



Eastern Partnership
ROAD SAFETY OBSERVATORY



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EASTERN PARTNERSHIP ROAD SAFETY IN DATA 2025

HUMAN AND ECONOMIC COSTS

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DISCLAIMER

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INTRODUCTION

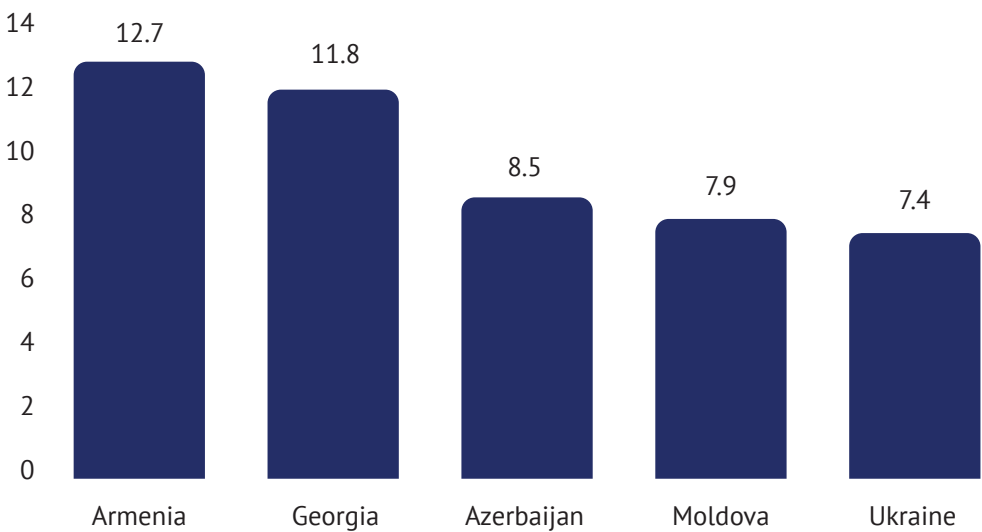
The Eastern Partnership Road Safety Observatory (EaP RSO) aims to support evidence-based road safety policymaking by improving data availability, comparability, and analysis across the region. As part of this effort, the EaP RSO has prepared a summary of key road safety indicators in its member countries – Armenia, Azerbaijan, Georgia, Moldova, and Ukraine. The overview includes road crash fatality rates, demographic characteristics of victims, and the estimated economic costs of traffic crashes. 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 road safety standards.



ROAD CRASH FATALITIES IN EASTERN PARTNERSHIP COUNTRIES

Road traffic fatality rates remain a critical public safety concern across the Eastern Partnership region, where most countries continue to report significantly higher rates than the EU average of 4.6 deaths per 100,000 population¹. Among them, Armenia recorded the highest fatality rate at 12.7 per 100,000² in 2023, followed by Georgia at 11.8 per 100,000³, both nearly three times the EU average. Azerbaijan (8.5 per 100,000)⁴, Moldova (7.9 per 100,000)⁵, and Ukraine (7.4 per 100,000)⁶ also exceeded the EU benchmark, though to a lesser extent. Despite Ukraine having the highest absolute number of road crash deaths (3053), its fatality rate was the lowest due to its large population base. Conversely, Armenia, with a smaller population, had the highest per capita road fatality rate, highlighting the disproportionate burden of road traffic deaths in less populous countries. These figures underscore persistent road safety challenges in the region and the pressing need for targeted interventions to align with EU safety standards.

Graph 1. Road crash fatality rate per 100,000 population



Source: World Bank, 2023.

¹ Eurostat (<https://ec.europa.eu/eurostat/web/main/home>)
² Statistical Committee Republic of Armenia, Armstat (<https://armstat.am/en/>)
³ Ministry of Internal Affairs (<https://info.police.ge/>); National Statistics Office of Georgia, Geostat (<https://www.geostat.ge/ka>)
⁴ the State Statistical Committee (<https://stat.gov.az/?lang=en>)
⁵ Road Safety Country Profile, World Bank, 2024.
⁶ Department of police (<https://patrolpolice.gov.ua/statystyka/>); The State Statistics Service, Derzhstat (<https://stat.gov.ua/en>)

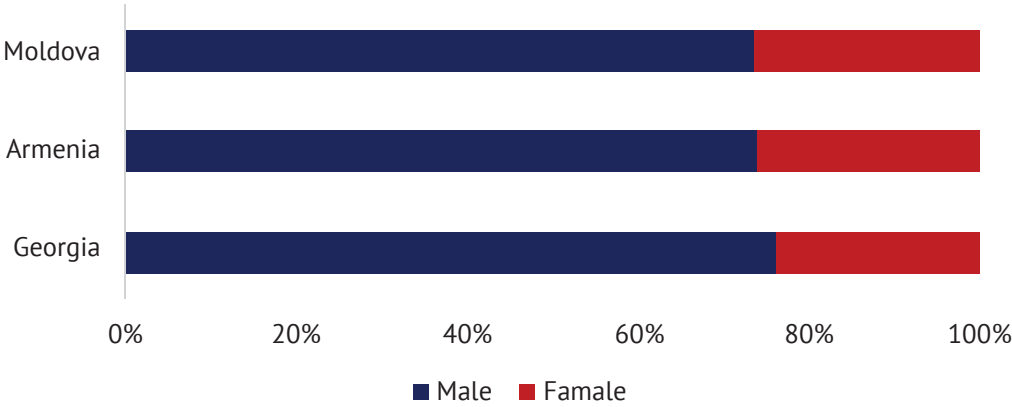


DEMOGRAPHIC CHARACTERISTICS OF FATALITIES

The distribution of road crash fatalities by gender and age in Georgia, Armenia, and Moldova reveals consistent patterns. Available data for 2023, shows that men account for the majority of deaths – about 75% across all three countries. In terms of age, adults (15-64 years for Moldova and Armenia, 17-60 for Georgia) were the most affected group, representing 69.9% of identified fatalities in Georgia, 73.7% in Armenia, and 76.9% in Moldova, followed by older people (65 years and above for Moldova and Armenia, 61 years and above for Georgia). These distributions, in particular, emphasize the concentration of road crash fatalities among working-age male populations. However, it is important to note that while men represent most recorded fatalities overall, women may be more vulnerable when it comes to different modes of transport. For example, it is commonly observed in EU countries that women are often most at risk as pedestrians or car passengers, and this might also be the case in the Eastern Partnership region. To gain a clearer understanding of these gender-specific patterns, the EaP RSO will support countries in collecting and analyzing disaggregated data according to a range of potential variable. Upcoming reports will explore this data in greater detail. It is important to note that the analysis is based only on reported cases and that the age and/or gender of some fatalities is not identified in the country-level data⁷.

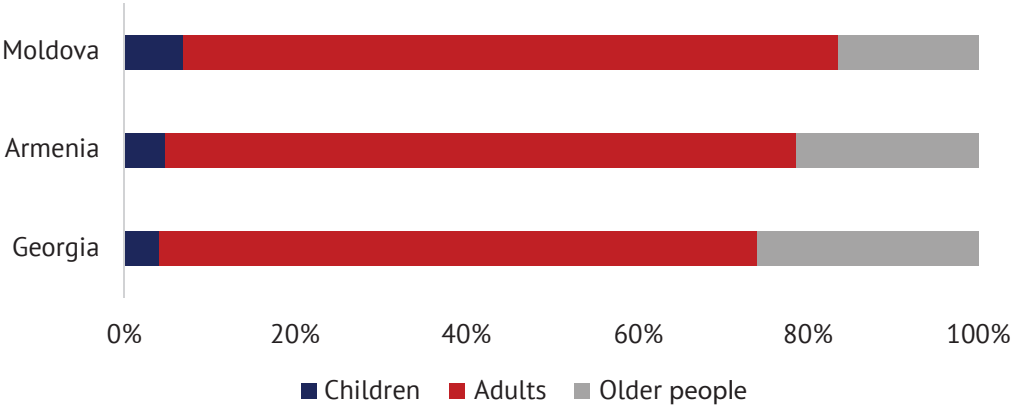
⁷ Road Safety Country Profile, World Bank, 2024.

Graph 2. Fatalities distribution by gender



Source: Road Safety Country Profile, World Bank, 2024

Graph 3. Fatalities distribution by age group



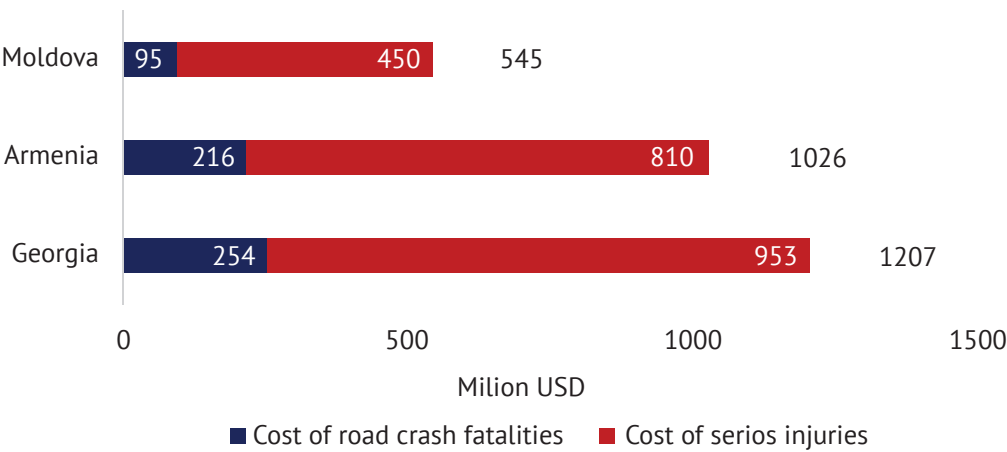
Source: Road Safety Country Profile, World Bank, 2024. Note: The age range for children is 0–14 in Moldova and Armenia, and 0–16 in Georgia. For adults, it is 15–65 in Moldova and Armenia, and 17–60 in Georgia. The older population is defined as 65 years and above in Armenia and Moldova, and 61 years and above in Georgia.



THE ECONOMIC IMPACT OF ROAD TRAFFIC CRASHES

The economic impact of road traffic crashes in Eastern Partnership countries is substantial, with costs representing a notable share of national GDP. In 2023, the economic cost of road crashes – including both fatalities and serious injuries – accounted for 3.9% of GDP in both Georgia and Armenia, and 2.7% in Moldova. Georgia faced total losses exceeding 1.2 billion USD, with 254 million linked to fatalities and over 950 million to serious injuries. Armenia’s total cost reached more than 1 billion USD, including 216 million related to fatalities and 810 million due to serious injuries. Moldova incurred approximately 545 million USD in combined losses, with 95 million attributed to fatalities and 450 million to serious injuries⁸. In 2021, Azerbaijan’s road crash costs were estimated at around 3 billion USD, amounting to 5% of its GDP⁹. These figures, calculated using the general approximation rule developed by iRAP (International Road Assessment Programme), reflect the substantial economic burden of road traffic crashes in the region and underscore the importance of investing in road safety improvements.

Graph 4. Road crash costs (Million USD)



Source: Road Safety Country Profile, World Bank, 2024

⁸ Road Safety Country Profile, World Bank, 2024.

⁹ Asian Transport Observatory (<https://asiantransportobservatory.org/analytical-outputs/roadsafetyprofiles/azerbaijan-road-safety-profile-2025/>), latest available data for Azerbaijan.



CONCLUSION

Road safety remains a critical public policy issue across Eastern Partnership countries, where road traffic fatalities and injuries continue to impose significant human and economic costs. Despite efforts to improve traffic regulation and infrastructure, fatality rates in the region remain well above the European Union average. The disproportionate impact on adult males, along with the substantial economic burden – estimated at around 3% to 5% of GDP – underscores the need for urgent and sustained action. Improving road safety requires a comprehensive approach, including better data collection, enforcement of traffic laws, public awareness campaigns, and investment in safer infrastructure. Aligning with EU safety standards should remain a strategic priority to reduce the human and financial toll of road traffic crashes in 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.

We house country-level data and act as a catalytic force to strengthen national road safety data collection, management and analysis. Our aim is to monitor road safety data beyond that derived from crashes and share good practices to help create a solid body of evidence-based practice essential for road safety policy development.

Our mission is to reduce road casualties through improving the quality of systematic and consolidated data collection on road traffic deaths and serious road injuries in line with best EU and international practices.

The Technical Secretariat of the Observatory is hosted by Georgia and is led by ISET Policy Institute and EASST. Our work is funded by the EU through the Directorate-General for Neighbourhood and Enlargement Negotiations (DG NEAR) as part of the global network of regional Road Safety Observatories supported by the World Bank.

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.

