

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

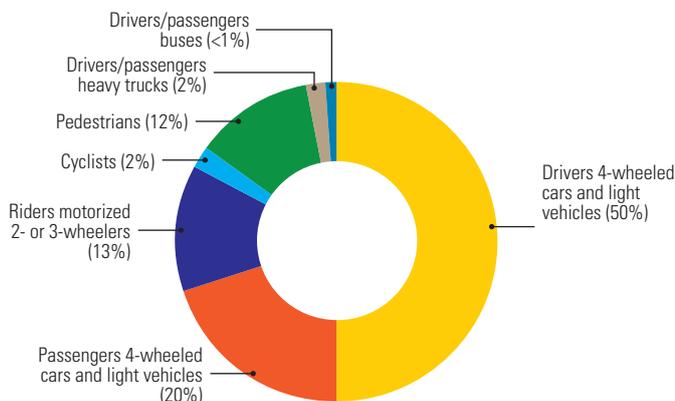
^a Police records. Defined as died within 30 days of crash.
^b 2000, Blincoe, L., Seay, A., Zaloshnja, T., & Romano, E. (2002). The Economic Impact of Motor Vehicle Crashes 2000 (DOT HS 809 466). Washington, DC: National Highway Traffic Safety Administration.

SAFER ROAD USERS	
Penalty/demerit point system in place	Subnational
National speed limits	Subnational
Local authorities can set lower limits	—
Maximum limit urban roads	—
Enforcement	—
National drink-driving law	Subnational
BAC limit – general population	0.08 g/dl ^c
BAC limit – young or novice drivers	0.0–0.02 g/dl ^c
BAC limit – professional/commercial drivers	0.04 g/dl
Random breath testing and/or police checkpoints	No ^d
Enforcement	—
% road traffic deaths involving alcohol	32% ^e
National motorcycle helmet law	Subnational
Applies to drivers and passengers	—
Helmet standard mandated	Yes
Enforcement	—
Helmet wearing rate	55% Drivers ^f 51% Passengers ^f
National seat-belt law	Subnational
Applies to front and rear seat occupants	—
Enforcement	—
Seat-belt wearing rate	84% Front seats ^g 70% Rear seats ^h
National child restraint law	Subnational
Enforcement	—
National law on mobile phones while driving	Subnational
Law prohibits hand-held mobile phone use	—
Law also applies to hands-free mobile phones	—

^c No national BAC limit, but all states and the District of Columbia have BAC limit of 0.08 for general population and 0.02 or less for young/novice drivers.
^d Cases suspected of drink-driving are further investigated.
^e 2010, NHTSA. Traffic safety facts – 2009 data: Alcohol-impaired driving (DOT HS 811 385).
^f 2010, NHTSA. Traffic safety facts – Research note: Motorcycle helmet use in 2010 – Overall results (DOT HS 811 419).
^g 2010, NHTSA. Traffic safety facts – Research Note: Seat belt use in 2010 – Overall results (DOT HS 811 378).
^h 2010, Pickrell T and Ye T. Results from the National Occupant Protection Use Survey controlled intersection study (DOT HS 811414).

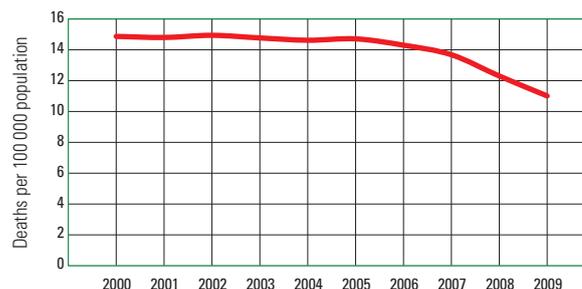
POST-CRASH CARE	
Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	911
Seriously injured transported by ambulance	≥75%
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training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

DEATHS BY ROAD USER CATEGORY



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

TRENDS IN ROAD TRAFFIC DEATHS



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

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