

Explanatory notes

Background

The country profiles in this section present a selection of information about road safety as reported by each of the 178 participating countries/areas. Additional national data can be found in the Statistical Annex (Tables A.2 – A.7). The country survey tools may be downloaded from the following website: www.who.int/violence_injury_prevention/road_safety_status/2009

Methodological variations

One hundred and seventy-eight countries/areas participated in the survey for the *Global status report on road safety* (see Table 2 on page 10). While most countries/areas followed the standardized methodology (see pages 8–10 for more details), in eight of them (Australia, Germany, Kazakhstan, Puerto Rico, Saint Vincent and the Grenadines, Singapore, Ukraine and Uzbekistan) the questionnaire was completed by the National Data Coordinator (NDC) (see Table A.1 in Statistical Annex) and no consensus meeting was held. In addition, in all countries/areas of the WHO Eastern Mediterranean Region, the questionnaire was not self-administered but was completed through face-to-face interviews between the NDCs and individual respondents. Consensus meetings were, however, held in these countries/areas in accordance with the project methodology.

Data are reported for population, income group and gross national income per capita for the latest year available (see explanatory notes in the Statistical Annex for more details).

Terminology and interpretation

The following terms and issues should be considered when reviewing the individual country profiles:

- The questionnaire asked for information on a number of topics, with follow-up questions exploring each topic in further detail. For many topics respondents were asked to skip **follow-up questions** depending on their answer to the top-level question. Consequently, the country profiles do not report information from follow-up questions if these should have been skipped. However, if these questions were answered the responses are recorded in the Statistical Annex.
- **Road classifications** (in particular the definition of an urban road, a rural road and a highway) vary greatly from country to country. Respondents were asked to report on the speed limits of different kinds of road according to the definitions used in the country concerned.
- Respondents were asked, as individuals, to rate the **effectiveness of enforcement** of various elements of national road safety legislation on the basis of their professional opinion or perception. A scale of 0 to 10 was used, where 0 was “not effective” and 10 was “highly effective”. The group of respondents then tried to reach consensus on an enforcement score. These scores are therefore subjective and should be seen only as an indication of how enforcement is perceived in the country. Many respondents expressed difficulty in assessing law enforcement at a national level since it often varies from region to region within a country and the intensity of the enforcement may vary at different times.
- **Blood alcohol concentration (BAC) limits** refer to the maximum amount of alcohol that is legally acceptable in the blood of a driver on the road – i.e. the blood alcohol level above which a driver may be punished by law. For the purposes of this report, the BAC limit in countries where alcohol consumption is prohibited has been recorded as zero with an explanatory footnote.

- Where respondents provided explanatory information on **rates of helmet wearing and/or seat-belt use** – for instance, a description of the methodology or geographical coverage – this information is reported in footnotes.
- A **motorcycle helmet law** is assessed as “applies to all riders – yes” if the law requires drivers and passengers (both adults and children) to wear a helmet. Laws with exceptions on the grounds of religion, medical conditions or other reasons are indicated with the footnote “some exceptions”.
- Respondents were asked to report on **vehicle standards** required for car manufacturers or assemblers in the country. Therefore no information is included on vehicle standards for countries where manufacture or assembly do not take place. Some countries apply stringent standards to imported vehicles but data on such standards were not collected as part of this survey.
- Variables have been coded “Data not available (-)” if the information was not provided through the national data collection process.

Presentation of data

Country profiles contain **data** on road traffic fatalities and non-fatal injuries as **reported** by countries/areas.

- Data from different countries are not necessarily comparable, as different definitions and time frames have been used.
- Due to space constraints in footnotes, the data source has been summarized as Police, Transport or Health if the data are from the Ministry of Interior, Ministry of Transport or Ministry of Health, respectively.
- The proportion of deaths where the sex is unknown has not been reported in the profiles.

In the charts presenting data on **deaths by road user category**, proportions may not sum to 100% due to rounding. Some countries classify road traffic fatalities according to the vehicle or road user “at fault” rather than according to who died, or use categories different from those requested in the questionnaire. In these countries deaths among vulnerable road users are even more likely to be underreported.

The standard colour coding of the **pie charts** used to represent the road user categories requested in the questionnaire is shown below. Additional categories are represented by non-standard colours.

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|---|---------------|
| ● Drivers of 4-wheeled vehicles | ● Cyclists |
| ● Passengers of 4-wheeled vehicles | ● Pedestrians |
| ● Occupants (drivers/passengers) 4-wheeled vehicles | ● Other |
| ● Riders (drivers/passengers) of motorized 2- or 3-wheelers | ● Unspecified |

Trend graphs are shown either as road traffic death rates per 100 000 population (on a green background) or as an absolute number of road traffic deaths (on a blue background), depending on which figures were supplied by the country. Due to space constraints, an arbitrary cut-off point of 1970 was applied to the few countries that provided many decades of trend data.

Where the **primary source of information** for both the pie and trend graphs was not stipulated, the source has been reported as ‘Country questionnaire’.

Information about the number of vehicles in the country includes only **registered vehicles**, and proportions of various types of such vehicles. These proportions may not sum to 100% due to rounding. In some countries, respondents noted that a substantial proportion of the vehicle fleet may not be registered.