

# COLOMBIA



Population: 46 294 842  
 Income group: Middle  
 Gross national income per capita: US\$ 5 520

## INSTITUTIONAL FRAMEWORK

<b>Lead agency</b>	Ministry of Transportation
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>	Yes
<b>Regular inspections of existing road infrastructure</b>	Parts of network
<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>	Yes

## SAFER VEHICLES

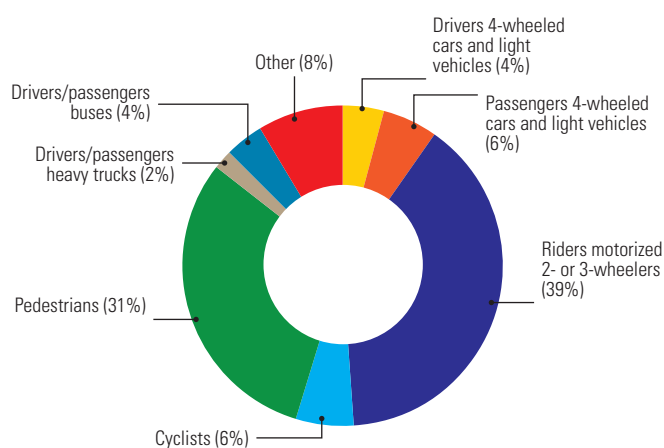
<b>Total registered vehicles (2011)</b>	7 229 373
Cars and 4-wheeled light vehicles	3 267 702
Motorized 2- and 3-wheelers	3 558 650
Heavy trucks	247 341
Buses	155 680
Other	0
<b>Vehicle standards applied</b>	
UN World forum on harmonization of vehicles standards	No
New car assessment programme	No
<b>Vehicle regulations</b>	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	No

## DATA

<b>Reported road traffic fatalities (2010)</b>	5 502 <sup>a</sup> , 80%M, 20%F
<b>Estimated GDP lost due to road traffic crashes</b>	1.2% <sup>b</sup>

<sup>a</sup> Police records. Defined as died within 30 days of crash.  
<sup>b</sup> 2011, Strengthening of Road Safety in Urban Transport: The Case of Bogota. 2010. Inter-American Development Bank (IDB) and Universidad de los Andes.

## DEATHS BY ROAD USER CATEGORY



Source: 2010, National Institute of Legal Medicine and Forensic Sciences.

## 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	80 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	0.039 g/dl
BAC limit – young or novice drivers	0.039 g/dl
BAC limit – professional/commercial drivers	0.039 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>c</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	99% Drivers <sup>d</sup> 40% Passengers <sup>d</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	57% Drivers <sup>d</sup> 59% Front seats <sup>d</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>c</sup> National Institute of Legal Medicine and Forensic Sciences.

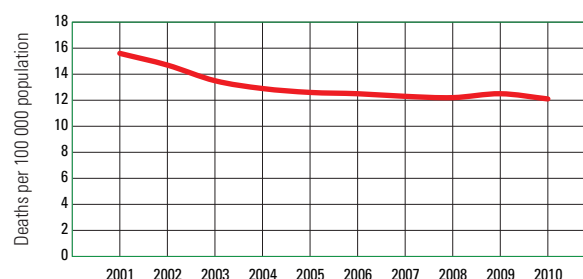
<sup>d</sup> 2011, Road Prevention Fund.

## 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>	Subnational
<b>Seriously injured transported by ambulance</b>	11–49%
<b>Permanently disabled due to road traffic crash</b>	3% <sup>e</sup>
<b>Emergency medicine training for doctors</b>	Yes
<b>Emergency medicine training for nurses</b>	Yes

<sup>e</sup> Disability National Survey.

## TRENDS IN ROAD TRAFFIC DEATHS



Source: 2010, National Institute of Legal Medicine and Forensic Sciences.

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