

CHILE



Population: 17 113 688
 Income group: Middle
 Gross national income per capita: US\$ 10 750

INSTITUTIONAL FRAMEWORK	
Lead agency	National Traffic Safety Commission (CONASET)
Funded in national budget	Yes
National road safety strategy	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Subnational

SAFER VEHICLES	
Total registered vehicles (2010)	3 375 523
Cars and 4-wheeled light vehicles	2 974 416
Motorized 2- and 3-wheelers	102 314
Heavy trucks	155 732
Buses	46 573
Other	96 488
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	Yes
Vehicle regulations	
Front and rear seat-belts required in all new cars	— ^a
Front and rear seat-belts required all imported cars	No

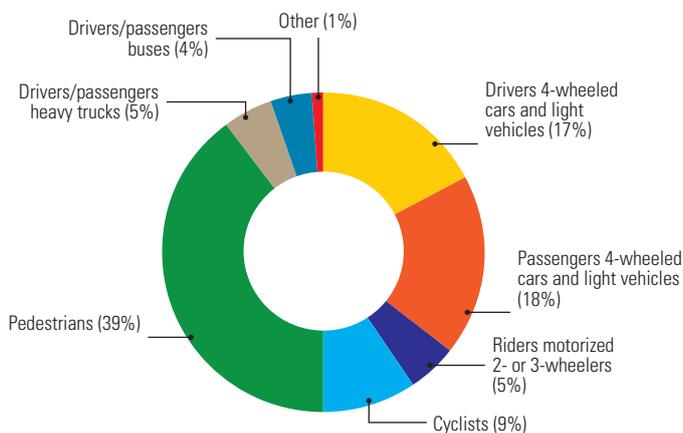
^a No car manufacturers/assemblers.

DATA	
Reported road traffic fatalities (2010)	1 595 ^b , 78%M, 22%F
Estimated GDP lost due to road traffic crashes	0.2% ^c

^b Police records. Defined as died within 24 hours of crash.

^c 2010, Analysis and Definition of a Social Impact Assessment Methodology for Road Safety Projects in Inter-city Routes. CIMA Ingenieria EIRL. Sept. 2007; Updated and corrected by MIDEPLAN-SECTRA 2011.

DEATHS BY ROAD USER CATEGORY



Source: 2010, Integrated Statistics System of the Carabineers of Chile (SIEC 2).

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

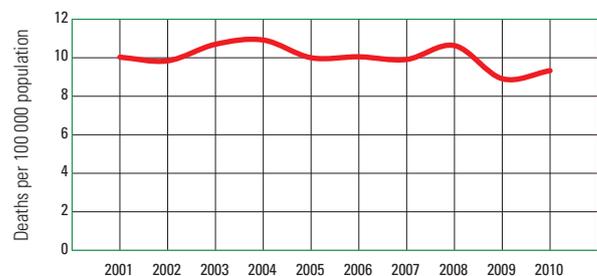
SAFER ROAD USERS	
Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	60 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink-driving law	Yes
BAC limit – general population	0.03 g/dl
BAC limit – young or novice drivers	0.03 g/dl
BAC limit – professional/commercial drivers	0.03 g/dl
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	18% ^d
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	98% Drivers ^e 99% Passengers ^e
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	51% Front seats ^e 10% Rear seats ^e
National child restraint law	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

^d 2010, Chilean Police.

^e 2011, Behavior study in Antofagasta, Valpariso, Rancagua, Curico, Los Angeles, Temuco y Puerto Montt.

POST-CRASH CARE	
Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	Multiple numbers
Seriously injured transported by ambulance	—
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	No
Emergency medicine training for nurses	No

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, Integrated Statistics System of the Chilean Police (SIEC 2).