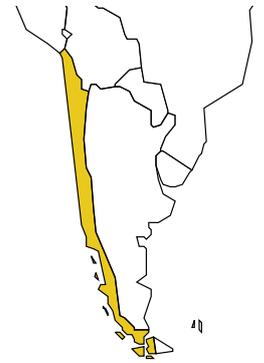


# CHILE

Population: **16 634 760**

Income group: **Middle**

Gross national income per capita: **\$8 350**



INSTITUTIONAL FRAMEWORK	
<b>Lead agency</b>	<b>National Traffic Safety Commission (CONASET)</b>
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Measurable targets	No
Funded	Yes

NATIONAL LEGISLATION	
<b>Speed limits set nationally</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	<b>60 km/h</b>
Enforcement <sup>a</sup>	0 1 2 3 4 <b>5</b> 6 7 8 9 10
<b>Drink-driving law</b>	Yes
BAC limit – general population	<b>0.5 g/dl</b>
BAC limit – young or novice drivers	<b>0.5 g/dl</b>
Random breath testing and/or police checkpoints	Yes
Road traffic deaths involving alcohol	<b>21%<sup>b</sup></b>
Enforcement <sup>a</sup>	0 1 2 <b>3</b> 4 5 6 7 8 9 10
<b>Motorcycle helmet law</b>	Yes
Applies to all riders	Yes
Helmet standards mandated	Yes
Helmet wearing rate	<b>100%<sup>c</sup></b>
Enforcement <sup>a</sup>	0 1 2 <b>3</b> 4 5 6 7 8 9 10
<b>Seat-belt law</b>	Yes
Applies to all occupants	Yes
Seat-belt wearing rate	<b>50% Front, 42% Rear<sup>d</sup></b>
Enforcement <sup>a</sup>	0 1 2 3 4 <b>5</b> 6 7 8 9 10
<b>Child restraints law</b>	Yes
Enforcement <sup>a</sup>	0 1 2 3 <b>4</b> 5 6 7 8 9 10

<sup>a</sup> Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.

<sup>b</sup> National Police of Chile data for 2007.

<sup>c</sup> National Traffic Safety Commission (CONASET) data for 2005 for greater Santiago only.

<sup>d</sup> National Traffic Safety Commission (CONASET) data for 2007 conducted in multiple cities.

VEHICLE STANDARDS	
<i>No car manufacturers</i>	
ROAD SAFETY AUDITS	
Formal audits required for major new road construction projects	No
Regular audits of existing road infrastructure	Yes
PROMOTING ALTERNATIVE TRANSPORT	
National policies to promote walking or cycling	Yes
National policies to promote public transportation	Yes

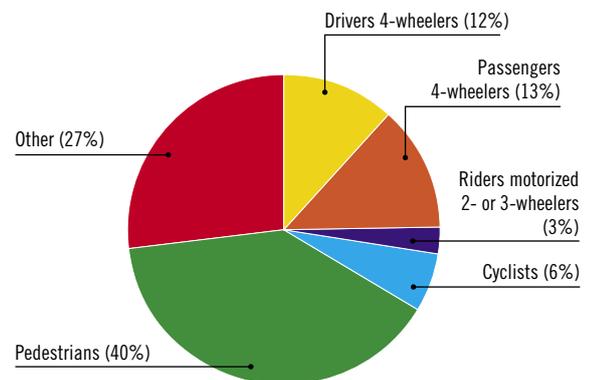
POST-CRASH CARE	
Formal, publicly available pre-hospital care system	Yes
National universal access number	Yes

DATA	
<b>Reported road traffic fatalities (2006)</b>	<b>2 280<sup>e</sup></b> (79% males, 21% females)
<b>Reported non-fatal road traffic injuries (2007)</b>	<b>50 010<sup>f</sup></b>
<b>Costing study available</b>	<b>Yes</b> (deaths and injuries)

<sup>e</sup> Health data, defined as died within 1 year and 1 day of the crash.

<sup>f</sup> Police data.

## DEATHS BY ROAD USER CATEGORY



Source: 2006, National Institute of Statistics/Ministry of Health/Civil Registry

## TRENDS IN ROAD TRAFFIC DEATHS



Source: National Institute of Statistics/Ministry of Health/Civil Registry

REGISTERED VEHICLES	
<b>2 824 570</b> total (2007)	
Motorcars	<b>61%</b>
Motorized 2- and 3-wheelers	<b>2%</b>
Minibuses, vans, etc. (seating <20)	<b>28%</b>
Trucks	<b>5%</b>
Buses	<b>2%</b>
Non-motorized vehicles	<b>2%</b>
Other	<b>&lt;1%</b>

Data cleared by the Ministry of Health.