Eastern Partnership
ROAD SAFETY OBSERVATORY

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ROAD SAFETY IN ARMENIA, MOLDOVA AND UKRAINE:

OUTCOMES AND CONTRIBUTING FACTORS, 2025

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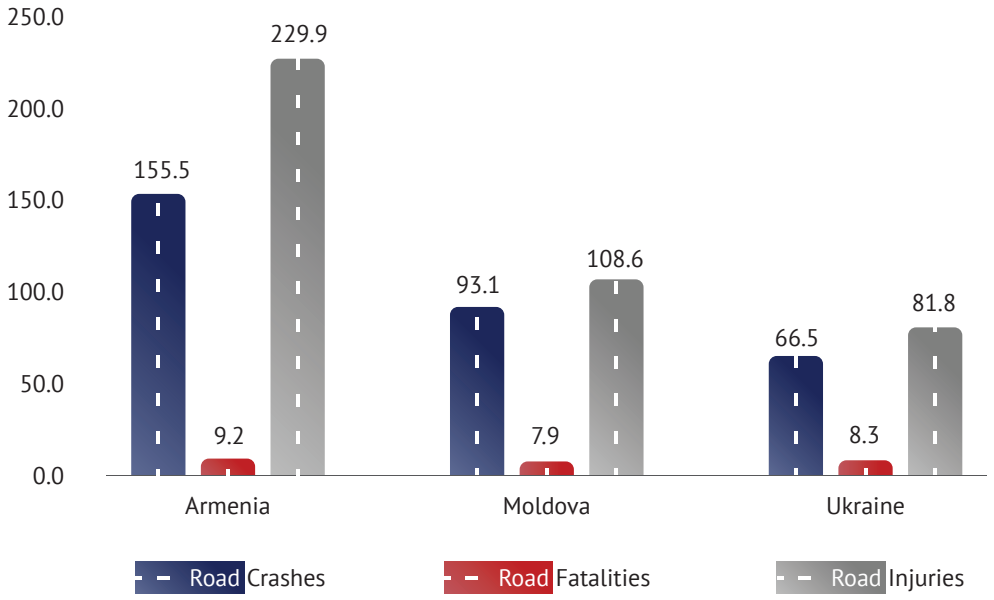
INTRODUCTION

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, Moldova, and Ukraine. The overview presents road traffic crashes, fatality and injury rates for 2025, together with the main contributing factors to road crashes reported, providing insights into the principal factors associated with road crash occurrence. Given differences in national reporting systems, the level of detail varies across countries; however, presenting these figures in a comparative context helps identify common patterns and country-specific challenges, supporting targeted road safety interventions and evidence-based policymaking aligned with EU road safety objectives.

REPORTED ROAD TRAFFIC CRASHES, FATALITIES AND INJURIES: ARMENIA, MOLDOVA AND UKRAINE

Road safety outcomes varied considerably across Armenia, Moldova and Ukraine in 2025 (Figure 1). In terms of reported road crashes, Armenia recorded the highest rate, at 155.5 crashes per 100,000 population, followed by Moldova (93.1) and Ukraine (66.5). Reported fatality rates were more closely grouped, with Armenia recording the highest rate, at 9.2 deaths per 100,000 population, followed by Ukraine (8.3) and Moldova (7.9). Despite these differences, all three countries recorded substantially higher fatality rates than the EU (27) average of 4.3 deaths per 100,000 population. Reported injury rates showed greater variation, with Armenia reporting the highest rate, at 229.9 injured persons per 100,000 population, followed by Moldova (108.6) and Ukraine (81.8). All three countries also substantially exceeded the EU (24) average of 31.9 injured persons per 100,000 population. Taken together, these findings highlight the importance of looking beyond road safety outcomes alone and examining the main contributing factors to better understand country-specific risks and inform targeted prevention measures.

Figure 1. Reported Road Traffic Crashes, Fatalities and Injuries per 100,000 Population, 2025



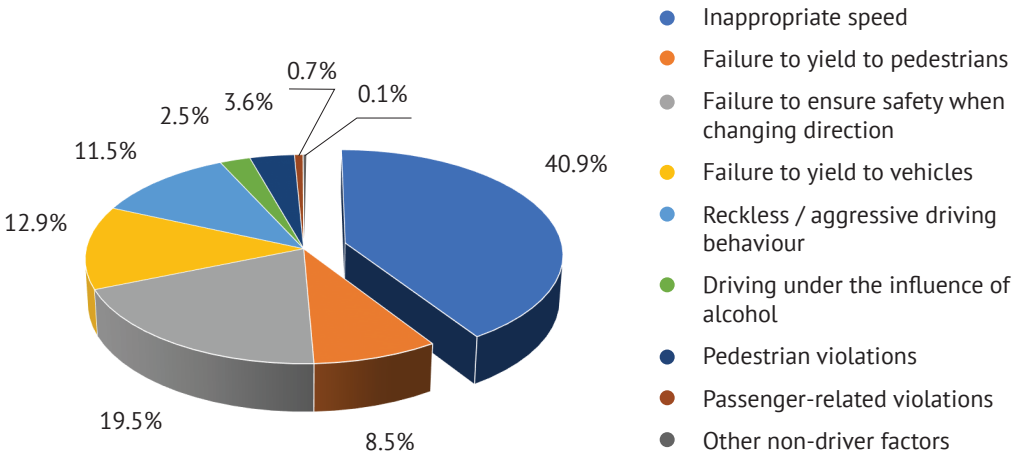
Source: Armstat, NBS Moldova, Patrol Police of Ukraine, European Transport Safety Council.

ROAD CRASH CONTRIBUTING FACTORS: UKRAINE

Road crash data in Ukraine show that driver-related factors account for the vast majority of reported crashes in 2025, with unsafe driving behaviors substantially outweighing pedestrian, passenger, and other non-driver factors. The distribution of contributing causes highlights the key behaviors associated with crash occurrence and provides valuable evidence for prioritizing road safety interventions.

Inappropriate speed was by far the leading contributing factor, accounting for 10,599 crashes (40.9% of all reported crashes) (Figure 2). Failure to ensure safety when changing direction was the second most common factor, with 5,047 crashes (19.5%), followed by failure to yield to vehicles (3,345; 12.9%) and reckless or aggressive driving behavior (2,972; 11.5%). Failure to yield to pedestrians accounted for 2,192 crashes (8.5%), while driving under the influence of alcohol represented a relatively small share, with 643 crashes (2.5%). Pedestrian violations contributed to 941 crashes (3.6%), whereas passenger-related violations (180; 0.7%) and other non-driver factors (15; 0.1%) accounted for only a marginal proportion of crashes. Overall, the findings suggest that speeding, unsafe maneuvers and failures to yield remain the predominant contributors to road crashes in Ukraine, indicating that interventions targeting driver behavior should remain a policy priority.

Figure 2. Distribution of the Main Contributing Factors to Road Crashes in Ukraine, 2025



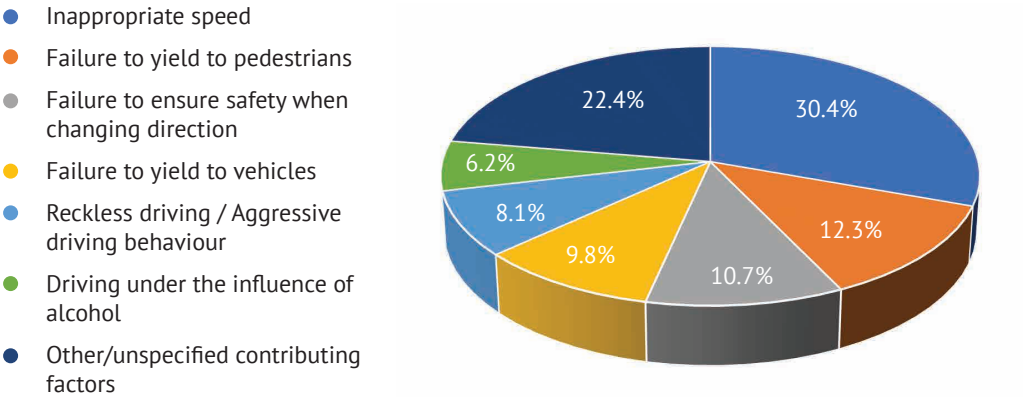
Source: The Ministry for Communities and Territories Development of Ukraine.

ROAD CRASH CONTRIBUTING FACTORS: MOLDOVA

Moldova's road crash data also show that driver-related factors account for most reported crashes in 2025, although a substantial proportion of crashes are attributed to other or unspecified contributing factors.

As in Ukraine, in Moldova inappropriate speed was the leading contributing factor, accounting for 677 crashes (30.4% of all reported crashes) (Figure 3). Failure to yield to pedestrians was the second most common cause, with 274 crashes (12.3%), followed by failure to ensure safety when changing direction (238; 10.7%) and failure to yield to vehicles (218; 9.8%). Reckless or aggressive driving behavior accounted for 181 crashes (8.1%), while driving under the influence of alcohol was responsible for 138 crashes (6.2%). The remaining 498 crashes (22.4%) were attributed to other/unspecified contributing factors. Overall, the findings indicate that speeding, failures to yield, and unsafe maneuvers were the principal driver-related contributors to road crashes in Moldova, highlighting the importance of targeted enforcement, safer road infrastructure, and behavioral interventions to improve road safety.

Figure 3. Distribution of the Main Contributing Factors to Road Crashes in Moldova, 2025



Source: General Police Inspectorate of the Republic of Moldova (Ministry of Internal Affairs).

CONCLUSION

Overall, the analysis reveals both common patterns and important differences in the contributing factors to road crashes across the EaP countries. Where detailed data are available, speeding, failures to yield, and unsafe maneuvers emerge as the predominant driver-related factors, indicating that these behaviors represent common road safety challenges across the region. At the same time, differences in national crash classification systems limit direct cross-country comparisons. Greater alignment of national road crash reporting systems with the Common Accident Data Set (CADaS) and the simplified mini-CADaS framework would substantially improve the harmonization, disaggregation, and comparability of road safety data across the region. This would strengthen regional benchmarking, facilitate evidence-based policymaking, and support the development of more effective road safety interventions

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.

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