



INSTITUTIONAL FRAMEWORK

Lead agency	Working Group on Road Security
Funded in national budget	No
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	–

SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	Partial
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	54 956
Cars and 4-wheeled light vehicles	35 369
Motorized 2- and 3-wheelers	13 109
Heavy trucks	548
Buses	76
Other	5 854

Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	Yes
Electronic stability control	Yes
Pedestrian protection	Yes
Motorcycle anti-lock braking system	No

POST-CRASH CARE

National emergency care access number	National, multiple numbers
Trauma registry	None
Formal certification for prehospital providers	Yes
National assessment of emergency care systems	Yes

DATA

Reported road traffic fatalities (2016)	0 ^b
Reported rate per 100 000 population (2016)	0.0 ^b
WHO estimated road traffic fatalities (2016)	0 ^c
WHO estimated rate per 100 000 population (2016)	0 ^c

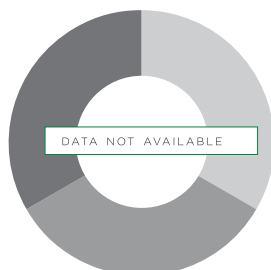
^a Data available only for 2008
^b Information Technology, Data and Statistics Office. Died within 30 days of crash
^c WHO's method to obtain comparable country estimates: Group 3. Countries with populations less than 150 000. See explanatory note 3 in *Global status report on road safety 2018* for full details

SAFER ROAD USERS

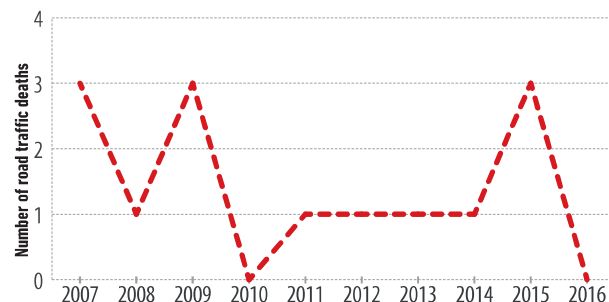
National speed limit law	Yes
Max urban speed limit	70 km/h
Max rural speed limit	70 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
Self-reported enforcement	0 1 2 3 4 5 6 7 8 9 10
Predominant type of enforcement	Manual and automated
National drink-driving law	Yes
BAC limit – general population	< 0.05 g/dl
BAC limit – young or novice drivers	< 0.05 g/dl
Random breath testing carried out	Yes ^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	–
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	–
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
Child restraint required	Up to 150 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

^d Legislation requires probable cause to test drivers

Deaths by road user category



Trends in reported road traffic deaths



Source: Information Technology, Data and Statistics Office

Legislative review conducted by WHO. Vehicle safety data from UNECE WP.29. Other data collected by questionnaire and cleared by Ministry of Health.