World Health Organization’s 5th Global status report on road safety (GSRRS 2023)

COUNTRY QUESTIONNAIRE WITH OPERATIONAL DEFINITIONS

v. June 30, 2023

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1 A version of the questionnaire without operational definitions (and hence without footnotes) is available. It is named “FINAL WHO GSRRS (2023) questionnaire_w_o operational definitions_June 2023”.

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FINAL QUESTIONNAIRE FOR MEMBER STATES with operational definitions
Cannot be reproduced (whether totally or partially) without citing source: WHO GSRRS 2023 country questionnaire.
SOME GENERALITIES:

- This document is not formatted for wide distribution as primary delivery method to countries was online WHO data entry platform.
- Operational definitions on platform are special fields. In this document, they are comments hanging from relevant words.
- Documents annexed can have a Maximum Size: 30 MB. Allowed Formats: .pdf, .doc, .docx, .png, .jpg, .jpeg, .xls, .xlsx
  - If legal documents, please highlight specific sections relevant to question and, if needed, machine-translate into any of the 6 UN languages
- Neither short nor long answers are restricted regarding characters. Yet short text does not allow separate paragraphs whereas long answers do.
- Answers are automatically saved as you enter them in the WHO GSRRS data entry platform. Thus, the questionnaire can be completed over several log in sessions. You can modify your answers as many times as needed until the NDFP submits it to WHO.
- Several colleagues from the same country can work simultaneously from their respective personalized access to the platform.
- If you are a NDFP or NDC, do not hesitate to contact your RDFP for further clarification.
SECTION A. ROAD TRAFFIC DEATHS AND NON-FATAL INJURIES DUE TO ROAD TRAFFIC CRASHES

Thanks for completing this section out of the Global Status Report on Road Safety Survey. Remember your answers are saved continuously. You can complete these questions over different log ins. You can change your answers as needed. Only the final submitted answers will be considered for analyses.

A.1 CRASHES

1. How many road traffic crashes resulting in injured individuals were recorded in your country in 2021? If data for 2021 are not available, please provide data for the most recent year available.
   □ Data not available for any year
   □ Data available
   1.1 Number of road traffic crashes resulting in injured individuals: (Crashes) _____
   1.2 Number of injured individuals from traffic crashes reported in 1.1 (Individuals)_____
   1.3 Year (that the data refer to): (year)_____
   1.4 Source(s) of data: _____
   1.5. Definition used for such crashes (please describe): _____

A.2. ROAD TRAFFIC DEATHS

2. How many road traffic deaths were recorded in your country in 2021? If data are not available, skip to question 5? Please include the best official estimate for this number for 2021. If data for 2021 are not available, please provide data for the most recent year available. (Individuals)
   □ Data not available for any year
   □ Data available
   2.1 Number of road traffic deaths:(Individuals) _____
   2.2 Year (that the data refer to): (year) _____
   2.3 Source of data (please attach source document) _____
   2.3.1 This information is based on (Tick all that apply):
   □ Police records
   □ Health facility records
   □ Vital registration data
   □ Insurance records
   □ Other
   2.3.1.1 If Other, please specify _____

2: Traffic crash counts are based, most often, on police data and refers to crashes that result in a non-fatal injury or a death but does not include crashes that resulted only in material damage.

3: We ask about the source of data for your fatality counts- is that police records? Vital registration systems? A combination of both? Please explain the original source(s) of data used to generate the official estimates of road fatalities in the country. We don't ask about the institution holding the data, but the name of the source of data. E.g., fatal road crashes database (hosted by national police authority at Ministry of Interior).
2.4 Time interval used for defining a road traffic death (Please select one - the one containing the longest period used):

- Died at scene of crash
- Died within 24 hours of crash
- Died within 7 days of crash
- Died within 30 days of crash
- Died within unlimited time-period following crash
- Other

2.4.1 If Other, please specify _____

3. Please provide data on the number of road traffic deaths from the last 10 years:

<table>
<thead>
<tr>
<th>Year</th>
<th>Number of deaths</th>
<th>Source(s) of data if different in any year from answer in 2.3</th>
<th>Population death rates per 100,000 population</th>
</tr>
</thead>
<tbody>
<tr>
<td>2021</td>
<td>Enter Data</td>
<td>Enter Data</td>
<td>Enter Data</td>
</tr>
<tr>
<td>2020</td>
<td>Enter Data</td>
<td>Enter Data</td>
<td>Enter Data</td>
</tr>
<tr>
<td>2019</td>
<td>Enter Data</td>
<td>Enter Data</td>
<td>Enter Data</td>
</tr>
<tr>
<td>2018</td>
<td>Enter Data</td>
<td>Enter Data</td>
<td>Enter Data</td>
</tr>
<tr>
<td>2017</td>
<td>Enter Data</td>
<td>Enter Data</td>
<td>Enter Data</td>
</tr>
<tr>
<td>2016</td>
<td>Enter Data</td>
<td>Enter Data</td>
<td>Enter Data</td>
</tr>
<tr>
<td>2015</td>
<td>Enter Data</td>
<td>Enter Data</td>
<td>Enter Data</td>
</tr>
<tr>
<td>2014</td>
<td>Enter Data</td>
<td>Enter Data</td>
<td>Enter Data</td>
</tr>
<tr>
<td>2013</td>
<td>Enter Data</td>
<td>Enter Data</td>
<td>Enter Data</td>
</tr>
<tr>
<td>2012</td>
<td>Enter Data</td>
<td>Enter Data</td>
<td>Enter Data</td>
</tr>
<tr>
<td>2011 ONLY IF YOU DO NOT HAVE 2020 DATA</td>
<td>Enter Data</td>
<td>Enter Data</td>
<td>Enter Data</td>
</tr>
</tbody>
</table>

3.1 Source of population denominators used to calculate rates (please specify) _____

4. For 2021 (or the latest year that you have such data), please provide the proportion of road traffic deaths in your country by the following categories:

4.1 Distribution of deaths by sex

- Data not available for any year (skip to question 4.2)
- Data available

4.1.1 Total number of road traffic deaths on which the percentages are based on (please fill in this number even if you have included the same figure in Question 2.1). (individuals) _____

4.1.2 Year (that the data refer to): (year) ______

4.1.3 Source(s) of data (please attach source document if not provided earlier) _____

4.1.4 Distribution by sex

<table>
<thead>
<tr>
<th>Percent</th>
<th>Females</th>
<th>Enter data</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Males</td>
<td>Enter data</td>
</tr>
</tbody>
</table>

---

4: Table to summarize last 10 years of available data.
5: Please, enter raw data, i.e., a number of deaths that relates to each year. Do NOT send a picture or graph which will be difficult for us to use.

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4.2 Distribution of deaths by age group

- Data not available for any year
- Data available

4.2.1 Total number of deaths for which this proportions are based on *(please fill in this number even if you have included the same figure in Question 2.1). (Individuals) ______

4.2.2 Year (that the data refer to) (year) ____________

4.2.3 Source(s) of data *(please attach source document if not provided earlier)___

4.2.4 Distribution by age categories (percentage)

<table>
<thead>
<tr>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-4 years</td>
</tr>
<tr>
<td>5-14 years</td>
</tr>
<tr>
<td>15-17 years</td>
</tr>
<tr>
<td>18-29 years</td>
</tr>
<tr>
<td>30-44 years</td>
</tr>
<tr>
<td>45-59 years</td>
</tr>
<tr>
<td>60-69 years</td>
</tr>
<tr>
<td>70+ years</td>
</tr>
<tr>
<td>Age unknown/undetermined</td>
</tr>
</tbody>
</table>

4.2.5 Data collected but using different age categories *(Please upload supporting documents)*

4.3 Distribution of deaths by road user type

- Data not available for any year
- Data available

4.3.1 Total number of deaths on which these proportions are based on *(please fill in this number even if you have included the same figure in Question 2.1). (Individuals) ______

4.3.2 Year (that the data refer to) (year) ______

4.3.3 Source(s) of data *(please attach source document if not provided earlier)___

4.3.4 Pedestrian____%  
Drivers or passengers of bicycles (powered or not)____%  
Users of motorized personal mobility devices (includes e-scooters, excludes bicycles) ____%  
Drivers or passengers of motorized 2 or 3 wheeled vehicles ____%  
Drivers of motorized 4-wheeled light vehicles designed to carry up to nine persons or a mix of people and good not exceed 3500 kg____%  
Passengers of motorized 4-wheeled light vehicles ____%  
Drivers and/or passengers of vehicles designed to carry ten or more people (e.g., buses) ____%

---

6 i: 4 wheeled light vehicles are designed to carry up to nine people or a mix of people and goods not exceeding 3500 kg. They include passenger cars vans, sport utility vehicles, pickup trucks.
Drivers and/or passengers of heavy goods vehicles\(^7\) _____ %
Other vehicles _____ %

4.3.5 Data collected using different road user type categories (*Please upload supporting documents*)

4.4 Distribution of deaths by age and road user type

- Data not available for any year
- Data available

4.4.1 Total number of deaths on which these proportions are based on (*please fill in this number even if you have included the same figure in Question 2.1*). (individuals) __________

4.4.2 Year (that the data refer to) (year) ______________

4.4.3 Source(s) of data (*please attach source document if not provided earlier*) ______

4.4.4 In the table below, report the proportion of deaths by category\(^8\)

<table>
<thead>
<tr>
<th>Age</th>
<th>4 (or more) wheeled light motorized vehicles</th>
<th>2-3 wheeled motorized vehicles</th>
<th>Pedestrians</th>
<th>Bicyclist</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-4 years</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5-14 years</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>15-17 years</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>18-29 years</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>30-44 years</td>
<td></td>
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</tr>
<tr>
<td>45-59 years</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>60-69 years</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>70+ years</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Age unknown/undetermined</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

4.4.5 Data collected but using different age categories (*Please upload supporting documents*)

4.5 Distribution of deaths in crashes related to work\(^9\) (i.e., to, from, during work, including crashes that occur in occupational settings)

- Data not available for any year
- Data available

4.5.1 Total number of deaths on which these proportions are based on (*please fill in this number even if you have included the same figure in Question 2.1*). (individuals) __________

4.5.2 Year (that the data refer to) (year) ______

\(^7\): Vehicles exceeding 3500 kg.
\(^8\): The official international definition of road deaths includes deaths on public networks. Therefore, deaths in relation to motor vehicles outside public networks are normally not accounted for (this includes the dessert or the driveway of private homes). However, we ask for the official definition countries are using in their books, so if they use other definition, please inform us.
\(^9\): Refer to any death related to a crash were the car was working. However, if you only have dead driver’s work involvement (which is the most likely scenario), put that and let us know. Please note that, the proportions asked below are in relation to driver’s deaths, anyhow.
4.5.3 Source(s) of data (please attach source document if not provided earlier)

4.5.4 Distribution by relationship to work

<table>
<thead>
<tr>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deaths of drivers that occur while traveling for work (includes deliveries)</td>
</tr>
<tr>
<td>Deaths of drivers that occur while traveling to/from work</td>
</tr>
<tr>
<td>Deaths of professional vehicle drivers (e.g., drivers of small/large trucks, buses)</td>
</tr>
<tr>
<td>Unknown work relationship</td>
</tr>
</tbody>
</table>

4.5.5 Data collected but using different work-related definition categories  
Please upload supporting documents

A.3 NON-FATAL VICTIMS

5. Does your country have a system to document individuals who are “seriously injured” due to a crash?
   □ Data not available (skip to question 7)
   □ Yes
   □ No
   □ Do not know

5.1 If yes, please indicate which definition is used to indicate a ‘serious’ injury has occurred immediately following the crash (Tick all that apply):
   □ Requires hospital admission to hospital
   □ Requires absence from work for 3 days or longer
   □ Uses standardized injury severity score (e.g., MAIS, RTS, MGAP)
   □ Other

5.1.1 If Other, (please specify) _____

6. How many people suffered “serious injuries” immediately following a crash in your country in 2021 using definition given in Question 5? Please include the best official estimate. If data for 2021 are not available, please provide data for the most recent year available.
   □ Data not available for any year (skip to question 7)
   □ Data available

6.1 Number of individuals with serious injuries (individuals) __________

6.2 Year (that the data refer to) (year) ______

6.3 Source of data Please upload source document__________
   6.3.1 Is this information based on... (Tick all that apply):
   □ Police records
   □ Emergency Health facility records
   □ Hospitalization facility records
   □ Vehicle insurance records
   □ Other

6.3.1.1 If Other, please specify ________________________________

7. What is the estimated proportion of people with road traffic injuries who incur a long-term impairment because of the crash?

---

10: If data are not available, skip to question 7.
11: If data are not available, skip to question 7.
□ Data not available for any year *(skip to question 8)*\(^{12}\)
□ Data available

7.1 Estimated percentage (percentage) __________
7.2 Source of this information ______
7.3 Time period used to define “long-term impairment” in your country *(Please select one)*:
 □ 6 months
 □ 1 year
 □ Other
 7.3.1 If Other, please specify
7.4 Year (that the data refer to) (year) ______

\(^{12}\): If data are not available, skip to question 8. There is no standard international definition, we are asking each country to report on their definitions. One of the sub questions relates to the length of time for which permanent disability is considered in their country. NDFPs can also inform whether this permanency is linked to any medical definition and/or social benefit (e.g., life long disability pension or other work arrangement).
SECTION B. STRATEGIES AND OTHERS

Thanks for completing this section out of the Global Status Report on Road Safety Survey.
Remember your answers are saved continuously. You can complete these questions over different log ins.
You can change your answers as needed. Only the final submitted answers will be considered for analyses.

B.1 STRATEGIES AND TARGETS

8. Are there national and/or subnational (i.e., state/province) strategies\textsuperscript{13} for road safety in your country? (Please select one)
   - □ Yes, a national strategy exists which includes multiple short-term action plans
   - □ Yes, a national strategy exists but there are no action plans
   - □ Yes, strategies exist, but only at subnational levels
   - □ Not yet, but one is under development
   - □ No
   - □ Do not know

8.1 If Yes (any yes), please upload relevant document(s)

9. Are there other national/subnational strategies in your country with direct implications on road safety? (Please select one)
   - □ Yes, at national level
   - □ Yes, only at subnational level
   - □ Not yet, but some areas are under development
   - □ No
   - □ Do not know

9.1 If Yes (any yes), please select the focus of those/that strategy(ies) (Tick all that apply)
   - □ Energy
   - □ Environmental
   - □ Physical activity
   - □ Occupational Health
   - □ Other

9.1.1 If Other, please specify_______

9.2. If Yes (any yes), please submit relevant source document(s)

10. Do these national/subnational strategies set measurable targets to reduce the number of people who are killed and/or seriously injured in a road traffic crash?\textsuperscript{14} (Please answer regarding the national strategy if it exists. If only subnational strategies exist, present an average or most common answer)
   - □ Yes
   - □ No

\textsuperscript{13} i: A national strategy on road safety is a document that sets out the main principles, defines goals, objectives, prioritized actions and coordination mechanisms for preventing road traffic injuries and reducing their consequences in the country. In some countries, such a document may be referred to as a road safety action plan or programme. If national and subnational strategies and action plans coexist, tick first choice (i.e., national).

\textsuperscript{14} i: Measurable: If the national strategy sets targets for road traffic fatalities, please specify the targeted reduction and its associated time period. These targets should be expressed in terms of a percentage reduction or improvement, to be achieved by a certain date, for example, 40% reduction in road traffic fatalities from 2021 to 2030, or a 20% reduction in serious road traffic injuries in the same time. If no strategies exist (as indicated in answers to questions 8 and 9) (Skip to section C).
10.1 For deaths

- Yes
- No
- Do not know

10.1.1 If yes, please provide the fatality targeted reduction (percentage) ______

10.1.2 If yes, indicate time period relating to fatality target (specify start and end years, e.g., 2021–2030) ___________

10.2 For seriously injured

- Yes
- No
- Do not know

10.2.1 If yes, please provide the non-fatal injury targeted reduction ______

10.2.2 If yes, indicate the time period relating to non-fatal injury target (specify start and end years, e.g., 2021–2030) (years) ___________

10.3 Please upload supporting documents _____

11. Do these national/subnational strategies address the following? (Please answer regarding the national strategy if it exists. If only subnational strategies exist, present an average answer)

11.1 Promotion of walking as an alternative to car travel? (Please choose one)

- Yes, at the national level
- Yes, at subnational levels
- No
- Do not know

11.1.1 If yes, please provide target for walking increase ______ %

11.1.2 If yes, indicate time period relating to target (specify start and end years that the target relates to, e.g., 2021–2030) (years) ___________

11.2 Promotion of bicycling as an alternative to car travel? (Please choose one)

- Yes, at the national level
- Yes, at subnational levels
- No
- Do not know

If yes, please provide the targets and their timeframes:

11.2.1 If yes, provide target for cycling increase ______ %

11.2.2 If yes, indicate time period relating to target (specify start and end years that the targets relate to, e.g., 2021–2030) (years) ___________

11.3 Promotion of convenient access to public transport? (Please choose one)

- Yes
- No
- Do not know

If yes, please indicate if there are national and/or subnational policies and supporting investment in public transport to increase the percentage of urban population that have convenient access to public transport. The definition of “urban” varies across countries.
11.4 Ensuring roads travelled meet technical safety standards for all users? *(Please choose one)*

- Yes, at national level
- Yes, at subnational levels
- No
- Do not know

11.4.1 If yes, please provide the targets for road safety improvements (percentage)_______

11.4.2 If yes, indicate time period relating to target *(specify start and end years that the target relates to, e.g., 2021–2030) (years)________

11.5 Ensuring new vehicles meet UN technical safety regulations or equivalent? *(Please choose one)*

- Yes, at national level
- Yes, at subnational levels
- No
- Do not know

If yes, please provide the targets and their timeframes:

11.5.1 If yes, please provide the targets for vehicle safety improvements_______

11.5.2 If yes, indicate time period relating to target *(specify start and end years that the target relates to, e.g., 2021–2030) (years)________

---

and may include definitions based on population size or population density. Please use the definition used in your country. Examples of the policies above may include sustainable transport or environmental policies, including the following:

Mass rapid transit systems: These are high-capacity public transport systems generally found in urban areas and operate on an exclusive transport network. Typical examples are metro and tube based passenger rail networks, light rail and tram systems and dedicated road based bus lanes and systems.

Formal bus/ minibus systems: These public transport systems tend to be low to medium capacity systems that share the road network with other vehicle types.

20: For example, to increase the percent of public buses by 10% in two years. Or, to increase the number of users in Bus Rapid Transport Systems by 20%.
11.6 Limiting vehicle speed? (Please choose one)
- Yes, at national level
- Yes, at subnational levels
- No
- Do not know
  11.6.1 If yes, please provide the targets for limiting vehicle speed ______
  11.6.2 If yes, indicate time period relating to target (specify start and end years that the target relates to, e.g., 2021–2030) (years) _________

11.7 Preventing alcohol impaired driving? (Please choose one)
- Yes, at national level
- Yes, at subnational levels
- No
- Do not know
  11.7.1 If yes, please provide the targets for decreased alcohol impaired driving ______
  11.7.2 If yes, indicate time period relating to target (specify start and end years that the target relates to, e.g., 2021–2030) (years) _________

11.8 Preventing drug impaired driving? (Please choose one)
- Yes, at national level
- Yes, at subnational levels
- No
- Don’t know
  11.8.1 If yes, please provide the targets for decreased drug impaired driving ______
  11.8.2 If yes, indicate time period relating to target (specify start and end years that the target relates to, e.g., 2021–2030) (years) _________

11.9 Promoting seat-belt use? (Please choose one)
- Yes, at national level
- Yes, at subnational levels
- No
- Do not know
  11.9.1 If yes, please provide the targets for increased seat-belt use ______
  11.9.2 If yes, indicate time period relating to target (specify start and end years that the target relates to, e.g., 2021–2030) (years) _________

11.10 Promoting child restraint use? (Please choose one)
- Yes, at national level
- Yes, at subnational levels
- No
- Do not know
  11.10.1 If yes, please provide the targets for increased child restraint use ______
  11.10.2 If yes, indicate time period relating to target (specify start and end years that the target relates to, e.g., 2021–2030) (years) _________

11.11 Promoting motorcycle helmet use? (Please choose one)
- Yes, at national level
- Yes, at subnational levels

---

21: Speed limiting devices (a.k.a. speed limiters) are becoming popular to address safety limits. Whether they are activated by the driver or activated by area-wide systems that prevent vehicles from achieving higher speeds varies. For example, several cities have already implemented geofencing systems in some areas to prevent public transportation or public-related vehicles (e.g., trash trucks) to exceed certain speed limits.
11.11 If yes, please provide the targets for increased helmet use ______
11.12 Decreasing Distracted Driving? 22 (Please choose one)
   □ Yes, at national level
   □ Yes, at subnational levels
   □ No
   □ Do not know
   11.12.1 If yes, please provide the targets for decreased distracted driving (percentage) ______
   11.12.2 If yes, indicate time period relating to target (specify start and end years that the target relates to, e.g., 2021–2030) (years) __________
11.13 Ensuring rest periods for professional drivers? (Please choose one)
   □ Yes, at national level
   □ Yes, at subnational levels
   □ No
   □ Do not know
   11.13.1 If yes, please provide the targets for rest periods for professional drivers 23 ______
   11.13.2 If yes, indicate time period relating to target (specify start and end years that the target relates to, e.g., 2021–2030) (years) __________
11.14 Improved times between crash and access to professional emergency health care? 24 (Please choose one)
   □ Yes, at national level
   □ Yes, at subnational levels
   □ No
   □ Do not know
   11.14.1 If yes, please provide the targets for improved response times ______
   11.14.2 If yes, indicate time period relating to target (specify start and end years that the target relates to, e.g., 2021–2030) (years) __________

B.2. ENFORCEMENT PLANS

12. If you answered yes to a national strategy on helmet use, seat belt use or child restraint use, please answer the following regarding their enforcement:
   12.1 Regarding helmet use, does your country have an enforcement plan?
     □ Yes
     □ No, nothing formalized
     □ Do not know

22 i: Distracted driving may be defined differently in different settings. If often includes mobile phone use, but it could include other activities that detract the driver’s attention from the vehicle and the road.
23 i: That is, the amount of time used for rest periods.
24 i: Time here refers to the interval from the initiation of the emergency care system (or designated governmental entity response) to the time of first contact with professional emergency care personnel, whether in the field or in a fixed treatment facility.
12.1.1 If yes, please describe if the plan includes (Tick all that apply)
- Capacity building of police officers
- Identification of enforcement target geographical areas
- Identification of target populations to monitor
- Budget to purchase enforcement equipment
- Penalty regime

12.1.2 Please upload document with plan

12.2 Regarding seat belt use, does your country have an enforcement plan?
- Yes
- No, nothing formalized
- Do not know

12.2.1 If yes, please describe if the plan includes (Tick all that apply)
- Capacity building of police officers
- Identification of enforcement target geographical areas
- Identification of target populations to monitor
- Budget to purchase enforcement equipment
- Penalty regime

12.2.2 Please upload document with plan

12.3. Regarding child restraint use, does your country have an enforcement plan?
- Yes
- No, nothing formalized
- Do not know

12.3.1 If yes, please describe if the plan includes (Tick all that apply)
- Capacity building of police officers
- Identification of enforcement target geographical areas
- Identification of target populations to monitor
- Budget to purchase enforcement equipment
- Penalty regime

12.3.2 Please upload document with plan

---

25 i: This question is about how enforcement is established. For example, geographical areas that are targeted for enforcement on those particular risk factors. For target population, whether by age, gender, race, ethnicity...... that is, in any whichever way you are targeting who is to be monitored more attentively.
SECTION C. INFORMATION SYSTEMS

C.1 INFORMATION SYSTEMS

13. Do Civil Registration and/or Vital Statistics systems in your country define deaths by cause of death? \(^{26}\)
- □ Yes
- □ No
- □ Do not know

13.1 If yes, what is the annual number of road traffic deaths recorded through this system? Please provide this data for 2021, or for the most recent year for which data are available. (individuals)

13.1.1 Year (that the data refer to) ______________________

13.1.2 Does this information reflect\(^{27}\):
- □ The entire national case load
- □ A sample (a proportion of total population covered)

13.1.2.1 If a sample, please indicate what percentage of all deaths represents _____%  

14. Since the last GSSRRS your country participated in, what activities have been implemented at the national level to investigate reasons for discrepancies between country reported and WHO estimated road fatalities? (Tick all that apply)
- □ Held meetings with different data custodians/providers (e.g., police crash data, hospital data, forensic data)
- □ Arranged for collaborative efforts to share and integrate data from different data sources
- □ Consulted with WHO to establish a work plan to address observed data discrepancies
- □ None
- □ Do not know

15. Does your country have a national (or subnational if applicable) information system to monitor modality of transport? (Please select one choice in each for the following sub questions):

15.1 The frequency and distribution of trips by modal type \(^{28}\)
- □ Data not available
- □ Yes, but only partially (e.g., some roads or some vehicles)
- □ Yes

---

\(^{26}\): A vital registration system is one that records key life events in a country, e.g., births, deaths, marriages, divorces, adoptions, etc. These data are collected on a continuous basis and therefore essential to study changes in a population. In most countries, information about "deaths" is extracted from a Death Certificate usually issued by a doctor/nurse at the time of death. This information is usually coded using one of the latest versions of the International Classification of Diseases system. For example, in ICD version 10, motor vehicle related deaths are found in Chapter XX (External causes of morbidity and mortality) – specifically codes V01 to V79 and V98–V99.

If there is a vital registration or death certification system, then it should be possible to extract information about the deaths that have occurred as a result of a road traffic crash for the latest year that these data are available. Please indicate both the number of road traffic deaths and the year for which these data refer. Also please indicate if this information refers to the entire national case load (i.e. all deaths are registered) or if these data are only from a sample or sentinel system. If possible, please mention what proportion the sample covers. Please indicate in the comments box if there are problems with completeness of these death data, i.e. doctors do not disclose underlying cause of death and so many cases may be missed.

\(^{27}\): This question relates to all cases that occur countrywide.

\(^{28}\): By frequency we mean the number. By distribution we mean the number of cases by mean of transport. E.g., 2000 trips in motorcycle, 10000 in buses, 1500 in cars.
15.2 The travel modality of children going to school
☐ Data not available
☐ Yes, but only partially (e.g., some roads or some schools)
☐ Yes
☐ No
☐ Do not know

15.3 The vehicles circulating in your country (i.e., Is there a vehicle registration system?) (Tick all that apply)
☐ Yes, at national level, and operational
☐ Yes, at subnational or city level
☐ Yes, includes only 4-or-more-wheel motorized vehicles
☐ Yes, includes all motorized vehicles
☐ No
☐ Do not know
15.3.1 If Yes, at national level, please indicate when the registry started (year)____

15.4 Speed on the roads
☐ Yes
☐ No
☐ No, but specific studies on this have been conducted
☐ Do not know
15.4.1 If yes, are data routinely collected in your country on speeding while driving? (tick all that apply)
☐ Data collected as part of regular police crash reports
☐ Data collected as part of speeding tickets issued
☐ Data collected regularly through population representative studies

15.5 Alcohol impaired driving
☐ Yes
☐ No
☐ No, but specific studies on this have been conducted
☐ Do not know
15.5.1 If yes, are data routinely collected in your country on alcohol impaired driving? (tick all that apply)
☐ Data collected as part of regular police crash reports
☐ Data collected as part of drink driving tickets issued
☐ Data collected regularly through population representative studies

---

29 i: It refers to average speed, or speed distribution. It does not refer to excess speed.
30 i: Whichever one you document. Any type of study, by academia, government, in any sub population, in any and from any year.
15.6 Drug impaired driving

☐ Yes
☐ No
☐ No, but specific studies on this have been conducted
☐ Do not know
15.6.1 If yes, are data routinely collected in your country on drug impaired driving? (tick all that apply)
☐ Data collected as part of regular police crash reports
☐ Data collected as part of drug impaired driving tickets issued
☐ Data collected regularly through population representative studies
15.6.2 If No, but specific studies on this have been conducted, please provide any supporting documents

15.7 Seatbelt use

☐ Yes
☐ No
☐ No, but specific studies on this have been conducted
☐ Do not know
15.7.1 If yes, are data routinely collected in your country on seat belt use in car occupants? (tick all that apply)
☐ Data collected as part of regular police crash reports
☐ Data collected as part of seat belt non-use tickets issued
☐ Data collected regularly through population representative studies
15.7.2 If No, but specific studies on this have been conducted, please provide any supporting documents

15.8 Child restraint use

☐ Yes
☐ No
☐ No, but specific studies on this have been conducted
☐ Do not know
15.8.1 If yes, are data routinely collected in your country on child restraint use? (tick all that apply)
☐ Data collected as part of regular police crash reports
☐ Data collected as part of child restraint not used tickets issued
☐ Data collected regularly through population representative studies
15.8.2 If No, but specific studies on this have been conducted, please provide any supporting documents

15.9 Motorcycle helmet use

☐ Yes
☐ No
☐ No, but specific studies on this have been conducted
☐ Do not know
15.9.1 If yes, are data routinely collected in your country on motorcycle helmet use? (tick all that apply)
   □ Data collected as part of regular police crash reports
   □ Data collected as part of motorcycle helmet nonuse tickets issued
   □ Data collected regularly through population representative studies

15.9.2. If No, but specific studies on this have been conducted, please provide any supporting documents

15.10 Distracted Driving
   □ Yes
   □ No
   □ No, but specific studies on this have been conducted
   □ Do not know

15.10.1 If yes, are data routinely collected in your country on distracted driving? (tick all that apply)
   □ Data collected as part of regular police crash reports
   □ Data collected as part of distracted driving tickets issued
   □ Data collected regularly through population representative studies

15.10.2. If No, but specific studies on this have been conducted, please provide any supporting documents

16. Does your country have a registration system for vehicles? (That is a registry where new vehicles into the circulation stream are registered and changes in ownership and noted, as well as end of life notes)
   □ Yes, at national level
   □ Yes, at subnational level
   □ No
   □ Do not know

17. Is there a trauma registry in your country?  
   □ Yes, a national Registry (where facility-based trauma data are aggregated at national level)
   □ Yes, subnational (state or provincial) registries
   □ Yes, some scattered facilities
   □ None
   □ Do not know

17.1 If yes, what is the latest year for which data are available? (year)____

---

31 i: By Trauma Registry we refer to the fact that many countries have set up systems in emergency units to collect data on injuries. Some have paper-based systems which are input into a database while others have electronic systems. In most countries, these registries are sentinel, i.e., only in some hospitals around the country. In some countries, data are aggregated for analysis at the national level where the whole country is covered or at a subnational level such as for a province or city. Please select the most extensive system you have if several coexist. Choose National over subnational or scattered.
Section D. Exposure to risk of road traffic crashes

D.1 Driving licensing

18. Is there a formal driving licensing process for motorized vehicles in your country?

□ Yes  □ No  □ Do not know

18.1 If no, skip to question 19

18.2 If yes, is the process supported by legislation?

□ Yes  □ No  □ Do not know

18.2.1 If no, skip to question 19. If yes, upload relevant documents ______

18.3 If yes, does it include (type Y yes or N no as appropriate)?

Knowledge tests for:

□ □

Practical tests for:

□ □

Medical tests (e.g., vision check)

□ □

18.4 If yes, are new drivers required to hold a learners’ permit prior to obtaining a full license?

□ Yes  □ No  □ Do not know

18.4.1 What is the minimum mandated period between the issuing of a learner’s license and obtaining a full license? (Please choose one)

□ Up to 3 months  □ 4-6 months  □ 7-9 months  □ 10-12 months  □ More than 12 months

18.4.2 If yes to requiring a learners permit, what are the minimum requirements to obtaining a full license? (Tick all that apply)

□ Minimum hours of driving (accompanied)
□ Pass physical driving test
□ Other
□ Do not know

18.4.2.1 If Other, please specify

18.4.3 Please upload supporting documents

18.5 If yes to a formal licensing process, do professional drivers have additional licensing requirements to which they must comply?

□ Yes  □ No  □ Do not know

---

32 i: 4 wheeled light vehicles carrying at most 9 people or a combination of people and goods not exceeding 3500 kg.
33 i: Some countries grant a “initial” license and then after some time, say one year, the driver is updated to a “full” license. That is, sort of a two-step procedure in which novel drivers have different rights and if everything goes well after some time, they are promoted for full rights as drivers.
34 i: This applies to professional driving of passenger cars or motorbikes (e.g., taxis), public transport drivers (e.g., buses), or trucks.
19. In your country, what is the earliest age a person is legally allowed to drive a motorized vehicle? \(^{35}\) (years old)

- [ ] Yes
- [ ] No
- [ ] Do not know

Tractor or equivalent: _____ years old  
Powered two/three-wheeled vehicle: _____ years old  
Powered four-wheeled light vehicle: _____ years old  
Powered vehicle carrying ten or more people/truck: _____ years old  
Professional driver license: _____ years old

19.1 Else, let us know
- [ ] There is no legal minimum age
- [ ] Do not know age requirement
- [ ] Other driver categories are used

19.1.1 If other, please specify

20. Does your country have a penalty/demerit system for repeat driving offenders? \(^{36}\)

- [ ] Yes
- [ ] No
- [ ] Do not know

21. Does your country have government-issued rules for mandatory driving time and rest periods for professional drivers? (Please choose one answer and attach source document)

- [ ] Yes, at national level
- [ ] Yes, at subnational levels
- [ ] No
- [ ] Do not know

21.1 If yes, how long is the maximum allowed driving time? (quantity and unit, e.g., 8 hours) _____

21.2 If yes, how long is the mandatory rest period? (quantity and unit, e.g., 8 hours) _____

21.3 Please upload supporting legislation/regulation_____

D.2 MOBILITY PATTERNS

22. Are there transport statistics in your country that provide information to what extent people use the following types of mobility?

22.1. Walking

- [ ] Data not available
- [ ] Yes
- [ ] No
- [ ] Do not know

If yes, indicate source of data _____

\(^{35}\) This includes the age at which one can obtain a learner’s license, if that exist.

\(^{36}\) A points system is one in which a driver licensing authority issues demerits, or points to drivers on conviction for road traffic offences. Points may either be added or subtracted, depending on the particular system in use. A major offence may lead to more than the maximum allowed points being issued, but in many countries, the accumulation (or loss) of too many points over a given period or time can lead to additional penalties, including fines and suspension or revocation of the driver’s license.
22.1.2 If yes, what year does the data refer to (year) _____
22.1.3 If yes, what unit does the data capture (tick all that apply)
   - Time spent
   - Distance travelled
   - Number of travelers

22.2. Bicycling
   - Data not available
   - Yes
   - No
   - Do not know
   22.2.1 If yes, indicate the data source ___
   22.2.2 If yes, indicate the year the data refer to (year) ___
   22.2.3 If yes, what units does the data capture (tick all that apply)
      - Time spent
      - Distance travelled
      - Number of travelers

22.3. Other personal devices (e.g., scooters)
   - Data not available
   - Yes
   - No
   - Do not know
   22.3.1 If yes, indicate data source ___
   22.3.2 If yes, indicate the year that the data refer to (year) ___
   22.3.3 If yes, what units does the data capture (tick all that apply)
      - Time spent
      - Distance travelled
      - Number of travelers

22.4. Powered 2/3 wheelers
   - Data not available
   - Yes
   - No
   - Do not know
   22.4.1 If yes, indicate data source ___
   22.4.2 If yes, indicate the year that the data refer to (year) ___
   22.4.3 If yes, what units does the data capture (tick all that apply)
      - Time spent
      - Distance travelled
      - Number of travelers

22.5. Powered 4-wheeled light vehicles (e.g., passenger cars or equivalent)
   - Data not available
   - Yes
   - No
   - Do not know
   22.5.1 If yes, indicate data source ___
   22.5.2 If yes, indicate the year that the data refer to (year) ___
   22.5.3 If yes, what units does the data capture (tick all that apply)
      - Time spent
      - Distance travelled
22.6. Publicly operated road transport (e.g., minibuses, buses)
- Data not available
- Yes
- No
- Do not know
  22.6.1 If yes, indicate data source ___
  22.6.2 If yes, indicate the year that the data refer to (year) ___
  22.6.3 If yes, what units does the data capture (tick all that apply)
    - Time spent
    - Distance travelled
    - Number of travelers

22.7. Trains/Planes/Boats
- Data not available
- Yes
- No
- Do not know
  22.7.1 If yes, indicate data source ___
  22.7.2 If yes, indicate the year that the data refer to (year) ___
  22.7.3 If yes, what units does the data capture (tick all that apply)
    - Time spent
    - Distance travelled
    - Number of travelers

23. In relation to the COVID-19 pandemic, have you been able to document a reduction in motorized traffic in your country?
- Data not available
- Yes
- No
  23.1 If yes, please provide details in the change: _____
  23.2 If yes, please upload supporting documents
24. What is the total length of public road network in your country, in kilometers? Please provide the most recent data and attach relevant source documents (Note: 1 mile = 1.6 kilometers)

24.0 If no data are available skip to question 26

24.1 Total length of paved expressways (in kms of itinerary no matter the number of lanes) (kilometers)

24.1.1 Source of data

24.1.2 Year that the data refer to (year)

24.1.3 Data not available for this type of Road

□ Data not available for any year

□ Data available

24.2 Total length of paved roads that are not expressways (in kilometers) (kilometers)

24.2.1 Source of data

24.2.2 Year that the data refer to

24.2.3 Data not available for this type of Road

□ Data not available for any year

□ Data available

24.3 Total length of unpaved roads (in kilometers) (kilometers)

24.3.1 Source of data

24.3.2 Year that the data refer to

24.3.3 Data not available for this type of Road

□ Data not available for any year

□ Data available

24.4 Total length of paved streets (in kilometers) (kilometers)

24.4.1 Source of data

24.4.2 Year that the data refer to

24.4.3 Data not available for this type of Road

□ Data not available for any year

□ Data available

24.5 Total length of unpaved streets (in kilometers) (kilometers)

24.5.1 Source of data

24.5.2 Year that the data refer to

24.5.3 Data not available for this type of Road

□ Data not available for any year

□ Data available

---

37 Road means an infrastructure with at least 4.5 meters of width (with or without shoulder, paved or unpaved) where motorized vehicles can circulate. Paved and unpaved public roads, that is.

38 Expressways, roads with 2 or more lanes in each direction and no crossings at the same level.

39 Kilometers of itinerary, example 100 km of itinerary of a expressways with 2 lanes in each direction would correspond to 400 kilometers of lanes (2x2x100=400).

40 Roads with 4.5 meters or more of width (fitting at most one lane in each direction) where motorized vehicles can circulate.

41 Unpaved roads includes ice roads and surface stabilized roads, among others.

42 I.e., In urban environments.
24.6 Total length of cyclist’ dedicated lanes (in kilometers) (kilometers)

24.6.1 Source of data _____

24.6.2 Year that the data refer to _____

24.6.3 Data not available for this type of Road

☐ Data not available for any year

☐ Data available

24.7 Data collected using different network categories (Please upload supporting documents)

25. Please provide figures for road density in your country for the last ten years where available (kilometers/ kilometers²):

<table>
<thead>
<tr>
<th>Year</th>
<th>Road density (kilometers/Kilometers²)</th>
<th>Source of data if different than stated in 24.1 or 24.2</th>
</tr>
</thead>
<tbody>
<tr>
<td>2021</td>
<td></td>
<td></td>
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<tr>
<td>2020</td>
<td></td>
<td></td>
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<tr>
<td>2019</td>
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<td>2018</td>
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<tr>
<td>2012</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2011</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

25.1. Source of country’s extension (i.e., the reference) _____

26. Do designs (plans) for new road infrastructure projects mandate a formal road safety audit and/or star/safety rating assessment prior to construction that considers the safety of all road users? (Please choose one)

☐ Yes, through the whole country

☐ Yes, but for some parts of the road network only

☐ Yes, but for some streets only

☐ No

☐ Do not know

27. Does your country have technical design standards that are required to be met in the development of new roads that account for the safety of all road users?

☐ Yes

☐ No

---

43 i.e. Please use your answers to 24.1 (expressways) and 24.2 (roads) above, that is use the length of paved roads for numerator -- that is (expressways + other paved roads)/surface.

44 i: Please indicate the source of your information, where did you get the information on the surface (extension) of your country?

45 i: Road safety audit: This refers to an independent, detailed, systematic and technical safety review of the design characteristics of a road infrastructure project and covering all stages from planning, preliminary design, detailed design through to early operation.

46 i: Star / safety rating assessment: This refers to an objective measure of the safety performance of a proposed road design for all relevant road users that is usually associated with a design target (e.g., minimum 3 or 4-star for pedestrians, cyclists, motorcyclists and vehicle occupants).
25

27.1 If yes, do these standards align with relevant international conventions?  
□ Aligned with all UN Conventions  
□ Aligned with some other Conventions  
□ No  
□ Do not know

28. Is there a legislation for the existing road network to undergo the following checks on a periodic basis?  
28.1 Maintenance safety inspections  
□ Yes  
□ No  
□ Do not know

28.2 Formal road safety inspections/assessments considering all road users  
□ Yes  
□ No  
□ Do not know

28.3 If yes to 28.1 or 28.2, what proportion of the national road network undergoes safety rating assessments?  
□ Data not available (skip to question 29)  
□ < 20%  
□ 20-50%  
□ > 50%

28.4 If yes to 28.1 or 28.2, how many kilometers of road were audited in 2021? (kilometers) ____

28.5 If yes, what guidelines were used for the auditing? (Tick all that apply)  
□ Star rating/ safety rating assessments considering all road users  
□ Global Street Design guidelines  
□ Other  
□ Do not know

28.5.1 If other, please specify

---

47 i: UN Convention examples: 1968 on Road Signs and Signals, or the 1950 Declaration on the Construction of Main International Traffic Arteries (of 16 September). Examples of non-UN conventions: For example, the 1975 European Agreement on Main International Traffic Arteries (AGR) (of 15 of November), or the ESCAP’s Intergovernmental Agreement on the Asian Highway Network.

48 i: For example, the 1968 UN Convention on Road Signs and Signals, or the 1950 Declaration on the Construction of Main International Traffic Arteries (of 16 September).

49 i: For example, the 1975 European Agreement on Main International Traffic Arteries (AGR) (of 15 of November), or the ESCAP’s Intergovernmental Agreement on the Asian Highway Network.

50 i: Star / safety rating assessment: This refers to an objective measure of the safety performance of a proposed road design for all relevant road users that is usually associated with a design target (e.g. minimum 3 or 4-star for pedestrians, cyclists, motorcyclists and vehicle occupants).

51 i: Formal road safety inspections/assessments: refers to a formal, standardized inspection of the road network to provide an independent view of the safety performance of the road. Such an inspection/assessment involves experts visually and technically inspecting the existing road network for faults in a systematic manner. In some countries this may be known as a road safety audit of existing roads. It is noted that of these types of inspections are likely to be less frequently conducted than maintenance inspections.
29. On roads where pedestrians and cyclists are present, do design standards provide for: *(Tick all that apply)*

- Managing speed to safe system outcomes (e.g., 20 mph or 30 km/h)
- Safe crossings for pedestrians and cyclists
- Separation of pedestrians and cyclists from vehicular traffic
- Global Street Design Guidelines
- Do not know

30. Is there a Systematic Program in your country to target investment and upgrade higher risk locations for any road user type on existing roads? *(Tick all that apply)*

- Yes
- No
- Do not know

30.1 If yes, please specify those that are present: *(Tick all that apply)*

- Black spot/hot spot or black length program
- Safe system investment
- Safer roads investment plan
- Other
- Do not know

31. Does your country have technical design and operational standards that recognize the importance of land use and how land use considerations influence the expected mix of different road users within the transport system? *(Tick all that apply)*

- Yes
- No
- Do not know

---

52: Systematic programme: refers to a dedicated programme within the road agency that includes assessment and funding criteria, prioritization criteria and dedicated financial resources implement upgrades. Examples of systematic programmes may include the following:

- Black spot/hot spot or black length program: refers to road upgrade programmes where detailed crash based analysis identifies sections with higher than average crash numbers or crash rates and dedicated funds are available to upgrade the locations. The programme may identify individual sites or road lengths for treatment.
- Safe system investment: refers to proactive investment programmes that aim to deliver safe system outcomes aimed at eliminating death and serious injury. This may include proactively managing speeds within survivable limits and/or implementing road treatments that seek to completely eliminate specific fatal and serious injury crash types.
- Safer roads investment plan: refers to network wide road upgrade programmes that identifies, prioritises and targets the known road infrastructure improvements that will reduce the likelihood and/or severity of crashes. This may be completed as part of a Road Assessment Programme or similar national investment plan.

53: Systematic programme: refers to a dedicated programme within the road agency that includes assessment and funding criteria, prioritisation criteria and dedicated financial resources implement upgrades. More detail available.
**SECTION F. VEHICLES**

**F.1. MOTORIZED VEHICLES**

32. What is the total number of registered motorized vehicles in your country in 2021? (If data for 2021 are not available, please provide data for the most recent year available) (vehicles) ____

33. Please provide figures for the total number of registered motorized vehicles for the last ten years where available:

<table>
<thead>
<tr>
<th>Year</th>
<th>Total number of registered motorized vehicles</th>
<th>Source of data</th>
</tr>
</thead>
<tbody>
<tr>
<td>2021</td>
<td></td>
<td></td>
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<tr>
<td>2020</td>
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<tr>
<td>2010</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

34. Please include the breakdown of this total number by vehicle type:

34.0 click here if data not available for any year

☐ Data not available for any year

☐ Data available

34.1 Number of 4-wheeled light vehicles designed to carrying up to nine people (vehicles) ____

34.1.1 Source of data ____

34.1.2 Latest available year that the data refer to (year) __________

34.2 Number of registered motorized 2-3 wheelers for the last years:

<table>
<thead>
<tr>
<th>Year</th>
<th>Total number of registered 2-3 wheeled motorized vehicles</th>
<th>Source of data if different from answer to question 33</th>
</tr>
</thead>
<tbody>
<tr>
<td>2021</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2020</td>
<td></td>
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<tr>
<td>2017</td>
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</tbody>
</table>

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54 i: We refer to total as in all vehicles in the registry on that year, regardless of the year they were registered in.

55 i: We refer to total as in all vehicles in the registry on that year, regardless of the year they were registered in.

56 i: We refer to total as in all vehicles in the registry on that year, regardless of the year they were registered in.

57 i.e., Includes or cars and light vehicles (includes vans, sport utility vehicles, pick-up trucks) with 4 or more wheels carrying up to 9 people or a mix of people and goods not weighing more than 3500kg.

58 i: Q33 asks 2021-2012 for all motorized vehicles, and in Q34.2 we ask the same range of years but more specifically for powered two wheelers, for all other vehicles in particular, we only ask for 2021 (or 2020 if 2021 is not available).
34.2.1 Data not available
  □ Data not available for any year
  □ Data available

34.3 Number of buses designed to carry ten or more people (vehicle)________
  34.3.1 Source of data __________
  34.3.2 Latest available year (that the data refer to) (year) __________

34.4 Number of heavy trucks (more than 3500 kg) (vehicle) __________
  34.4.1 Source of data __________
  34.4.2 Latest available year (that the data refer to) (year) __________

34.5 Other vehicles not accounted for in questions 33.1 to 33.4 (vehicle)_____
  34.5.1 Source of data __________
  34.5.2 Latest available year (that the data refer to) (year) __________

34.6 Data collected but using different vehicle type categories (explain)___

34.7 Please upload supporting documents ___

35. Currently, is there national legislation mandating any of the following safety systems in new vehicles in your country?

35.1 In 4-wheeled light vehicles (Tick all that apply)
  □ Standard front and side impact protection to ensure occupants are protected in a front and side-impact crash
  □ Electronic Stability control to prevent skidding and loss of controls in cases of over- or understeering
  □ Advanced Emergency Braking to reduce collisions
  □ Pedestrian protection standards to reduce the severity of impact with a motor vehicle

35.1.1 If yes to any, please upload supporting documents

35.2 In 2-3 wheeled motorized vehicles(Tick all that apply)
  □ Anti-lock braking systems
  □ Daytime running lights

35.2.1 If yes to any, please upload supporting documents

36. Is there national legislation mandating periodic inspection of motorized vehicles in your country? (Please choose one)
  □ Yes
  □ No, periodic inspections are mandated in some provinces/cities only
  □ No, periodic inspections are not mandatory
  □ Do not know

36.1 If yes at national level (or at subnational level): (Tick all that apply)

---

59: For example, tuk tuks, tractors,...anything not in previous categories.
36.2 If Yes please select inspection methodology used:

- Visual inspection only by trained and supervised employee of inspection site
- Test equipment\(^{60}\) is mandatory for some checks (e.g., brake tester)
- Do not know

36.3 Please provide us with relevant documents supporting your answers.

37. Does your country impose any restrictions on the export or import of used vehicles?
- Yes
- No
- Do not know

37.1 If yes, what criteria is it used? \(\text{(Tick all that apply)}\)

- Vehicle’s safety inspection criterion
- Other

37.1.1 If Other, please explain.

37.2 If yes, how is this restriction regulated (e.g., law, regulation)? Please explain.

37.3 Please upload relevant source.

38. Regarding providing vehicle safety information to consumers, does your government or government-participated automotive sector businesses? \(\text{(Tick all that apply)}\)\(^{61}\)

- Participate in a testing program (e.g., NCAP)?
- Plan to participate or launch a testing program (e.g., NCAP)?
- Disseminate safety rating results in new cars to be sold in the country
- Inform consumers on whether their vehicle contain any of recommended minimum safety equipment?\(^{62}\)
- Do not know

39. In your country, does the government incorporate procurement practices for its vehicle fleet that include vehicle safety requirements? \(\text{(Please select one)}\)

- Yes, for all government agencies and state-owned businesses
- Yes, for some government agencies and state-owned businesses
- Yes, only the lead agency on road safety
- No
- Do not know

\(^{60}\) i.e., That is, equipment beyond a simple visual inspection.

\(^{61}\) i.e., In some countries, government owns or co-owns vehicle manufacturing plants. In other countries, governments officially participate in consumer test programs.

\(^{62}\) i.e., Through this questionnaires, minimum safety equipment means the OICA issued recommendations which include: 1) front and side impact protection, 2) electronic stability control, 3) advanced emergency braking, 4) pedestrian protection, 5) intelligent speed assistance, 6) eCall, 7) safety belts anchors for all seating position, 8) ISOFIX child restraint anchor points, and 9) motorcycle helmets, 10) anti-lock braking systems and 11) daytime running lights for motorcycles.
**SECTION G. INSURANCE**

40. Is there national legislation in your country mandating motor insurance for all vehicles circulating on roads? (A “mandate” means both that there is a law “on the books” e.g., in statute or regulations and that law has been operationalized for its enforcement)

- Yes
- No, but legislation is set at subnational (i.e., provincial/state/city) levels (Go to question 40.4)
- No (skip to question 41)
- Do not know

40.1 If yes, the ruling applies to (Tick all that apply)

- 4-wheeled light vehicles
- Motorized 2- and 3-wheelers
- Buses (vehicles designed to carry 10 or more people)
- Heavy trucks (weighting 3500 kg or more)
- Bicycles (includes pedal and electric)
- Micro mobility (personal mobility devices, including e-scooters)
- Other

40.2 Please upload supporting legislation/regulation

40.3 If yes, what coverage is included in the mandatory motor insurance? (mark Y-yes, or N-no all that apply)

<table>
<thead>
<tr>
<th>Coverage</th>
<th>Third Party liability</th>
<th>Occupants of insured vehicle</th>
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</thead>
<tbody>
<tr>
<td>Material damages for the insured vehicles</td>
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<td>□</td>
</tr>
<tr>
<td>Personal injuries</td>
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<td>□</td>
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<td>□</td>
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<tr>
<td>Disability</td>
<td>□</td>
<td>□</td>
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<tr>
<td>Legal advice support</td>
<td>□</td>
<td>□</td>
</tr>
<tr>
<td>Other</td>
<td>□</td>
<td>□</td>
</tr>
<tr>
<td>Do not know</td>
<td>□</td>
<td>□</td>
</tr>
</tbody>
</table>

40.3.1 If other, please specify

40.4 If the legislation on insurance is set at provincial/state level, is this legislation the same in all states/provinces in the country?

- Yes
- No
- Do not know

41. What percentage of the vehicle fleet is insured?

41.1. Data not available (skip to question 42)
☐ Data not available for any year
☐ Data available
41.2 Total number of insured vehicles the proportions below are based on (vehicles): ___
41.3 Percent distribution insured by vehicle type
☐ 4-wheeled light vehicles __%
☐ Motorized 2- and 3-wheelers ___%
☐ Buses ___%
☐ Heavy trucks ___%
☐ Cycles (includes pedal and electric)___%
☐ Micro mobility (personal mobility devices, including e-scooters) ___%
41.4 Year of data (latest available year) (year) ___
41.5 Source of data ___
41.6 Please upload supporting documents

42. Does the government regulate maximum or minimum insurance premiums?
☐ Yes
☐ No
☐ Do not know

43. Does the country have a fund to cover victims of uninsured or unidentified vehicles?
☐ Yes
☐ No
☐ Do not know
43.1 If yes, how is it funded? (Tick all that apply)
☐ General government budget
☐ Insurance premiums
☐ Fuel Tax
☐ Traffic fines
☐ Other
43.1.1 If Other, please specify ___
SECTION H.  SPEED CONTROL

44. In your country, is there national legislation (i.e., law, statute, regulation, etc.) that sets upper speed limits for private passenger cars and motorcycles?
   □ Yes
   □ No

44.1 If yes, has there been any changes to this national legislation since your country’s last report to WHO’s GSRRS?64
   □ Yes
   □ No

44.1.1 If yes, when did the changes occur? (Year): _____
44.1.2 If yes, did the changes include setting maximum speed limits of 30 km/h in urban areas?
   □ Yes
   □ No

44.1.3 If yes, please upload supporting documents.

44.2 If no, are speed limits set at subnational (i.e., provincial/state/city) levels?65
   □ Yes
   □ No

44.2.1 If yes to 44.2, have there been any changes since your country last reported to GSRRS?
   □ Yes
   □ No

44.2.1.1 If yes, when did the changes occur? (Year): _____
44.2.2 If yes, does legislation in all states/provinces in the country set the same speed limits?
   □ Yes
   □ No
   □ Do not know

44.2.3 If yes, did changes include setting a maximum speed limit of 30 km/h in urban areas?
   □ Yes
   □ No

44.2.4 Please upload supporting documents.

45. If national or subnational maximum speed limit legislation exists, which enforcement mechanisms has your country implemented?66 (Tick all that apply)
   □ Police officers carrying speedometers
   □ Automatic detections systems (i.e., cameras)
   □ Speed limiters, at least in certain vehicles (e.g., trucks, buses)
   □ Infrastructure modifications (e.g., speed, roundabouts, cobble streets)

---

64 i: If no, skip to question 45.
65 i: If no, skip to question 46.
66 i: Geofencing: a means to prevent excess speed by creating a "fence" in a particular geographical area. A signal sent from a device prevents vehicles to speed above a set threshold. Vehicles need to be equipped with a sensor that reacts to the external "control" device that controls the area.
□ Geofencing
□ New vehicles are required to have Intelligent Speed Assistance Systems to help drivers keep speed limits
□ Other

46. What is the best estimate for the proportion of vehicles travelling over the posted speed limits in the country? (If no official figures are available, please include any research or academic studies that may have been published on this issue. Please provide the date and source of this estimate and attach the relevant hard copies of this information)

□ Data not available as indicated in question 15.4 (skip to question 47)
□ Don’t know as indicated in question 15.4 (skip to question 47)

46.1 Percentage of vehicles exceeding speed limits: _____%

46.1.1 Source of data:_____
46.1.2 Year (that the data refer to) (year):_____
46.1.3 Is this a national or subnational estimate?
□ National
□ Subnational

46.1.4 Source type  (Please choose on)
□ Police crash reports
□ Population representative study
□ Research study
□ Other
46.1.4.1 If Other, please specify ___________

46.1.5 Please upload supporting documents

47. What is the best estimate for the proportion of annual road traffic deaths in your country that is attributable to excess speed (i.e., those over the country-defined limit)?

□ Data not available for any year
□ Data available

47.1 Estimated percentage of road traffic deaths attributable to speeding _________%
47.2 Year that the data apply to (year)_______
47.3 Data source
47.4 Please upload source document __________
SECTION I. IMPAIRED DRIVING

I.1 DRINK-DRIVING

48. Is there a national law in your country prohibiting consumption of alcohol among adults? (Note that this is for the general population, not just drivers)
□ Yes
□ No
□ Do not know

49. In your country, is there national legislation (i.e., law, statute, regulation, etc.) regarding drink driving?
□ Yes
□ No

49.1 If yes, has there been any changes to this national legislation since your country’s last report to WHO’s GSRRS?67
□ Yes
□ No

49.1.1 If yes, when did the changes occur? (Year)___

49.1.2 Please upload supporting documents

49.2 If no, do you have drink-driving limits set at provincial/state level?68
□ Yes
□ No

49.2.1 If yes - has there been any change since your last report to GSRSS?69
□ Yes
□ No

49.2.1.1 If yes, when did the changes occur? (year)____

49.2.1.2 Please upload supporting documents___

49.2.2 If yes, does legislation in all states/provinces in the country set the same limits?
□ Yes
□ No
□ Do not know

50. What mechanisms are used to enforce drink-driving laws?70 (Tick all that apply)

67: If no, skip to question 50.
68: If no, skip to question 51.
69: If no, skip to question 51.
70: Use of breath testing at specific locations or times: This refers to police alcohol screening sobriety checkpoints/road blocks that are used in some countries at particular times of the year (e.g. holiday periods) or particular places (such as outside drinking establishments) to test drivers for alcohol consumption and process those offenders detected driving over the legal BAC limit. All year-round random breath testing: This means that any driver can be stopped by the police at any time and tested for their alcohol consumption. Police are NOT required to have another reason to screen a driver for alcohol consumption. Penalty/demerit points: see above. Assessment and rehabilitation: these are programmes that require those convicted with high BAC levels to attend one or more assessments to determine the nature of their alcohol problem, and then follow a rehabilitation programme. Community or public service: these are programmes that require those convicted of a drink-driving offence to fulfill a certain number of hours of community service (e.g. helping clean up road sides, removing graffiti from public buildings, etc.) Alcohol ignition interlocks: these are automatic control systems that are designed to prevent drivers who are persistently over the legal alcohol limit from starting their cars if their BAC levels are over the legal driving limit. They can be fitted into cars, and require that drivers blow into the device before the car will start.
35

☐ Use of breath testing at specific locations or times (e.g., holiday periods, outside pubs or bars) – this includes “sobriety checkpoints”
☐ All year-round random (population) breath testing
☐ Penalty/Demerit Points
☐ Assessment and rehabilitation
☐ Community or public services
☐ Alcohol ignition interlock for some drivers
☐ Other mechanisms
50.1 If Other, please explain ________________________________

51. Are fatally injured drivers involved in a road traffic crash tested for their blood alcohol content (i.e., at the mortuary)? (Please choose one)
☐ Yes, all drivers are tested
☐ Some (not all) drivers are tested
☐ No
☐ Do not know

52. Are non-fatally injured drivers who are involved in a fatal road traffic crash tested for blood alcohol content? (Please choose one)
☐ Yes, all drivers are tested
☐ Some (not all) drivers are tested
☐ No
☐ Do not know

53. What is the best estimate for the proportion of annual road traffic deaths in your country that is attributable to alcohol impairment (i.e., those over the country-defined limit)?
☐ Data not available for any year
☐ Data available
53.1 Estimated percentage of road traffic deaths attributable to alcohol (percentage)

54. In your country, is there national legislation (i.e., law, statute, regulation, etc.) that restricts the use of drugs (whether medicines or illegal drugs) while driving?
☐ Yes
☐ No
54.1 If yes, has there been any changes to this national legislation since your country’s last report to WHO’s GSRRS? 71
☐ Yes
☐ No
54.1.1 If yes, when did the changes occur (Year)___
54.1.2 Please upload supporting documents

71 i: If no, skip to question 55.
54.2 If no, do you have drug driving limits set at provincial/state level?\(^{72}\)
- Yes
- No

54.2.1 If yes - has there been any change since your last report to GSRRS?
- Yes
- No

54.2.1.1 If yes, when did the changes occur? (year)____
54.2.1.2 Please upload supporting documents____

54.2.2 If yes, does legislation in all states/provinces in the country set the same limits?
- Yes
- No
- Do not know

55. Are drivers involved in a crash tested for drug consumption? (Please choose one)
- Yes, all drivers involved in fatal and non-fatal crashes are tested
- Yes, but only drivers involved in fatal crashes are tested
- Some (not all) drivers are tested whether in fatal or non-fatal crashes
- No (skip to section I.3)
- Do not know (skip to section I.3)

56.1 What mechanisms are used to enforce drug-driving legislation? (Tick all that apply)
- Use of saliva testing at specific locations or times (e.g., holiday periods, outside pubs or bars)
- Use of blood samples
- Other mechanisms

56.1.1 If Other, please specify:____

56.2 What drugs are they tested for? (Tick all that apply)
- Cannabis
- Cocaine
- Opiates (such as heroin, morphine)
- Amphetamines (such as speed, LSD)
- Methamphetamines (such as MDMA – ecstasy)
- Other

56.2.1 If Other, please specify:____

1.3. DISTRACTED DRIVING

57. In your country, is there national legislation (i.e., law, statue, regulation, etc.) that restricts distracted driving?
- Yes
- No

57.1 If yes, has there been any changes to this national legislation since your country’s last report to WHO’s GSRRS?\(^{73}\)
- Yes
- No

57.1.1 If yes, when did the changes occur (Year)____

\(^{72}\) i: If no, skip to question 55.
\(^{73}\) i: If no, skip to section I.
57.1.2 Please upload supporting documents
57.1.3 If yes, what behaviors constitute now distracted driving?
  □ Talking/texting on the phone
  □ Talking to a hands-free phone
  □ Eating and/or drinking
  □ Beauty routines (e.g., shaving, putting make up)
  □ Others
  57.1.3.1 If Other, please explain____

57.1.4 If no, do you have distracted driving limits set at provincial/state level?74
  □ Yes
  □ No
57.1.4.1 If yes - has there been any change since your last report to GSRRS?
  □ Yes
  □ No
  57.1.4.1.1 If yes, when did the changes occur? (year)____
57.1.4.1.2 If yes, does legislation in all states/provinces in the country set the same limits?
  □ Yes
  □ No
  □ Do not know

74 i: If no, skip to section J.
SECTION J. USE OF PROTECTIVE DEVICES

J.1 MOTORCYCLE HELMET USE

58. In your country, is there national legislation regarding helmet standards? (Select one)
  □ Yes, this legislation requires certification according to international harmonized standards
  □ Yes, although this legislation does not meet international harmonized standards
  □ No
  □ Do not know
58.1 If yes, please provide documentation to support____

59. In your country, is there national legislation (i.e., law, statute, regulation, etc.) mandating helmet use?
  □ Yes
  □ No
59.1 If yes, has there been any changes to this national legislation since your country’s last report to WHO’s GSRRS?75
  □ Yes
  □ No
59.1.1 If yes, when did the changes occur (Year)____
59.1.2 If yes, please upload supporting documents

59.2 If no to question 59, do you have helmet use legislated at provincial/state level?76
  □ Yes
  □ No
59.2.1 If yes - has there been any change since your last report to GSRRS?
  □ Yes
  □ No
59.2.2 If yes, when did the changes occur? (Year)____
59.2.3 If yes, does legislation in all states/provinces in the country set the same mandate?
  □ Yes
  □ No
  □ Do not know
59.2.4 Please upload supporting documents

60. What is the best ESTIMATE of the percentage of helmet wearing among users of motorized two-wheelers in your country? (If no official figures are available, please include any research or academic studies that may have been published on this issue. Please provide in following questions the date and source of this estimate and attach the relevant hard copies of this information)

60.1 Percentage for DRIVERS77: _______%
60.1.1 Source of data ________________
60.1.2 Year (that the data refer to) ________________
60.1.3 Is this a national or subnational estimate?
  □ National

75 i: If no, skip to question 60.
76 i: If no, skip to question 60.
77 i: If data are not available, skip to question 60.2.
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<td>□ Police reports</td>
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<td></td>
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<tr>
<td>□ Population representative survey</td>
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<td>□ Other</td>
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</table>

60.2 Percentage for PASSENGERS\(^{78}\): _______%

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<th>_____________</th>
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<td>_____________</td>
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<th>60.2.4 Source type</th>
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<tr>
<td>□ Research survey</td>
<td></td>
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<tr>
<td>□ Population representative survey</td>
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<tr>
<td>□ Other</td>
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</tbody>
</table>

**J.2. SEAT BELT USE**

61. In your country, is there national legislation regarding seat belts being available in? *(Please choose one)*

- □ Only driver’s seat
- □ Only front seats
- □ All seats in vehicle
- □ No such requirement exists

62. In your country, is there national legislation regarding seat belt standards?

- □ Yes
- □ No
- □ Don’t know

62.1 If yes, please provide documentation to support____

63. In your country, is there national legislation (i.e., law, statue, regulation, etc.) regarding seat belt use?

- □ Yes
- □ No

63.1 In your country, is there national legislation (i.e., law, statue, regulation, etc.) regarding seat belt use? If yes, has there been any changes to this national legislation since your country’s last report to WHO’s GSRRS?\(^{79}\)

- □ Yes
- □ No

63.1.1 If yes, when did the changes occur (Year)___

---

\(^{78}\): If no data are available, skip to section J2.

\(^{79}\): If no, skip to 64.
63.1.2 Please upload supporting documents

63.2 If no, do you have seat belt use legislated at provincial/state level?^{80}

☐ Yes
☐ No

63.2.1 If yes - has there been any change since your last report to GSRRS?

☐ Yes
☐ No

63.2.1.1 If yes, when did the changes occur? (year)____

63.2.1.2 Please upload supporting documents____

63.2.2 If yes, is legislation in all states/provinces the same?

☐ Yes
☐ No
☐ Do not know

64. What is the best ESTIMATE of seatbelt wearing rates in your country? (If no official figures are provided, please include any research or academic studies that may have been published on this issue. Please provide in questions below the date and source of this estimate and attach the relevant hard copies of this information)

64.1 Percentage for DRIVER only:_______% 

64.1.1 Data not available (skip to question 64.2)

☐ Data not available for any year
☐ Data available

64.1.2 Source of data____

64.1.3 Year (that the data refer to)_______

64.1.4 Is this a national or subnational estimate?

☐ National
☐ Subnational

64.1.5 Source type

☐ Observational study
☐ Police report
☐ Research survey
☐ Population representative survey
☐ Other

64.1.5.1 If Other, please specify____

64.2 Percentage for FRONT seat occupants^{81}:_______% 

64.2.1 Data not available (skip to question 64.3)

☐ Data not available for any year
☐ Data available

64.2.2 Source of data____

64.2.3 Year (that the data refer to)_______

64.2.4 Is this a national or subnational estimate?

☐ National
☐ Subnational

^{80}: If no, skip to 64.

^{81}: If data not available, skip to question 64.3.
64.2.5 Source type
- □ Observational study
- □ Police report
- □ Research survey
- □ Population representative survey
- □ Other

64.2.5.1 If Other, please specify ______

64.3 Percentage for REAR seat occupants*: ______%
64.3.1 Data not available (skip to section J.3)
- □ Data not available for any year
- □ Data available

64.3.2 Source of data ______

64.3.3 Year (that the data refer to) _____________

64.3.4 Is this a national or subnational estimate?
- □ National
- □ Subnational

64.3.5 Source type
- □ Observational study
- □ Police report
- □ Research survey
- □ Population representative survey
- □ Other

64.3.5.1 If Other, please specify ______

J.3. CHILD RESTRAINTS

65. In your country, is there national legislation regarding child seat standards and/or child seat anchoring systems into the vehicles? (Tick all that apply)
- □ Child seat standards only
- □ Child seat anchors standards (i.e., ISOFIX) are required
- □ None

65.1 If yes, please provide documentation to support____

66. In your country, is there national legislation (i.e., law, statue, regulation, etc.) regarding child restraint use?
- □ Yes
- □ No

66.1 If yes, has there been any changes to this national legislation since your country’s last report to WHO’s GSRRS?*
- □ Yes
- □ No

66.1.1 If yes, when did the changes occur (Year)___

66.1.2 Please upload supporting documents

---

* If no data available, skip to section J3.

** If no, skip to question 67.
66.2 If no, do you have child restraint use legislated at provincial/state level?\textsuperscript{84}

- Yes
- No

66.2.1 If yes - has there been any change since your last report to GSRRS?

- Yes
- No

66.2.1.1 If yes, when did the changes occur? (year)____

66.2.1.2 If Yes, please upload supporting documents____

66.2.2 If yes, is legislation in all states/provinces the same?

- Yes
- No
- Do not know

67. In your country, are national data available on the percentage/ rates of child restraint use?\textsuperscript{85}

- Data not available (skip to Section K)
- Yes
- No
- Do not know

67.1 If yes, please provide details on the most recent data available showing the criteria used (child weight, height and age, seating position, type of restraint, etc. If no official figures are provided, please include any research or academic studies that may have been published on this issue. Please provide the date and source of this estimate and upload the relevant hard copies of this information)(percentage)____

67.1.1 Please upload supporting documents____

\textsuperscript{84} i: If the answer is no, skip to question 67.

\textsuperscript{85} i: If data not available, skip to section K.
SECTION K. POST-CRASH RESPONSE

K.0 POST CRASH CARE

68. Select the option that most closely describes the laws in your country that govern the availability of emergency care services *(please select one)*:

- □ Please upload supporting documents No laws exist to ensure access to emergency care services
- □ Some laws exist for providing access to emergency care services, but patients must pay out-of-pocket prior to receiving care
- □ Some laws exist for providing access to emergency care services, and the cost of this care is scaled based on ability to pay. Some groups may still be required to pay out-of-pocket prior to receiving care.
- □ Law exists guaranteeing access to emergency care services and ensuring that no payment is required prior to receiving care.
- □ Laws exist for provision of universal access to emergency care that includes a mandate for financial risk protection or a requirement that emergency care is free of cost.
- □ Do not know

68.1 Please attach source document, if pertinent

69. Estimate the proportion of the population that have access to effective coverage by a formal pre-hospital ambulance system (includes care at the scene and during transport) Do not know⁸⁶:

- □ Data not available
- □ Less than 25%
- □ 25-50%
- □ 51-75%
- □ 76-95%
- □ 96% or higher
- □ Do not know

70. Select the option that best describes the distribution of, and access to, facilities delivering emergency care in your country⁸⁷ *(please select one attach source document)*:

- □ There is extremely limited emergency care access across the country, in both urban and rural settings
- □ There is some emergency care in urban settings, though not adequate⁸⁸ to population needs; there is no or minimal emergency care availability in rural settings
- □ There is adequate emergency care in most urban settings, and moderate emergency care availability in rural settings. The number and level of emergency care facilities is inadequate or not well distributed for population needs overall
- □ The number and level of emergency care facilities is adequate for population needs overall, but the distribution and coordination between facilities or of access to facilities still leaves gaps in access

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⁸⁶: This is an estimate based on respondent’s own knowledge (i.e a guestimate), not a predefined indicator. Note that effective coverage refers to reliable access to timely on-scene emergency care followed by transport with a provider when needed. Access to pre-hospital services implies geographic availability, but also includes functional availability (e.g. no financial barriers to access). Where a system is unaffordable for a group of people, they should be counted as having no access.

⁸⁷: Access implies geographic availability, but also includes functional availability (e.g. no financial barriers). Where a system is unaffordable for a group of people, they should be counted as having no access.

⁸⁸: Adequate means that the distribution and resource level of facilities is such that acutely ill or injured persons can access timely care for acute conditions.
□ There is adequate emergency care across the country. The number, level, distribution, and accessibility of emergency care facilities meets population needs in both urban and rural settings
□ Do not know

70. 1 Please attach source document, if pertinent

71. Has there ever been a standardized assessment of the prehospital and facility-based emergency care systems conducted at the national level in your country? *(Note, this does not refer to a disaster response assessment, but to assessment of the everyday pre-hospital and facility-based emergency care system)*
□ Yes
□ No
□ Do not know

71.1 If yes, what tool was used? *(Tick all that apply)*
□ WHO Emergency Care System Assessment (ECSA)
□ Other
71.1.1 If Other, please specify
71.1.2 Please provide a supporting document of this assessment: ____

71.2 If Yes, when was this assessment conducted? (year)________________

71.3 Did this process result in the development of a priority action plan for emergency care?
□ Yes
□ No
□ Do not know

72. Do you have a formal, government-ratified certification pathway for prehospital providers? *(This means a pathway for medics, technicians, nurses, or others to be certified as pre-hospital providers.)*
□ Yes
□ No
□ Do not know

72.1 If yes, how many formally certified pre-hospital providers are there in your country? (individuals)____
72.1.1 Check here if you don’t know
□ Do not know

73. Do the following exist as fully certified specialist or subspecialist programs that doctors can train for in-country? *(This refers to a post-graduate specialist residency or Masters of Medicine programme (usually 3-4 years in duration) or a dedicated sub-specialist certification (usually 1-3 years in duration) for doctors, which is recognized by the medical council or the equivalent licensing body of the state or country.)*

73.1 Emergency medicine
□ Yes
□ No

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89: A formal certification pathway means that a government agency, such as a health or education ministry, or a body they have authorised, such as a university senate or licensing body, has established explicit standards and requirements for authorising pre-hospital providers. This refers to a distinct certification for pre-hospital providers—if there are only general credentials, such as a general nursing certification, that allows providers to work on ambulances but does not include specific pre-hospital care requirements, answer no.

90: This refers to a post-graduate specialist residency or Masters of Medicine programme (usually 3-4 years in duration) or a dedicated sub-specialist certification (usually 1-3 years in duration) for doctors, which is recognized by the medical council or the equivalent licensing body of the state or country.
73.2 Trauma surgery

☐ Yes
☐ No
☐ Do not know

74. Is there post-graduate specialization courses for nurses in emergency care or trauma care (e.g., a higher specialization or Masters in trauma or emergency nursing)?

☐ Yes
☐ No
☐ Do not know

75. Please describe the coverage of the national emergency access telephone number in your country, selecting one category only. (Please select one)

☐ There is one single emergency care services access number with total country coverage. All areas use this number, and no other numbers exist
☐ There is one emergency care services access number with total country coverage but additional numbers with partial coverage exist. Together, all areas of the country have coverage by some number
☐ There are multiple emergency care services access numbers that, taken together, provide total country coverage. No single number covers the whole country, but all areas are covered by some number
☐ There is one or more emergency care services access numbers with partial country coverage overall. Areas of the country remain uncovered
☐ There is no emergency care services access number
☐ Do not know
☐ Cannot answer for another reason

75.1 Please write the relevant phone numbers

75.2 If you “[could not answer] for another reason”, please explain

76. Has your country legislation mandating the availability of eCall or Accident Emergency Call Systems (AECS) to trigger an emergency response by a vehicle sensor in all new vehicles?

☐ Yes
☐ No
☐ Do not know

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91: This refers to a post graduate course (usually lasting at least 6 months) in trauma or emergency nursing which is recognized by the nursing council or equivalent licensing body in the state or country.

92: A universal access number is usually a short or easy-to-remember (generally three or four digit) telephone number that connects to all emergency services (e.g. 911 or 112). Some countries, like the US (911) or European countries (112) have a national number. In some countries, there may be multiple numbers for different service providers (e.g. State or private ambulance). In countries there are different numbers for separate States, provinces or large metropolitan cities. Please select the appropriate category for the coverage of national emergency telephone access in your country, selecting one option only. Please also specify the relevant telephone number/s.

93: eCall or Accident Emergency Call System (AECD) is a system used in vehicles which automatically makes a free emergency call to the corresponding unique emergency telephone number when a vehicle is involved in a serious road crash. The system can also be activated manually by pushing a button. AECD is the formal name of e-call under UN R 144.
77. Are there free to access public/government services for psychological assistance to road victims or their families?
   □ Yes
   □ No
   □ Do not know

77.1 If yes, what percentage of surviving people with road traffic injuries receive this type of care?
   □ Data not available (skip to question #. #)
   □ 0-24%
   □ 25-49%
   □ 50-74%
   □ 75-100%
   □ Do not know

78. Is there legislation to guarantee rehabilitative medical care to all injured persons, regardless of their ability to pay? (This means that rehabilitation medical care is considered an essential or basic health service)
   □ Yes, with no exceptions
   □ Yes, with some exceptions
   □ No
   □ Do not know
78.1 If Yes with some exceptions, please explain
78.2 If Yes, with or without exceptions, please attach source document
78.3 If Yes, with or without exceptions, what percentage of surviving road traffic injured receive these services?
   □ Data not available
   □ 0-24%
   □ 25-49%
   □ 50-74%
   □ 75-100%
   □ Do not know
SECTION L. GOVERNANCE AND FINANCE

79. Have there been any changes regarding the existence, name or location of the agency coordinating road safety activities (i.e., a lead agency) in your country?\(^{94}\)

- Yes
- No, there have been no changes since last report
- No, we do not have a lead agency (please skip to question 82)
- Do not know (please skip to question 82)

79.1 If yes, please explain whether it has undergone a name change

- Yes
- No
- Do not know

79.1.1. If Yes, Please write its new name ____

79.2 If yes, please explain whether it has changed placement, and is now (please choose one):

- situated within one government ministry/department
- a stand-alone entity
- other

79.2.1 If Other, please specify

79.3 If yes, please explain whether it has changed its functions

- Yes
- No
- Do not know

79.4 If Yes, when did the changes occur? (year)_____

79.5 If Yes, what motivated the change? (Please choose one)

- New administration
- Legal reform
- Other

80. Which of the following functions is the lead agency currently responsible for? (Tick all that apply)

- Coordination
- Policy, planning and monitoring
- Public outreach and capacity building
- Data and knowledge management system
- Strategy planning
- Legislation
- Periodic surveillance on the population’s concern on road safety as a significant social problem
- Periodic surveillance on population transport use (how much walking, cycling, public transport, individual use)

\(^{94}\) This refers to the single agency or government body that takes the lead on road safety in your country at a national level. This body has the power to make decisions, manage resources and coordinate the efforts of all participating sectors of government, including those of health, transport, education and the police across the country. The agency might take the form of a designated stand-alone bureau, or a committee or cabinet representing several different government agencies. If there are two lead agencies, please select the one agency whose authority is designated in legislation and then answer the questions below with regard to this agency.
☐ Funding and other resources
☐ Technical knowhow
☐ Others

80.1 if yes to Coordination, which of the following functions is the lead agency currently responsible for? *(Tick all that apply)*

☐ Coordination of intergovernmental working processes at the central government level (includes Secretariat Function for a Inter Ministerial Road Safety Council)*

☐ Coordination of intergovernmental working processes at the central government level (without Secretariat Function for a Inter Ministerial Road Safety Council)

☐ Coordination of road safety decision-making across central government

☐ Coordination of traffic management

☐ Coordination of preparation and execution of road safety strategy

☐ Coordination of legislation development

☐ Coordination of other activities

80.1.1 If Other, please specify___________________

80.2 if Yes to Policy, planning and monitoring, which of the following functions is the lead agency currently responsible for? *(Tick all that apply)*

☐ Policy, planning and monitoring on road safety

☐ Policy, planning and monitoring on traffic management

☐ Policy, planning and monitoring others

80.2.1 If others, please specify___________________

80.3 if Yes to Public outreach and capacity building, which of the following functions is the lead agency currently responsible for? *(Tick all that apply)*

☐ Public outreach and capacity building on road safety

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*95 i: This management function refers to the road safety lead agency organizing, overseeing and ensuring that different state and non-state agencies (including transport, health and police) involved in road safety policy are working in harmony.

96 i: This management function refers to the road safety lead agency organizing, overseeing and ensuring that working processes (e.g. allocation of funds by ministry of finance to other ministries and convening committees) for road safety among different governmental agencies at the central or national level are working in harmony.

97 i: This management function refers to the road safety lead agency organizing, overseeing and ensuring that decision-making on road safety policy and planning across central government agencies is effectively executed, followed up and harmonized. In addition, the lead agency can manage the alignment of policy, processes and interventions between central, regional and local levels of government.

98 i: This management function refers to the role of the road safety lead agency decision-making, execution of decisions and tracking progress in implementation of decisions and actions to improve road safety.

99 i: This management function refers to the role of the road safety lead agency in decision-making, execution of decisions and tracking progress in implementation of decisions and actions to improve movement of vehicles and people on the road.

100 i: This management function refers to the role of the road safety lead agency in decision-making, execution of decisions and tracking progress in implementation of decisions and actions to improve other activities like vehicle licensing and driver training.

101 i: This refers to the role of the road safety lead agency that provide information to the public on road safety and strengthen knowledge, skills and capability of individuals and organizations on road safety.
☐ Public outreach and capacity building on traffic management
☐ Public outreach and capacity building others

80.3.1 If others, please specify

80.4 If Yes to Data and knowledge management system, which of the following functions is the lead agency currently responsible for? (Tick all that apply)
☐ Data management system on road safety
☐ Data management system on traffic management
☐ Data management system others

80.4.1 If others, please specify

81. If yes to strategy planning in section B, are national/subnational strategies developed, implemented, and evaluated with other stakeholders?
☐ Yes
☐ Not yet, but we want to
☐ No
☐ Don't know

81.1 If Yes, who have been structurally and meaningfully involved in the process? (Please tick all that apply)
☐ Academia
☐ Private sector
☐ Youth groups
☐ Civil society

82. Is there a leading office, agency, or area within the Ministry of Health or other government Ministry responsible for emergency care (including trauma care)?
☐ Yes
☐ No, but there are offices/agencies/areas at the subnational level
☐ No
☐ Don't know

82.1 If Yes, please provide the following information: Name of the office, agency, or area responsible:

83. Is there dedicated funding allocated in the government budget for the following road safety activities/functions?

Prevention of crashes ☐ Yes ☐ No ☐ Do not Know

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106 i: This refers to activities or programmes of the road safety lead agency that provide information to the public and strengthen knowledge, skills and capability of individuals and organizations on the flow of traffic on the road.

107 i: This refers to activities or programmes of the road safety lead agency that provide information to the public and strengthen knowledge, skills and capability of individuals and organizations on other activities like vehicle licensing and driver training.

108 i: This refers to the role of the road safety lead agency in establishing or maintaining road safety data systems. This could involve integrating or drawing data from multiple databases from different sectors, and cover a variety of outcomes such as crashes, deaths and injuries, intermediate outcomes such as helmet-wearing rates or seat-belt wearing rates, or socio-economic costs of road traffic injuries.

109 i: This refers to the role of the road safety lead agency in establishing or maintaining traffic management data systems. This could involve integrating or drawing data from multiple databases from different sectors and cover a variety of aspects such as traffic volumes, origin and destination of trips and road capacity.

110 i: This refers to the role of the road safety lead agency in establishing or maintaining data management systems on other activities like vehicle licensing and driver training.

111 i: An emergency care lead office should hold a distinct and permanent position within the government. By definition, it should not be only a subunit of disaster response.
Prevention of injuries when crashes occur □ Yes □ No □ Do not Know
Health care and treatment of injuries sustained as the result of a crash □ Yes □ No □ Do not Know
Rehabilitation for survivors of crashes □ Yes □ No □ Do not Know
Palliative care for survivors of crashes □ Yes □ No □ Do not Know
Surveillance, monitoring, and evaluation of road safety strategies □ Yes □ No □ Do not Know
Capacity building for road safety □ Yes □ No □ Do not Know
Research relevant to road safety □ Yes □ No □ Do not Know

83.1 If at least one yes to the above questions: What percentage of regular funding for road safety comes from each of the following sources? (Percentages)

□ General government revenues
□ Health insurance
□ Motor vehicle insurance
□ International Donors
□ National Donors
□ Earmarked taxes on vehicles, carburant, road tolls, etc.
□ Other

83.1.1 If other, please specify ___

83.1.2 Cannot assess these percentages
□ Data available
□ Data not available

84. Is your country implementing any of the following fiscal interventions? (For taxes, please respond “Yes” only if excise taxes and/or special VAT/sales tax rates are applied)

Taxation on fuel/carburant □ Yes □ No □ Do not Know
Taxation on alcoholic beverages □ Yes □ No □ Do not Know
Taxation on road use (e.g., tolls) □ Yes □ No □ Do not Know
Taxation on vehicle purchase □ Yes □ No □ Do not Know
Economic sanctions for infractions □ Yes □ No □ Do not Know
Vehicle insurance □ Yes □ No □ Do not Know

84.1 If Others, please specify ___

84.2 If yes to at least one of the above (other than price subsidies) are any of these funds earmarked for road safety?
□ Yes
□ No
□ Do not Know

85. Regarding the strategies addressed in question 11 in Section B, are funds available to implement part or all of them?
□ Yes, fully funded
□ Partially funded
□ Not funded
□ Do not know

85.1 If fully or partially funded, can you enter the annual amount of funding available? (expressed in USA$) ____ (Currency) (USA$) ____
85.2 If fully or partially funded, does this include investment in public transport to increase its access and use?

- Yes
- No

85.2.1 If yes, please specify the systems in which investments are present

- Rapid transit systems e.g., urban metro rail or bus rapid transit
- Formal bus/ minibus system
- Other

85.2.1.1 If Other, please specify: ________________________________

86. Is funding allocated in the Government’s budget for the lead agency to conduct the functions listed in question 80?

- Yes
- No
- Do not know

86.1 If yes, enter the annual amount (in USA$) (USA$) ___
SECTION M.  CONSENSUS AND SUBMISSION

87. Once you and your National Data Contributors are done, please download a PDF of each section with the completed answers. Share the completed PDFs with them to seek their feedback and agreement on answers. You can do this in a virtual or in person meeting or via email, whatever suits you best. Please address any discrepancies in opinion and work to reach consensus. Amend answers as necessary and get all NDCs and yourself to agree on the answers to be submitted.

87.1 Please note here whether there was disagreement about any response(s) and consensus was not reached. Indicate the question number(s) and a short note on the reason for discrepancy. ___

87.2. The NDPF is to get the original or electronic signatures of him/herself and all NDCs into a document with the following text

“All signatories here express their conformity with the data from country X being submitted for the GSRRS 2023 on DATE. We have reached consensus in all answers, except those outlined on question 87.1”

Please upload the signed document here ____.

88. Comments from Regional Data Focal Point upon questionnaire review (Optional)\textsuperscript{112} _____

\textsuperscript{112} i: This space is to be used ONLY by RDFPs.