

# Mexico

Population: 127 540 424 | Income group: Middle | Gross national income per capita: US\$ 9 040



## INSTITUTIONAL FRAMEWORK

Lead agency	National Council for Accident Prevention through its Secretariat (STCONAPRA)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2011-2020)

## SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	No
Design standards for the safety of pedestrians / cyclists	Yes
Inspections / star rating of existing roads	Yes
Investments to upgrade high risk locations	Yes
Policies & investment in urban public transport	Yes

## SAFER VEHICLES

Total registered vehicles for 2015	40 205 671
Cars and 4-wheeled light vehicles	27 171 560
Motorized 2- and 3-wheelers	2 608 659
Heavy trucks	10 067 394
Buses	358 058
Other	0

## Vehicle standards applied (UNECE WP.29)

Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No
Motorcycle anti-lock braking system	No

## POST-CRASH CARE

National emergency care access number	National, single number
Trauma registry	National
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	Yes

## DATA

Reported road traffic fatalities (2015)	16 039 <sup>a</sup> (79% M, 21% F)
WHO estimated road traffic fatalities (2016)	16 725
WHO estimated rate per 100 000 population (2016)	13.1

<sup>a</sup> Mortality Statistics, National Institute of Statistics, Geography and Informatics (INEGI). Unlimited time period following crash

## SAFER ROAD USERS<sup>\*</sup>

National speed limit law	Yes
Max urban speed limit	20-70 km/h
Max rural speed limit	20-90 km/h
Max motorway speed limit	45-110 km/h
Local authorities can modify limits	Yes
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
Predominant type of enforcement	Manual and automated
National drink-driving law	Yes <sup>b</sup>
BAC limit – general population	—
BAC limit – young or novice drivers	—
Random breath testing carried out	Yes
Testing carried out in case of fatal crash	Some drivers tested
Enforcement	0 1 2 3 4 5 6 ⑦ 8 9 10
% road traffic deaths involving alcohol	20% <sup>c</sup>
National motorcycle helmet law	No
Applies to drivers and passengers	No
Helmet fastening required	No
Helmet standard referred to and/or specified	No
Children passengers on motorcycles	Not restricted
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
Helmet wearing rate	83% Drivers <sup>d</sup> , 55% Passengers <sup>d</sup>
National seat-belt law	No
Applies to front and rear seat occupants	No
Enforcement	—
Seat-belt wearing rate	49% Front seats <sup>d</sup> , 6% Rear seats <sup>d</sup>
National child restraint law	No
Children seated in front seat	Not restricted
Child restraint required	—
Child restraint standard referred to and/or specified	—
Enforcement	—
% children using child restraints	14% <sup>e</sup>
National law on mobile phone use while driving	No
Ban on hand-held mobile phone use	No
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

<sup>\*</sup> These data take into consideration subnational laws. A criteria is answered "Yes" if at least 80% of the subnational entities meet the criteria

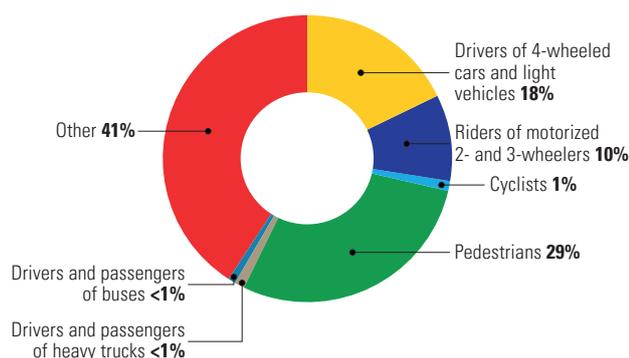
<sup>b</sup> Not based on BAC in 19 out of 32 states

<sup>c</sup> 2010-2013, Estimating the Drink-Driving attributable fraction of road traffic deaths in Mexico (Santoyo-Castillo et al, manuscript under peer-review)

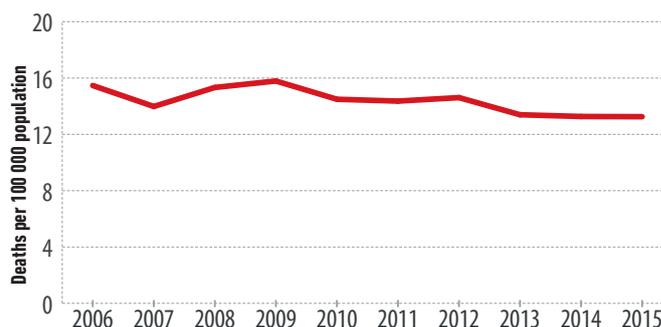
<sup>d</sup> 2016, Use of helmet, cell phone and speeding when driving: prevalence and associated factors in four Mexican cities (Hidalgo-Solórzano & Gómez-García)

<sup>e</sup> 2014, Estimated use of child restraint in 2 Mexican States, STCONAPRA

Deaths by road user category



Trends in reported road traffic deaths



Source: 2015, Mortality Statistics, National Institute of Statistics, Geography and Informatics (INEGI)

Source: 2015, Mortality Statistics, National Institute of Statistics, Geography and Informatics (INEGI) and National Council of Population (latter for population data)