



INSTITUTIONAL FRAMEWORK	
Lead agency	The Road Safety Authority (RSA)
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Fully funded
Fatality reduction target	25 deaths per million population by 2020 (2012-2020)

SAFER ROADS AND MOBILITY	
Audits or star rating required for new road infrastructure	Partial
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	2 573 961
Cars and 4-wheeled light vehicles	1 985 130
Motorized 2- and 3-wheelers	36 974
Heavy trucks	330 541
Buses	31 236
Other	190 080

Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes
Motorcycle anti-lock braking system	Yes

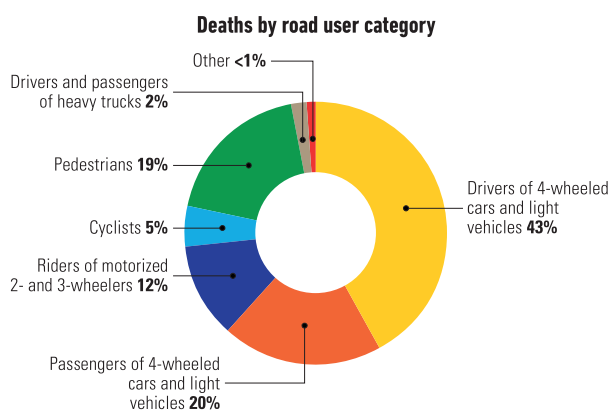
POST-CRASH CARE	
National emergency care access number	National, single number
Trauma registry	National
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	Yes

DATA	
Reported road traffic fatalities (2016)	188 <sup>a</sup> (74% M, 26% F)
Reported rate per 100 000 population (2016)	4.0 <sup>a</sup>
WHO estimated road traffic fatalities (2016)	194 <sup>b</sup>
WHO estimated rate per 100 000 population (2016)	4.1 <sup>b</sup>

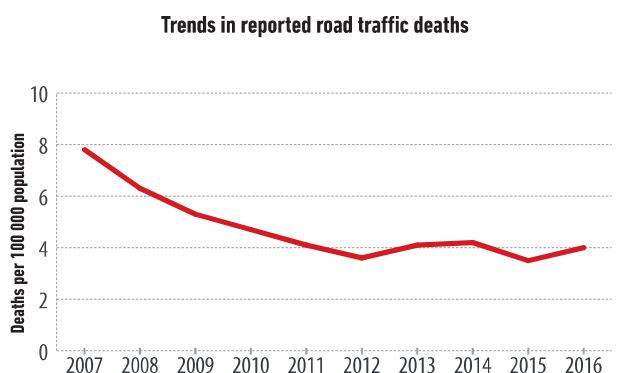
<sup>a</sup> Road Safety Authority Collision Database, 2017. Died within 30 days of crash  
<sup>b</sup> WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	100 km/h
Max motorway speed limit	120 km/h
Local authorities can modify limits	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 (10)
Predominant type of enforcement	Automated
National drink-driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	≤ 0.02 g/dl
Random breath testing carried out	Yes
Testing carried out in case of fatal crash	All drivers tested
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 (10)
% road traffic deaths involving alcohol	39% <sup>c</sup>
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	Not restricted
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 (10)
Helmet wearing rate	99% Drivers <sup>d</sup>
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	94% Front seats <sup>e</sup> , 74% Rear seats <sup>e</sup>
National child restraint law	Yes
Children seated in front seat	Allowed in a child restraint <sup>f</sup>
Child restraint required	Up to 36 kg/150 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	–
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

<sup>c</sup> 2008–2012, Fatal Collisions 2008–2012, Alcohol as a Factor, 2016  
<sup>d</sup> 2016, 2016 Observational Report on High Visibility and Helmet Wearing rates (only motorcycle drivers)  
<sup>e</sup> 2016, Mobile Phone and Seatbelt Observational Study 2016  
<sup>f</sup> Provided that airbag is deactivated if child is in a rear-facing child restraint system



Source: 2016, Road Safety Authority Collision Database, 2017



Source: Road Safety Authority Collision Database 2017 and CSO website