

# CHILE



Population: 17 113 688  
 Income group: Middle  
 Gross national income per capita: US\$ 10 750

INSTITUTIONAL FRAMEWORK	
<b>Lead agency</b>	National Traffic Safety Commission (CONASET)
Funded in national budget	Yes
<b>National road safety strategy</b>	No
Funding to implement strategy	—
Fatality reduction targets set	—
Fatality reduction target	—

SAFER ROADS AND MOBILITY	
<b>Formal audits required for new road construction</b>	Yes
<b>Regular inspections of existing road infrastructure</b>	Yes
<b>Policies to promote walking or cycling</b>	Yes
<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 (2010)</b>	3 375 523
Cars and 4-wheeled light vehicles	2 974 416
Motorized 2- and 3-wheelers	102 314
Heavy trucks	155 732
Buses	46 573
Other	96 488
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	Yes
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	— <sup>a</sup>
Front and rear seat-belts required all imported cars	No

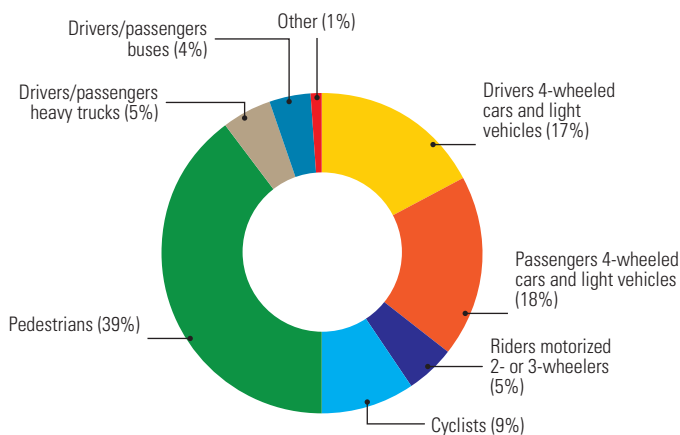
<sup>a</sup> No car manufacturers/assemblers.

DATA	
<b>Reported road traffic fatalities (2010)</b>	1 595 <sup>b</sup> , 78%M, 22%F
<b>Estimated GDP lost due to road traffic crashes</b>	0.2% <sup>c</sup>

<sup>b</sup> Police records. Defined as died within 24 hours of crash.

<sup>c</sup> 2010, Analysis and Definition of a Social Impact Assessment Methodology for Road Safety Projects in Inter-city Routes. CIMA Ingenieria EIRL. Sept. 2007; Updated and corrected by MIDEPLAN-SECTRA 2011.

## DEATHS BY ROAD USER CATEGORY



Source: 2010, Integrated Statistics System of the Carabineers of Chile (SIEC 2).

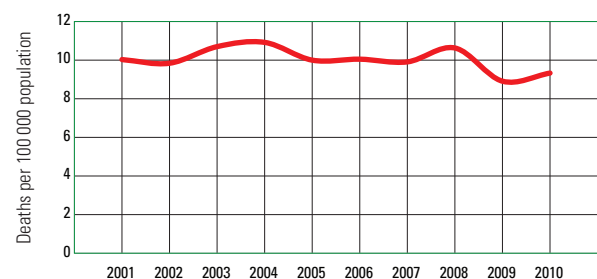
SAFER ROAD USERS	
<b>Penalty/demerit point system in place</b>	No
<b>National speed limits</b>	Yes
Local authorities can set lower limits	Yes
Maximum limit urban roads	60 km/h
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National drink-driving law</b>	Yes
BAC limit – general population	0.03 g/dl
BAC limit – young or novice drivers	0.03 g/dl
BAC limit – professional/commercial drivers	0.03 g/dl
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	18% <sup>d</sup>
<b>National motorcycle helmet law</b>	Yes
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	98% Drivers <sup>e</sup> 99% Passengers <sup>e</sup>
<b>National seat-belt law</b>	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	51% Front seats <sup>e</sup> 10% Rear seats <sup>e</sup>
<b>National child restraint law</b>	Yes
Enforcement	0 1 2 3 4 5 6 7 8 9 10
<b>National law on mobile phones while driving</b>	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

<sup>d</sup> 2010, Chilean Police.

<sup>e</sup> 2011, Behavior study in Antofagasta, Valpariso, Rancagua, Curico, Los Angeles, Temuco y Puerto Montt.

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

## TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, Integrated Statistics System of the Chilean Police (SIEC 2).

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