

# Albania

Population: 2 926 348 | Income group: Middle | Gross national income per capita: US\$ 4 250



## INSTITUTIONAL FRAMEWORK

Lead agency	Inter-ministerial Committee for Road Safety, Ministry of Transport and Infrastructure
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2009-2020)

## SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	Yes
Design standards for the safety of pedestrians / cyclists	Partial
Inspections / star rating of existing roads	No
Investments to upgrade high risk locations	Yes
Policies & investment in urban public transport	Yes

## SAFER VEHICLES

Total registered vehicles for 2016	563 106
Cars and 4-wheeled light vehicles	436 013
Motorized 2- and 3-wheelers	36 096
Heavy trucks	17 670
Buses	7 050
Other	66 277

## 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	Subnational
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	No

## DATA

Reported road traffic fatalities (2016)	269 <sup>a</sup> (81% M, 19% F)
Reported rate per 100 000 population (2016)	9.4 <sup>a</sup>
WHO estimated road traffic fatalities (2016)	399 (95% CI 369 - 428) <sup>b</sup>
WHO estimated rate per 100 000 population (2016)	13.6 <sup>b</sup>

<sup>a</sup> Directorate of Road Traffic Police, Died within 30 days of crash

<sup>b</sup> WHO's method to obtain comparable country estimates: Group 4. Countries/areas without eligible death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

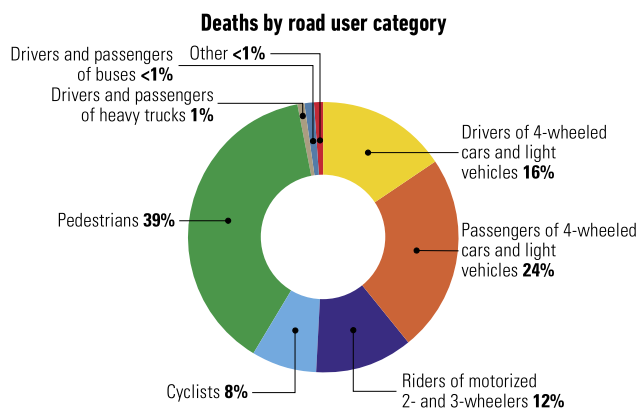
## SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	40 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	110 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 and automated
National drink-driving law	Yes
BAC limit – general population	≤ 0.05 g/dl
BAC limit – young or novice drivers	≤ 0.05 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	5% <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	75% Drivers <sup>c</sup> , 60% Passengers <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	85% Front seats <sup>c</sup> , 80% Rear seats <sup>d</sup>
National child restraint law	Yes
Children seated in front seat	Allowed in a child restraint <sup>e</sup>
Child restraint required	Up to 4 yrs
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, Directorate of Road Traffic Police, Accidents Information System (AIS)

<sup>d</sup> 2016, Directorate of Road Traffic Police

<sup>e</sup> Children under 12 years can travel in the front if placed in an appropriate restraining device (with airbag deactivated for rear-facing restraint)



Source: 2016, Directorate of Road Traffic Police, Accidents Information System (AIS)

## Trends in reported road traffic deaths



Source: Directorate of Road Traffic Police, Accidents Information System (AIS)