

REPORT ON ROAD SAFETY IN THE REGION OF THE AMERICAS



Pan American
Health
Organization



World Health
Organization
REGIONAL OFFICE FOR THE
Americas

Report on Road Safety in the Region of the Americas



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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

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.

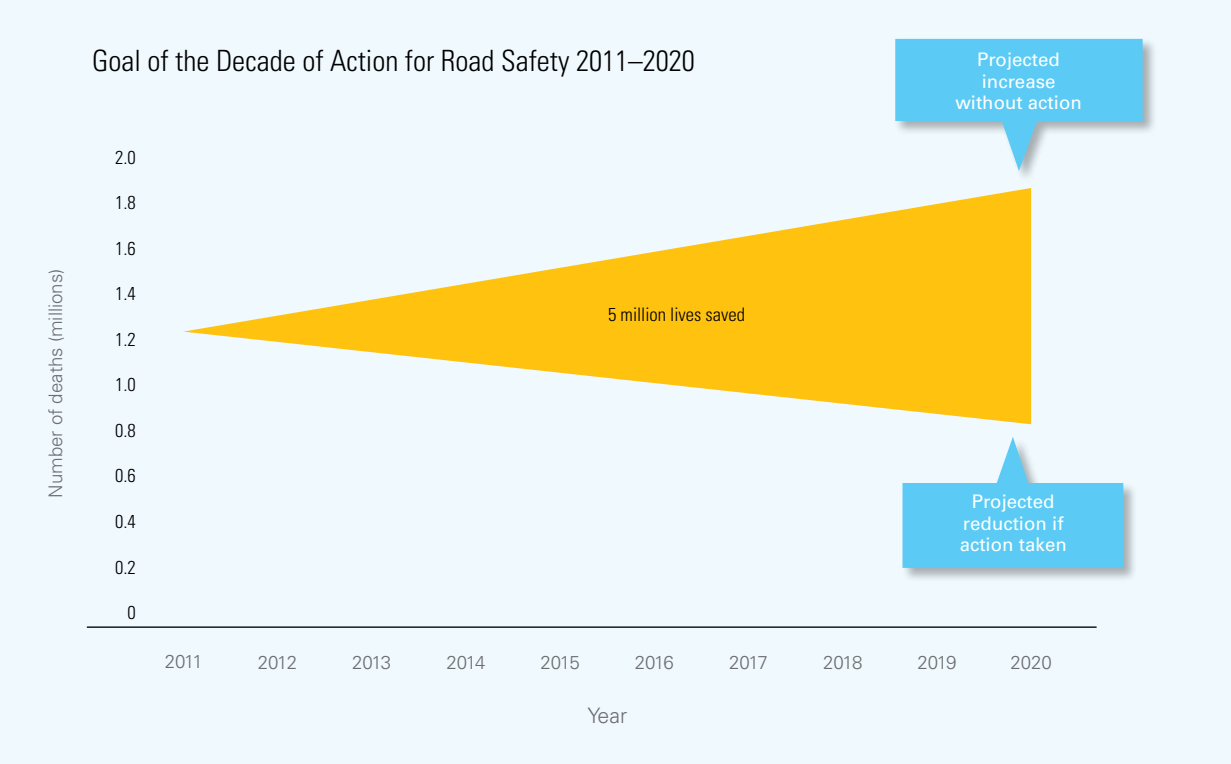
Although there already are effective tools available that could address the substantial burden that road traffic injuries pose on the Region’s communities, there is room for improvement. For example, some known and effective prevention measures have yet to be fully implemented—the consequence of this 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).

In the Americas, road traffic injuries are the second leading cause of death for persons 15–24 years old.

Figure 1. Projected worldwide reduction in road traffic deaths during the Decade of Action for Road Safety, 2011–2020.



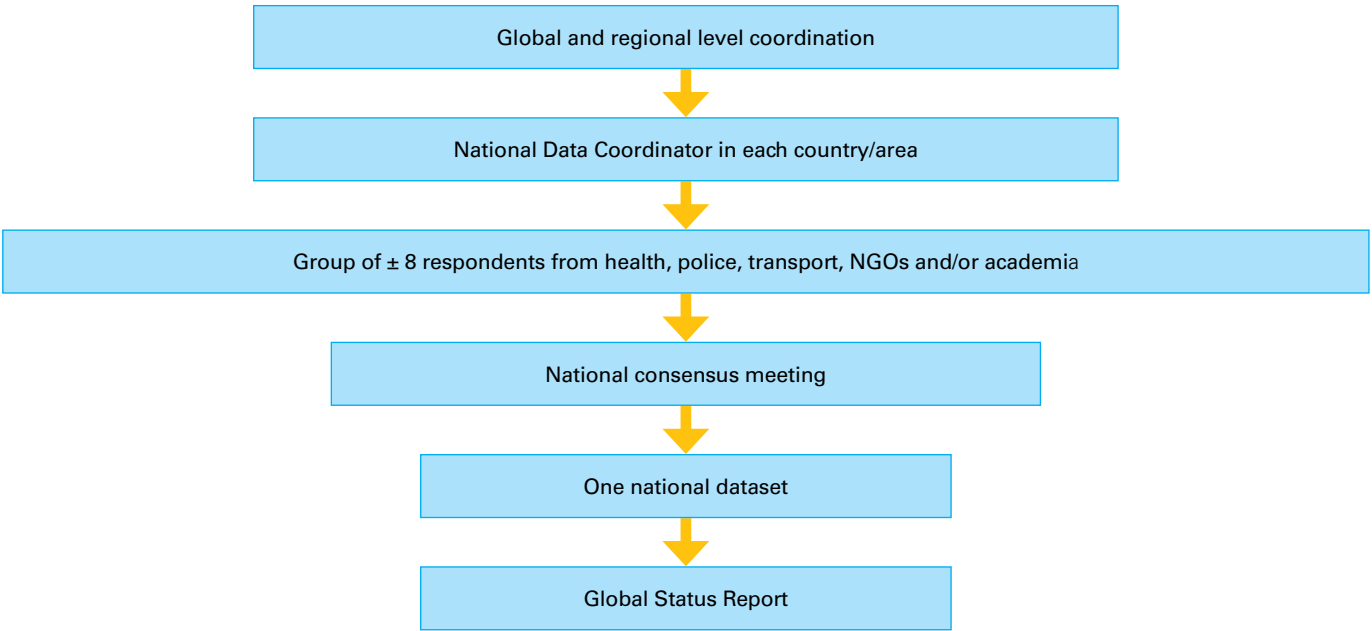
Source: World Health Organization. *Global status report on road safety 2013: supporting a decade of action*. Geneva: World Health Organization; 2013. Available from: http://www.who.int/violence_injury_prevention/road_safety_status/2013/en/index.html

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.

Figure 2. Flow chart of the methodology.



Source: World Health Organization. *Global status report on road safety 2013: supporting a decade of action*. Geneva: World Health Organization; 2013. Available from: http://www.who.int/violence_injury_prevention/road_safety_status/2013/en/index.html

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.

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.

Subregion	Countries	Population	Percentage
North America	Canada, United States of America	344,400,562	36.9
Latin Caribbean	Cuba, Dominican Republic, Puerto Rico ^{a,b}	24,934,308	2.7
Non-Latin Caribbean	Antigua and Barbuda ^a , Bahamas, Barbados, Dominica, Grenada ^a , Guyana, Haiti ^a , Jamaica, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines, Suriname, Trinidad and Tobago	16,568,078	1.8
Southern Cone	Argentina, Brazil, Chile, Paraguay, Uruguay	262,295,886	28.1
Mesoamerica	Belize, Costa Rica, El Salvador, Guatemala, Honduras, Mexico, Nicaragua, Panama	155,880,995	16.7
Andean	Bolivia (Plurinational State of), Colombia, Ecuador, Peru, Venezuela (Bolivarian Republic of)	128,745,799	13.8
Total		932,825,628	100.0

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 WHO’s *Global Status Report on Road Safety 2013*.
^a Did not participate in the survey for the 2013 global and regional reports.
^b Puerto Rico is an Associate Member of PAHO.

Section 1:

Road Safety in the Americas: Current Status

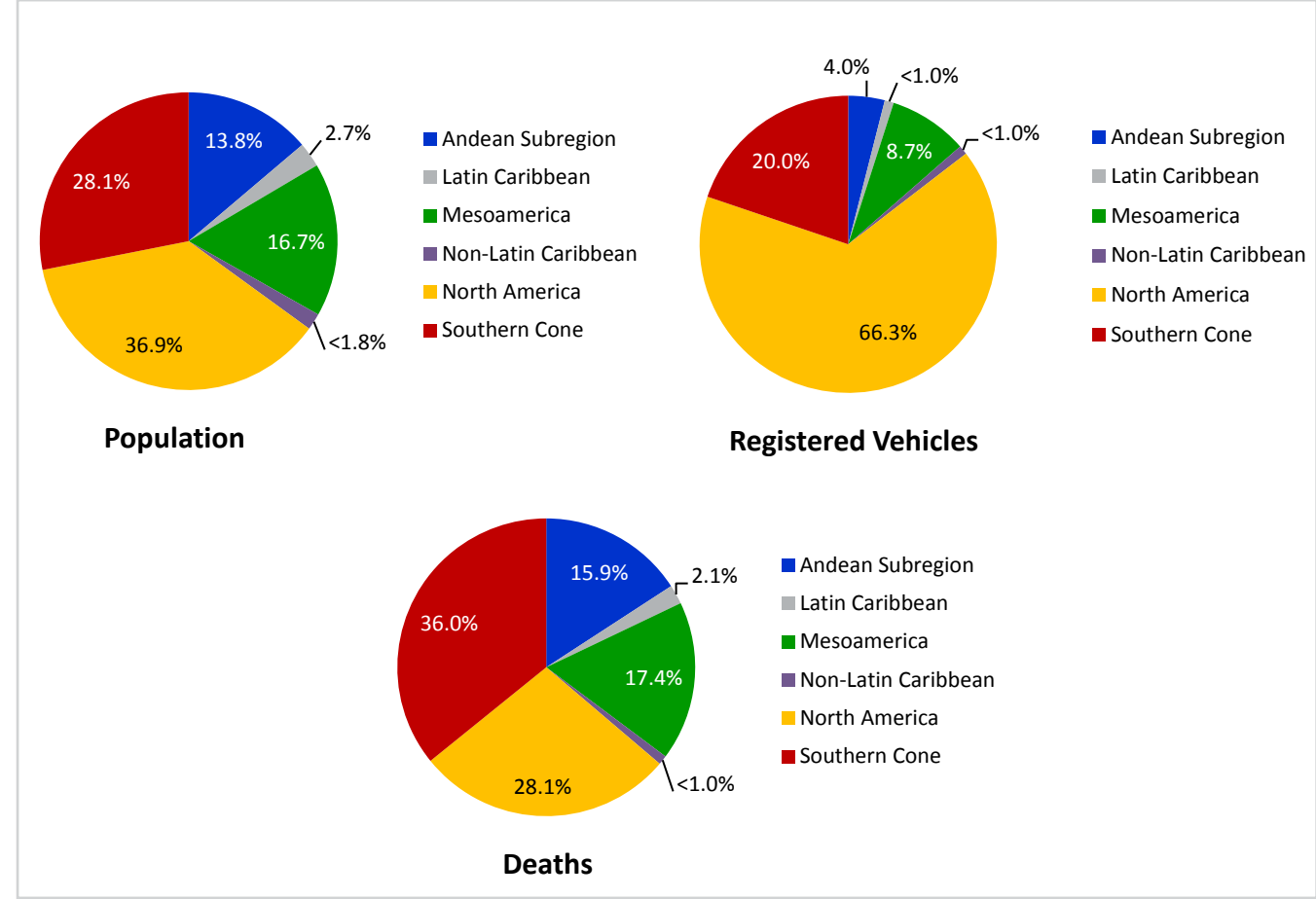


Road Safety in the Americas: Current Status

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.

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



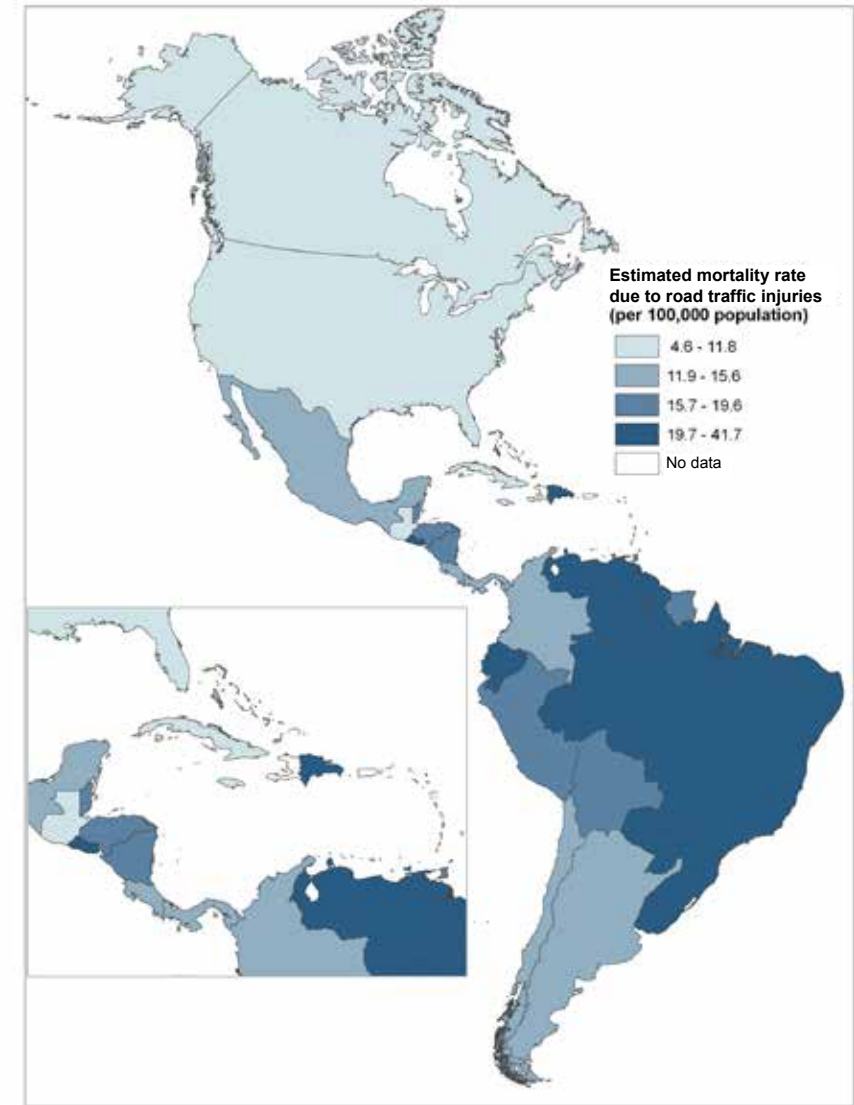
Source: World Population Prospects: The 2010 Revision, Highlights and Advance Tables and Road Safety Facts in the Region of the Americas, 2013.
^a Proportions calculated on the basis of data from *World Population Prospects: The 2010 Revision, Highlights and Advance Tables*, methodology used in the *Global Status Report on Road Safety 2013*. (http://www.who.int/violence_injury_prevention/road_safety_status/2013/methodology/estimating_global_road_traffic_deaths.pdf?ua=1).
^b Reported by country.

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.

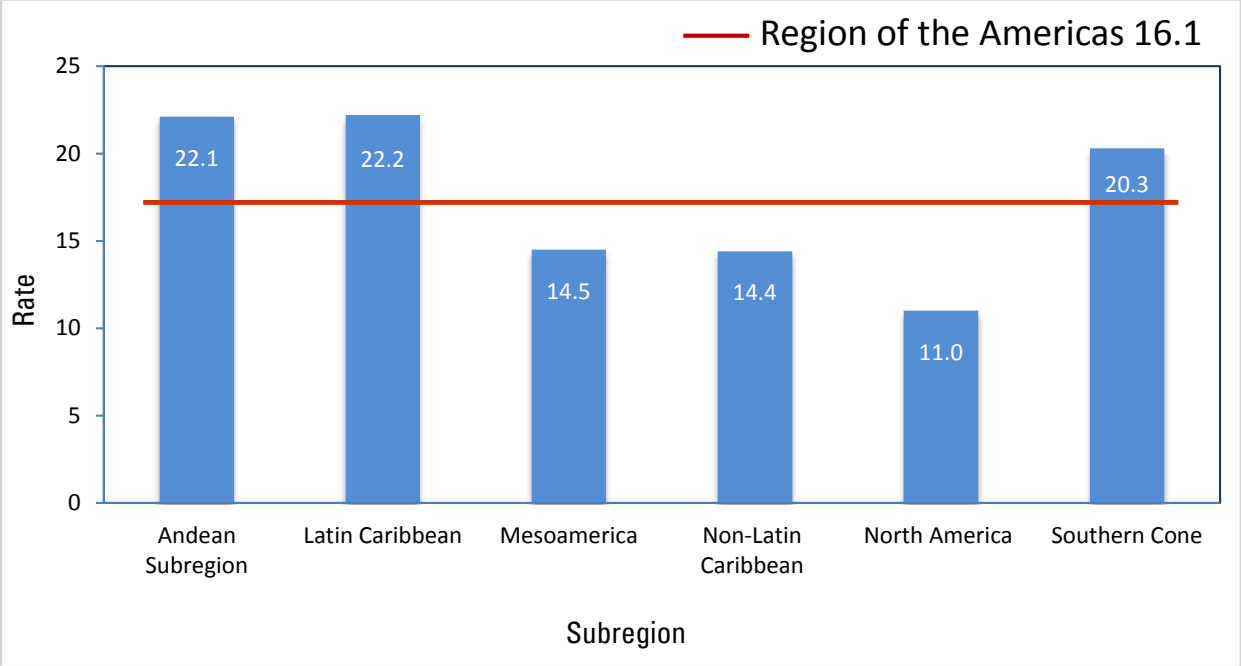
Estimated road traffic mortality rates also vary by subregion, from a high of 22.2 per 100,000 population in the Latin Caribbean to a low of 11.0 in North America, with rates of 22.1 in the Andean subregion, 14.5 in Mesoamerica, 14.4 in the non-Latin Caribbean, and 20.3 in the Southern Cone (see Figure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

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



Source: World Health Organization. *Global status report on road safety 2013: supporting a decade of action*. Geneva: World Health Organization; 2013. Available from: http://www.who.int/violence_injury_prevention/road_safety_status/2013/en/index.html

Figure 5. Estimated road traffic death rates per 100,000 population, by subregion,^a Region of the Americas, 2010.

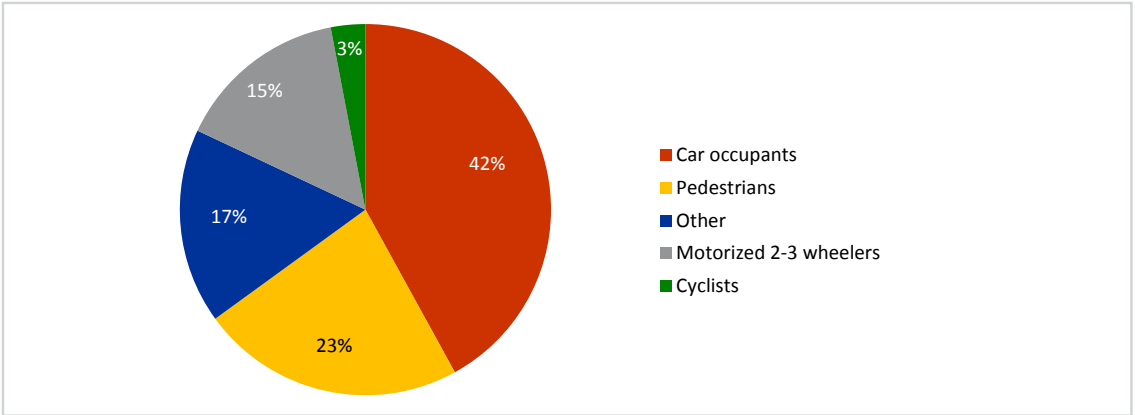


Source: World Health Organization. *Global status report on road safety 2013: supporting a decade of action*. Geneva: World Health Organization; 2013. Available from: http://www.who.int/violence_injury_prevention/road_safety_status/2013/en/index.html
^a Modeled using negative binomial regression (http://www.who.int/violence_injury_prevention/road_safety_status/2013/methodology/estimating_global_road_traffic_deaths.pdf?ua=1). The estimation of deaths is for 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.



Source: World Health Organization. *Global status report on road safety 2013: supporting a decade of action*. Geneva: World Health Organization; 2013. Available from: http://www.who.int/violence_injury_prevention/road_safety_status/2013/en/index.html

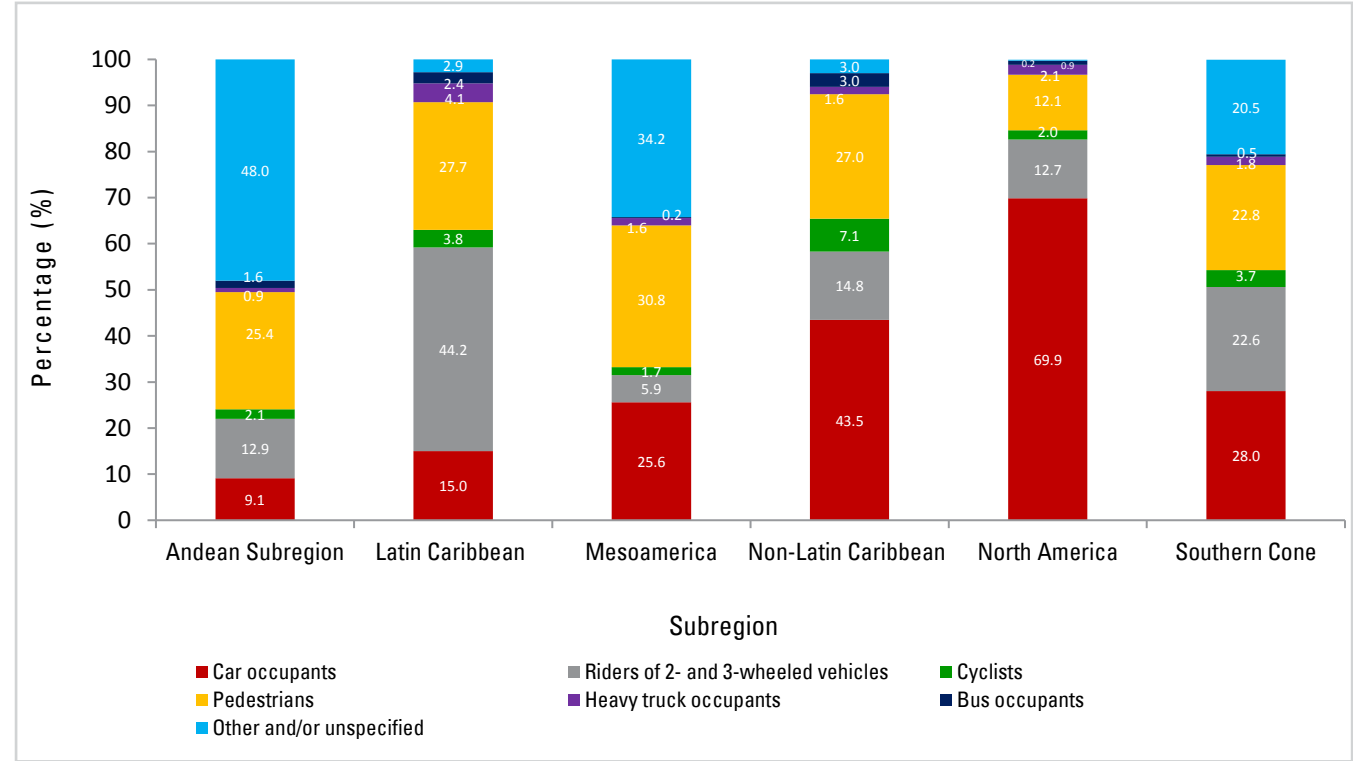


The risk faced by various road users differs significantly across subregions, partly reflecting differences in the vehicle mix on the roads (Figures 7 and 9). Car occupants account for the largest proportion of road deaths in the non-Latin Caribbean (44%), North America (70%) and the Southern Cone (28%); 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.

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

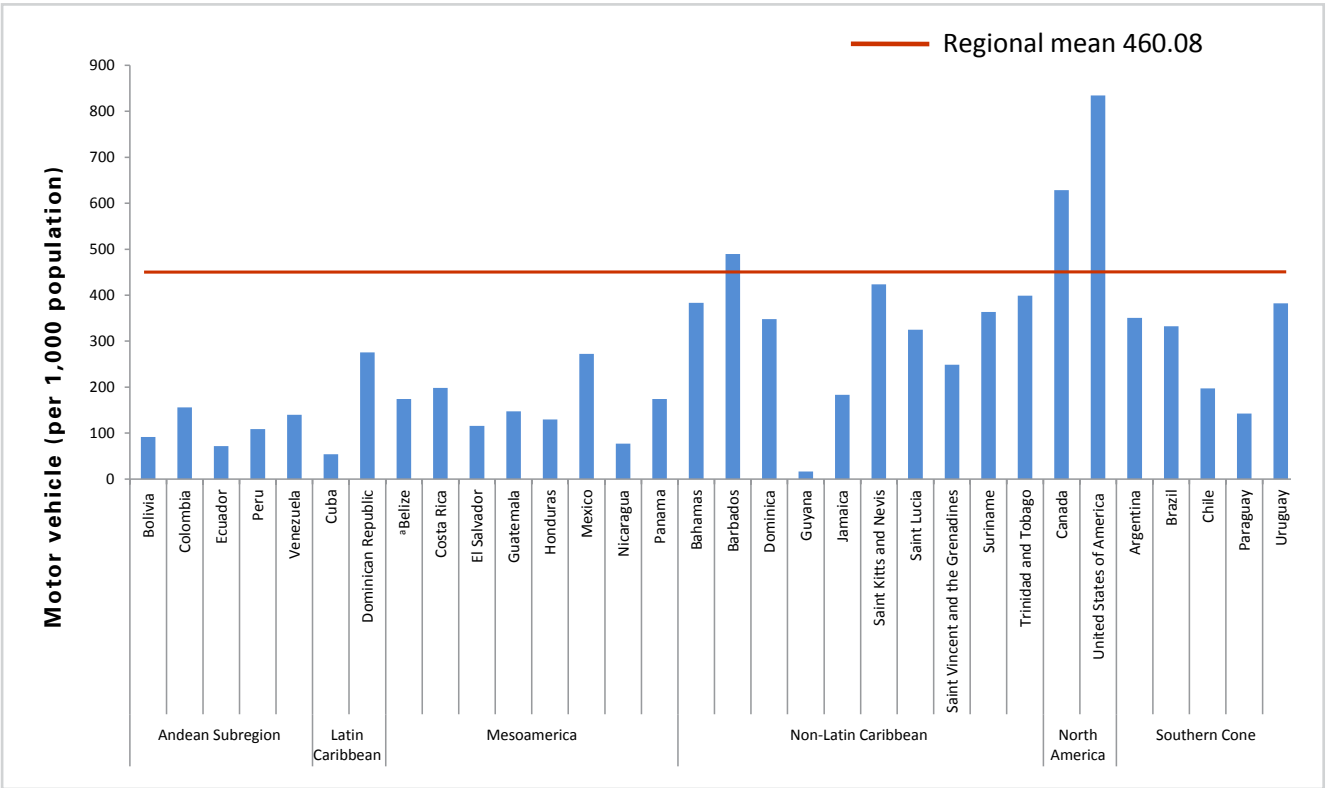


Source: World Health Organization. *Global status report on road safety 2013: supporting a decade of action*. Geneva: World Health Organization; 2013. Available from: http://www.who.int/violence_injury_prevention/road_safety_status/2013/en/index.html
^a See individual country profiles for similar country-specific data.

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.

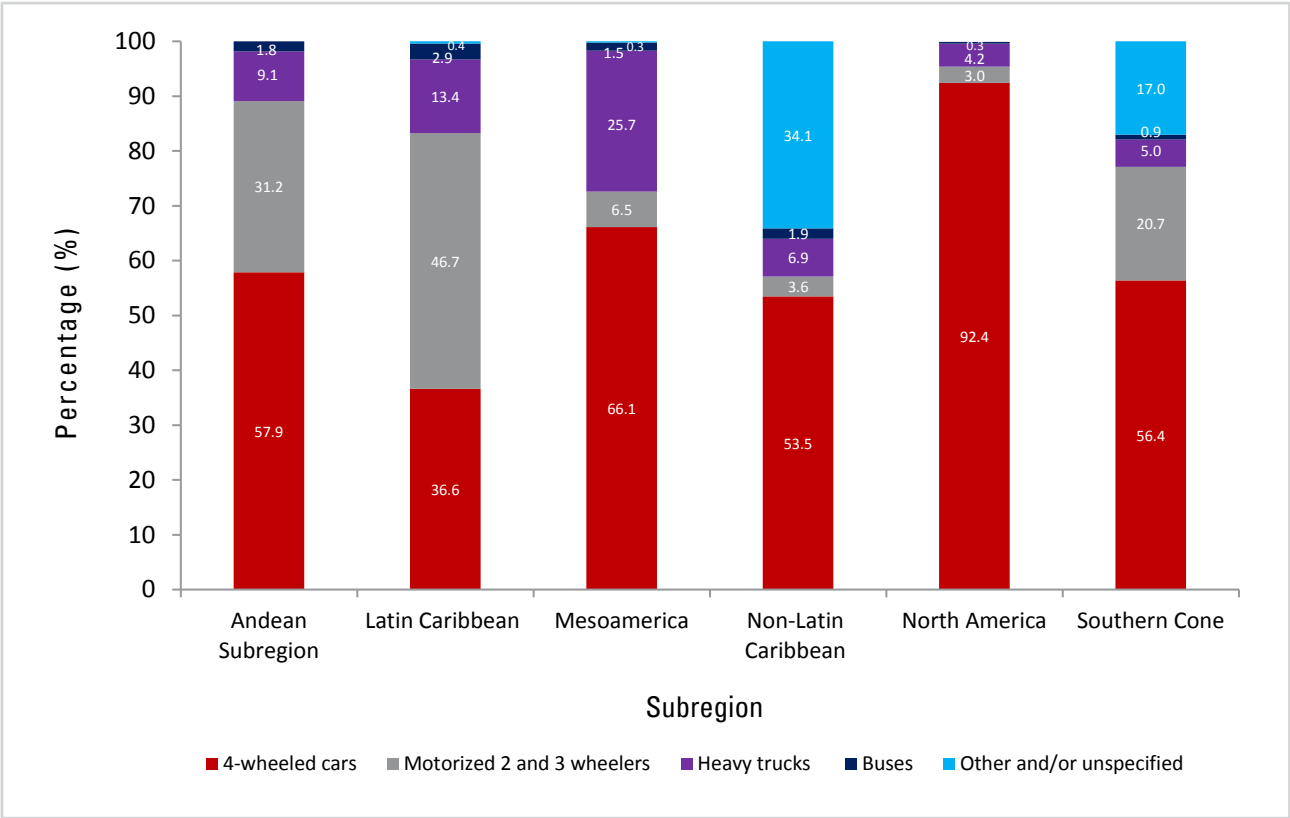
Figure 8. Registered motor vehicles per 1,000 population, by country and subregion, Region of the Americas, 2010.



Source: World Health Organization. *Global status report on road safety 2013: supporting a decade of action*. Geneva: World Health Organization; 2013. Available from: http://www.who.int/violence_injury_prevention/road_safety_status/2013/en/index.html
^a Belize data obtained from Organización Panamericana de la Salud. *Informe sobre el estado de la seguridad vial en la Región de las Américas*. Washington, D.C.: Pan American Health Organization; 2009.

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.



Source: World Health Organization. *Global status report on road safety 2013: supporting a decade of action*. Geneva: World Health Organization; 2013. Available from: http://www.who.int/violence_injury_prevention/road_safety_status/2013/en/index.html

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.

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.

Table 2. Definitions of national legislation criteria.

Factors	National legislation criteria
Speed	A national speed-limit law that sets urban speed limits to ≤ 50 km/h and allows local authorities to lower speed limits where appropriate
Alcohol	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
Helmet use	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
Seat-belt use	A national seat-belt law that applies to all car occupants (front and rear seats)
Child restraints	A national law requiring the use of child restraints

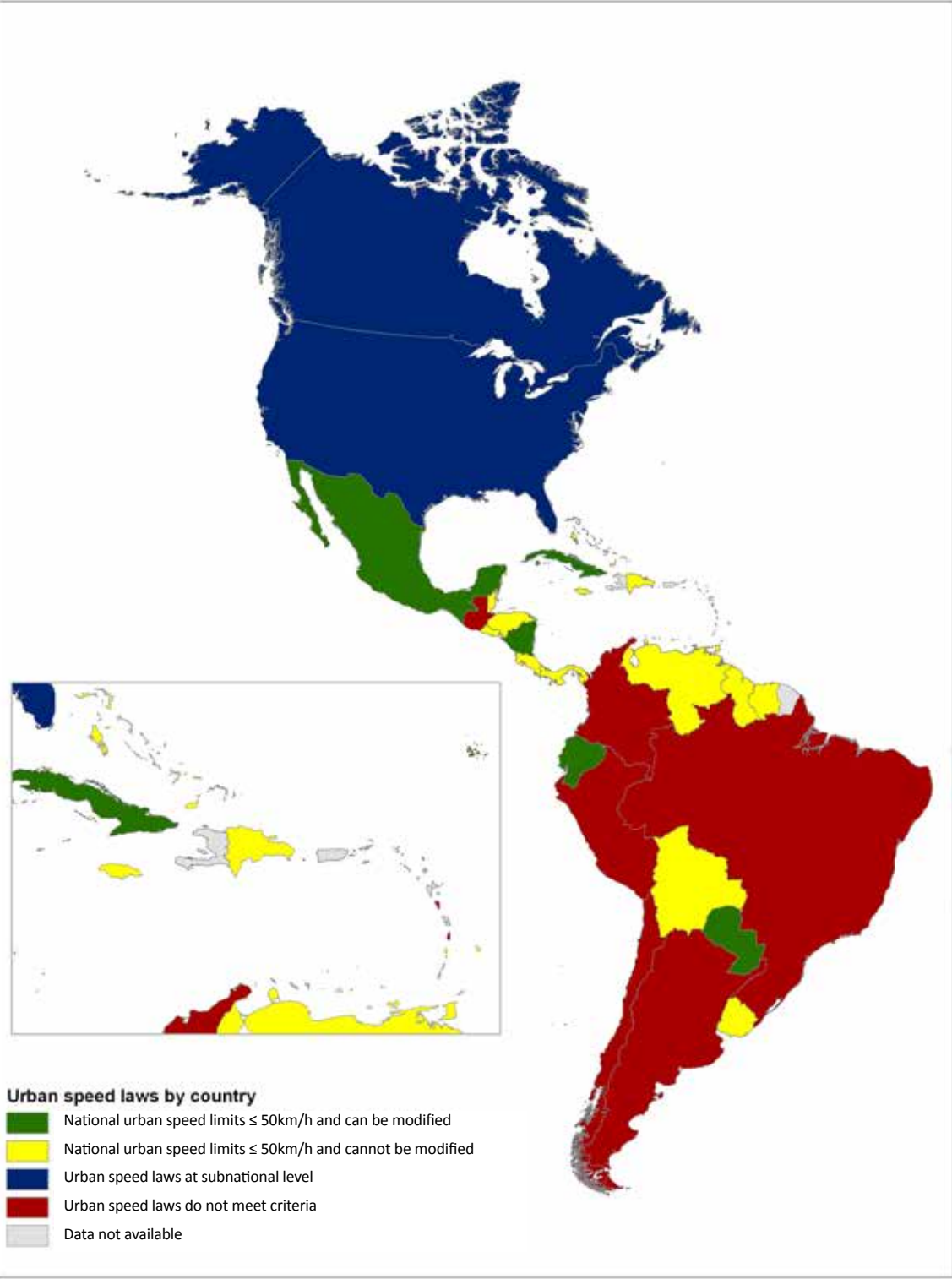
Speed reduction protects vulnerable road users from injury and death

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 ≤50km/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).



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



Source: World Health Organization. *Global status report on road safety 2013: supporting a decade of action*. Geneva: World Health Organization; 2013. Available from: http://www.who.int/violence_injury_prevention/road_safety_status/2013/en/index.html

Strong drink-driving laws protect 42% of the Region’s population

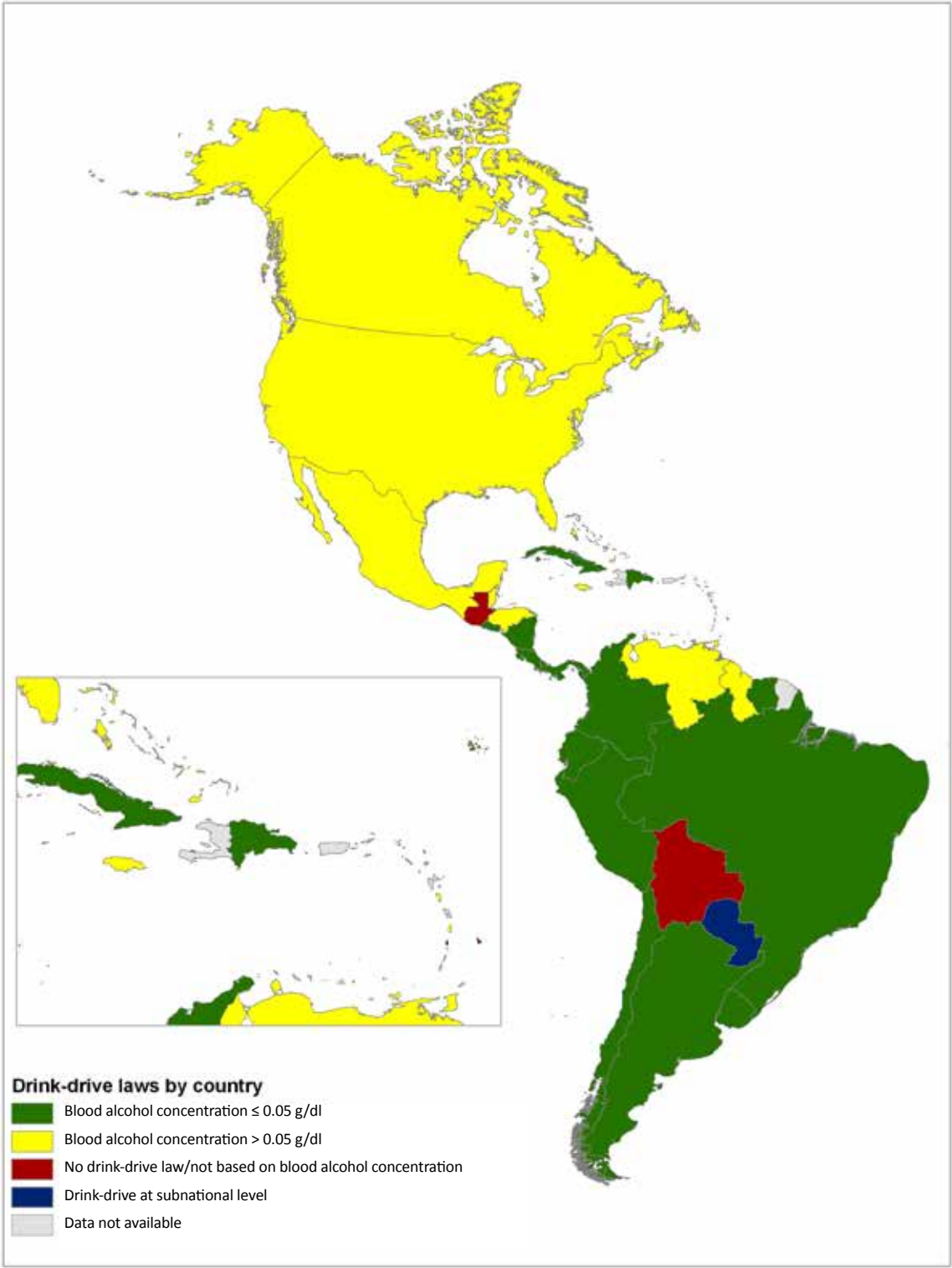
Drink-driving is a key contributor to road traffic crashes (13); impairment increases with the amount of alcohol consumed. Evidence has shown that, when enforced, limiting blood alcohol concentration (BAC) limits to ≤ 0.05 g/dl for drivers nationwide reduces road traffic crashes and deaths (14).

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 11. Drink-driving laws, Region of the Americas, 2010.



Source: World Health Organization. *Global status report on road safety 2013: supporting a decade of action*. Geneva: World Health Organization; 2013. Available from: http://www.who.int/violence_injury_prevention/road_safety_status/2013/en/index.html

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

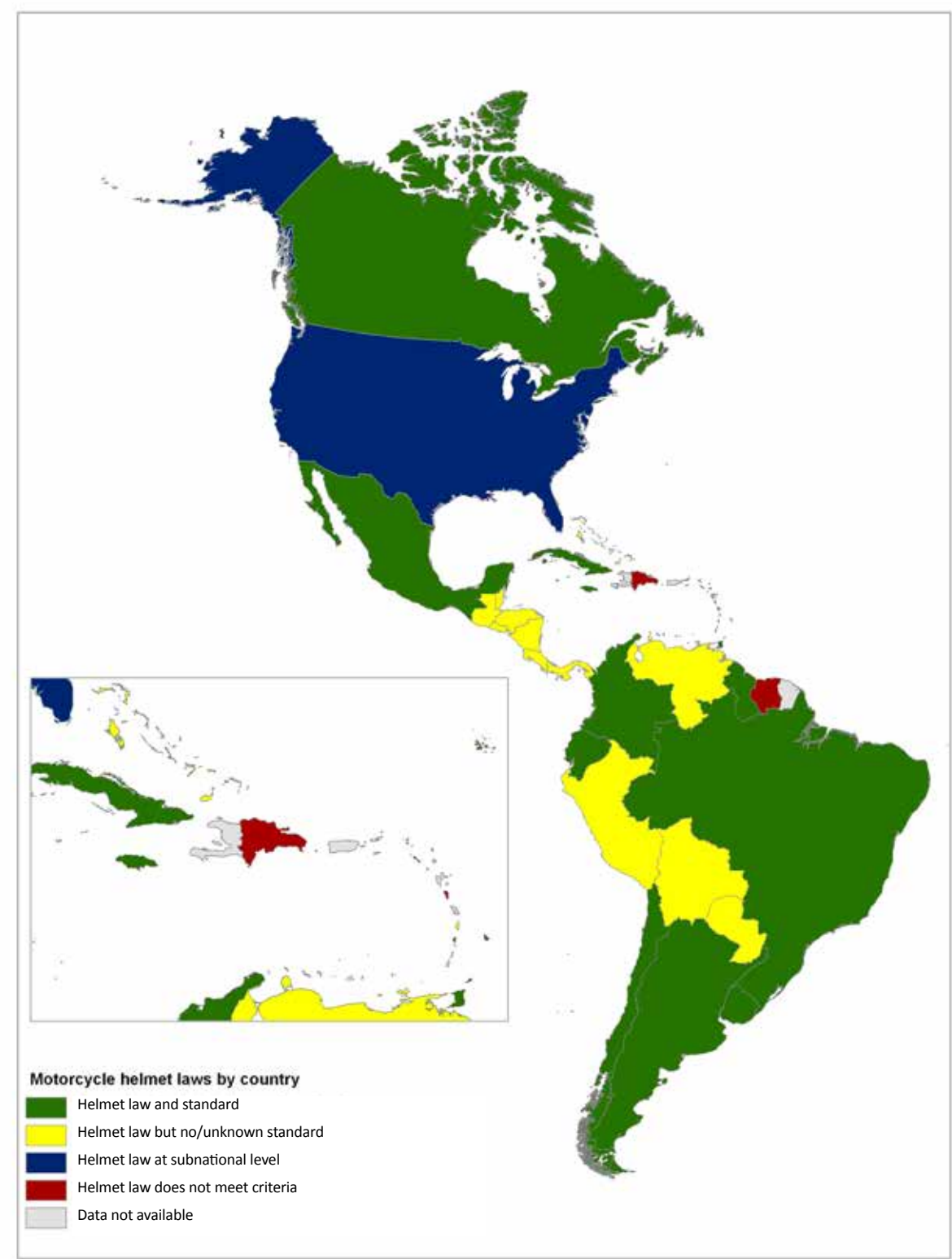
Per vehicle mile traveled, motorcyclists are about 30 times more likely to die in a crash than those in passenger cars (15). Motorcycle helmets are estimated to be 37% effective in preventing fatal injury to motorcyclists (16), and 72% effective in reducing head injury (17); nonetheless, helmets must 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.



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



Source: World Health Organization. *Global status report on road safety 2013: supporting a decade of action*. Geneva: World Health Organization; 2013. Available from: http://www.who.int/violence_injury_prevention/road_safety_status/2013/en/index.html

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 13. Seat-belt laws, Region of the Americas, 2010.



Source: World Health Organization. *Global status report on road safety 2013: supporting a decade of action*. Geneva: World Health Organization; 2013. Available from: http://www.who.int/violence_injury_prevention/road_safety_status/2013/en/index.html

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).

Figure 14. Child restraint laws, Region of the Americas, 2010.



Source: World Health Organization. *Global status report on road safety 2013: supporting a decade of action*. Geneva: World Health Organization; 2013. Available from: http://www.who.int/violence_injury_prevention/road_safety_status/2013/en/index.html

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.

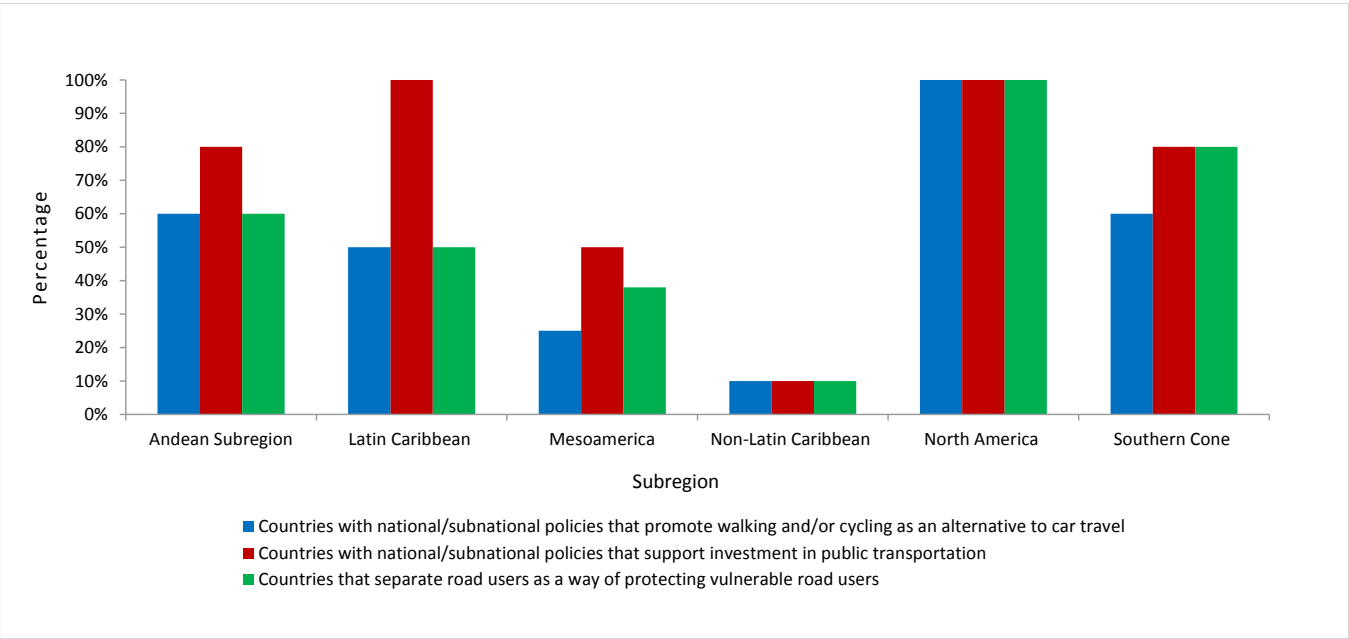
Attention to the mobility and safety needs of all road users is not uniform among the subregions (Figure 15). Just over half (17) of the Region’s participating countries have national or subnational policies that support investment in public transportation, and almost half (14) separate road users by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

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.

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.



Source: World Health Organization. *Global status report on road safety 2013: supporting a decade of action*. Geneva: World Health Organization; 2013. Available from: http://www.who.int/violence_injury_prevention/road_safety_status/2013/en/index.html



Conclusions and Recommendations

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 data 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.

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Country Profiles

ARGENTINA

Population: 40,412,376
Income group: Middle
Gross national income per capita: US\$ 8,620

INSTITUTIONAL FRAMEWORK		
Lead agency	National Road Safety Agency (ANSV)	
Funded in national budget	Yes	
National road safety strategy	Yes	
Funding to implement strategy	Yes, fully funded	
Fatality reduction targets set	Yes (2008–2012)	
Fatality reduction target	50%	

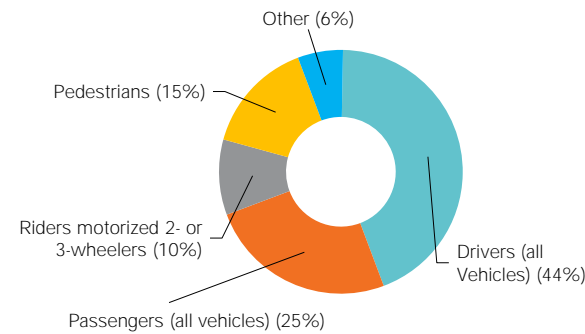
SAFER ROADS AND MOBILITY	
Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Subnational
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Subnational

SAFER VEHICLES	
Total registered vehicles (2010)	14,163,125
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	No

DATA	
Reported road traffic fatalities (2010)	5,094 ^a , 80%M, 20%F
Estimated GDP lost due to road traffic crashes	—

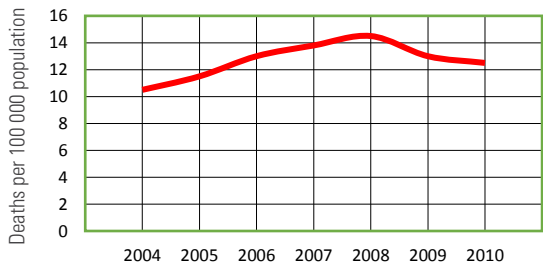
^a Police records. Defined as died within 30 days of crash.

DEATHS BY ROAD USER CATEGORY



Source: 2010, National Directorate of Road Traffic Observaroty, ANSV.

TRENDS IN ROADTRAFFIC DEATHS



Source: 2004/2008, RENAT (National Registry of Traffic Record)
2008/2010, National Directorate of Road Traffic Observaroty, ANSV.



BAHAMAS

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

INSTITUTIONAL FRAMEWORK		
Lead agency	Road Traffic Department	
Funded in national budget	Yes	
National road safety strategy	Yes	
Funding to implement strategy	Partially funded	
Fatality reduction targets set	Yes (2006–2012)	
Fatality reduction target	20%	

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	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

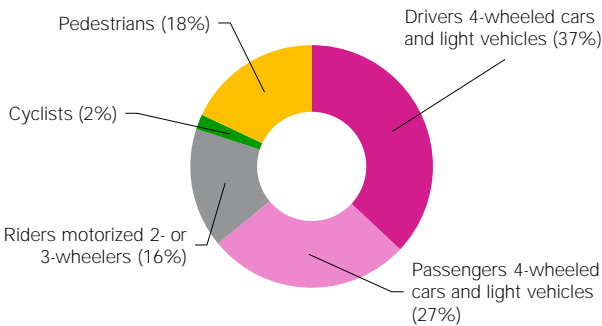
SAFER VEHICLES	
Total registered vehicles (2008)	131,365
Cars and 4-wheeled light vehicles	125,472
Motorized 2- and 3-wheelers	821
Heavy trucks	4,285
Buses	787
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	—
New car assessment programme	—
Vehicle regulations	
Front and rear seat-belts required in all new cars	— ^a
Front and rear seat-belts required all imported cars	Yes

^a No car manufacturers/assemblers.

DATA	
Reported road traffic fatalities (2010)	44 ^b , 75%M, 25%F
Estimated GDP lost due to road traffic crashes	—

^b Police records. Defined as died within a year of the crash.

DEATHS BY ROAD USER CATEGORY



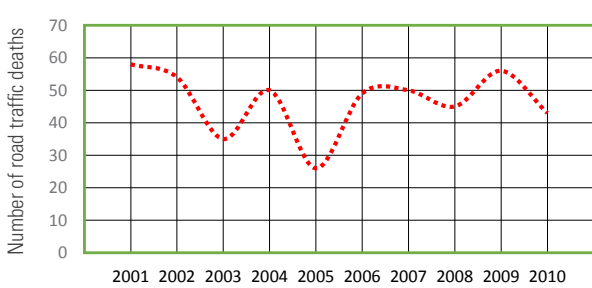
Source: 2010, Royal Bahamas Police Force Traffic Division.



SAFER ROAD USERS		
Penalty/demerit point system in place	No	
National speed limits	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	
National drink–driving law	Yes	
BAC limit – general population	0.08 g/dl	
BAC limit – young or novice drivers	0.08 g/dl	
BAC limit – professional/commercial drivers	0.08 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	—	
National motorcycle helmet law	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	—	
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	—	
National child restraint law	Yes	
Enforcement	0 1 2 3 4 5 6 7 8 9 10	
National law on mobile phones while driving	No	
Law prohibits hand-held mobile phone use	—	
Law also applies to hands-free mobile phones	—	

POST-CRASH CARE	
Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	Multiple numbers
Seriously injured transported by ambulance	50-74%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	—
Emergency medicine training for nurses	Yes

TRENDS IN ROADTRAFFIC DEATHS



Source: 2010, Royal Bahamas Police Force Traffic Division.

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	
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	Parts of network	
Policies to promote walking or cycling	No	
Policies to encourage investment in public transport	No	
Policies to separate road users to protect VRUs	No	

SAFER VEHICLES	
Total registered vehicles (2010)	133,835
Cars and 4-wheeled light vehicles	108,057
Motorized 2- and 3-wheelers	2,335
Heavy trucks	5,014
Buses	444
Other	17,985
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	— ^a
Front and rear seat-belts required all imported cars	Yes

^a No car manufacturers/assemblers.

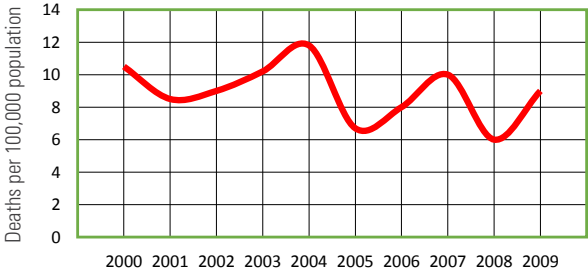
DATA	
Reported road traffic fatalities (2010)	20 ^b , 85%M, 15%F
Estimated GDP lost due to road traffic crashes	—

^b Police records. Defined as death caused by a road traffic crash (unlimited time period).

DEATHS BY ROAD USER CATEGORY



TRENDS IN ROAD TRAFFIC DEATHS



Source: 2009, Royal Barbados Police Force.

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

BELIZE

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

INSTITUTIONAL FRAMEWORK		
Lead agency	National Road Safety Committee	
Funded in national budget	Yes	
National road safety strategy	Yes	
Funding to implement strategy	Partially funded	
Fatality reduction targets set	Yes (2007–2012)	
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	No	
Policies to encourage investment in public transport	No	
Policies to separate road users to protect VRUs	No	

SAFER VEHICLES	
Total registered vehicles	—
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	Yes
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)	42 ^b , 86%M, 14%F
Estimated GDP lost due to road traffic crashes	0.9% ^c

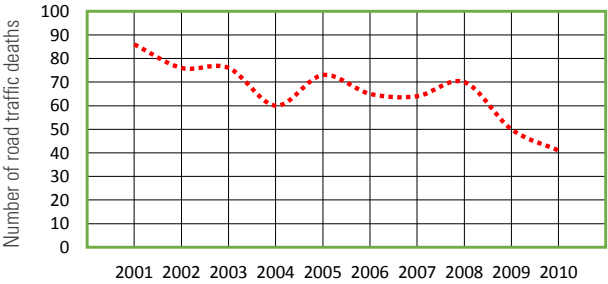
^b Combined sources (Ministry of Health and others). Defined as died within a year of crash.

^c Pérez-Núñez R, et al. Economic impact of fatal and nonfatal road traffic injuries in Belize in 2007. *Rev Panam Salud Publica*, 2010, 28(5):326–36.

DEATHS BY ROAD USER CATEGORY



TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, Epidemiology Unit.

Data collected by multisectoral consensus meeting and cleared by Department of Transport.

BOLIVIA (PLURINATIONAL STATE OF)

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



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

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction	No
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

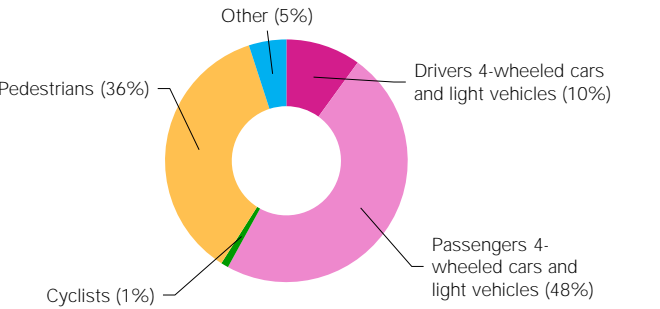
SAFER VEHICLES	
Total registered vehicles (2010)	910,333
Cars and 4-wheeled light vehicles	708,351
Motorized 2- and 3-wheelers	57,835
Heavy trucks	115,171
Buses	28,976
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
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)	1,294 ^b , 76%M, 24%F
Estimated GDP lost due to road traffic crashes	—

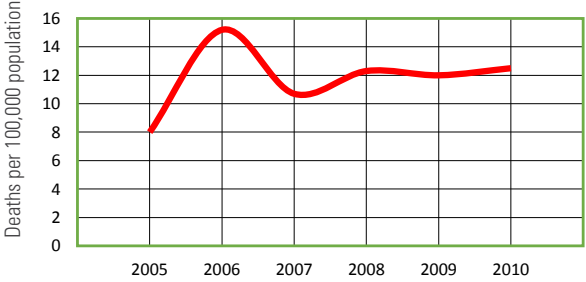
^b Police records. Defined as died at scene of crash.

DEATHS BY ROAD USER CATEGORY



Source: 2010, General Command of the Bolivian Police.

TRENDS IN ROADTRAFFIC DEATHS



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

Data collected by multisectoral consensus meeting and cleared by Ministry of the Interior.

BRAZIL

Population: 194,946,488
Income group: Middle
Gross national income per capita: US\$ 9,540



INSTITUTIONAL FRAMEWORK	
Lead agency	National Traffic Department (DENATRAN)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Yes, fully funded
Fatality reduction targets set	Yes (2004–2014)
Fatality reduction target	Reduce to 11 per 100,000 inhabitants by 2014

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	Yes

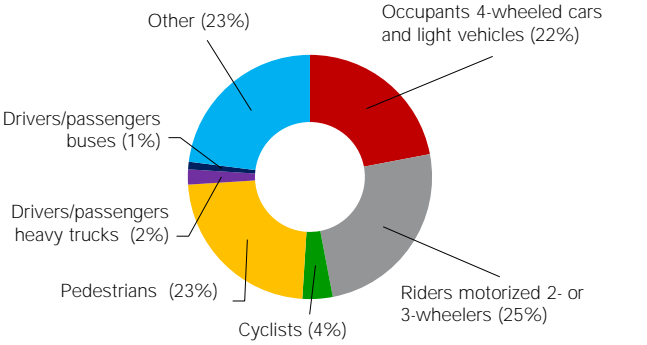
SAFER VEHICLES	
Total registered vehicles (2010)	64,817,974
Cars and 4-wheeled light vehicles	43,632,236
Motorized 2- and 3-wheelers	16,508,854
Heavy trucks	3,954,202
Buses	722,682
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

DATA	
Reported road traffic fatalities (2009)	37,594 ^a , 82%M, 18%F
Estimated GDP lost due to road traffic crashes	1.2% ^b

^a Vital registration data. Defined as death caused by road traffic crash (unlimited time period).

^b 2005, Institute of Economic and Applied Research (IPEA).

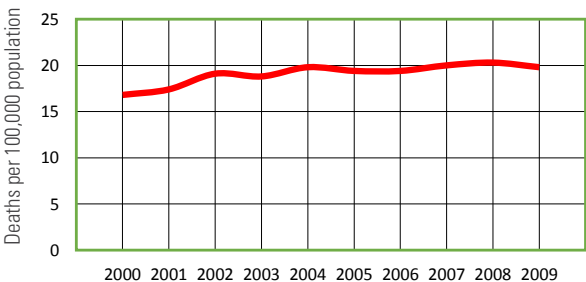
DEATHS BY ROAD USER CATEGORY



Source: 2009, Ministry of Health, Mortality Information System (SIM).

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

TRENDS IN ROADTRAFFIC DEATHS



Source: 2009, Ministry of Health, Mortality Information System (SIM).

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

CANADA

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

INSTITUTIONAL FRAMEWORK		
Lead agency	Road Safety and Motor Vehicle Regulation Directorate, Transport Canada ^a	
Funded in national budget	Yes	
National road safety strategy	Yes	
Funding to implement strategy	Partially funded	
Fatality reduction targets set	No	
Fatality reduction target	No	

^aWith the support and collaboration of the Canadian Council of Motor Transport Administrators and its members.

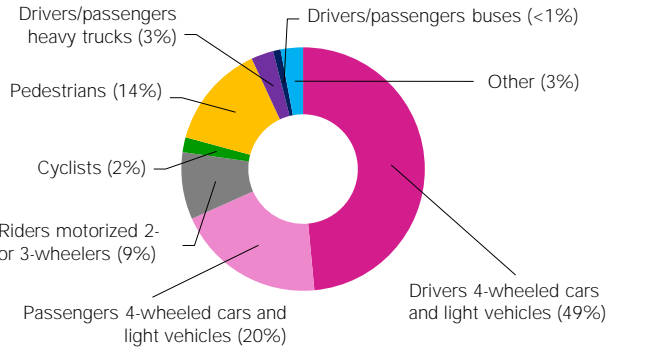
SAFER ROADS AND MOBILITY	
Formal audits required for new road construction	No
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Subnational
Policies to encourage investment in public transport	Subnational
Policies to separate road users to protect VRUs	Subnational

SAFER VEHICLES	
Total registered vehicles (2009)	21,387,132
Cars and 4-wheeled light vehicles	19,876,990
Motorized 2- and 3-wheelers	594,866
Heavy trucks	829,695
Buses	85,579
Other	2
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

DATA	
Reported road traffic fatalities (2009)	2,227 ^b , 69%M, 31%F
Estimated GDP lost due to road traffic crashes	5% ^c

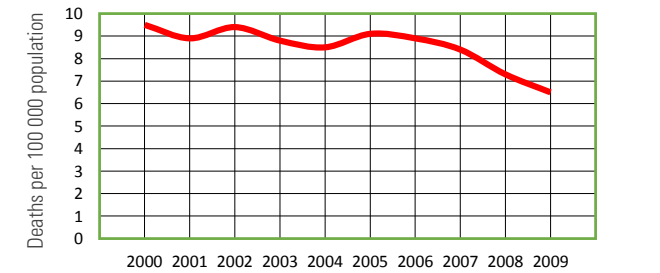
^bPolice records. Defined as died within 30 days of crash.
^cVodden K., et al. Analysis and Estimation of the Social Cost of Motor Vehicle Collisions in Ontario (2004). Ministry of Transport, 2007.

DEATHS BY ROAD USER CATEGORY



Source: 2009, Police-reported records of traffic collisions.

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2009, Transport Canada.



Data collected by multisectoral consensus meeting and cleared by the Public Health Agency of Canada.

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

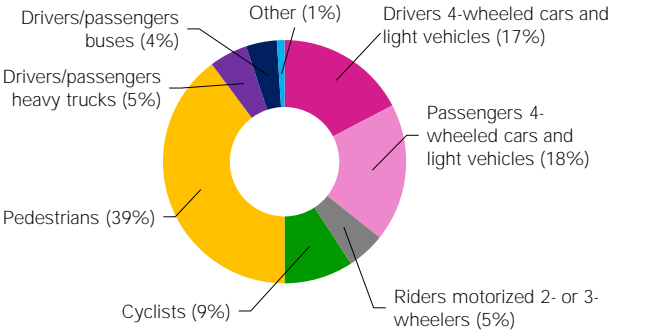
SAFER VEHICLES	
Total registered vehicles (2010)	3,375,523
Cars and 4-wheeled light vehicles	2,974,416
Motorized 2- and 3-wheelers	102,314
Heavy trucks	155,732
Buses	46,573
Other	96,488
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	Yes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

^aNo 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

^bPolice records. Defined as died within 24 hours of crash.
^c2010, Analysis and Definition of a Social Impact Assessment Methodology for Road Safety Projects in Intercity 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.

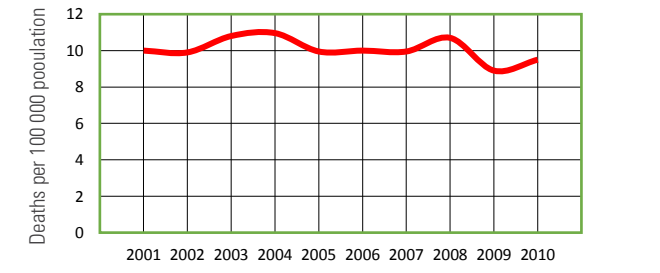


SAFER ROAD USERS	
Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	60 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.03 g/dl
BAC limit – young or novice drivers	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 ^a 99% Passengers ^a
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 ^a 10% Rear seats ^a
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

^d2010, Chilean Police.
^a2011, 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).

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

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: US\$ 5,520



INSTITUTIONAL FRAMEWORK	
Lead agency	Ministry of Transportation
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2011–2020)
Fatality reduction target	50%

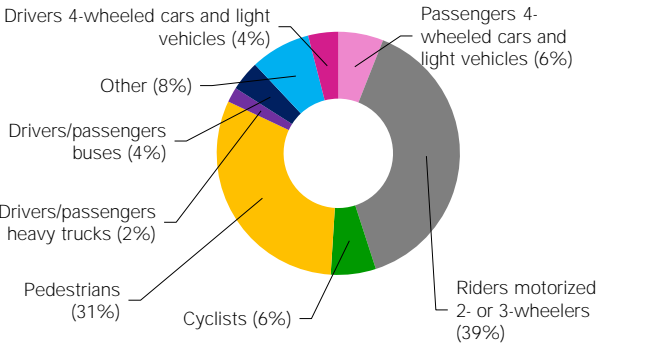
SAFER ROADS AND MOBILITY	
Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	Subnational
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs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

SAFER VEHICLES	
Total registered vehicles (2011)	7,229,373
Cars and 4-wheeled light vehicles	3,267,702
Motorized 2- and 3-wheelers	3,558,650
Heavy trucks	247,341
Buses	155,680
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	No

DATA	
Reported road traffic fatalities (2010)	5,502 ^a , 80%M, 20%F
Estimated GDP lost due to road traffic crashes	1.2% ^b

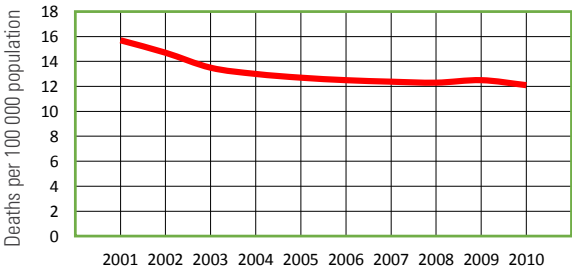
^a Police records. Defined as died within 30 days of crash.
^b 2011, Strengthening of Road Safety in Urban Transport: The Case of Bogota. 2010. Inter-American Development Bank (IDB) and Universidad de los Andes.

DEATHS BY ROAD USER CATEGORY



Source: 2010, National Institute of Legal Medicine and Forensic Sciences.

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, National Institute of Legal Medicine and Forensic Sciences.

COSTA RICA

Population: 4,658,887
Income group: Middle
Gross national income per capita: US\$ 6,860



INSTITUTIONAL FRAMEWORK	
Lead agency	Council on Road Safety
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2007–2011)
Fatality reduction target	19%

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	Yes

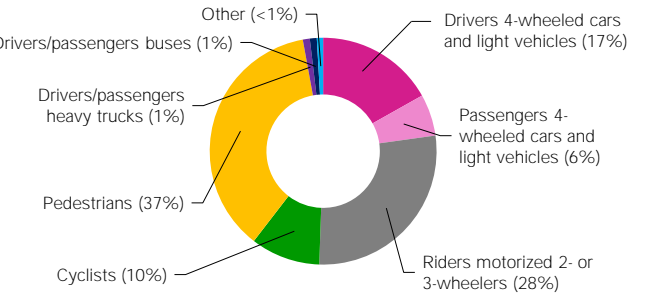
SAFER VEHICLES	
Total registered vehicles (2009)	923,591
Cars and 4-wheeled light vehicles	605,943
Motorized 2- and 3-wheelers	141,470
Heavy trucks	162,179
Buses	13,999
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	— ^a
Front and rear seat-belts required all imported cars	Yes

^a No car manufacturers/assemblers.

DATA	
Reported road traffic fatalities (2009)	721 ^b , 87%M, 13%F
Estimated GDP lost due to road traffic crashes	—

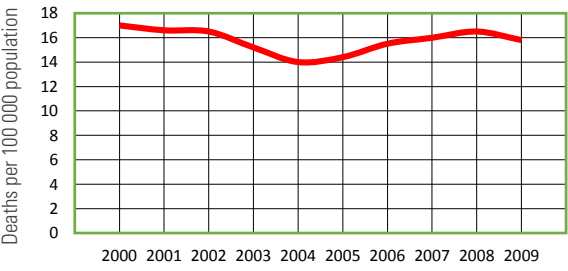
^b Vital registration data. Defined as died within a year of crash.

DEATHS BY ROAD USER CATEGORY



Source: 2009, Judicial Branch.

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2009, Judicial Branch, National Institute for Statistics and Census.

CUBA

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

INSTITUTIONAL FRAMEWORK		
Lead agency	National Road Safety Commission	
Funded in national budget	No	
National road safety strategy	Yes	
Funding to implement strategy	Partially funded	
Fatality reduction targets set	Yes (2010–2015)	
Fatality reduction target	20%	

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	Subnational	
Policies to encourage investment in public transport	Subnational	
Policies to separate road users to protect VRUs	Subnational	

SAFER VEHICLES		
Total registered vehicles (2010)	607,675	
Cars and 4-wheeled light vehicles	308,338	
Motorized 2- and 3-wheelers	207,958	
Heavy trucks	68,091	
Buses	23,288	
Other	0	
Vehicle standards applied	—	
UN World forum on harmonization of vehicles standards	—	
New car assessment programme	—	
Vehicle regulations	— ^a	
Front and rear seat-belts required in all new cars	— ^a	
Front and rear seat-belts required all imported cars	Yes	

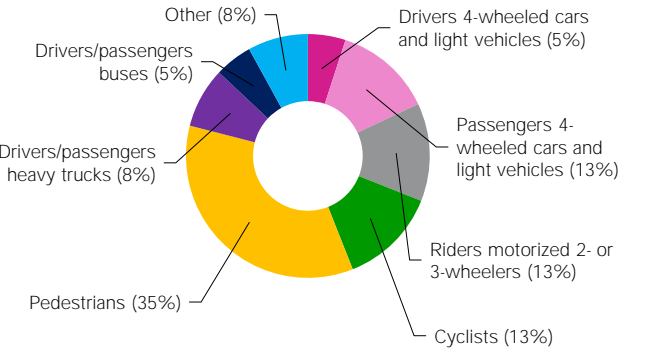
^a No car manufacturers/assemblers.

DATA		
Reported road traffic fatalities (2010)	833 ^b , 77%M, 23%F	
Estimated GDP lost due to road traffic crashes	—	

^b Combined sources. Defined as died within a year of crash.

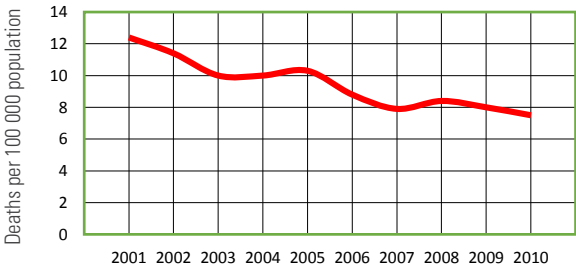


DEATHS BY ROAD USER CATEGORY



Source: 2010, Annual Health Statistics.

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, Annual Health Statistics.

Data collected by multisectoral consensus meeting and cleared by the Council of Ministers.

DOMINICA

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

INSTITUTIONAL FRAMEWORK		
Lead agency	Transport Board	
Funded in national budget	No	
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	No	
Policies to encourage investment in public transport	No	
Policies to separate road users to protect VRUs	No	

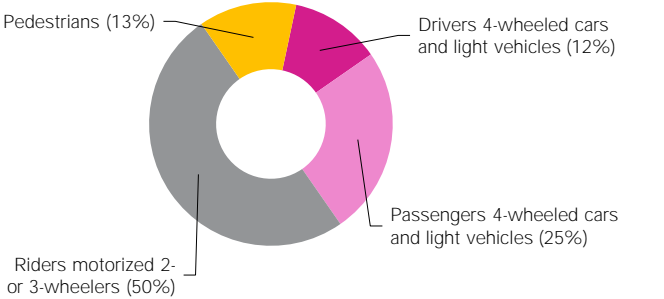
SAFER VEHICLES		
Total registered vehicles (2011)	23,566	
Cars and 4-wheeled light vehicles	17,252	
Motorized 2- and 3-wheelers	1,636	
Heavy trucks	192	
Buses	2,486	
Other	2,000	
Vehicle standards applied	No	
UN World forum on harmonization of vehicles standards	No	
New car assessment programme	No	
Vehicle regulations	— ^a	
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)	8 ^b , 88%M, 12%F	
Estimated GDP lost due to road traffic crashes	—	

^b Police records. Defined as died within a year of crash.

DEATHS BY ROAD USER CATEGORY



Source: 2010, Police Department.

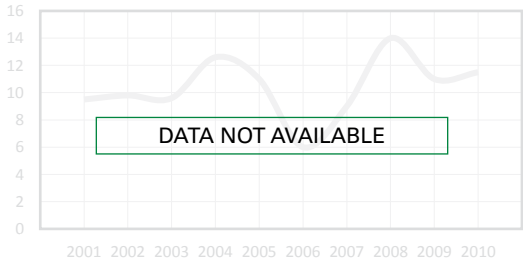
Further data on each country can be found in the statistical annex.



SAFER ROAD USERS		
Penalty/demerit point system in place	No	
National speed limits	Subnational	
Local authorities can set lower limits	No	
Maximum limit urban roads	—	
Enforcement	0 1 2 3 4 5 6 7 8 9 10	
National drink–driving law	Yes	
BAC limit – general population	0.08 g/dl	
BAC limit – young or novice drivers	0.08 g/dl	
BAC limit – professional/commercial drivers	0.08 g/dl	
Random breath testing and/or police checkpoints	No	
Enforcement	0 1 2 3 4 5 6 7 8 9 10	
% road traffic deaths involving alcohol	—	
National motorcycle helmet law	No	
Applies to drivers and passengers	—	
Helmet standard mandated	—	
Enforcement	—	
Helmet wearing rate	—	
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	—	
National child restraint law	No	
Enforcement	—	
National law on mobile phones while driving	No	
Law prohibits hand-held mobile phone use	—	
Law also applies to hands-free mobile phones	—	

POST-CRASH CARE		
Vital registration system	Yes	
Emergency Room based injury surveillance system	No	
Emergency access telephone number(s)	999	
Seriously injured transported by ambulance	50–74%	
Permanently disabled due to road traffic crash	—	
Emergency medicine training for doctors	Yes	
Emergency medicine training for nurses	Yes	

TRENDS IN ROAD TRAFFIC DEATHS



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

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

DOMINICAN REPUBLIC

Population: 9,927,320
Income group: Middle
Gross national income per capita: US\$ 5,020

INSTITUTIONAL FRAMEWORK	
Lead agency	No
Funded in national budget	—
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	No
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	No

SAFER VEHICLES	
Total registered vehicles (2010)	2,734,740
Cars and 4-wheeled light vehicles	914,628
Motorized 2- and 3-wheelers	1,352,720
Heavy trucks	380,549
Buses	73,716
Other	13,127
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	—
New car assessment programme	—
Vehicle regulations	— ^a
Front and rear seat-belts required in all new cars	
Front and rear seat-belts required all imported cars	No

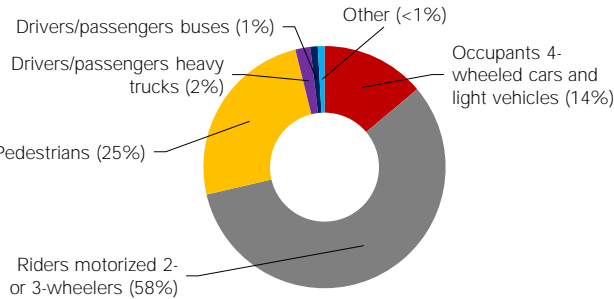
^a No car manufacturers/assemblers.

DATA	
Reported road traffic fatalities (2010)	1,902 ^b , 85%M, 14%F
Estimated GDP lost due to road traffic crashes	0.32% ^c

^b Police records. Defined as died at scene of crash.

^c 2009, Office for the reorganization of traffic, Data of the Dominican Capital.

DEATHS BY ROAD USER CATEGORY



Source: 2010, National Police.

TRENDS IN ROAD TRAFFIC DEATHS

Year	Number of road traffic deaths
2005	1,366
2006	1,386
2007	1,414
2010	1,902

Source: *Global Status Report on Road Safety: Time for action*.
Geneva, World Health Organization, 2009 (years 2005–2007);
National Police (2010).

Data collected by multisectoral consensus meeting and cleaned by the Ministry of Public Health and Social Assistance.

ECUADOR

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

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

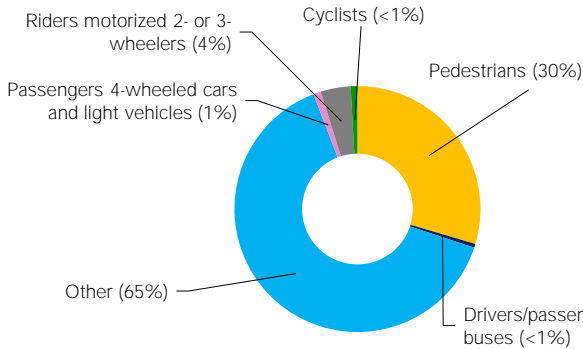
SAFER ROADS AND MOBILITY	
Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles (2010)	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
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	Yes
Front and rear seat-belts required all imported cars	Yes

DATA	
Reported road traffic fatalities (2010)	3,319 ^a , 80%M, 20%F
Estimated GDP lost due to road traffic crashes	—

^a 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.



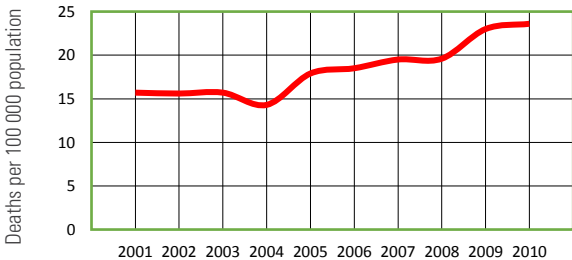
SAFER ROAD USERS	
Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.03 g/dl
BAC limit – young or novice drivers	0.03 g/dl
BAC limit – professional/commercial drivers	0.01 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% ^a
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	71% Drivers ^b 71% Passengers ^b
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	63% Drivers ^a 58% Front seats ^b
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

^b 2010, National Transit Agency (ANT).

POST-CRASH CARE	
Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	Multiple numbers
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	5.7% ^c
Emergency medicine training for doctors	—
Emergency medicine training for nurses	—

^c National Council on Disability (CONADIS).

TRENDS IN ROAD TRAFFIC DEATHS



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

Data collected by multisectoral consensus meeting and cleaned by the Ministry of Transportation and Public Works.

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

EL SALVADOR

Population: 6,192,993
Income group: Middle
Gross national income per capita: US\$ 3,370



INSTITUTIONAL FRAMEWORK	
Lead agency	Deputy Ministry of Transportation
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2011–2020)
Fatality reduction target	50%

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

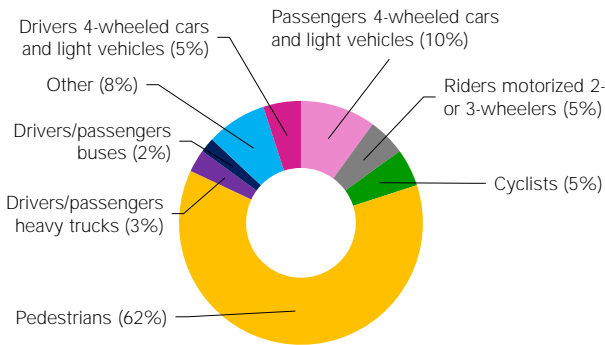
SAFER VEHICLES	
Total registered vehicles (2011)	715,345 ^a
Cars and 4-wheeled light vehicles	567,453
Motorized 2- and 3-wheelers	69,289
Heavy trucks	70,671
Buses	7,932
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	— ^b
Front and rear seat-belts required all imported cars	No

^a Up to July 2011 only.
^b No car manufacturers/assemblers.

DATA	
Reported road traffic fatalities (2010)	1,047 ^a , 77%M, 23%F
Estimated GDP lost due to road traffic crashes	—

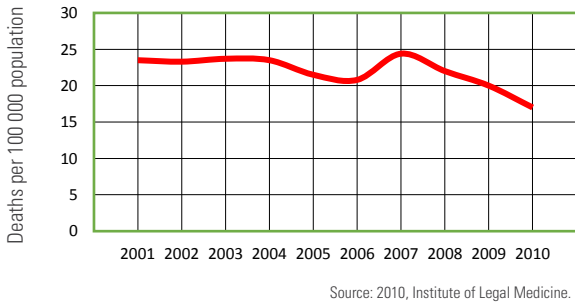
^a Institute of Legal Medicine. Defined as death caused by a road traffic crash (unlimited time period).

DEATHS BY ROAD USER CATEGORY



Source: 2010, Institute of Legal Medicine.

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, Institute of Legal Medicine.

GUATEMALA

Population: 14,388,929
Income group: Middle
Gross national income per capita: US\$ 2,740



INSTITUTIONAL FRAMEWORK	
Lead agency	Ministry of the Interior, Department of Transit of the National Civil Police
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction targets set	No
Fatality reduction target	No

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction	No
Regular inspections of existing road infrastructure	No
Policies to promote walking or cycling	Subnational
Policies to encourage investment in public transport	Subnational
Policies to separate road users to protect VRUs	No

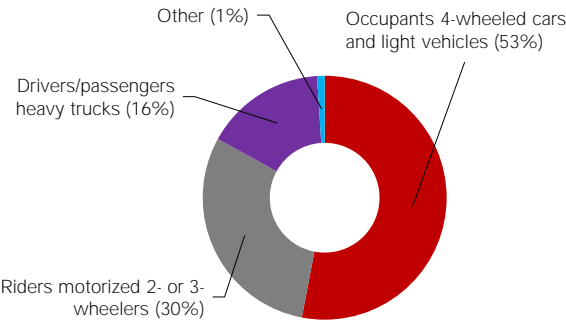
SAFER VEHICLES	
Total registered vehicles (2011)	2,118,516
Cars and 4-wheeled light vehicles	1,261,639
Motorized 2- and 3-wheelers	602,067
Heavy trucks	124,460
Buses	96,294
Other	34,056
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
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)	737 ^b , 81%M, 19%F
Estimated GDP lost due to road traffic crashes	—

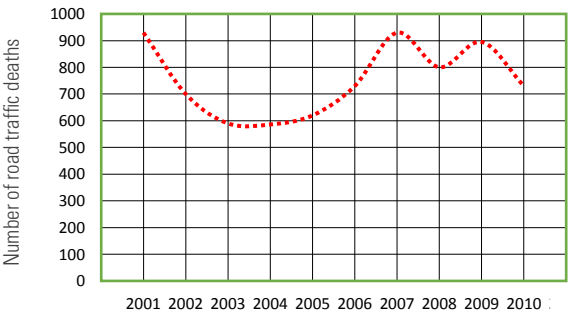
^b Police records. Defined as died at scene of crash.

DEATHS BY ROAD USER CATEGORY



Source: 2010, Institute of National Statistics.

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, Institute of National Statistics.

GUYANA

Population: 754,493
Income group: Middle
Gross national income per capita: US\$ 2,900



INSTITUTIONAL FRAMEWORK	
Lead agency	Guyana National Road Safety Council
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	No
Fatality reduction target	No

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

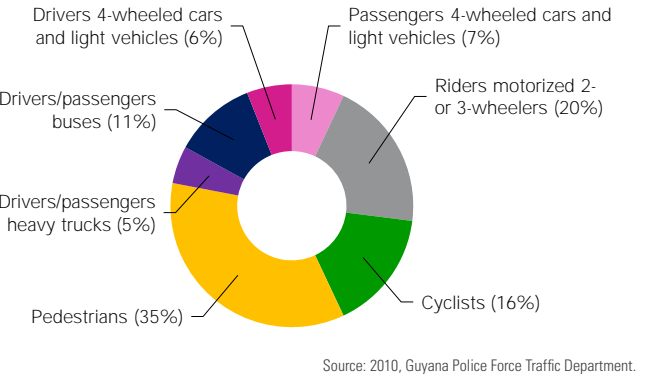
SAFER VEHICLES	
Total registered vehicles (2010)	12,363
Cars and 4-wheeled light vehicles	7,678
Motorized 2- and 3-wheelers	2,356
Heavy trucks	1,156
Buses	531
Other	642
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	— ^a
Front and rear seat-belts required in all new cars	— ^a
Front and rear seat-belts required all imported cars	Yes

^a No car manufacturers/assemblers.

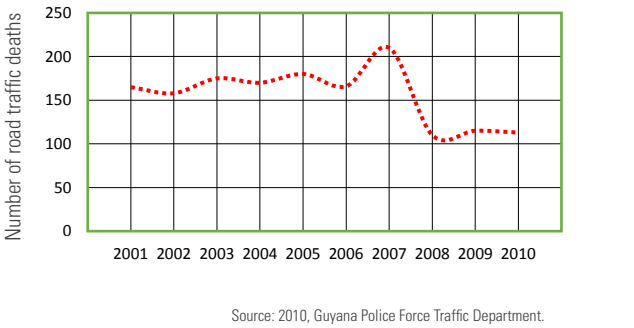
DATA	
Reported road traffic fatalities (2010)	115 ^b , 78%M, 22%F
Estimated GDP lost due to road traffic crashes	—

^b Police records. Defined as died within a year of crash.

DEATHS BY ROAD USER CATEGORY



TRENDS IN ROADTRAFFIC DEATHS



Data collected by multisectoral consensus meeting and cleared by the Ministry of Home Affairs.

HONDURAS

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



INSTITUTIONAL FRAMEWORK	
Lead agency	National Road Safety Council (CNSV)
Funded in national budget	No
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	No
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

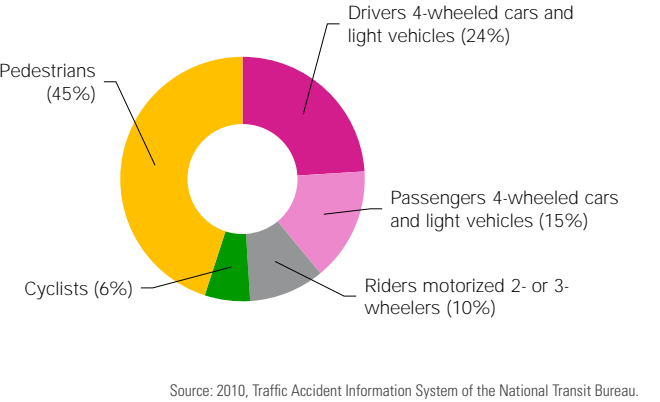
SAFER VEHICLES	
Total registered vehicles (2010)	983,800
Cars and 4-wheeled light vehicles	696,825
Motorized 2- and 3-wheelers	183,119
Heavy trucks	73,933
Buses	29,923
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
Vehicle regulations	— ^a
Front and rear seat-belts required in all new cars	— ^a
Front and rear seat-belts required all imported cars	Yes

^a No car manufacturers/assemblers.

DATA	
Reported road traffic fatalities (2010)	937 ^b , 81%M, 19%F
Estimated GDP lost due to road traffic crashes	—

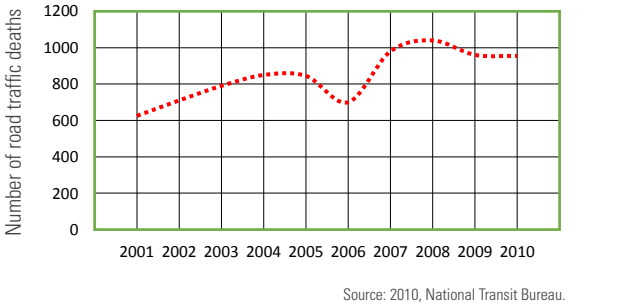
^b Police records. Defined as died within 24 hours of crash.

DEATHS BY ROAD USER CATEGORY



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

TRENDS IN ROADTRAFFIC DEATHS



Data collected by multisectoral consensus meeting and cleared the Secretariat of State for Security.

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)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Yes, fully funded
Fatality reduction targets set	Yes (2008–2015)
Fatality reduction target	25%

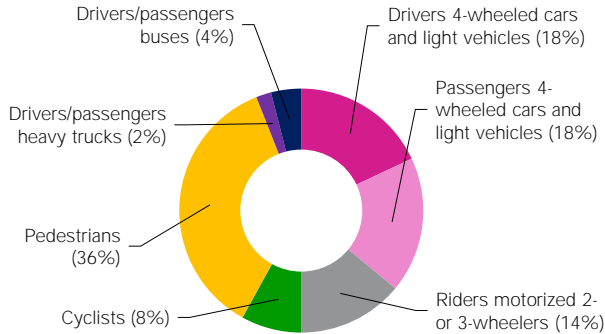
SAFER ROADS AND MOBILITY	
Formal audits required for new road construction	No
Regular inspections of existing road infrastructure	No
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Yes

SAFER VEHICLES	
Total registered vehicles (2010)	502,265
Cars and 4-wheeled light vehicles	408,077
Motorized 2- and 3-wheelers	3,985
Heavy trucks	70,157
Buses	20,046
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

DATA	
Reported road traffic fatalities (2010)	319 ^a , 82%M, 18%F
Estimated GDP lost due to road traffic crashes	0.2% ^b

^a Police records. Defined as died within 30 days of crash.
^b 2010, Policy, Planning and Development Division.

DEATHS BY ROAD USER CATEGORY



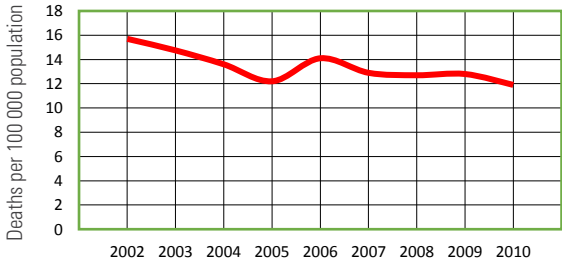
Source: 2010, The Jamaica Constabulary Force (J.C.F).

SAFER ROAD USERS	
Penalty/demerit point system in place	Yes
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 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	2% ^c
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	6% Drivers ^d 5% Passengers ^d
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	44% Front seats ^d 4% Rear seats ^d
National child restraint law	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National law on mobile phones while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

^c 2010, The Jamaica Constabulary Force.
^d Jamaica Health and Lifestyle Survey, 2007–2008.

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	≤10%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

TRENDS IN ROADTRAFFIC DEATHS



Source: 2010, The Road Safety Unit.

Data collected by multisectoral consensus meeting and cleared by the Undersecretariat of Prevention and Health Promotion.

MEXICO

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



INSTITUTIONAL FRAMEWORK	
Lead agency	Technical Secretariat of National Council of Injury Prevention
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2011–2020)
Fatality reduction target	50%

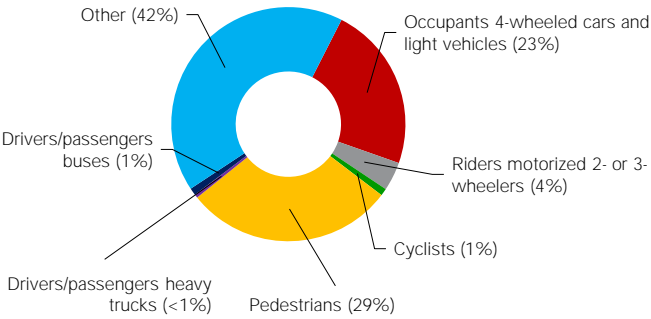
SAFER ROADS AND MOBILITY	
Formal audits required for new road construction	No
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Subnational
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Subnational

SAFER VEHICLES	
Total registered vehicles (2009)	30,904,659
Cars and 4-wheeled light vehicles	20,523,704
Motorized 2- and 3-wheelers	1,201,046
Heavy trucks	8,842,518
Buses	337,391
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	Yes
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

DATA	
Reported road traffic fatalities (2009)	17,820 ^a , 78%M, 22%F
Estimated GDP lost due to road traffic crashes	1.7% ^b

^a Vital registration data. Defined as death caused by a road traffic crash (unlimited time period following crash).
^b 2011, Cost of motor vehicle accidents in Mexico, National Council of Injury Prevention.

DEATHS BY ROAD USER CATEGORY



Source: 2009, Secretariat of Health and the National Institute of Statistics Geography and Information.

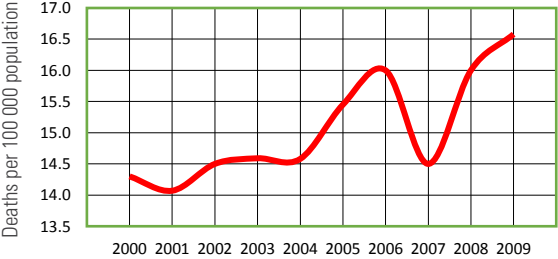
Further data on each country can be found in the statistical annex.

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	50 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	0.05–0.08 g/dl ^c
BAC limit – young or novice drivers	0.05–0.08 g/dl ^c
BAC limit – professional/commercial drivers	0.02 g/dl ^c
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	23% ^d
National motorcycle helmet law	Subnational
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	75% Drivers ^a 84% Passengers ^a
National seat-belt law	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	29% Front seats ^d 4% Rear seats ^d
National child restraint law	Subnational
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National law on mobile phones while driving	Subnational
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

^c BAC limits are set at the subnational level.
^d 2009, Epidemiological Surveillance System for Addictions. Secretariat of Health/Forensic Medical Services.
^a 2011, Technical Secretariat of National Council of Injury Prevention.
^f 2011, Basal Diagnostic of RE-10 (INSP-JHU). Information obtained from three cities: Guadalajara, Leon and Cuernavaca.

POST-CRASH CARE	
Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	Multiple numbers
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	0.6%
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

TRENDS IN ROADTRAFFIC DEATHS



Source: 2009, National Institute of Statistics Geography and Information.

Data collected by multisectoral consensus meeting and cleared by the Undersecretariat of Prevention and Health Promotion.

NICARAGUA

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



INSTITUTIONAL FRAMEWORK	
Lead agency	No
Funded in national budget	—
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	No
Regular inspections of existing road infrastructure	No
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	No

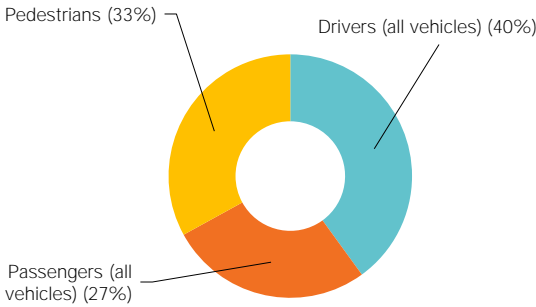
SAFER VEHICLES	
Total registered vehicles (2011)	445,974
Cars and 4-wheeled light vehicles	279,668
Motorized 2- and 3-wheelers	115,541
Heavy trucks	43,998
Buses	6,767
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
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)	571 ^b , 84%M, 16%F
Estimated GDP lost due to road traffic crashes	—

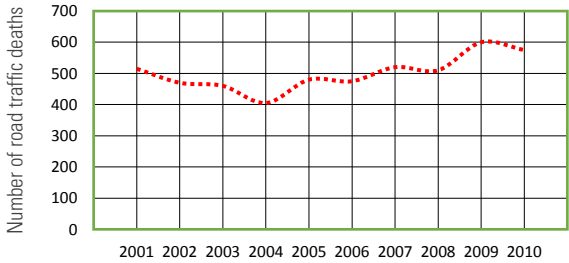
^b Police records. Defined as died within 24 hours of crash.

DEATHS BY ROAD USER CATEGORY



Source: 2010, National Police.

TRENDS IN ROADTRAFFIC DEATHS



Source: 2010, National Police.

Data collected by multisectoral consensus meeting and cleared by the National Police.

PANAMA

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



INSTITUTIONAL FRAMEWORK	
Lead agency	Traffic and Ground Transport Authority
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2011–2020)
Fatality reduction target	30%

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	No
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Yes

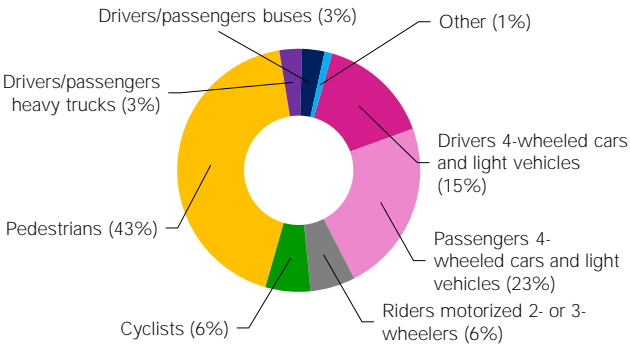
SAFER VEHICLES	
Total registered vehicles (2010)	612,000
Cars and 4-wheeled light vehicles	306,000
Motorized 2- and 3-wheelers	55,080
Heavy trucks	122,400
Buses	42,840
Other	85,680
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	— ^a
Front and rear seat-belts required all imported cars	Yes

^a No car manufacturers/assemblers.

DATA	
Reported road traffic fatalities (2010)	422 ^b , 84%M, 16%F
Estimated GDP lost due to road traffic crashes	—

^b Police records. Defined as died within 30 days of crash.

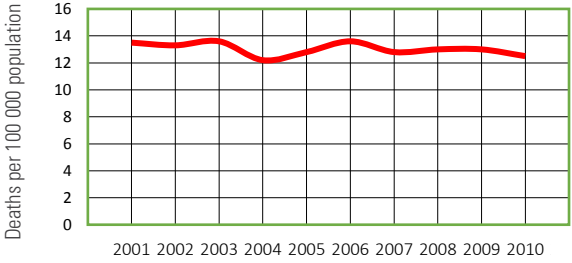
DEATHS BY ROAD USER CATEGORY



Source: 2010, National Directorate of Transit Operation, National Police.

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

TRENDS IN ROADTRAFFIC DEATHS



Source: 2010, National Directorate of Transit Operation, National Police.

SAFER ROAD USERS	
Penalty/demerit point system in place	Yes
National speed limits	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
National drink–driving law	Yes
BAC limit – general population	0.05 g/dl
BAC limit – young or novice drivers	0.05 g/dl
BAC limit – professional/commercial drivers	0.05 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	—
National motorcycle helmet law	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	98% Drivers ^c 95% Passengers ^c
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	90% Front seats ^c 10% Rear seats ^c
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

^c 2010, National Directorate of Transit Operation.

POST-CRASH CARE	
Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	911
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

Data collected by multisectoral consensus meeting and cleared by the Traffic and Ground Transport Authority.

PARAGUAY

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



INSTITUTIONAL FRAMEWORK	
Lead agency	National Road Safety Council
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2008–2013)
Fatality reduction target	10%

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction	No
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	—
Policies to separate road users to protect VRUs	No

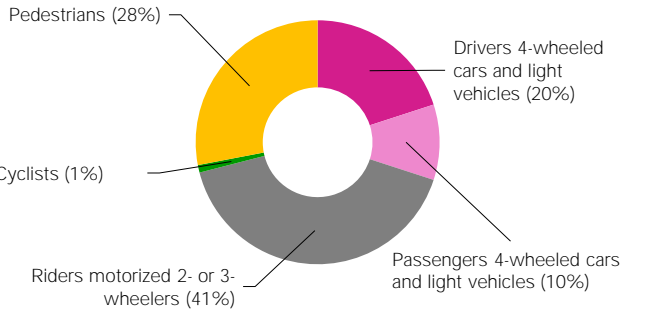
SAFER VEHICLES	
Total registered vehicles (2011)	919,247
Cars and 4-wheeled light vehicles	490,674
Motorized 2- and 3-wheelers	237,174
Heavy trucks	51,655
Buses	6,844
Other	132,900
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	—
New car assessment programme	—
Vehicle regulations	— ^a
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)	1,206 ^b , 82%M, 18%F
Estimated GDP lost due to road traffic crashes	—

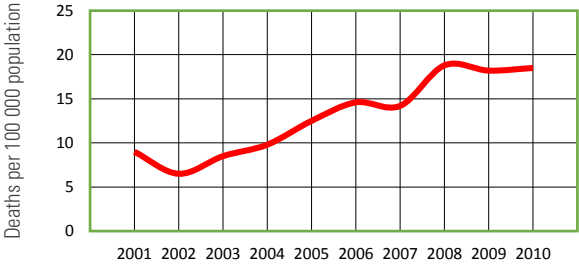
^b Health facility records. Defined as died within 30 days of crash.

DEATHS BY ROAD USER CATEGORY



Source: 2009, Ministry of Public Health and Social Welfare, Database of the Vital Statistic Subsystem.

TRENDS IN ROADTRAFFIC DEATHS



Source: 2010, Ministry of Public Health and Social Welfare.

PERU

Population: 29,076,512
Income group: Middle
Gross national income per capita: US\$ 4,900



INSTITUTIONAL FRAMEWORK	
Lead agency	National Road Safety Council
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2008–2012)
Fatality reduction target	20%

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction	No
Regular inspections of existing road infrastructure	Parts of network
Policies to promote walking or cycling	Subnational
Policies to encourage investment in public transport	Subnational
Policies to separate road users to protect VRUs	Subnational

SAFER VEHICLES	
Total registered vehicles (2010)	3,155,614
Cars and 4-wheeled light vehicles	1,578,328
Motorized 2- and 3-wheelers	1,305,924
Heavy trucks	216,973
Buses	54,389
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	— ^a
Front and rear seat-belts required all imported cars	Yes

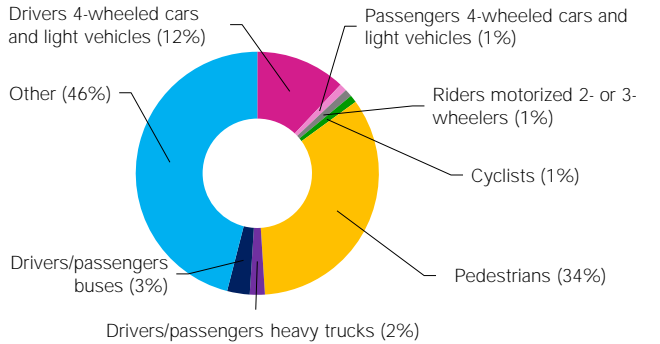
^a No car manufacturers/assemblers.

DATA	
Reported road traffic fatalities (2010)	2,514 ^b , 76%M, 24%F
Estimated GDP lost due to road traffic crashes	1.5% ^c

^b Ministry of Health. Defined as died within 30 days of crash.

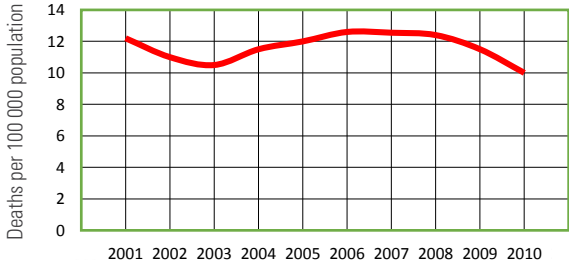
^c 2009, Antidotes for the congestion and the insecurity in transit/PROEXPANSION.

DEATHS BY ROAD USER CATEGORY



Source: 2010, Ministry of Health.

TRENDS IN ROADTRAFFIC DEATHS



Source: 2010, National Police.

SAFER ROAD USERS	
Penalty/demerit point system in place	Yes
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	0.05 g/dl
BAC limit – young or novice drivers	0.05 g/dl
BAC limit – professional/commercial drivers	0.025 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	—
National motorcycle helmet law	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	—
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	—
National child restraint law	No
Enforcement	—
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

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	≤10%
Permanently disabled due to road traffic crash	4% ^d
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

^d National Institute of Statistics and Information.

SAINT KITTS AND NEVIS

Population: 52,409
Income group: High
Gross national income per capita: US\$ 12,360



INSTITUTIONAL FRAMEWORK	
Lead agency	No
Funded in national budget	—
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	Parts of network
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

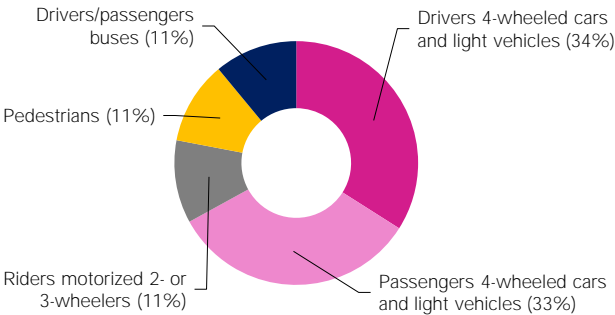
SAFER VEHICLES	
Total registered vehicles (2010)	22,209
Cars and 4-wheeled light vehicles	18,588
Motorized 2- and 3-wheelers	1,049
Heavy trucks	764
Buses	895
Other	913
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	— ^a
Front and rear seat-belts required in all new cars	— ^a
Front and rear seat-belts required all imported cars	Yes

^a No car manufacturers/assemblers.

DATA	
Reported road traffic fatalities (2010)	9 ^a , 89%M, 11%F
Estimated GDP lost due to road traffic crashes	—

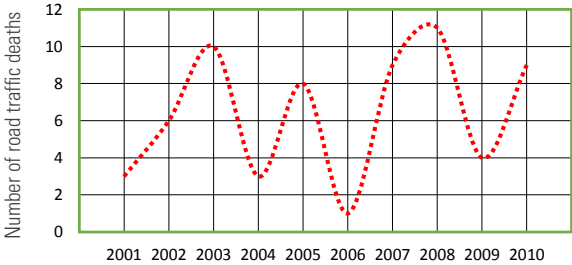
^a Police records. Defined as died within a year of crash.

DEATHS BY ROAD USER CATEGORY



Source: 2010, Police Traffic Department.

TRENDS IN ROADTRAFFIC DEATHS



Source: 2010, Police Traffic Department.

SAINT LUCIA

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



INSTITUTIONAL FRAMEWORK	
Lead agency	Ministry of Communications, Works, Transport and Public Utilities
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	No
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

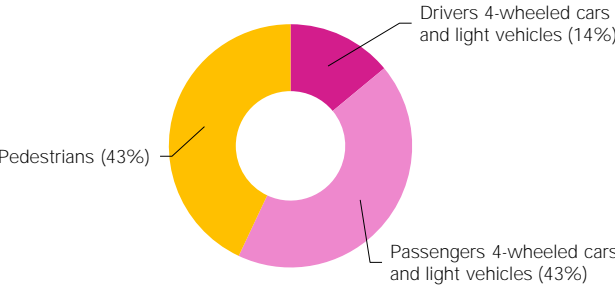
SAFER VEHICLES	
Total registered vehicles (2010)	56,601
Cars and 4-wheeled light vehicles	52,832
Motorized 2- and 3-wheelers	856
Heavy trucks	390
Buses	2,523
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	— ^a
Front and rear seat-belts required in all new cars	— ^a
Front and rear seat-belts required all imported cars	Yes

^a No car manufacturers/assemblers.

DATA	
Reported road traffic fatalities (2010)	14 ^b , 64%M, 36%F
Estimated GDP lost due to road traffic crashes	—

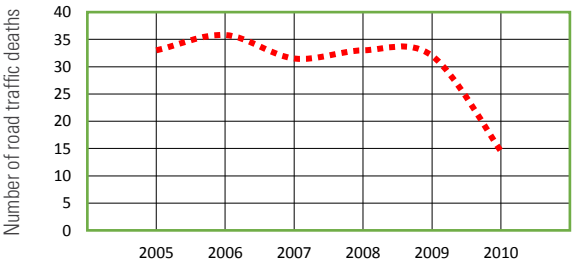
^b Police records. Defined as died within a year of crash.

DEATHS BY ROAD USER CATEGORY



Source: 2010, Traffic Unit of the Royal Saint Lucia Police Force.

TRENDS IN ROADTRAFFIC DEATHS



Source: 2010, Traffic Unit of the Royal Saint Lucia Police Force.

Data collected by multisectoral consensus meeting and cleared by the Ministry of Health, Wellness, Family Affairs, National Mobilization, Human Services and Gender Relations.

SAINT VINCENT AND THE GRENADINES



Population: 109,333
Income group: Middle
Gross national income per capita: US\$ 6,030

INSTITUTIONAL FRAMEWORK	
Lead agency	Royal St. Vincent and The Grenadines Police
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	Parts of network
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

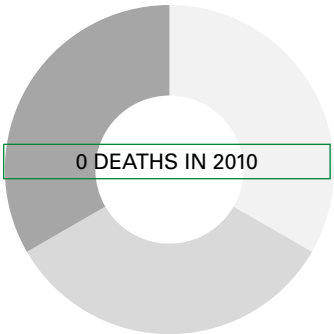
SAFER VEHICLES	
Total registered vehicles (2011)	27,176
Cars and 4-wheeled light vehicles	22,660
Motorized 2- and 3-wheelers	1,489
Heavy trucks	2,354
Buses	39
Other	634
Vehicle standards applied	—
UN World forum on harmonization of vehicles standards	—
New car assessment programme	—
Vehicle regulations	— ^a
Front and rear seat-belts required in all new cars	— ^a
Front and rear seat-belts required all imported cars	Yes

^a No car manufacturers/assemblers.

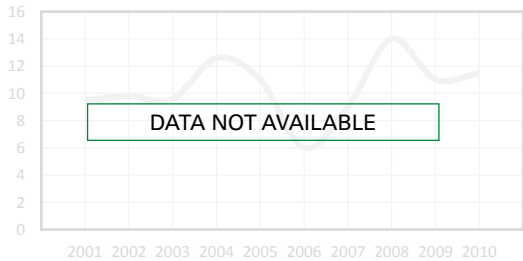
DATA	
Reported road traffic fatalities (2010)	5 ^b , 80%M, 20%F
Estimated GDP lost due to road traffic crashes	—

^b Police records. Defined as death caused by a road traffic crash (unlimited time period).

DEATHS BY ROAD USER CATEGORY



TRENDS IN ROAD TRAFFIC DEATHS



Data collected by multisectoral consensus meeting and cleared by the Ministry of Health, Wellness, and Environment.

SURINAME



Population: 524,636
Income group: Middle
Gross national income per capita: US\$ 7,640

INSTITUTIONAL FRAMEWORK	
Lead agency	No
Funded in national budget	—
National road safety strategy	Yes
Funding to implement strategy	—
Fatality reduction targets set	Yes (2010–2015)
Fatality reduction target	50%

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction	No
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

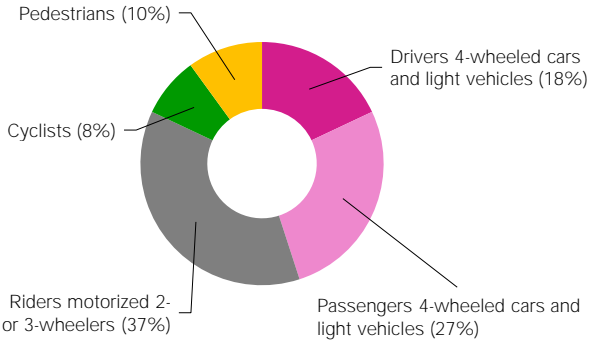
SAFER VEHICLES	
Total registered vehicles (2009)	190,746
Cars and 4-wheeled light vehicles	114,770
Motorized 2- and 3-wheelers	44,207
Heavy trucks	28,140
Buses	2,904
Other	725
Vehicle standards applied	—
UN World forum on harmonization of vehicles standards	No
New car assessment programme	Yes
Vehicle regulations	— ^a
Front and rear seat-belts required in all new cars	— ^a
Front and rear seat-belts required all imported cars	Yes

^a No car manufacturers/assemblers.

DATA	
Reported road traffic fatalities (2010)	87 ^b , 77%M, 23%F
Estimated GDP lost due to road traffic crashes	—

^b Combined sources (Police records and health facility records). Defined as died within 30 days of crash.

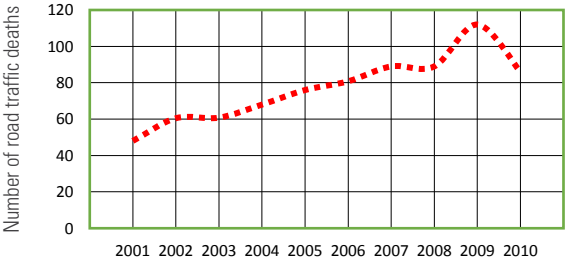
DEATHS BY ROAD USER CATEGORY



Source: 2010, Ministry of Justice and Police Traffic Statistics.

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

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, Traffic Police.

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

TRINIDAD AND TOBAGO



Population: 1,341,465
Income group: High
Gross national income per capita: US\$ 15,840

INSTITUTIONAL FRAMEWORK	
Lead agency	No
Funded in national budget	—
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	—
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users to protect VRUs	No

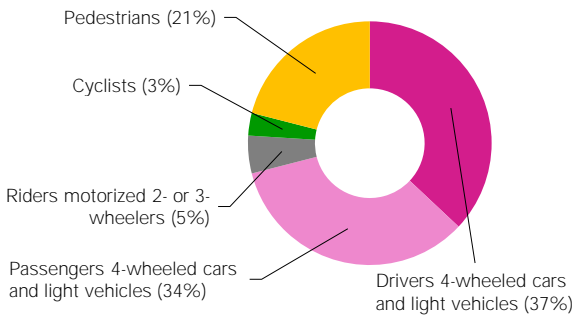
SAFER VEHICLES	
Total registered vehicles (2010)	321,191
Cars and 4-wheeled light vehicles	—
Motorized 2- and 3-wheelers	—
Heavy trucks	—
Buses	—
Other	—
Vehicle standards applied	—
UN World forum on harmonization of vehicles standards	—
New car assessment programme	—
Vehicle regulations	—
Front and 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)	206 ^b , 83%M, 17%F
Estimated GDP lost due to road traffic crashes	—

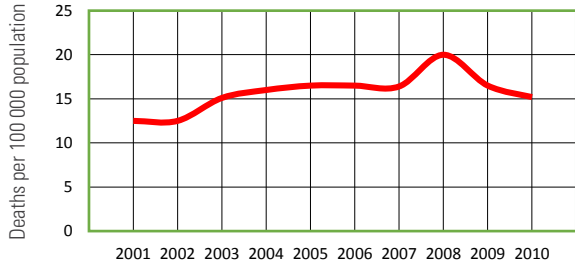
^b Police records. Defined as died within within a year of crash.

DEATHS BY ROAD USER CATEGORY



Source: 2010, Trinidad and Tobago Police Service.

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, Trinidad and Tobago Police Service and Central Statistical Office.

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

UNITED STATES OF AMERICA



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

INSTITUTIONAL FRAMEWORK	
Lead agency	National Highway Traffic Safety Administration (US DOT/NHTSA)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Yes, fully funded
Fatality reduction targets set	Yes (2020)
Fatality reduction target	12.4 deaths per 100 000 population

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction	No
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

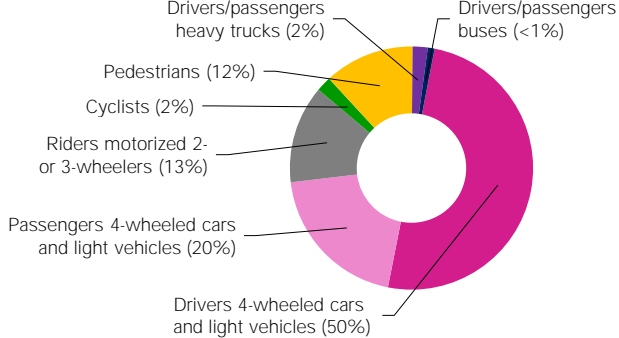
SAFER VEHICLES	
Total registered vehicles (2009)	258,957,503
Cars and 4-wheeled light vehicles	239,212,572
Motorized 2- and 3-wheelers	7,929,724
Heavy trucks	10,973,214
Buses	841,993
Other	0
Vehicle standards applied	—
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	Yes
Vehicle regulations	—
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

DATA	
Reported road traffic fatalities (2009)	33,808 ^a , 70%M, 30%F
Estimated GDP lost due to road traffic crashes	2.3% ^b

^a Police records. Defined as died within 30 days of crash.

^b 2000, Blincoe, L., Seay, A., Zaloshnja, T., & Romano, E. (2002). The Economic Impact of Motor Vehicle Crashes 2000 (DOT HS 809 466). Washington, DC: National Highway Traffic Safety Administration.

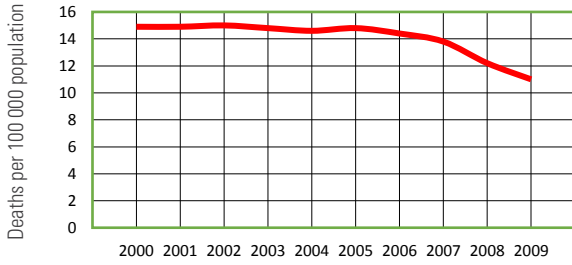
DEATHS BY ROAD USER CATEGORY



Source: 2009, Fatality Analysis Reporting System (FARS).

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

TRENDS IN ROAD TRAFFIC DEATHS



Source: 2009, Fatality Analysis Reporting System (FARS).

POST-CRASH CARE	
Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	911
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

Data collected by multisectoral consensus meeting and cleared by the Department of Health and Human Services.

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)
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Not funded
Fatality reduction targets set	Yes (2012)
Fatality reduction target	10%

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction	No
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Subnational
Policies to separate road users to protect VRUs	Subnational

SAFER VEHICLES	
Total registered vehicles (2008)	1,287,012
Cars and 4-wheeled light vehicles	578,811
Motorized 2- and 3-wheelers	613,432
Heavy trucks	87,620
Buses	7,149
Other	0
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

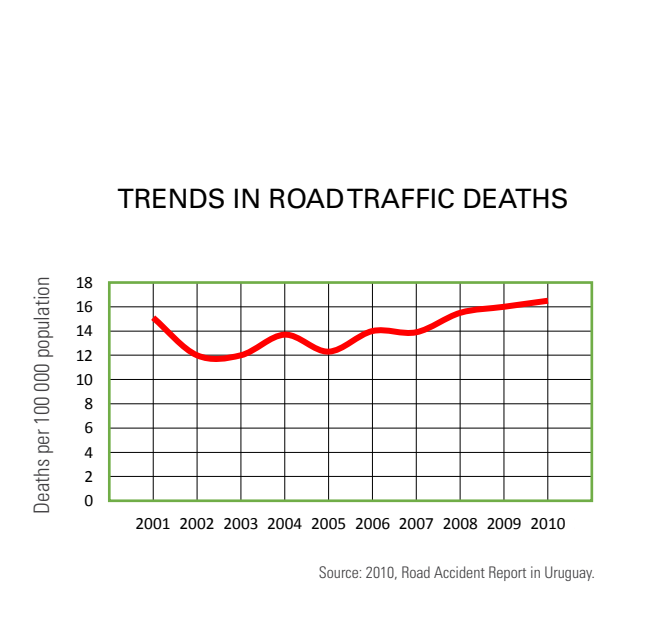
DATA	
Reported road traffic fatalities (2010)	556 ^a , 73%M, 21%F
Estimated GDP lost due to road traffic crashes	4.5% ^b

^a Combined sources (Police records, health facility records, vital registration data). Defined as died within 24 hours of crash.
^b Cr. Garat study, 2000.

SAFER ROAD USERS	
Penalty/demerit point system in place	No
National speed limits	Yes
Local authorities can set lower limits	No
Maximum limit urban roads	45 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 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	38% ^c
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	60% All riders ^d
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	—
National child restraint law	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National law on mobile phones while driving	No
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

^c 1997, Dr. Guido Berro Forensic Technical Institute.
^d 2010, Road Safety Report 2010.

POST-CRASH CARE	
Vital registration system	Yes
Emergency Room based injury surveillance system	No
Emergency access telephone number(s)	911
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	No
Emergency medicine training for nurses	No



VENEZUELA (BOLIVARIAN REPUBLIC OF)

Population: 28,979,857
Income group: Middle
Gross national income per capita: US\$ 11,660



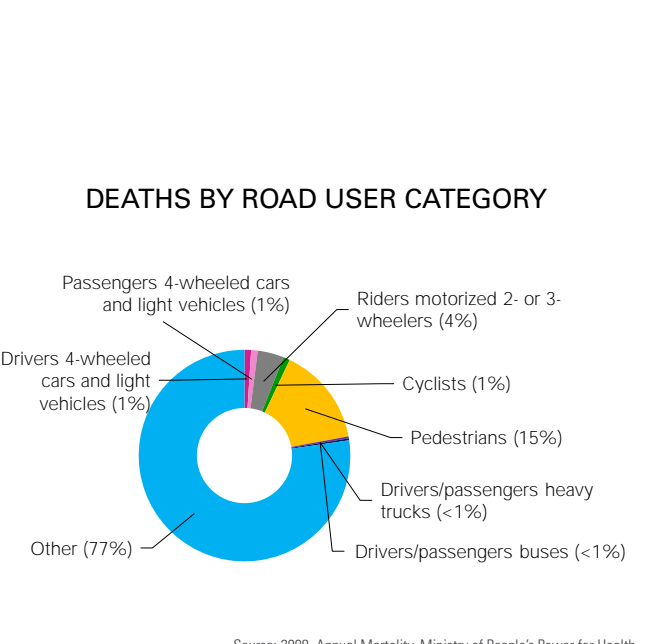
INSTITUTIONAL FRAMEWORK	
Lead agency	National Institute of Transportation and Ground Transit/People's Ministry of Justice and Internal Relations
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes (2012–2017)
Fatality reduction target	5–10%

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	No
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	No

SAFER VEHICLES	
Total registered vehicles (2007)	4,051,705
Motorcars	2,982,495
Trucks	838,441
Buses	41,543
Unspecified	189,226
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	Yes
Front and rear seat-belts required all imported cars	Yes

DATA	
Reported road traffic fatalities (2008)	7,714 ^a , 81%M, 19%F
Estimated GDP lost due to road traffic crashes	6.6% ^b

^a Vital registration data. Defined as died within a year of crash.
^b PAHO-WHO (2009); Alcohol and Public Policies in Venezuela: Two Studies. Caracas, PAHO-WHO.



SAFER ROAD USERS	
Penalty/demerit point system in place	No
National speed limits	Subnational
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
National drink-driving law	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 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	8% ^c
National motorcycle helmet law	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	45% All riders ^d
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	—
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

^c PAHO-WHO (2009); Alcohol and Public Policies in Venezuela: Two Studies. Caracas, PAHO-WHO.
^d 2008, Ministry of Infrastructure (MINFRA).

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	11–49%
Permanently disabled due to road traffic crash	0.4% ^a
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

^a 2001, National Institute of Statistics CENSO.

Statistical Annex



TABLE A1
NATIONAL DATA COORDINATORS BY COUNTRY

COUNTRY	NAME OF NATIONAL DATA COORDINATOR(S)
Argentina	Rojas, Pablo
Bahamas	Mortimer, Karen
Barbados	Carter Taylor, Denise
Belize	^a
Bolivia (Plurinational State of)	Villena Monje, Silvia
Brazil	Maciel Miranda, Luiz Otavio
Canada	Gutoskie, Paul
Chile	Mimica Porras, Danica
Colombia	Vargas Castillo, Diego Alonso
Costa Rica	Guzmán Duarte, Teresita
Cuba	Basanta Montesinos, Alicia Marlenne
Dominica	Ricketts, Paul
Dominican Republic	Gautreau Grullón, Mairení C.
Ecuador	de la Torre, Pablo
El Salvador	Morán de García, Silvia Argentina
Guatemala	Morales Sandoval, Salvador
Guyana	Doorgen, Ramona
Honduras	Gómez, Oscar Armando
Jamaica	Barnett, Jasper
Mexico	Osuna Rosas, Rodrigo
Nicaragua	González Kraudy, Roberto
Panama	Moreno Cedeño, Teófilo Valerio
Paraguay	Recalde Mora, Nilda
Peru	Collazos, Joel Gilberto
Saint Kitts and Nevis	Cromwell, Henry
Saint Lucia	Jaime, Alina
Saint Vincent and the Grenadines	Wyllie, Patsy
Suriname	Forster, Allan Denny
Trinidad and Tobago	Lewis, Carla
United States of America	Dellinger, Ann
Uruguay	Borba, Norberto
Venezuela (Bolivarian Republic of)	Peña, Saúl

^a No National Data Coordinator

TABLE A2

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

COUNTRY	GENERAL INFORMATION			ROAD TRAFFIC DEATHS			
	Population numbers ^a for 2010	GNI per capita ^b for 2010 in US dollars	Income level ^c	Reported number of road traffic deaths ^d	Estimated number of road traffic deaths ^e		Estimated road traffic death rate per 100 000 population
					Point estimate	95% Confidence Interval	
Argentina	40 412 376	8 620	Middle	5 094	5 094		12.6
Bahamas	342 877	21 970	High	43	47		13.7
Barbados	273 331	12 660 ^f	High	19	20		7.3
Belize	311 627	3 640	Middle	41	51		16.4
Bolivia (Plurinational State of)	9 929 849	1 810	Middle	1 681	1 910	1 791 - 2 030	19.2
Brazil	194 946 488	9 540	Middle	36 499 ^f	43 869		22.5
Canada	34 016 594	43 250	High	2 227	2 296		6.8
Chile	17 113 688	10 750	Middle	2 071	2 098		12.3
Colombia	46 294 842	5 520	Middle	5 502	7 225		15.6
Costa Rica	4 658 887	6 860	Middle	700 ^f	592		12.7
Cuba	11 257 979	5 460 ^f	Middle	809	872		7.8
Dominica	67 763	6 900	Middle	8	8		11.8
Dominican Republic	9 927 320	5 020	Middle	2 470	4 143	3 849 - 4 437	41.7
Ecuador	14 464 739	3 850	Middle	3 222	3 911		27.0
El Salvador	6 192 993	3 370	Middle	1 017	1 358		21.9
Guatemala	14 388 929	2 740	Middle	958	958		6.7
Guyana	754 493	2 900	Middle	112	210		27.8
Honduras	7 600 524	1 870	Middle	1 217	1 425	1 331 - 1 520	18.8
Jamaica	2 741 052	4 700	Middle	319	319		11.6
Mexico	113 423 052	8 930	Middle	17 301 ^f	16 714		14.7
Nicaragua	5 788 163	1 100	Middle	742	1 085	1 008 - 1 163	18.8
Panama	3 516 820	7 010	Middle	422	494		14.1
Paraguay	6 454 548	2 730	Middle	1 206	1 383		21.4
Peru	29 076 512	4 900	Middle	2 514	4 622	4 395 - 4 848	15.9
Saint Kitts and Nevis	52 409	12 360	High	9	9		17.2
Saint Lucia	174 267	6 200	Middle	14	26		14.9
Saint Vincent and the Grenadines	109 333	6 030	Middle	5	5		4.6
Suriname	524 636	7 640	Middle	87	103		19.6
Trinidad and Tobago	1 341 465	15 840	High	200	224		16.7
United States of America	310 383 968	47 350	High	32 885	35 490		11.4
Uruguay	3 368 786	10 290	Middle	556	723		21.5
Venezuela (Bolivarian Republic of)	28 979 857	11 660	Middle	7 714 ^f	10 791		37.2

^a Population Division of the Department of Economic and Social Affairs of the United Nations Secretariat (April 2011). World population Prospects: The 2010 Revision, Highlights. New York: United Nations.

^b Gross National Income (GNI) per capita is the dollar value of a country's final income in a year divided by its population using Atlas methodology. Data from World Development Indicators database, World Bank, November 2012. <http://data.worldbank.org/indicator/NY.GNP.PCAP.CD/countries>

^c World Development Indicators database: Low income is \$1 005 or less, middle income is \$1 006 to \$12 275, high income is \$12 276 or more. Where a precise Gross National Income (GNI) was not available the WDI estimation of income level was used.

^d Adjusted for 30-day definition of a road traffic death.

^e Modelled using negative binomial regression (http://www.who.int/violence_injury_prevention/road_safety_status/2013/methodology/estimating_global_road_traffic_deaths.pdf?ua=1).The estimation of deaths is for 2010 and the confidence ineterval is given only for coutries in group 4.

^f 2010 data not available.

^g Drivers and passengers (4 + wheels).

^h Drivers and passengers (all vehicles).

TABLE A2 (Cont.)

COUNTRY	ROAD USER DEATHS (%)				
	Drivers/Passengers of 4-wheeled vehicles	Drivers/Passengers of motorized 2- or 3- wheelers	Cyclists	Pedestrians	Other or unspecified users
Argentina	69.2	10.3	-	14.6	5.9
Bahamas	63.6	15.9	2.3	18.2	0.0
Barbados	-	-	-	-	-
Belize	-	-	-	-	-
Bolivia (Plurinational State of)	57.7	-	1.1	36.2	5.0
Brazil	22.5	24.8	4.2	23.4	25.2
Canada	68.6	8.8	1.8	13.9	6.9
Chile	35.8	5.3	9.1	39.3	10.5
Colombia	9.9	39.1	5.8	30.8	14.4
Costa Rica	22.6	28.3	9.4	37.0	2.6
Cuba	17.5	13.1	12.5	34.8	22.1
Dominica	37.5	50.0	-	12.5	0.0
Dominican Republic	13.8	57.8	-	24.6	3.8
Ecuador	0.8	4.4	0.4	29.5	64.9
El Salvador	15.8	5.3	4.8	61.5	12.7
Guatemala	52.7	30.0	-	-	17.4
Guyana	13.0	20.0	15.7	34.8	16.5
Honduras	38.9 ^a	10.6	5.7	44.9	-
Jamaica	36.4	13.8	8.2	36.1	5.6
Mexico	22.9	4.0	1.0	28.8	43.3
Nicaragua	66.6 ^b	-	-	33.5	0.0
Panama	37.9	5.7	5.9	43.6	6.9
Paraguay	30.0	41.4	0.7	27.9	-
Peru	12.9	1.4	0.9	33.9	50.9
Saint Kitts and Nevis	66.7	11.1	0.0	11.1	11.1
Saint Lucia	57.1	0.0	0.0	42.9	0.0
Saint Vincent and the Grenadines	-	-	-	-	-
Suriname	44.8	36.8	8.1	10.3	0.0
Trinidad and Tobago	70.4	5.3	2.9	21.4	-
United States of America	70.0	13.0	2.0	12.0	3.0
Uruguay	-	-	-	-	-
Venezuela (Bolivarian Republic of)	2.6	3.9	0.8	15.3	77.4

TABLE A3
POST-CRASH RESPONSE BY COUNTRY

COUNTRY	UNIVERSAL ACCESS TELEPHONE NUMBER	ESTIMATED % SERIOUSLY INJURED PATIENTS TRANSPORTED BY AMBULANCE	TRAINING IN EMERGENCY MEDICINE AVAILABLE		EMERGENCY-ROOM BASED INJURY SURVEILLANCE SYSTEM EXISTS	VITAL REGISTRATION SYSTEM EXISTS	ESTIMATED % ROAD TRAFFIC CRASH VICTIMS WITH PERMANENT DISABILITY
			For doctors	For nurses			
Argentina	National	≥ 75%	Yes	Yes	Yes	Yes	-
Bahamas	Multiple	50-74%	-	Yes	No	Yes	-
Barbados	Multiple	11-49%	Yes	No	Yes	Yes	-
Belize	National	≥ 75%	No	No	No	Yes	-
Bolivia (Plurinational State of)	Subnational	no ambulance services	Yes	Yes	No	Yes	-
Brazil	Multiple	-	No	Yes	No	Yes	-
Canada	National	≥ 75%	Yes	Yes	No	Yes	-
Chile	Multiple	-	No	No	Yes	Yes	-
Colombia	Subnational	11-49%	Yes	Yes	Yes	Yes	3.0%
Costa Rica	National	50-74%	Yes	Yes	Yes	Yes	-
Cuba	National	50-74%	Yes	Yes	No	Yes	-
Dominica	National	50-74%	Yes	Yes	No	Yes	-
Dominican Republic	National	-	Yes	No	No	No	-
Ecuador	Multiple	≥ 75%	-	-	No	Yes	5.7%
El Salvador	National	11-49%	No	No	Yes	Yes	-
Guatemala	Multiple	≥ 75%	Yes	No	No	Yes	-
Guyana	National	-	Yes	-	No	Yes	-
Honduras	National	50-74%	No	No	No	Yes	-
Jamaica	Multiple	≤ 10%	Yes	Yes	Yes	Yes	-
Mexico	Multiple	≥ 75%	Yes	Yes	No	Yes	0.6%
Nicaragua	Multiple	50-74%	Yes	No	No	Yes	-
Panama	National	≥ 75%	Yes	Yes	Yes	Yes	-
Paraguay	National	50-74%	Yes	No	Yes	Yes	-
Peru	Multiple	≤ 10%	Yes	Yes	Yes	Yes	4.0%
Saint Kitts and Nevis	National	≥ 75%	Yes	No	No	Yes	-
Saint Lucia	National	≥ 75%	Yes	No	No	Yes	15.0%
Saint Vincent and the Grenadines	Multiple	≤ 10%	Yes	No	No	Yes	-
Suriname	National	≥ 75%	No	No	Yes	Yes	-
Trinidad and Tobago	National	≥ 75%	Yes	Yes	Yes	Yes	-
United States of America	National	≥ 75%	Yes	Yes	Yes	Yes	-
Uruguay	National	≥ 75%	No	No	No	Yes	-
Venezuela (Bolivarian Republic of)	Multiple	11-49%	Yes	Yes	Yes	Yes	0.4%

TABLE A4
SPEED LAWS AND ENFORCEMENT BY COUNTRY

COUNTRY	SPEED LIMITS ARE SET AT A NATIONAL LEVEL	SPEED LIMITS ARE MODIFIABLE AT A LOCAL LEVEL	MAXIMUM SPEED			EFFECTIVENESS OF OVERALL ENFORCEMENT (RESPONDENT CONSENSUS) (scale 0 –10)
			On urban roads (km/h)	On rural roads (km/h)	Around schools (km/h)	
Argentina	Yes	No	40-60	80-110	20	7
Bahamas	Yes	No	40	72	24	6
Barbados	Yes	No	40	60	60	4
Belize	Yes	No	40	40	25	2
Bolivia (Plurinational State of)	Yes	No	40	40	10	2
Brazil	Yes	Yes	30-80	60-110	30-80	6
Canada	Subnational	Yes	-	-	-	6
Chile	Yes	Yes	60	100	30	4
Colombia	Yes	Yes	80	120	30	3
Costa Rica	Yes	No	40	40	25	8
Cuba	Yes	Yes	50	60	40	8
Dominica	Subnational	No	-	-	-	3
Dominican Republic	Subnational	No	35	60	25	3
Ecuador	Yes	Yes	50	90	30	7
El Salvador	Yes	No	50	-	10	4
Guatemala	Yes	Yes	30-90	40-100	30	3
Guyana	Yes	No	50	50	50	4
Honduras	Yes	No	40	60	20	5
Jamaica	Yes	No	50	50-80	50-80	6
Mexico	Yes	Yes	50	-	25	4
Nicaragua	Yes	Yes	45	45	25	3
Panama	Yes	No	40	60-80	30	8
Paraguay	Yes	Yes	50	80-110	10	4
Peru	Yes	Yes	60	60	30	3
Saint Kitts and Nevis	Yes	No	32	64	32	6
Saint Lucia	-	-	25	25	24	0
Saint Vincent and the Grenadines	Yes	No	32	-	-	8
Suriname	Yes	No	30-40	40-80	30	6
Trinidad and Tobago	Yes	No	50	50	50	0
United States of America	Subnational	-	-	-	-	-
Uruguay	Yes	No	45	90	20	3
Venezuela (Bolivarian Republic of)	Subnational	No	40	15	15	3

TABLE A5
HELMET LAWS, ENFORCEMENT, AND WEARING RATES BY COUNTRY

COUNTRY	THERE IS A NATIONAL HELMET LAW	THE LAW APPLIES TO THE FOLLOWING ROAD USERS		THE LAW APPLIES TO		THERE ARE HELMET STANDARDS
		Drivers	Adult passengers	All road types	All engine types	
Argentina	Yes	Yes	Yes	Yes	Yes	Yes
Bahamas	Yes	Yes	Yes	Yes	Yes	No
Barbados	Yes	Yes	Yes	Yes	Yes	Yes
Belize	Yes	Yes	Yes	Yes	Yes	No
Bolivia (Plurinational State of)	Yes	Yes	Yes	Yes	Yes	No
Brazil	Yes	Yes	Yes	Yes	Yes	Yes
Canada	Subnational	Yes	Yes	Yes	Yes	Yes
Chile	Yes	Yes	Yes	Yes	Yes	Yes
Colombia	Yes	Yes	Yes	Yes	Yes	Yes
Costa Rica	Yes	Yes	Yes	Yes	Yes	No
Cuba	Yes	Yes	Yes	Yes	Yes	Yes
Dominica	No	-	-	-	-	-
Dominican Republic	Yes	Yes	No	Yes	Yes	No
Ecuador	Yes	Yes	Yes	Yes	Yes	Yes
El Salvador	Yes	Yes	Yes	Yes	Yes	No
Guatemala	Yes	Yes	Yes	Yes	Yes	No
Guyana	Yes	Yes	Yes	Yes	Yes	Yes
Honduras	Yes	Yes	Yes	Yes	Yes	No
Jamaica	Yes	Yes	Yes	Yes	Yes	Yes
Mexico	Subnational	Yes	Yes	Yes	Yes	Yes
Nicaragua	Yes	Yes	Yes	Yes	Yes	No
Panama	Yes	Yes	Yes	Yes	Yes	No
Paraguay	Yes	Yes	Yes	Yes	Yes	No
Peru	Yes	Yes	Yes	Yes	Yes	No
Saint Kitts and Nevis	Yes	Yes	Yes	Yes	Yes	Yes
Saint Lucia	Yes	Yes	Yes	Yes	Yes	No
Saint Vincent and the Grenadines	Yes	Yes	Yes	Yes	Yes	Yes
Suriname	Yes	Yes	Yes	Yes	No	Yes
Trinidad and Tobago	Yes	Yes	Yes	Yes	Yes	Yes
United States of America	Subnational	-	-	-	-	Yes
Uruguay	Yes	Yes	Yes	Yes	Yes	Yes
Venezuela (Bolivarian Republic of)	Yes	Yes	Yes	Yes	Yes	No

TABLE A5 (Cont.)

COUNTRY	EFFECTIVENESS OF OVERALL ENFORCEMENT (RESPONDENT CONSENSUS) (scale 0–10)	CHILD PASSENGERS		ESTIMATED HELMET WEARING RATE (%)
		Minimum age (years)/ height (cm)	Required to wear a helmet	
Argentina	6	None	Yes	46.2% Drivers, 23.7% Passengers
Bahamas	6	-	Yes	-
Barbados	8	None	Yes	-
Belize	6	None	Yes	80.0% Drivers, 15.0% Passengers
Bolivia (Plurinational State of)	2	None	No	-
Brazil	7	7	Yes	-
Canada	10	None	Yes	99.0% Drivers, 99.0% Passengers
Chile	9	None	Yes	98.0% Drivers, 99.0% Passengers
Colombia	6	None	Yes	99.0% Drivers, 40.0% Passengers
Costa Rica	8	None	Yes	99.5% Drivers, 99.1% Passengers
Cuba	9	7	Yes	-
Dominica	-	-	-	-
Dominican Republic	3	None	No	-
Ecuador	7	None	Yes	71.0% Drivers, 71.0% Passengers
El Salvador	6	None	Yes	-
Guatemala	3	None	Yes	40.0% All riders
Guyana	8	None	Yes	-
Honduras	9	None	Yes	-
Jamaica	1	None	Yes	5.9% Drivers, 4.6% Passengers
Mexico	5	None	Yes	75.0% Drivers, 83.7% Passengers
Nicaragua	6	None	Yes	-
Panama	9	None	Yes	98.0% Drivers, 95.0% Passengers
Paraguay	5	13	Yes	45.0% Drivers, 20.0% Passengers
Peru	2	None	Yes	-
Saint Kitts and Nevis	6	None	Yes	95.0% Drivers, 20.0% Passengers
Saint Lucia	6	None	Yes	53.3% Drivers, 18.0% Passengers
Saint Vincent and the Grenadines	8	None	Yes	-
Suriname	5	10	Yes	90.0% Drivers, 90.0% Passengers
Trinidad and Tobago	8	None	Yes	-
United States of America	-	-	-	55.0% Drivers, 51.0% Passengers
Uruguay	5	None	Yes	60.0% All riders
Venezuela (Bolivarian Republic of)	1	None	Yes	45.0% All riders

TABLE A6

DRINKING AND DRIVING LAWS, ENFORCEMENT, AND ROAD TRAFFIC DEATHS ATTRIBUTED TO ALCOHOL BY COUNTRY

COUNTRY	NATIONAL DRINK–DRIVING LAW	DRINK-DRIVING IS DEFINED BY BAC	NATIONAL MAXIMUM LEGAL BAC LEVELS			RANDOM BREATH TESTING OR POLICE CHECK POINTS USED FOR ENFORCEMENT	EFFECTIVENESS OF OVERALL ENFORCEMENT (RESPONDENT CONSENSUS) (scale 0–10)	PROPORTION OF ROAD TRAFFIC DEATHS THAT ARE ATTRIBUTABLE TO ALCOHOL %
			For the general population (g/dl)	For young or novice drivers (g/dl)	For professional or commercial drivers (g/dl)			
Argentina	Yes	Yes	0.05	0.05	0.00	Yes	6	33.0%
Bahamas	Yes	Yes	0.08	0.08	0.08	Yes	5	-
Barbados	Yes	No	-	-	-	No	0	-
Belize	Yes	Yes	0.08	0.08	0.08	Yes	4	-
Bolivia (Plurinational State of)	Yes	Yes	-	-	0.05 ^a	Yes	6	-
Brazil	Yes	Yes	0.02	0.02	0.02	Yes	6	-
Canada	Yes	Yes	0.05-0.08	0.00	0.05-0.08	Yes	6	33.0%
Chile	Yes	Yes	0.03	0.03	0.03	Yes	5	18.0%
Colombia	Yes	Yes	0.039	0.039	0.039	Yes	4	18.0%
Costa Rica	Yes	Yes	0.05	0.05	0.05	Yes	8	-
Cuba	Yes	Yes	0.05	0.00	0.00	Yes	6	-
Dominica	Yes	Yes	0.08	0.08	0.08	No	2	-
Dominican Republic	Yes	Yes	0.05	0.03	0.03	Yes	2	-
Ecuador	Yes	Yes	0.03	0.03	0.01	Yes	8	4.0%
El Salvador	Yes	Yes	0.05	0.05	0.05	Yes	5	-
Guatemala	Yes	Yes	-	-	-	Yes	2	61.0%
Guyana	Yes	Yes	0.08	0.08	0.08	Yes	6	-
Honduras	Yes	Yes	0.07	0.07	0.07	Yes	8	4.0%
Jamaica	Yes	Yes	0.08	0.08	0.08	Yes	3	2.0%
Mexico	Yes	Yes	0.05-0.08	0.05-0.08	0.02	Yes	6	23.4%
Nicaragua	Yes	Yes	0.05	0.05	0.05	Yes	1	7.0%
Panama	Yes	Yes	0.05	0.05	0.05	Yes	8	-
Paraguay	Subnational	Yes	-	-	-	Yes	4	60.0%
Peru	Yes	Yes	0.05	0.05	0.025	Yes	5	-
Saint Kitts and Nevis	Yes	Yes	0.08	0.08	0.08	Yes	3	0.1%
Saint Lucia	Yes	Yes	0.08	0.08	0.08	-	0	-
Saint Vincent and the Grenadines	Yes	No	-	-	-	No	8	-
Suriname	Yes	Yes	0.05	0.05	0.05	Yes	5	-
Trinidad and Tobago	Yes	Yes	0.08	0.08	0.08	Yes	4	-
United States of America	Subnational	Yes	0.08	0.00-0.02	0.04	No	-	32.0%
Uruguay	Yes	Yes	0.03	0.03	0.00	Yes	7	38.0%
Venezuela (Bolivarian Republic of)	Yes	Yes	0.08	0.08	0.08	Yes	5	7.5%

^a Applies to public transport drivers only.

TABLE A7

SEAT-BELT AND CHILD RESTRAINT LAWS, ENFORCEMENT, AND WEARING RATES BY COUNTRY

COUNTRY	SEAT-BELT LAW		EFFECTIVENESS OF SEAT-BELT LAW ENFORCEMENT (respondent consensus) (scale 0–10)	ESTIMATED SEAT-BELT WEARING RATE(S)				CHILD RESTRAINTS	
	There is a national seat-belt law	The law applies to front and rear occupants		Drivers only (%)	Front seat occupants (%)	Rear seat occupants (%)	All occupants (%)	There is a national child restraint law	Effectiveness of child restraint law enforcement (respondent consensus) (scale 0–10)
Argentina	Yes	Yes	5	39.3	29.1	10.8	33.3	Yes	4
Bahamas	Yes	Yes	6	-	-	-	-	Yes	6
Barbados	Yes	Yes	7	-	-	-	-	Yes	5
Belize	Yes	No	7	70.0	60.0	30.0	52.0	No	-
Bolivia (Plurinational State of)	Yes	No	2	-	-	-	-	No	-
Brazil	Yes	Yes	6	-	-	-	-	Yes	6
Canada	Subnational	Yes	8	95.7	95.5	89.2	95.3	Subnational	8
Chile	Yes	Yes	4	52.0	51.0	10.0	-	Yes	4
Colombia	Yes	Yes	5	57.0	59.0	-	-	Yes	1
Costa Rica	Yes	Yes	7	82.0	79.3	47.9	75.2	Yes	9
Cuba	Yes	Yes	7	-	-	-	-	Yes	0
Dominica	Yes	Yes	2	-	-	-	-	No	-
Dominican Republic	Yes	No	4	-	-	-	-	No	-
Ecuador	Yes	Yes	6	63.0	58.0	-	60.0	Yes	1
El Salvador	Yes	No	5	-	-	-	-	Yes	-
Guatemala	Yes	Yes	4	50.3	-	-	-	No	-
Guyana	Yes	No	8	-	-	-	-	No	-
Honduras	Yes	Yes	7	-	-	-	-	No	-
Jamaica	Yes	Yes	5	50.6	43.9	4.0	-	Yes	2
Mexico	Yes	No	5	58.0	29.1	4.2	54.1	Subnational	1
Nicaragua	Yes	No	6	-	-	-	-	Yes	-
Panama	Yes	Yes	8	90.0	90.0	10.0	-	Yes	7
Paraguay	Yes	Yes	5	87.0	85.0	50.0	-	No	-
Peru	Yes	Yes	7	-	-	-	-	No	-
Saint Kitts and Nevis	Yes	No	7	95.0	90.0	50.0	95.0	Yes	6
Saint Lucia	Yes	No	9	-	-	-	-	No	-
Saint Vincent and the Grenadines	Yes	Yes	9	-	-	-	-	Yes	8
Suriname	Yes	Yes	8	80.0	80.0	20.0	10.0	Yes	4
Trinidad and Tobago	Yes	No	8	-	-	-	-	Yes	3
United States of America	Subnational	-	-	86.0	84.0	70.0	85.0	Subnational	-
Uruguay	Yes	Yes	5	-	-	-	-	Yes	2
Venezuela (Bolivarian Republic of)	Yes	Yes	2	-	-	-	-	Yes	5

TABLE A8

MOBILE PHONE LAWS BY COUNTRY

COUNTRY	LEGISLATION ON MOBILE PHONE USE WHILE DRIVING	LAW APPLIES TO		DATA ON THE USE OF MOBILE PHONES WHILE DRIVING AVAILABLE
		Hand-held phones	Hand-held and hands-free phones	
Argentina	Yes	Yes	Yes	Yes
Bahamas	No	-	-	No
Barbados	No	-	-	No
Belize	No	-	-	No
Bolivia (Plurinational State of)	No	-	-	No
Brazil	Yes	Yes	No	No
Canada	Subnational	Yes	No	Yes
Chile	Yes	Yes	No	Yes
Colombia	Yes	Yes	No	No
Costa Rica	Yes	Yes	No	Yes
Cuba	Yes	Yes	No	-
Dominica	No	-	-	No
Dominican Republic	Yes	Yes	No	No
Ecuador	Yes	Yes	No	No
El Salvador	Yes	Yes	Yes	Yes
Guatemala	Yes	Yes	Yes	No
Guyana	Yes	Yes	No	No
Honduras	Yes	Yes	No	No
Jamaica	No	-	-	No
Mexico	Subnational	Yes	No	No
Nicaragua	Yes	Yes	No	No
Panama	Yes	Yes	No	Yes
Paraguay	No	-	-	No
Peru	Yes	Yes	No	No
Saint Kitts and Nevis	Yes	Yes	No	No
Saint Lucia	No	-	-	No
Saint Vincent and the Grenadines	No	-	-	No
Suriname	Yes	Yes	No	Yes
Trinidad and Tobago	Yes	Yes	No	No
United States of America	Subnational	-	-	Yes
Uruguay	No	-	-	No
Venezuela (Bolivarian Republic of)	Yes	Yes	No	No

TABLE A9

ROAD SAFETY MANAGEMENT, STRATEGIES, AND TARGETS BY COUNTRY

COUNTRY	LEAD AGENCY		FUNCTIONS OF THE LEAD AGENCY			ROAD SAFETY STRATEGIES		ROAD SAFETY TARGETS	
	A lead agency is present	The lead agency is funded	Coordination	Legislation	Monitoring & evaluation	There is a national road safety strategy	The strategy is funded	Fatal	Non-fatal
Argentina	Yes	Yes	Yes	Yes	Yes	Yes	Fully	Yes	No
Bahamas	Yes	Yes	Yes	Yes	Yes	Yes	Partially	Yes	Yes
Barbados	Yes	Yes	Yes	Yes	Yes	No	-	-	-
Belize	Yes	Yes	Yes	Yes	Yes	Yes	Partially	Yes	Yes
Bolivia (Plurinational State of)	Yes	No	Yes	Yes	Yes	Yes	Partially	No	No
Brazil	Yes	Yes	Yes	Yes	No	Yes	Fully	Yes	No
Canada	Yes	Yes	Yes	Yes	Yes	Yes	Partially	No	No
Chile	Yes	Yes	Yes	Yes	Yes	No	-	-	-
Colombia	Yes	Yes	Yes	Yes	No	Yes	Partially	Yes	No
Costa Rica	Yes	No	Yes	Yes	Yes	Yes	Partially	Yes	No
Cuba	Yes	No	Yes	Yes	Yes	Yes	Partially	Yes	Yes
Dominica	Yes	No	Yes	Yes	No	No	-	-	-
Dominican Republic	No	-	No	No	No	No	-	-	-
Ecuador	Yes	Yes	Yes	Yes	Yes	Yes	Partially	Yes	No
El Salvador	Yes	Yes	Yes	Yes	Yes	Yes	Partially	Yes	Yes
Guatemala	Yes	Yes	Yes	Yes	Yes	Yes	Fully	No	No
Guyana	Yes	Yes	Yes	Yes	No	Yes	Partially	No	No
Honduras	Yes	No	Yes	Yes	Yes	No	-	-	-
Jamaica	Yes	Yes	Yes	Yes	No	Yes	Fully	Yes	Yes
Mexico	Yes	Yes	Yes	Yes	Yes	Yes	Partially	Yes	No
Nicaragua	No	-	No	No	No	No	-	-	-
Panama	Yes	Yes	Yes	Yes	Yes	Yes	Partially	Yes	Yes
Paraguay	Yes	No	Yes	Yes	Yes	Yes	Partially	Yes	Yes
Peru	Yes	Yes	Yes	No	Yes	Yes	Partially	Yes	Yes
Saint Kitts and Nevis	No	-	No	No	No	No	-	-	-
Saint Lucia	Yes	Yes	Yes	Yes	No	No	-	-	-
Saint Vincent and the Grenadines	Yes	Yes	Yes	Yes	Yes	No	-	-	-
Suriname	No	-	No	No	No	Yes	-	Yes	Yes
Trinidad and Tobago	No	-	No	No	No	No	-	-	-
United States of America	Yes	Yes	Yes	Yes	Yes	Yes	Fully	Yes	Yes
Uruguay	Yes	No	Yes	Yes	Yes	Yes	Not funded	Yes	No
Venezuela (Bolivarian Republic of)	Yes	Yes	Yes	Yes	Yes	Yes	Partially	Yes	Yes

TABLE A10
SAFER MOBILITY BY COUNTRY

COUNTRY	VEHICLES	THERE ARE POLICIES THAT			ROAD AUDITS			VEHICLE STANDARDS		LEGISLATION FOR IMPORTED NEW CARS REQUIRES				DEMERIT/ PENALTY POINT SYSTEM IN PLACE
	Number of registered vehicles	Promote walking and cycling	Promote investment in public transportation	Separate vulnerable road users from high speed traffic	On new roads	On existing roads	Conducted by an independent assessor	Signatory to World Forum on Harmonization of vehicle standards	New cars subjected to New Car Assessment Programme	Front and rear seat-belts	Air-bags	Anti-lock Braking System	Electronic Stability Control	
Argentina	14 163 125	Subnational	Yes	Subnational	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	No	Yes
Bahamas	131 365	No	No	No	Yes	Yes	No	-	-	Yes	Yes	Yes	No	No
Barbados	133 835	No	No	No	Yes	Partial	No	No	No	Yes	No	No	No	Yes
Belize	-	No	No	No	Yes	Yes	Yes	Yes	Yes	No	No	No	No	Yes
Bolivia (Plurinational State of)	910 333	No	No	No	No	Yes	No	No	No	No	No	No	No	Yes
Brazil	64 817 974	Yes	Yes	Yes	Yes	Yes	-	No	No	Yes	No	Yes	No	Yes
Canada	21 387 132	Subnational	Subnational	Subnational	No	Yes	Yes	Yes	No	Yes	No	No	Yes	Yes
Chile	3 375 523	Yes	Yes	Subnational	Yes	Yes	No	No	Yes	Yes	No	No	No	No
Colombia	7 229 373	Subnational	Yes	Yes	Yes	Partial	Yes	No	No	Yes	No	No	No	No
Costa Rica	923 591	No	No	Yes	Yes	Partial	Yes	No	No	Yes	Yes	No	No	Yes
Cuba	607 675	Subnational	Subnational	Subnational	Yes	Yes	Yes	-	-	Yes	No	No	No	Yes
Dominica	23 566	No	No	No	Yes	Yes	No	No	No	No	No	No	No	No
Dominican Republic	2 734 740	No	Yes	No	Yes	No	No	-	-	-	-	-	-	No
Ecuador	1 039 364	Yes	Yes	Yes	Yes	Partial	Yes	No	Yes	Yes	Yes	No	No	Yes
El Salvador	715 345 ^a	No	No	No	Yes	Partial	Yes	No	No	No	No	No	No	No
Guatemala	2 118 516	Subnational	Subnational	No	No	No	-	No	No	No	No	No	No	Yes
Guyana	12 363	No	No	No	Yes	Partial	No	No	No	Yes	Yes	Yes	Yes	No
Honduras	983 800	No	No	No	Yes	No	-	Yes	No	Yes	Yes	Yes	No	Yes
Jamaica	502 265	Yes	Yes	Yes	No	No	-	No	No	Yes	No	No	No	Yes
Mexico	30 904 659	Subnational	Yes	Subnational	No	Yes	No	Yes	Yes	Yes	No	No	No	No
Nicaragua	445 974	No	Yes	No	No	No	-	No	No	No	No	No	No	No
Panama	612 000	No	Yes	Yes	Yes	Yes	Yes	No	No	Yes	No	No	No	Yes
Paraguay	919 247	No	-	No	No	Yes	Yes	-	-	No	No	No	No	No
Peru	3 155 614	Subnational	Subnational	Subnational	No	Partial	Yes	No	No	Yes	No	No	No	Yes
Saint Kitts and Nevis	22 209	No	No	No	Yes	Partial	No	No	No	Yes	No	No	No	No
Saint Lucia	56 601	No	No	No	Yes	No	-	No	No	Yes	No	No	No	Yes
Saint Vincent and the Grenadines	27 176	No	No	No	Yes	Partial	No	-	-	Yes	No	-	-	-
Suriname	190 746	No	No	No	No	Yes	No	No	Yes	Yes	No	No	No	No
Trinidad and Tobago	321 191	No	No	No	Yes	-	-	-	-	No	No	No	No	No
United States of America	258 957 503	Yes	Yes	Subnational	No	Yes	No	Yes	Yes	Yes	Yes	No	Yes	No ^b
Uruguay	1 287 012	No	Subnational	Subnational	No	Yes	No	No	No	Yes	No	No	No	No
Venezuela (Bolivarian Republic of)	4 051 705	No	Yes	No	Yes	No	-	No	Yes	Yes	No	No	No	No

^a Up to July 2011.

^b Subnational.



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