



## INSTITUTIONAL FRAMEWORK

Lead agency	Interministerial Council for Road Safety
Funded in national budget	No
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	Yes
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 2016	7 014 661
Cars and 4-wheeled light vehicles	5 472 423
Motorized 2- and 3-wheelers	119 534
Heavy trucks	912 790
Buses	48 803
Other	461 111

### 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	None
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	Yes

## DATA

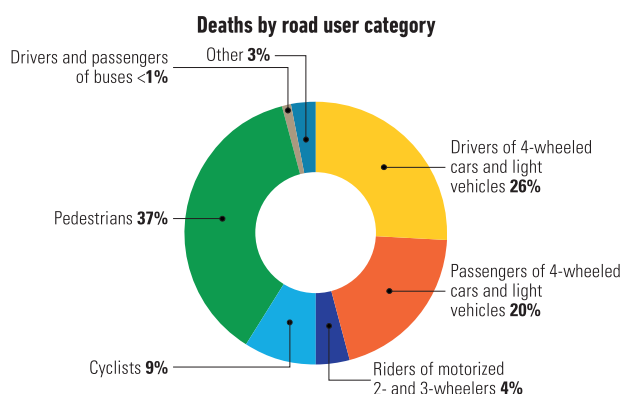
Reported road traffic fatalities (2016)	1 913 <sup>a</sup> (73% M, 27% F)
Reported rate per 100 000 population (2016)	9.6 <sup>a</sup>
WHO estimated road traffic fatalities (2016)	2 044 <sup>b</sup>
WHO estimated rate per 100 000 population (2016)	10.3 <sup>b</sup>

<sup>a</sup> National database (EAC). 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

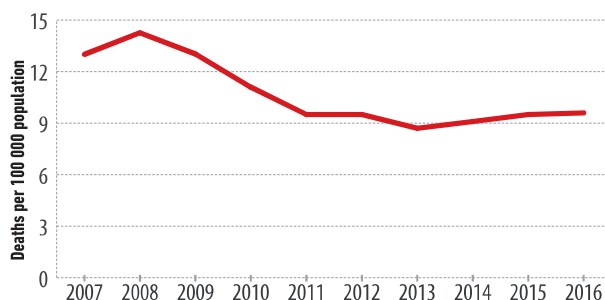
National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	130 km/h
Local authorities can modify limits	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
Predominant type of enforcement	Manual
National drink-driving law	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	≤ 0.08 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	6% <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	No
Children passengers on motorcycles	Prohibited under 14 yrs <sup>d</sup>
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	–
National child restraint law	Yes
Children seated in front seat	Allowed in a child restraint <sup>e</sup>
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	–
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> 2016, National database (EAC)  
<sup>d</sup> Children under 14 years allowed to be transported in the motorcycle sidecar and must be held in the arms under 7 years  
<sup>e</sup> If in accordance with the manufacturer's instruction and for rear-facing restraint if airbag is deactivated



Source: 2016, National database (EAC)

## Trends in reported road traffic deaths



Source: National database (EAC) and National Institute of Statistics (INS)