Global status report on road safety 2023

World Health Organization

Nicaragua

Population: 6 850 540 ↑

Income group: Lower middle income =

WHO Region: Region of the Americas

GSRRS participation: 2009, 2013, 2015, 2023

BURDEN		E
Reported fatalities (year)	904 (2021)	↑
Reported fatalities sex distribution (Male; Female)	88%; 12%	N/A
Reported fatalities user distribution[1]	23%; 26%; 33%; 6%; 13%	N/A
WHO estimated road traffic fatalities (95% CI) (year)	932 (95% CI 842 - 1 022) (2021)	↑
WHO estimated rate per 100 000 population (year)	13.6 (2021)	↑
SAFE ROAD INFRASTRUCTURE		
Total paved kilometers (year)	–	N/A
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[2]	Yes	N/A
Presence of systematic approaches to assess/audit new roads[2]	No	⟳
National law requiring a formal road safety inspection/assessment	Yes	N/A
Target for roads to meet technical safety standards for all users (year)	Yes (2000)	N/A
Investments to upgrade high risk locations	Yes	=
SAFE VEHICLES		
Total registered vehicles [rate per 100 000 pop] (year)	- (2021)	N/A
Four-wheel vehicles	–	↑
Powered 2- and 3-wheelers	–	↓
Heavy trucks	–	↑
Buses	–	↑
Other	–	N/A
Legislation on periodic vehicle technical inspection[2]	Yes	N/A
National laws on front and side impact protection	No	N/A
National laws on seat-belt and seat-belt anchorages	No	N/A
National law on electronic stability control	No	N/A
National law on pedestrian protection	No	N/A
National law on anti-lock braking systems	No	N/A
Government vehicle procurement practices include safety prerequisites	No	N/A
Presence of high-quality safety standards for used-vehicle imports[2]	No	N/A
POST-CRASH RESPONSE		
National law on universal access to emergency care	Yes	N/A
National law guaranteeing free-of-charge access to rehabilitative care for all injured	Yes	N/A
National law guaranteeing free-of-charge access to psychological services to road crash victims and their families	No	N/A
National good Samaritan law	No	N/A
National emergency care access number	National, multiple numbers	↗
National target for time between serious crash and initial provision of professional emergency care (year)	(2017)	N/A
INSTITUTIONAL FRAMEWORK		
Presence of strategies to promote alternatives to individuals use of powered vehicles	No	↗
National road safety strategy[2]	Yes	N/A
Fatality reduction target (year)	5% (2025)	⟳
Non fatal reduction target (year)	10% (2025)	N/A
Funding to implement strategy	Yes, fully funded	⟳
National law mandating third-party liability insurance for powered vehicles	Yes	N/A
National law on driving time and rest periods for professional drivers[2]	No	N/A
Adherence to one or more of the 7 UN road safety conventions[2]	0	N/A
Presence of national lead agency to implement national road safety strategy[2]	Yes	↗
Presence of agencies that coordinate pre-hospital and emergency medical services[2]	Yes, national	N/A

ROAD USER BEHAVIOUR		E
Legislation on urban speed limits for passenger cars and motorcycles[2]		=
National law setting a speed limit	Yes	=
Maximum urban speed limit	45 km/h	=
Maximum rural speed limit	100 km/h	=
Maximum motorway speed limit	60 km/h	=
Local authorities can modify limits	No	=
Presence of targets to reduce speeds nationally (year)[2]	No	N/A
Available types of enforcement	Manual	↗
Legislation on drink driving[2]		=
National law on drink-driving	Yes	=
BAC limit – general population	≤ 0.05 g/dl	=
BAC limit – young or novice drivers	≤ 0.05 g/dl	=
Random breath testing carried out	Yes	⟳
Presence of targets to reduce driving after drinking nationally (year)[2]	No	N/A
Testing carried out in case of fatal crash	Yes, all drivers are tested	⟳
Legislation on drug driving	**Yes**	=
Legislation on distracted driving (mobile phones)	**Yes**	N/A
Ban on mobile phone use[2]	Hand held	⟳
Presence of targets to reduce distracted driving nationally (year)[2]	National	N/A
Legislation on helmets for motorcycle riders[2]		=
National motorcycle helmet law	Yes	=
Legislation requires helmet fastening	No	⟳
Legislation applies to:	Drivers and Passengers	⟳
Legislation applies to all road types	Yes	=
Legislation applies to all engine types	Yes	=
Legislation refers to and/or specifies helmet standard[2]	No	⟳
Presence of targets to increase helmet use (year)	Yes, national (2022)	N/A
Helmet wearing rate[2] (Driver; Passenger)	95%; 95%	N/A
Minimum age/height children are allowed as passengers	No	N/A
Legislation on seat-belts for motor vehicle occupants[2]		=
National seat-belt law	Yes	=
Legislation applies to front and rear seat occupants	Not all	=
Presence of targets to increase seat belt use (year)[2]	Yes, national (2022)	N/A
Seat-belt wearing rate[2] (Drivers; Front seat occupants; Rear seat occupants)	92%; 92%	N/A
Legislation on child restraint systems[2]		=
National child restraints use law	Yes	⟳
Children seated in front seat	Yes	⟳
Age or height specified for children requiring child restraint	–	⟳
Child restraint standard referred to and/or specified	No	=
Presence of targets to increase child safety restraint use (year)	Yes, national (2022)	N/A
NATIONAL DATA SYSTEMS ON…		
Civil Registration and Vital Statistics (2021)	Group 1	⟳
Frequency and distribution of journeys by modal type	Yes	N/A
Speeding violations and speeding related injuries and fatalities[2]	Yes	N/A
Driving under the influence of alcohol or drugs and related road traffic-related fatalities and injuries[2]	Yes	N/A
Seat belt and child-restraint systems use[2]	Yes	N/A
Powered 2- and 3- wheeler helmet use[2]	Yes	N/A
Mobile phone use while driving[2]	Yes	N/A

Strong Moderate Weak/None

↑ Increase ↓ Decrease = No change ⟳ Change ↗ Advancement

⊘ None or unknown — Not provided N/A Not applicable

E Evolution since 2010 or closest year possible

1 4W= Four-wheel vehicles, 2/3W= Powered 2/3 wheelers, P=pedestrian, C=Cyclist; O=Other & Unknown

2 UN voluntary target indicator

* Alcohol consumption prohibited in country

† Country adheres to corresponding UN or equivalent international safety regulation

‡ Corresponding EU regulation mandatory for country

§ Not validated

Legislative review and mortality estimations conducted by WHO. International regulation, population and income level from external sources. All other data collected by WHO via survey and cleared by government-designated National Data Focal Points. See Methods for more detail.

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

©World Health Organization 2023

Some rights reserved. This work is available under the Creative Commons Attribution-NonCommercial-ShareAlike 3.0 IGO licence (CC BY-NC-SA 3.0 IGO; https://creativecommons.org/licenses/by-nc-sa/3.0/igo).