



## INSTITUTIONAL FRAMEWORK

Lead agency	Republic Council on Road Traffic Safety and Coordination Body of the Government of North Macedonia
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	Reduction of fatalities to EU average, reduction of young driver victims by 30%, and zero child victims (2015 - 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	No
Policies & investment in urban public transport	Yes

## SAFER VEHICLES

Total registered vehicles for 2015	442 962
Cars and 4-wheeled light vehicles	383 833
Motorized 2- and 3-wheelers	10 050
Heavy trucks	45 836
Buses	3 243
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)	148 <sup>a</sup> (80% M, 20% F)
Reported rate per 100 000 population (2015)	7.1 <sup>a</sup>
WHO estimated road traffic fatalities (2016)	134 <sup>b</sup>
WHO estimated rate per 100 000 population (2016)	6.4 <sup>b</sup>

<sup>a</sup> Ministry of Interior and State Statistical Office. 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 <sup>c</sup>
Max rural speed limit	90 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	No
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
Predominant type of enforcement	Manual
National drink-driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	< 0.01 g/dl <sup>d</sup>
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	1% <sup>e</sup>
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	No
Helmet standard referred to and/or specified	No
Children passengers on motorcycles	Not restricted
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate	–
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	20% Front seats <sup>f</sup> , 3% Rear seats <sup>f</sup>
National child restraint law	Yes
Children seated in front seat	Prohibited under 12 yrs <sup>g</sup>
Child restraint required	Up to 5 yrs
Child restraint standard referred to and/or specified	No
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

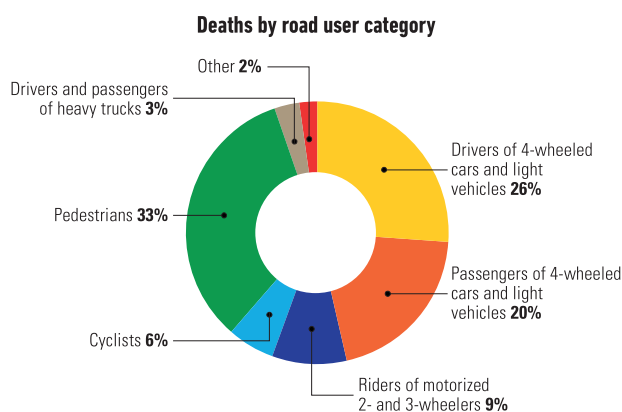
<sup>c</sup> Can be increased up to 70 km/h

<sup>d</sup> In the law ≤ 0.009 g/dl

<sup>e</sup> 2015, State Statistical Office and Ministry of Interior

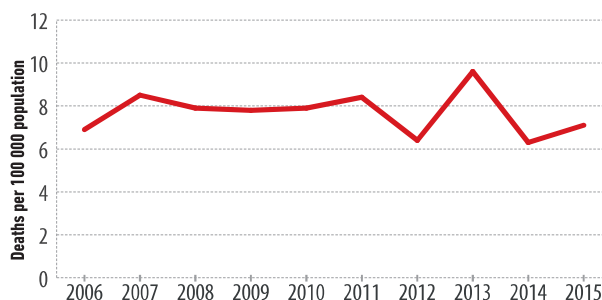
<sup>f</sup> 2015, Survey conducted by the Department for traffic and transport

<sup>g</sup> Except for children under 2 years in a rear-facing child restraint if airbag is deactivated



Source: 2015, Ministry of Interior and State Statistical Office

## Trends in reported road traffic deaths



Source: State Statistical Office and Ministry of Interior