety standards for all users (year)	Yes	N/A
Investments to upgrade high risk locations	No	=

SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	928 832 [30 339.1] (2021)	↑
Four-wheel vehicles	716 906	↑
Powered 2- and 3-wheelers	-	N/A
Heavy trucks	190 850	↑
Buses	21 076	=
Other	71 372	↑
Legislation on periodic vehicle technical inspection ²	-†	N/A
National laws on front and side impact protection	-‡	N/A
National laws on seat-belt and seat-belt anchorages	-‡	N/A
National law on electronic stability control	-‡	N/A
National law on pedestrian protection	-‡	N/A
National law on anti-lock braking systems	-‡	N/A
Government vehicle procurement practices include safety prerequisites	-	N/A
Presence of high-quality safety standards for used-vehicle imports ²	Yes	N/A

POST-CRASH RESPONSE

National law on universal access to emergency care	-§	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	-§	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§	N/A
National good Samaritan law	-§	N/A
National emergency care access number	-	N/A
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	-	N/A
National road safety strategy ²	No	=
Fatality reduction target (year)	-	N/A
Non fatal reduction target (year)	-	N/A
Funding to implement strategy	-	N/A
National law mandating third-party liability insurance for powered vehicles	-§	N/A
National law on driving time and rest periods for professional drivers ²	-§	N/A
Adherence to one or more of the 7 UN road safety conventions ²	6	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	↗
Presence of agencies that coordinate pre-hospital and emergency medical services ²	-	N/A

● Strong ● Moderate ● Weak/None
↑ Increase ↓ Decrease = No change ↻ Change ↗ Advancement
⊖ None or unknown - Not provided N/A Not applicable
Ⓜ Evolution since 2010 or closest year possible

Note: BAC: blood alcohol concentration; CI: confidence interval; EU: European Union; GSRRS: Global status report on road safety series; N/A: not applicable; UN: United Nations

ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles²	●	=
National law setting a speed limit	Yes	=
Maximum urban speed limit	50 km/h	=
Maximum rural speed limit	110 km/h	=
Maximum motorway speed limit	110 km/h	=
Local authorities can modify limits	No	N/A
Presence of targets to reduce speeds nationally (year) ²	Subnational	N/A
Available types of enforcement	Manual	=
Legislation on drink driving²	●	=
National law on drink-driving	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	↻
Presence of targets to reduce drinking after drinking nationally (year) ²	National	N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested	↻
Legislation on drug driving	Yes	=
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use ²	Hand held	=
Presence of targets to reduce distracted driving nationally (year) ²	-	N/A
Legislation on helmets for motorcycle riders²	●	=
National motorcycle helmet law	Yes	=
Legislation requires helmet fastening	Yes	=
Legislation applies to:	Drivers and Passengers	↻
Legislation applies to all road types	Yes	=
Legislation applies to all engine types	Yes	=
Legislation refers to and/or specifies helmet standard ²	No†	=
Presence of targets to increase helmet use (year)	Yes, national	N/A
Helmet wearing rate ² (Driver; Passenger)	92%	N/A
Minimum age/height children are allowed as passengers	Yes (12 y)	N/A
Legislation on seat-belts for motor vehicle occupants²	●	=
National seat-belt law	Yes	=
Legislation applies to front and rear seat occupants	Yes	=
Presence of targets to increase seat belt use (year) ²	Yes, national	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	98%	↑
Legislation on child restraint systems²	●	=
National child restraints use law	Yes	=
Children seated in front seat	Yes	=
Age or height specified for children requiring child restraint	-	=
Child restraint standard referred to and/or specified	No†	=
Presence of targets to increase child safety restraint use (year)	-	N/A

NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1	=
Frequency and distribution of journeys by modal type	No	N/A
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	Yes	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist, O=Other & Unknown
 2 UN voluntary target indicator
 * Alcohol consumption prohibited in country
 † Country adheres to corresponding UN or equivalent international safety regulation
 ‡ Corresponding EU regulation mandatory for country
 § Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

Russian Federation

Population:
145 102 755

Income group:
Upper middle income

WHO Region:
European Region

GSRRS participation:
2009, 2013, 2015, 2018, 2023

BURDEN

Reported fatalities (year)	14 874 (2021)	↓
Reported fatalities sex distribution (Male; Female)	75%; 25%	N/A
Reported fatalities user distribution ¹	59%; 6%; 26%; 2%; 6%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	15 335 (95% CI 14 020 - 16 650) (2021)	↓
WHO estimated rate per 100 000 population (year)	10.6 (2021)	↓

SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	2 089 070 (2021)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	Yes	↻
National law requiring a formal road safety inspection/assessment	No	N/A
Target for roads to meet technical safety standards for all users (year)	(2024)	N/A
Investments to upgrade high risk locations	Yes	=

SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	60 141 889 [41 447.8] (2021)	↑
Four-wheel vehicles	50 304 104	↑
Powered 2- and 3-wheelers	2 329 852	↓
Heavy trucks	3 250 646	↓
Buses	843 855	↓
Other	3 899 140	N/A
Legislation on periodic vehicle technical inspection ²	Yes†	N/A
National laws on front and side impact protection	Yes†	N/A
National laws on seat-belt and seat-belt anchorages	Yes†	N/A
National law on electronic stability control	Yes†	N/A
National law on pedestrian protection	Yes†	N/A
National law on anti-lock braking systems	Yes†	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports ²	Yes	N/A

POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	Yes	N/A
National good Samaritan law	–‡	N/A
National emergency care access number	National, multiple numbers	↻
National target for time between serious crash and initial provision of professional emergency care (year)	–	N/A

INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	↗
National road safety strategy ²	Yes	=
Fatality reduction target (year)	60% (2024)	↻
Non fatal reduction target (year)	–	N/A
Funding to implement strategy	Yes, fully funded	↻
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	7	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A

	Strong		Moderate		Weak/None
↑	Increase	↓	Decrease	=	No change
↻	Change	↗	↘	↻	Change
⊖	None or unknown	–	–	–	Not provided
Ⓜ	Evolution since 2010 or closest year possible	N/A	N/A	N/A	Not applicable

Note: BAC: blood alcohol concentration; CI: confidence interval; EU: European Union; GSRRS: Global status report on road safety series; N/A: not applicable; UN: United Nations

ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles²		=
National law setting a speed limit	Yes	=
Maximum urban speed limit	60 km/h	=
Maximum rural speed limit	90 km/h	=
Maximum motorway speed limit	110 km/h	=
Local authorities can modify limits	Yes	=
Presence of targets to reduce speeds nationally (year) ²	No	N/A
Available types of enforcement	Automatic	=
Legislation on drink driving²		=
National law on drink-driving	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	↻
Presence of targets to reduce driving after drinking nationally (year) ²	No	N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested	↗
Legislation on drug driving	Yes	=
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use ²	Hand held	=
Presence of targets to reduce distracted driving nationally (year) ²	No	N/A
Legislation on helmets for motorcycle riders²		↗
National motorcycle helmet law	Yes	=
Legislation requires helmet fastening	Yes	=
Legislation applies to:	Drivers and Passengers	↻
Legislation applies to all road types	Yes	=
Legislation applies to all engine types	Yes	=
Legislation refers to and/or specifies helmet standard ²	Yes†	=
Presence of targets to increase helmet use (year)	No	N/A
Helmet wearing rate ² (Driver; Passenger)	71%; 57%	N/A
Minimum age/height children are allowed as passengers	Yes (12 y)	N/A
Legislation on seat-belts for motor vehicle occupants²		=
National seat-belt law	Yes	=
Legislation applies to front and rear seat occupants	Yes	=
Presence of targets to increase seat belt use (year) ²	No	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	90%; 79%	N/A
Legislation on child restraint systems²		=
National child restraints use law	Yes	=
Children seated in front seat	Yes	=
Age or height specified for children requiring child restraint	7 y	=
Child restraint standard referred to and/or specified	Yes†	=
Presence of targets to increase child safety restraint use (year)	No	N/A

NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1	=
Frequency and distribution of journeys by modal type	Partially	N/A
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3- wheeler helmet use ²	–	N/A
Mobile phone use while driving ²	Yes	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown
 2 UN voluntary target indicator
 * Alcohol consumption prohibited in country
 † Country adheres to corresponding UN or equivalent international safety regulation
 ‡ Corresponding EU regulation mandatory for country
 § Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

Serbia

Population:
7 296 769 ↓

Income group:
Upper middle income ↑

WHO Region:
European Region

GSRRS participation:
2009, 2013, 2015, 2018, 2023

BURDEN

Reported fatalities (year)	521 (2021)	↓
Reported fatalities sex distribution (Male; Female)	78%; 22%	N/A
Reported fatalities user distribution ¹	44%; 9%; 28%; 9%; 10%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	537 (95% CI 510 - 564) (2021)	↓
WHO estimated rate per 100 000 population (year)	7.4 (2021)	↓

SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	14 463 (2022)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them ²	Yes [†]	N/A
Presence of systematic approaches to assess/audit new roads ²	Yes	↻
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	-	N/A
Investments to upgrade high risk locations	Yes	N/A

SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	2 373 492 [32 528.0] (2021)	↑
Four-wheel vehicles	-	N/A
Powered 2- and 3-wheelers	84 747	↑
Heavy trucks	-	N/A
Buses	10 446	↑
Other	-	N/A
Legislation on periodic vehicle technical inspection ²	Yes	N/A
National laws on front and side impact protection	-	N/A
National laws on seat-belt and seat-belt anchorages	- [†]	N/A
National law on electronic stability control	- [†]	N/A
National law on pedestrian protection	- [†]	N/A
National law on anti-lock braking systems	- [†]	N/A
Government vehicle procurement practices include safety prerequisites	No	N/A
Presence of high-quality safety standards for used-vehicle imports ²	Yes	N/A

POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	- [‡]	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	N/A
National good Samaritan law	- [‡]	N/A
National emergency care access number	National, single number	N/A
National target for time between serious crash and initial provision of professional emergency care (year)	8/15mn in urban/rural area (2030)	N/A

INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	↗
National road safety strategy ²	Yes	=
Fatality reduction target (year)	50% (2030)	↻
Non fatal reduction target (year)	50% (2030)	N/A
Funding to implement strategy	Yes, partially funded	↻
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers ²	- [‡]	N/A
Adherence to one or more of the 7 UN road safety conventions ²	5	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	-	N/A

Strong
 Moderate
 Weak/None

↑ Increase
 ↓ Decrease
 = No change
 ↻ Change
 ↗ Advancement

⊖ None or unknown
 — Not provided
 N/A Not applicable

ⓔ Evolution since 2010 or closest year possible

Note: BAC: blood alcohol concentration; CI: confidence interval; EU: European Union; GSRRS: Global status report on road safety series; N/A: not applicable; UN: United Nations

ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles²		=
National law setting a speed limit	Yes	=
Maximum urban speed limit	50 km/h	=
Maximum rural speed limit	100 km/h	=
Maximum motorway speed limit	120 km/h	=
Local authorities can modify limits	Yes	=
Presence of targets to reduce speeds nationally (year) ²	No	N/A
Available types of enforcement	Manual	↗
Legislation on drink driving²		=
National law on drink-driving	Yes	=
BAC limit – general population	≤ 0.03 g/dl	=
BAC limit – young or novice drivers	-	=
Random breath testing carried out	Yes	↻
Presence of targets to reduce driving after drinking nationally (year) ²	National (2030)	N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested	↗
Legislation on drug driving	Yes	=
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use ²	Hand held	=
Presence of targets to reduce distracted driving nationally (year) ²	National (2030)	N/A
Legislation on helmets for motorcycle riders²		=
National motorcycle helmet law	Yes	=
Legislation requires helmet fastening	Yes	=
Legislation applies to:	Drivers and Passengers	↻
Legislation applies to all road types	Yes	=
Legislation applies to all engine types	Yes	=
Legislation refers to and/or specifies helmet standard ²	No [†]	=
Presence of targets to increase helmet use (year)	Yes, national (2030)	N/A
Helmet wearing rate ² (Driver; Passenger)	78%; 76%	N/A
Minimum age/height children are allowed as passengers	Yes (12 y)	N/A
Legislation on seat-belts for motor vehicle occupants²		=
National seat-belt law	Yes	=
Legislation applies to front and rear seat occupants	Yes	=
Presence of targets to increase seat belt use (year) ²	Yes, national	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	98%	N/A
Legislation on child restraint systems²		=
National child restraints use law	Yes	=
Children seated in front seat	Yes	=
Age or height specified for children requiring child restraint	-	=
Child restraint standard referred to and/or specified	Yes [†]	=
Presence of targets to increase child safety restraint use (year)	Yes, national (2030)	N/A

NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1	=
Frequency and distribution of journeys by modal type	-	N/A
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	Yes	N/A

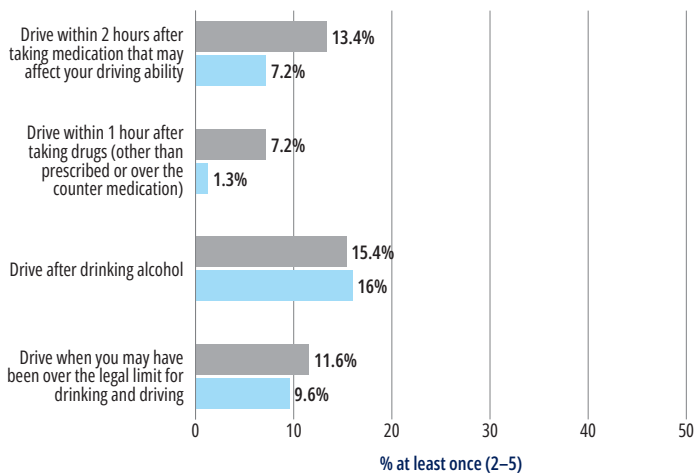
1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist, O=Other & Unknown
 2 UN voluntary target indicator
 * Alcohol consumption prohibited in country
 † Country adheres to corresponding UN or equivalent international safety regulation
 ‡ Corresponding EU regulation mandatory for country
 § Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

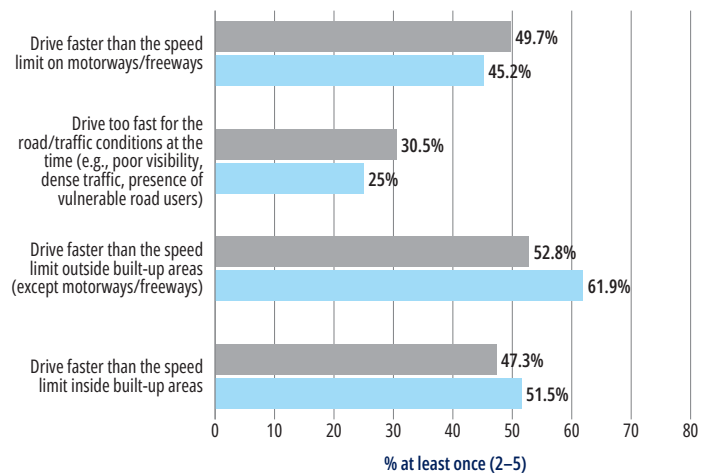
SELF-DECLARED BEHAVIOUR

Over the last 30 days, how often did you ...? (5-point scale from 1=never to 5=(almost) always)

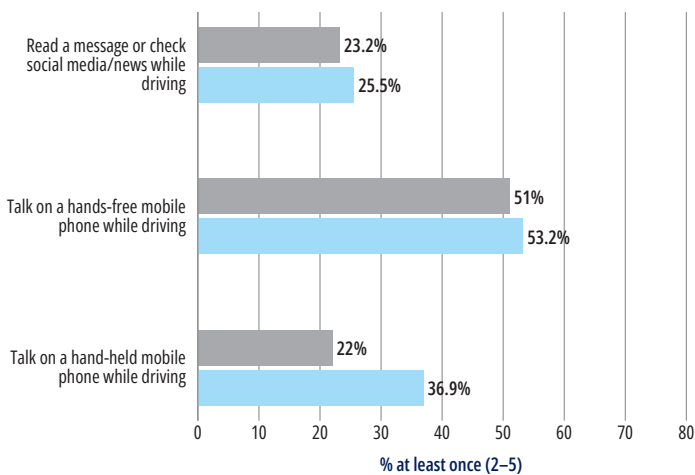
DUI as a car driver



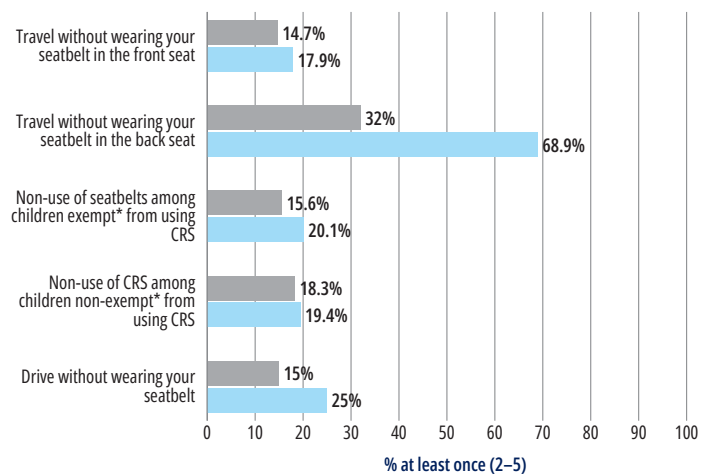
Speeding as a car driver



Distraction & fatigue as a car driver



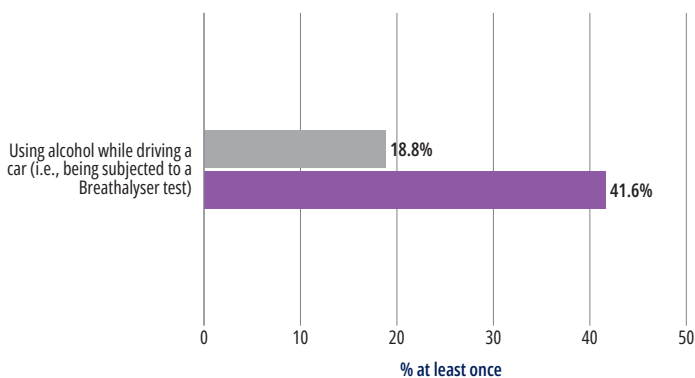
Seat belt use in a passenger car



* specified based on national regulation; CRS = Child Restraint System

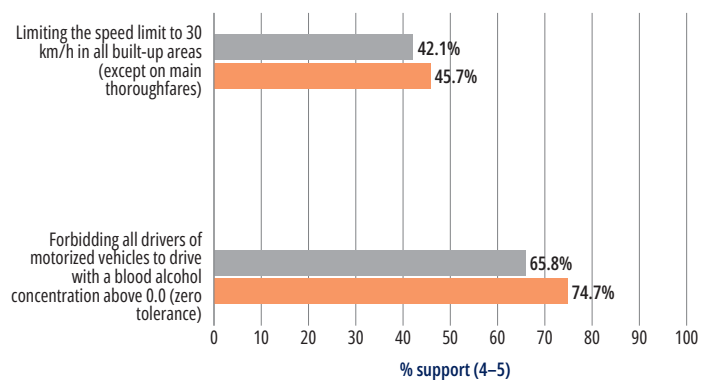
ENFORCEMENT

In the past 12 months, how many times have you been checked by the police for ...? (7-point scale from 1 = very unlikely to 7 = very likely)



SUPPORT OF POLICY MEASURE

Do you oppose or support a legal obligation ...? (5-point scale from 1=oppose to 5=support)



Slovakia

Population:
5 447 622

Income group:
High income

WHO Region:
European Region

GSRRS participation:
2009, 2013, 2015, 2018, 2023

BURDEN

Reported fatalities (year)	226 (2021)	↓
Reported fatalities sex distribution (Male; Female)	-	N/A
Reported fatalities user distribution ¹	50%; 9%; 29%; 8%; 4%	N/A
WHO estimated road traffic fatalities (95% CI)	346 (95% CI 324 - 369) (2021)	↓
WHO estimated rate per 100 000 population (year)	6.4 (2021)	↓

SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	18 158 (2022)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them ²	-†	N/A
Presence of systematic approaches to assess/audit new roads ²	-	N/A
National law requiring a formal road safety inspection/assessment	No	N/A
Target for roads to meet technical safety standards for all users (year)	-	N/A
Investments to upgrade high risk locations	-	N/A

SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	-	N/A
Four-wheel vehicles	-	N/A
Powered 2- and 3-wheelers	-	N/A
Heavy trucks	-	N/A
Buses	-	N/A
Other	-	N/A
Legislation on periodic vehicle technical inspection ²	Yes†	N/A
National laws on front and side impact protection	Yes†‡	N/A
National laws on seat-belt and seat-belt anchorages	Yes†‡	N/A
National law on electronic stability control	Yes†‡	N/A
National law on pedestrian protection	Yes†‡	N/A
National law on anti-lock braking systems	Yes†‡	N/A
Government vehicle procurement practices include safety prerequisites	-	N/A
Presence of high-quality safety standards for used-vehicle imports ²	-	N/A

POST-CRASH RESPONSE

National law on universal access to emergency care	-§	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	-§	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§	N/A
National good Samaritan law	-§	N/A
National emergency care access number	-	N/A
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	No	=
National road safety strategy ²	Yes	↻
Fatality reduction target (year)	50% (2030)	↻
Non fatal reduction target (year)	50% (2030)	N/A
Funding to implement strategy	-	N/A
National law mandating third-party liability insurance for powered vehicles	-§	N/A
National law on driving time and rest periods for professional drivers ²	Yes‡	N/A
Adherence to one or more of the 7 UN road safety conventions ²	7	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	↗
Presence of agencies that coordinate pre-hospital and emergency medical services ²	-	N/A

● Strong ● Moderate ● Weak/None
↑ Increase ↓ Decrease = No change ↻ Change ↗ Advancement
⊖ None or unknown — Not provided N/A Not applicable
Ⓞ Evolution since 2010 or closest year possible

Note: BAC: blood alcohol concentration; CI: confidence interval; EU: European Union; GSRRS: Global status report on road safety series; N/A: not applicable; UN: United Nations

ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles²	●	=
National law setting a speed limit	Yes	=
Maximum urban speed limit	50 km/h	=
Maximum rural speed limit	90 km/h	=
Maximum motorway speed limit	130 km/h	=
Local authorities can modify limits	No	N/A
Presence of targets to reduce speeds nationally (year) ²	No	N/A
Available types of enforcement	Manual	↗
Legislation on drink driving²	●	=
National law on drink-driving	Yes	=
BAC limit – general population	-	=
BAC limit – young or novice drivers	-	=
Random breath testing carried out	Yes	↻
Presence of targets to reduce driving after drinking nationally (year) ²	National (2030)	N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested	↻
Legislation on drug driving	Yes	=
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use ²	Hand held	=
Presence of targets to reduce distracted driving nationally (year) ²	-	N/A
Legislation on helmets for motorcycle riders²	●	=
National motorcycle helmet law	Yes	=
Legislation requires helmet fastening	Yes	=
Legislation applies to:	Drivers and Passengers	↻
Legislation applies to all road types	Yes	=
Legislation applies to all engine types	No	=
Legislation refers to and/or specifies helmet standard ²	No†‡	=
Presence of targets to increase helmet use (year)	-	N/A
Helmet wearing rate ² (Driver; Passenger)	-	N/A
Minimum age/height children are allowed as passengers	Yes (12 y)	N/A
Legislation on seat-belts for motor vehicle occupants²	●	=
National seat-belt law	Yes	=
Legislation applies to front and rear seat occupants	Yes	=
Presence of targets to increase seat belt use (year) ²	Yes, national	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	-	↑
Legislation on child restraint systems²	●	=
National child restraints use law	Yes	=
Children seated in front seat	Yes	=
Age or height specified for children requiring child restraint	150 cm	=
Child restraint standard referred to and/or specified	Yes†‡	=
Presence of targets to increase child safety restraint use (year)	Yes, national	N/A

NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1	=
Frequency and distribution of journeys by modal type	-	N/A
Speeding violations and speeding related injuries and fatalities ²	-	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	-	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	Yes	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown
 2 UN voluntary target indicator
 * Alcohol consumption prohibited in country
 † Country adheres to corresponding UN or equivalent international safety regulation
 ‡ Corresponding EU regulation mandatory for country
 § Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

Slovenia

Population:
2 119 410 ↑

Income group:
High income —

WHO Region:
European Region

GSRRS participation:
2009, 2013, 2015, 2018, 2023

BURDEN

Reported fatalities (year)	114 (2021)	↓
Reported fatalities sex distribution (Male; Female)	82%; 18%	N/A
Reported fatalities user distribution ¹	44%; 31%; 13%; 9%; 4%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	122 (95% CI 114 - 130)(2021)	↓
WHO estimated rate per 100 000 population (year)	5.8 (2021)	↓

SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	19 881 (2021)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	Yes	↻
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	Yes	N/A
Investments to upgrade high risk locations	No	N/A

SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	1 652 951 [77 991.1] (2021)	↑
Four-wheel vehicles	1 202 575	↑
Powered 2- and 3-wheelers	136 708	↑
Heavy trucks	123 658	↑
Buses	2 638	↑
Other	178 663	↑
Legislation on periodic vehicle technical inspection ²	Yes†	N/A
National laws on front and side impact protection	Yes†‡	N/A
National laws on seat-belt and seat-belt anchorages	Yes†‡	N/A
National law on electronic stability control	Yes†‡	N/A
National law on pedestrian protection	Yes†‡	N/A
National law on anti-lock braking systems	Yes†‡	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports ²	Yes	N/A

POST-CRASH RESPONSE

National law on universal access to emergency care	–§	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	N/A
National good Samaritan law	–§	N/A
National emergency care access number	National, multiple numbers	↻
National target for time between serious crash and initial provision of professional emergency care (year)	–	N/A

INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	↻
National road safety strategy ²	Yes	=
Fatality reduction target (year)	50% (2022)	↻
Non fatal reduction target (year)	50% (2022)	N/A
Funding to implement strategy	Yes, partially funded	↻
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers ²	Yes‡	N/A
Adherence to one or more of the 7 UN road safety conventions ²	7	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A

● Strong ● Moderate ● Weak/None
 ↑ Increase ↓ Decrease = No change ↻ Change ↗ Advancement
 ⚪ None or unknown — Not provided N/A Not applicable
 ⓘ Evolution since 2010 or closest year possible

Note: BAC: blood alcohol concentration; CI: confidence interval; EU: European Union; GSRRS: Global status report on road safety series; N/A: not applicable; UN: United Nations

ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles²		=
National law setting a speed limit	Yes	=
Maximum urban speed limit	50 km/h	=
Maximum rural speed limit	90 km/h	=
Maximum motorway speed limit	130 km/h	=
Local authorities can modify limits	No	N/A
Presence of targets to reduce speeds nationally (year) ²	No	N/A
Available types of enforcement	Manual	↗
Legislation on drink driving²		=
National law on drink-driving	Yes	=
BAC limit – general population	≤ 0.05 g/dl	=
BAC limit – young or novice drivers	–	↗
Random breath testing carried out	Yes	↗
Presence of targets to reduce driving after drinking nationally (year) ²	National	N/A
Testing carried out in case of fatal crash	Some (not all) drivers are tested	↗
Legislation on drug driving	Yes	=
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use ²	Hand held	=
Presence of targets to reduce distracted driving nationally (year) ²	National	N/A
Legislation on helmets for motorcycle riders²		=
National motorcycle helmet law	Yes	=
Legislation requires helmet fastening	Yes	=
Legislation applies to:	Drivers and Passengers	↗
Legislation applies to all road types	Yes	=
Legislation applies to all engine types	Yes	=
Legislation refers to and/or specifies helmet standard ²	Yes†‡	=
Presence of targets to increase helmet use (year)	–	N/A
Helmet wearing rate ² (Driver; Passenger)	100%; 100%	N/A
Minimum age/height children are allowed as passengers	Yes (12 y)	N/A
Legislation on seat-belts for motor vehicle occupants²		=
National seat-belt law	Yes	=
Legislation applies to front and rear seat occupants	Yes	=
Presence of targets to increase seat belt use (year) ²	Yes, national (2022)	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	95%; 96; 78%	N/A
Legislation on child restraint systems²		=
National child restraints use law	Yes	=
Children seated in front seat	Yes	=
Age or height specified for children requiring child restraint	3 y / 140 cm	↻
Child restraint standard referred to and/or specified	No†‡	=
Presence of targets to increase child safety restraint use (year)	Yes, national (2022)	N/A

NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1	=
Frequency and distribution of journeys by modal type	Partially	N/A
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	No	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

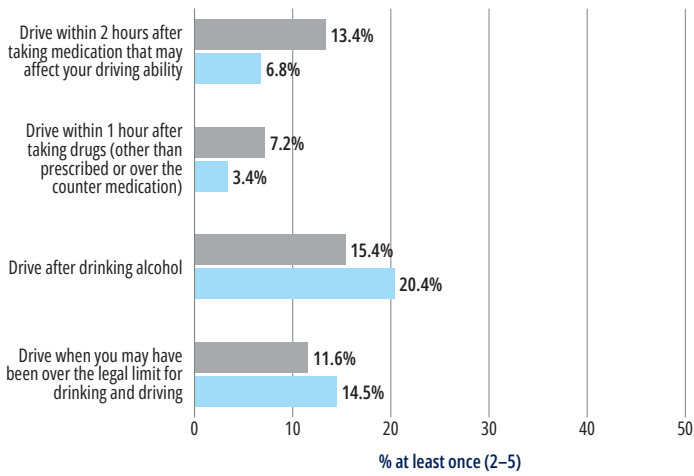
Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

Slovenia

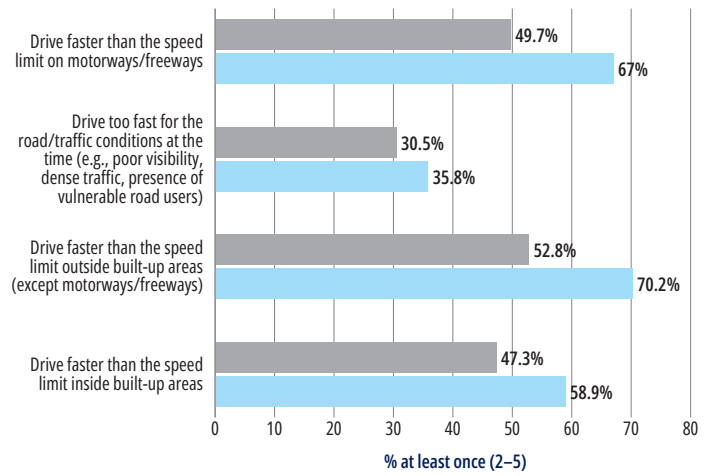
SELF-DECLARED BEHAVIOUR

Over the last 30 days, how often did you ...? (5-point scale from 1=never to 5=(almost) always)

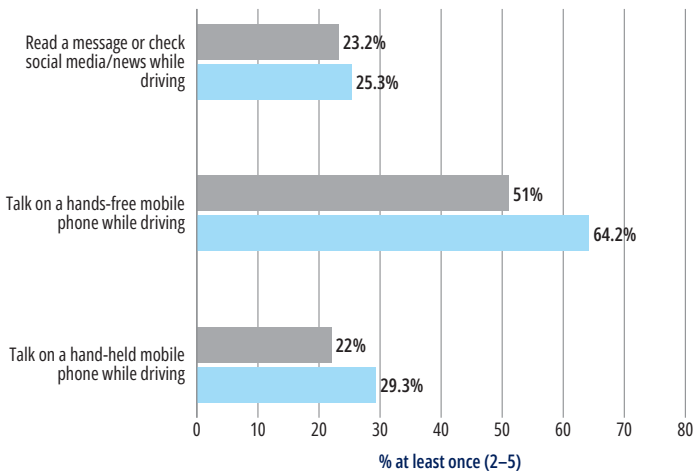
DUI as a car driver



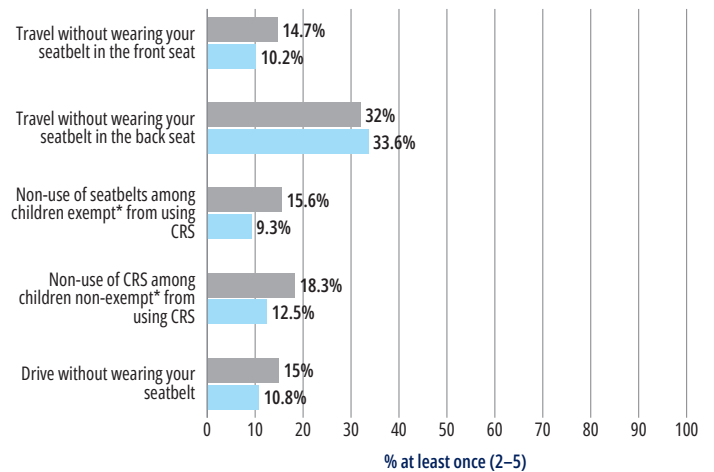
Speeding as a car driver



Distraction & fatigue as a car driver



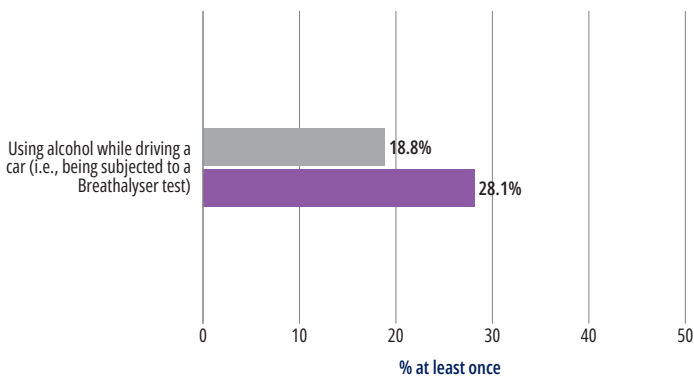
Seat belt use in a passenger car



* specified based on national regulation; CRS = Child Restraint System

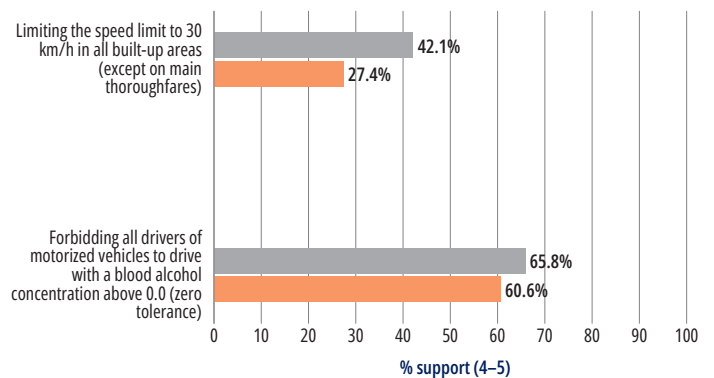
ENFORCEMENT

In the past 12 months, how many times have you been checked by the police for ...? (7-point scale from 1 = very unlikely to 7 = very likely)



SUPPORT OF POLICY MEASURE

Do you oppose or support a legal obligation ...? (5-point scale from 1=oppose to 5=support)



Spain

Population:
47 486 935 ↑

Income group:
High income —

WHO Region:
European Region

GSRRS participation:
2009, 2013, 2015, 2018, 2023

BURDEN

Reported fatalities (year)	1 533 (2021)	↓
Reported fatalities sex distribution (Male; Female)	79%; 21%	N/A
Reported fatalities user distribution ¹	45%; 26%; 20%; 4%; 5%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	1 653 (95% CI 1 576 - 1730) (2021)	↓
WHO estimated rate per 100 000 population (year)	3.5 (2021)	↓

SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	280 266 (2019)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	Yes	↻
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	Yes (2050)	N/A
Investments to upgrade high risk locations	Yes	=

SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	36 534 364 [76 935.6] (2021)	↑
Four-wheel vehicles	29 644 569	↑
Powered 2- and 3-wheelers	5 734 276	↑
Heavy trucks	585 272	↓
Buses	64 447	↑
Other	505 800	↓
Legislation on periodic vehicle technical inspection ²	Yes†	N/A
National laws on front and side impact protection	Yes†‡	N/A
National laws on seat-belt and seat-belt anchorages	Yes†‡	N/A
National law on electronic stability control	Yes†‡	N/A
National law on pedestrian protection	Yes†‡	N/A
National law on anti-lock braking systems	Yes†‡	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports ²	Yes	N/A

POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	N/A
National good Samaritan law	No	N/A
National emergency care access number	National, multiple numbers	↻
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	↻
National road safety strategy ²	Yes	=
Fatality reduction target (year)	50% (2030)	↻
Non fatal reduction target (year)	50% (2030)	N/A
Funding to implement strategy	Yes, partially funded	↻
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers ²	Yes‡	N/A
Adherence to one or more of the 7 UN road safety conventions ²	5	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A

● Strong ● Moderate ● Weak/None
 ↑ Increase ↓ Decrease = No change ↻ Change ↗ Advancement
 ⚪ None or unknown — Not provided N/A Not applicable
 ⓘ Evolution since 2010 or closest year possible

Note: BAC: blood alcohol concentration; CI: confidence interval; EU: European Union; GSRRS: Global status report on road safety series; N/A: not applicable; UN: United Nations

ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles²		=
National law setting a speed limit	Yes	=
Maximum urban speed limit	50 km/h	=
Maximum rural speed limit	90 km/h	=
Maximum motorway speed limit	120 km/h	=
Local authorities can modify limits	No	=
Presence of targets to reduce speeds nationally (year) ²	National	N/A
Available types of enforcement	Manual	=
Legislation on drink driving²		=
National law on drink-driving	Yes	=
BAC limit – general population	≤ 0.05 g/dl	=
BAC limit – young or novice drivers	≤ 0.03 g/dl	=
Random breath testing carried out	Yes	↻
Presence of targets to reduce driving after drinking nationally (year) ²	National	N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested	↻
Legislation on drug driving	Yes	=
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use ²	Hand held	=
Presence of targets to reduce distracted driving nationally (year) ²	National	N/A
Legislation on helmets for motorcycle riders²		=
National motorcycle helmet law	Yes	=
Legislation requires helmet fastening	No	=
Legislation applies to:	Drivers and Passengers	↻
Legislation applies to all road types	Yes	=
Legislation applies to all engine types	Yes	=
Legislation refers to and/or specifies helmet standard ²	Yes†‡	=
Presence of targets to increase helmet use (year)	Yes, national	N/A
Helmet wearing rate ² (Driver; Passenger)	99%; 96%	↓
Minimum age/height children are allowed as passengers	Yes (7 y)	N/A
Legislation on seat-belts for motor vehicle occupants²		=
National seat-belt law	Yes	=
Legislation applies to front and rear seat occupants	Yes	=
Presence of targets to increase seat belt use (year) ²	Yes, national	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	96%; 96; 93%	↓
Legislation on child restraint systems²		=
National child restraints use law	Yes	=
Children seated in front seat	Yes	=
Age or height specified for children requiring child restraint	135 cm	=
Child restraint standard referred to and/or specified	Yes†‡	=
Presence of targets to increase child safety restraint use (year)	Yes, national	N/A

NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1	=
Frequency and distribution of journeys by modal type	Yes	N/A
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	No	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

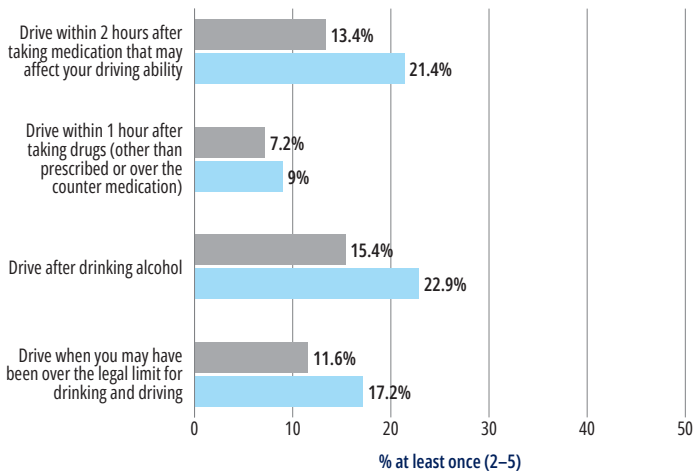
Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

Spain

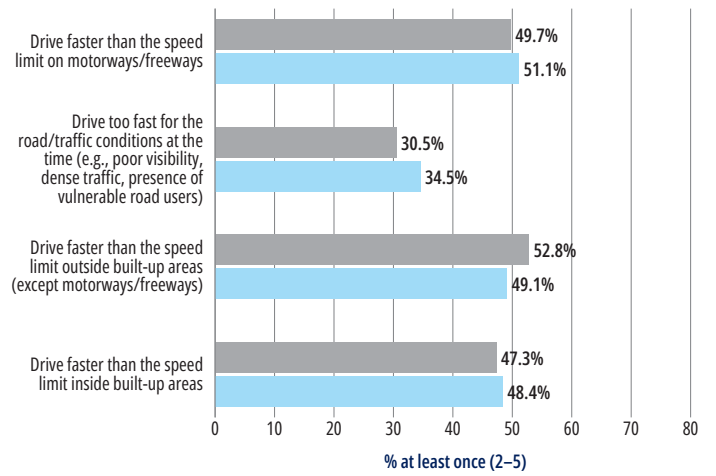
SELF-DECLARED BEHAVIOUR

Over the last 30 days, how often did you ...? (5-point scale from 1=never to 5=(almost) always)

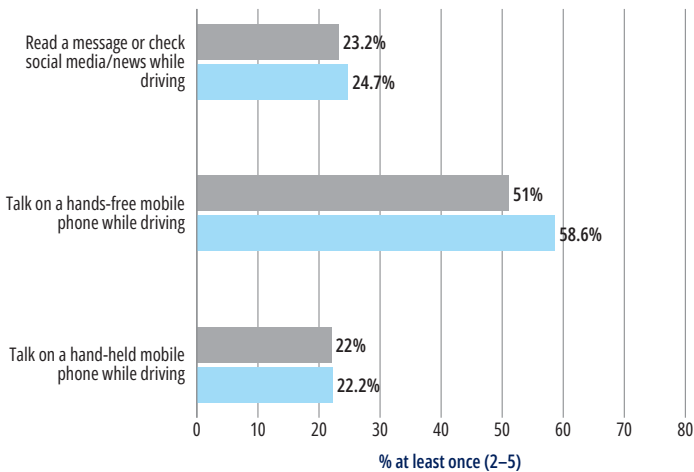
DUI as a car driver



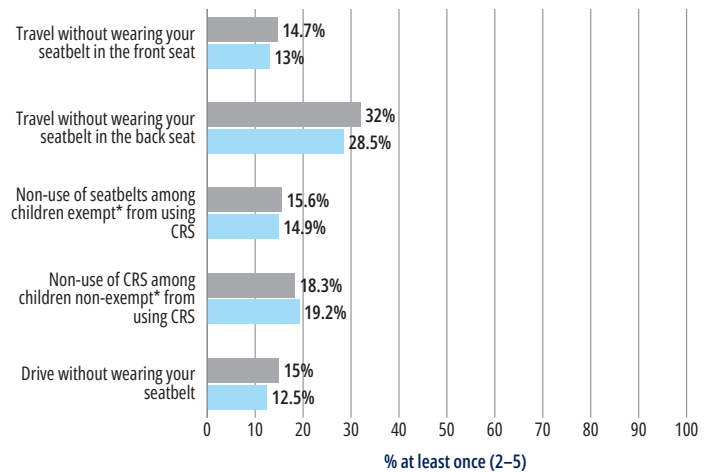
Speeding as a car driver



Distraction & fatigue as a car driver



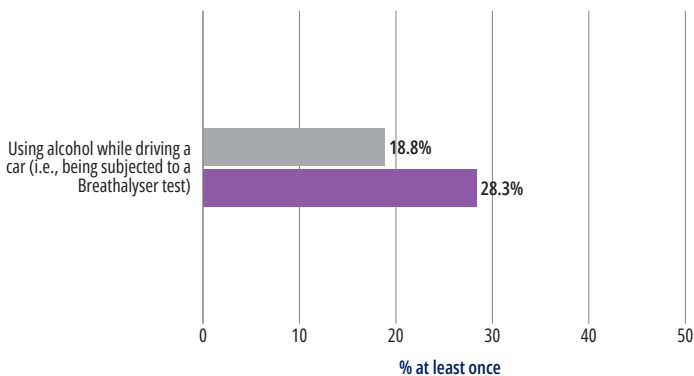
Seat belt use in a passenger car



* specified based on national regulation; CRS = Child Restraint System

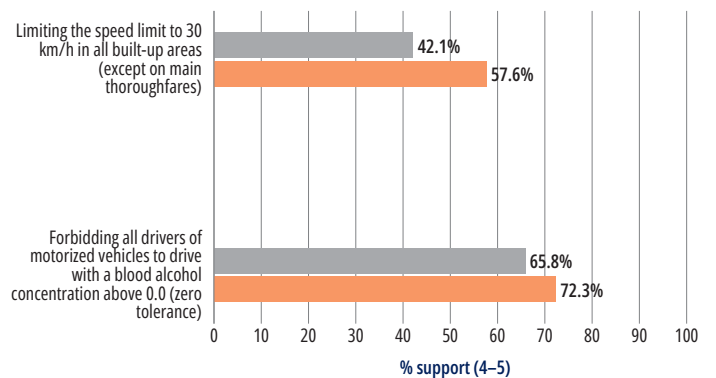
ENFORCEMENT

In the past 12 months, how many times have you been checked by the police for ...? (7-point scale from 1 = very unlikely to 7 = very likely)



SUPPORT OF POLICY MEASURE

Do you oppose or support a legal obligation ...? (5-point scale from 1=oppose to 5=support)



Sweden

Population:
10 467 097 ↑

Income group:
High income —

WHO Region:
European Region

GSRRS participation:
2009, 2013, 2015, 2018, 2023

BURDEN

Reported fatalities (year)	210 (2021)	↓
Reported fatalities sex distribution (Male; Female)	74%; 26%	N/A
Reported fatalities user distribution ¹	56%; 14%; 12%; 10%; 8%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	217 (95% CI 199 - 234) (2021)	↓
WHO estimated rate per 100 000 population (year)	2.1 (2021)	↓

SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	79 900 (2022)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them ²	Yes	N/A
Presence of systematic approaches to assess/audit new roads ²	Yes	↻
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	Yes (2030)	N/A
Investments to upgrade high risk locations	Yes	=

SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	6 584 881 [62 910.3] (2021)	↑
Four-wheel vehicles	4 986 750	↑
Powered 2- and 3-wheelers	415 288	↑
Heavy trucks	85 554	↑
Buses	13 594	↓
Other	1 083 695	↑
Legislation on periodic vehicle technical inspection ²	Yes†	N/A
National laws on front and side impact protection	Yes†‡	N/A
National laws on seat-belt and seat-belt anchorages	Yes†‡	N/A
National law on electronic stability control	Yes†‡	N/A
National law on pedestrian protection	Yes†‡	N/A
National law on anti-lock braking systems	Yes†‡	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports ²	Yes	N/A

POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	Yes	N/A
National good Samaritan law	–	N/A
National emergency care access number	National, single number–	N/A
National target for time between serious crash and initial provision of professional emergency care (year)		N/A

INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	↻
National road safety strategy ²	Yes	↻
Fatality reduction target (year)	50% (2030)	↻
Non fatal reduction target (year)	25% (2030)	N/A
Funding to implement strategy	–	N/A
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers ²	Yes‡	N/A
Adherence to one or more of the 7 UN road safety conventions ²	7	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, subnational	N/A

Strong
 Moderate
 Weak/None

↑ Increase
 ↓ Decrease
 = No change
 ↻ Change
 ↗ Advancement

⊖ None or unknown
 — Not provided
 N/A Not applicable

ⓔ Evolution since 2010 or closest year possible

Note: BAC: blood alcohol concentration; CI: confidence interval; EU: European Union; GSRRS: Global status report on road safety series; N/A: not applicable; UN: United Nations

ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles²		=
National law setting a speed limit	Yes	=
Maximum urban speed limit	50 km/h	=
Maximum rural speed limit	110 km/h	=
Maximum motorway speed limit	120 km/h	=
Local authorities can modify limits	Yes	=
Presence of targets to reduce speeds nationally (year) ²	National (2030)	N/A
Available types of enforcement	Manual	=
Legislation on drink driving²		=
National law on drink-driving	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	↗
Presence of targets to reduce driving after drinking nationally (year) ²	National (2030)	N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested	↗
Legislation on drug driving	Yes	=
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use ²	Hand held; Hand free	↗
Presence of targets to reduce distracted driving nationally (year) ²	No	N/A
Legislation on helmets for motorcycle riders²		=
National motorcycle helmet law	Yes	=
Legislation requires helmet fastening	Yes	=
Legislation applies to:	Drivers and Passengers	↻
Legislation applies to all road types	Yes	=
Legislation applies to all engine types	Yes	=
Legislation refers to and/or specifies helmet standard ²	Yes†‡	=
Presence of targets to increase helmet use (year)	Yes, national (2030)	N/A
Helmet wearing rate ² (Driver; Passenger)	98%	↓
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants²		=
National seat-belt law	Yes	=
Legislation applies to front and rear seat occupants	Yes	=
Presence of targets to increase seat belt use (year) ²	Yes, national (2030)	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	98%; 98; 86%	N/A
Legislation on child restraint systems²		=
National child restraints use law	Yes	=
Children seated in front seat	Yes	=
Age or height specified for children requiring child restraint	135 cm	=
Child restraint standard referred to and/or specified	Yes†‡	=
Presence of targets to increase child safety restraint use (year)	Yes, national (2030)	N/A
NATIONAL DATA SYSTEMS ON...		
Civil Registration and Vital Statistics (2021)	Group 1	=
Frequency and distribution of journeys by modal type	Yes	N/A
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3- wheeler helmet use ²	No	N/A
Mobile phone use while driving ²	No	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown
 2 UN voluntary target indicator
 * Alcohol consumption prohibited in country
 † Country adheres to corresponding UN or equivalent international safety regulation
 ‡ Corresponding EU regulation mandatory for country
 § Not validated

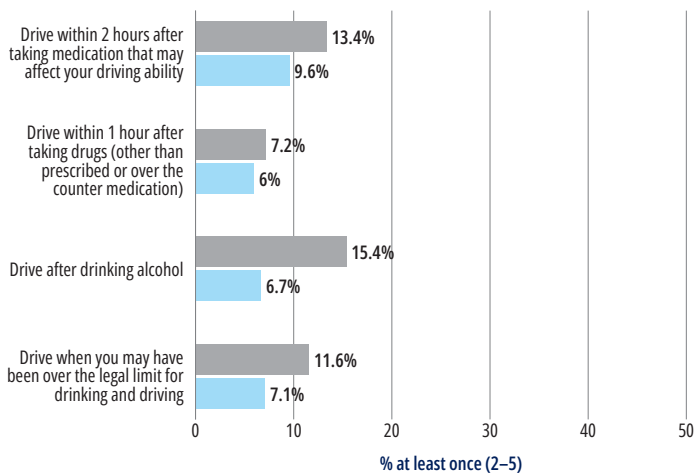
Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

Sweden

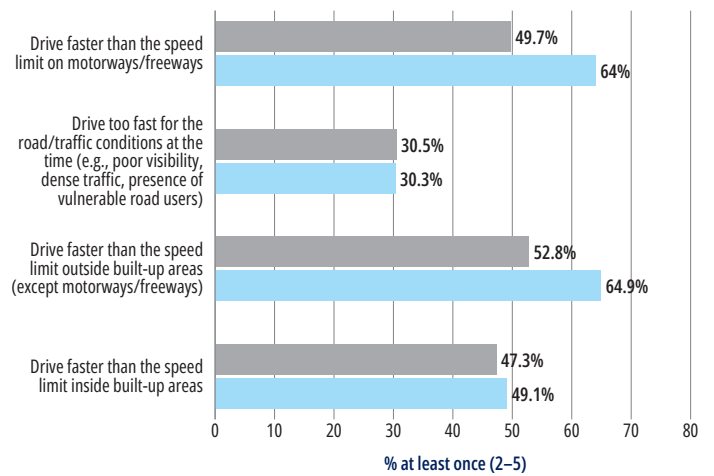
SELF-DECLARED BEHAVIOUR

Over the last 30 days, how often did you ...? (5-point scale from 1=never to 5=(almost) always)

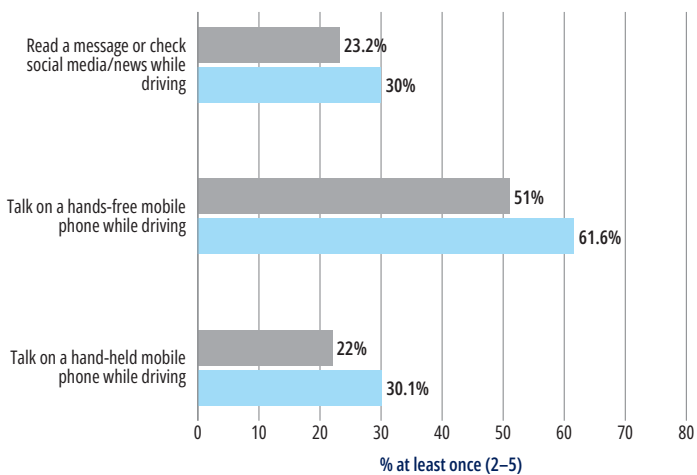
DUI as a car driver



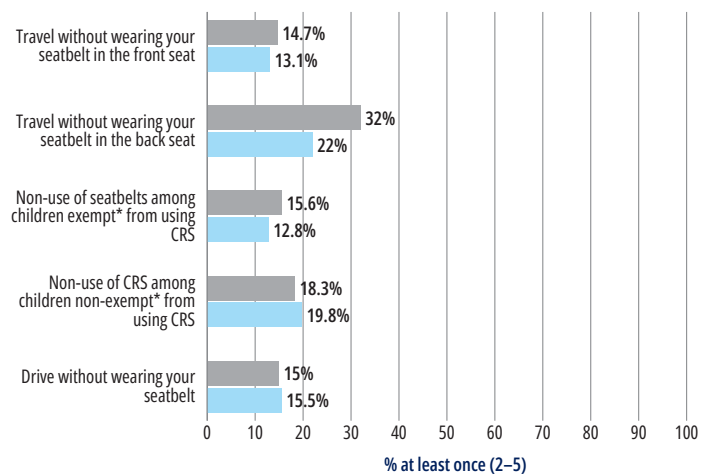
Speeding as a car driver



Distraction & fatigue as a car driver



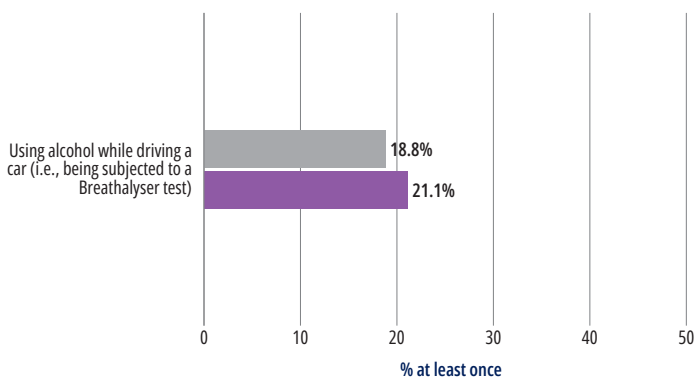
Seat belt use in a passenger car



* specified based on national regulation; CRS = Child Restraint System

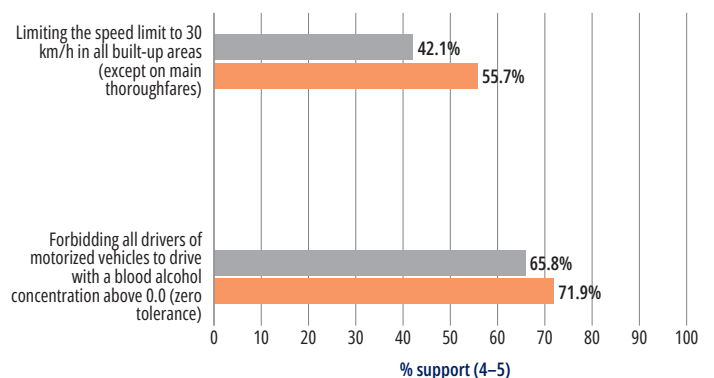
ENFORCEMENT

In the past 12 months, how many times have you been checked by the police for ...? (7-point scale from 1 = very unlikely to 7 = very likely)



SUPPORT OF POLICY MEASURE

Do you oppose or support a legal obligation ...? (5-point scale from 1=oppose to 5=support)



Europe22 Sweden

Source: VIAS Institute (70). Reproduced with permission.

Switzerland

Population:
8 691 406 ↑

Income group:
High income —

WHO Region:
European Region

GSRRS participation:
2009, 2013, 2015, 2018, 2023

BURDEN

Reported fatalities (year)	200 (2021)	↓
Reported fatalities sex distribution (Male; Female)	77%; 23%	N/A
Reported fatalities user distribution ¹	34%; 25%; 19%; 20%; 3%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	206 (95% CI 194 - 219) (2021)	↓
WHO estimated rate per 100 000 population (year)	2.4 (2021)	↓

SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	84 676 (2022)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	Yes	↻
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	Yes	N/A
Investments to upgrade high risk locations	Yes	=

SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	6 312 055 [72 624.1] (2021)	↑
Four-wheel vehicles	5 177 343	↑
Powered 2- and 3-wheelers	770 873	↓
Heavy trucks	52 503	↓
Buses	13 290	↓
Other	298 046	↑
Legislation on periodic vehicle technical inspection ²	Yes	N/A
National laws on front and side impact protection	Yes	N/A
National laws on seat-belt and seat-belt anchorages	Yes†	N/A
National law on electronic stability control	Yes†	N/A
National law on pedestrian protection	Yes†	N/A
National law on anti-lock braking systems	Yes†	N/A
Government vehicle procurement practices include safety prerequisites	No	N/A
Presence of high-quality safety standards for used-vehicle imports ²	No	N/A

POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	Yes	N/A
National good Samaritan law	–§	N/A
National emergency care access number	National, single number	=
National target for time between serious crash and initial provision of professional emergency care (year)	–	N/A

INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, subnational	↻
National road safety strategy ²	Yes	=
Fatality reduction target (year)	50% (2030)	↻
Non fatal reduction target (year)	50% (2030)	N/A
Funding to implement strategy	Yes, fully funded	↻
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	4	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, subnational	N/A

● Strong ● Moderate ● Weak/None
 ↑ Increase ↓ Decrease = No change ↻ Change ↗ Advancement
 ⚪ None or unknown — Not provided N/A Not applicable
 ⓘ Evolution since 2010 or closest year possible

Note: BAC: blood alcohol concentration; CI: confidence interval; EU: European Union; GSRRS: Global status report on road safety series; N/A: not applicable; UN: United Nations

ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles²		=
National law setting a speed limit	Yes	=
Maximum urban speed limit	50 km/h	=
Maximum rural speed limit	80 km/h	=
Maximum motorway speed limit	120 km/h	=
Local authorities can modify limits	No	=
Presence of targets to reduce speeds nationally (year) ²	No	N/A
Available types of enforcement	Manual	↗
Legislation on drink driving²		=
National law on drink-driving	Yes	=
BAC limit – general population	≤ 0.05 g/dl	=
BAC limit – young or novice drivers	≤ 0.01 g/dl	=
Random breath testing carried out	Yes	↗
Presence of targets to reduce driving after drinking nationally (year) ²	–	N/A
Testing carried out in case of fatal crash	Some (not all) drivers are tested	↗
Legislation on drug driving	Yes	=
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use ²	Hand held	↗
Presence of targets to reduce distracted driving nationally (year) ²	No	N/A
Legislation on helmets for motorcycle riders²		=
National motorcycle helmet law	Yes	=
Legislation requires helmet fastening	No	=
Legislation applies to:	Drivers and Passengers	↻
Legislation applies to all road types	Yes	=
Legislation applies to all engine types	Yes	=
Legislation refers to and/or specifies helmet standard ²	Yes†	=
Presence of targets to increase helmet use (year)	No	N/A
Helmet wearing rate ² (Driver; Passenger)	100%; 100%	=
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants²		=
National seat-belt law	Yes	=
Legislation applies to front and rear seat occupants	Yes	=
Presence of targets to increase seat belt use (year) ²	No	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	97%; 96%; 90%	N/A
Legislation on child restraint systems²		=
National child restraints use law	Yes	=
Children seated in front seat	Yes	=
Age or height specified for children requiring child restraint	150 cm	=
Child restraint standard referred to and/or specified	Yes†	=
Presence of targets to increase child safety restraint use (year)	Yes, national (2025)	N/A
NATIONAL DATA SYSTEMS ON...		
Civil Registration and Vital Statistics (2021)	Group 1	=
Frequency and distribution of journeys by modal type	Yes	N/A
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	No	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown
 2 UN voluntary target indicator
 * Alcohol consumption prohibited in country
 † Country adheres to corresponding UN or equivalent international safety regulation
 ‡ Corresponding EU regulation mandatory for country
 § Not validated

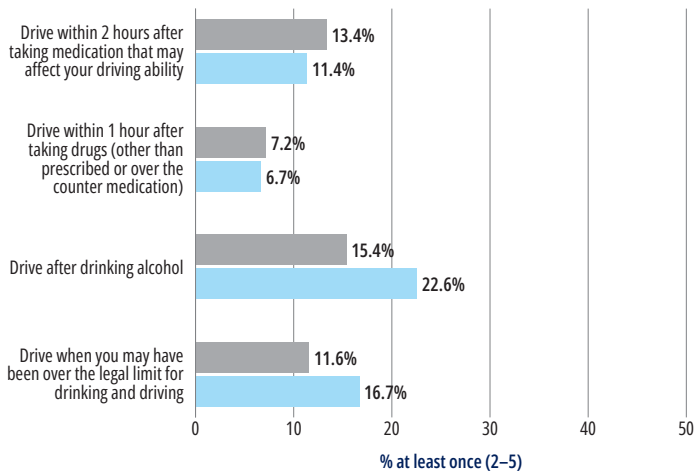
Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

Switzerland

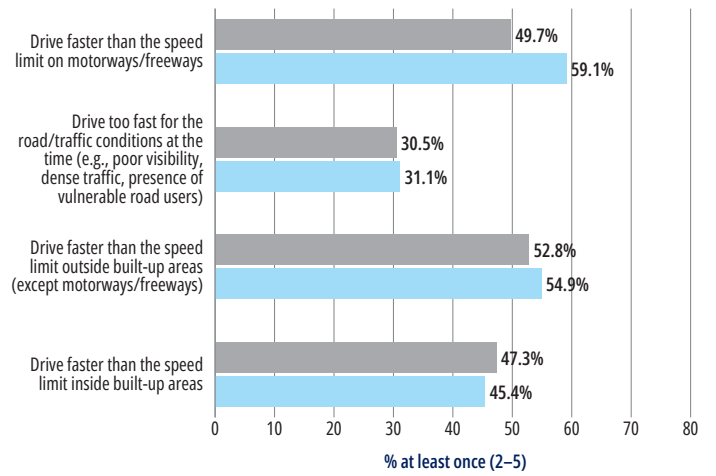
SELF-DECLARED BEHAVIOUR

Over the last 30 days, how often did you ...? (5-point scale from 1=never to 5=(almost) always)

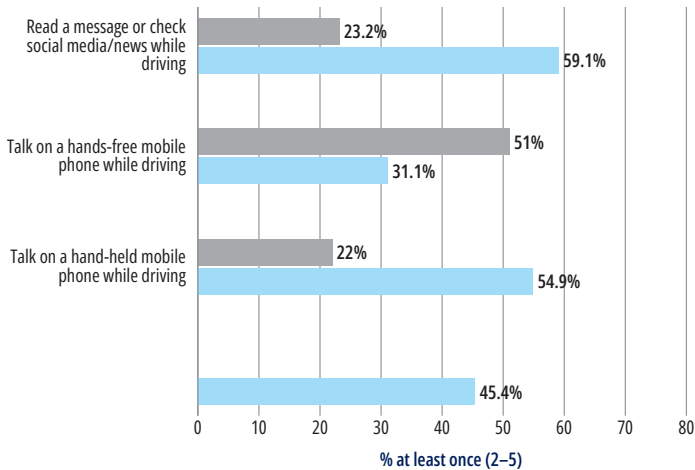
DUI as a car driver



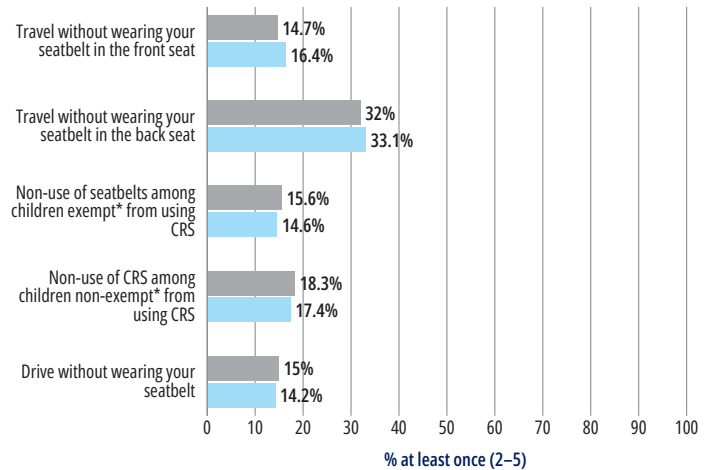
Speeding as a car driver



Distraction & fatigue as a car driver



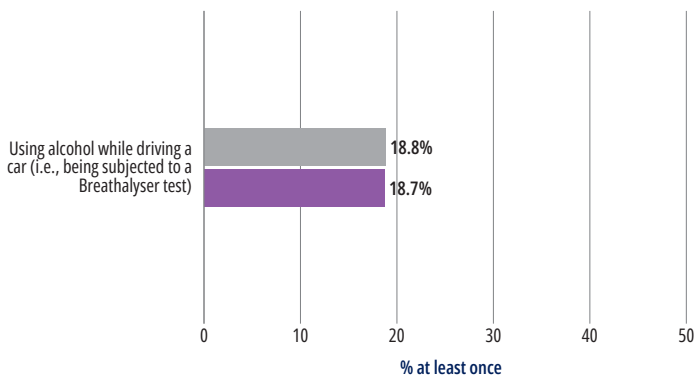
Seat belt use in a passenger car



* specified based on national regulation; CRS = Child Restraint System

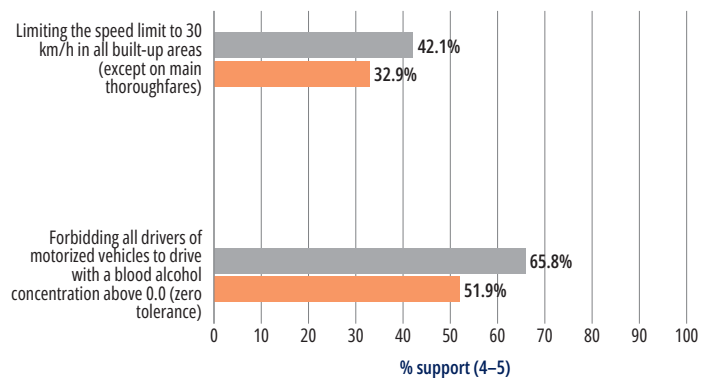
ENFORCEMENT

In the past 12 months, how many times have you been checked by the police for ...? (7-point scale from 1 = very unlikely to 7 = very likely)



SUPPORT OF POLICY MEASURE

Do you oppose or support a legal obligation ...? (5-point scale from 1=oppose to 5=support)



Tajikistan

Population:
9 750 064 ↑

Income group:
Lower middle income ↑

WHO Region:
European Region

GSRRS participation:
2009, 2013, 2015, 2018, 2023

BURDEN

Reported fatalities (year)	395 (2021)	↓
Reported fatalities sex distribution (Male; Female)	-	N/A
Reported fatalities user distribution ¹	57%; 40%; 2%; 0%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	1 352 (95% CI 1 239 - 1464) (2021)	↓
WHO estimated rate per 100 000 population (year)	13.9 (2021)	↓

SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	19 190 (2021)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	Yes	↻
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	-	N/A
Investments to upgrade high risk locations	No	↻

SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	527 332 [5 408.5] (2021)	↑
Four-wheel vehicles	-	N/A
Powered 2- and 3-wheelers	3 411	↓
Heavy trucks	-	N/A
Buses	-	N/A
Other	-	N/A
Legislation on periodic vehicle technical inspection ²	-	N/A
National laws on front and side impact protection	-§	N/A
National laws on seat-belt and seat-belt anchorages	-§	N/A
National law on electronic stability control	-§	N/A
National law on pedestrian protection	-§	N/A
National law on anti-lock braking systems	-§	N/A
Government vehicle procurement practices include safety prerequisites	No	N/A
Presence of high-quality safety standards for used-vehicle imports ²	Yes	N/A

POST-CRASH RESPONSE

National law on universal access to emergency care	-§	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	-§	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	-§	N/A
National good Samaritan law	-§	N/A
National emergency care access number	National, single number	N/A
National target for time between serious crash and initial provision of professional emergency care (year)	-	N/A

INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	-	N/A
National road safety strategy ²	No	=
Fatality reduction target (year)	-	N/A
Non fatal reduction target (year)	-	N/A
Funding to implement strategy	Not funded	↻
National law mandating third-party liability insurance for powered vehicles	-§	N/A
National law on driving time and rest periods for professional drivers ²	-§	N/A
Adherence to one or more of the 7 UN road safety conventions ²	4	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	-	N/A

● Strong ● Moderate ● Weak/None
 ↑ Increase ↓ Decrease = No change ↻ Change ↗ Advancement
 ⚪ None or unknown — Not provided N/A Not applicable
 ⓘ Evolution since 2010 or closest year possible

Note: BAC: blood alcohol concentration; CI: confidence interval; EU: European Union; GSRRS: Global status report on road safety series; N/A: not applicable; UN: United Nations

ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles²	●	=
National law setting a speed limit	Yes	=
Maximum urban speed limit	60 km/h	=
Maximum rural speed limit	90 km/h	=
Maximum motorway speed limit	110 km/h	=
Local authorities can modify limits	Yes	N/A
Presence of targets to reduce speeds nationally (year) ²	-	N/A
Available types of enforcement	Manual	↗
Legislation on drink driving²	●	=
National law on drink-driving	Yes	=
BAC limit – general population	-	N/A
BAC limit – young or novice drivers	-	N/A
Random breath testing carried out	No	=
Presence of targets to reduce driving after drinking nationally (year) ²	National	N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested	=
Legislation on drug driving	Yes	=
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use ²	Hand held	=
Presence of targets to reduce distracted driving nationally (year) ²	-	N/A
Legislation on helmets for motorcycle riders²	●	=
National motorcycle helmet law	Yes	=
Legislation requires helmet fastening	Yes	=
Legislation applies to:	Drivers and Passengers	↻
Legislation applies to all road types	Yes	=
Legislation applies to all engine types	Yes	=
Legislation refers to and/or specifies helmet standard ²	No	=
Presence of targets to increase helmet use (year)	-	N/A
Helmet wearing rate ² (Driver; Passenger)	-	N/A
Minimum age/height children are allowed as passengers	Yes (12y)	N/A
Legislation on seat-belts for motor vehicle occupants²	●	↻
National seat-belt law	Yes	=
Legislation applies to front and rear seat occupants	Not all	=
Presence of targets to increase seat belt use (year) ²	-	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	-	N/A
Legislation on child restraint systems²	●	=
National child restraints use law	No	=
Children seated in front seat	Yes	=
Age or height specified for children requiring child restraint	-	=
Child restraint standard referred to and/or specified	No	=
Presence of targets to increase child safety restraint use (year)	-	N/A

NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 4	=
Frequency and distribution of journeys by modal type	Partially	N/A
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	No	N/A
Seat belt and child-restraint systems use ²	-	N/A
Powered 2- and 3- wheeler helmet use ²	-	N/A
Mobile phone use while driving ²	-	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown
 2 UN voluntary target indicator
 * Alcohol consumption prohibited in country
 † Country adheres to corresponding UN or equivalent international safety regulation
 ‡ Corresponding EU regulation mandatory for country
 § Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

Türkiye

Population:
84 775 404 ↑

Income group:
Lower middle income —

WHO Region:
European Region

GSRRS participation:
2009, 2013, 2015, 2018, 2023

BURDEN		ⓔ
Reported fatalities (year)	5362 (2021)	↑
Reported fatalities sex distribution (Male; Female)	77%; 23%	N/A
Reported fatalities user distribution ¹	47%; 16%; 22%; 3%; 12%	N/A
WHO estimated road traffic fatalities (95% CI)	5 528 (95% CI 4 945 - 6 112) (2021)	↑
WHO estimated rate per 100 000 population (year)	6.5 (2021)	↑

SAFE ROAD INFRASTRUCTURE		
Total paved kilometers (year)	65 193 (2022)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	No	↻
National law requiring a formal road safety inspection/assessment	No	N/A
Target for roads to meet technical safety standards for all users (year)	Yes (2030)	N/A
Investments to upgrade high risk locations	Yes	N/A

SAFE VEHICLES		
Total registered vehicles [rate per 100 000 pop] (year)	25 249 119 [29 783.5] (2021)	↑
Four-wheel vehicles	13 706 065	↑
Powered 2- and 3-wheelers	3 744 370	↑
Heavy trucks	886 303	↑
Buses	693 688	↑
Other	6 218 693	↑
Legislation on periodic vehicle technical inspection ²	Yes	N/A
National laws on front and side impact protection	No†	N/A
National laws on seat-belt and seat-belt anchorages	Yes†	N/A
National law on electronic stability control	Yes†	N/A
National law on pedestrian protection	Yes†	N/A
National law on anti-lock braking systems	Yes†	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports ²	Yes	N/A

POST-CRASH RESPONSE		
National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	Yes	N/A
National good Samaritan law	–§	N/A
National emergency care access number	National, single number	N/A
National target for time between serious crash and initial provision of professional emergency care (year)	8 mn (2030)	N/A

INSTITUTIONAL FRAMEWORK		
Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	↻
National road safety strategy ²	Yes	=
Fatality reduction target (year)	50% (2030)	↻
Non fatal reduction target (year)	50% (2030)	N/A
Funding to implement strategy	Yes, partially funded	↻
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	5	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	Yes, national	N/A

Strong
 Moderate
 Weak/None

↑ Increase
 ↓ Decrease
 = No change
 ↻ Change
 ↗ Advancement

⊖ None or unknown
 — Not provided
 N/A Not applicable

ⓔ Evolution since 2010 or closest year possible

Note: BAC: blood alcohol concentration; CI: confidence interval; EU: European Union; GSRRS: Global status report on road safety series; N/A: not applicable; UN: United Nations

ROAD USER BEHAVIOUR		ⓔ
Legislation on urban speed limits for passenger cars and motorcycles²		=
National law setting a speed limit	Yes	=
Maximum urban speed limit	50 km/h	=
Maximum rural speed limit	110 km/h	=
Maximum motorway speed limit	120 km/h	=
Local authorities can modify limits	Yes	=
Presence of targets to reduce speeds nationally (year) ²	National (2030)	N/A
Available types of enforcement	Automatic	=
Legislation on drink driving²		=
National law on drink-driving	Yes	=
BAC limit – general population	≤ 0.05 g/dl	N/A
BAC limit – young or novice drivers	≤ 0.05 g/dl	N/A
Random breath testing carried out	Yes	↗
Presence of targets to reduce driving after drinking nationally (year) ²	National (2030)	N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested	↗
Legislation on drug driving		Yes =
Legislation on distracted driving (mobile phones)		Yes N/A
Ban on mobile phone use ²	Hand held; Hand free	=
Presence of targets to reduce distracted driving nationally (year) ²	National (2030)	N/A
Legislation on helmets for motorcycle riders²		=
National motorcycle helmet law	Yes	=
Legislation requires helmet fastening	No	=
Legislation applies to:	Drivers and Passengers	N/Aa
Legislation applies to all road types	Yes	=
Legislation applies to all engine types	Yes	=
Legislation refers to and/or specifies helmet standard ²	Yes†	=
Presence of targets to increase helmet use (year)	Yes, national (2030)	N/A
Helmet wearing rate ² (Driver; Passenger)	–	N/A
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants²		=
National seat-belt law	Yes	=
Legislation applies to front and rear seat occupants	Yes	=
Presence of targets to increase seat belt use (year) ²	Yes, national (2030)	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	50%; 41%	N/A
Legislation on child restraint systems²		=
National child restraints use law	No	=
Children seated in front seat	Yes	=
Age or height specified for children requiring child restraint	135 cm	N/A
Child restraint standard referred to and/or specified	Yes†	=
Presence of targets to increase child safety restraint use (year)	Yes, national (2030)	N/A
NATIONAL DATA SYSTEMS ON...		
Civil Registration and Vital Statistics (2021)	Group 1	=
Frequency and distribution of journeys by modal type	Partially	N/A
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	Yes	N/A
Powered 2- and 3- wheeler helmet use ²	Yes	N/A
Mobile phone use while driving ²	Yes	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

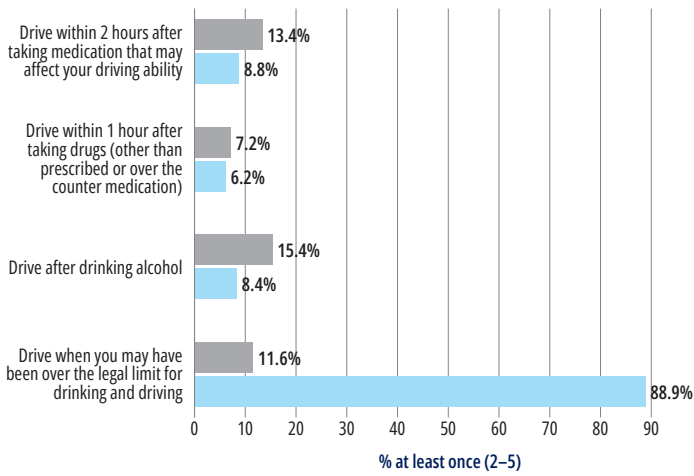
§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

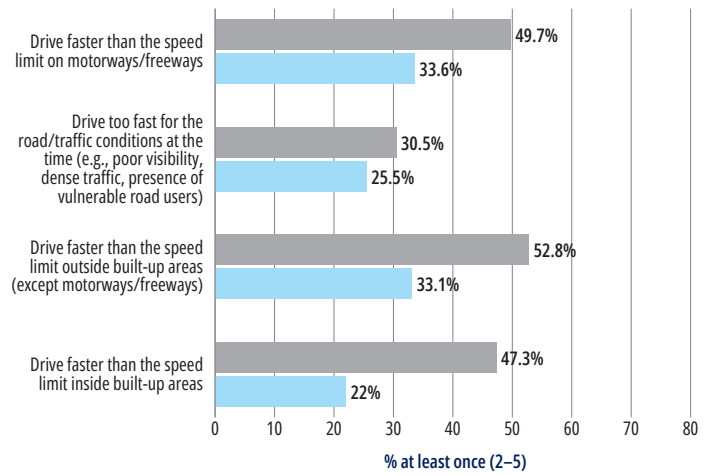
SELF-DECLARED BEHAVIOUR

Over the last 30 days, how often did you ...? (5-point scale from 1=never to 5=(almost) always)

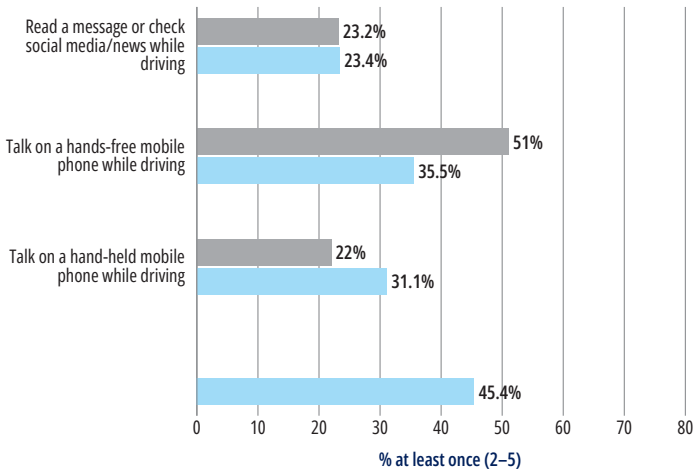
DUI as a car driver



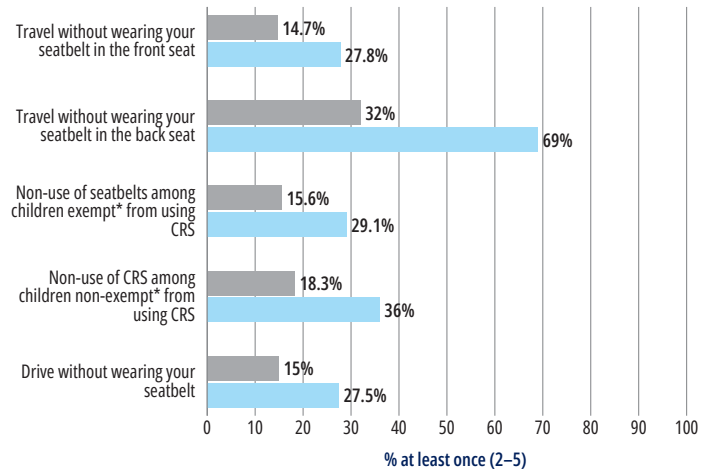
Speeding as a car driver



Distraction & fatigue as a car driver



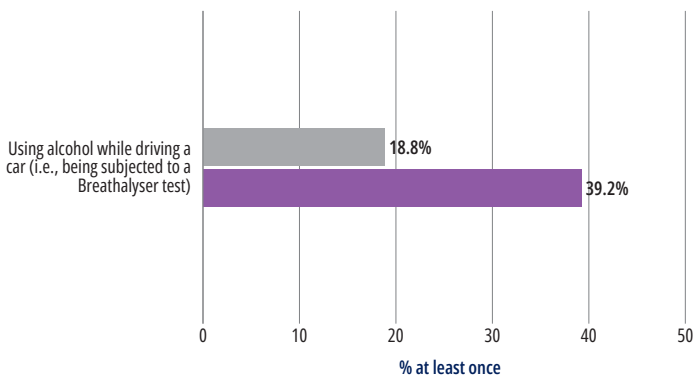
Seat belt use in a passenger car



* specified based on national regulation; CRS = Child Restraint System

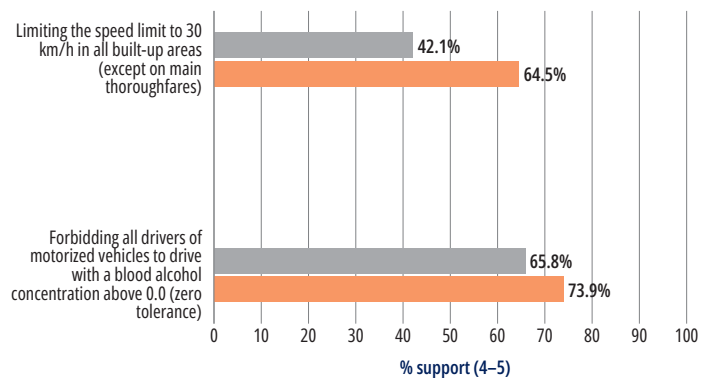
ENFORCEMENT

In the past 12 months, how many times have you been checked by the police for ...? (7-point scale from 1 = very unlikely to 7 = very likely)



SUPPORT OF POLICY MEASURE

Do you oppose or support a legal obligation ...? (5-point scale from 1=oppose to 5=support)



United Kingdom of Great Britain and Northern Ireland

Population:
67 281 039 ↑

Income group:
High income —

WHO Region:
European Region

GSRRS participation:
2009, 2013, 2015, 2018, 2023

BURDEN

Reported fatalities (year)	1 608 (2021)	↓
Reported fatalities sex distribution (Male; Female)	78%; 22%	N/A
Reported fatalities user distribution ¹	44%; 19%; 22%; 7%; 8%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	1 606 (95% CI 1 511 - 1 701) (2021)	↓
WHO estimated rate per 100 000 population (year)	2.4 (2021)	↓

SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	—	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them ²	—†	N/A
Presence of systematic approaches to assess/audit new roads ²	Yes	↻
National law requiring a formal road safety inspection/assessment	No	N/A
Target for roads to meet technical safety standards for all users (year)	—	N/A
Investments to upgrade high risk locations	Yes	=

SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	39 034 266 [58 016.7] (2021)	↑
Four-wheel vehicles	36 284 680	↑
Powered 2- and 3-wheelers	1 315 271	↑
Heavy trucks	504 565	↑
Buses	140 675	↓
Other	789 075	↑
Legislation on periodic vehicle technical inspection ²	Yes	N/A
National laws on front and side impact protection	Yes†	N/A
National laws on seat-belt and seat-belt anchorages	Yes†	N/A
National law on electronic stability control	Yes†	N/A
National law on pedestrian protection	Yes†	N/A
National law on anti-lock braking systems	Yes†	N/A
Government vehicle procurement practices include safety prerequisites	Yes	N/A
Presence of high-quality safety standards for used-vehicle imports ²	Yes	N/A

POST-CRASH RESPONSE

National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	—§	N/A
National good Samaritan law	—§	N/A
National emergency care access number	National, single number	=
National target for time between serious crash and initial provision of professional emergency care (year)	—	N/A

INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	↻
National road safety strategy ²	No	=
Fatality reduction target (year)	50% (2030)	↻
Non fatal reduction target (year)	49% (2030)	N/A
Funding to implement strategy	—	↻
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers ²	Yes	N/A
Adherence to one or more of the 7 UN road safety conventions ²	5	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	—	N/A

Strong
 Moderate
 Weak/None

↑ Increase
 ↓ Decrease
 = No change
 ↻ Change
 ↗ Advancement

⊖ None or unknown
 — Not provided
 N/A Not applicable

ⓔ Evolution since 2010 or closest year possible

Note: BAC: blood alcohol concentration; CI: confidence interval; EU: European Union; GSRRS: Global status report on road safety series; N/A: not applicable; UN: United Nations

ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles²		<div style="width: 100%; height: 10px; background-color: green;"></div>	=
National law setting a speed limit	Yes		=
Maximum urban speed limit	48 km/h		=
Maximum rural speed limit	96 km/h		=
Maximum motorway speed limit	112 km/h		=
Local authorities can modify limits	Yes		=
Presence of targets to reduce speeds nationally (year) ²	No		N/A
Available types of enforcement	—		N/A
Legislation on drink driving²		<div style="width: 80%; height: 10px; background-color: orange;"></div>	=
National law on drink-driving	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		↻
Presence of targets to reduce drinking after drinking nationally (year) ²	—		N/A
Testing carried out in case of fatal crash	Some (not all) drivers are tested		↗
Legislation on drug driving			Yes =
Legislation on distracted driving (mobile phones)			Yes N/A
Ban on mobile phone use ²	Hand held		≠†
Presence of targets to reduce distracted driving nationally (year) ²	—		N/A
Legislation on helmets for motorcycle riders²		<div style="width: 100%; height: 10px; background-color: green;"></div>	=
National motorcycle helmet law	Yes		=
Legislation requires helmet fastening	Yes		=
Legislation applies to:	Drivers and Passengers		↻
Legislation applies to all road types	Yes		=
Legislation applies to all engine types	Yes		=
Legislation refers to and/or specifies helmet standard ²	Yes†		=
Presence of targets to increase helmet use (year)	—		N/A
Helmet wearing rate ² (Driver; Passenger)	—		N/A
Minimum age/height children are allowed as passengers	No		N/A
Legislation on seat-belts for motor vehicle occupants²		<div style="width: 100%; height: 10px; background-color: green;"></div>	=
National seat-belt law	Yes		=
Legislation applies to front and rear seat occupants	Yes		=
Presence of targets to increase seat belt use (year) ²	Yes, subnational		N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	95%; 95%		N/A
Legislation on child restraint systems²		<div style="width: 100%; height: 10px; background-color: green;"></div>	=
National child restraints use law	Yes		=
Children seated in front seat	Yes		=
Age or height specified for children requiring child restraint	12 y / 135 cm		=
Child restraint standard referred to and/or specified	Yes†		=
Presence of targets to increase child safety restraint use (year)	—		N/A

NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1	=
Frequency and distribution of journeys by modal type	Yes	N/A
Speeding violations and speeding related injuries and fatalities ²	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	Yes	N/A
Seat belt and child-restraint systems use ²	No	N/A
Powered 2- and 3- wheeler helmet use ²	No	N/A
Mobile phone use while driving ²	Yes	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown
 2 UN voluntary target indicator
 * Alcohol consumption prohibited in country
 † Country adheres to corresponding UN or equivalent international safety regulation
 ‡ Corresponding EU regulation mandatory for country
 § Not validated

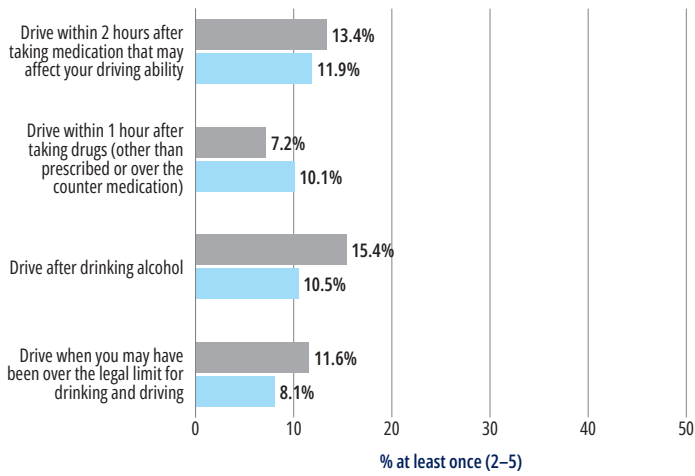
Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

United Kingdom of Great Britain and Northern Ireland

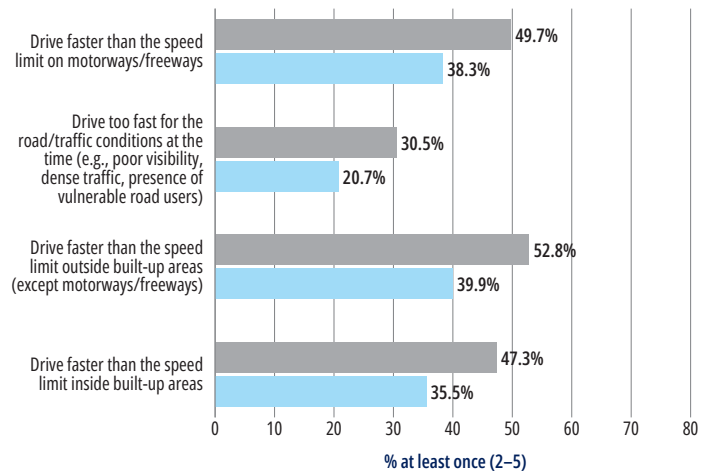
SELF-DECLARED BEHAVIOUR

Over the last 30 days, how often did you ...? (5-point scale from 1=never to 5=(almost) always)

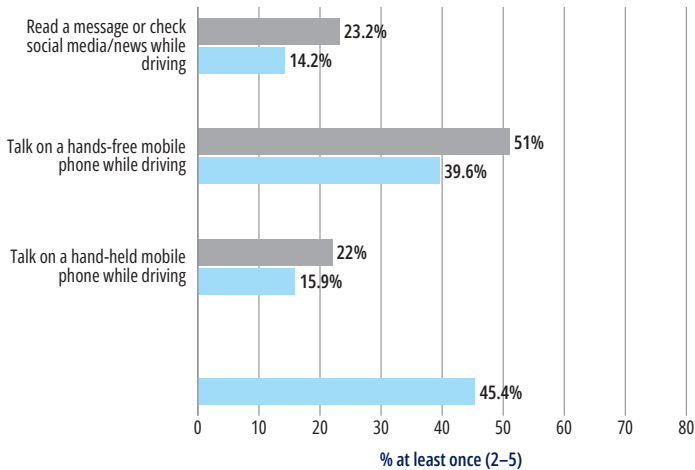
DUI as a car driver



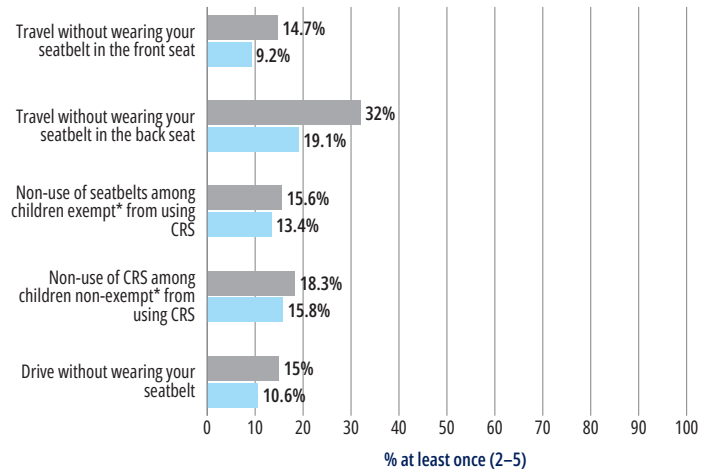
Speeding as a car driver



Distraction & fatigue as a car driver



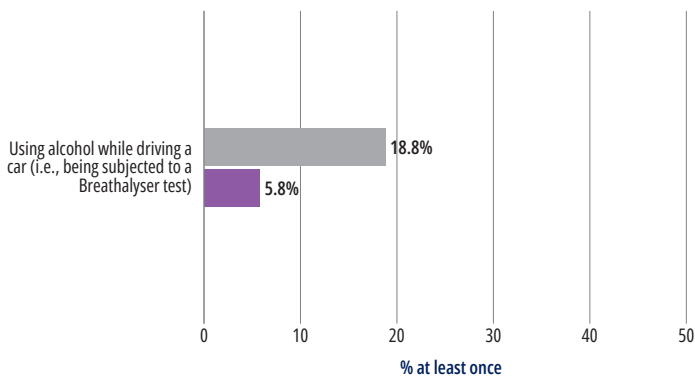
Seat belt use in a passenger car



* specified based on national regulation; CRS = Child Restraint System

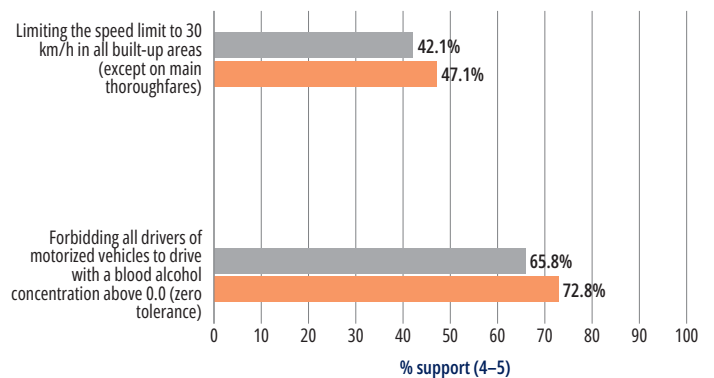
ENFORCEMENT

In the past 12 months, how many times have you been checked by the police for ...? (7-point scale from 1 = very unlikely to 7 = very likely)



SUPPORT OF POLICY MEASURE

Do you oppose or support a legal obligation ...? (5-point scale from 1=oppose to 5=support)



Uzbekistan

Population:
34 081 449 ↑

Income group:
Lower middle income —

WHO Region:
European Region

GSRRS participation:
2009, 2013, 2015, 2018, 2023

BURDEN E

Reported fatalities (year)	2 197 (2021)	↓
Reported fatalities sex distribution (Male; Female)	99%; 1%	N/A
Reported fatalities user distribution ¹	—	N/A
WHO estimated road traffic fatalities (95% CI) (year)	3 155 (95% CI 2 678 - 3 633) (2021)	↑
WHO estimated rate per 100 000 population (year)	9.3 (2021)	↑

SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year)	18 196 (2022)	N/A
Presence of technical standards for new roads that take account of all road-user safety, or align with relevant UN Conventions and regulate compliance with them ²	Yes†	N/A
Presence of systematic approaches to assess/audit new roads ²	Yes	↻
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	—	N/A
Investments to upgrade high risk locations	Yes	=

SAFE VEHICLES

Total registered vehicles [rate per 100 000 pop] (year)	— (2021)	N/A
Four-wheel vehicles	—	N/A
Powered 2- and 3-wheelers	—	N/A
Heavy trucks	—	N/A
Buses	—	N/A
Other	—	N/A
Legislation on periodic vehicle technical inspection ²	—	N/A
National laws on front and side impact protection	—§	N/A
National laws on seat-belt and seat-belt anchorages	—§	N/A
National law on electronic stability control	—§	N/A
National law on pedestrian protection	—§	N/A
National law on anti-lock braking systems	—§	N/A
Government vehicle procurement practices include safety prerequisites	—	N/A
Presence of high-quality safety standards for used-vehicle imports ²	No	N/A

POST-CRASH RESPONSE

National law on universal access to emergency care	—§	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	—§	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	—§	N/A
National good Samaritan law	—§	N/A
National emergency care access number	National, single number	↗
National target for time between serious crash and initial provision of professional emergency care (year)	—	N/A

INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individuals use of powered vehicles	Yes, national	↻
National road safety strategy ²	Yes	=
Fatality reduction target (year)	0% (2022)	↻
Non fatal reduction target (year)	0% (2022)	N/A
Funding to implement strategy	—	N/A
National law mandating third-party liability insurance for powered vehicles	—§	N/A
National law on driving time and rest periods for professional drivers ²	—§	N/A
Adherence to one or more of the 7 UN road safety conventions ²	4	N/A
Presence of national lead agency to implement national road safety strategy ²	Yes	=
Presence of agencies that coordinate pre-hospital and emergency medical services ²	—	N/A

● Strong ● Moderate ● Weak/None
↑ Increase ↓ Decrease = No change ↻ Change ↗ Advancement
○ None or unknown — Not provided N/A Not applicable
ⓔ Evolution since 2010 or closest year possible

Note: BAC: blood alcohol concentration; CI: confidence interval; EU: European Union; GSRRS: Global status report on road safety series; N/A: not applicable; UN: United Nations

ROAD USER BEHAVIOUR E

Legislation on urban speed limits for passenger cars and motorcycles²	●	=
National law setting a speed limit	Yes	=
Maximum urban speed limit	70 km/h	=
Maximum rural speed limit	100 km/h	=
Maximum motorway speed limit	—	N/A
Local authorities can modify limits	No	N/A
Presence of targets to reduce speeds nationally (year) ²	National	N/A
Available types of enforcement	—	N/A
Legislation on drink driving²	●	=
National law on drink-driving	Yes	=
BAC limit – general population	—	N/A
BAC limit – young or novice drivers	—	N/A
Random breath testing carried out	—	N/A
Presence of targets to reduce driving after drinking nationally (year) ²	National	N/A
Testing carried out in case of fatal crash	—	N/A
Legislation on drug driving	Yes	=
Legislation on distracted driving (mobile phones)	Yes	N/A
Ban on mobile phone use ²	Hand held; Hand free	=
Presence of targets to reduce distracted driving nationally (year) ²	National (2022)	N/A
Legislation on helmets for motorcycle riders²	●	=
National motorcycle helmet law	Yes	=
Legislation requires helmet fastening	Yes	=
Legislation applies to:	Drivers and Passengers	↻
Legislation applies to all road types	Yes	=
Legislation applies to all engine types	Yes	=
Legislation refers to and/or specifies helmet standard ²	No	=
Presence of targets to increase helmet use (year)	(2022)	N/A
Helmet wearing rate ² (Driver; Passenger)	—	N/A
Minimum age/height children are allowed as passengers	Yes (12 y)	N/A
Legislation on seat-belts for motor vehicle occupants²	●	↻
National seat-belt law	Yes	=
Legislation applies to front and rear seat occupants	Not all	=
Presence of targets to increase seat belt use (year) ²	Yes, national (2022)	N/A
Seat-belt wearing rate ² (Drivers; Front seat occupants; Rear seat occupants)	—	N/A
Legislation on child restraint systems²	●	=
National child restraints use law	No	=
Children seated in front seat	Yes	=
Age or height specified for children requiring child restraint	—	=
Child restraint standard referred to and/or specified	No	=
Presence of targets to increase child safety restraint use (year)	Yes, national	N/A

NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021)	Group 1	=
Frequency and distribution of journeys by modal type	—	N/A
Speeding violations and speeding related injuries and fatalities ²	—	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries ²	—	N/A
Seat belt and child-restraint systems use ²	—	N/A
Powered 2- and 3- wheeler helmet use ²	—	N/A
Mobile phone use while driving ²	—	N/A

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown
 2 UN voluntary target indicator
 * Alcohol consumption prohibited in country
 † Country adheres to corresponding UN or equivalent international safety regulation
 ‡ Corresponding EU regulation mandatory for country
 § Not validated

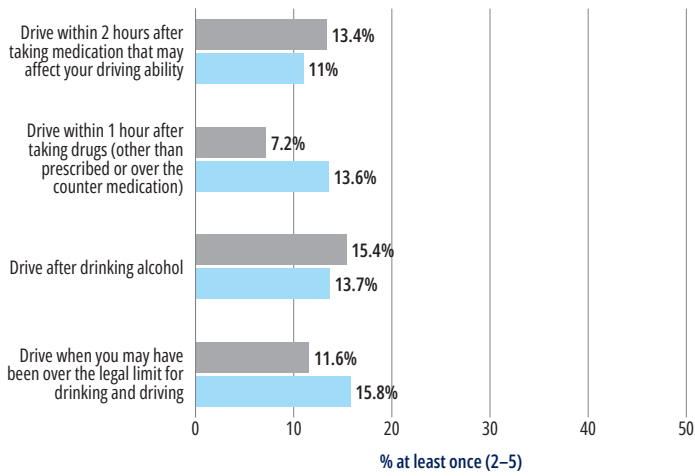
Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

Uzbekistan

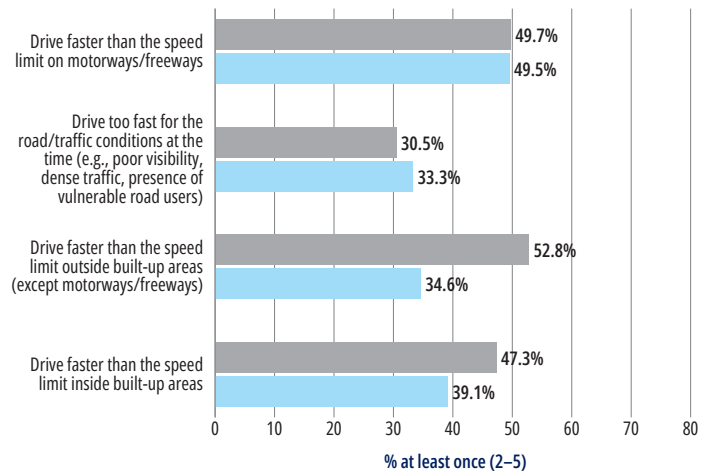
SELF-DECLARED BEHAVIOUR

Over the last 30 days, how often did you ...? (5-point scale from 1=never to 5=(almost) always)

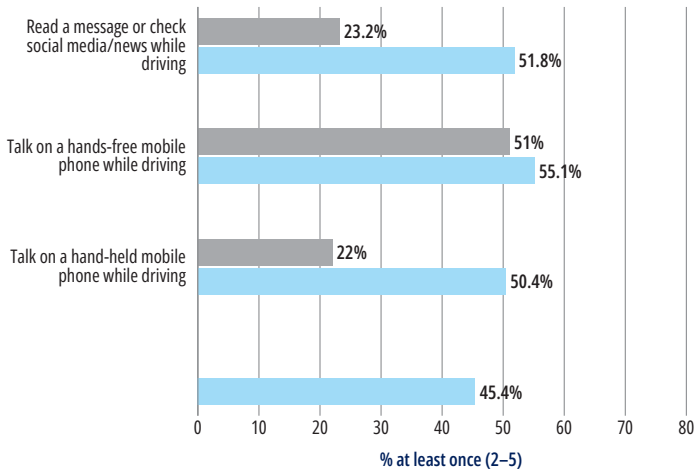
DUI as a car driver



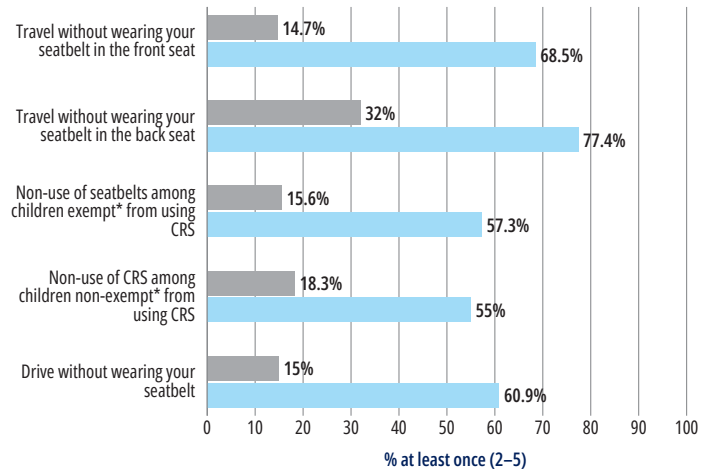
Speeding as a car driver



Distraction & fatigue as a car driver



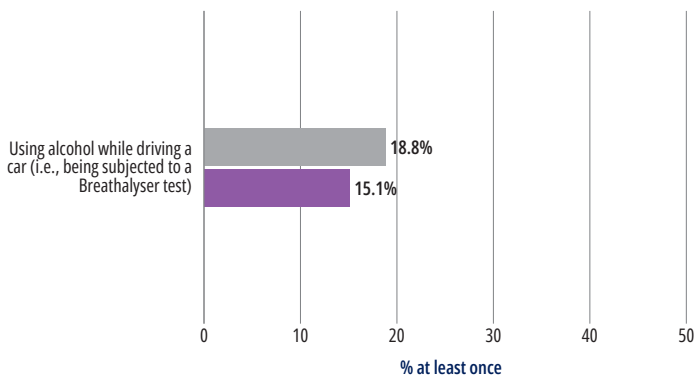
Seat belt use in a passenger car



* specified based on national regulation; CRS = Child Restraint System

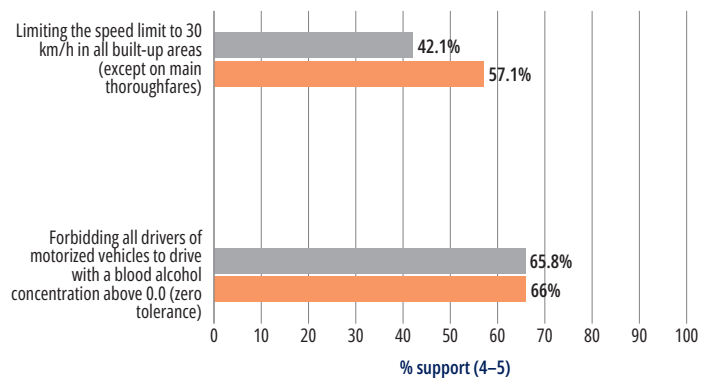
ENFORCEMENT

In the past 12 months, how many times have you been checked by the police for ...? (7-point scale from 1 = very unlikely to 7 = very likely)



SUPPORT OF POLICY MEASURE

Do you oppose or support a legal obligation ...? (5-point scale from 1=oppose to 5=support)



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