

# ECUADOR



Population: 14 464 739  
Income group: Middle  
Gross national income per capita: US\$ 3 850

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	National Control and Regulatory Agency of Land Transport, Transit and Road Safety
Funded in national budget	Yes
<b>National road safety strategy</b>	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2011–2013)
Fatality reduction target	15%

## SAFER ROADS AND MOBILITY

<b>Formal audits required for new road construction</b>	Yes
<b>Regular inspections of existing road infrastructure</b>	Parts of network
<b>Policies to promote walking or cycling</b>	Yes
<b>Policies to encourage investment in public transport</b>	Yes
<b>Policies to separate road users to protect VRUs</b>	Yes

## SAFER VEHICLES

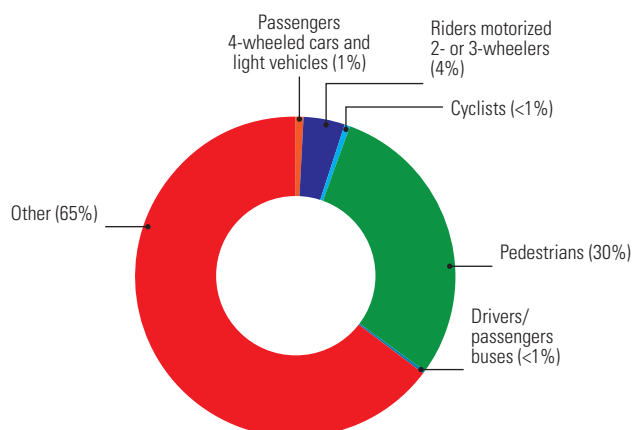
<b>Total registered vehicles (2010)</b>	1 039 364
Cars and 4-wheeled light vehicles	776 747
Motorized 2- and 3-wheelers	181 758
Heavy trucks	72 203
Buses	8 656
Other	0
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	Yes
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

## DATA

<b>Reported road traffic fatalities (2010)</b>	3 319 <sup>a</sup> , 80%M, 20%F
<b>Estimated GDP lost due to road traffic crashes</b>	—

<sup>a</sup> Vital registration data. Defined as death caused by a road traffic crash (unlimited time period).

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Annual Vital Statistic: Births and Deaths. INEC.

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

## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	Yes
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.03 g/dl
BAC limit – young or novice drivers	0.03 g/dl
BAC limit – professional/commercial drivers	0.01 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	4% <sup>b</sup>
<b>National motorcycle helmet law</b>	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	71% Drivers <sup>b</sup> 71% Passengers <sup>b</sup>
<b>National seat-belt law</b>	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	63% Drivers <sup>b</sup> 58% Front seats <sup>b</sup>
<b>National child restraint law</b>	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

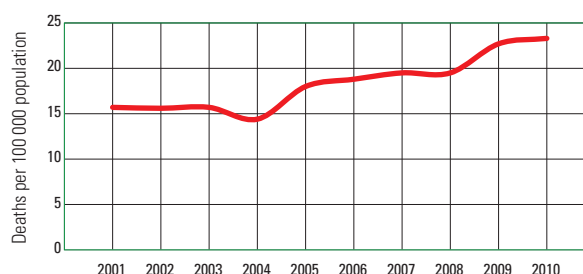
<sup>b</sup> 2010, National Transit Agency (ANT).

## 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>	Multiple numbers
<b>Seriously injured transported by ambulance</b>	≥75%
<b>Permanently disabled due to road traffic crash</b>	5.7% <sup>c</sup>
<b>Emergency medicine training for doctors</b>	—
<b>Emergency medicine training for nurses</b>	—

<sup>c</sup> National Council on Disability (CONADIS).

## TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, Annual Vital Statistic: Births and Deaths. INEC. Normalization and Statistics.