REPORT ON ROAD SAFETY IN THE REGION OF THE AMERICAS

E. Rodrigues © Pan American Health Organization
Report on Road Safety in the Region of the Americas

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Table of Contents

Acknowledgments ................................................................. iv
Preface ........................................................................ v
Introduction ................................................................. vii
Methodology ................................................................ viii
Section 1: Road Safety in the Americas: Current Status ............................... 1
Variations in the estimated mortality rates among countries and subregions ........................................ 3
Almost half of all road traffic deaths occur among motorcyclists, pedestrians, and cyclists ................. 5
Increased motorization ....................................................... 7
Section 2: Preventing Road Traffic Injuries: Progress in the Region ................. 9
Speed reduction protects vulnerable road users from injury and death ........................................ 11
Strong drink-driving laws protect 42% of the Region’s population ........................................ 13
Motorcycle helmet legislation is improving in the Region, but more effort is required .................. 15
Progress with seat-belt legislation has stalled ................................................................. 17
Many countries have enacted laws to protect vulnerable children ........................................ 19
Stronger transport policies are needed to protect vulnerable road users .................................. 20
Most countries prohibit hand-held mobile phone use while driving ..................................... 21
Conclusions and Recommendations ........................................ 22
References ..................................................................... 23
Country Profiles ................................................................ 25
Statistical Annex ........................................................... 59
Preface

Road traffic injuries in the Region of the Americas accounted for approximately 150,000 deaths in 2010. Deaths and injuries from traffic crashes have an immeasurable impact on families and communities throughout the Americas. Vulnerable road users—pedestrians, motorcyclists, and cyclists—are the most frequent victims of traffic fatalities in all of the Americas’ subregions but North America, where automobile occupants are the predominant group.

In 2011, the Member States of the Pan American Health Organization (PAHO) approved the Plan of Action on Road Safety, which will help the Region’s countries meet the goals of the Decade of Action for Road Safety 2011–2020 and to reduce road traffic deaths.

This Report on Road Safety in the Region of the Americas, is a joint effort of PAHO and the World Health Organization, and is based on information collected for the Global Status Report on Road Safety 2013: Supporting a Decade of Action. Of PAHO’s 35 Member States, 32—representing 98.5% of the Region’s population—contributed data to this regional report.

Data collection and preparation by participating Member States has made it possible to analyze variables that reflect the magnitude of the road safety problem in the Region. Data analysis focused on mortality by type of road user; levels of motorization in the countries; safety legislation governing the use of seat-belts, helmets, and child restraint use; risk factors such as excessive speed and alcohol-impaired driving; and road safety policies relating to non-motorized transport means such as walking and biking throughout the Americas.

We hope that this publication will be used as a baseline to monitor progress under the Global Plan for the Decade of Action and the PAHO Plan of Action on Road Safety. We intend this report to improve road safety policies in Member States and to promote safe environments for all road users, especially the most vulnerable, such as pedestrians, cyclists, motorcyclists, older persons, and children.

Carissa F. Etienne
Director

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Eugênia Maria S. Rodrigues coordinated and supervised the preparation of this report. Astrid Arca and Alessandra Senisse Pajares were the regional data coordinators. We also acknowledge the invaluable contributions of Janet Khoddami, Ramón Martínez, Oscar Mujica, Antonio Sanhueza, and Mary Clare Patterson for her contributions to the revision process. Data management and statistical analysis were overseen by Kacem Iaych and Sergio R. Muñoz.

This report was written by Ann M. Dellinger, of the United States Centers for Disease Control and Prevention (CDC) Motor Vehicle Injury Prevention Team, and Alison Harvey, a World Health Organization consultant.

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Country-level data could not have been obtained without the help of:

- PAHO/WHO representatives and staff in the countries
- National data coordinators (see list in Table A1 in the Statistical Annex published at the end of this document)
- Respondents to and attendees of consensus meetings in countries
- Government officials who provided clearance for the information to be included in this regional report.

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Introduction

Transportation plays a central role in how we live our lives. How we get to work, school, or the market determines the level of risk we face daily on our roadways. While use of the road environment can be an asset to society, by allowing individuals to earn a living or stay connected to family and friends, exposure can also bring the risk of death or injury to all road users. The level of risk depends on various physical and societal factors, such as country of residence, the road user's age, the type of road user, rural or urban location, speed, alcohol use, and type of vehicle. The more information we have about these factors, the better deaths and injuries can be predicted and prevented, and the more effectively safety can be promoted.

Although there already are effective tools available that could address the substantial burden that road traffic injuries pose on the Region's communities, there is room for improvement. For example, some known and effective prevention measures have yet to be fully implemented—the consequence of this inaction is an estimated 1.24 million deaths (1) and 20–50 million injuries each year worldwide (2), making road traffic crashes one of the leading causes of injury and death globally (see Figure 1).

Progress on road safety has gained much-needed momentum in recent years. Some of the pioneering global milestones include the publication of the World report on road traffic injury prevention in 2004 (2); the series of resolutions on road safety adopted by the United Nations General Assembly, beginning with Resolution 58/289 in 2004 (3); the 2007 and 2011 United Nations Global Road Safety weeks; the 2009 first Global Ministerial Conference on Road Safety; the 2009 and 2013 Global Status Reports on Road Safety (1, 4); and the United Nations General Assembly resolution 64/255 adopted in 2010 (5), which established the Decade of Action for Road Safety, 2011–2020. Building on these General Assembly resolutions and other mileposts, the Pan American Health Organization in 2011 announced the Plan of Action on Road Safety, which set guidelines for its Member States (6).

This report describes the status of road safety in the Region of the Americas based on the Global Status Report on Road Safety 2013 (1), which considers six subregions for the Americas, with a total population of nearly 933 million people (see Table 1). These subregions, and the countries that compose them, differ widely in size, geography, and many other characteristics, including status of road safety. In the Americas, road traffic injuries are the second leading cause of death for people ages 15 to 24 (7).
Figure 1. Projected worldwide reduction in road traffic deaths during the Decade of Action for Road Safety, 2011–2020.


Table 1. Countries of the Americas that participated in the report, by subregion, population, and each subregion’s percentage of total regional population, 2009–2010.

<table>
<thead>
<tr>
<th>Subregion</th>
<th>Countries</th>
<th>Population</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>North America</td>
<td>Canada, United States of America</td>
<td>344,400,562</td>
<td>36.9</td>
</tr>
<tr>
<td>Latin Caribbean</td>
<td>Cuba, Dominican Republic, Puerto Rico **</td>
<td>24,534,308</td>
<td>2.7</td>
</tr>
<tr>
<td>Non-Latin Caribbea</td>
<td>Antigua and Barbuda, Bahamas, Barbados, Dominica, Grenada, Guyana, Haiti, Jamaica, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines, Suriname, Trinidad and Tobago</td>
<td>16,580,078</td>
<td>1.8</td>
</tr>
<tr>
<td>Southern Cone</td>
<td>Argentina, Brazil, Chile, Paraguay, Uruguay</td>
<td>262,256,806</td>
<td>28.1</td>
</tr>
<tr>
<td>Mesoamerica</td>
<td>Belize, Costa Rica, El Salvador, Guatemala, Honduras, Mexico, Nicaragua, Panama</td>
<td>155,880,956</td>
<td>16.7</td>
</tr>
<tr>
<td>Andean</td>
<td>Bolivia (Plurinational State off), Colombia, Ecuador, Peru, Venezuela (Bolivarian Republic off)</td>
<td>130,746,790</td>
<td>13.8</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>932,825,628</td>
<td>100.0</td>
</tr>
</tbody>
</table>

Source: United Nations, Department of Economic and Social Affairs, Population Division. World Population Prospects: The 2010 Revision, Highlights and Advance Tables. New York: United Nations; 2011. Note: These are the six subregions in the Americas as considered in WHD’s Global Status Report on Road Safety 2013. * Did not participate in the survey for the 2013 global and regional reports. ** Puerto Rico is an Associate Member of PAHO.

Methodology

The Global Status Report on Road Safety, 2013 describes the road safety situation in the Member States of the World Health Organization (WHO), by identifying gaps in road safety at the national level, it serves as a monitoring tool for the Decade of Action for Road Safety. In addition to the full Global Status Report, WHO has produced regional factsheets, including one for the Region of the Americas (1).

The data used in this regional report for the Americas were generated through a methodology designed to provide a single set of data that best represents the road safety situation in each country (see Figure 2). Thirty-two of the 35 countries in the Region participated in the report, accounting for 98.5% of the Region’s population. Two of these countries are high-income countries (Canada and the United States of America), and the rest are middle-income countries. Statistical analysis of the data from the 32 countries was conducted at PAHO and WHO.

In addition to collecting and analyzing data, WHO carried out an estimation procedure to determine the number and rate of road traffic deaths for 2010. Different methods were used depending on the completeness of each country’s vital registration statistics, which are reported to WHO annually (see reference 1 for a full explanation). Where death registration data were incomplete, the number of deaths and death rates were estimated using negative binomial regression.

Figure 2. Flow chart of the methodology.

Section 1:
Road Safety in the Americas: Current Status
Road Safety in the Americas: Current Status

Road traffic injuries were responsible for nearly 150,000 deaths in the Region of the Americas in 2010. These deaths are not distributed equally across subregions, however, nor is the distribution of deaths consistently correlated with a subregion’s registered vehicle fleet (see Figure 3). The Andean, Mesoamerica, and Southern Cone subregions carry a disproportionate burden of the Region’s road traffic deaths, compared to their share of the Region’s registered vehicles. Conversely, North America has two-thirds of the Region’s registered vehicles, but records fewer than one-third of road deaths.

Road traffic fatalities are much more likely to occur among males in every subregion of the Americas, a pattern that has remained consistent in recent years. Males account for 70% of road traffic deaths in North America, 79% in Mesoamerica, 80% in the Andean subregion, 81% in the non-Latin Caribbean and the Southern Cone, and 83% in the Latin Caribbean.

Variations in the estimated mortality rates among countries and subregions

Mortality rates account for population size and, as such, are a better indicator of risk than are the number of deaths. Estimated road traffic death rates vary widely between countries, ranging from a high of 41.7 per 100,000 population to a low of 4.6 per 100,000 (see Figure 4). The average road traffic death rate for the Region is 16.1 per 100,000 population, and 15 countries in the Americas have rates higher than the regional mean.

Estimated road traffic mortality rates also vary by subregion, from a high of 22.2 per 100,000 population in the Latin Caribbean to a low of 11.0 in North America, with rates of 22.1 in the Andean subregion, 14.5 in Mesoamerica, 14.4 in the non-Latin Caribbean, and 20.3 in the Southern Cone (see Figure 5).

Figure 3. Proportion of population, deaths, and registered vehicles, by subregion, Region of the Americas, 2010.

Figure 4. Estimated road traffic death rates per 100,000 population, countries of the Americas, 2010.

Almost half of all road traffic deaths occur among motorcyclists, pedestrians, and cyclists

In the Americas overall, the largest proportion of road traffic deaths occurs among car occupants (42%), followed by pedestrians (23%) and riders of two- and three-wheeled vehicles (15%) (Figure 6). As a group, vulnerable road users (pedestrians, cyclists, and riders of two- and three-wheeled vehicles) account for 41% of all road traffic deaths.

Figure 6. Proportion of road traffic deaths by road user type, Region of the Americas, 2010.


The estimation of deaths is for 2010.

Modeled using negative binomial regression

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Figure 6. Proportion of road traffic deaths by road user type, Region of the Americas, 2010.


The estimation of deaths is for 2010.
The risk faced by various road users differs significantly across subregions, partly reflecting differences in the vehicle mix on the roads (Figures 7 and 9). Car occupants account for the largest proportion of road deaths in the non-Latin Caribbean (44%), North America (70%) and the Southern Cone (28%); motorcycle riders account for the largest proportion of road deaths in the Latin Caribbean (44%). In the Andean subregion and Mesoamerica, the largest proportion of deaths occurs among pedestrians (25% and 31%, respectively), although the large proportion of deaths classified as “other and unspecified” in these subregions obscures the true distribution of risk among road users. The proportion of pedestrians killed by road traffic crashes remains high across the Region, ranging from 12% (North America) to 31% (Mesoamerica).

As motorcycles become a more common form of transport in the Americas, they also increasingly become a major concern in the Region. A recent analysis of the Region’s mortality data found that motorcycle-related mortality rates had risen significantly in all subregions between 1998 and 2010, even in subregions where rates were low (8).

Nearly one-fifth (17%) of road deaths in the Americas were recorded among people using other or unspecified modes of transportation. Global data presents a similar figure (19%), but this still indicates a significant gap in data collection practices (1). The Andean, Mesoamerica and Southern Cone subregions have significantly large proportions of deaths categorized as “other and unspecified” road users (48%, 34%, and 20%, respectively). Clearly, there is an urgent need to better record and classify road crash data in these subregions, in order to more effectively target prevention measures.

Increased motorization

Economic development in the Region has resulted in increasing levels of motorization. In other words, the population is transitioning from non-motorized modes of transportation—such as walking or bicycling—to motorized modes—such as riding in passenger cars or motorcycles. Figure 8 shows the rate of registered vehicles per 1,000 population by country and subregion. The highest rates were found in the North American subregion, which includes Canada and the United States, the Region’s two high-income countries. Motorization rates in the Region are distributed unevenly across countries and subregions.

Figure 7. Proportion of reported road traffic deaths by road user type* and by subregion, Region of the Americas, 2010.

<table>
<thead>
<tr>
<th>Subregion</th>
<th>Car occupants</th>
<th>Riders of 2- and 3-wheeled vehicles</th>
<th>Cyclists</th>
<th>Pedestrians</th>
<th>Other and/or unspecified</th>
</tr>
</thead>
<tbody>
<tr>
<td>Andean Subregion</td>
<td>22.5</td>
<td>5.3</td>
<td>6.8</td>
<td>1.9</td>
<td>4.7</td>
</tr>
<tr>
<td>Latin Caribbean</td>
<td>20.4</td>
<td>4.2</td>
<td>5.8</td>
<td>1.7</td>
<td>3.7</td>
</tr>
<tr>
<td>Mesoamerica</td>
<td>25.8</td>
<td>4.5</td>
<td>7.2</td>
<td>2.0</td>
<td>4.3</td>
</tr>
<tr>
<td>Non-Latin Caribbean</td>
<td>28.2</td>
<td>5.2</td>
<td>6.8</td>
<td>1.9</td>
<td>4.6</td>
</tr>
<tr>
<td>North America</td>
<td>20.4</td>
<td>5.1</td>
<td>6.8</td>
<td>2.0</td>
<td>4.5</td>
</tr>
<tr>
<td>Southern Cone</td>
<td>25.6</td>
<td>5.3</td>
<td>7.2</td>
<td>1.8</td>
<td>4.3</td>
</tr>
</tbody>
</table>


*See individual country profiles for similar country-specific data.
The composition of the registered vehicle fleet also varies across subregions (Figure 9). Passenger cars and four-wheeled light vehicles are the most common vehicle type in the Region, comprising more than half the registered vehicle fleet in all subregions except the Latin Caribbean, where motorized two- and three-wheelers are the most common motorized vehicle (47% of the fleet). Motorized two- and three-wheelers constitute more than one-fifth of registered vehicles in the Andean (31%), Latin Caribbean (47%), and Southern Cone (21%) subregions.

Figure 9. Proportion of registered vehicles, by vehicle type and by subregion, Region of the Americas, 2010.


Section 2:
Preventing Road Traffic Injuries: Progress in the Region
Preventing Road Traffic Injuries: Progress in the Region

One of the most effective ways to improve road safety is to enact and enforce legislation (1, 2, 9, 10). The survey collected information about legislation related to speed control, drinking and driving, helmet use, seat-belt use, and child-restraint use. Since data collection for the first Global Status Report on Road Safety, several countries in the Region have strengthened legislation or implemented new laws to address key risk factors.

Despite legislative improvements in many countries, only 2.8% of the Region’s population is protected by national legislation covering all five critical factors (see Table 2 for legislation criteria).

Of participating countries in the survey, 84% (27) currently have national lead agency for road safety, and 69% (22) have national or subnational road safety strategies. Only 12 countries reported an annual budget dedicated to road safety, which suggests there may be significant gaps between a country’s commitment to road safety and its implementation of prevention measures.

Table 2. Definitions of national legislation criteria.

<table>
<thead>
<tr>
<th>Factors</th>
<th>National legislation criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speed</td>
<td>A national speed-limit law that sets urban speed limits to ≤ 50 km/h and allows local authorities to lower speed limits where appropriate</td>
</tr>
<tr>
<td>Alcohol</td>
<td>A national drink-driving law based on blood alcohol concentration (BAC) or equivalent BrAC that sets a BAC limit of ≤ 0.05g/dl for the general population</td>
</tr>
<tr>
<td>Helmet use</td>
<td>A national motorcycle helmet law that covers all riders, on all road types and regardless of engine type, and that requires that helmets meet an international or national standard</td>
</tr>
<tr>
<td>Seat-belt use</td>
<td>A national seat-belt law that applies to all car occupants (front and rear seats)</td>
</tr>
<tr>
<td>Child restraints</td>
<td>A national law requiring the use of child restraints</td>
</tr>
</tbody>
</table>

Only two countries have national legislation that meet all the criteria assessed for the following factors: speed, drink-driving, motorcycle helmet requirements, use of seat belts and child restraints.

Speed reduction protects vulnerable road users from injury and death

Speed is an important contributor to road traffic crashes. Slower speeds reduce the likelihood of a crash and reduce the likelihood of death or injury in the event of a crash. For the especially vulnerable pedestrian group, slower speeds mean fewer deaths (11). In the United States of America, for example, excessive speed is estimated to be a factor in nearly one-third (31%) of all fatal crashes, with an estimated cost of US$ 40 billion annually (12).

Of the 32 participating countries in this report 69% (22) of participating countries have set national urban speed limits of ≤ 50 km/h (Figure 10). Only five countries also allow local authorities to reduce the legislated speed limit and, therefore, are considered to have comprehensive speed legislation. The Mesoamerica, non-Latin Caribbean, and Latin Caribbean subregions have the highest proportion of countries with compliant urban speed limits. The average urban speed limit in the Region is approximately 43 km/h. Speed limit enforcement is a critical area of concern: only four countries rated their enforcement level as good (8 or greater on a scale of 0 to 10).
Strong drink-driving laws protect 42% of the Region’s population

Drink-driving is a key contributor to road traffic crashes (13); impairment increases with the amount of alcohol consumed. Evidence has shown that, when enforced, limiting blood alcohol concentration (BAC) limits to ≤ 0.05 g/dl for drivers nationwide reduces road traffic crashes and deaths (14).

Almost half (14) of the 32 participating countries in the Americas have set national BAC limits of ≤0.05 g/dl for the general population, in line with best-practice recommendations. However, the adoption of recommended BAC limits varies widely by subregion (Figure 11). For example, even though 42% of the Region’s population is protected by drink-driving legislation, only 5 of the 14 countries that have national or subnational legislation setting BAC limits rate their enforcement as good (8 or greater on a scale of 0 to 10).

Fifteen of the Region’s countries were able to provide estimates of the proportion of road traffic deaths attributable to alcohol impairment, with estimates ranging from <10% to around 60%. The data are based on different BAC limits and are collected by different methodologies, so they are not sufficiently comparable to allow a picture of the role of alcohol in the Region’s road deaths. Better data are needed to improve assessment of the problem and to better target prevention measures.

Figure 10. Status of urban speed laws, Region of the Americas, 2010.

Urban speed laws by country
- National urban speed limit ≤ 50km/h and can be modified
- National urban speed limit ≤ 50km/h and cannot be modified
- Urban speed laws at subnational level
- Urban speed laws do not meet criteria
- Data not available

Motorcycle helmet legislation is improving in the Region, but more effort is required

Per vehicle mile traveled, motorcyclists are about 30 times more likely to die in a crash than those in passenger cars (15). Motorcycle helmets are estimated to be 37% effective in preventing fatal injury to motorcyclists (16), and 72% effective in reducing head injury (17); nonetheless, helmets must meet quality standards and must be worn properly in order to reach these levels of effectiveness. Higher rates of helmet use are usually attributable to the existence of helmet laws paired with strong enforcement.

Close to 90% of participating countries (28) now have national motorcycle helmet laws that apply to all riders (i.e. drivers and passengers) on all roads, regardless of engine type; 16 of them also require helmets to satisfy a national or international standard. While helmet legislation is improving in the Region, only half of participating countries (15, covering 52% of the Region’s population) meet both these criteria and thus meet the legislation criteria on this protective factor. Helmet standards are particularly lacking in the Andean, Mesoamerican, and non-Latin Caribbean subregions (see Figure 12). Only 36% (10) of countries that have national motorcycle helmet laws reported an effective enforcement level (8 or greater on a scale of 0 to 10).

Eighteen countries reported data on the proportion of motorcyclists using helmets, with examples coming from each subregion except the Latin Caribbean. Helmet use among all riders ranges from a low of 6% in Jamaica to a high of more than 98% in Canada, Chile, Costa Rica, and Panama. Data from several countries indicates that helmet use by motorcycle passengers is far less common than helmet use by motorcycle drivers. Better data are needed to improve assessment of the problem and to better target prevention measures.
Progress with seat-belt legislation has stalled

Seat-belts are among the most effective injury-prevention interventions available for car occupants in a crash. When used properly, seat-belts reduce the risk of death by about half in the event of a crash (18). For countries with a high proportion of cars and four-wheeled light vehicles, and which have many deaths among car occupants, seat-belts are a critical component of any road safety strategy.

Two-thirds (21) of participating countries now have national laws requiring seat-belt use by occupants in both front and rear seats (Figure 13). Seven of the 21 countries that have national seat-belt laws rated enforcement as effective (8 or greater on a scale of 0 to 10).

Only 15 countries provided data on seat-belt use by drivers, and fewer still provided data for seat-belt use by front-seat or rear-seat passengers. Seat-belt use by drivers ranged from a low of 39% in Argentina to a high of more than 95% in Canada and Saint Kitts and Nevis. Among the 12 countries that reported seat-belt wearing rates for both drivers and rear seat passengers, seat-belt use by rear seat passengers was dramatically lower than that of drivers, even in countries where driver compliance was greater than 90%.

Figure 12. Motorcycle helmet laws and helmet standards, Region of the Americas, 2010.

Many countries have enacted laws to protect children

Child safety seats also rank among the most effective injury prevention interventions available (18). Potential reductions in the risk of death vary by type of child restraint and its placement in the vehicle (rear seat versus front seat), but a review of studies conducted in several countries consistently show the significant benefits of legislation mandating the placement of child restraints in a rear seat (19).

In the Region of the Americas, 22 countries now have legislation mandating the use of child restraints (Figure 14). However, there is considerable room for improvement with enforcement: only three of the 22 countries rated their enforcement as good (8 or greater on a scale of 0 to 10).

Most countries prohibit handheld mobile phone use while driving

Driver distractions are certainly not a new issue in road safety, but mobile-phone use while driving is a relatively new source of distraction. Concern over this type of driver distraction has mounted as the use of mobile phones has grown dramatically. There were 5.9 billion mobile/cellular subscriptions worldwide in 2011, up from 4.7 billion in 2009 (21). This means that 87% of the global population had mobile phones in 2011, including 79% of the population in developing countries (21).

Safe driving requires that drivers keep their eyes on the road, their hands on the wheel, and their minds on the task of driving. Mobile phone use can affect any or all of these aspects of driver behavior (22). Common measures to counter mobile-phone use by drivers include technological solutions (e.g., automatic routing of incoming calls to voice messaging), legislation prohibiting mobile-phone use while driving, and public-awareness campaigns. Twenty-one (66%) of the Region’s participating countries prohibit the use of hand-held mobile phones while driving, and the use of both hand-held and hands-free mobile phones is prohibited in three countries.

Stronger transport policies are needed to protect vulnerable road users

Risk of death or injury on the road is determined by many factors, including the road environment itself, the mode of transport, and the mix of road users and vehicle types on the road. For the most part, the Region’s road infrastructure has been designed to accommodate motorized vehicles. This results in an inherent tension between efficiency and safety, especially the safety of people who walk, bicycle, or use motorcycles—the “vulnerable road users” (20).

Policies that promote walking and/or biking, and policies that encourage investing in public transport systems as an alternative to motor vehicle transport, can reduce the volume of motorized traffic on the road. When implemented with proper oversight and appropriate infrastructure, such policies can improve the safety of pedestrians and cyclists in particular. Moreover, these policies can have additional health and environmental benefits, such as reductions in the consumption of non-renewable energy sources, traffic, greenhouse gas emissions, and air pollution, as well as increases in physical activity. Vulnerable road users can be further protected by policies that separate them from high-speed traffic in the road environment.

Attention to the mobility and safety needs of all road users is not uniform among the subregions (Figure 15). Just over half (17) of the Region’s participating countries have national or subnational policies that support investment in public transportation, and almost half (14) separate road users by mode of transport; 12 countries have national or subnational policies that promote walking and/or cycling as an alternative to car travel.

Figure 15. Percentage of countries that have policies in place aimed at prompting a safe and sustainable transit system, by subregion, Region of the Americas, 2010.

Road traffic crashes are a major cause of injury, suffering, and death in the Region of the Americas. In most of the Region’s subregions, motorcyclists, pedestrians, and cyclists are most at risk, except in the North America subregion, where the greatest proportion of deaths occurs among car occupants. The risk to different types of road users varies widely across the Region’s six subregions, with motorcyclists and pedestrians facing a disproportionate risk in many countries.

In most of the Region, the rate of motorization continues to increase. Car ownership is on the rise, as is motorcycle ownership in some subregions. Countries across the Region are undertaking to improve road safety. Most have designated a lead agency for road safety and have developed national or subnational road safety strategies. Many have strengthened legislation on one or more of the priority risk factors—speed, drink-driving, motorcycle-helmet use, seat-belt use, and child restraint use. Further progress is needed with legislation, however, as only two countries have legislation that meet criteria assessed on all five priority critical factors, and few countries rate enforcement levels as effective.

Results from this report reveal a critical need for improving data completeness and quality. In some cases, data are not complete or specific enough to be able to understand even who is dying on the roads. In half the subregions the “other and unspecified” road user category is broad enough that it may obscure the true picture of road user risk. About half the participating countries were unable to supply data on road deaths attributable to alcohol use or to a lack of motorcycle-helmet or seat-belt use. These information gaps must be filled if road safety in the Region is to be thoroughly understood, before a country can implement appropriately targeted interventions.

The Region’s governments have already recognized the need for added effort in these areas. The Pan American Health Organization’s Member States have agreed to undertake specific actions to improve road safety, as set forth in the regional Plan of Action on Road Safety adopted in 2011 (6). The Plan of Action considers seven objectives with indicators to monitor progress and activities to help countries achieve these objectives. Significant gains in road safety will be realized as the countries of the Americas implement the Plan of Action with sufficient resources and leadership.

To reduce death and injury due to road traffic, it is recommended that the Region’s countries:

- set up national advisory committees or lead agencies for road safety, and endow them with the necessary authority and resources to promote road safety measures;
- promote the development of policies and infrastructure conducive to safe transit for vulnerable road users such as pedestrians, cyclists, and motorcyclists on urban roads and highways;
- reduce the role of risk factors (such as speed and alcohol consumption) in road traffic injuries and to increase the use of protective equipment (such as helmets, seat-belts, and child restraints) by implementing and strictly enforcing laws that meet best practice on risk and protective factors; and
- develop and/or strengthen surveillance systems to improve the quality of data on groups and areas at greater risk for road traffic injuries.

**Conclusions and Recommendations**

**References**


ARGENTINA

Population: 43,412,376
Income group: Middle
Gross national income per capita: US$ 8,620

INSTITUTIONAL FRAMEWORK

Lead agency: National Road Safety Agency (ANSV)
- Established in 2009
- Funding to implement strategy: Yes, partially funded

Safety strategy

- Fatality reduction target 50%
- Policies to separate road users to protect VRUs
- Policies to promote walking or cycling

SAFER ROADS AND MOBILITY

- Estimated GDP lost due to road traffic crashes
  - No loss recorded (2009-2011)
- Police records. Defined as died within 30 days of crash.

SAFER VEHICLES

- National seat-belt law
- National child restraint law
- National motorcycle helmet law
- Emergency access telephone number(s)
  - No

DATA

- Estimated GDP lost due to road traffic crashes: —

POST-CRASH CARE

- Emergency medicine training for nurses: Yes
- Emergency medicine training for doctors: Yes

DEATHS BY ROAD USER CATEGORY

<table>
<thead>
<tr>
<th>Road User Category</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrians</td>
<td>15%</td>
</tr>
<tr>
<td>Cyclists</td>
<td>2%</td>
</tr>
<tr>
<td>Riders motorized 2- or 3-wheelers</td>
<td>5%</td>
</tr>
<tr>
<td>Motorized 2- and 3-wheelers</td>
<td>10%</td>
</tr>
<tr>
<td>Motorized 4-wheelers</td>
<td>13%</td>
</tr>
<tr>
<td>Non-motorized 4-wheelers</td>
<td>14%</td>
</tr>
<tr>
<td>Personal motorcycles</td>
<td>3%</td>
</tr>
<tr>
<td>Non-motorized 3-wheelers</td>
<td>3%</td>
</tr>
<tr>
<td>Passengers (all vehicles)</td>
<td>25%</td>
</tr>
<tr>
<td>Drivers (all vehicles)</td>
<td>44%</td>
</tr>
<tr>
<td>Other</td>
<td>5%</td>
</tr>
</tbody>
</table>

BAHAMAS

Population: 342,877
Income group: High
Gross national income per capita: US$ 21,970

INSTITUTIONAL FRAMEWORK

Lead agency: Road Traffic Department
- Established in 2009
- Funding to implement strategy: Yes, fully funded

Safety strategy

- Fatality reduction target 20%
- Policies to separate road users to protect VRUs
- Policies to promote walking or cycling

SAFER ROADS AND MOBILITY

- Estimated GDP lost due to road traffic crashes
  - No loss recorded (2009-2011)
- Police records. Defined as died within a year of the crash.

SAFER VEHICLES

- National speed limits
- National drink–driving law
- Penalty/demerit point system in place
- National law on mobile phones while driving
- National seat-belt law

DATA

- Estimated GDP lost due to road traffic crashes: —

POST-CRASH CARE

- Emergency medicine training for nurses: Yes
- Emergency medicine training for doctors: Yes

DEATHS BY ROAD USER CATEGORY

<table>
<thead>
<tr>
<th>Road User Category</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrians</td>
<td>18%</td>
</tr>
<tr>
<td>Cyclists</td>
<td>2%</td>
</tr>
<tr>
<td>Riders motorized 2- or 3-wheelers</td>
<td>5%</td>
</tr>
<tr>
<td>Motorized 2- and 3-wheelers</td>
<td>16%</td>
</tr>
<tr>
<td>Motorized 4-wheelers</td>
<td>24%</td>
</tr>
<tr>
<td>Non-motorized 4-wheelers</td>
<td>11%</td>
</tr>
<tr>
<td>Public motorbikes and three-wheelers</td>
<td>10%</td>
</tr>
<tr>
<td>Other</td>
<td>3%</td>
</tr>
</tbody>
</table>

TRENDS IN ROAD TRAFFIC DEATHS

Further data on each country can be found in the statistical annex.

BARBADOS

Population: 273,331
Income group: High
Gross national income per capita: US$ 12,660

INSTITUTIONAL FRAMEWORK
Lead agency: Traffic Management Committee, Ministry of Transport & Works
National seat-belt law
Policies to separate road users to protect VRUs
Policies to promote walking or cycling
Formal audits required for new road construction

SAFER ROAD USERS
Penal/prohibition points system in place
Yes
Penalty/demerit point system in place
Yes
Seat-belt wearing rate —
No

SAFER VEHICLES
Vehicle standards applied
—
Motorized 2- and 3-wheelers —
Cars and 4-wheeled light vehicles —

SAFER ROADS AND MOBILITY
National road safety strategy
Yes
Enforcement
Random breath testing and/or police checkpoints
Yes

DATA
Reported road traffic fatalities (2010)
—
Reported road traffic fatalities (2011)
—

POST-CRASH CARE
Emergency access telephone number(s)
911
Emergency medical training for nurses
No
Emergency medical training for doctors
Yes
Serious injured transported by ambulance
—

BELIZE

Population: 311,627
Income group: Middle
Gross national income per capita: US$ 3,640

INSTITUTIONAL FRAMEWORK
Lead agency: National Road Safety Committee
National child restraint law
National seat-belt law
National motorcycle helmet law
National drink–driving law
Penalty/demerit point system in place
Yes

SAFER ROAD USERS
Penal/prohibition points system in place
No
Penalty/demerit point system in place
—
Seat-belt wearing rate —
—

SAFER VEHICLES
Vehicle standards applied
—
Motorized 2- and 3-wheelers —
Cars and 4-wheeled light vehicles —

SAFER ROADS AND MOBILITY
National road safety strategy
Yes

DATA
Reported road traffic fatalities (2010)
—

POST-CRASH CARE
Emergency access telephone number(s)
911
Emergency medical training for nurses
No
Emergency medical training for doctors
Yes
Serious injured transported by ambulance
—

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS

DEATHS BY ROAD USER CATEGORY

TRENDS IN ROAD TRAFFIC DEATHS
BOLIVIA (PLURINATIONAL STATE OF)

Population: 10,529,849
Income group: Middle
Gross national income per capita: US$ 3,840

INSTITUTIONAL FRAMEWORK

Lead agency
Inter-institutional Road Safety Council

Key players
Bolivian Ministry of the Interior

National Road Safety Strategy
Funded in national budget No

SAFER ROADS AND MOBILITY

Formal audits required for new road construction —

Policies to separate road users to protect VRUs

Policies to encourage investment in public transport

Policies to promote walking or cycling

Regular inspections of existing road infrastructure

Formal audits required for new road construction

Policies to separate road users to protect VRUs

SAFER VEHICLES

Total registered vehicles (2010) 64,817,974

Motorized 2 - and 3 - wheelers 16,508,854

Cars and 4 - wheeled light vehicles 43,632,236

Buses 722,682

Heavy trucks 3,954,202

Estimated GDP lost due to road traffic crashes
1.2%

SAFER ROAD USERS

Pedestrians (36%)

INCOME GROUP: Middle

Population: 9,929,849

Schools

National seat-belt law

Yes

National drink–driving law

Yes

Traffic violations by gender

Male (60%)

Female (40%)


SAFER VEHICLES

Total registered vehicles (2010) 64,817,974

Cars and 4 - wheeled light vehicles 43,632,236

Motorized 2 - and 3 - wheelers 16,508,854

Buses 722,682

Heavy trucks 3,954,202

 Reported road traffic fatalities (2010) 37,594

Emergency medicine training for nurses

Yes

Emergency medicine training for doctors

Yes

POST-CRASH CARE

Vital registration system

Yes

Emergency medicine training for nurses

Yes

Emergency medicine training for doctors

Yes

Data collected by multisectoral consensus meeting and cleared by Ministry of Health.

DEATHS BY ROAD USER CATEGORY

Drivers/passengers

Other (23%)

Occupants 4 - wheeled cars and light vehicles (22%)

Pedestrians (23%)

Cyclists (4%)

TREND IN ROAD TRAFFIC DEATHS

Deaths per 100,000 population


Further data on each country can be found in the statistical annex.

BRAZIL

Population: 194,849,480
Income group: Middle
Gross national income per capita: US$ 5,540

INSTITUTIONAL FRAMEWORK

Lead agency
National Traffic Department (DANTRAN)

Key players
Brazilian Ministry of Transport

National Road Safety Strategy
Funded in national budget No

SAFER ROADS AND MOBILITY

Formal audits required for new road construction

Policies to separate road users to protect VRUs

Policies to encourage investment in public transport

Policies to promote walking or cycling

Regular inspections of existing road infrastructure

Formal audits required for new road construction

Policies to separate road users to protect VRUs

SAFER VEHICLES

Total registered vehicles (2010) 82,617,974

Cars and 4 - wheeled light vehicles 43,632,236

Motorized 2 - and 3 - wheelers 16,508,854

Buses 722,682

Heavy trucks 3,954,202

Estimated GDP lost due to road traffic crashes
1.2%

SAFER ROAD USERS

Pedestrians (23%)

INCOME GROUP: Middle

Population: 64,817,974

Schools

National seat-belt law

Yes

National drink–driving law

Yes

Traffic violations by gender

Male (60%)

Female (40%)


SAFER VEHICLES

Total registered vehicles (2010) 64,817,974

Cars and 4 - wheeled light vehicles 43,632,236

Motorized 2 - and 3 - wheelers 16,508,854

Buses 722,682

Heavy trucks 3,954,202

 Reported road traffic fatalities (2010) 37,594

Emergency medicine training for nurses

Yes

Emergency medicine training for doctors

Yes

POST-CRASH CARE

Vital registration system

Yes

Emergency medicine training for nurses

Yes

Emergency medicine training for doctors

Yes

DATA

Reported road traffic fatalities (2010) 37,594

Emergency rooms based injury surveillance system

Yes

"No" or "No data" indicates that information was not available or could not be obtained.

DEATHS BY ROAD USER CATEGORY

Drivers/passengers

Other (23%)

Occupants 4 - wheeled cars and light vehicles (22%)

Pedestrians (23%)

Cyclists (4%)

TREND IN ROAD TRAFFIC DEATHS

Deaths per 100,000 population


Further data on each country can be found in the statistical annex.
### CANADA

**Population:** 34,018,594  
**Income group:** High  
**Gross national income per capita:** US$ 43,250

**Further data on each country can be found in the statistical annex.**

<table>
<thead>
<tr>
<th><strong>SAFER ROAD USERS</strong></th>
</tr>
</thead>
</table>
| Penetration point system in place | Yes  
| National seat-belt law | Yes  
| National speed limits | Yes  
| National law on mobile phones | Yes  
| National child restraint law | Yes  
| National motorcycle helmet law | Yes  
| National drink–driving law | Yes  
| National seat-belt wearing law | Yes  
| Formal audits required for new road construction | Yes  
| Policies to separate road users to protect VRUs | Yes  
| Policies to encourage investment in public transport | Yes  
| Laws requiring the use of child restraints | Yes  
| Domestic road safety research | Yes  
| National traffic safety strategy | Yes  
| Lead agency | Road Safety and Motor Vehicle Regulation Directorate, Transport Canada*  

<table>
<thead>
<tr>
<th><strong>INSTITUTIONAL FRAMEWORK</strong></th>
</tr>
</thead>
</table>
| Lead agency | Road Safety and Motor Vehicle Regulation Directorate, Transport Canada*  
| National seat-belt law | Yes  
| National speed limits | Yes  
| National law on mobile phones | Yes  
| National child restraint law | Yes  
| National motorcycle helmet law | Yes  
| National drink–driving law | Yes  
| National seat-belt wearing law | Yes  
| Formal audits required for new road construction | Yes  
| Policies to separate road users to protect VRUs | Yes  
| Policies to encourage investment in public transport | Yes  
| Laws requiring the use of child restraints | Yes  
| Domestic road safety research | Yes  
| National traffic safety strategy | Yes  
| Lead agency | Road Safety and Motor Vehicle Regulation Directorate, Transport Canada*  

**CANADA**

**Gross national income per capita:** US$ 43,250  
**Income group:** High  
**Population:** 34,016,594

**Gross national income per capita:** US$ 43,250  
**Income group:** High  
**Population:** 34,016,594

**Riders motorized 2- or 3-wheelers:** 9%  
**Drivers/passengers buses:** <1%  
**Drivers 4-wheeled cars:** 59%  
**Passengers 4-wheeled cars and light vehicles:** 27%  
**Pedestrians:** 14%  
**Cyclists:** 3%  
**Riders motorized 2- or 3-wheelers:** 9%  
**Drivers/passengers buses:** <1%  
**Drivers 4-wheeled cars:** 59%  
**Passengers 4-wheeled cars and light vehicles:** 27%  
**Pedestrians:** 14%  
**Cyclists:** 3%  

### CHILE

**Population:** 17,113,688  
**Income group:** Middle  
**Gross national income per capita:** US$ 18,750

**Further data on each country can be found in the statistical annex.**

<table>
<thead>
<tr>
<th><strong>SAFER ROAD USERS</strong></th>
</tr>
</thead>
</table>
| Penetration point system in place | No  
| National seat-belt law | Yes  
| National speed limits | Yes  
| National law on mobile phones | Yes  
| National child restraint law | Yes  
| National motorcycle helmet law | Yes  
| National drink–driving law | Yes  
| National seat-belt wearing law | Yes  
| Formal audits required for new road construction | No  
| Policies to separate road users to protect VRUs | Yes  
| Policies to encourage investment in public transport | Yes  
| Laws requiring the use of child restraints | Yes  
| Domestic road safety research | Yes  
| National traffic safety strategy | Yes  
| Lead agency | National Traffic Safety Commission (CONASET)  

<table>
<thead>
<tr>
<th><strong>INSTITUTIONAL FRAMEWORK</strong></th>
</tr>
</thead>
</table>
| Lead agency | National Traffic Safety Commission (CONASET)  
| National seat-belt law | Yes  
| National speed limits | Yes  
| National law on mobile phones | Yes  
| National child restraint law | Yes  
| National motorcycle helmet law | Yes  
| National drink–driving law | Yes  
| National seat-belt wearing law | Yes  
| Formal audits required for new road construction | No  
| Policies to separate road users to protect VRUs | Yes  
| Policies to encourage investment in public transport | Yes  
| Laws requiring the use of child restraints | Yes  
| Domestic road safety research | Yes  
| National traffic safety strategy | Yes  
| Lead agency | National Traffic Safety Commission (CONASET)  

**CHILE**

**Gross national income per capita:** US$ 18,750  
**Income group:** Middle  
**Population:** 17,113,688

**Riders motorized 2- or 3-wheelers:** 4%  
**Drivers/passengers buses:** 2%  
**Drivers 4-wheeled cars:** 89%  
**Passengers 4-wheeled cars and light vehicles:** 8%  
**Pedestrians:** 10%  
**Cyclists:** 5%  
**Riders motorized 2- or 3-wheelers:** 4%  
**Drivers/passengers buses:** 2%  
**Drivers 4-wheeled cars:** 89%  
**Passengers 4-wheeled cars and light vehicles:** 8%  
**Pedestrians:** 10%  
**Cyclists:** 5%  

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*With the support and collaboration of the Canadian Council of Motor Transport Administrators and its members.

**Further data on each country can be found in the statistical annex.**
Further data on each country can be found in the statistical annex.

COLOMBIA

Population: 46,294,842
Income group: Middle
Gross national income per capita: USD 5,520

INSTITUTIONAL FRAMEWORK

- Lead agency: Ministry of Transportation
- National road safety strategy set
- No National drink–driving law
- Yes
- National child restraint law
- Yes
- National seat-belt law
- Yes
- National law on mobile phones while driving
- Yes

SAFER ROAD USERS

- Penetration point systems in place
- Yes
- Reduced alcohol limit
- BAC limit – young or novice drivers 0.039 g/dl
- BAC limit – professional/commercial drivers 0.039 g/dl
- Random breath testing and/or police checkpoints
- Yes
- Helmet standard mandated
- Yes
- Helmet wearing rate
- Drivers 99.5%
- Passengers 48%
- 2004, Seat-belt Survey.
- Yes
- Enforcement
- 0 1 2 3 4 5 6 7 8

DATA

- Reported road traffic fatalities (2009)
- 4,529
- Estimated GDP lost due to road traffic crashes
- —
- Vital registration system
- Yes
- Vital registration data: Defined as death within a year of crash.
- Yes

DEATHS BY ROAD USER CATEGORY

- Drivers 4-wheeled cars and light vehicles (46%)
- Passengers 4-wheeled cars and light vehicles (6%)
- Other (8%)
- Drivers/passengers 2- or 3-wheelers (9%)
- Drivers/passengers heavy trucks (2%)
- Pedestrians (31%)
- Riders motorized 2- or 3-wheelers (39%)
- Cyclists (6%)


DEATHS BY ROAD USER CATEGORY

- Drivers 4-wheeled cars and light vehicles (31%)
- Passengers 4-wheeled cars and light vehicles (31%)
- Other (13%)
- Drivers/passengers buses (1%)
- Drivers/passengers heavy trucks (1%)
- Pedestrians (37%)
- Riders motorized 2- or 3-wheelers (28%)
- Cyclists (32%)

Source: 2009, Judicial Branch.

COSTA RICA

Population: 4,658,897
Income group: Middle
Gross national income per capita: USD 6,860

INSTITUTIONAL FRAMEWORK

- Lead agency: Council on Road Safety
- National road safety strategy set
- Yes
- National drink–driving law
- Yes
- National child restraint law
- Yes
- National seat-belt law
- Yes

SAFER ROAD USERS

- Penetration point systems in place
- No
- Reduced alcohol limit
- BAC limit – young or novice drivers 0.05 g/dl
- BAC limit – professional/commercial drivers 0.039 g/dl
- Random breath testing and/or police checkpoints
- Yes
- Helmet standard mandated
- Yes
- Helmet wearing rate
- Drivers 60%
- Passengers 50%
- Yes
- Enforcement
- 0 1 2 3 4 5 6 7 8

DATA

- Reported road traffic fatalities (2009)
- 923,591
- Estimated GDP lost due to road traffic crashes
- —
- Vital registration system
- Yes
- Vital registration data: Defined as death within a year of crash.
- Yes

DEATHS BY ROAD USER CATEGORY

- Drivers 4-wheeled cars and light vehicles (17%)
- Passengers 4-wheeled cars and light vehicles (6%)
- Motorized 2- and 3-wheelers (141,470)
- Cars and 4-wheeled light vehicles (605,943)
- Heavy trucks (247,341)
- Buses (155,680)
- Pedestrians (37%)
- Cyclists (10%)
- Riders motorized 2- and 3-wheelers (28%)
- Drivers 4-wheeled cars (48%)
- Other (13%)
Further data on each country can be found in the statistical annex.

**CUBA**

Population: 11,257,979  
Income group: Middle  
Gross national income per capita: US$ 5,460

**INSTITUTIONAL FRAMEWORK**

<table>
<thead>
<tr>
<th>Lead agency</th>
<th>National Road Safety Commission</th>
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<td>Funding</td>
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<tr>
<td>Subnational</td>
<td>Yes</td>
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<tr>
<td>Transportation Board</td>
<td>No</td>
</tr>
<tr>
<td>Data collection</td>
<td>Yes after multisectoral consensus meeting and cleared by the Council of Ministers.</td>
</tr>
</tbody>
</table>

**SAFER ROAD USERS**

| Police records               | Yes |
| Polis records                | No  |
| Drivers/passengers          | Yes |
| Motorists                    | No  |
| Motorized 2- and 3-wheelers | Yes |
| Cyclists                     | Yes |
| Subnational                 | No  |
| Pedestrians                  | Yes |
| National child restraint law| Yes |
| National seat-belt law      | Yes |
| National motorcycle helmet law| Yes |
| National speed limits        | Yes |
| National drink–driving law  | No  |
| National law on mobile phones while driving | No |
| National law on hand-held mobile phones | No |
| National laws on alcohol    | Yes |
| Fatality reduction targets set | Yes |
| Helmet wearing rate —        | 50–74% |

**DATA**

- Reported road traffic fatalities: 497
  - Car and 4-wheeled light vehicles: 17,252
  - Motorized 2- and 3-wheelers: 1,636
  - Heavy trucks: 192
  - Other: 23,566
- National laws on mobile phones while driving: No

**POST-CRASH CARE**

- Emergency access telephone number(s): 999
- Vital registration system: Yes
- Emergency Room based injury surveillance system: No
- Emergency medicine training for doctors: Yes
- Emergency medicine training for nurses: Yes

**DEATHS BY ROAD USER CATEGORY**

- Pedestrians (13%)
- Motorists (5%)
- Motorists riding 2- or 3-wheelers (3%)
- Motorists driving 4-wheeled cars and light vehicles (5%)
- Motorists driving heavy trucks (8%)
- Riders motorized 2- or 3-wheelers (23%)
- Riders motorized 4-wheelers (0%)
- Cyclists (13%)
- Other (8%)
- Motorists driving 4-wheeled cars and light vehicles (5%)

**TRENDS IN ROAD TRAFFIC DEATHS**

- Drivers/passengers (1%)
- Motorists (5%)
- Motorists riding 2- or 3-wheelers (3%)
- Motorists driving 4-wheeled cars and light vehicles (5%)
- Motorists driving heavy trucks (8%)
- Riders motorized 2- or 3-wheelers (23%)
- Riders motorized 4-wheelers (0%)
- Cyclists (13%)
- Other (8%)
- Motorists driving 4-wheeled cars and light vehicles (5%)

**DOMINICA**

Population: 67,763  
Income group: Middle  
Gross national income per capita: US$ 6,900

**INSTITUTIONAL FRAMEWORK**

<table>
<thead>
<tr>
<th>Lead agency</th>
<th>Transport Board</th>
</tr>
</thead>
<tbody>
<tr>
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</tr>
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<td>Yes</td>
</tr>
<tr>
<td>Transportation Board</td>
<td>No</td>
</tr>
<tr>
<td>Data collection</td>
<td>No</td>
</tr>
</tbody>
</table>

**SAFER ROAD USERS**

| Police records               | Yes |
| Polis records                | No  |
| Drivers/passengers          | Yes |
| Motorists                    | No  |
| Motorized 2- and 3-wheelers | Yes |
| Cyclists                     | Yes |
| Subnational                 | Yes |
| Pedestrians                  | Yes |
| National child restraint law| Yes |
| National seat-belt law      | Yes |
| National motorcycle helmet law| Yes |
| National speed limits        | Yes |
| National drink–driving law  | Yes |
| National law on mobile phones while driving | No |
| National law on hand-held mobile phones | No |
| National laws on alcohol    | Yes |
| Fatality reduction targets set | Yes |
| Helmet wearing rate —        | 50–74% |

**DATA**

- Reported road traffic fatalities: 833
  - Car and 4-wheeled light vehicles: 833
- National laws on mobile phones while driving: No
- National laws on hand-held mobile phones while driving | No |

**POST-CRASH CARE**

- Emergency access telephone number(s): 104
- Vital registration system: Yes
- Emergency Room based injury surveillance system: No
- Emergency medicine training for doctors: Yes
- Emergency medicine training for nurses: Yes

**DEATHS BY ROAD USER CATEGORY**

- Pedestrians (13%)
- Motorists (5%)
- Motorists riding 2- or 3-wheelers (3%)
- Motorists driving 4-wheeled cars and light vehicles (12%)
- Motorists driving heavy trucks (0%)
- Riders motorized 2- or 3-wheelers (50%)
- Riders motorized 4-wheelers (0%)
- Cyclists (13%)
- Other (8%)
- Motorists driving 4-wheeled cars and light vehicles (12%)

**TRENDS IN ROAD TRAFFIC DEATHS**

- Drivers/passengers (1%)
- Motorists (5%)
- Motorists riding 2- or 3-wheelers (3%)
- Motorists driving 4-wheeled cars and light vehicles (12%)
- Motorists driving heavy trucks (0%)
- Riders motorized 2- or 3-wheelers (50%)
- Riders motorized 4-wheelers (0%)
- Cyclists (13%)
- Other (8%)
- Motorists driving 4-wheeled cars and light vehicles (12%)
DOMINICAN REPUBLIC

Population: 11,807,300
Income group: Middle
Gross national income per capita: US$ 3,850

Further data on each country can be found in the statistical annex.

SAFER ROAD USERS

<table>
<thead>
<tr>
<th>Penalty/denial post system in place</th>
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<tr>
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</table>

DEATHS BY ROAD USER CATEGORY

Drivers/passengers buses (2%)
Drivers/passengers heavy trucks (1%)
Pedestrians (25%)
Other (>1%)
Drivers/passengers buses, 4-wheeled and light vehicles (34%)

SAFER VEHICLES

<table>
<thead>
<tr>
<th>Vehicle standards applied</th>
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POST-CRASH CARE

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ECUADOR

Population: 14,464,739
Income group: Middle
Gross national income per capita: US$ 5,020

Further data on each country can be found in the statistical annex.

SAFER ROAD USERS

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<th>Penalty/denial post system in place</th>
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<tr>
<td>National law on mobile phones while driving</td>
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<td>Part of network</td>
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<td>Helmet standard mandated</td>
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<td>Helmet wearing rate — Drivers</td>
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<td>Life lost due to road traffic crash</td>
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DEATHS BY ROAD USER CATEGORY

Drivers/passengers buses (1%)
Drivers/passengers heavy trucks (<1%)
Pedestrians (25%)
Other (>1%)
Drivers/passengers buses, 4-wheeled and light vehicles (34%)

SAFER VEHICLES

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<th>Vehicle standards applied</th>
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POST-CRASH CARE

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</table>
Further data on each country can be found in the statistical annex.

**Gross national income per capita:** US$ 3,370

**Income group:** Middle

**Population:** 7,658,770

**Number of road traffic fatalities (2010):** 1,191

**Fatality reduction target:** 50%

**Fatality reduction targets set:** Yes (2011–2020)

**Funding to implement strategy:** Partially funded

**National law on mobile phones while driving:**
- Law also applies to hands-free mobile phones: Yes
- Law prohibits hand-held mobile phone use: Yes
- Applies to front and rear seat occupants: Yes

**Vehicle standards applied:**
- New car assessment programme: No
- UN World forum on harmonization of vehicles standards: No

**Vehicle regulations:**
- Vehicle standards applied: Yes
- National motorcycle helmet law: Yes
- National drink–driving law: Yes
- BAC limit – general population: 0.05 g/dl
- BAC limit – professional/commercial drivers: —
- Local authorities can set lower limits: No
- Random breath testing and/or police checkpoints: Yes
- Enforcement: 0 1 2 3

**Vehicle types:**
- Heavy trucks: 70,671
- Motorized 2- and 3-wheelers: 602,067
- Cars and 4-wheeled light vehicles: 567,453
- Other: 34,056

**Other:**
- Drivers/passengers in 4-wheeled cars and light vehicles: 77%
- Pedestrians: 62%
- Cyclists: 8%
- Riders motorized 2- or 3-wheelers: 5%
- Drivers/passengers in heavy trucks: 2%

**Emergency access telephone number(s):** Yes

**Emergency medicine training for doctors:** Yes

**Emergency medicine training for nurses:** No

**Penalty/demerit point system in place:** Yes

**Helmet wearing rate:** 40% All riders

**Seriously injured transported by ambulance:** >75%

**Permanently disabled due to road traffic crash:** —

**Emergency Room based injury surveillance system:** Yes

**Vital registration system:** Yes

**National seat-belt law:** Yes

**National law on child restraints:** No

**National motorcycle helmet law:** Yes

**National drink–driving law:** Yes

**BAC limit – general population:** 0.05 g/dl

**BAC limit – professional/commercial drivers:** —

**Enforcement:**
- BAC tests: 0 1
- Random breath testing and/or police checkpoints: Yes
- Enforcement: 0 1 2

**Source:** Institute of Legal Medicine. Source: Institute of National Statistics.

Further data on each country can be found in the statistical annex.

**Population:** 14,388,929

**Number of road traffic fatalities (2010):** 923

**Fatality reduction target:** 50%

**Fatality reduction targets set:** Yes (2011–2020)

**Funding to implement strategy:** Fully funded

**National law on mobile phones while driving:**
- Law also applies to hands-free mobile phones: Yes
- Law prohibits hand-held mobile phone use: Yes
- Applies to front and rear seat occupants: No

**Vehicle standards applied:**
- New car assessment programme: No
- UN World forum on harmonization of vehicles standards: No

**Vehicle regulations:**
- Vehicle standards applied: Yes
- National motorcycle helmet law: Yes
- National drink–driving law: Yes
- BAC limit – general population: 0.05 g/dl
- BAC limit – professional/commercial drivers: —
- Local authorities can set lower limits: Yes
- Random breath testing and/or police checkpoints: Yes
- Enforcement: 0 1 2

**Vehicle types:**
- Heavy trucks: 124,460
- Motorized 2- and 3-wheelers: 602,067
- Cars and 4-wheeled light vehicles: 567,453
- Other: 34,056

**Other:**
- Drivers/passengers in 4-wheeled cars and light vehicles: 77%
- Pedestrians: 62%
- Cyclists: 8%
- Riders motorized 2- or 3-wheelers: 5%
- Drivers/passengers in heavy trucks: 2%

**Emergency access telephone number(s):** Yes

**Emergency medicine training for doctors:** Yes

**Emergency medicine training for nurses:** No

**Penalty/demerit point system in place:** Yes

**Helmet wearing rate:** 40% All riders

**Seriously injured transported by ambulance:** >75%

**Permanently disabled due to road traffic crash:** —

**Emergency Room based injury surveillance system:** Yes

**Vital registration system:** Yes

**National seat-belt law:** Yes

**National law on child restraints:** No

**National motorcycle helmet law:** Yes

**National drink–driving law:** Yes

**BAC limit – general population:** 0.05 g/dl

**BAC limit – professional/commercial drivers:** —

**Enforcement:**
- BAC tests: 0 1
- Random breath testing and/or police checkpoints: Yes
- Enforcement: 0 1 2

**Source:** Institute of National Statistics.

Further data on each country can be found in the statistical annex.
GUYANA
Population: 754.483
Income group: Middle
Gross national income per capita: US$ 2,900

Further data on each country can be found in the statistical annex.

Gross national income per capita: US$ 1,870
Population: 7,600,524
Income group: Middle
Gross national income per capita: US$ 1,370

SAFER ROADS AND MOBILITY

Policies to promote walking or cycling
Regular inspections of existing road infrastructure
Formal audits required for new road construction

Lead agency
Guyana National Road Safety Council

National road safety strategy

Policy to encourage investment in public transport
Policy to sustain road users to public transport

INSTITUTIONAL FRAMEWORK

Fully funded and adequately staffed
Yes

Permanently disabled due to road traffic crash

Unfunded
No

Emergency access telephone number(s)
Yes

Emergency Room based injury surveillance system
Yes

Vital registration system
No

DATA
Reported road traffic fatalities (2010)
1,757

POST-CRASH CARE

Emergency medicine training for doctors
No

Emergency medicine training for nurses
No

Permanently disabled due to road traffic crash
—

Deaths by road user category

Drivers 4-wheeled cars and light vehicles (26%)

Passengers 4-wheeled cars and light vehicles (7%)

Riders motorized 2- or 3-wheelers (20%)

Cyclists (26%)

Pedestrians (35%)

Source: 2010, Guyana Police Force Traffic Department.

Trends in roadtraffic deaths

Number of road traffic deaths

2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010
0 50 150 200 250

Source: 2010, Guyana Police Force Traffic Department.

HONDURAS
Population: 7,600,524
Income group: Middle
Gross national income per capita: US$ 1,370

Further data on each country can be found in the statistical annex.

Gross national income per capita: US$ 1,870
Population: 754.483
Income group: Middle
Gross national income per capita: US$ 2,900

SAFER ROADS AND MOBILITY

Policies to promote walking or cycling
Regular inspections of existing road infrastructure
Formal audits required for new road construction

Lead agency
National Road Safety Council (CNSV)

National road safety strategy

Policy to encourage investment in public transport
Policy to sustain road users to public transport

INSTITUTIONAL FRAMEWORK

Fully funded and adequately staffed
Yes

Permanently disabled due to road traffic crash

Unfunded
No

Emergency access telephone number(s)
Yes

Emergency Room based injury surveillance system
Yes

Vital registration system
No

DATA
Reported road traffic fatalities (2010)
1,757

POST-CRASH CARE

Emergency medicine training for doctors
No

Emergency medicine training for nurses
No

Permanently disabled due to road traffic crash
—

Deaths by road user category

Drivers 4-wheeled cars and light vehicles (26%)

Passengers 4-wheeled cars and light vehicles (7%)

Riders motorized 2- or 3-wheelers (20%)

Cyclists (26%)

Pedestrians (35%)

Source: 2010, Traffic Accident Information System of the National Transit Bureau.

Trends in roadtraffic deaths

Number of road traffic deaths

2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010
0 50 150 200 250

Source: 2010, Traffic Accident Information System of the National Transit Bureau.

Further data on each country can be found in the statistical annex.
Further data on each country can be found in the statistical annex.

**JAMAICA**

Population: 2,741,052  
Income group: Middle  
Gross national income per capita: US$ 4,700

**INSTITUTIONAL FRAMEWORK**

Lead agency: National Road Safety Council (NRSC)

- Policies to separate road users to protect VRUs: Yes
- Policies to encourage investment in public transport: Yes
- Policies to promote walking or cycling: Yes

**SAFER ROADS AND MOBILITY**

- Formal audits required for new road construction: Yes
- National road safety strategy: Yes
- Funding to implement strategy: Yes, fully funded

**SAFER VEHICLES**

- Total registered vehicles (2009): 954,397  
  - Motorized 2- and 3-wheelers: 3,985  
  - Heavy trucks: 8,842,518  
  - All other vehicles: 502,265

**DATA**

- Reported road traffic fatalities (2010): 17,820  
  - Drivers/passengers: 3,884  
  - Pedestrians: 2,752  
  - Cyclists: 22

**POST-CRASH CARE**

- Vital registration system: Yes
- Enacted BSR law for road traffic crashes: Yes
- BAC limits: BAC limit – professional/commercial drivers 0.08 g/dl  
  - BAC limit – young or novice drivers 0.08 g/dl  
  - BAC limit – general population 0.05–0.08 g/dl

**DEATHS BY ROAD USER CATEGORY**

- Drivers/passengers: 1,378
- Pedestrians: 528
- Cyclists: 22

**TRENDS IN ROADTRAFFIC DEATHS**

- Over the past 10 years, deaths due to road traffic crashes have increased by 5%.

**MEXICO**

Population: 113,423,052  
Income group: Middle  
Gross national income per capita: US$ 8,930

**INSTITUTIONAL FRAMEWORK**

Lead agency: National Council of Injury Prevention

- Policies to separate road users to protect VRUs: Yes
- Policies to encourage investment in public transport: Yes
- Policies to promote walking or cycling: Yes

**SAFER ROADS AND MOBILITY**

- Formal audits required for new road construction: No
- National road safety strategy: Yes
- Fatality reduction target 50%: Yes (2011–2020)
- Funding to implement strategy: No

**SAFER VEHICLES**

- Total registered vehicles (2009): 9,741,288  
  - Buses: 337,391  
  - Motorized 2- and 3-wheelers: 3,985  
  - Heavy trucks: 8,842,518  
  - All other vehicles: 502,265

**DATA**

- Reported road traffic fatalities (2010): 17,820  
  - Drivers/passengers: 3,884  
  - Pedestrians: 2,752  
  - Cyclists: 22

**POST-CRASH CARE**

- Vital registration system: Yes
- Enacted BSR law for road traffic crashes: Yes
- BAC limits: BAC limit – professional/commercial drivers 0.02 g/dl  
  - BAC limit – young or novice drivers 0.05–0.08 g/dl  
  - BAC limit – general population 0.08 g/dl

**DEATHS BY ROAD USER CATEGORY**

- Drivers/passengers: 1,378
- Pedestrians: 528
- Cyclists: 22

**TRENDS IN ROADTRAFFIC DEATHS**

- Over the past 10 years, deaths due to road traffic crashes have increased by 5%.
**NICARAGUA**

**Population:** 5,788,163  
**Income group:** Middle  
**Gross national income per capita:** US$ 1,100

**Gross national income per capita:** US$ 7,010  
**Income group:** Middle  
**Population:** 3,516,820

---

**INSTITUTIONAL FRAMEWORK**

**Lead agency:** No

**Policies to separate road users to protect VRUs**

**Policies to encourage investment in public transport**

**Regular inspections of existing road infrastructure**

**Formal audits required for new road construction**

---

**SAFER ROADS AND MOBILITY**

**Emergency medicine training for nurses**

---

**SAFER VEHICLES**

**Total registered vehicles (2011):** 462,078

**Maximum limit on urban roads:** 45 km/h

**Penalty/demerit point system in place:** No

---

**DATA**

**Reported road traffic fatalities (2010):** 422

---

**DEATHS BY ROAD USER CATEGORY**

- Pedestrians (33%)
- Drivers (all vehicles) (40%)
- Passengers (all vehicles) (27%)

---

**TRENDS IN ROAD TRAFFIC DEATHS**

---

**INSTITUTIONAL FRAMEWORK**

**Lead agency:** Traffic and Ground Transport Authority

**Policies to separate road users to protect VRUs**

**Policies to encourage investment in public transport**

**Regular inspections of existing road infrastructure**

**Formal audits required for new road construction**

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**SAFER ROADS AND MOBILITY**

**Emergency medicine training for nurses**

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**SAFER VEHICLES**

**Total registered vehicles (2010):** 612,000

**Penalty/demerit point system in place:** No

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**DATA**

**Reported road traffic fatalities (2010):** 465

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**DEATHS BY ROAD USER CATEGORY**

- Pedestrians (43%)
- Passengers &-screeded cars and light vehicles (25%)
- Cyclists (6%)
- Other (1%)

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**TRENDS IN ROAD TRAFFIC DEATHS**

---

Further data on each country can be found in the statistical annex.

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Further data on each country can be found in the statistical annex.
### PARAGUAY

Population: 6,454,548  
Income group: Middle  
Gross national income per capita: US$ 2,730

**DEATHS BY ROAD USER CATEGORY**

- Pedestrians (28%)  
- Cyclists (13%)  
- Riders motorized 2- or 3-wheelers (42%)  
- Drivers 4-wheeled cars and light vehicles (20%)

**TRENDS IN ROAD TRAFFIC DEATHS**

![Graph showing trends in road traffic deaths from 2005 to 2010](source: 2010, Ministry of Public Health and Social Welfare)

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### PERU

Population: 29,078,512  
Income group: Middle  
Gross national income per capita: US$ 4,900

**DEATHS BY ROAD USER CATEGORY**

- Pedestrians (34%)  
- Cyclists (1%)  
- Riders motorized 2- or 3-wheelers (46%)  
- Drivers 4-wheeled cars and light vehicles (10%)

**TRENDS IN ROAD TRAFFIC DEATHS**

![Graph showing trends in road traffic deaths from 2005 to 2010](source: 2010, Ministry of Health)

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**Further data for each country can be found in the statistical annex.**

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**INSTITUTIONAL FRAMEWORK**

<table>
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<th>National Road Safety Council</th>
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<tr>
<td>Subnational</td>
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**SAFER ROAD USERS**

| 45% rear seat-belts required in all new cars | Yes |
| 10% front seat-belts required in all new cars | Yes |
| National seat-belt law | Yes |
| National law on mobile phones while driving | Yes |
| National child restraint law | No |
| Helmet wearing rate — | 50% Drivers |

**SAFER VEHICLES**

| CAS | Yes |
| National law on mobile phones while driving | Yes |
| National child restraint law | No |
| Helmet standard mandated | No |
| Enforcement | 0 1 2 3 4 |

**SAFER ROADS AND MOBILITY**

| Formal audits required for new road construction | Yes |
| Formally required to be separated to protect VRUs | Yes |
| Policies to promote walking or cycling | Yes |
| Formal audits required for new road construction | Yes |
| Policies to separate road users to protect VRUs | Yes |

**DATA**

| Total registered vehicles (2011) | 7,220,988 |
| Heavy trucks | 216,973 |
| Motorized 2- and 3-wheelers | 1,305,924 |
| Cars and 4-wheeled light vehicles | 1,578,328 |

**POST-CRASH CARE**

| Vital registration system | Yes |
| Emergency medicine training for doctors | Yes |
| Emergency medicine training for nurses | No |
| Emergency Room based injury surveillance system | Yes |

**INSTITUTIONAL FRAMEWORK**

| National Road Safety Council | Yes |
| National child restraint law | No |
| Penalty/demerit point system in place | Yes |
| National child restraint law | No |
| Enforcement | 0 1 2 3 4 |

**SAFER ROAD USERS**

| 45% rear seat-belts required in all new cars | Yes |
| 10% front seat-belts required in all new cars | Yes |
| National seat-belt law | Yes |
| National law on mobile phones while driving | Yes |
| National child restraint law | No |
| Helmet wearing rate — | 45% Drivers |

**SAFER VEHICLES**

| CAS | Yes |
| National law on mobile phones while driving | Yes |
| National child restraint law | No |
| Helmet standard mandated | No |
| Enforcement | 0 1 2 3 4 |

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| Formal audits required for new road construction | Yes |
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| Policies to promote walking or cycling | Yes |
| Formal audits required for new road construction | Yes |
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| Motorized 2- and 3-wheelers | 1,305,924 |
| Cars and 4-wheeled light vehicles | 1,578,328 |

**POST-CRASH CARE**

| Vital registration system | Yes |
| Emergency medicine training for doctors | Yes |
| Emergency medicine training for nurses | No |
| Emergency Room based injury surveillance system | Yes |

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**Further data for each country can be found in the statistical annex.**

---

**DEATHS BY ROAD USER CATEGORY**

- Pedestrians (28%)  
- Cyclists (13%)  
- Riders motorized 2- or 3-wheelers (46%)  
- Drivers 4-wheeled cars and light vehicles (10%)

**TRENDS IN ROAD TRAFFIC DEATHS**

![Graph showing trends in road traffic deaths from 2005 to 2010](source: 2010, Ministry of Health)
### Saint Kitts and Nevis

**Population:** 52,419  
**Income group:** High  
**Gross national income per capita:** US$ 12,360

- **Further data on each country can be found in the statistical annex.**

**INSTITUTIONAL FRAMEWORK**

- **Lead agency:**  
- **National road safety strategy:**  
- **Policies to separate road users to protect VRUs:**  
- **Policies to promote walking or cycling:**  
- **Regular inspections of existing road infrastructure:**  
- **Formal audits required for new road construction:**  

**SAFER ROAD USERS**

- **Penalty/demerit point system in place:**  
- **National speed limits:**  
- **Penalty/demerit point system in place:**  
- **National motorcycle helmet law:**  
- **National child restraint law:**  

**DATA**

- **Reported road traffic fatalities (2010):** 9

**DEATHS BY ROAD USER CATEGORY**

- **Drivers/passengers:** 11%
- **Pedestrians:** 11%
- **Riders motorized 2- or 3-wheelers:** 11%
- **Passengers 4-wheeled cars and light vehicles:** 34%

**TRENDS IN ROAD TRAFFIC DEATHS**

<table>
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<td>2009</td>
<td>6</td>
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<td>2010</td>
<td>8</td>
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</tbody>
</table>

**POST-CRASH CARE**

- **National law on mobile phones while driving:** Yes  
- **National seat-belt law:** Yes  
- **Penalty/demerit point system in place:** Yes  
- **National drink–driving law:**  
- **National speed limits:** Yes

### Saint Lucia

**Population:** 174,267  
**Income group:** Middle  
**Gross national income per capita:** US$ 6,200

- **Further data on each country can be found in the statistical annex.**

**INSTITUTIONAL FRAMEWORK**

- **Lead agency:**  
- **National road safety strategy:**  
- **Policies to separate road users to protect VRUs:**  
- **Policies to promote walking or cycling:**  
- **Regular inspections of existing road infrastructure:**  
- **Formal audits required for new road construction:**  

**SAFER ROAD USERS**

- **Penalty/demerit point system in place:**  
- **National speed limits:**  
- **Penalty/demerit point system in place:**  
- **National motorcycle helmet law:**  
- **National child restraint law:**  

**DATA**

- **Reported road traffic fatalities (2010):** 14

**DEATHS BY ROAD USER CATEGORY**

- **Drivers/passengers:** 20%
- **Pedestrians:** 43%
- **Buses (11%):**
- **Passengers 4-wheeled cars and light vehicles:** 34%
- **Drivers 4 - wheeled cars:**
- **and light vehicles (33%):**
- **Drivers 4 - wheeled cars:**
- **and light vehicles (14%):**

**TRENDS IN ROAD TRAFFIC DEATHS**

- **Number of road traffic deaths:**

**POST-CRASH CARE**

- **National law on mobile phones while driving:**  
- **National seat-belt law:** Yes  
- **Penalty/demerit point system in place:** Yes  
- **National drink–driving law:**  
- **National speed limits:** Yes

Further data on each country can be found in the statistical annex.
SAINT VINCENT AND THE GRENADINES

Population: 105,393
Income group: Middle
Gross national income per capita: US$ 6,030

FURTHER DATA ON EACH COUNTRY CAN BE FOUND IN THE STATISTICAL ANNEX.

INSTITUTIONAL FRAMEWORK

Lead agency
National road safety strategy
Penalty/demerit point system in place
Funding to implement strategy

SAFER ROAD USERS

Penalty/demerit point system in place
BAC limit – general population
Funding to implement strategy

SAFER ROADS AND MOBILITY

Penalty/demerit point system in place
BAC limit – general population
Funding to implement strategy

SAFER VEHICLES

Total registered vehicles (2009)
Vehicle regulations
Vehicle standards applied

DATA

Reported road traffic fatalities (2010)

POST-CRASH CARE

Emergency medicine training for doctors
Emergency medicine training for nurses
Emergency access telephone number(s)

DEATHS BY ROAD USER CATEGORY

0 DEATHS IN 2010

TRENDS IN ROAD TRAFFIC DEATHS

DATA NOT AVAILABLE


SAFER ROAD USERS

Penalty/demerit point system in place
BAC limit – general population
Funding to implement strategy

SAFER ROADS AND MOBILITY

Penalty/demerit point system in place
BAC limit – general population
Funding to implement strategy

SAFER VEHICLES

Total registered vehicles (2009)
Vehicle regulations
Vehicle standards applied

DATA

Reported road traffic fatalities (2010)

POST-CRASH CARE

Emergency medicine training for doctors
Emergency medicine training for nurses
Emergency access telephone number(s)

DEATHS BY ROAD USER CATEGORY

0 DEATHS IN 2010

TRENDS IN ROAD TRAFFIC DEATHS

DATA NOT AVAILABLE

TRINIDAD AND TOBAGO

Population: 1,341,495
Income group: High
Gross national income per capita: USD 15,843

INSTITUTIONAL FRAMEWORK

Lead agency
National road safety strategy
Road safety budget
Formal audits required for new road construction
Policies to separate road users to protect VRUs
Policies to promote walking or cycling
Vehicle standards applied
National school bus safety regulations
Funding to implement strategy —
Funded in national budget
Post-Crash Care —
Emergency medicine training for doctors
Emergency access telephone number(s)
Vital registration system
National law on mobile phones while driving
National child restraint law
National motorcycle helmet law
Penalty/demerit point system in place
Law also applies to hands-free mobile phones
Law prohibits hand-held mobile phone use
Enforcement
BAC limit – professional/commercial drivers
BAC limit – young or novice drivers

SAFER VEHICLES

Total registered vehicles (2010)
Cars and 4-wheeled light vehicles
Buses
Heavy trucks
Other
Front and rear seat-belts required in all imported cars
Front and rear seat-belts required in all new cars
New car assessment programme

SAFER ROADS AND MOBILITY

Total road kilometers (2010)
Road network density
Road network quality
Investment in road infrastructure
Funds allocated in national budget
Subnational
National speed limits
Penalty/demerit point system in place

DEATHS BY ROAD USER CATEGORY

Pedestrians (21%)
Cyclists (3%)
Riders motorized 2- or 3-wheeler (5%)
Passengers, 4-wheeled cars and light vehicles (34%)
Drivers, 4-wheeled cars and light vehicles (37%)

Further data on each country can be found in the statistical annex.

United States of America

Population: 310,383,968
Income group: High
Gross national income per capita: USD 47,350

INSTITUTIONAL FRAMEWORK

Lead agencies
National road safety strategy
Road safety budget
Formal audits required for new road construction
Policies to separate road users to protect VRUs
Policies to promote walking or cycling
Vehicle standards applied
National school bus safety regulations

SAFER VEHICLES

Total registered vehicles (2010)
Cars and 4-wheeled light vehicles
Buses
Heavy trucks
Other
Front and rear seat-belts required in all imported cars
Front and rear seat-belts required in all new cars
New car assessment programme

SAFER ROADS AND MOBILITY

Total road kilometers (2010)
Road network density
Road network quality
Investment in road infrastructure
Funds allocated in national budget
Subnational
National speed limits
Penalty/demerit point system in place

DEATHS BY ROAD USER CATEGORY

Drivers/passengers in cars and light vehicles (20%)
Drivers/passengers in heavy trucks (2%)
Pedestrians (21%)
Cyclists (2%)
Riders motorized 2- or 3-wheelers (3%)
Passengers, 4-wheeled cars and light vehicles (28%)

DEATHS BY ROAD USER CATEGORY

Pedestrians (21%)
Cyclists (3%)
Riders motorized 2- or 3-wheelers (5%)
Passengers, 4-wheeled cars and light vehicles (34%)
Drivers, 4-wheeled cars and light vehicles (37%)

Further data on each country can be found in the statistical annex.

Further data on each country can be found in the statistical annex.
Further data on each country can be found in the statistical annex.

**URUGUAY**

Population: 3,368,786  
Income group: Middle  
Gross national income per capita: US$ 10,290

**INSTITUTIONAL FRAMEWORK**

- **Lead agency**: National Road Safety Agency (UNASEV)
- **Post-crash care**: Yes
- **Fatality reduction target**: Yes (2012)
- **Fatality reduction measure**: Funding to implement strategy Not funded
- **Fatality reduction target**: 10%

**SAFER ROADS AND MOBILITY**

- **Policies to separate road users to protect VRUs**: Yes
- **Policies to promote walking or cycling**: Yes
- **Policies to encourage investment in public transport**: No
- **Regular inspections of existing road infrastructure**: Yes

**SAFER VEHICLES**

- **Vehicle regulations**: Yes
- **Vehicle standards applied**: Yes
- **Front and rear seat-belts required in all new cars**: Yes
- **Front and rear seat-belts required all imported cars**: Yes
- **New car assessment programme**: No
- **UN World forum on harmonization of vehicles standards**: No

**DATA**

- **Reported road traffic fatalities (2008)**: 1,631
- **Total registered vehicles (2007)**: 3,656,395
- **Motorcars**: 2,982,495
- **Trucks**: 838,441
- **Buses**: 7,149
- **Other**: 0

**DEaths by road user category**

- **Passengers in 4-wheeled cars and light vehicles**: 16%
- **Riders motorized 2- or 3-wheelers**: 9%
- **Cyclists**: 1%
- **Pedestrians**: 15%
- **Drivers/passengers heavy trucks**: 12%
- **Drivers/passengers buses**: 4%
- **Other**: 17%

**INSTITUTIONAL FRAMEWORK**

- **Lead agency**: National Health Institute
- **Post-crash care**: Yes
- **Fatality reduction target**: Yes (2012)
- **Fatality reduction measure**: Funding to implement strategy Not funded
- **Fatality reduction target**: 10%

**SAFER ROADS AND MOBILITY**

- **Policies to separate road users to protect VRUs**: Yes
- **Policies to promote walking or cycling**: Yes
- **Policies to encourage investment in public transport**: No
- **Regular inspections of existing road infrastructure**: Yes

**SAFER VEHICLES**

- **Vehicle regulations**: Yes
- **Vehicle standards applied**: Yes
- **Front and rear seat-belts required in all new cars**: Yes
- **Front and rear seat-belts required all imported cars**: Yes
- **New car assessment programme**: Yes
- **UN World forum on harmonization of vehicles standards**: Yes

**DATA**

- **Reported road traffic fatalities (2008)**: 1,631
- **Total registered vehicles (2007)**: 3,656,395
- **Motorcars**: 2,982,495
- **Trucks**: 838,441
- **Buses**: 7,149
- **Other**: 0

**DEaths by road user category**

- **Passengers in 4-wheeled cars and light vehicles**: 16%
- **Riders motorized 2- or 3-wheelers**: 9%
- **Cyclists**: 1%
- **Pedestrians**: 15%
- **Drivers/passengers heavy trucks**: 12%
- **Drivers/passengers buses**: 4%
- **Other**: 17%

**VENEZUELA (BOLIVARIAN REPUBLIC OF)**

Population: 26,879,857  
Income group: Middle  
Gross national income per capita: US$ 11,660

**INSTITUTIONAL FRAMEWORK**

- **Lead agency**: National Road Safety Agency (UNASEV)
- **Post-crash care**: Yes
- **Fatality reduction target**: Yes (2012)
- **Fatality reduction measure**: Funding to implement strategy Partially funded
- **Fatality reduction target**: 10%

**SAFER ROADS AND MOBILITY**

- **Policies to separate road users to protect VRUs**: Yes
- **Policies to promote walking or cycling**: Yes
- **Policies to encourage investment in public transport**: No
- **Regular inspections of existing road infrastructure**: Yes

**SAFER VEHICLES**

- **Vehicle regulations**: Yes
- **Vehicle standards applied**: Yes
- **Front and rear seat-belts required in all new cars**: Yes
- **Front and rear seat-belts required all imported cars**: Yes
- **New car assessment programme**: Yes
- **UN World forum on harmonization of vehicles standards**: Yes

**DATA**

- **Reported road traffic fatalities (2008)**: 1,631
- **Total registered vehicles (2007)**: 3,656,395
- **Motorcars**: 2,982,495
- **Trucks**: 838,441
- **Buses**: 7,149
- **Other**: 0

**DEaths by road user category**

- **Passengers in 4-wheeled cars and light vehicles**: 16%
- **Riders motorized 2- or 3-wheelers**: 9%
- **Cyclists**: 1%
- **Pedestrians**: 15%
- **Drivers/passengers heavy trucks**: 12%
- **Drivers/passengers buses**: 4%
- **Other**: 17%

**INSTITUTIONAL FRAMEWORK**

- **Lead agency**: National Institute of Transportation and General Transit/People's Ministry for Health
- **Post-crash care**: Yes
- **Fatality reduction target**: Yes (2012)
- **Fatality reduction measure**: Funding to implement strategy Fully funded
- **Fatality reduction target**: 10%

**SAFER ROADS AND MOBILITY**

- **Policies to separate road users to protect VRUs**: Yes
- **Policies to promote walking or cycling**: Yes
- **Policies to encourage investment in public transport**: No
- **Regular inspections of existing road infrastructure**: Yes

**SAFER VEHICLES**

- **Vehicle regulations**: Yes
- **Vehicle standards applied**: Yes
- **Front and rear seat-belts required in all new cars**: Yes
- **Front and rear seat-belts required all imported cars**: Yes
- **New car assessment programme**: Yes
- **UN World forum on harmonization of vehicles standards**: Yes

**DATA**

- **Reported road traffic fatalities (2008)**: 1,631
- **Total registered vehicles (2007)**: 3,656,395
- **Motorcars**: 2,982,495
- **Trucks**: 838,441
- **Buses**: 7,149
- **Other**: 0

**DEaths by road user category**

- **Passengers in 4-wheeled cars and light vehicles**: 16%
- **Riders motorized 2- or 3-wheelers**: 9%
- **Cyclists**: 1%
- **Pedestrians**: 15%
- **Drivers/passengers heavy trucks**: 12%
- **Drivers/passengers buses**: 4%
- **Other**: 17%
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<th>COUNTRY</th>
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* No National Data Coordinator
**TABLE A2**

ROAD TRAFFIC DEATHS AND PROPORTION OF DEATHS BY ROAD USER, BY COUNTRY

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<th>COUNTRY</th>
<th>4-Wheeled vehicles</th>
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* Not available

**GENERAL INFORMATION**

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<tr>
<th>COUNTRY</th>
<th>Population numbers for 2010</th>
<th>GNI per capita for 2010 in US dollars</th>
<th>Income level</th>
<th>Reported number of road traffic deaths</th>
<th>Estimated number of road traffic deaths</th>
<th>Estimated road traffic death rate per 100 000 population</th>
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<td>1 425</td>
<td>1 301 - 1 520</td>
</tr>
<tr>
<td>Jamaica</td>
<td>2 741 852</td>
<td>4 708</td>
<td>Middle</td>
<td>319</td>
<td>315</td>
<td>11.6</td>
</tr>
<tr>
<td>Mexico</td>
<td>143 629 922</td>
<td>8 950</td>
<td>Middle</td>
<td>17 307</td>
<td>16 714</td>
<td>14.7</td>
</tr>
<tr>
<td>Nicaragua</td>
<td>5 789 163</td>
<td>1 100</td>
<td>Middle</td>
<td>742</td>
<td>1 045</td>
<td>1 008 - 1 183</td>
</tr>
<tr>
<td>Panama</td>
<td>5 516 820</td>
<td>7 010</td>
<td>Middle</td>
<td>422</td>
<td>404</td>
<td>14.1</td>
</tr>
<tr>
<td>Paraguay</td>
<td>6 494 540</td>
<td>2 750</td>
<td>Middle</td>
<td>1 206</td>
<td>1 303</td>
<td>21.4</td>
</tr>
<tr>
<td>Peru</td>
<td>29 079 512</td>
<td>4 900</td>
<td>Middle</td>
<td>2 514</td>
<td>4 822</td>
<td>4 356 - 4 848</td>
</tr>
<tr>
<td>Saint Kitts and Nevis</td>
<td>52 409</td>
<td>12 300</td>
<td>High</td>
<td>9</td>
<td>9</td>
<td>17.2</td>
</tr>
<tr>
<td>Saint Lucia</td>
<td>174 267</td>
<td>6 200</td>
<td>Middle</td>
<td>14</td>
<td>26</td>
<td>14.9</td>
</tr>
<tr>
<td>Saint Vincent and the Grenadines</td>
<td>108 333</td>
<td>6 056</td>
<td>Middle</td>
<td>5</td>
<td>5</td>
<td>4.6</td>
</tr>
<tr>
<td>Suriname</td>
<td>524 836</td>
<td>7 640</td>
<td>Middle</td>
<td>87</td>
<td>103</td>
<td>10.8</td>
</tr>
<tr>
<td>Trinidad and Tobago</td>
<td>1 341 485</td>
<td>15 840</td>
<td>High</td>
<td>280</td>
<td>224</td>
<td>18.7</td>
</tr>
<tr>
<td>United States of America</td>
<td>313 883 968</td>
<td>47 350</td>
<td>High</td>
<td>32 985</td>
<td>38 493</td>
<td>11.4</td>
</tr>
<tr>
<td>Uruguay</td>
<td>3 308 780</td>
<td>10 200</td>
<td>Middle</td>
<td>550</td>
<td>723</td>
<td>21.5</td>
</tr>
<tr>
<td>Venezuela (Bolivarian Republic of)</td>
<td>28 579 852</td>
<td>11 960</td>
<td>Middle</td>
<td>7 714</td>
<td>10 781</td>
<td>37.2</td>
</tr>
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</table>
### Table A3: Post-Crash Response by Country

<table>
<thead>
<tr>
<th>Country</th>
<th>Universal Access Telephone Number</th>
<th>Estimated % Seriously Injured Patients Transported by Ambulance</th>
<th>Training in Emergency Medicine Available</th>
<th>Emergency Room Based Injury Surveillance System Exists</th>
<th>Vital Registration System Exists</th>
<th>Estimated % Road Traffic Crash Victims with Permanent Disability</th>
</tr>
</thead>
<tbody>
<tr>
<td>Argentina</td>
<td>National</td>
<td>≥ 75%</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Bahamas</td>
<td>Multiple</td>
<td>50-74%</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Barbados</td>
<td>Multiple</td>
<td>51-74%</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Belize</td>
<td>National</td>
<td>≥ 75%</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Bolivia (Plurinational State of)</td>
<td>Subnational</td>
<td>No ambulance services</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Brazil</td>
<td>Multiple</td>
<td>-</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Canada</td>
<td>National</td>
<td>50-74%</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Chile</td>
<td>Multiple</td>
<td>-</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Colombia</td>
<td>Subnational</td>
<td>11-49%</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Costa Rica</td>
<td>National</td>
<td>≥ 75%</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Cuba</td>
<td>National</td>
<td>56-74%</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Dominica</td>
<td>National</td>
<td>56-74%</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Dominican Republic</td>
<td>National</td>
<td>-</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Ecuador</td>
<td>Multiple</td>
<td>≥ 75%</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>El Salvador</td>
<td>National</td>
<td>11-49%</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Guatemala</td>
<td>Multiple</td>
<td>≥ 75%</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Guyana</td>
<td>National</td>
<td>-</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Honduras</td>
<td>National</td>
<td>56-74%</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Jamaica</td>
<td>Multiple</td>
<td>≥ 10%</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Mexico</td>
<td>Multiple</td>
<td>≥ 75%</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Nicaragua</td>
<td>Multiple</td>
<td>56-74%</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Panama</td>
<td>National</td>
<td>≥ 75%</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Paraguay</td>
<td>National</td>
<td>56-74%</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Peru</td>
<td>Multiple</td>
<td>≥ 10%</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Saint Kitts and Navis</td>
<td>National</td>
<td>≥ 75%</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Saint Lucia</td>
<td>National</td>
<td>≥ 75%</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Saint Vincent and the Grenadines</td>
<td>National</td>
<td>≥ 75%</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Suriname</td>
<td>National</td>
<td>≥ 75%</td>
<td>Yes</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Trinidad and Tobago</td>
<td>National</td>
<td>≥ 75%</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>United States of America</td>
<td>National</td>
<td>≥ 75%</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Uruguay</td>
<td>National</td>
<td>≥ 75%</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Venezuela (Bolivarian Republic of)</td>
<td>Multiple</td>
<td>11-49%</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
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### Table A4: Speed Laws and Enforcement by Country

<table>
<thead>
<tr>
<th>Country</th>
<th>Speed Limits are Set at a National Level</th>
<th>Speed Limits are Modifiable at a Local Level</th>
<th>Maximum Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>On urban roads (km/h)</td>
<td>On rural roads (km/h)</td>
<td>Around schools (km/h)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Argentina</td>
<td>Yes</td>
<td>No</td>
<td>40-80</td>
</tr>
<tr>
<td>Bahamas</td>
<td>Yes</td>
<td>No</td>
<td>40</td>
</tr>
<tr>
<td>Barbados</td>
<td>Yes</td>
<td>No</td>
<td>40</td>
</tr>
<tr>
<td>Belize</td>
<td>Yes</td>
<td>No</td>
<td>40</td>
</tr>
<tr>
<td>Bolivia (Plurinational State of)</td>
<td>Yes</td>
<td>No</td>
<td>40</td>
</tr>
<tr>
<td>Brazil</td>
<td>Yes</td>
<td>Yes</td>
<td>30-80</td>
</tr>
<tr>
<td>Canada</td>
<td>Subnational</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chile</td>
<td>Yes</td>
<td>Yes</td>
<td>60</td>
</tr>
<tr>
<td>Colombia</td>
<td>Yes</td>
<td>Yes</td>
<td>80</td>
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<td>Costa Rica</td>
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<td>No</td>
<td>40</td>
</tr>
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<td>Cuba</td>
<td>Yes</td>
<td>Yes</td>
<td>50</td>
</tr>
<tr>
<td>Dominica</td>
<td>Subnational</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dominican Republic</td>
<td>Subnational</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ecuador</td>
<td>Yes</td>
<td>Yes</td>
<td>50</td>
</tr>
<tr>
<td>El Salvador</td>
<td>Yes</td>
<td>No</td>
<td>50</td>
</tr>
<tr>
<td>Guatemala</td>
<td>Yes</td>
<td>Yes</td>
<td>30-80</td>
</tr>
<tr>
<td>Guyana</td>
<td>Yes</td>
<td>No</td>
<td>50</td>
</tr>
<tr>
<td>Honduras</td>
<td>Yes</td>
<td>No</td>
<td>40</td>
</tr>
<tr>
<td>Jamaica</td>
<td>Yes</td>
<td>No</td>
<td>50</td>
</tr>
<tr>
<td>Mexico</td>
<td>Yes</td>
<td>Yes</td>
<td>50</td>
</tr>
<tr>
<td>Nicaragua</td>
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<td>Yes</td>
<td>45</td>
</tr>
<tr>
<td>Panama</td>
<td>Yes</td>
<td>No</td>
<td>40</td>
</tr>
<tr>
<td>Paraguay</td>
<td>Yes</td>
<td>Yes</td>
<td>50</td>
</tr>
<tr>
<td>Peru</td>
<td>Yes</td>
<td>Yes</td>
<td>60</td>
</tr>
<tr>
<td>Saint Kitts and Navis</td>
<td>Yes</td>
<td>No</td>
<td>32</td>
</tr>
<tr>
<td>Saint Lucia</td>
<td>Yes</td>
<td>No</td>
<td>25</td>
</tr>
<tr>
<td>Saint Vincent and the Grenadines</td>
<td>Yes</td>
<td>No</td>
<td>32</td>
</tr>
<tr>
<td>Suriname</td>
<td>Yes</td>
<td>Yes</td>
<td>30-40</td>
</tr>
<tr>
<td>Trinidad and Tobago</td>
<td>Yes</td>
<td>No</td>
<td>50</td>
</tr>
<tr>
<td>United States of America</td>
<td>Subnational</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Uruguay</td>
<td>Yes</td>
<td>No</td>
<td>40</td>
</tr>
<tr>
<td>Venezuela (Bolivarian Republic of)</td>
<td>Subnational</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## TABLE A5
HELMET LAWS, ENFORCEMENT, AND WEARING RATES BY COUNTRY

<table>
<thead>
<tr>
<th>COUNTRY</th>
<th>THERE IS A NATIONAL HELMET LAW</th>
<th>THE LAW APPLIES TO THE FOLLOWING ROAD USERS</th>
<th>THE LAW APPLIES TO</th>
<th>THERE ARE HELMET STANDARDS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Drivers</td>
<td>Adult passengers</td>
<td>All road types</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>COUNTRY</th>
<th>EFFECTIVENESS OF OVERALL ENFORCEMENT (RESPONDENT CONSENSUS) (scale 0–10)</th>
<th>CHILD PASSENGERS</th>
<th>ESTIMATED HELMET WEARING RATE (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Minimum age (years) / height (cm)</td>
<td>Required to wear a helmet</td>
<td></td>
</tr>
</tbody>
</table>

### Argentina
- Drivers: Yes
- Adult passengers: Yes
- All road types: Yes
- All engine types: Yes
- There is a national helmet law.

### Bahamas
- Drivers: Yes
- Adult passengers: Yes
- All road types: Yes
- All engine types: No

### Barbados
- Drivers: Yes
- Adult passengers: Yes
- All road types: Yes
- All engine types: Yes

### Belize
- Drivers: Yes
- Adult passengers: Yes
- All road types: Yes
- All engine types: No

### Bolivia (Plurinational State of)
- Drivers: Yes
- Adult passengers: Yes
- All road types: Yes
- All engine types: No

### Brazil
- Drivers: Yes
- Adult passengers: Yes
- All road types: Yes
- All engine types: Yes

### Canada Subnational
- Drivers: Yes
- Adult passengers: Yes
- All road types: Yes
- All engine types: Yes

### Chile
- Drivers: Yes
- Adult passengers: Yes
- All road types: Yes
- All engine types: Yes

### Colombia
- Drivers: Yes
- Adult passengers: Yes
- All road types: Yes
- All engine types: Yes

### Costa Rica
- Drivers: Yes
- Adult passengers: Yes
- All road types: Yes
- All engine types: No

### Cuba
- Drivers: Yes
- Adult passengers: Yes
- All road types: Yes
- All engine types: Yes

### Dominica
- Drivers: No
- Adult passengers: No
- All road types: No
- All engine types: No

### Dominican Republic
- Drivers: Yes
- Adult passengers: No
- All road types: No
- All engine types: No

### Ecuador
- Drivers: Yes
- Adult passengers: Yes
- All road types: Yes
- All engine types: Yes

### El Salvador
- Drivers: Yes
- Adult passengers: Yes
- All road types: Yes
- All engine types: Yes

### Guatamala
- Drivers: Yes
- Adult passengers: Yes
- All road types: Yes
- All engine types: No

### Guyana
- Drivers: Yes
- Adult passengers: Yes
- All road types: Yes
- All engine types: Yes

### Honduras
- Drivers: Yes
- Adult passengers: Yes
- All road types: Yes
- All engine types: No

### Jamaica
- Drivers: Yes
- Adult passengers: Yes
- All road types: Yes
- All engine types: Yes

### Mexico Subnational
- Drivers: Yes
- Adult passengers: Yes
- All road types: Yes
- All engine types: Yes

### Nicaragua
- Drivers: Yes
- Adult passengers: Yes
- All road types: Yes
- All engine types: Yes

### Paraguay
- Drivers: Yes
- Adult passengers: Yes
- All road types: Yes
- All engine types: No

### Peru
- Drivers: Yes
- Adult passengers: Yes
- All road types: Yes
- All engine types: No

### Saint Kitts and Nevis
- Drivers: Yes
- Adult passengers: Yes
- All road types: Yes
- All engine types: Yes

### Saint Lucia
- Drivers: Yes
- Adult passengers: Yes
- All road types: Yes
- All engine types: No

### Saint Vincent and the Grenadines
- Drivers: Yes
- Adult passengers: Yes
- All road types: Yes
- All engine types: Yes

### Suriname
- Drivers: Yes
- Adult passengers: Yes
- All road types: Yes
- All engine types: No

### Trinidad and Tobago
- Drivers: Yes
- Adult passengers: Yes
- All road types: Yes
- All engine types: Yes

### United States of America Subnational
- Drivers: -
- Adult passengers: -
- All road types: -
- All engine types: -

### Uruguay
- Drivers: Yes
- Adult passengers: Yes
- All road types: Yes
- All engine types: Yes

### Venezuela (Bolivarian Republic of)
- Drivers: Yes
- Adult passengers: Yes
- All road types: Yes
- All engine types: No

### Venezuela (Bolivarian Republic of)
- Drivers: Yes
- Adult passengers: Yes
- All road types: Yes
- All engine types: Yes

### Maximum age (years) / height (cm): None

### Required to wear a helmet: None

### Estimated helmet wearing rate (%): None

### TABLE A5 (Cont.)
### TABLE A6

**Drinking and Driving Laws, Enforcement, and Road Traffic Deaths Attributed to Alcohol by Country**

<table>
<thead>
<tr>
<th>Country</th>
<th>National driving law</th>
<th>Drinking driving is defined by BAC</th>
<th>National maximum legal SAC levels</th>
<th>Random breath testing or police check points used for enforcement</th>
<th>Effectiveness of overall enforcement (respondent consensus) (scale 0–10)</th>
<th>Proportion of road traffic deaths that are attributable to alcohol (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Argentina</td>
<td>Yes</td>
<td>Yes</td>
<td>0.05</td>
<td>For the general population (g/dl)</td>
<td>Yes</td>
<td>6</td>
</tr>
<tr>
<td>Bahamas</td>
<td>Yes</td>
<td>Yes</td>
<td>0.03</td>
<td>For the general population (g/dl)</td>
<td>Yes</td>
<td>5</td>
</tr>
<tr>
<td>Barbados</td>
<td>Yes</td>
<td>No</td>
<td>-</td>
<td>For young or novice drivers (g/dl)</td>
<td>No</td>
<td>0</td>
</tr>
<tr>
<td>Belize</td>
<td>Yes</td>
<td>Yes</td>
<td>0.08</td>
<td>For professional or commercial drivers (g/dl)</td>
<td>Yes</td>
<td>4</td>
</tr>
<tr>
<td>Bolivia</td>
<td>Yes</td>
<td>Yes</td>
<td>0.08</td>
<td>For the general population (g/dl)</td>
<td>Yes</td>
<td>6</td>
</tr>
<tr>
<td>Brazil</td>
<td>Yes</td>
<td>Yes</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Canada</td>
<td>Yes</td>
<td>Yes</td>
<td>0.02</td>
<td>-</td>
<td>Yes</td>
<td>-</td>
</tr>
<tr>
<td>Chile</td>
<td>Yes</td>
<td>Yes</td>
<td>0.08</td>
<td>-</td>
<td>Yes</td>
<td>-</td>
</tr>
<tr>
<td>Colombia</td>
<td>Yes</td>
<td>Yes</td>
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<td>-</td>
<td>Yes</td>
<td>-</td>
</tr>
<tr>
<td>Costa Rica</td>
<td>Yes</td>
<td>Yes</td>
<td>0.05</td>
<td>-</td>
<td>Yes</td>
<td>-</td>
</tr>
<tr>
<td>Cuba</td>
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*Applies to public transport drivers only.

### TABLE A7

**Seat-Belt and Child Restraint Laws, Enforcement, and Wearing Rates by Country**

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*Effective of child restraint law enforcement (respondent consensus) (scale 0–10)
TABLE A8
MOBILE PHONE LAWS BY COUNTRY

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TABLE A9
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70 71
TABLE A10
SAFER MOBILITY BY COUNTRY

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<th>ON NEW ROADS</th>
<th>ON EXISTING ROADS</th>
<th>CONDUCTED BY AN INDEPENDENT ASSessor</th>
<th>SIGNATORY TO WORLD FORUM ON HARMONIZATION OF VEHICLE STANDARDS</th>
<th>NEW CARS SUBJECTED TO NEW CAR ASSESSMENT PROGRAMME</th>
<th>FRONT SEAT BELTS</th>
<th>AIR BAGS</th>
<th>ANTI-LOCK BRAKING SYSTEM</th>
<th>ELECTRONIC STABILITY CONTROL</th>
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a Up to July 2011.
b Subnational.