



Country profiles

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Explanatory notes

Background

The country profiles presented in this section of the report present a selection of information about road safety as reported by each of the 20 participating countries from the Eastern Mediterranean Region. Additional country level 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_traffic/road_safety_status/2009.

Methodological variations

One hundred and seventy eight countries/areas including 20 from the Eastern Mediterranean Region participated in the Global status report on road safety. In this Eastern Mediterranean status report on road safety, only profiles from the Region are presented.

While most of the 178 participating countries/areas followed the standardized methodology, in eight (Australia, Germany, Kazakhstan, Puerto Rico, Saint Vincent and the Grenadines, Singapore, Ukraine and Uzbekistan) the questionnaire was completed by the National Data Coordinator(s), and no consensus meeting was held. In addition, in all countries of the Eastern Mediterranean Region the questionnaire was not self-administered but was completed through face-to-face interviews between the National Data Coordinator and individual respondents. Consensus meetings, however, were held in these countries/areas according to the project methodology.

Data reported for population, income group and gross national income per capita are for the latest year available (see Statistical Annex explanatory notes 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, responses are shown in the statistical annex.
- Road classifications (in particular the definition of urban/rural roads or a highway) vary greatly from country to country, so respondents were asked to report on speed limits of roads according to the definitions they use.
- Respondents were asked, as individuals, to rate the effectiveness of enforcement of various national road safety legislation based on 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 thus subjective and should only be seen as an indication of how enforcement is perceived at a country level. Many respondents expressed difficulty in assessing enforcement at a national level, since it often varies from region to region within a country and the intensity of enforcement may vary during different time periods.
- Blood alcohol concentration (BAC) limits refer to the maximum amount of alcohol allowed in the blood that is legally acceptable for 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 helmet wearing and/or seat-belt wearing rates – for instance, a description of methodology or geographical coverage – this information is reported in the 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 or 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. No information is thus included on vehicle standards from countries where manufacture or assembly

do not take place. Some countries apply stringent standards relating to imported vehicles; however 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 timeframes have been used.
- Due to space constraints in footnotes, the data source has been summarized as Police, Transport or Health if the data is from the Ministry of Interior, Transport or Health, respectively.
- The proportion of deaths where 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 are shown below. Additional categories are represented by non-standard colours.

● Drivers of 4-wheeled vehicles	● Cyclists
● Passengers of 4-wheeled vehicles	● Pedestrians
● Occupants (drivers/passengers) of 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 for 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.

Population and income data from the United Nations Population Division and the World Bank were used for this analysis (see references 3,4 of the statistical annex).