



INSTITUTIONAL FRAMEWORK

| | |
|-------------------------------|------------------------------|
| Lead agency | National Road Safety Council |
| Funded in national budget | Yes |
| National road safety strategy | No |
| Funding to implement strategy | — |
| Fatality reduction target | — |

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 | Yes |
| Investments to upgrade high risk locations | Yes |
| Policies & investment in urban public transport | Yes |

SAFER VEHICLES

| | |
|-----------------------------------|---|
| Total registered vehicles | — |
| Cars and 4-wheeled light vehicles | — |
| Motorized 2- and 3-wheelers | — |
| Heavy trucks | — |
| Buses | — |
| Other | — |

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 | No |

DATA

| | |
|--|---------------------------------|
| Reported road traffic fatalities (2016) | 267 ^a (81% M, 19% F) |
| Reported rate per 100 000 population (2016) | 9.1 ^a |
| WHO estimated road traffic fatalities (2016) | 461 ^b |
| WHO estimated rate per 100 000 population (2016) | 15.8 ^b |

^a Annual statistics report, based on death compiled by provincial vital statistics authorities. Died within 30 days of crash

^b 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 | 90 km/h ^c |
| Max rural speed limit | 90 km/h |
| Max motorway speed limit | 110 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 | Automated |
| National drink-driving law | Yes |
| BAC limit – general population | ≤ 0.04 g/dl |
| BAC limit – young or novice drivers | ≤ 0.04 g/dl |
| Random breath testing carried out | Yes ^d |
| 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 | 2% ^e |
| National motorcycle helmet law | Yes |
| Applies to drivers and passengers | Yes |
| Helmet fastening required | Yes |
| Helmet standard referred to and/or specified | No |
| Children passengers on motorcycles | Prohibited under 12 yrs |
| Self-reported enforcement | 0 1 2 3 4 5 6 7 8 9 10 |
| Helmet wearing rate | 95% Drivers ^e , 90% Passengers ^e |
| 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 | 70% Drivers ^e , 70% Front seats ^e |
| National child restraint law | No |
| Children seated in front seat | Allowed in a child restraint ^f |
| Child restraint required | — |
| Child restraint standard referred to and/or specified | — |
| Self-reported enforcement | — |
| % 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 |

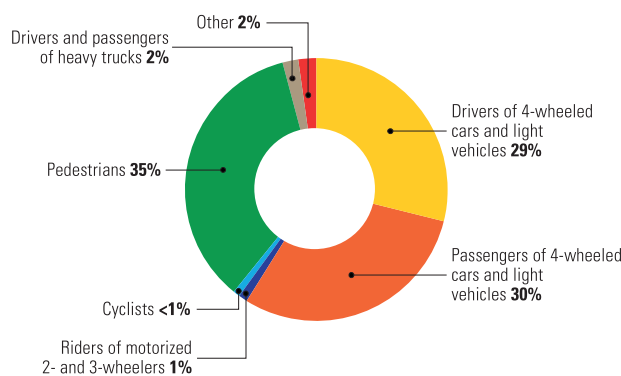
^c The limit in residential area is reduced to 60 km/h

^d Legislation requires probable cause to test drivers

^e 2016, Road police data

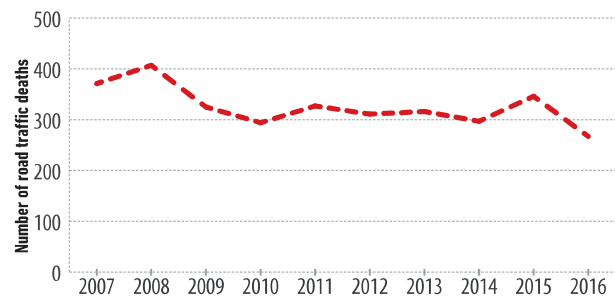
^f Transport of children under 12 years in the front seat shall be made in a "child protecting device"

Deaths by road user category



Source: 2016, Road police data

Trends in reported road traffic deaths



Source: Road police and vital registration data