Global status report on road safety 2023: Country and territory profiles.

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Republic of Korea

Population: 51 630 139
Income group: High income
WHO Region: Western Pacific Region

BURDEN

Reported fatalities (year) 2 356 (2021)
Reported fatalities sex distribution (Male; Female) 74%; 26%
Reported fatalities urban distribution 19%; 22%; 35%; 4%; 19%
WHO-estimated road traffic fatalities (95% CI) (year) 3 710 (95% CI 3 301 - 3 839) (2021)
WHO-estimated traffic-related injuries and fatalities (95% CI) (year) 6.9 (2021)

SAFE ROAD INFRASTRUCTURE

Total paved kilometers (year) 19 667 (2021)
Presence of technical standards for new roads that take account of all road user safety, or align with relevant UN Conventions and regulate compliance with them Yes
Presence of national approaches to assess/audit road networks Yes
National law mandating third party liability insurance for powered vehicles Yes
National road safety strategy for all users (year) Yes
Presence of strategies to promote alternatives to individuals use of powered vehicles Yes
Presence of high quality safety standards for used vehicle imports No

SAFELY VEHICLES

Total registered vehicles (rate per 100 000 pop) (year) 27 126 539 (22 344,4) (2021)
Four-wheel vehicles 20 323 625
Powered 2- and 3-wheelers 2 313 827
Human traffic 819 537
Buses 637 031
Other 2 930 928

INSTITUTIONAL FRAMEWORK

Presence of strategies to promote alternatives to individual use of powered vehicles No
National road safety strategy Yes
Fatality reduction target (year) 18% (2024)
Non-fatality reduction target (year) 37% (2024)
Funding to implement strategy –
National law mandating third party liability insurance for powered vehicles Yes
National law on driving time and rest periods for professional drivers Yes
Adherence to one or more of the 7 UN road safety conventions 3
Presence of national laws to implement national road safety strategy Yes
Presence of agencies that coordinate pre-hospital and emergency medical services Yes, national

ROAD USER BEHAVIOUR

Legislation on urban speed limits for passenger cars and motorcycles Yes
National law setting a speed limit Yes
Maximum urban speed limit 90 km/h
Maximum rural speed limit 90 km/h
Maximum motorway speed limit 120 km/h
Local authorities can modify limits Yes
Presence of targets to reduce speeds nationally (year) No
Available types of enforcement Automatic
Legislation on seat-belt wearing Yes
National law on seat-belt use Yes
Presence of targets to increase helmet use (year) No
Legislation on child restraint systems Yes
National child restraint system law Yes
Child restraint standard enforced to and/or specified Yes
Presence of targets to increase child safety restraint use (year) No

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ROAD SAFETY MANAGEMENT

Frequency and distribution of journeys by modal type
Portally

NATIONAL DATA SYSTEMS ON...

Civil Registration and Vital Statistics (2021) Group 5

1 4-WW; 2 2/3-WW; 3 /4-WW; 4-Pedestrian; 5-Cyclist; 0=Other & Unknown

Evolution since 2010 or closest year possible

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