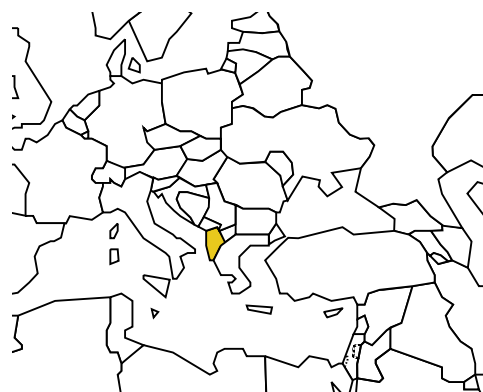


# ALBANIA

Population: **3 190 012**

Income group: **Middle**

Gross national income per capita: **\$3 290**



| INSTITUTIONAL FRAMEWORK  |  |
|--|--|
| <b>Lead agency</b><br>Funded in national budget                      | <b>Interministerial Committee of Road Safety</b><br>No |
| <b>National road safety strategy</b><br>Measurable targets<br>Funded | <b>No</b><br>n/a<br>n/a                                |

| DATA  |
|---|
| <b>Reported road traffic fatalities (2007)</b><br><b>384<sup>d</sup></b> (77% males, 23% females) |
| <b>Reported non-fatal road traffic injuries (2007)</b><br><b>1 344<sup>e</sup></b>                |
| <b>Costing study available</b><br><b>No</b>   |

<sup>d</sup> Police data, defined as died at the crash scene.  
<sup>e</sup> Police data.

| NATIONAL LEGISLATION  |  |
|---|--|
| <b>Speed limits set nationally</b><br>Local authorities can set lower limits<br>Maximum limit urban roads<br>Enforcement <sup>a</sup>   | <b>Yes</b><br><b>Yes</b><br><b>40 km/h</b><br>0 1 2 3 4 5 6 7 8 <b>9</b> 10  |
| <b>Drink-driving law</b><br>BAC limit – general population<br>BAC limit – young or novice drivers<br>Random breath testing and/or police checkpoints<br>Road traffic deaths involving alcohol<br>Enforcement <sup>a</sup> | <b>Yes</b><br><b>0.05 g/dl</b><br><b>0.05 g/dl</b><br><b>Yes</b><br><b>5%<sup>b</sup></b><br>0 1 2 3 4 5 6 7 <b>8</b> 9 10 |
| <b>Motorcycle helmet law</b><br>Applies to all riders<br>Helmet standards mandated<br>Helmet wearing rate<br>Enforcement <sup>a</sup>   | <b>Yes</b><br><b>Yes</b><br><b>Yes</b><br>—<br>0 1 2 3 4 5 6 7 8 9 <b>10</b>   |
| <b>Seat-belt law</b><br>Applies to all occupants<br>Seat-belt wearing rate<br>Enforcement <sup>a</sup>  | <b>Yes</b><br><b>Yes</b><br><b>30% Front<sup>c</sup></b><br>0 1 2 3 4 5 6 7 8 <b>9</b> 10                                  |
| <b>Child restraints law</b><br>Enforcement <sup>a</sup>   | <b>Yes</b><br>0 1 2 3 4 5 6 7 <b>8</b> 9 10  |

<sup>a</sup> Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.

<sup>b</sup> 2007, Internal Affairs Ministry (Directory of Road Police).

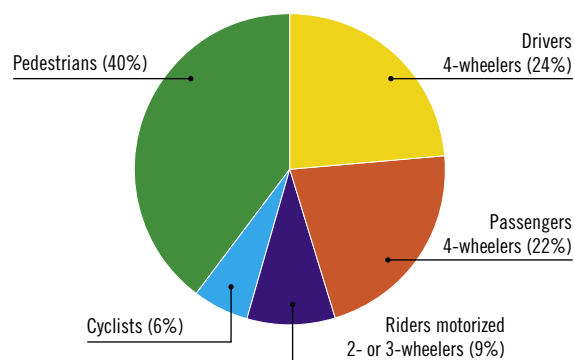
<sup>c</sup> 1996, Citizen Society of Road Safety, data from pilot cities.

| VEHICLE STANDARDS   |            |
|---|------------|
| <i>No car manufacturers</i>                                     |            |
| ROAD SAFETY AUDITS  |            |
| Formal audits required for major new road construction projects | <b>Yes</b> |
| Regular audits of existing road infrastructure                  | <b>No</b>  |
| PROMOTING ALTERNATIVE TRANSPORT                                 |            |
| National policies to promote walking or cycling                 | <b>No</b>  |
| National policies to promote public transportation              | <b>Yes</b> |

| POST-CRASH CARE                                     |            |
|---|------------|
| Formal, publicly available pre-hospital care system | <b>Yes</b> |
| National universal access number                    | <b>No</b>  |

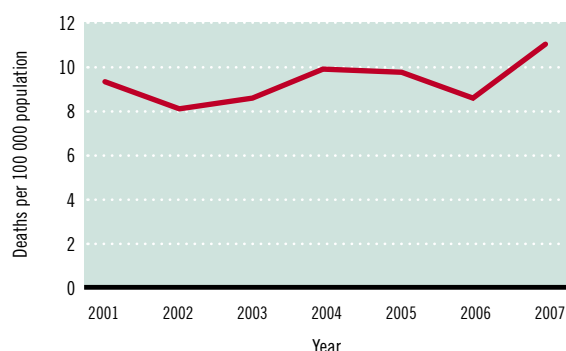
— Data not available.  
n/a Data not required/not applicable.

## DEATHS BY ROAD USER CATEGORY



Source: 2006, Ministry of Transport

## TRENDS IN ROAD TRAFFIC DEATHS



Source: Ministry of Internal Affairs (Road Police Directory) and Ministry of Transport (General Directory of Road Transport)

| REGISTERED VEHICLES                 |            |
|-------------------------------------|------------|
| <b>349 646</b> total (2007)         |            |
| Motorcars                           | <b>68%</b> |
| Motorized 2- and 3-wheelers         | <b>7%</b>  |
| Minibuses, vans, etc. (seating <20) | <b>8%</b>  |
| Trucks                              | <b>12%</b> |
| Buses                               | <b>5%</b>  |

Data cleared by the Ministry of Health.