

TURKEY

Population (2009): **72 561 312**

Income group: **Middle**

Gross national income per capita (2008): **\$10 007**

Road traffic death rate (estimate): **13.4/100 000 population**

Number of registered vehicles (2007): **13 311 000**



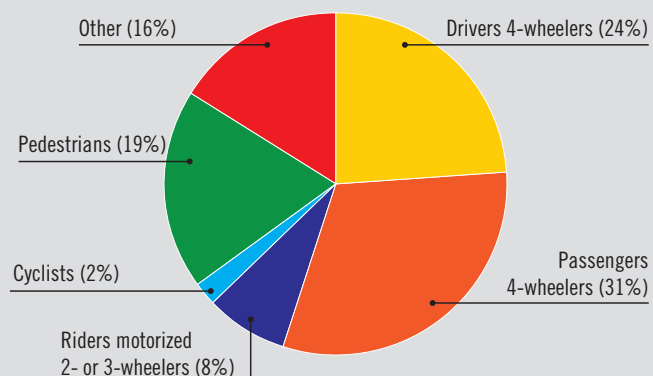
About 10 000 people lose their lives every year on Turkish roads and another 200 000 are injured as a result of a road traffic crash. The majority of the injuries result in some type of disability or life-long health problems. Trend data have begun to show a slow downward pattern over the last decade.

The majority of those killed on Turkish roads are drivers and passengers of four-wheeled vehicles although vulnerable road users – pedestrians, cyclists and motorcyclists – account for nearly one-third of the deaths.

Although there are laws on speed, drink-driving, seat-belt and helmet-wearing, they appear to be inadequately enforced at present. Sustained, visible enforcement coupled with public education and capacity development are the key issues which need to be addressed in Turkey in order to save lives.

Turkey is one of ten countries included in the *Road safety in 10 countries (RS10)* project funded through a grant from the Bloomberg Philanthropies. It is implemented by national partners with technical support provided by a consortium of road safety partners. The partners in Turkey are WHO (in the lead), the Global Road Safety Partnership (GRSP), the International Injury Research Center from Johns Hopkins University (JHU), the Association for Safe International Road Travel (ASIRT) and the WRI Center for Sustainable Transport (EMBARQ).

DEATHS BY ROAD USER CATEGORY



Improvements in infrastructure, particularly for non-motorized road users, will also reduce the number of vulnerable road users injured or killed in road traffic crashes.

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The overall goal of RS10 in Turkey is to support the Turkish government to implement good practices in road safety in order to reduce deaths, injuries and disabilities. The focus of the project will be on speed control and increasing seat-belt wearing rates in the cities of Afyonkarahisar and Ankara. In addition, ASIRT will work with nongovernmental organizations to mobilize community support and EMBARQ will work with State partners in the area of sustainable transport planning in Istanbul city.



The objectives of the project in Turkey are to:

- Establish a mechanism for multisectoral cooperation on road safety.
- Design and implement measures on speed management and seat-belt promotion.
- Identify gaps in current road safety legislation and make recommendations.
- Strengthen the capacity and the role of nongovernmental organizations.
- Develop and implement training programmes at both the national and local levels to improve the knowledge and skills of professionals.
- Develop and conduct social marketing campaigns in the project sites.
- Monitor and evaluate the impact of interventions in the project sites.

Activities to be implemented during the first phase (2010–2011) of the project include:

- Setting up a cooperative mechanism that can enable simultaneous and joint action by different national and local institutions and organizations;
- Reviewing legal arrangements to understand the underlying causes of legal failures if there is any, and identifying possible solutions;
- Enhancing enforcement of regulations on speed and seat-belt use;
- Implementing capacity building workshops on road safety especially on speed management and seat-belt use;
- Creating a social marketing strategy on the two key risk factors to improve public awareness;
- Purchasing equipment and devices to monitor speed; and
- Conducting studies to monitor and evaluate the impact of interventions.

Seat-belt law

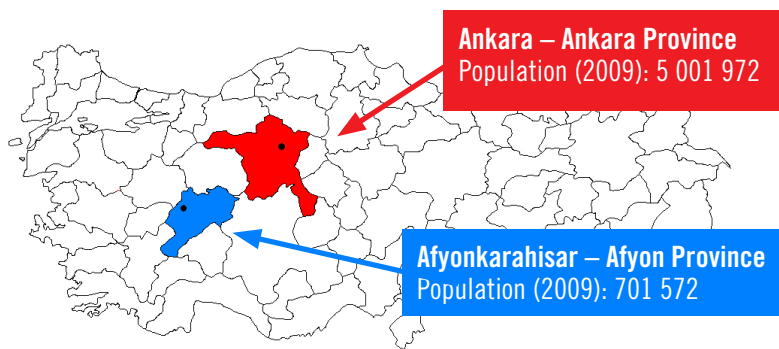
Applies to all occupants.....	Yes
Seat-belt wearing rate.....	70%
Child restraint law.....	Yes

Speeding laws

Set nationally.....	Yes
Maximum limit (urban roads).....	50km/h
Maximum limit (rural roads).....	90km/h

Project implementation sites:

The project is being implemented in the cities of Ankara and Afyonkarahisar.



The boundaries shown on the map do not imply the expression of any opinion whatsoever on the part of the WHO concerning the legal status of the country, territory, city or area or of its authorities, or concerning the delimitation of its frontiers or boundaries.

International Consortium partners:

WHO	Responsible for overall coordination of the consortium partners; providing financial and technical support to elements relating to social marketing, enforcement operations, legislative review and revision and the procurement of enforcement equipment.
GRSP	Responsible for capacity development.
ASIRT	Responsible for nongovernmental organization support.
JHU	Responsible for ongoing monitoring and impact/outcome evaluation of the programme.
EMBARQ	Responsible for implementing a sustainable transport project in Istanbul.

All consortium partners will provide technical support to the Government of Turkey throughout the implementation of the programme.

National partners:

Ministry of Health
Ministry of the Interior (General Directorate of Security, Ankara and Afyonkarahisar Governorates)
Ministry of Transportation (General Directorate of Highways and General Directorate of Highway Transportation)

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Global Status Report on road safety, WHO, 2009.
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