



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

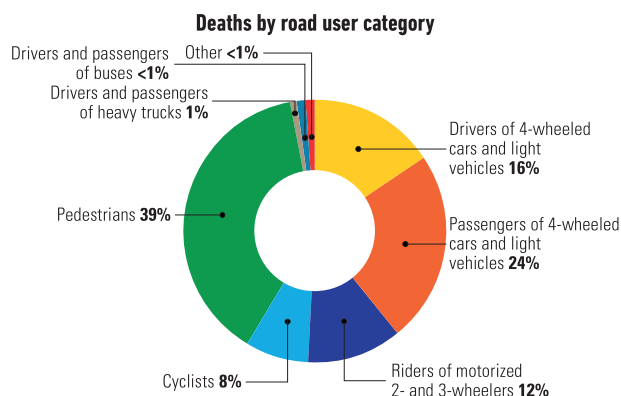
National emergency care access number	National, single number
Trauma registry	Subnational
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	No

DATA

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

^a Directorate of Road Traffic Police, Died within 30 days of crash

^b 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



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

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SAFER ROAD USERS

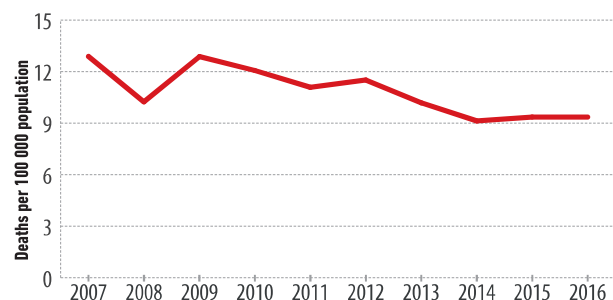
National speed limit law	Yes
Max urban speed limit	40 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	110 km/h
Local authorities can modify limits	Yes
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
Predominant type of enforcement	Manual and automated
National drink-driving law	Yes
BAC limit – 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% ^c
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 ^c , 60% Passengers ^d
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 ^c , 80% Rear seats ^d
National child restraint law	Yes
Children seated in front seat	Allowed in a child restraint ^e
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

^c 2016, Directorate of Road Traffic Police, Accidents Information System (AIS)

^d 2016, Directorate of Road Traffic Police

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

Trends in reported road traffic deaths



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