

# BOLIVIA (PLURINATIONAL STATE OF)



Population: 9 929 849  
 Income group: Middle  
 Gross national income per capita: US\$ 1 810

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Inter-institutional Road Safety Council
Funded in national budget	No
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	No
Fatality reduction target	No

## SAFER ROADS AND MOBILITY

<b>Formal audits required for new road construction</b>	No
<b>Regular inspections of existing road infrastructure</b>	Yes
<b>Policies to promote walking or cycling</b>	No
<b>Policies to encourage investment in public transport</b>	No
<b>Policies to separate road users to protect VRUs</b>	No

## SAFER VEHICLES

<b>Total registered vehicles (2010)</b>	910 333
Cars and 4-wheeled light vehicles	708 351
Motorized 2- and 3-wheelers	57 835
Heavy trucks	115 171
Buses	28 976
Other	0
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	No

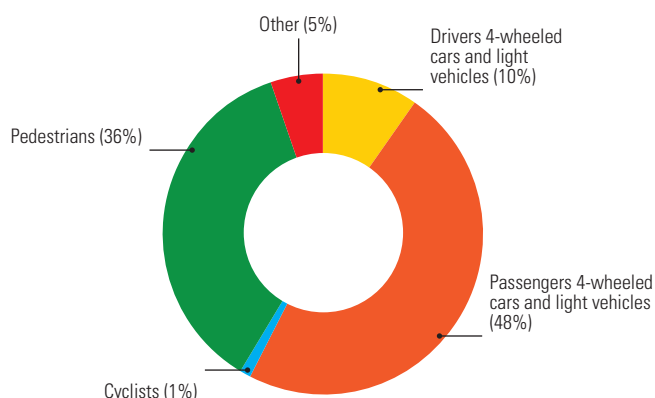
<sup>a</sup> No car manufacturers/assemblers.

## DATA

<b>Reported road traffic fatalities (2010)</b>	1 294 <sup>b</sup> , 76%M, 24%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>b</sup> Police records. Defined as died at scene of crash.

## DEATHS BY ROAD USER CATEGORY



Source: 2010, General Command of the Bolivian Police.

## SAFER ROAD USERS

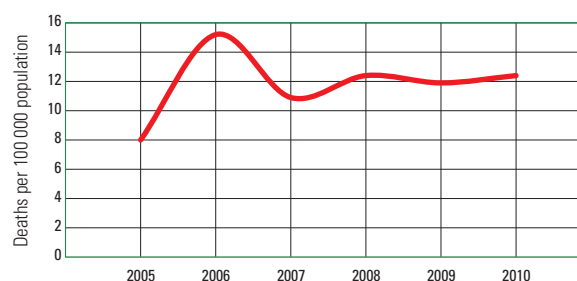
<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	40 km/h
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes <sup>c</sup>
BAC limit – general population	—
BAC limit – young or novice drivers	—
BAC limit – professional/commercial drivers	0.05 g/dl <sup>c</sup>
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 ⑥ 7 8 9 10
% road traffic deaths involving alcohol	—
<b>National motorcycle helmet law</b>	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	No
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
Helmet wearing rate	—
<b>National seat-belt law</b>	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
Seat-belt wearing rate	—
<b>National child restraint law</b>	No
Enforcement	—
<b>National law on mobile phones while driving</b>	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

<sup>c</sup> Applies to public transportation drivers only.

## POST-CRASH CARE

<b>Vital registration system</b>	Yes
<b>Emergency Room based injury surveillance system</b>	No
<b>Emergency access telephone number(s)</b>	Subnational
<b>Seriously injured transported by ambulance</b>	—
<b>Permanently disabled due to road traffic crash</b>	—
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	Yes

## TRENDS IN ROAD TRAFFIC DEATHS



Source: 2011, General Commander of the Bolivian Police, mortality rate calculated by National Observatory of Public Safety.

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