Eastern Partnership
ROAD SAFETY OBSERVATORY

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Eastern Partnership Road Safety Observatory

ANNUAL REPORT 2025

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ABBREVIATIONS AND ACRONYMS

ABS	Anti-lock Braking System
ACM	Automobile Club of Moldova
ADB	Asian Development Bank
AI	Artificial Intelligence
AMAK	National Automobile Club of Azerbaijan
ANTA	Agenția Națională Transport Auto (National Road Transport Agency of Moldova)
AYNA	Azerbaijan Land Transport Agency
BAC	Blood Alcohol Content
CADaS	Common Accident Data Set
CARE	Community Database on Road Accidents (European Commission)
CBA	Cost-Benefit Analysis
CIG4U	Common Interest Group for Transport in Ukraine (ITF)
CNG	Compressed Natural Gas
CSO	Civil Society Organisation
DSNS	State Emergency Service of Ukraine
DSTU	National Standard of Ukraine
EaP	Eastern Partnership
EaP RSO	Eastern Partnership Road Safety Observatory
EASST	Eastern Alliance for Safe and Sustainable Transport
EC	European Commission
ESRA	E-Survey of Road Users' Attitudes
ETSC	European Transport Safety Council
EU	European Union
EV	Electric Vehicle
GDP	Gross Domestic Product
GDPR	General Data Protection Regulation (EU)
GNI	Gross National Income
GPS	Global Positioning System
iRAP	International Road Assessment Programme
ISA	Intelligent Speed Assistance
ISET-PI	ISET Policy Institute
ISO	International Organization for Standardization
ITF	International Transport Forum
KIIS	Kyiv International Institute of Sociology
KPI	Key Performance Indicator
LMIC	Low- and Middle-Income Country
MAIS	Maximum Abbreviated Injury Scale
MAIS3+	Maximum Abbreviated Injury Scale, score of 3 or higher (serious injury)
MIA	Ministry of Internal Affairs
NCAP	New Car Assessment Programme
NDC	National Data Coordinator
NGO	Non-Governmental Organisation
OECD	Organisation for Economic Co-operation and Development
PTW	Powered Two-Wheeler
RHD	Right-Hand Drive
RSCC	Road Safety Coordination Council (Ukraine)
SDG	Sustainable Development Goal
SPI	Safety Performance Indicator
SUV	Sport Utility Vehicle
TEN-T	Trans-European Transport Network
UN	United Nations
UNDP	United Nations Development Programme
UNECE	United Nations Economic Commission for Europe
UNICEF	United Nations Children's Fund
UNRSF	United Nations Road Safety Fund
USD	United States Dollar
VSL	Value of a Statistical Life
WHO	World Health Organization
WTO	World Trade Organization

INTRODUCTION – OVERVIEW OF CONTENT

The Eastern Partnership Road Safety Observatory (EaP RSO) is a joint initiative of the European Union and the countries of the Eastern Partnership, united by the target set in the 2018 Eastern Partnership Declaration on Road Safety: to reduce fatal and serious road traffic injuries by 50% between 2020 and 2030. This Annual Report covers the second year of the Observatory's operations – a year in which the foundations laid at the outset began to deliver tangible results across the region.

The urgency of this work remains clear. Road traffic fatality rates across the region continue to exceed the EU average of 4.4 deaths per 100,000 population, ranging from 7.5 in Azerbaijan to 12.0 in Georgia – nearly three times the EU benchmark. The economic burden is equally stark: road crashes cost member countries between 2.7% and 5% of GDP annually. This report presents the evidence base behind these figures, examining the burden of road collisions (Chapter 2), their economic costs (Chapter 3), the situation of vulnerable road users (Chapter 4), and crash patterns by road type (Chapter 5), before reviewing regional progress across the pillars of the Safe System Approach: data systems (Chapter 6), road safety management (Chapter 7), safer roads (Chapter 8), safer vehicles (Chapter 9), safer road users (Chapter 10), and post-crash response (Chapter 11).

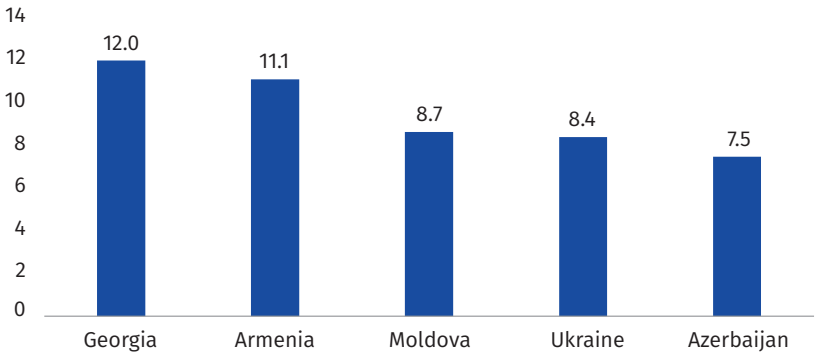
THE BURDEN OF ROAD COLLISIONS IN EASTERN PARTNERSHIP COUNTRIES

Road Crash Fatalities and Injuries in Eastern Partnership Countries

Road traffic fatality rates remain a critical public safety challenge across the Eastern Partnership region, where most countries continue to report significantly higher rates than the EU average of 4.4 deaths per 100,000 population in 2024[1]. Georgia registered the highest fatality rate in the region at 12.0 deaths per 100,000[2], followed closely by Armenia at 11.1[3], both nearly three times the EU benchmark. Moldova (8.7)[4] and Ukraine (8.4)[5] also exceeded the EU average, while Azerbaijan recorded the lowest fatality rate among the five countries at 7.5[6], yet still above EU levels (Graph 1). A similar pattern emerges when considering injury rates: Georgia (205.6 injuries per 100,000) and Armenia (204.5) reported exceptionally high injury burdens, far surpassing Moldova (98.5), Ukraine (84.3), and especially Azerbaijan (11.7) (Graph 2). Despite Ukraine recording the highest absolute number of road deaths (3,202) and injuries (32,023), its large population results in comparatively lower per-capita rates than those of Georgia and Armenia. In contrast, Georgia and Armenia, both with a smaller population, exhibit the highest per-capita fatality rates, illustrating the disproportionate burden of road traffic deaths in less populous countries. These figures highlight persistent road safety challenges across the region and reinforce the need for targeted interventions to align with EU safety standards.

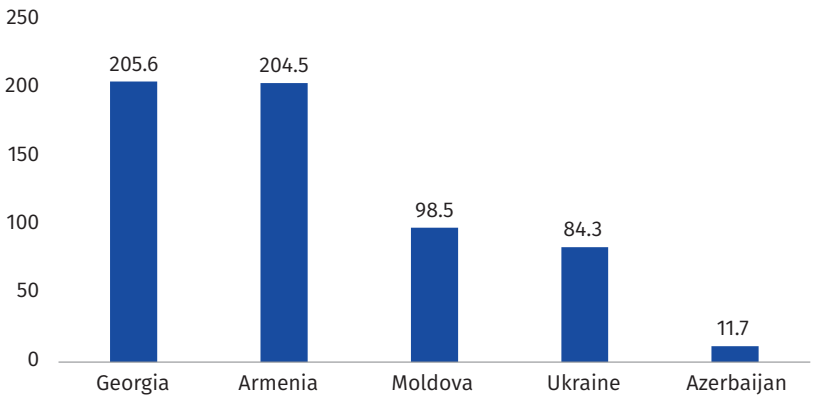
1. Eurostat (https://ec.europa.eu/eurostat/web/main/home)
2. Ministry of Internal Affairs (https://info.police.ge/); National Statistics Office of Georgia, Geostat (https://www.geostat.ge/ka)
3. Statistical Committee Republic of Armenia, Armstat (https://armstat.am/en/)
4. National Bureau of Statistics of the Republic of Moldova (https://statistica.gov.md/en)
5. The State Statistics Service of Ukraine (https://stat.gov.ua/en)
6. The State Statistical Committee of the Republic of Azerbaijan (https://stat.gov.az/?lang=en)

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



Source: National Statistics, 2024

Graph 2. Road crash injury rate per 100,000 population



Source: National Statistics, 2024

Fatality and Injury Burdens Relative to Motorisation Levels

Motorisation levels vary significantly across the Eastern Partnership region, shaping differences in both exposure to road traffic risk and the severity of road safety outcomes. In 2023, Moldova recorded the highest motorisation rate at 511 vehicles per 1,000 population[7], followed closely by Georgia (474)[8] and Armenia (312)[9]. Ukraine (242)[10] and Azerbaijan (171)[11] had substantially lower levels of vehicle ownership, reflecting different mobility patterns across the region (Graph 3).

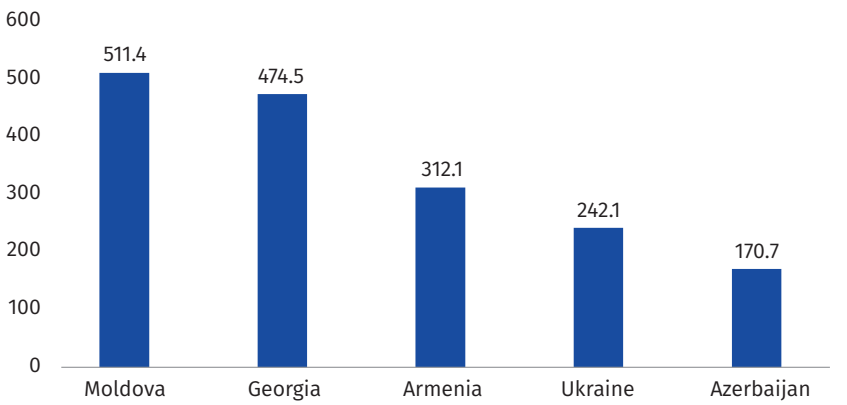
7. Road Safety Country Profile: Moldova, World Bank, 2024.
8. Road Safety Country Profile: Georgia, World Bank, 2024.
9. Road Safety Country Profile: Armenia, World Bank, 2024.
10. The Ministry for Communities and Territories Development of Ukraine (https://mtu.gov.ua/en/)
11. The State Statistical Committee of the Republic of Azerbaijan (https://stat.gov.az/?lang=en)

When these figures are compared to road fatality and injury rates, a complex relationship emerges. Countries with higher motorisation, such as Moldova and Georgia, face greater exposure due to the larger number of vehicles per capita, which can contribute to elevated crash and injury burdens if road infrastructure, enforcement, and driver behaviour do not keep pace with the growth in vehicles. Armenia, despite having a moderate motorisation rate (312 per 1,000), continues to experience a disproportionately high burden of road deaths and injuries, suggesting that risk factors beyond vehicle ownership – such as road conditions, enforcement effectiveness, and emergency response – play a critical role.

Conversely, Ukraine and Azerbaijan exhibit relatively low motorisation 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 motorisation 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 comparison shows that motorisation alone does not determine road safety performance. Rather, it interacts with the quality of infrastructure, traffic management, enforcement, and public behaviour. The 2024 data 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.

Graph 3. Motorisation rates (Number of motor vehicles per 1,000 person)



Source: Road Safety Country Profiles, National Sources

ECONOMIC COSTS OF ROAD DEATH AND INJURY

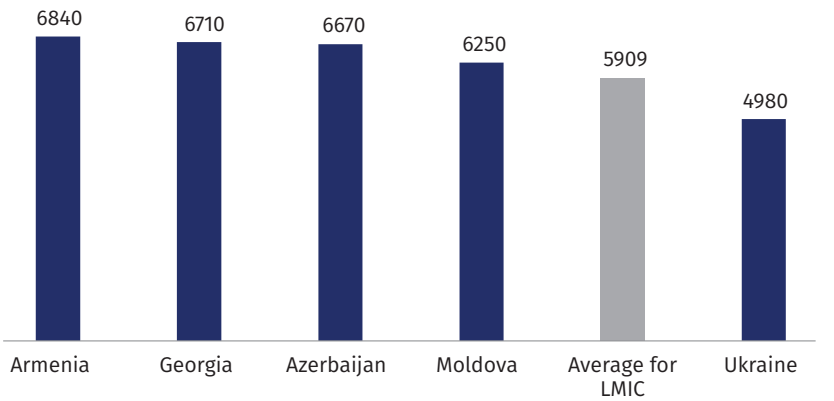
Road traffic injuries and fatalities represent not only a major public health concern but also a significant economic challenge across the Eastern Partnership (EaP) countries, placing a substantial strain on families, communities, and national economies. To design effective policies and allocate resources efficiently, it is essential to understand not only the human toll but also the economic cost of road traffic fatalities. One widely used approach for this purpose is the Value of a Statistical Life (VSL) – an estimate of the monetary value that society places on reducing the risk of death.

VSL estimates for Armenia, Azerbaijan, Georgia, Moldova, and Ukraine, are derived using a value transfer methodology. The OECD identifies this method as the most transparent, with a level of reliability comparable to that of more complex function-based approaches. A recent study by Wijnen, Dahdah, and Pkhikidze employs this approach and incorporates updated VSL estimates based on studies conducted in 32 countries worldwide[12]. This method allows for the adaptation of existing VSL estimates from low- and middle- income countries to local contexts by adjusting for national income levels of the countries. While not a substitute for country-specific primary research, value transfer offers a practical and policy-relevant starting point for economic assessments in contexts where local data is limited.

Graph 4 presents the Gross National Income (GNI) per capita in USD for five Eastern Partnership countries, alongside the average GNI per capita for low- and middle- income countries (LMICs), which stands at USD 5,909 (for the LMICs where VSL studies have been conducted). Among the countries listed, Armenia has the highest GNI per capita at USD 6,840, followed closely by Georgia (USD 6,710) and Azerbaijan (USD 6,670). Moldova also exceeds the LMIC average, with a GNI per capita of USD 6,250. However, Ukraine, with USD 4,980, falls below the LMIC average (World Bank, 2023). These income levels are a key input for estimating the Value of a Statistical Life (VSL) using the value transfer methodology, where VSL is typically scaled in proportion to national income.

12. *Wim Wijnen, Said Dahdah & Nino Pkhikidze (22 Apr 2025): The value of a statistical life in the context of road safety: a new value transfer approach, Traffic Injury Prevention.*

Graph 4. GNI per capita for Eastern Partnership countries (USD)



Source: World Bank, 2023

Among the five countries, Moldova has the highest estimated Value of a Statistical Life (VSL) at approximately USD 330,386, followed closely by Azerbaijan and Georgia. Armenia and Ukraine have correspondingly lower VSL estimates, with Ukraine showing the lowest at USD 255,145. These figures provide a useful monetary benchmark for assessing the economic benefits of road safety interventions and help guide the prioritisation of investments across the region.

Table 1. VSL for Eastern Partnership countries

COUNTRIES	VSL (USD)
Average for LMIC	*429,350.7*
Moldova	330,386.1
Azerbaijan	327,389.0
Georgia	296,085.6
Armenia	286,473.8
Ukraine	255,145.1

Source: Author's calculations

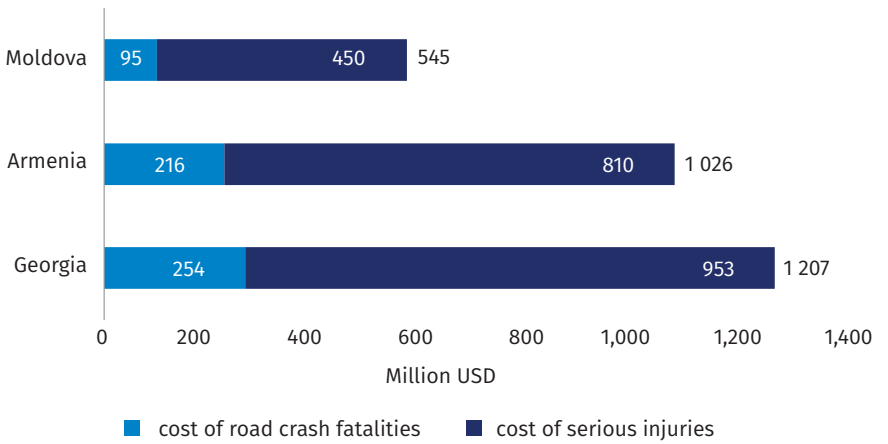
The estimates serve two key purposes. First, they help underscore the socio-economic burden of road traffic fatalities, offering a tangible measure of the often-overlooked costs of inaction. Second, they provide essential inputs for cost-benefit analysis (CBA) – a critical tool for evaluating road safety policies and projects. CBA compares the expected benefits of a proposed measure (e.g., lives saved, injuries avoided) against its costs, with the goal of informing transparent, evidence-based decision-making.

Monetary valuation through VSL enables policymakers to assess trade-offs and prioritise interventions that deliver the greatest safety impact per unit of investment. By incorporating VSL into CBAs, governments and stakeholders in the EaP region can better justify and target investments in road infrastructure, enforcement, education, and other safety measures – ultimately saving more lives and achieving better value for money.

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 injuries[13]. In 2021, Azerbaijan's road crash costs were estimated at around 3 billion USD, amounting to 5% of its GDP[14]. 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 5. Road crash costs (Million USD)



Source: Road Safety Country Profile, World Bank, 2024

13. Road Safety Country Profile, World Bank, 2024.

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

VULNERABLE ROAD USERS

Demographic Characteristics of Fatalities

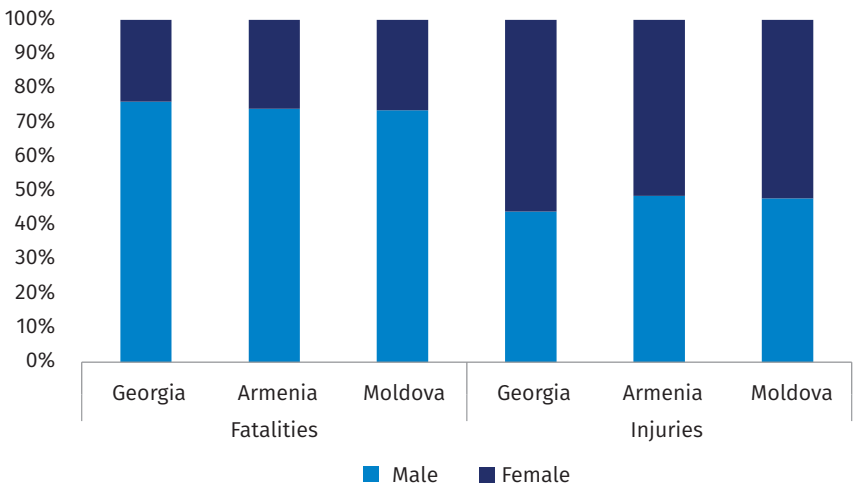
The distribution of road crash fatalities and injuries by gender and age in Georgia, Armenia, and Moldova reveals clear demographic patterns with notable differences between fatal and non-fatal outcomes. In all three countries, men account for the majority of road deaths, representing 76.1% of fatalities in Georgia, 74.0% in Armenia, and 73.6% in Moldova. Women's share of fatalities remains comparatively low, at around one quarter of all deaths. This strong male dominance among fatal victims reflects higher exposure to driving, riskier road behaviours, and greater involvement in high-severity crash types among men. However, gender distribution shifts significantly when examining non-fatal injuries. Women constitute a slight majority of injured victims, 55.9% in Georgia, 51.4% in Armenia, and 52.2% in Moldova, while men account for 44.1%, 48.6%, and 47.8%, respectively. This inversion suggests that although men are more frequently involved in severe and fatal crashes, women may face greater vulnerability in non-fatal scenarios, potentially linked to mode-of-transport differences, such as being more often pedestrians or car passengers. Similar patterns are observed in many EU countries and may also be relevant in the Eastern Partnership region.

Age distributions further highlight the concentration of road trauma among working-age populations. Adults constitute the majority of fatal victims across all three countries – 69.9% in Georgia, 73.7% in Armenia, and 77.0% in Moldova – reflecting their higher daily mobility and exposure to road traffic. Older people represent the second-largest group, accounting for 26.0% of fatalities in Georgia, 21.4% in Armenia, and 16.3% in Moldova, underscoring their heightened vulnerability to severe injury outcomes. Children make up the smallest share of fatal victims, at just 4.2% in Georgia, 4.9% in Armenia, and 6.7% in Moldova. Injury patterns differ considerably from fatality patterns: children account for a much higher share of non-fatal injuries – 21.0% in Georgia, 20.9% in Armenia, and 18.2% in Moldova – indicating that while children are less likely to die in crashes, they are significantly exposed to injury risk. Adults remain the largest group among the injured, representing between 55.1% and 62.7% across the three countries, but their dominance is less pronounced than in fatality data. Older people constitute 23.9% of injuries in Georgia, 16.3% in Armenia, and 24.5% in Moldova, highlighting a consistent vulnerability in both fatal and non-fatal outcomes.

For Ukraine, publicly available data do not provide a full breakdown of victims by age group. However, available figures for 2023 indicate that 171 children died in road crashes, while 4,538 children were injured. These figures mean that children accounted for 5.6% of all recorded fatalities and 15.4% of all injuries, pointing to a substantial burden of road trauma among younger road users even in the absence of more granular demographic information. The available data therefore suggest patterns that may be consistent with those observed in neighbouring countries, particularly regarding children's heightened vulnerability to non-fatal injuries.

Taken together, these gender and age distributions show that working-age men bear the greatest burden of fatal road trauma, while women, children, and older people are each disproportionately affected in specific ways, particularly in non-fatal injury patterns. These demographic patterns reflect a combination of behavioural, exposure-related, and structural factors, including the mode of transport, road infrastructure conditions, seatbelt and child-restraint use, and the effectiveness of emergency medical response. It is also important to acknowledge that the analysis is based on reported cases, and in all countries – including Ukraine – a share of victims have unidentified or unpublished demographic information, meaning that the true distributions may differ slightly from the available data[15].

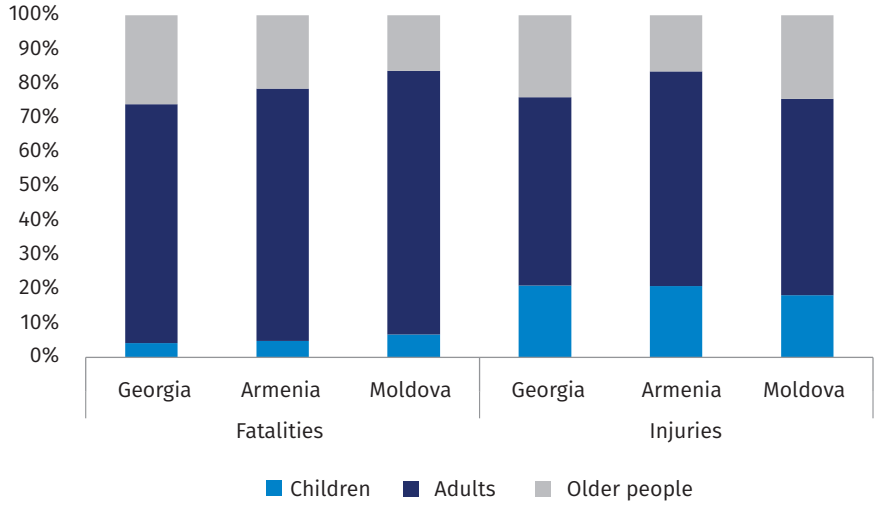
Graph 6. Fatalities and injuries distribution by gender



Source: Road Safety Country Profile, World Bank, 2024

15. Road Safety Country Profile, World Bank, 2024.

Graph 7. Fatalities and injuries 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

Road Crash Fatalities and Injuries Distribution by Road User Group

The distribution of road crash fatalities across user groups demonstrates both regional similarities and country-specific characteristics. Based on data from 2021-2023, vehicle occupants and pedestrians consistently represent the largest shares of fatalities, while other road user categories also show emerging and evolving risks. Differences across Armenia, Georgia, and Moldova reflect variations in traffic composition, mobility patterns, and overall safety conditions. For broader context, EU-level data from 2022 – while slightly earlier than the 2023 figures used in this narrative – suggest that car occupants, pedestrians, cyclists, and powered two-wheelers each account for a notable share of road deaths[16]. Although cross-year comparisons must be interpreted with caution, these EU values provide a useful general benchmark for understanding the regional patterns discussed below.

Across all three countries, vehicle occupants (drivers and passengers of 4-wheeled cars and light vehicles) remain the most affected group. In Armenia, they accounted for half of all fatalities and nearly 70% of injuries in 2023, with fatalities peaking at 55.5% in 2022. In Georgia, they represented 53.4% of fatalities and 48.9% of injuries in 2023, while in Moldova, they accounted for 48% of fatalities and 50% of injuries. These high shares underscore the need for stronger vehicle safety measures, enforcement of traffic laws, and improvements in occupant protection. The EU average for car-occupant fatalities stands at around 45%, which broadly aligns with the overall trend observed in these countries.

16. Annual statistical report on road safety, EU 2024

Pedestrians are the second most vulnerable group across the selected countries, with consistently high fatality and injury shares. In Armenia, pedestrians made up 28.6% of fatalities and 17.7% of injuries in 2023, while in Georgia they accounted for 25.1% of fatalities and 17.8% of injuries. Moldova's data show pedestrians represented 28% of fatalities and 26% of injuries. In Ukraine, the 2023 figures similarly highlight the vulnerability of pedestrians, who accounted for 30.5% of fatalities and 20.4% of injuries. These levels are higher than the EU reference point, where pedestrians accounted for around 18% of road deaths, indicating that pedestrian risk remains particularly acute across the region.

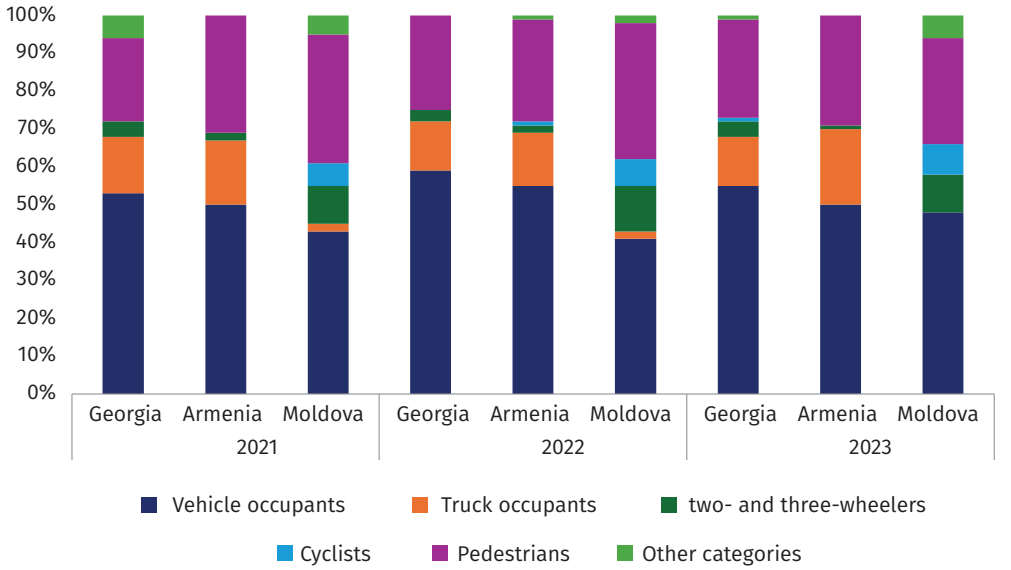
For truck occupants (drivers and passengers of heavy vehicles), the patterns are more mixed. Armenia recorded an increase in the share of truck-occupant fatalities from 14.3% in 2022 to 19.6% in 2023, while injuries remained at 9.8%. In Georgia, the share of fatalities declined to 12.2% in 2023 and injuries stood at 6.4%. Moldova, by contrast, reported negligible involvement of truck occupants, with only 1% of injuries recorded in 2023. These differences point to the need for tailored and context-specific safety interventions for heavy vehicle users.

The role of two- and three-wheelers (motorcycles, mopeds, scooters) is also increasing, particularly in Georgia, where their share of injuries rose sharply to 11.5% in 2023 from 8% in 2022, accompanied by 4.2% of fatalities. Armenia showed more modest involvement, with fatalities at 1.3% and injuries at 2.5% in 2023. In Moldova, the share of fatalities remained at 10%, while injuries increased to 14%. While these levels differ from the EU figure for powered two-wheelers – around 19% of road deaths – they collectively point to a rising vulnerability of this group as motorised two- and three-wheeler use becomes more common.

Cyclists, while a smaller group, still represent a visible share of casualties. Armenia recorded very low cyclist involvement, with fatalities falling to 0.3% in 2023 and injuries remaining below 0.4%. In Georgia, cyclist fatalities rose modestly to 0.8% in 2023, with injuries at around 0.7%. Moldova reported higher shares, with cyclists accounting for 8% of fatalities and 6% of injuries. These figures contrast with the EU reference point of about 10% cyclist fatalities, reflecting low cycling uptake in Armenia and Georgia but a more notable presence in Moldova.

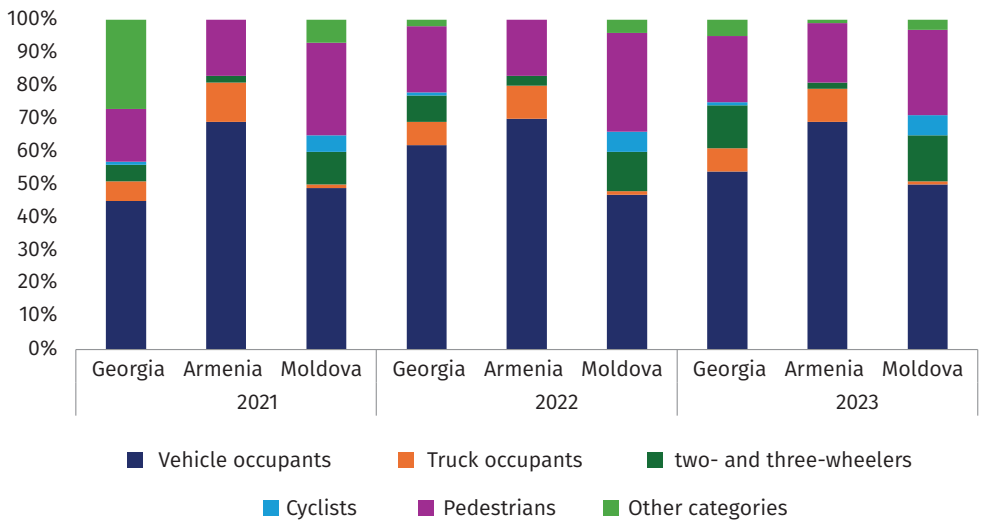
Finally, other road user categories accounted for small but noteworthy shares. Armenia reported around 0.3% of fatalities and 0.9% of injuries in 2023, Georgia recorded 1% of fatalities and 5% of injuries, while Moldova showed 6% of fatalities and 3% of injuries. Although comparatively minor in proportional terms, these categories represent diverse risks that need to be captured in comprehensive road safety strategies.

Graph 8. Road crash fatalities Distribution by Road User Group (2021-2023)



Source: Road Safety Country Profile, World Bank, 2024

Graph 9. Road crash injuries Distribution by Road User Group (2021-2023)



Source: Road Safety Country Profile, World Bank 2024

Pedestrian Road Crash Fatalities and Injuries Distribution by Age Group and Gender

Analysis of pedestrian road crash data from Armenia, Georgia, and Moldova between 2021 and 2023 reveals that adult males and older adults are consistently the most vulnerable groups, while females and children also carry notable risks. Across all three countries, adult males of working age (15–64/17–60 years) recorded the highest number of pedestrian fatalities, while adult females recorded similar or even higher levels in terms of injuries. In Armenia, fatalities for adult males ranged from 27 to 41 annually, while in Georgia they fluctuated between 33 and 48, and in Moldova they peaked at 43 in 2022 before falling sharply to 22 in 2023. Injuries among adult males followed similar trends, reaching as high as 414 in Armenia in 2022 and ranging between 414 and 419 in Georgia over the three years, while Moldova showed a decline from 232 in 2021 to 156 in 2023.

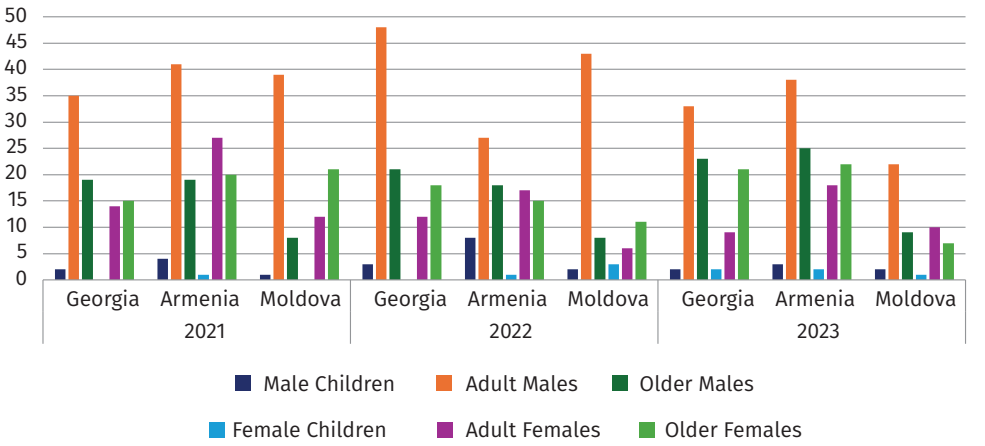
Adult females of working age consistently reported high injury counts, particularly in Georgia, where numbers increased from 422 in 2021 to 478 in 2023. Armenia also recorded high levels, with 398 injuries in 2021 and 382 in 2023, while Moldova saw a downward trend from 237 in 2021 to 146 in 2023. Fatalities among adult females fluctuated across the three countries: in Armenia, they remained relatively high, decreasing from 27 in 2021 to 18 in 2023; in Moldova, they fell from 12 in 2021 to 6 in 2022 before rising again to 10 in 2023; and in Georgia, they showed a steady downward trend from 14 in 2021 to 9 in 2023.

The older adults population (61/65+ years) showed increasing or persistently high risks, particularly in Armenia and Georgia. Fatalities among older males rose in Armenia from 19 to 25 and in Georgia from 19 to 23 between 2021 and 2023, while older females in Georgia saw an increase from 15 to 21. In Armenia, older female fatalities also rose, from 15 in 2022 to 22 in 2023. By contrast, Moldova displayed a more positive trend, with older male fatalities stable at 8–9 annually and older female fatalities decreasing significantly from 21 in 2021 to 7 in 2023. As for injuries, the numbers fluctuated: in Armenia, they decreased among older males but increased among females; in Georgia, the trend was upward for both groups, as in Moldova. However, the overall number of injuries in Moldova remained much lower, as was the case for fatalities.

Children (0–14/0–16 years) had relatively low fatality numbers in all three countries, though trends varied. In Armenia, child fatalities remained low but variable, while in Georgia they fluctuated at similarly modest levels, as well as in Moldova. Injuries, however, tell a more concerning story: Armenia saw a rise in injuries among both male and female children. Similar trends were observed for Georgia over the three-year period. Moldova, in contrast, showed declining injury numbers among children.

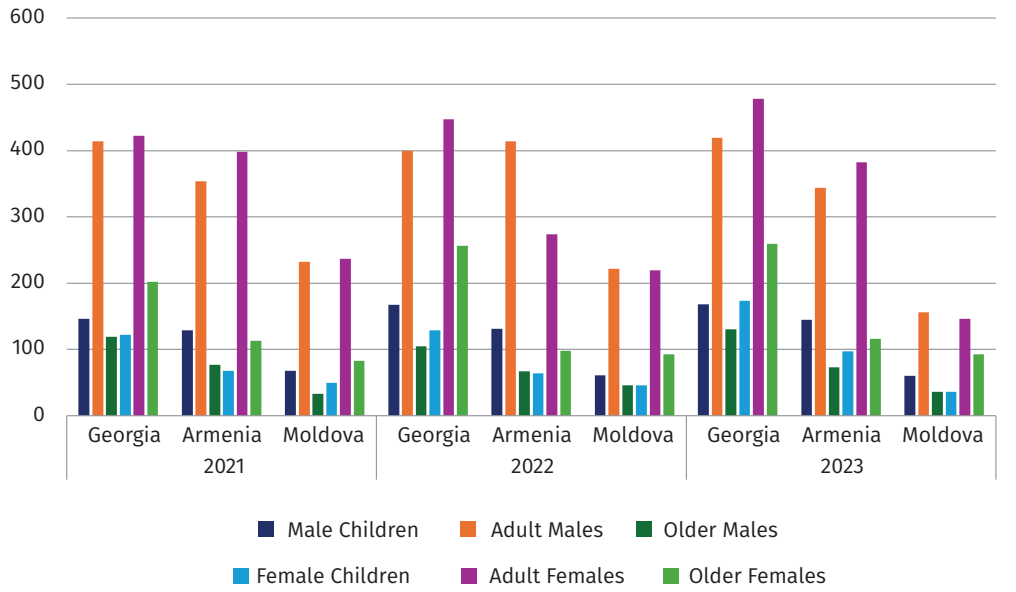
Overall, the analysis highlights that adult males and the older adults remain the most vulnerable groups in pedestrian road crashes across Armenia, Georgia, and Moldova, while adult females and children also face significant risks, particularly from injuries. Armenia and Georgia generally show higher and increasing injury and fatality trends, especially among the older adults and adult females, whereas Moldova exhibits lower overall numbers and some improvements over time, particularly for older adults and child populations. These patterns suggest persistent gender and age-specific vulnerabilities, with notable differences across the three countries, underscoring the need for targeted road safety interventions.

Graph 10. Pedestrian Road Crash Fatalities Distribution by Age Group and Gender (2021-2023)



Source: Road Safety Country Profile, World Bank 2024

Graph 11. Pedestrian Road Crash Injuries Distribution by Age Group and Gender (2021-2023)



Source: Road Safety Country Profile, World Bank 2024

Road safety remains a significant concern in Armenia, Georgia, and Moldova, where road crash fatalities and injuries continue to generate notable social and economic impacts. The data from 2021 – 2023 shows that vehicle occupants and pedestrians represent the largest shares of casualties, while risks for two- and three-wheeler users are becoming more evident. Disaggregation by age and gender highlights the vulnerability of adult males and older pedestrians. Moldova demonstrates some improvements, especially for older adults and child populations, whereas Armenia and Georgia show more persistent or increasing challenges. These findings indicate the need for continued efforts to strengthen enforcement, improve infrastructure, enhance data collection, and promote awareness, with the broader objective of gradually reducing the human and economic costs associated with road traffic crashes.

ROAD CRASH FATALITIES AND INJURIES DISTRIBUTION BY ROAD TYPE

Urban and Non-Urban Area Crash Patterns in Moldova

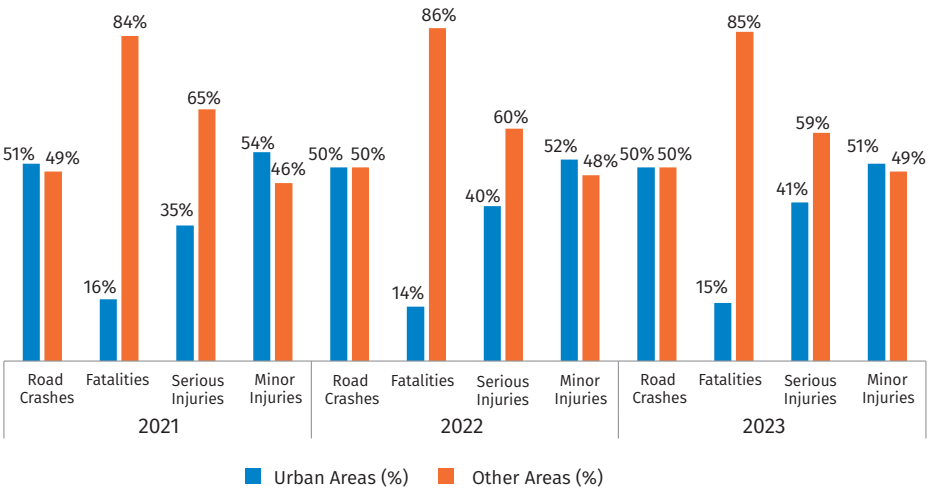
The distribution of road crash outcomes in Moldova demonstrates a stable but unequal pattern between crash frequency and severity. Between 2021-2023, road crash incidents were almost evenly divided between urban and other areas: 51% in urban areas and 49% in other areas in 2021, and 50% each in 2022 and 2023. This stability indicates that crash risk is widely spread and not concentrated in one specific area.

When looking at severity outcomes, however, the differences are striking. Fatalities were overwhelmingly higher in rural and inter-urban areas: 84% in 2021, 86% in 2022, and 85% in 2023, revealing that crashes in these zones remain far more severe. This imbalance points to potential structural factors, including excessive travel speeds, insufficient enforcement, and limited emergency response capacity in non-urban areas.

Serious injuries also occur more often in rural and inter-urban areas, though the gap is slightly narrower. In 2021, 65% of serious injuries were recorded outside cities, falling to 60% in 2022 and 59% in 2023. The share of serious injuries in urban areas has therefore increased modestly from 35% to 41%, hinting at rising exposure to higher-risk situations in congested or poorly regulated urban spaces, and in locations where pedestrians and motor vehicles mix. Minor injuries were more evenly distributed, though still showing a slight urban predominance (54% in 2021, 52% in 2022, and 51% in 2023) consistent with frequent but low-severity collisions typical of city traffic.

Overall, Moldova's data reveal an important contrast: while crashes occur almost equally in both settings, rural and inter-urban areas remain the main source of fatal and severe outcomes.

Graph 12. Distribution of road crash fatalities and injuries in urban and non-urban areas, Moldova (2021-2023)



Source: Road Safety Country Profile, World Bank 2024

Urban and Non-Urban Area Crash Patterns in Armenia

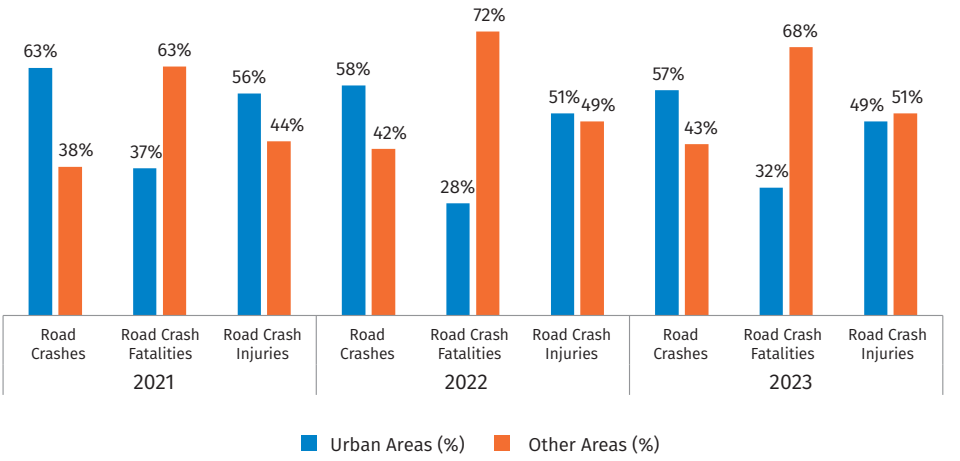
In Armenia, the territorial distribution of road crashes shows a somewhat different balance compared to Moldova. Urban areas dominate the overall crash profile, accounting for 57-63% of total road crashes between 2021-2023. In 2021, 62.5% of crashes occurred in urban areas compared to 37.5% in other areas. This gap narrowed over time, with urban shares declining to 58% in 2022 and 56.8% in 2023, while crashes in other areas rose to 42% and 43.2%, respectively. This concentration reflects the growing vehicle fleet, population density, the presence of pedestrians and increased mobility in Yerevan and other regional centers.

However, fatal outcomes remain disproportionately concentrated in non-urban areas, where 63-72% of all road crash fatalities occurred. In 2021, 62.8% of road-crash deaths occurred outside cities, rising to 71.7% in 2022 before slightly declining to 67.7% in 2023. The urban share dropped from 37.2% to 28.3%, rising modestly to 32.3% in 2023. The persistence of these patterns highlights vulnerabilities in Armenia's inter-city corridors and secondary road network. This indicates that non-urban crashes remain substantially more lethal due to higher speed limits and even higher operational speeds, and longer emergency response times.

The injury distribution presents a more balanced picture. Urban areas account for 49-58% of total injuries, indicating that while most crashes occur in cities, the probability of fatal or critical injury is lower than on inter-urban routes. Urban crashes are generally of lower severity, often involving pedestrians or low-speed collisions in congested traffic conditions.

Overall, Armenia's road safety data indicate that urban areas experience a higher frequency of crashes but lower fatality risks, while rural and inter-urban areas face fewer crashes but higher severity levels. The gradual increase in rural injuries suggests expanding traffic exposure outside cities. These trends call for differentiated policy responses, enhancing enforcement and speed management on rural highways, and improving pedestrian protection, intersection design, and congestion management in growing urban centers.

Graph 13. Distribution of road crash fatalities and injuries in urban and non-urban areas, Armenia (2021-2023)



Source: Road Safety Country Profile, World Bank 2024

Considered together, both Moldova and Armenia show a similar pattern: road crashes are mainly concentrated in urban areas, while fatalities occur predominantly outside of urban areas. However, the scale of this imbalance varies between the two countries. In Moldova, the contrast between urban and other areas remained consistently pronounced over 2021-2023, underscoring the need for continued, focused action to improve safety beyond city boundaries. In Armenia, the urban share of crashes has gradually declined, while the difference in fatality rates between urban and other areas has narrowed, highlighting the importance of adapting road safety efforts to evolving spatial dynamics. Overall, the findings reaffirm that geographical context shapes road safety outcomes and calls for tailored, location-specific policies. For example, while local authorities play increasingly a key role in road safety efforts, their effectiveness is constrained by limited technical capacity and a lack of budgetary autonomy.

WORKING TOWARDS CADAS AND MINI-CADAS STANDARDS

High-quality road safety data is the foundation of effective policymaking. The ability to collect, analyse, and share comprehensive crash data enables governments to identify priority areas, design targeted interventions, and monitor progress towards road safety goals. Recognising this, the Eastern Partnership Road Safety Observatory has placed data harmonisation at the heart of its mission, working with member countries to move towards alignment with the Common Accident Data Set (CADaS) and its simplified version, mini-CADaS.

CADaS, developed by the European Commission's CARE Expert Group, provides a standardised protocol for crash-related variables that enables meaningful comparisons across countries and regions. The mini-CADaS framework represents a practical first step for countries still developing their data systems, focusing on the most essential variables for road safety analysis. Both frameworks are instrumental in supporting the Eastern Partnership Declaration on Road Safety target of reducing fatal and serious road traffic injuries by 50% from 2020 to 2030, as well as aligning with the UN Resolution on Improving Global Road Safety (UN RES/74/299), which encourages member states to leverage regional road safety observatories to harmonise and make road safety data available and comparable.

Data Sharing Progress

In the second year of its operations, the EaP RSO made significant progress in establishing the infrastructure for regional data collection and sharing. Moldova has emerged as a leader among member countries, becoming the first to provide raw crash data directly to the Observatory. This milestone demonstrates both Moldova's commitment to evidence-based road safety policy and its readiness to engage in regional data-sharing initiatives. The data provided by Moldova has enabled the Technical Secretariat to begin developing the regional database and to refine the processes for receiving, validating, and analysing crash data from member countries.

The Observatory is actively working with other member countries to facilitate further data sharing. This work involves addressing both technical and institutional challenges, building the capacity of national

data coordinators to prepare and transmit data. The experience gained from Moldova's data submission is informing the development of guidelines and support materials for other countries. EaP countries are each at different stages of readiness, and tailored approaches are being developed to meet the specific needs and circumstances of each country.

Conformity with mini-CADaS Standards

A key objective of the Observatory is to support member countries in progressively aligning their national crash data systems with international standards. Every country follows its internal procedures and systems for the collection of crash data, and it is important to recognise that each national context presents both unique strengths and areas for development. Comprehensive collection of data from crash sites enhances the depth and quality of crash analysis, and analysing post-crash data plays a pivotal role in elevating road safety standards.

As part of its work, the Technical Secretariat has conducted detailed assessments of each country's current data collection practices against the mini-CADaS variable set. The assessments reveal that each member country brings particular strengths to the regional partnership, with all countries actively working to enhance their data systems. The mini-CADaS framework is organised into four main categories: crash-level data, road-related data, traffic unit data, and person-level data.

Armenia

Armenia is collecting highly detailed information on traffic crashes, including precise coordinates, which enables advanced analyses such as identifying black spots and other high-risk areas. The legal framework for data collection is well-established, which defines the formal structure for documenting road transport crashes. The form of the crash report and the technical requirements for describing crash circumstances are specified in the relevant Order, which came into effect on 1 January 2020. The Head of the Traffic Police and the Head of the Patrol Service coordinate with the Auto Insurers Bureau of Armenia to ensure that crash-related materials are shared appropriately between agencies.

While there remains room to improve data precision – for example, by systematically distinguishing crashes that occur in work zones – the variables collected in Armenia are approaching the mini-CADaS standard. This demonstrates that the country has the key statistical foundation needed for effective road safety analysis and subsequent interventions. The availability of precise geolocation data positions Armenia well for spatial analysis and targeted interventions at high-risk locations.

Moldova

Moldova's traffic crash collection system is closely aligned with the mini-CADaS model. The country collects a wide range of variables across all four data categories. Moldova has also made progress in collecting additional variables not required by mini-CADaS, such as vehicle make and model, markings, and information on distraction and psychophysical impairment.

This alignment enables not only effective collection and management of traffic crash data but also facilitates more advanced analysis, such as the identification of black spots. The data-driven approach supports a variety of activities aimed at addressing crash-prone areas and developing strategies to mitigate risk. Moldova's National Road Safety Programme 2025-2030 includes firm commitments to further data collection improvements, including the adoption of additional CADaS variables. Development priorities include the systematic collection of geolocation coordinates and expansion of variables relating to speed limits, functional road classification, and vehicle registration details. This will require building technical capacity at local levels to ensure data completeness, data exchange and analytical use by public authorities to support the implementation of data-driven road safety solutions.

Ukraine

Ukraine's traffic crash collection system is closely aligned with the mini-CADaS model, which represents a significant achievement for the country. This alignment is crucial as it enables both the collection and management of traffic crash data and facilitates advanced analysis, including black spot identification. The foundational data collected by Ukraine supports the development of national road safety strategies and enables efficient budget allocation to address the most hazardous locations on the road network.

Regional Priorities: The assessments conducted across all member countries point to several common development areas that the Observatory will continue to support in the coming year. These include strengthening geolocation data collection, which is essential for black spot identification and spatial analysis of road safety risks; advancing the collection of MAIS3+ injury severity data, aligning with the European Commission's adopted definition for serious injuries; expanding the recording of speed limit information at crash sites; and improving data on vehicle safety equipment and registration details. The harmonisation of data collection practices across the region will enable meaningful cross-border comparisons, support the identification of shared challenges, and facilitate the exchange of effective solutions.

Building Capacity for Data Collection and Analysis

Effective implementation of improved data systems requires not only technical infrastructure but also skilled personnel capable of collecting, managing, and analysing road safety data. The Observatory has developed and delivered a comprehensive capacity-building programme during this reporting period, addressing both technical skills and broader policy understanding. Training activities have been delivered through a combination of webinars accessible to all member countries and in-person training sessions tailored to specific national needs.

A central theme of this year's capacity-building programme has been the application of innovative technologies to road safety data management. The Observatory delivered training on Innovative and AI-based Solutions for Traffic Safety, exploring how artificial intelligence can enhance data collection, analysis, and the implementation of effective road safety measures. Participants gained insights into AI-driven traffic monitoring systems, predictive modelling for crash prevention, smart infrastructure integration, and

real-time data processing for road safety. These technologies offer significant potential for improving both the timeliness and accuracy of road safety data across the region.

Recognising the importance of injury data for road safety policy, the Observatory organised a dedicated training session on Collecting Road Traffic Injury Data based on the MAIS3+ Injury Scale. This training, delivered in collaboration with the World Health Organisation and the European Commission, addressed the challenges of underreporting and misreporting of serious injuries and provided practical guidance on harmonising police and health data sources. Presentations by leading international experts, including Maria Segui-Gomez, Coordinator of the WHO Global Road Safety Status Report, and Jonathon Passmore, WHO Regional Advisor on Road Safety, offered participants valuable perspectives on international best practices and the policy rationale for improved injury data collection.

The Observatory has also invested in building expertise in road infrastructure safety assessment. In-person training sessions on Road Safety Audit Mechanisms were delivered in both Moldova and Armenia, providing practitioners with detailed knowledge of the EU Directive EC 2008/96 on road infrastructure safety management. These full-day sessions covered road safety audits, road safety inspections, road safety impact assessments, and network safety assessments. Participants also learned about auditor licensing schemes, using the Lithuanian experience as a model, and examined common issues identified through road safety audits.

Further training webinars addressed the development of Key Performance Indicators (KPIs) and Safety Performance Indicators (SPIs) for road safety progress monitoring. This training explored the data foundations required for evidence-based indicator systems, including crash data, exposure data, and behavioural measurements, and provided guidance on developing core KPIs aligned with international standards. The training drew on the EU Baseline project framework to demonstrate how indicator systems can enhance data-driven policy development and regional comparability within the Eastern Partnership.

For policymakers and stakeholders engaged in EU integration efforts, the Observatory delivered training on harmonisation with EU road safety standards and data-driven policy-making. This session covered the key elements of the EU acquis in road safety, including expectations for crash data collection during the accession process, enforcement requirements, road infrastructure standards, and vehicle safety regulations. The training emphasised how robust data collection and monitoring systems support effective policy development and implementation in line with EU standards.

A specialised training session on Innovative Technologies for Road Accidents Data Collection and Management addressed the challenges of collecting accurate geolocation data at crash sites. Participants were introduced to innovative methods and tools for faster and more precise data collection, as well as solutions for overcoming common geolocation challenges. The session also covered tools for processing and managing collected crash data, contributing to improvements in data quality across the region.

Finally, recognising that effective data collection must balance information needs with individual privacy rights, the Observatory organised training on Data Protection in Road Safety: Compliance Without Compromising Evidence Quality. This session provided an overview of the key data protection principles and legal requirements applicable to road safety data, using the EU General Data Protection Regulation (GDPR) as a reference framework. Participants gained practical understanding of how to manage crash information, automatic number plate recognition outputs, GPS traces, telematics data, and event data recorder logs in a lawful and secure manner.

The capacity-building programme delivered this year has reached practitioners, policymakers, and data specialists across all member countries. Looking ahead, the Observatory will continue to expand its training offerings, with particular focus on supporting the practical implementation of improved data collection systems and advancing conformity with mini-CADaS and CADaS standards. The development of skilled national expertise is essential for the sustainability of road safety improvements across the Eastern Partnership region.

ROAD SAFETY MANAGEMENT

National Road Safety Strategies

The EaP Road Safety Observatory has been active in the development of road safety management capacity across the region. National Road Safety Strategies are the key area of development for introducing mechanisms for improving road safety and providing a structured, accountable, and locally relevant framework for reducing fatalities and serious injuries on the roads. This year, the Technical Secretariat has contributed to the development of Moldova's National Road Safety Programme 2025-2030 and is currently supporting the development of the Ukrainian National Road Safety Strategy for publication in 2026. At the request of the government of Armenia, we also reviewed a draft of the Armenian National Road Safety Strategy.

For all EaP countries, civil society organisations act as primary catalysts for road safety innovation and policy advancement and the Road Safety Observatory is playing an active role both in encouraging effective road safety management and strategy development and helping with implementation wherever we can contribute.

Armenia

The EaP RSO Technical Secretariat has reviewed the draft National Road Safety Strategy for Armenia, development of which has been supported by the Asian Development Bank (ADB). The review process is still ongoing, with other international institutions having input.

The strategy has been developed in accordance with the Safe System Approach and international best practice and makes a clear commitment to 'Vision Zero' – stating that no road fatality is acceptable. There are commitments to a designated and funded Lead Agency, to evidence-based policies, and to improving data for road safety. The importance of monitoring and evaluation is also recognised. Key measures include a focus on speed management, a comprehensive system for black spot detection[17], mandatory

17. https://roadsafetyfund.un.org/sites/default/files/2024-06/Governments%20are%20taking%20action_extended%20version.pdf

road safety audits on new roads, and a commitment to eradicating existing black spots. The Strategy also recommends new vehicle inspection regulations, improvements in enforcement – particularly for speeds and seat belt use – and, significantly, the establishment of an interdepartmental committee on road safety to coordinate efforts across ministries and local government.

At the time of writing, approval of the Draft Strategy is uncertain amid proposals to integrate road safety targets within a wider transport strategy. The Observatory would like to emphasise the important role that a separate national road safety strategy can play in ensuring accountability and leveraging financial resources for road safety development.

Whether as a separate Strategy document or as part of a wider Transport Strategy for Armenia, the Observatory will work closely with Armenian counterparts to support the effective implementation of their road safety commitments.

Azerbaijan

The 'State Program of Azerbaijan Republic on Road Safety for 2019-2023' has now lapsed and a new national strategy is needed. In January 2025, the President of Azerbaijan approved a new State Program for 2025–2030 on improving transport infrastructure in Baku and surrounding areas[18], aligned with the Baku City Master Plan 2020-2040. This State Program contains promising road safety commitments but of course is limited to Baku.

One of the five main goals of the State Program for Baku is "increasing the level of road traffic safety" (section 5.1.5) with some specific targets linked to improved road safety infrastructure and ensuring safe access to transport services. It also references a goal to reduce road traffic fatalities by 50%. It includes commitments to upgrading road infrastructure, developing public transport, enhancing pedestrian and cyclist safety (including safe, walkable environments around schools), the use of intelligent transport systems and digital monitoring for road safety management, and promoting accessibility and sustainability. This State Program is a welcome development and shows commitment from Azerbaijani authorities to address road safety. With its limited geographic focus, however, it does not replace the need for a new national strategy for Azerbaijan.

The EaP RSO recommends building on the State Program to develop a strategic approach to road safety across Azerbaijan, encompassing all elements of the Safe System Approach. This could take the form of a formal review and update of the State Program on Road Safety 2019-2023, which was unfortunately limited in its ability to deliver due to the Covid-19 pandemic.

In addition, this year the UNECE published a Sustainable Transport Action Plan for Azerbaijan, developed in consultation with the Ministry of Digital Development and Transport, which has road safety as a core

18. https://static.president.az/upload/Files/2025/01/31/4f32a6bd6ffc6b39efcfb5153e868c88_5073315.pdf

development priority[19]. The proposed action plan aims to promote sustainable urban mobility for 2024-2025 and includes policy recommendations that will work towards achieving sustainable cities, curbing negative impacts on climate, improving health and reducing inequalities. This Action Plan does not yet have official endorsement, however.

Georgia

Georgia's National Road Safety Strategy 2022-2025 has been a significant policy intervention that has set the standard for the Caucasus region. The three-year strategy has been supported by a set of annual Action Plans setting out measurable targets and interventions overseen by the Roads Department. This strategy has been key to efforts to improve road safety in Georgia, including developing speed management with the ongoing rollout of 30km/h speed limits around schools and automatic enforcement cameras.

An important development in 2024-25 has been the creation of a new Road Safety Department within the Ministry of Economy and Sustainable Development. This Department is now leading Georgia's Road Safety work including the development of a new Road Safety Strategy and Action Plan, which is expected to be approved in 2026. The EaP RSO's national road safety expert and National Data Coordinator have both been supporting this work. The new Plan will continue to be based on the Safe System Approach and speed management will remain a major priority. It is expected that the Plan will also cover key areas such as the development of the demerit point system, the expansion of urban speed management schemes, further roll out of safe school zones, measures for black spot identification and road crash investigation procedures, and tightening controls for novice drivers and commercial fleet drivers.

Like Azerbaijan, the UNECE has also published a Sustainable Transport Action Plan for Georgia this year. The Georgian Plan focuses specifically on improving road safety as its core theme[20]. It was developed in collaboration with the support of various government ministries and civil society organisations. It sets out specific targets and actions that will be further developed in Georgia's upcoming National Road Safety Action Plan for 2026.

Moldova

In June 2025, the Cabinet of Ministers of the Republic of Moldova approved the country's National Road Safety Programme 2025-2030, which was supported by World Health Organisation (WHO), the United Nations Development Programme (UNDP) and the United Nations Children's Fund (UNICEF) with technical support from EASST, the Automobile Club of Moldova (ACM), and the EaP RSO Technical Secretariat.

The Programme sets out a strategy to reduce number of casualties in Moldova by 50% by 2030, aligning with the UN Sustainable Development Goals and UN Resolution A/RES/74/299 as well as with existing national goals as set out in the country's Mobility Strategy 2030 and the National EU Accession Plan 2024 – 2027.

19. https://unece.org/transport/publications/sustainable-transport-action-plan-azerbaijan-improving-sustainable-urban

20. https://unece.org/info/publications/pub/406108

The Programme is based on five priority areas, one of which is the strengthening of road safety management capacity. This has led in part to the establishment of a new lead agency, the Agenţia Naţională Transport Auto (ANTA), to formalise and centralise the management of road safety. Going forward, ANTA will undertake road infrastructure safety management, including inspections, auditing and reporting as well as formulating road safety recommendations for local and national government, and leading the National Council for Road Safety. In total, Moldova's new Action Plan includes 62 targets, among them training approximately 500 road safety specialists and 500 teachers, 24 new objectives for safer infrastructure, the mandating of routine vehicle inspections, the implementation of 30km/h speed zones around all schools, improved data collection through the adoption of CADaS variables, and firm commitments to targets for the reduction of road crashes and fatalities.

Ukraine

Ukraine is currently developing a new National Road Safety Strategy to 2035, supported by the International Transport Forum's (ITF's) Common Interest Group for Transport in Ukraine (CIG4U), together with EASST, a member of the EaP RSO Technical Secretariat. The Strategy is based upon the Safe System Approach and aims to reduce fatalities and injuries by 50% over the next decade. It will be complementary to Ukraine's National Transport Strategy 2030 and to Ukraine's State Climate Policy Law No. 3991-IX, which commits Ukraine to achieving climate neutrality by 2050. Modal shift, speed management, and inclusive, active and sustainable transportation have all been identified as common factors in road safety, access to mobility, and Ukraine's ambitions for CO2 reductions and will form a core part of the strategy.

Implementation of the National Road Safety Strategy is planned to begin in 2026. However, activity is already underway to re-structure Ukraine's road safety management. In October, the national Road Safety Coordination Council (RSCC) was reconstituted under the new leadership of the Ministry of Internal Affairs, which will provide organisational, informational, material and technical support for the activities of the Council.

Established in 2018, and originally Chaired by the Cabinet of Ministers, the RSCC replaced an earlier interdepartmental working group aiming to provide stronger institutional leadership for reforming the national road safety system. It's goal is to bring together all major stakeholders involved in road safety governance, senior officials from key ministries (Infrastructure, Health, Education, Economy, Internal affairs), heads of executive agencies (Ukravtodor, Ukrtransbezpeka, National Police, DSNS), as well as members of parliament, local government representatives, and civil society.

The new Strategy and the activities of the reconstituted RSCC will bring renewed energy to tackling Ukraine's growing rate of road casualties. In particular, it will have a strong focus on improving occupational road safety management, working with public and private sector fleets. It will include the promotion of Ukraine's National Standard, DSTU ISO 39001:2015 "Road traffic safety management system: Requirements and guidelines."

SAFER ROADS

Eliminating high-risk roads by designing and building roads with road safety as a foundational principle has been proven to reduce casualties and is a core element of the Safe System Approach. Black spot management, improving road safety audit capacity, standardising traffic calming infrastructure around schools, and designing people-centred transport networks are all steps being taken by EaP member countries to ensure safer roads.

In support of their national objectives, and at the request of national stakeholders, the EaP RSO has this year delivered in person training to national practitioners on road safety audit mechanisms in both Armenia and Moldova. The training sessions, led by our data and road safety experts, offered in-depth examination of the EU Directive EC 2008/96 on road infrastructure safety management and road safety impact assessments, with a special focus on road safety audits, road safety inspections, network safety assessments, and licensing schemes.

Webinars organised by the EaP RSO have contributed to knowledge about how to manage and monitor road network performance. This has included the use of AI and other innovative approaches to collecting road data and identifying road engineering concerns and solutions.

Armenia

In 2023, Armenia created a real-time road crash black spot data analytics platform, with support from the UNRSF and the Armenia National SDG Innovation Lab[21]. This platform aggregates data from over 23,000 crashes with geospatial mapping and identifies high-risk sites. The system then enables targeted interventions and the use of analytical tools to pinpoint the root causes of black spots. This tool has been developed by Armenian innovation experts and is being operated by the Armenian National Road Police alongside extensive audits to identify 70 black spots for infrastructural improvement across Armenia's state roads. By the end of 2026 national and interstate roads will begin the necessary road safety audits, with local and regional roads beginning the process in 2027[22]. Furthermore, in future, all new roads will require road safety audit and impact assessment, ensuring that safety is integrated at the design phase.

21. https://www.sdglab.am/en/news/news/road-safety-dashboard

22. http://www.parliament.am/news.php?cat_id=2&NewsID=20234&year=2024&month=03&day=13&lang=eng

Throughout the last few years, there has also been continued engagement by civil society organisations in Armenia to advance new standards for speed management infrastructure and pedestrian safety around school zones. In May this year, National Road Safety Council NGO facilitated pilot initiatives around two schools in Yerevan, introducing Belgian-style speed management infrastructure and 30km/h speed limits. In addition, the Armenian Automobile Federation has used the iRAP Star Ratings for Schools App to assess and upgrade school zone road safety in Gyumri and Vanadzor, with pedestrian traffic lights, 30km/h speed limits, and new road markings all installed. Both these initiatives aim to transform the national approach to school zone safety with a standardised approach to protect children on their journeys to and from school.

Azerbaijan

The Azerbaijan Land Transport Agency (AYNA) is supporting the implementation of the above-mentioned State Program on improving transport infrastructure in Baku and its surrounding areas. This year, they have continued to expand the construction and use of dedicated bus lanes, with over 110 km of priority bus lanes already created, easing the movement of public transport, as well as developing the city's micromobility infrastructure. A number of new cycle lanes have also been created on core routes, connecting to the wider transport network, with plans to create at least 100km of dedicated paths by 2030[23].

AYNA have also been working to address issues of congestion and safety by improving traffic flows at key intersections. Working with local communities, they have addressed pedestrian safety by installing new crossings as well as clarifying road layouts and adding over 10,000 new road signs.

Through the work of the National Automobile Club of Azerbaijan (AMAK) and AYNA, there has been an expansion of 30km/h speed zones in Baku and Sumgayit in areas where vulnerable road users and vehicles share the road, particularly around schools. In Sumgayit, a pilot initiative implemented by AMAK and the Traffic Police has even seen the first 20km/h school zone implemented nationwide.

Georgia

The 2024-25 National Road Safety Action Plan sets out 22 targets around developing safe road infrastructure. This includes adding road safety improvements to ongoing road rehabilitation projects, such as adding pedestrian crossings, sidewalks, and regulated traffic lights at key areas. It also commits to new risk mapping and road assessments (using iRAP methodologies) to identify and assess black spots with a view to making targeted and high-impact interventions.

The Action Plan also clearly outlines activities to improve multi-modal transport and spatial planning. Measures such as zonal parking, universal access to Metro stations, and (re)organisation of bus lanes and stops are all designed to encourage public transport use and promote alternative modes of transport such as walking and cycling, which enhances both mobility and safety. In Tbilisi, these goals are being further supported by the soon-to-be-published Sustainable Urban Mobility Plan (or Tbilisi Transport Plan), funded by the Asian Development Bank, which among other areas is looking at the creation of three 'Superblocks' – demonstrating a shift towards people-centred urban mobility.

23. https://report.az/en/infrastructure/ayna-length-of-bus-lanes-to-be-extended-to-160-km

The Roads Department is also supporting recommendations for municipal authorities to implement 30km/h speed limits around schools. Ten municipalities have so far implemented 30km/h around all schools under their jurisdiction and, across the country, over 335 schools have now benefitted from the changes. Based on international best practice, each school zone includes new signage, pedestrian crossings, and speed bumps to support traffic calming. The development of low-speed school zones is a key step in normalising lower speeds and safer infrastructure standards across the country.

Moldova

Government Decision No. 622/2025 established new procedures for Road Safety Audits and Impact Assessments, ensuring that all road safety audits will be undertaken by a qualified and independent auditors. Starting in 2026, new roads will require road safety impact assessments in the design phase. This aligns practice with EU Directive 2008/96/EC and ensures effective evaluations for all new major road projects.

This is a major step in implementing the plan set out in the National Road Safety Programme which establishes a special focus on achieving Vision Zero and the Safe System Approach as well as promoting more sustainable mobility by stimulating alternative modes of transport. According to the document, safer roads will also be developed through an emphasis on: the installation of safe cycle lanes to properly separate motorised and non-motorised traffic; the development of public transport to support multi-modal mobility; traffic calming measures to encourage slower speeds; and modernised junctions and crossings that prioritise mobility and accessibility.

Ukraine

A priority identified in the development of Ukraine's new National Road Safety Strategy is the gradual elimination of road collision black spots. A comprehensive audit of road safety is planned for cities, national roads, and areas with a high concentration of road casualties. As part of this, a digital system for registering road collision black spots is being created. This will identify infrastructure factors in black spots and recommend potential engineering measures to improve safety performance. The system will be used to support local initiatives, monitor and evaluate the impact of black spot treatments, and support the implementation of regional and local road safety programmes. For the information of all road users, details of black spots will be publicly available.

Ukraine is committed to introducing all key requirements for Road Infrastructure Safety Management as stipulated by EU Directive 2008/96/EU and the Amending Directive (EU) 2019/1936. Road Safety Impact Assessments, Road Safety Audits, Road Safety Inspections, and network-wide safety assessments will apply to all roads covered by the Directive – TEN-T roads and other major roads completed using EU funding.

As part of this ambition, Ukraine's current Road Safety Audit standards are being reviewed and amended to align them with international best practices in a project supported by the International Transport Forum's (ITF's) Common Interest Group for Transport in Ukraine (CIG4U). Any barriers in Ukraine's regulatory frameworks for conducting audits are being identified, to ensure Road Safety Audits are systematically integrated into all stages of major road planning, design, construction, and maintenance. At present the qualification criteria for auditors in Ukraine are more restrictive than in the European Union. This will also be addressed by the project which will recommend amendments to the certification procedures.

SAFER VEHICLES

The last twenty-five years have seen the highest ever level of global motorisation. It is estimated that by 2040 over 2 billion cars and 790 million trucks will be operating on the world's roads[24]. In the Eastern Partnership region vehicle production and ownership has far exceeded the EU average – a trend which is set to continue into future decades[25]. Vehicle safety standards have never been more essential for avoiding crashes, injuries and deaths. This is an area of interest for all the countries of the Eastern Partnership region. It has been identified as a priority for much further work and collaboration in the coming year.

Armenia

In Armenia, the vehicle fleet is dominated by passenger cars and light vehicles, which represent 85.2% of all registered vehicles. The government has recognised that there have been safety issues with older vehicles. There have also been issues around the safety of maintenance of natural gas cylinders on some vehicles: it is estimated that over 70% of all Armenian vehicles operate on natural gas (CNG), which is substantially cheaper than gasoline[26]. While cleaner than petroleum-based fuels, this reliance on gas coupled with poor maintenance has resulted in a spate of car explosions.

To address these issues, a package of legislation has recently been developed to increase the regulation of technical inspection of vehicles.

Furthermore, subsidies have been used to increase the use of electric vehicles in Armenia. As a result, the electric fleet has grown massively from just 150 vehicles in 2019 to 15,000 in August 2025. Rescue services are adjusting to this increase in e-vehicles, with a recognition that further training and equipment may be needed to avoid fires at crashes.

24. https://www.weforum.org/stories/2016/04/the-number-of-cars-worldwide-is-set-to-double-by-2040/#:~:text=Matthew%20Nitch%20Smith,ten%20years%20ago%20in%202005.

25. https://www.acea.auto/files/Economic_and_Market_Report_Q4_2017.pdf

26. ttps://hetq.am/en/article/177532

In anticipation of the Winter season in Armenia, the government is also enforcing the use of mandatory winter tyres from November 15th this year. This will apply to all passenger cars and cargo vehicles with a maximum permissible weight of up to 3.5 tons.

Azerbaijan

Azerbaijan, like other countries, has also experienced substantial growth in its vehicle fleet. In the first decade after independence Azerbaijan's vehicle fleet grew by 72,000 – an increase of 27%[27]. By December 2024 the vehicle fleet had grown to over 1.8 million registered vehicles – a 5.5 time increase in numbers in 25 years[28]. Growth has been particularly strong in the market for electric vehicles (a surge of 20.4% in 2024) and higher-quality vehicles[29]. Since 2023 the Government has taken steps to reduce the numbers of poor quality, second-hand vehicles imported into the country: vehicles older than 10 years, without airbags or ABS, and not meeting at least Euro 4 emissions standards are now banned from import. The legacy of older vehicles remaining in the country will remain an issue, however, for some years to come.

There is an increasing awareness of the need for tighter vehicle regulations to address issues arising from an aging fleet where 81% of vehicles are over 10 years old[30]. From 2026, a new digitised system for certifying the technical inspection of vehicles will be on stream. This exempts cars for the first 5 years, but then requires mandatory technical inspection every 2 years (for vehicles aged between 5-10) or every year for older vehicles. The prevalence of imported second-hand cars also requires attention given that many are wrong side drives. More data is required about Azerbaijan's fleet to target interventions to both understand the scale of the challenge posed by these issues and effectively address them.

Georgia

In Georgia the number of passenger cars has multiplied over 6 times since 2020, and the motorisation rate has soared[31]. The problem of aging vehicles also applies in Georgia, with the majority of the vehicle fleet aged over 20 years[32].

Deliberate liberalisation of the car market in the early 2000s allowed many older and right-hand-drive vehicles into Georgia, and these still pose problems for safety. Better regulation of vehicle standards, higher excise duties on RHD vehicles and cars over 6 years old, and lower taxes and charges for cleaner fuels and vehicles such as EVs are helping to address these problems. Recent car imports have shown a growing trend in favour of cleaner, younger and safer cars.

27. https://bakuresearchinstitute.org/en/azerbaijans-rapidly-aging-automotive-fleet-2/
28. https://www.ceicdata.com/en/indicator/azerbaijan/number-of-registered-vehicles
29. https://www.focus2move.com/azerbaijan-auto/
30. https://unece.org/sites/default/files/2025-08/2503622_E_PDF_WEB.pdf
31. https://www.ceicdata.com/en/indicator/georgia/number-of-registered-vehicles
32. https://tbccapital.ge/en/publications/all-publications/singleview/30007251-georgian-automotive-industry-9m-2025

Mandatory periodic vehicle inspection has been required for some years, with more stringent requirements in place since 2019. After 4 years all cars must be inspected every 2 years, rising to annual inspection for all multi-passenger vehicles and trucks. RHD vehicles are gradually not being passed for inspection, which will remove these vehicles from the fleet over time.

According to a World Bank report, the fatality distribution for two- and three-wheelers increased to 4.2% in 2023, while their injury distribution saw a significant rise to 11.5% in the same year. This marks an upward trend, emphasising the need for targeted safety measures for these road users.

Moldova

In Moldova since 2000, the fleet has more than tripled, and in the past decade it has grown by over a third. Ninety percent of Moldova's vehicle fleet is made up of passenger cars. Traditionally there were few motorcycles in Moldova, and although their numbers have doubled in the past decade still just 21 motorised two-wheelers are registered per 1,000 inhabitants[33].

Moldova has made progress in monitoring its vehicle fleet and maintaining safety standards. Regular data collection by the road police and the Public Services Agency supports an effective system of approval, inspection and retrofitting, helping to monitor safety standards for both new and existing cars. Although many vehicles are older, they are largely imported from Europe and therefore meet older EU safety requirements, reflecting the government's ongoing commitment to structured oversight fleet standards. The Government's new National Road Safety Programme has prioritised effective technical inspection of vehicles to underpin safety standards, with a goal of reaching 100% of all vehicles by 2027%.

Ukraine

Ukraine has lower than average levels of motorisation for the region, and vehicle purchases suffered a slump due to the war. The vehicle market is now growing again, with an anticipated annual growth rate in the market of 0.35%. The largest share of passenger car purchases is SUVs, and electric vehicles are becoming increasingly popular[34]. Ukraine's road vehicle fleet now contains 9.2 million vehicles: 6.9 million passenger cars, 1.3 million trucks, more than 840 thousand motorcycles, and 250 thousand buses[35]. 154 thousand commercial vehicles are engaged in freight or passenger transportation.

Despite the upturn in the vehicle market, Ukraine's road vehicle fleet is rapidly aging. In 2022, the average age of the passenger domestic vehicle fleet, at 22.7 years, was twice that of the average age for a car in

33. https://www.ceicdata.com/en/moldova/motor-vehicles-statistics-non-oecd-member-annual/motorised-twowheelers-per-one-thousand-inhabitants#:~:text=Moldova%20Motorised%20Two%2DWheelers:%20Per%20One%20Thousand%20Inhabitants%20data%20was,Economic%20Co%2Doperation%20and%20Development.

34. https://www.statista.com/outlook/mmo/passenger-cars/ukraine

35. https://mtu.gov.ua/en/content/statistichni-dani-po-galuzi-avtomobilnogo-transportu.html

the EU (11.8 years)[36]. Trucks, buses and trams in Ukraine are also old – the average age of a truck changing ownership in 2025 was around 19 years[37]. This means that many of Ukraine's vehicles fall below European Union standards for safety and emissions. Effective management of Ukraine's vehicle fleets has therefore been identified by the Government as an important pillar for road safety improvements.

From January 2025, vehicles imported into Ukraine need to meet the Euro-6 standard for emissions and therefore will have been manufactured after 2015 – making them not only cleaner but also generally safer due to improvements in EU vehicle safety requirements, at least for imports from EU member states.

The Cabinet of Ministers of Ukraine have issued a Draft Resolution concerning the "Approval of the Design of Vehicles, Their Parts and Equipment" which is currently being reviewed by the World Trade Organisation. If agreed, this will establish and update technical regulations for all vehicles and their components to meet European standards including important enhanced safety features such as the use of Intelligent Speed Assistance (ISA).

Mandatory periodic Technical Inspection of vehicles in Ukraine to check for roadworthiness, in line with EU requirements and best practice, currently only applies to trucks, buses and taxis, but not to private cars. This is a gap in safety which the Government have identified, and which is likely to be addressed in their new National Road Safety Strategy.

36. ttps://unece.org/sites/default/files/2023-07/EN_Rebuilding%20Ukraine%20with%20a%20Resilient%20Carbon-Neutral%20Energy%20System_V8.pdf

37. https://biz.liga.net/en/all/avto/novosti/demand-for-trucks-in-ukraine-has-almost-halved-in-a-year-the-most-popular-models-in-june

SAFER ROAD USERS – SAFETY PERFORMANCE INDICATORS ON KEY BEHAVIOUR RISKS

The eight Road Safety Key Performance Indicators (KPIs) as defined by the EU Road Safety Policy Framework 2021-2030 are recognised to be important measures of the safety performance of a country or region. Those managing road safety are encouraged to keep up-to-date information on how their country is performing under each indicator, and to use this information as a benchmark for improvements. However, in practice, in many countries meaningful data is not collected on these important indicators – or if it is collected, it may be patchy or irregular. One of the goals of the EaP RSO, therefore, is to support our member countries in establishing sustainable practices for improved data collection against these KPIs.

In September, our quarterly webinar for National Data Coordinators addressed this topic, covering the use of KPIs and Safety Performance Indicators (SPIs) for comprehensive road safety progress monitoring.

Setting KPIs and SPIs are both essential for understanding underlying operational conditions or our road transport systems and thus informing effective strategies and policies for improvement. Safety Performance Indicators (SPIs) focus on predicting and preventing dangerous, rare events in road safety. They are proactive metrics, identifying behaviours or infrastructure gaps that could lead to crashes, whereas KPIs typically assess results, such as the actual number of crashes or fatalities.

Data on key risk factors such as speed, seat belt and helmet use, drink driving, etc. as well as data on the type of crash and characteristics of any person involved are all important elements to cover when setting SPIs. This data can be collected through various means ranging from police reports and camera enforcement data to special surveys, observations, or in-vehicle data devices.

As outlined below, this year the Observatory has facilitated important studies on seat belt usage in Armenia as well as on wider risk factors in Moldova. More information on the outcomes of these initiatives will be published in early 2026.

Table 2. Road Safety Key Behaviour Risk Performance Indicators – 2021-2030

KPI AREA	KPI DEFINITION
Speed	% vehicles traveling within the speed limit
Safety Belts	% vehicle occupants using a seat belt or child restraint correctly
Helmets	% drivers and riders of PTWs wearing a protective helmet
Alcohol	% drivers driving within the legal blood alcohol content (BAC) limit
Distraction	% drivers not using a handheld mobile device

Armenia

Accurate behavioural data is vital to identify opportunities to enhance national road safety efforts. While speeding rates are collected by traffic police and speed cameras, not all behavioural risks are tracked.

Data that is collected by the road police in Armenia relates to violation data collected in the process of enforcement of road traffic rules. While this can indicate problem areas, violation data is not enough to understand the extent of behaviour risks. For example, data collected by the road police in 2021 suggest that 2.5% of all violations are due to driving while inebriated. As not all drivers commit violations, if these were the only drunk drivers, they would be an even smaller percentage of the driving population. However in 2023 the ESRA survey found that based on anonymous self-reporting, 5% of drivers surveyed admitted to driving directly after consuming alcohol, and 3.4% admitted to driving when they were likely to be over the legal alcohol limit within the past month[38]. This is why specific and systematic monitoring of behaviour risks – conducted separately from violation data – is needed.

One key absence identified by Observatory stakeholders was the lack of data on seat belt use. To address this gap, the EaP RSO has initiated a project to conduct a comprehensive baseline assessment on the use of seat belts in Yerevan. The project will consist of observational roadside and in-vehicle inspections, a legal review of current seatbelt laws against international standards, and enforcement training for Yerevan's Road Police.

Azerbaijan

While crash and injury data is collected diligently, road-user behavioural indicators are not comprehensively measured. What data is collected is not publicly available.

Lack of seatbelt and helmet use and speeding are key behaviours, which greatly increase the risks associated with a potential collision. Behaviours such as drink- or drug-driving, distracted driving and speeding also increase the likelihood of a traffic crash. These need to be accurately measured to target interventions that will develop safe road users.

38. https://www.google.com/url?sa=t&source=web&rct=j&opi=89978449&url=https://www.esranet.eu/storage/minisites/esra2023countryfactsheetarmenia.pdf&ved=2ahUKEwjbzv7MhsWRAxXPZUEAHTSsKJcQFnoECB0QAQ&usg=AOvVaw3gcBdV1j-Oxj4Gi4hATT9a

Georgia

Speeding continues to be a major risk in Georgia. The need for enforcement to combat this issue has been met by the implementation of automated speed cameras installed at selected high-risk locations. These devices are used to detect and record speeding violations and remain the main enforcement tool for managing driver behaviour. Speed cameras are an increasingly regular feature on Georgian roads to great effect.

In addition to automated systems, police officers regularly conduct patrols and issue fines for violations, although the level of enforcement varies by region. Over the past two years, Georgia has also introduced unmarked patrol vehicles equipped with contactless speed monitoring systems, which regularly operate in areas with a high proportion of vulnerable road users. This approach has enhanced speed control and improved overall compliance with speed limits, whilst developing capacity to enforce legislation on other risky behaviours like distracted driving, lack of seat belt or helmet and reckless manoeuvres.

However, a high tolerance of up to 15km/h for speeding remains a critical issue in enabling speeding to persist. Despite being recognised in the current National Road Safety Strategy, little action has of yet been taken to bring this tolerance level in line with internationally recommended limits. As current legislation stands, no fine will be issued for offences of up to 15km/h in excess of the speed limit. A minimal fine of only €16 EUR will be applied for violations of up to 40km/h over the posted limit. This is also of little deterrent.

Moldova

Moldova operates over 230 traffic surveillance cameras, which have registered approximately half a million violations in 2025. The recorded violations highlight critical areas for road safety intervention, with the most frequent offences being speeding, non-use of seatbelts, failure to give way to pedestrians, and the use of mobile phones while driving.

In October 2025, Moldova introduced a new system allowing drivers to view traffic violations captured by surveillance cameras via the government's 'MCabinet' online portal. This system streamlines the payment of fines, and includes photographic evidence of the violation, to increase public trust in enforcement.

The EaP RSO is making use of this useful data collection to support a project analysing key behaviour risk factors. There will be a strong emphasis on developing the capacity of Moldovan institutions and supporting the government with the tools to create effective public awareness campaigns and enforcement strategies. This work will build upon legislation to be implemented as a part of the National Road Safety Programme targeting road-users' risky behaviours. There will be a 0% alcohol limit for novice and professional drivers, increased regulation on driving instructors and a specialised programme for professional drivers and fleet managers.

Ukraine

Police data for the official causes of road crash fatalities gives excessive speed as the greatest behaviour risk factor in Ukraine – with 55% of all fatal crashes recorded as involving speeding. The Government have identified a need for more automated speed enforcement as a priority.

A further important risk factor for Ukraine is a reluctance to wear seat belts, despite legal requirements to do so in both the front and rear of vehicles. While no systematic data is collected by the authorities, reliable surveys by local civil society organisations have found that less than half of car passengers wear seat belts[39]. Child restraints are also not universally used. Up to one fifth of children involved in crashes have been found not to be using a child restraint properly or at all[40].

Official data for the cause of road fatalities suggests that driver impairment is the major factor in around 4 percent of fatal crashes in Ukraine. However impaired driving is still an important issue in Ukraine: in the first nine months of 2025, 1,243 offences were recorded involving a driver who was intoxicated[41]. Ukraine is introducing a new penalty points system for these violations with higher fines and the potential for drivers to lose their licences and for vehicles to be impounded or confiscated.

Distracted driving is also an issue. Research in Ukraine has found that 22 per cent of drivers use their phones daily to write texts while driving, and 38 per cent to read text messages[42].

Finally, helmet wearing is another very important safety issue due to a rise in the popularity of motorcycles, mopeds, and other powered-two-wheelers. A recent survey in Ukraine found that fewer than two-thirds of motorcyclists and moped users always wear helmets[43].

39. https://cedem.org.ua/en/news/survey-belts-2023/

40. https://alin.ua/en/news/how-to-transport-children-in-a-car-in-ukraine#:~:text=Every%20year%20in%20Ukraine%2C%20more,necessary%20condition%20for%20saving%20lives

41. https://unn.ua/en/news/the-number-of-drunk-driving-offenses-has-increased-the-prosecutor-generals-office-reported-which-regions-are-leading

42. https://pubmed.ncbi.nlm.nih.gov/30743175/

43. In March-April 2025, the Kyiv International Institute of Sociology (KIIS), at the request of the NGO “Center for Civic Representation “Life”, conducted an online survey among 456 motorcycle and moped drivers living in Ukrainian cities and aged 18 and over.

POST-CRASH

While the first priority is to save the lives of the victims and provide aftercare, it is vital that data on post-crash response, treatment and aftercare is collected systematically. This is the only way to ensure that lessons are learnt so that improvements can be made to survival rates and the quality of life for crash victims. Important data includes the number of victims transported by equipped ambulances, the response times of emergency services, and other indicators.

To meet global targets for road death and injury reduction, a key measure is the Maximum Abbreviated Injury Scale (MAIS). This indicates the highest-trauma injury experienced by a victim of a road traffic crash. An injury of 3 or higher (MAIS3+) is the most effective indicator for assessing the number and causes of severe injuries. It is also an essential baseline that, when combined with other variables, can precisely indicate the major risk factors involved in a crash and assess the effectiveness of road safety interventions. The Technical Secretariat of the Eastern Partnership Road Safety Observatory is providing support for collecting accurate MAIS3+ data. This year a webinar series was hosted to raise awareness amongst decision-makers and stakeholders on the importance of collecting this data. With 65 attendees, it was a step toward developing better procedures for measuring serious road injuries, and we are pleased to see that it has been featured in strategy documents and discussions.

Armenia

Armenia is committed to improving its post-crash response capacity and response times[44]. In around 70% of road crashes emergency medical attention is given within 30 minutes, but performance is better in urban than rural areas, and no standardised data on response times is publicly available. There is also no single emergency number for reporting crashes, which can lead to further delays and confusion. Data from police, insurance companies, and hospitals are not properly synchronised. No unified trauma registry exists to track serious injuries systematically.

Injury severity is not consistently classified using international standards and defined under the MAIS3+ scale, but simply recorded as 'light,' 'moderate,' or 'severe.' There are currently no plans to review this other than a general desire to approximate more closely to CADaS data standards.

44. https://estatements.unmeetings.org/estatements/10.0010/20220630/j4YRBqzvG6w7/QkaKdTSm3lE2_en.pdf

Azerbaijan

A recent UNRSF-funded project, implemented by a consortium led by the WHO Azerbaijan, has aimed to improve post-crash response in Azerbaijan. As part of the project, 900 healthcare workers and 40 trainers undertook basic life support and cardiac life support training, 14 practitioners also took train the trainer, prehospital trauma care life support courses; 87 members of national medical rescue teams took emergency medical technician training. This represents a welcome investment in the emergency care of crash victims.

However, it is crucial that the impact and quality of post-crash response is effectively monitored. This includes the need for comprehensive data to understand the causes and outcomes of road collisions to prevent future casualties, as well as data on patient outcomes and care. This data is currently unavailable. We are pleased that the adoption of MAIS3+ as the standard for hospital data collection is pending review in Azerbaijan.

Georgia

Georgia operates an effective emergency response service for road collisions as part of the 112 Public Safety Command Centre. Their Annual Report for 2025 has not yet been published, but it is likely that – following the installation of more video cameras on Georgia's road network – the Centre will have answered close to 4 million calls for assistance. Around 60% of these calls are in response to medical emergencies including road crash response. While there is no published data on response times to road collisions, it is reported that the rapidity and adequacy of response is far better in urban areas than in rural areas, particularly in mountainous regions. This is partly due to a lack of capacity, with not enough medically trained first responders, emergency rescue vehicles and equipment.

Georgia's injury data is also not recorded using the MAIS scale. Injuries are either fatal (causing death within 30 days of the collision), serious (requiring overnight hospitalisation), or minor (treated as an outpatient or at the scene).

According to insurance companies' data, only 7% of the vehicles registered in Georgia are insured. Third-party liability insurance is not yet mandatory for all vehicle owners in Georgia.

Moldova

Post-crash response has been a key priority in Moldova in 2025. The new National Road Safety Programme sets out three areas of post-crash development.

First, legislation has now been passed to perform forensic examinations of road crash victims to collect injury data that aligns with MAIS3+.

Second, the Moldovan Single National Emergency Call Service 112 is undergoing a major modernisation of its communication infrastructure becoming a Next Generation eCall system. This will drastically cut response times by automatically alerting emergency services in the event of a serious road crash, even when crash victims are unable to communicate. Supported by a public awareness campaign from the Ministry of Internal Affairs and funding from the EU's Connecting Europe Facility, the project aims to improve citizen safety and align Moldova's post-crash response with European standards.

Third, this technological upgrade will be accompanied by the expansion of operator training and the purchase of new equipment for post-crash response teams.

Ukraine

Ukraine's emergency dispatch 112 Service is currently in development. Due to the full-scale war, reliable national data on emergency response times is not up to date. A study based upon World Health Organisation assessment criteria found that in 2019, the average response time for an emergency line call from the scene of a crash to the moment of dispatch was 8.5 minutes. Within 10 minutes, 56% of all response dispatch requests were made and 94 percent within 20 minutes[45]. Following this, the average time for arrival by emergency rescue services to the crash scene was 17 minutes. Persistent attacks on hospital trauma centres and on all emergency rescue services – police, fire and ambulance – have made things much more difficult for emergency post-crash response. This is an ongoing priority for Ukraine.

More efficient use of available resources is planned. A national interactive road map is in development which will mark the locations of healthcare facilities, emergency rescue units, police units, and fire and rescue divisions of the Civil Protection Operational Rescue Service and local fire departments, and emergency medical services. Along with this, an inventory of health care facilities capable of advanced trauma care is being carried out to identify priority investments.

Data on the outcomes of road crashes is also vital. The Government is developing a Unified National Database so that police and trauma care data will be collected and stored in one location and used by all stakeholders to prevent road collisions and improve the treatment of road victims. The Maximum Abbreviated Injury Scale (MAIS3+) is not currently in use to classify the severity of road injuries, but this is under review with a view to closer alignment with EU data standards.

45. https://www.unian.info/society/10402362-ambulance-teams-response-time-researched-in-ukraine.html

VISIBILITY AND AWARENESS

This year the EaP RSO achieved a number of important milestones in terms of our visibility and awareness.

Consolidating Our Global Presence

We consolidated our presence on the global stage through participating in the Fourth Global Ministerial Conference on Road Safety in Morocco in February. Our introductory side event offered the perfect opportunity to raise awareness of our work and meet with Ministerial Delegations from member countries to exchange ideas, share experiences and plan for the future. We also contributed to a number of discussions throughout the week, including Deputy Head of the Technical Secretariat, Emma MacLennan, leading the flagship parallel session on Leveraging Data for Road Safety.

In May, we contributed to the International Transport Forum's Annual Summit in Leipzig, where ministers adopted historic recommendations on comprehensive road safety policy that directly reference the critical role of road safety observatories. Emma MacLennan's invited presentation on harnessing data for resilient transport policies amplified our message about enriching data collection and addressing "invisible data" that reveals unmet mobility needs, as well as raising awareness about road safety in our region.

Building Regional Collaboration

A highlight of the year was hosting our inaugural regional road safety conference in Chisinau, Moldova in June. More than 60 key stakeholders gathered for a day of dialogue and knowledge exchange, with opening remarks from Moldova's State Secretary of Internal Affairs, a keynote address from Antonio Avenoso of the European Transport Safety Council, and expert presentations from across our network – including data experts and national road safety consultants. This event enabled us to deepen engagement with local stakeholders and exemplified our commitment to facilitating collaboration and ensuring country-level ownership of road safety achievements.

Throughout the year, the Observatory also coordinated with national stakeholders and NGOs in the region to mark important events such as Europe Day, UN Global Road Safety Week, and World Day of Remembrance for Road Traffic Victims.

Strengthening Our Digital Footprint

This year we also focused on strengthening our online profile through the launch of our quarterly newsletter, and expansion of our website and social media channels. Our website now features monthly editorials covering current issues and developments in road safety theory and practice, with guest contributors including distinguished voices from the road safety community such as the European Commission, Youth for Road Safety, and Global NCAP. We have also launched a series of quarterly data reports to improve data availability, comparability, and analysis across the region. Each report is published on our website and social media, with key data highlighted to our audiences. These developments have supported our social media reach approaching 100,000 views this year, significantly exceeding our targets.

Communications and Visibility in 2026

As we look to next year, we will aim to continue delivering strong, accessible and informative communications content. We aim to bring in more expert voices from global leaders in road safety as well as amplifying voices and examples of best practice from across our member countries. Finally, we look forward to the development and implementation of our region-wide digital media campaign to promote the benefits of 30km/h speed limits in urban areas. Not only will this campaign seek to raise awareness of low-speed zones and encourage more systematic collection and analysis of speed data, it will serve to further increase the visibility of the EaP RSO and our work to improve road safety across the region.

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ISET Policy Institute

ISET Policy Institute is Georgia's highly reputable independent economic policy think-tank. It conducts independent policy research and analytics and offers evidence-based policy solutions to economic policy stakeholders, locally and regionally. It is also engaged in public awareness and capacity building of policy stakeholders.

EASST

EASST (Eastern Alliance for Safe and Sustainable Transport) is an independent UK-registered NGO whose mission is to save lives and prevent injuries by making road transport safer, greener and more sustainable for future generations. It operates through a regional partnership of local organisations across Eastern Europe, the Caucasus, Central Asia and South-East Europe.

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