



INSTITUTIONAL FRAMEWORK

Lead agency	Directorate General for Traffic, Ministry of Internal Administration
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	<3.7 deaths per 100 000 population (2011-2020)

SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	Yes
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	32 986 384
Cars and 4-wheeled light vehicles	26 876 165
Motorized 2- and 3-wheelers	5 102 674
Heavy trucks	526 559
Buses	60 252
Other	420 734

Vehicle standards applied (UNECE WP.29)

Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes
Motorcycle anti-lock braking system	Yes

POST-CRASH CARE

National emergency care access number	National, single number
Trauma registry	Some facilities
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	No

DATA

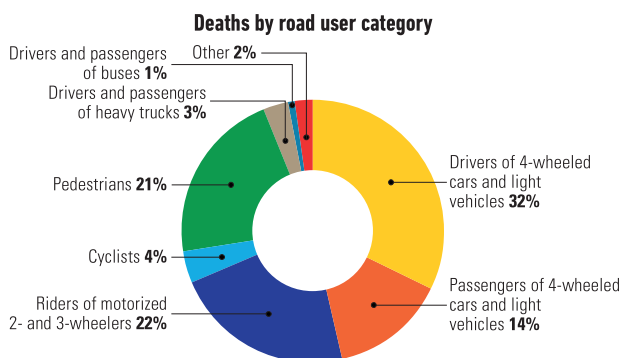
Reported road traffic fatalities (2016)	1 810 ^a (77% M, 23% F)
Reported rate per 100 000 population (2016)	3.8 ^a
WHO estimated road traffic fatalities (2016)	1 922 ^b
WHO estimated rate per 100 000 population (2016)	4.1 ^b

^a Directorate General of Traffic. Died within 30 days of crash
^b WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

SAFER ROAD USERS

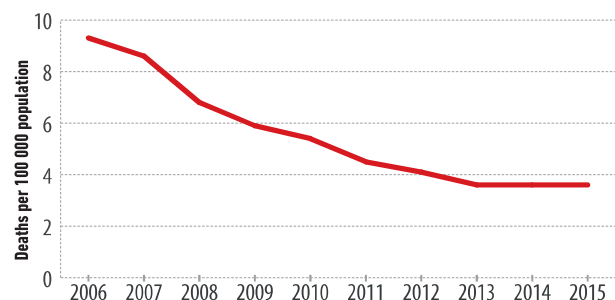
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes ^c
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
Predominant type of enforcement	Manual and automated
National drink-driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	≤ 0.03 g/dl
Random breath testing carried out	Yes
Testing carried out in case of fatal crash	Some drivers tested
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	17% Males, 7% Females ^d
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	No
Helmet standard referred to and/or specified	Yes
Children passengers on motorcycles	Prohibited under 7/12 yrs ^e
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	99% Drivers ^f , 93% Passengers ^f
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate	91% Front seats ^f , 81% Rear seats ^f
National child restraint law	Yes
Children seated in front seat	Prohibited under 135 cm ^g
Child restraint required	Up to 135 cm
Child restraint standard referred to and/or specified	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
% children using child restraints	88% ^h
National law on mobile phone use while driving	Yes
Ban on hand-held mobile phone use	Yes
Ban on hands-free mobile phone use	No
National drug-driving law	Yes

^c Road authorities can decrease speed limits on both urban and rural roads. Speed limits can only be increased on urban highways
^d 2012, Global Status Report on Alcohol and Health 2014, WHO (percentages for females and males, respectively)
^e In principle, children under 12 years are not allowed to ride as passenger on motorcycles, by exception the minimum age is lowered to 7 years when the driver is one of the parents, or a person authorized by them
^f 2012, Directorate General of Traffic
^g Front seating for children under 135 cm is only allowed as an exception if there are no seats in the back or all other seats are occupied by children
^h 2012, Directorate General of Traffic.



Source: 2015, Directorate General of Traffic

Trends in reported road traffic deaths



Source: Directorate General of Traffic