Eastern Partnership
ROAD SAFETY OBSERVATORY

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EASTERN PARTNERSHIP ROAD SAFETY IN DATA 2026

FALLING BEHIND: ROAD SAFETY GAPS BETWEEN EASTERN PARTNERSHIP COUNTRIES AND THE EU

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DISCLAIMER

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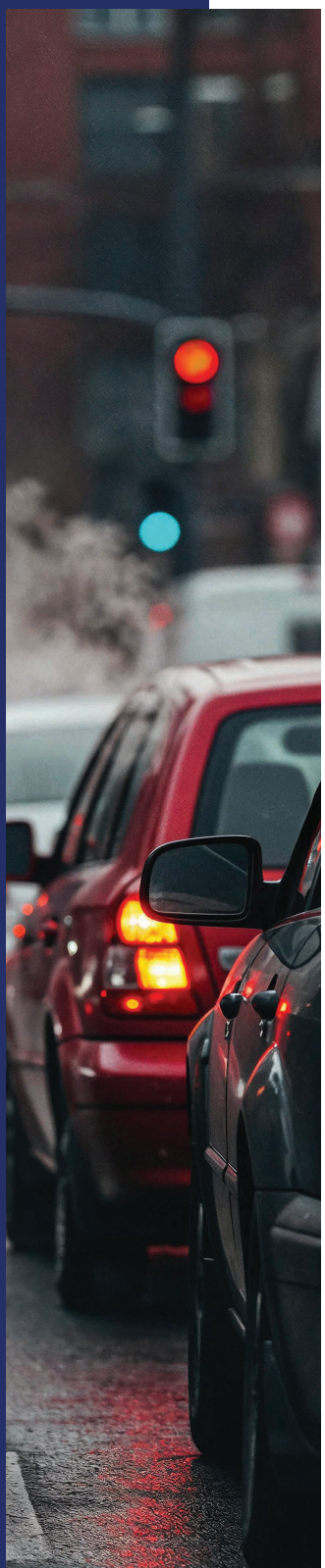


INTRODUCTION

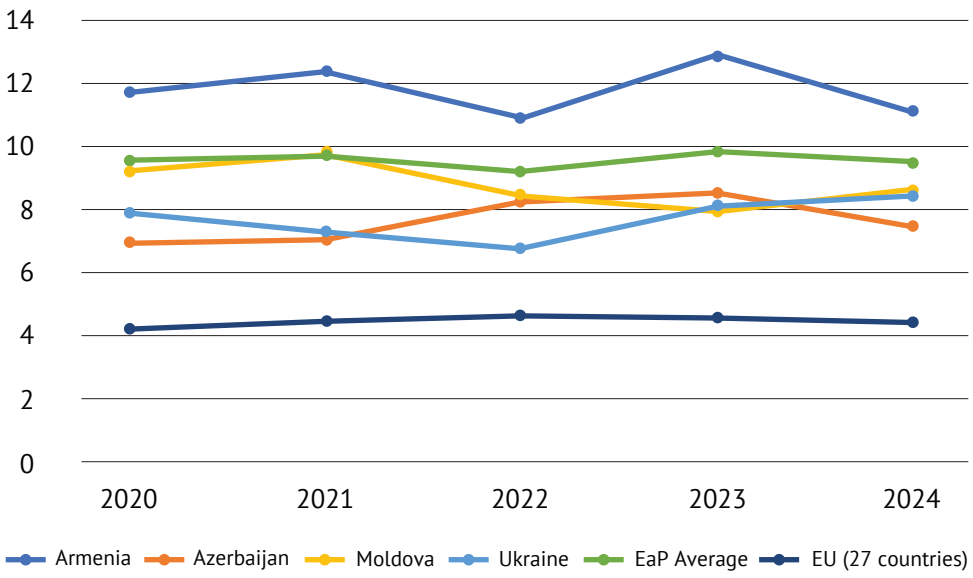
The **Eastern Partnership Road Safety Observatory (EaP RSO)** aims to support evidence-based road safety policymaking by improving data availability, comparability, and analysis across the region. As part of this effort, the EaP RSO has prepared a summary of some of the key road safety indicators in its member countries: Armenia, Azerbaijan, Moldova, and Ukraine. The overview includes road crash fatality and injury rates, as well as motorization levels, providing insights into differences in road safety outcomes and exposure to traffic risks. By presenting these figures in a comparative context, the Observatory seeks to highlight persistent challenges and inform targeted interventions to align more closely with EU safety standards.

ROAD TRAFFIC FATALITIES: ARMENIA, AZERBAIJAN, MOLDOVA AND UKRAINE

Road traffic fatality rates remain a critical public safety challenge across Armenia, Azerbaijan, Moldova and Ukraine, with all four countries consistently recording higher fatality rates than the EU average throughout 2020–2024. In 2024, the average road traffic fatality rate among Eastern Partnership countries reached 9.5 deaths per 100,000 population, more than twice the EU (27) average of 4.5. Armenia recorded the highest fatality rate at 11.1 deaths per 100,000 population, substantially exceeding the EU benchmark. Moldova (8.6) and Ukraine (8.5) also remained well above the EU average, while Azerbaijan reported the lowest rate among four countries at 7.5 deaths per 100,000 population (Figure 1). Despite Ukraine recording the highest absolute number of road deaths (3 202), its large population results in comparatively lower per-capita rates than those of Armenia. In contrast, Armenia with a smaller population, exhibit the highest per-capita fatality rates, illustrating the disproportionate burden of road traffic deaths in less populous countries.

Over the 2020-2024 period, the regional average fluctuated between 9.2 and 9.8 deaths per 100,000 population, showing limited progress in reducing road fatalities. Armenia consistently experienced the highest per capita burden, while Ukraine showed an increase after 2022, rising from 6.8 in 2022 to 8.6 in 2024. Despite some country-level variations, the persistent gap with the EU highlights ongoing road safety challenges in the region and emphasizes the need for strengthened evidence-based interventions to reduce fatalities and move closer to European road safety standards.

Figure 1. Road Traffic Deaths per 100,000 Population



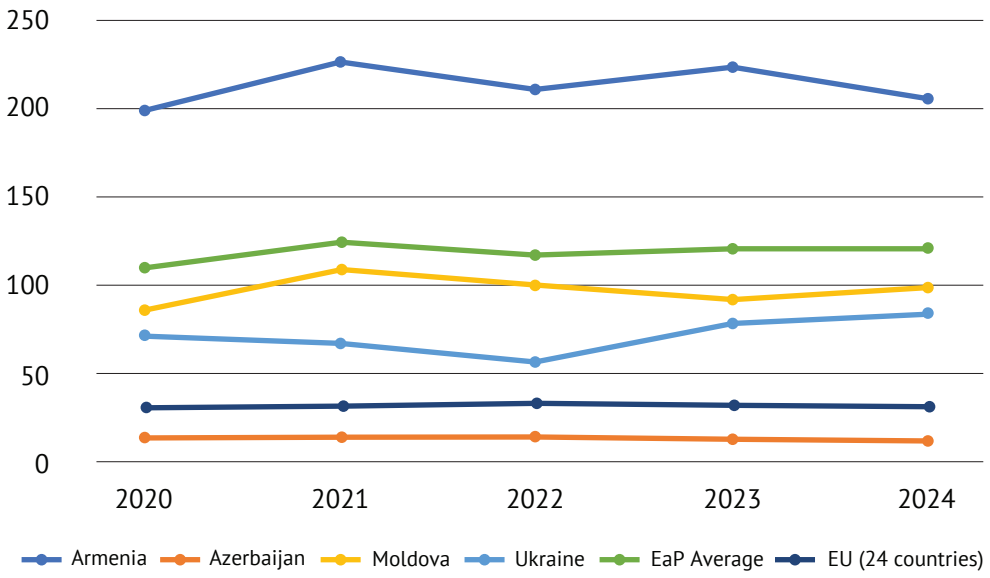
Source: Azerstat, Armstat, NBS Moldova, Patrol Police of Ukraine, Eurostat, European Transport Safety Council

ROAD TRAFFIC INJURIES: ARMENIA, AZERBAIJAN, MOLDOVA AND UKRAINE

Similar to road traffic fatalities, road traffic injuries represent a persistent road safety challenge across Armenia, Azerbaijan, Moldova and Ukraine, with most countries consistently reporting substantially higher injury rates than EU average during the 2020-2024 period. In 2024, the average road traffic injury rate among Eastern Partnership countries reached 120.8 injuries per 100,000 population, almost four times higher than the EU (24) average of 31.7. Among the four countries, Armenia recorded the highest injury rate at 204.5 injuries per 100,000 population, significantly exceeding the regional average and the EU benchmark. Moldova (98.0) and Ukraine (84.6) also reported considerably higher injury rates compared to the EU, while Azerbaijan had the lowest injury rate at 11.7 injuries per 100,000 population (Figure 2).

Over the 2020-2024 period, the EaP average injury rate fluctuated between 109.5 and 124.7 injuries per 100,000 population, indicating limited improvement in reducing the burden of road traffic injuries. Armenia consistently recorded the highest injury rates in the region, remaining above 175 injuries per 100,000 population throughout the entire period. Ukraine experienced an upward trend after 2022, increasing from 56.4 in 2022 to 84.6 in 2024, while Moldova remained relatively stable with moderate fluctuations. Despite variations across countries, the continued difference between these countries and EU levels highlights persistent road safety challenges and the need for targeted measures aimed not only at reducing fatalities but also preventing non-fatal road traffic injuries.

Figure 2. Road Traffic Injuries per 100,000 Population



Source: Azerstat, Armstat, NBS Moldova, Patrol Police of Ukraine, Eurostat, European Transport Safety Council

FATALITY AND INJURY BURDENS RELATIVE TO MOTORIZATION LEVELS

Motorization levels continue to differ considerably across Armenia, Azerbaijan, Moldova and Ukraine, shaping differences in both exposure to road traffic risk and the severity of road safety outcomes. In 2024, Moldova recorded the highest motorization rate, with 480 vehicles per 1,000 population, followed by Armenia with a moderate level of motorization at 312 vehicles per 1,000 population. Ukraine (245) and Azerbaijan (184) continued to have substantially lower motorization levels compared to other countries, reflecting different mobility patterns across the region (Figure 3).

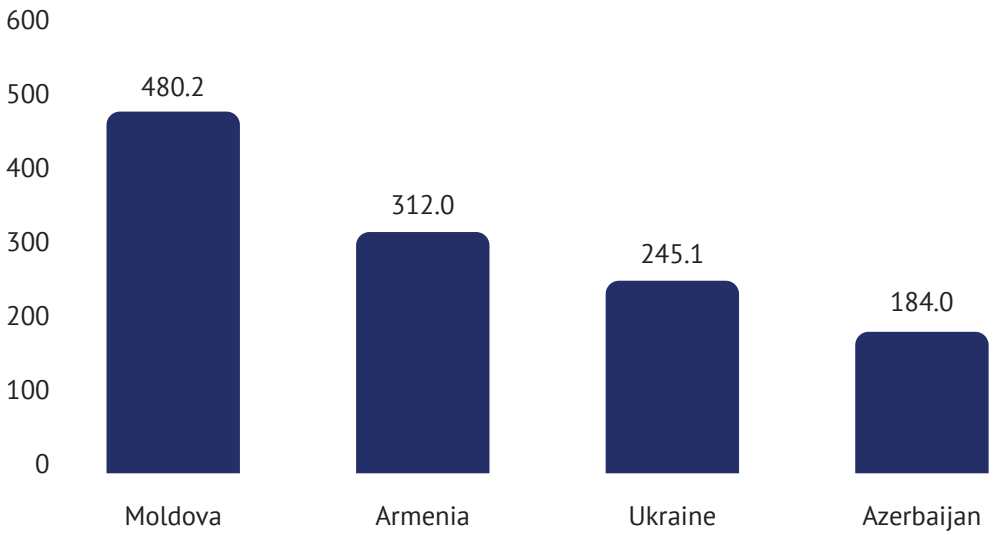
When compared with road fatality and injury indicators, the 2024 data demonstrates that higher motorization does not automatically translate into poorer road safety outcomes, but it increases exposure to potential traffic risks. Countries with higher motorization, particularly Moldova, experience greater interaction between road users and vehicles, making effective infrastructure planning, enforcement, and traffic management essential to prevent increases in crashes and casualties.

Armenia, despite having a lower motorization rate (312 vehicles per 1,000 population), continues to record among the highest fatality and injury rates in the region, suggesting that factors beyond motorization - including road infrastructure quality, speed management, enforcement, vehicle safety standards, and post-crash response – play an important role in determining road safety outcomes.

Conversely, Ukraine and Azerbaijan exhibit relatively low motorization rates, yet both still report road safety outcomes that exceed EU benchmarks. In Ukraine, a large population base tempers per-capita rates, but the absolute number of crashes and casualties remains substantial. Azerbaijan, while having the lowest motorization rate in the region, continues to face road safety challenges, underscoring that even lower vehicle densities do not inherently translate into safer road environments.

Overall, the 2024 data confirms that motorization is only one component influencing road safety outcomes. Effective road safety strategies require a comprehensive approach that addresses not only the increasing number of vehicles but also improvements in infrastructure, enforcement, road user behavior, vehicle standards, and emergency response systems. Results highlight the need for integrated road-safety strategies that address not only the rising number of vehicles but also the systemic factors that amplify or mitigate road traffic risk.

Figure 3. Motorization rates 2024 (Number of motor vehicles per 1,000 person)



Source: Azerstat, Armstat, NBS Moldova, The Ministry for Communities and Territories Development of Ukraine, WB Road Safety Country Profiles

CONCLUSION

Road safety remains a critical public policy challenge across the Eastern Partnership countries, with fatality and injury rates continuing to exceed EU averages. The 2024 data show that motorization levels alone do not determine road safety outcomes, as countries with both high and lower vehicle fleet sizes continue to face significant road safety challenges. Reducing the burden of road crashes requires a comprehensive approach focused on safer infrastructure, stronger enforcement, improved road user behavior, vehicle safety, and effective post-crash response. Strengthening evidence-based policies and aligning with EU road safety standards remain essential for improving road safety across the region.

ABOUT THE EASTERN PARTNERSHIP ROAD SAFETY OBSERVATORY

The Eastern Partnership Road Safety Observatory (EaP RSO) is a joint initiative of the five Eastern Partnership countries – Armenia, Azerbaijan, Georgia, Moldova, Ukraine – with the common goal of reducing road casualties by 50% by 2030. Our mission is to contribute to reducing road casualties through improving the quality of systematic and consolidated data collection, management and analysis on road traffic deaths and serious injuries in line with best EU and international practices and capacity building of national counterparts in improved data practices and application to policy development. At its core, the EaP RSO operates as more than just a data repository – it functions as a comprehensive platform that fosters the sharing of good practices, facilitates evidence-based policy development, and promotes regional coordination in road safety management.

The observatory focuses on five key components: Road Safety Data, Knowledge, Resources, Tools, and Network development, working to standardise data collection based on CADaS and MiniCADaS protocols while building capacity across all partner countries. Through targeted training programmes, technical assistance, and stakeholder engagement involving government agencies, civil society organisations, and vulnerable road user groups, the EaP RSO creates a solid foundation for evidence-based road safety interventions that will ultimately save lives and reduce the devastating economic and social costs of road traffic crashes across the Eastern Partnership region.

The Technical Secretariat of the observatory is hosted by Georgia and is led by ISET Policy Institute (ISET-PI) and Eastern Alliance for Safe and Sustainable Transport (EASST) consortium. Our work is funded by the EU through the Directorate-General for Neighbourhood and Enlargement Negotiations (DG NEAR) and supported by the World Bank technical assistance.

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