

TAJIKISTAN



Population: 8 207 834 • Income group: Low • Gross national income per capita: US\$ 990

INSTITUTIONAL FRAMEWORK	
Lead agency	State Automobile Inspectorate of the Ministry of Internal Affairs
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	No

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	Subnational
Policies to separate road users and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2013	411 548
Cars and 4-wheeled light vehicles	353 919
Motorized 2- and 3-wheelers	4 925
Heavy trucks	36 942
Buses	15 762
Other	0
Vehicle standards applied ^a	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

^a UNECE WP29.

POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	03
Permanently disabled due to road traffic crash	—

DATA	
Reported road traffic fatalities (2013)	472 ^b (74% M, 26% F)
WHO estimated road traffic fatalities	1 543 (95%CI 1 387–1 699)
WHO estimated rate per 100 000 population	18.8
Estimated GDP lost due to road traffic crashes	—

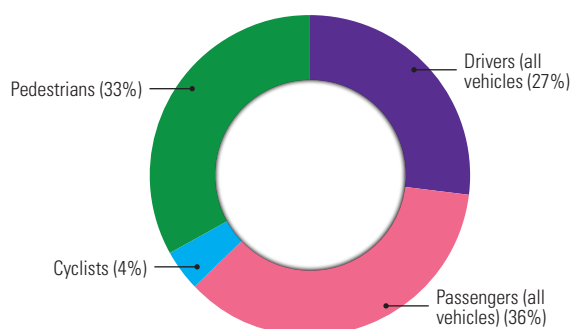
^b State Automobile Inspectorate of the Ministry of Internal Affairs, Analytical review of the events on the roads of the Republic of Tajikistan in 2013. Defined as died within 7 days of crash.

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	60 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	110 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
National drink–driving law	Yes ^c
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	3% ^d
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	No
Restrictions on children sitting in front seat	No
Child restraint law based on	—
Enforcement	—
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

^c Not based on BAC.

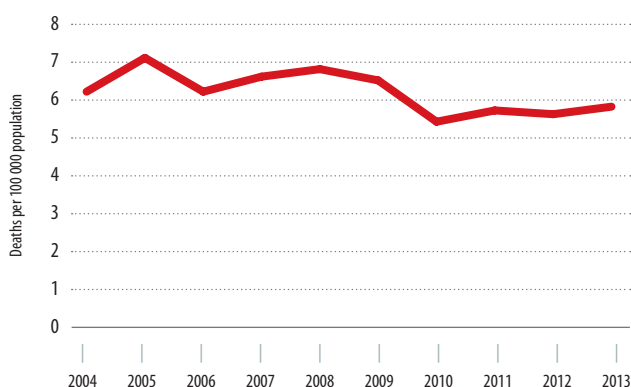
^d 2013, State Automobile Inspectorate of the Ministry of Internal Affairs, Analytical review of the events on the roads of the Republic of Tajikistan in 2013.

DEATHS BY ROAD USER CATEGORY



Source: 2013, State Automobile Inspectorate of the Ministry of Internal Affairs, Analytical review of the events on the roads of the Republic of Tajikistan in 2013.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: State Automobile Inspectorate of the Ministry of Internal Affairs, Analytical review of the events on the roads of the Republic of Tajikistan in 2013.