Eastern Partnership
ROAD SAFETY OBSERVATORY

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ROAD SAFETY PERFORMANCE INDEX FOR EAP COUNTRIES 2024

NAME OF PROJECT

Eastern Partnership
Regional Road Safety
Observatory – EaP RSO

PRESENTED BY

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EaP RSO

PRESENTED TO

8th IRTAD International
Conference
Athens, Greece

15–17 APRIL
2026

PRESENTATION OVERVIEW

A structured walkthrough of the EaP RSP Index — from motivation to results

01
Motivation
Why a regional index is needed

02
Objectives & Outcomes
What the index aims to deliver

03
Index Structure
5 domains, 28 indicators

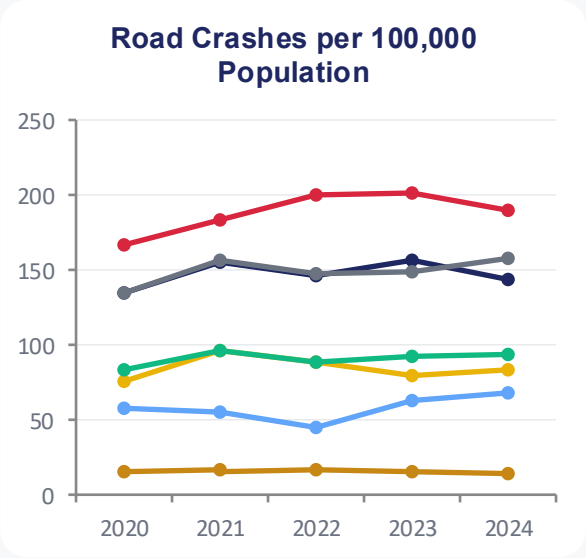
04
Methodology
From raw data to composite score

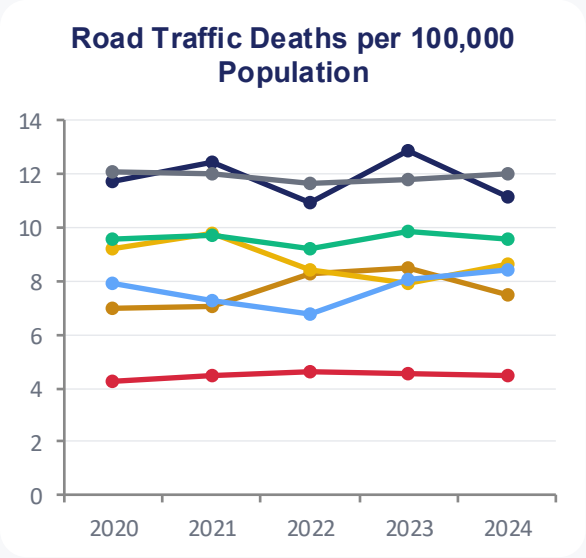
05
Results
Country & domain benchmarks

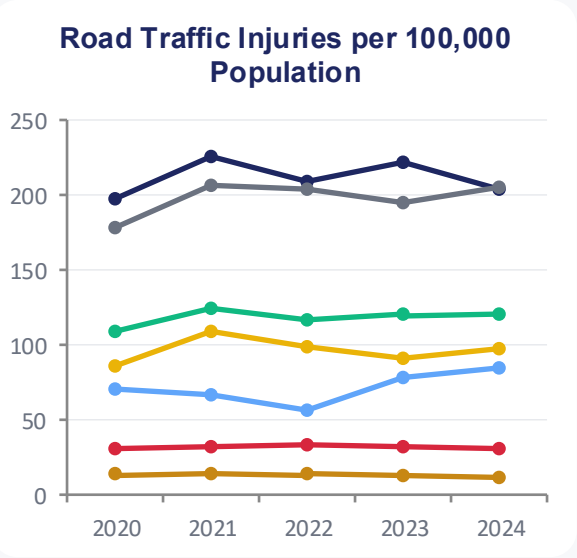
06
Conclusions & Next Steps
Findings and roadmap ahead

MOTIVATION

EaP countries lag behind EU averages on key road-safety outcomes







Armenia · Azerbaijan · Georgia · Moldova · Ukraine · EaP Average · EU (27)

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

OBJECTIVES

Three core objectives of the EaP Road Safety Performance Index

01

ADAPT

Adapt an established index methodology — Hermans, Brijs & Wets (2009) — to EaP-specific data constraints.

02

COMPILE

Compile a harmonized set of indicators across exposure, crashes & outcomes, risk factors, system performance & governance, and socio-economic context.

03

CONSTRUCT

Construct a composite index to compare performance and identify priority areas for intervention.

The EaP RSP Index provides a comparable and policy-relevant tool to benchmark countries, enable cross-country comparability, and support evidence-based road safety decision-making in the EaP region.

EXPECTED OUTCOMES

The RSP Index provides a single interpretable score per country — and enables decomposition by domain, so policymakers can focus on pressing areas.

01

Quantitative Benchmarking

A transparent, comparable measure of overall road-safety performance across EaP countries.

02

Country-Specific SPI Profiles

SPI profiles revealing strengths and weaknesses across the five core domains.

03

Methodological Blueprint

A reproducible framework adaptable for future annual monitoring and expansion.

04

Comparative Insights

How data gaps, institutions, and enforcement practices shape safety outcomes regionally.

INDEX STRUCTURE - 5 DOMAINS, 28 INDICATORS

Each domain contributes equally (20%) to the composite score

EXPOSURE

20% weight

- Motorization rate
- Road network density
- Number of licensed drivers

CRASH & OUTCOME

20% weight

- Road crashes
- Road deaths
- Serious injuries
- Vulnerable road user deaths
- Vulnerable road user injuries
- Child deaths
- Child injuries

RISK FACTOR

20% weight

- Seatbelt wearing rates among drivers
- Speed-related crash contribution
- Share of alcohol-related crashes
- Maximum urban speed limit
- Maximum rural speed limit
- Maximum motorway speed limit
- Share of vehicles older than 10 years

SYSTEM & GOVERNANCE

20% weight

- Vehicle safety standards
- Road infrastructure safety
- Emergency response capacity
- Adoption of UN road safety conventions
- Enforcement of key traffic laws
- Existence of a point-based penalty system
- Existence of national road safety strategy
- Road infrastructure funding

SOCIO-ECONOMIC & CONTEXTUAL

20% weight

- Civil society organizations working on road safety issues
- Urbanization
- Health system capacity

METHODOLOGY

A four-step process from raw indicators to composite score

SELECT & COLLECT

Selection, acquisition and processing of indicators

NORMALIZE

Convert indicators to a uniform scale unit

AGGREGATE

Combine indicators within each domain

COMPUTE INDEX

Calculating Road Safety Performance Index

0–100

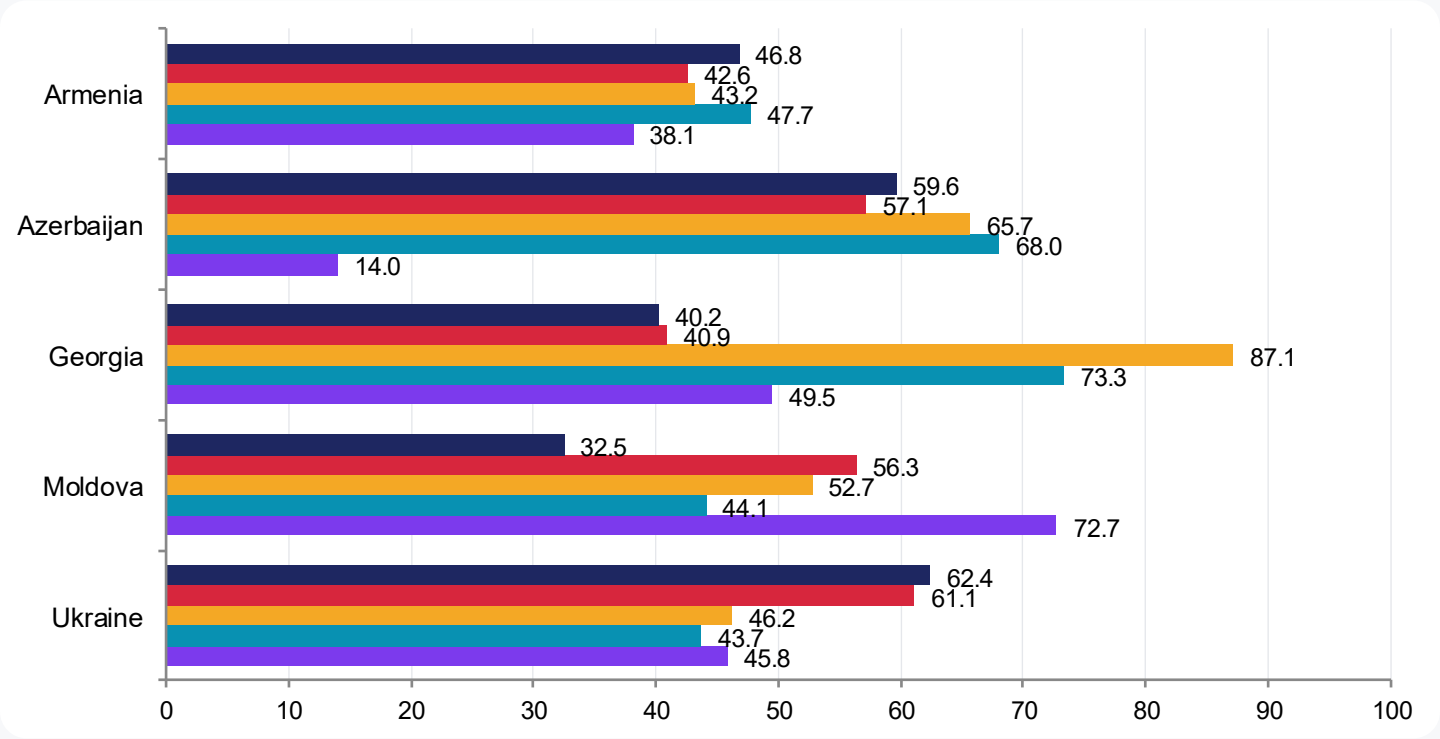
SCALE
Higher scores indicate better and more consistent performance

20%

PER DOMAIN
Each of the five domains contributes equally to the final score

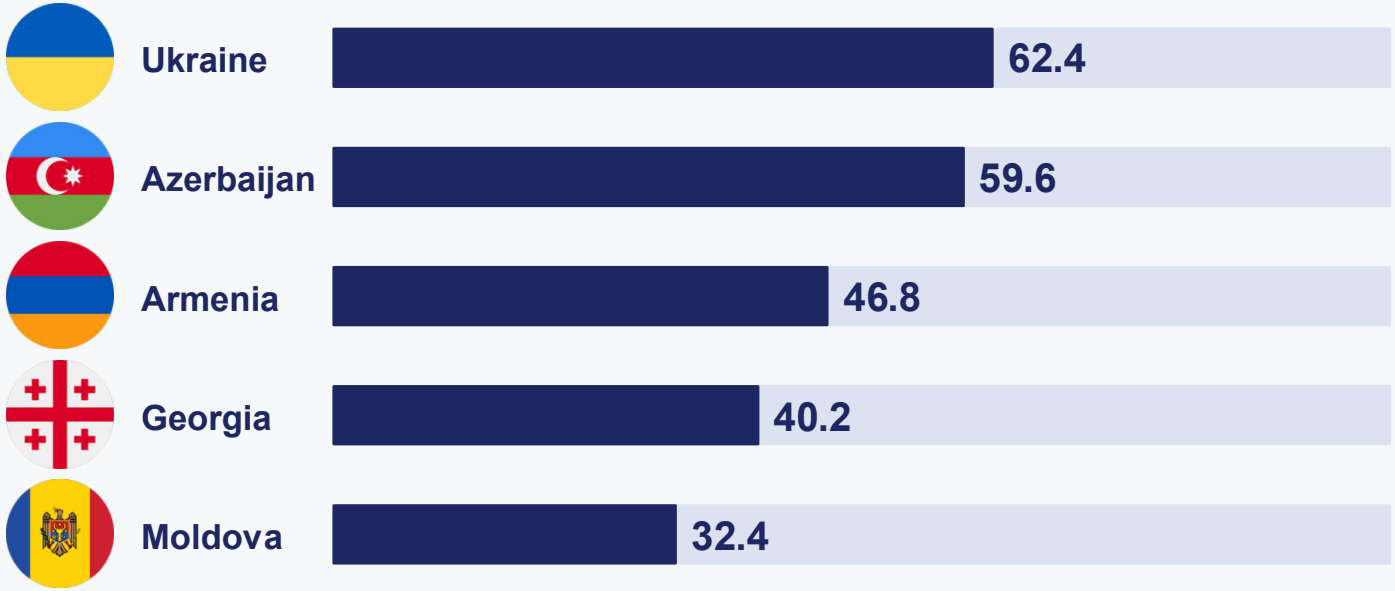
RESULTS BY DOMAIN

Scores across all five domains for each country (0–100 scale)



RESULTS — EXPOSURE DOMAIN

Country scores — sorted from highest to lowest (0–100 scale)



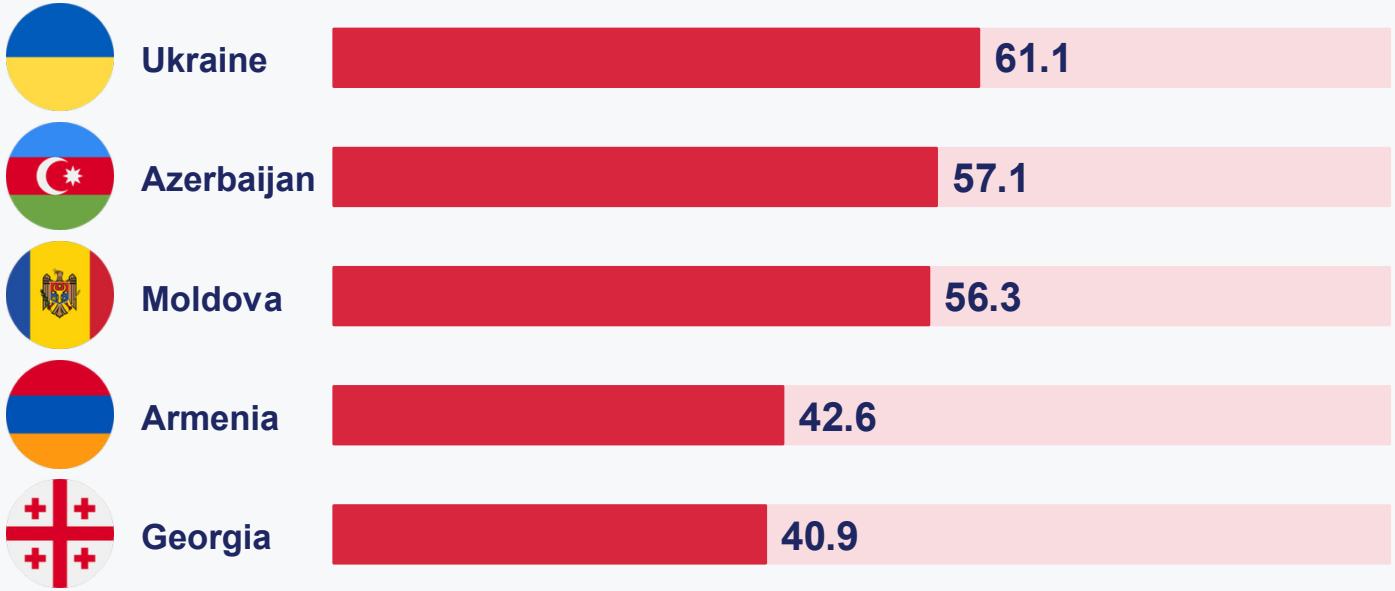
DOMAIN

20% weight

Ukraine and Azerbaijan lead on exposure indicators; Moldova records the lowest score.

RESULTS — CRASH & OUTCOME DOMAIN

Country scores — sorted from highest to lowest (0–100 scale)

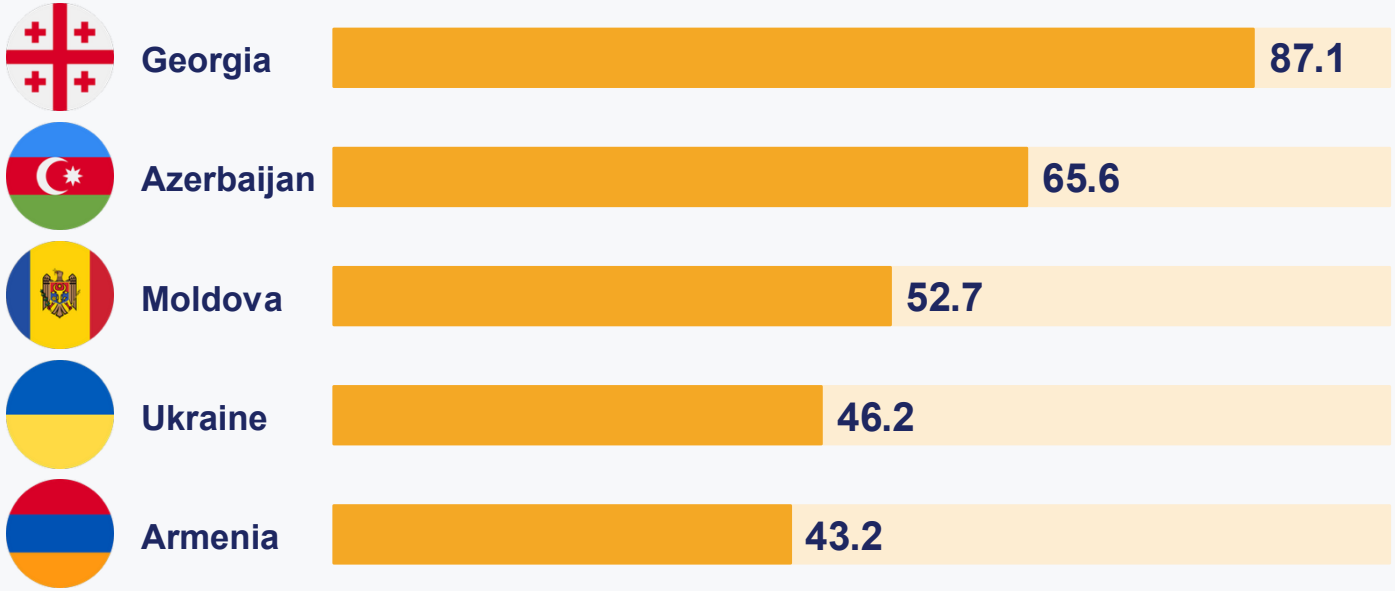


DOMAIN
20% weight

Ukraine tops crash-outcome performance; Armenia and Georgia show the weakest results.

RESULTS — RISK FACTOR DOMAIN

Country scores — sorted from highest to lowest (0–100 scale)



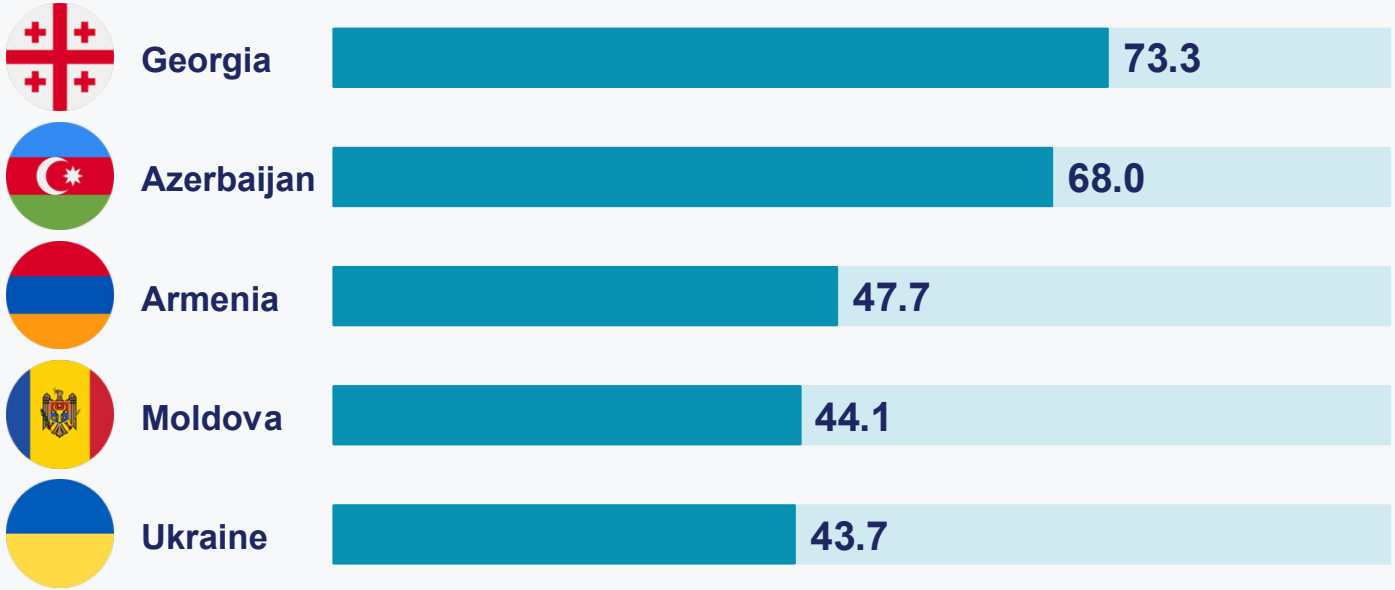
DOMAIN

20% weight

Georgia stands out with a decisive lead on risk-factor indicators; Armenia trails the group.

RESULTS — SYSTEM PERFORMANCE & GOVERNANCE

Country scores — sorted from highest to lowest (0–100 scale)



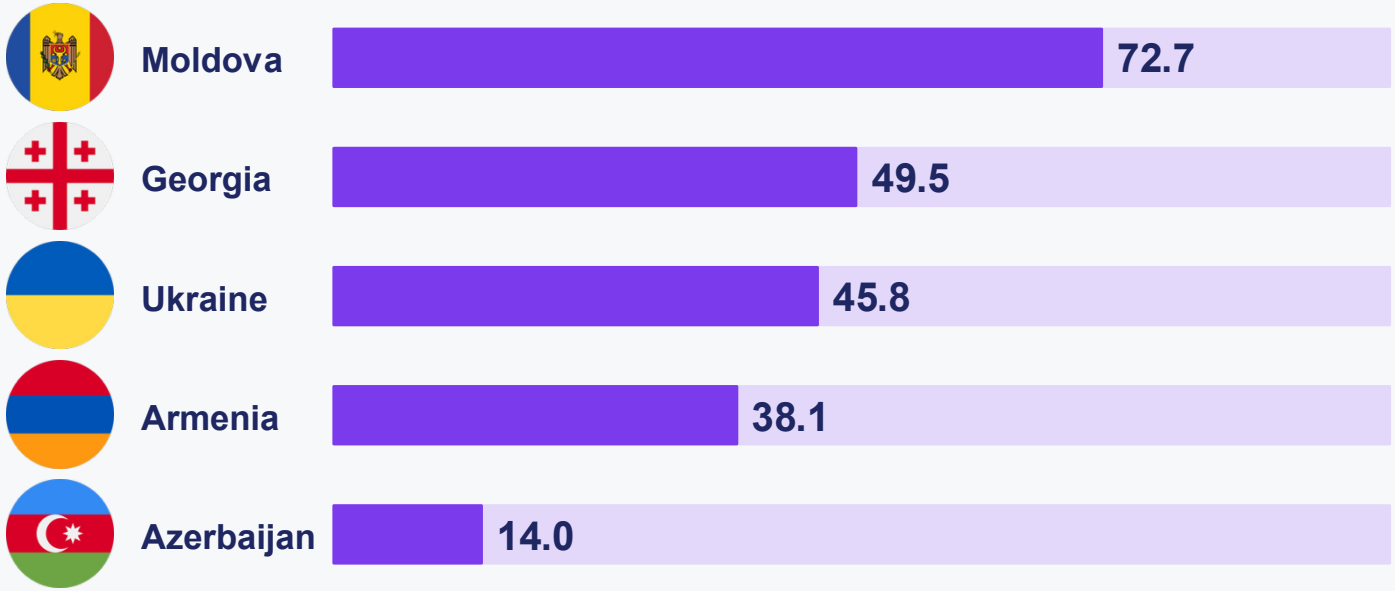
DOMAIN

20% weight

Georgia and Azerbaijan show the strongest institutional and governance performance.

RESULTS — SOCIO-ECONOMIC & CONTEXTUAL

Country scores — sorted from highest to lowest (0–100 scale)



DOMAIN

20% weight

Moldova leads sharply on socio-economic context; Azerbaijan records a notably low score.

SUMMARY OF RESULTS

Each country's strongest and weakest domains at a glance

Georgia

▲ STRONGEST
- Risk Factor
- System Performance & Governance

▼ WEAKEST
- Exposure
- Crash & Outcome

Azerbaijan

▲ STRONGEST
- Risk Factor
- System Performance & Governance

▼ WEAKEST
- Crash & Outcome
- Socio-economic & contextual

Ukraine

▲ STRONGEST
- Exposure
- Crash & Outcome

▼ WEAKEST
- System & Governance
- Socio-economic & contextual

Moldova

▲ STRONGEST
- Crash & Outcome
- Socio-economic & contextual

▼ WEAKEST
- Exposure
- System Performance & Governance

Armenia

▲ STRONGEST
- Exposure
- System Performance & Governance

▼ WEAKEST
- Crash & Outcome
- Socio-economic & contextual

No country is strongest across all domains — each shows a distinct road-safety profile.

CONCLUSIONS & NEXT STEPS

CONCLUSIONS

- Road safety performance across EaP countries is uneven and multidimensional
- Strong performance in one domain does not guarantee overall safety outcomes
- Countries show distinct profiles of strengths and weaknesses
- Risk factors and system performance & governance are key drivers of differences
- The RSP Index provides a comprehensive tool for benchmarking and policy prioritization

NEXT STEPS

1. **Annual Publication**
   Publish the EaP RSP Index yearly to track progress over time.
2. **Improving the Index**
   Expand the indicator set to better capture key risk factors and system performance.
3. **Strengthening Policy Dialogue**
   Engage with EaP country counterparts to translate findings into action.

THANK YOU

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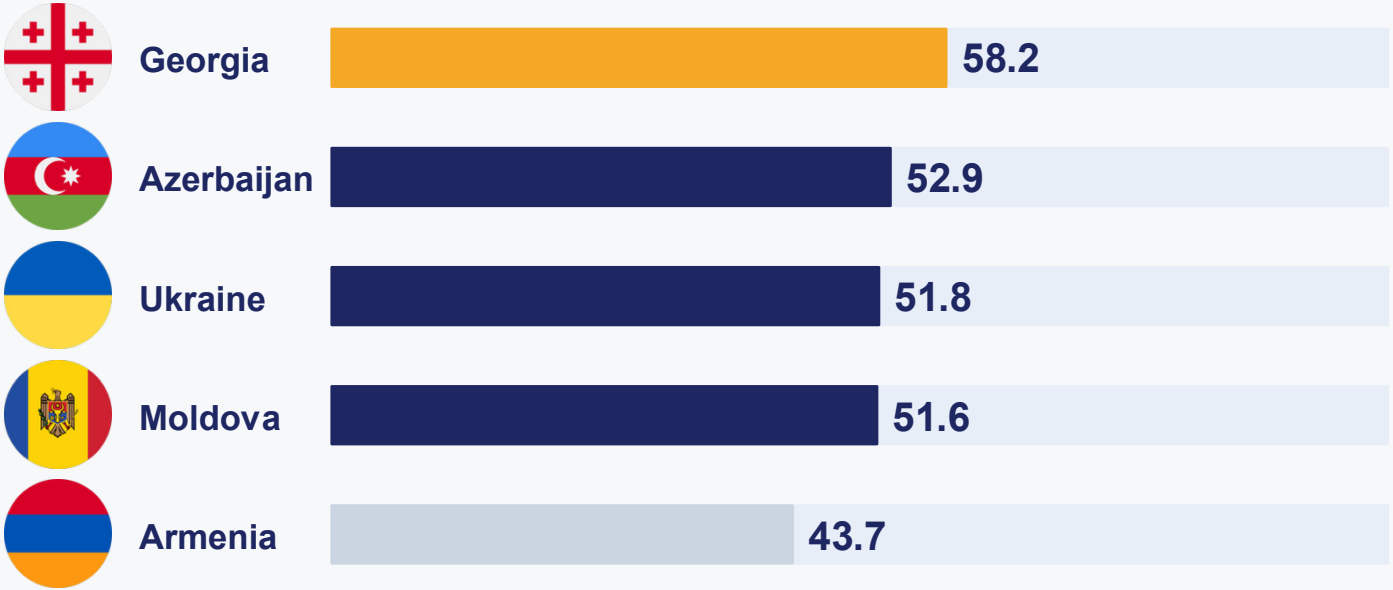
RSP INDEX — OVERALL RESULTS

Composite Index Score (0–100) by Country, 2024



RSP Index varies considerably across EaP countries — highlighting uneven progress and significant gaps.

METHODOLOGY

INDICATOR	SOURCE
Core Domain 1: Exposure (weight: 20% of total)	
✓ Motorization rate (Number of motor vehicles per 1,000 population) ✓ Road Network Density (km per km² of land area) ✓ Number of licensed drivers per 1,000 population	National statistical offices (Armstat, Azerstat, Geostat, NBS Moldova) Relevant ministries (transport, internal affairs) Government service agencies (e.g. public services, licensing authorities)
Core Domain 2: Crash and Outcome (weight: 20% of total)	
✓ Number of road crashes per 100,000 population ✓ Number of road traffic deaths per 100,000 population ✓ Number of seriously injured persons per 100,000 population ✓ Share of vulnerable road users (Cyclists & Pedestrians) in road traffic deaths (%) ✓ Share of vulnerable road users (Cyclists & Pedestrians) in road traffic injuries (%) ✓ Share of road traffic deaths among children (%) ✓ Share of road traffic injuries among children (%)	National statistical offices Government institutions (ministries, police) International sources (World Bank, WHO)
Core Domain 3: Risk Factor (weight: 20% of total)	
✓ Seatbelt wearing rates among drivers % ✓ Speed-related crash contribution % ✓ Share of alcohol-related crashes ✓ Maximum urban/urban/motorway speed limit (km/h) ✓ Share of vehicles older than 10 years (%)	National statistical offices Government institutions (ministries, police) International sources (WHO, UNECE, ATO, World Bank) Surveys (Seat Belt Use Survey, Ukraine 2024)

METHODOLOGY

INDICATOR	SOURCE
Core Domain 4: System Performance and Governance (weight: 20% of total)	
✓ Vehicle safety standards (Import Regulations and Periodic Maintenance)	
✓ Road infrastructure safety (Total Scores for Road Safety Impact Assessments (RSIA))	
✓ Emergency response capacity	International organizations & databases (WHO, UNTC)
✓ Adoption of UN road safety conventions	International reports (World Bank, WHO)
✓ Enforcement of key traffic laws (Speed law, Drink-driving law, Helmet law, Seat-belt law, Child-restraint law)	Government sources (ministries, portals)
✓ Existence of a point-based penalty system	Public finance data (country budgets)
✓ Existence of national road safety strategy	
✓ Road infrastructure funding as a share of GDP	
Core Domain 5: Socio-economic & Contextual (weight: 20% of total)	
✓ Number of active civil society organizations working on road safety issues	World bank database
✓ Urbanization	Global Alliance of NGOs for Road Safety
✓ Health system capacity approximated by the current health expenditure per capita, PPP (current international $)	