



**INSTITUTIONAL FRAMEWORK**

|                               |  |
|-------------------------------|--|
| Lead agency                   | Inter-ministerial Delegation for Road Safety, Ministry of Interior |
| Funded in national budget     | Yes  |
| National road safety strategy | Yes  |
| Funding to implement strategy | Fully funded   |
| Fatality reduction target     | 50% (2010-2020)  |

**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 | 42 363 000 |
| Cars and 4-wheeled light vehicles  | 37 920 000 |
| Motorized 2- and 3-wheelers        | 3 800 000  |
| Heavy trucks                       | 550 000    |
| Buses                              | 93 000     |
| Other                              | 0          |

**Vehicle standards applied (UNECE WP.29)**

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

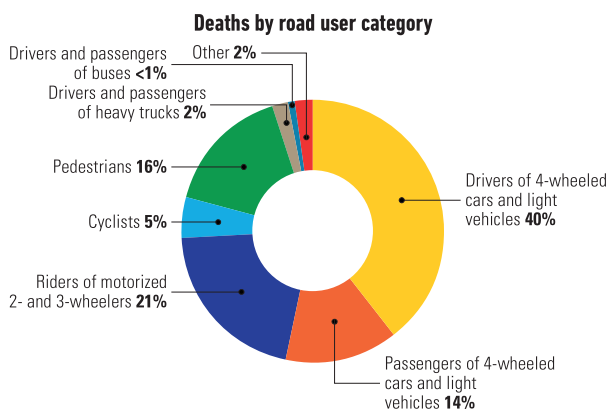
**POST-CRASH CARE**

|  |                         |
|--|-------------------------|
| National emergency care access number          | National, single number |
| Trauma registry                                | Subnational             |
| Formal certification for prehospital providers | —                       |
| National assessment of emergency care systems  | No                      |

**DATA**

|  |                                   |
|--|-----------------------------------|
| Reported road traffic fatalities (2016)          | 3 477 <sup>a</sup> (76% M, 24% F) |
| Reported rate per 100 000 population (2016)      | 5.4 <sup>a</sup>                  |
| WHO estimated road traffic fatalities (2016)     | 3 585 <sup>b</sup>                |
| WHO estimated rate per 100 000 population (2016) | 5.5 <sup>b</sup>                  |

<sup>a</sup> National Interdepartmental Observatory of Road Safety (ONISR). 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



Source: 2016, National Interdepartmental Observatory of Road Safety (ONISR)

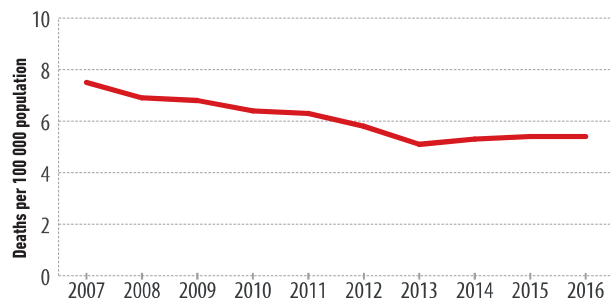
**SAFER ROAD USERS**

|   |  |
|---|--|
| 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                       | 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               | 29% <sup>c</sup>   |
| National motorcycle helmet law                        | Yes  |
| Applies to drivers and passengers                     | Yes  |
| Helmet fastening required                             | Yes  |
| 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                                   | 98% All riders <sup>c</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                                | 98% Front seats <sup>c</sup> , 88% Rear seats <sup>c</sup> |
| National child restraint law                          | Yes  |
| Children seated in front seat                         | Prohibited under 10 yrs <sup>d</sup>                       |
| Child restraint required                              | Up to 10 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, National Interdepartmental Observatory of Road Safety (ONISR).

<sup>d</sup> By exception, children under 10 years can sit in the front if placed in a rear-facing child restraint (if front airbag is deactivated) or if there are no available rear seats

**Trends in reported road traffic deaths**



Source: National Interdepartmental Observatory of Road Safety (ONISR, fatality data)