

# MEXICO



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

## INSTITUTIONAL FRAMEWORK

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

## SAFER ROADS AND MOBILITY

<b>Formal audits required for new road construction</b>	No
<b>Regular inspections of existing road infrastructure</b>	Yes
<b>Policies to promote walking or cycling</b>	Subnational
<b>Policies to encourage investment in public transport</b>	Yes
<b>Policies to separate road users to protect VRUs</b>	Subnational

## SAFER VEHICLES

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

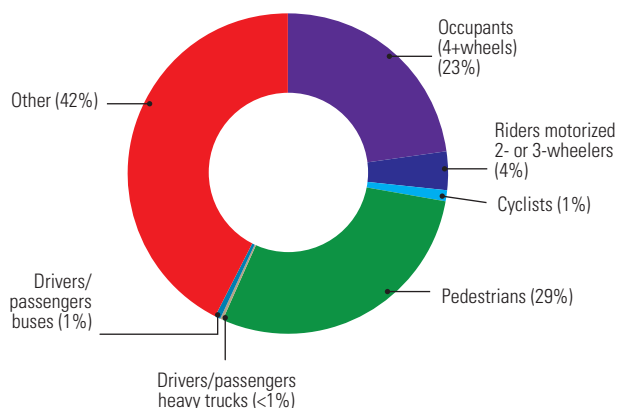
## DATA

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

<sup>a</sup> Vital registration data. Defined as death caused by a road traffic crash (unlimited time period following crash).

<sup>b</sup> 2011, Cost of motor vehicle accidents in Mexico, National Council of Injury Prevention.

## DEATHS BY ROAD USER CATEGORY



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

## SAFER ROAD USERS

<b>Penalty/demerit point system in place</b>	No
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	50 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.05–0.08 g/dl <sup>e</sup>
BAC limit – young or novice drivers	0.05–0.08 g/dl <sup>e</sup>
BAC limit – professional/commercial drivers	0.02 g/dl <sup>e</sup>
Random breath testing and/or police checkpoints	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	23% <sup>d</sup>
<b>National motorcycle helmet law</b>	Subnational
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	75% Drivers <sup>e</sup> 84% Passengers <sup>e</sup>
<b>National seat-belt law</b>	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	29% Front seats <sup>f</sup> 4% Rear seats <sup>f</sup>
<b>National child restraint law</b>	Subnational
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National law on mobile phones while driving</b>	Subnational
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

<sup>e</sup> BAC limits are set at the subnational level.

<sup>d</sup> 2009, Epidemiological Surveillance System for Addictions. Secretariat of Health/Forensic Medical Services.

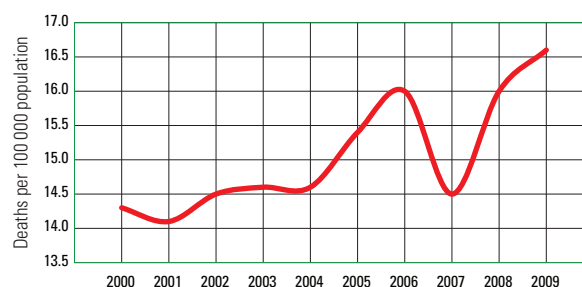
<sup>e</sup> 2011, Technical Secretariat of National Council of Injury Prevention.

<sup>f</sup> 2011, Basal Diagnostic of RE-10 (INSP-JHU). Information obtained from three cities: Guadalajara, Leon and Cuernavaca.

## POST-CRASH CARE

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

## TRENDS IN ROAD TRAFFIC DEATHS



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

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