



Eastern Partnership  
ROAD SAFETY OBSERVATORY



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# EASTERN PARTNERSHIP ROAD SAFETY IN DATA – 2025

## MAPPING ROAD USER VULNERABILITY: REGIONAL PATTERNS IN FATALITIES AND INJURIES

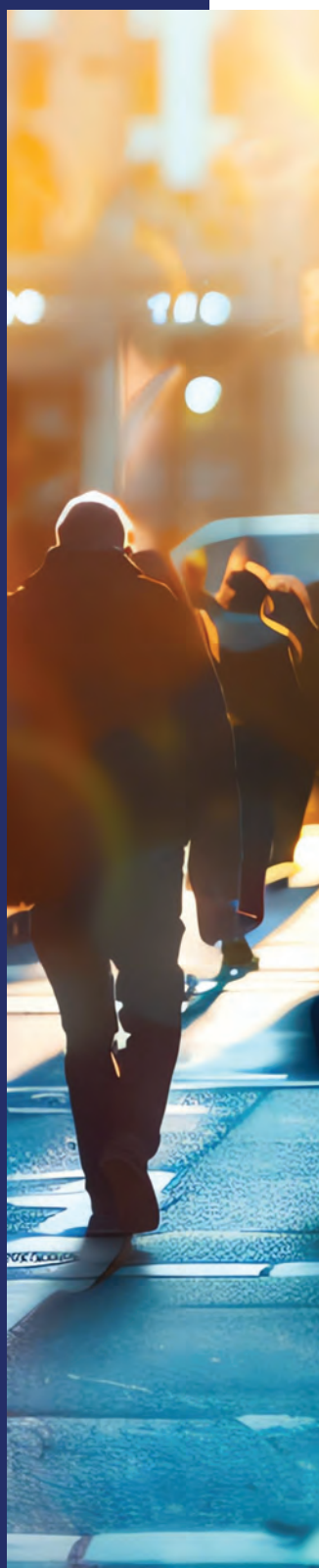
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# DISCLAIMER

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## INTRODUCTION

The Eastern Partnership Road Safety Observatory (EaP RSO) seeks to strengthen evidence-based road safety policymaking by improving the availability, comparability, and analysis of crash data across the region. As part of this effort, EaP RSO has prepared a focused report on Armenia, Georgia, and Moldova, summarizing road crash fatalities and injuries between 2021 and 2023. The overview examines the distribution of casualties among different categories of road users—vehicle occupants, pedestrians, truck occupants, two- and three-wheeler users, cyclists, and others—and highlights demographic patterns among pedestrian victims by age and gender. By presenting these indicators in a comparative regional context, the analysis identifies the most vulnerable groups and underscores persistent safety challenges, with the aim of informing targeted interventions and aligning road safety outcomes more closely with international best practices.



## 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. At the same time, emerging risks are evident among other road user categories, reflecting differences in traffic composition and safety conditions across Armenia, Georgia, and Moldova.

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 in the same year. These consistently high shares highlight the need for stronger vehicle safety measures and enforcement of traffic laws.

Pedestrians are the second most vulnerable group across the selected countries, although their shares vary. 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 showed pedestrians represented 28% of fatalities and 26% of injuries in 2023. Despite variations, the persistently high burden points to the critical importance of pedestrian-friendly infrastructure and awareness campaigns.

For truck occupants (drivers and passengers of heavy vehicles), the patterns are more mixed. Armenia reported a rise in fatalities for this group from 14.3% in 2022 to 19.6% in 2023, though injuries remained steady at 9.8%. In Georgia, fatalities decreased to 12.2% in 2023 while injuries stood at 6.4%. Moldova reported negligible fatality rates for truck occupants, with only 1% of injuries recorded in 2023. These figures suggest targeted but differentiated safety interventions for heavy vehicle users are needed.

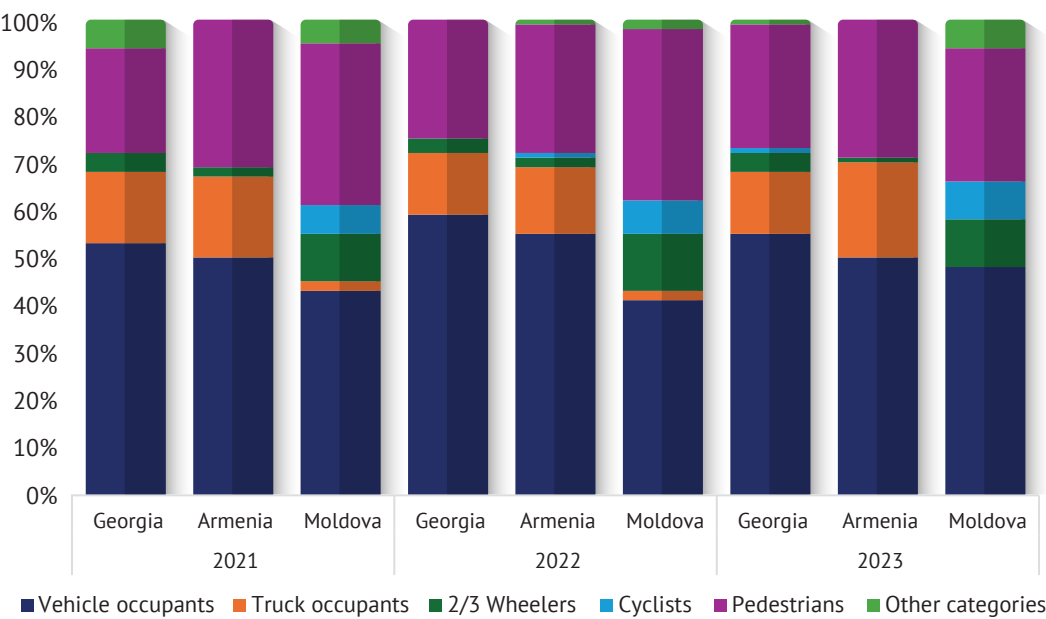


The role of 2/3 wheelers (motorcycles, mopeds, scooters) is growing, particularly in Georgia, where their share of injuries increased sharply to 11.5% in 2023 from 8% in 2022, accompanied by 4.2% of fatalities. Armenia showed more modest figures, with fatalities holding at 1.3% and injuries rising slightly to 2.5%. In Moldova, the share of fatalities remained stable at 10%, while injuries showed a slight upward trend, reaching 14% in 2023. The upward trajectory in their share highlights the increasing vulnerability of this group in all three countries.

Cyclists remain a relatively small but visible share of road crash casualties. Armenia recorded very low rates, with fatalities dropping to 0.3% in 2023 and injuries below 0.4%. In Georgia, fatalities rose modestly to 0.8% in 2023, while injuries held steady around 0.7%. Moldova, however, reported higher shares, with cyclists accounting for 8% of fatalities and 6% of injuries in 2023. It is also noteworthy that cycling remains largely unpopular in both Armenia and Georgia.

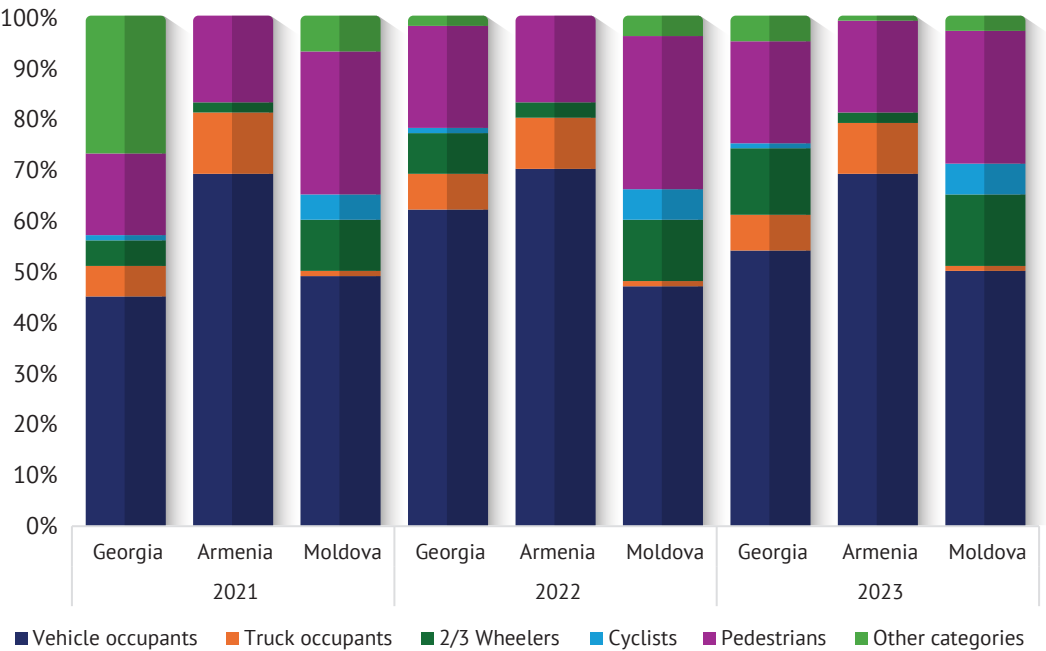
Finally, other road user categories represented small but notable shares. Armenia reported around 0.3% of fatalities and 0.9% of injuries in 2023, Georgia showed 1% of fatalities and 5% of injuries, while Moldova recorded 6% of fatalities and 3% of injuries. Although comparatively minor, these categories indicate diverse risks that should not be overlooked in comprehensive safety strategies.

Graph 1. Road crash fatalities Distribution by Road User Group (2021-2023)



Source: Road Safety Country Profile, World Bank 2024

Graph 2. 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.

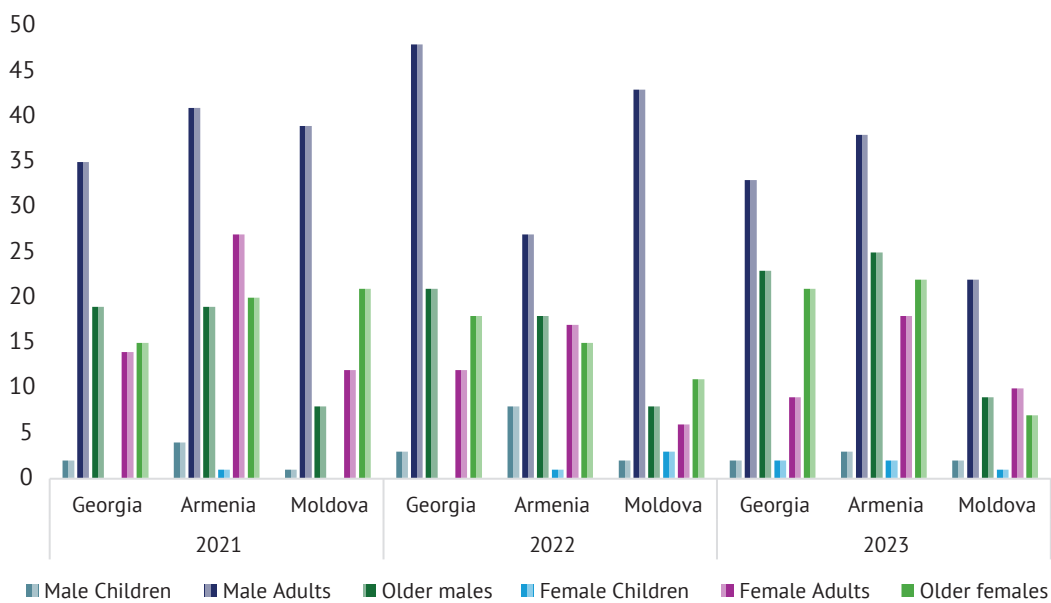
The older adults population (61/65+ years) showed increasing or persistently high risks, particularly in Armenia and Georgia. Fatalities among older males rose in Armenia from 19 to 25 and in Georgia from 19 to 23 between 2021 and 2023, while older females in Georgia saw an increase from 15 to 21. In 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.

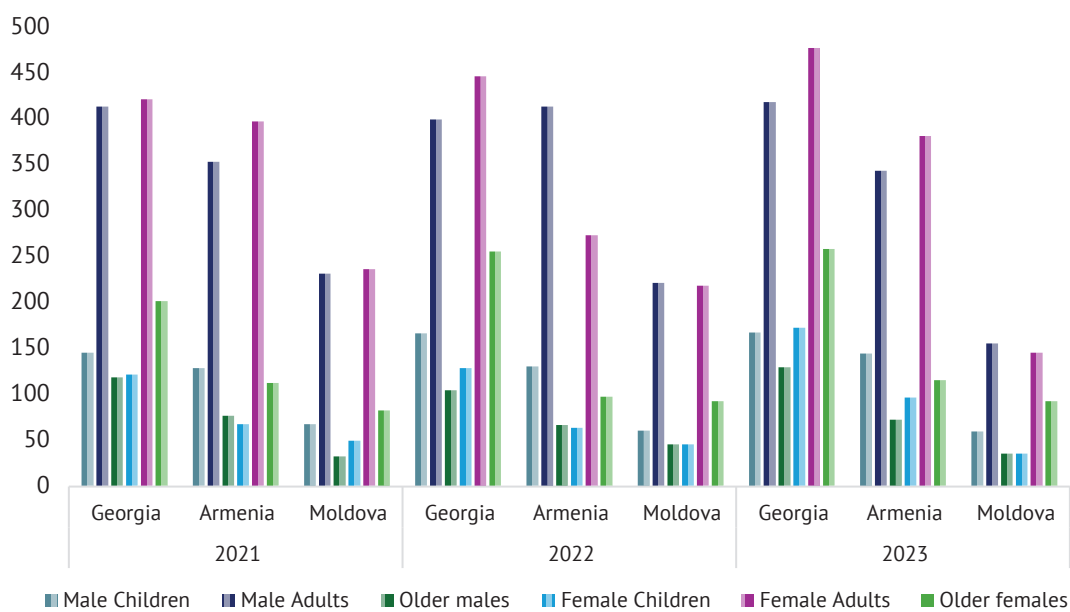
Overall, the analysis highlights that adult males and the older adults remain the most vulnerable groups in pedestrian road crashes across Armenia, Georgia, and Moldova, while adult females and children also face significant risks, particularly from injuries. Armenia and Georgia generally show higher 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 3. Pedestrian Road Crash Fatalities Distribution by Age Group and Gender (2021-2023)



Source: Road Safety Country Profile, World Bank 2024

Graph 4. Pedestrian Road Crash Injuries Distribution by Age Group and Gender (2021-2023)



Source: Road Safety Country Profile, World Bank 2024



## CONCLUSION

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.

## ABOUT THE EASTERN PARTNERSHIP ROAD SAFETY OBSERVATORY

The Eastern Partnership Road Safety Observatory (EaP RSO) is a joint initiative of the five Eastern Partnership countries - Armenia, Azerbaijan, Georgia, Moldova, Ukraine - with the common goal of reducing road casualties by 50% by 2030.

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

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

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

At its core, the EaP RSO operates as more than just a data repository – it functions as a comprehensive platform that fosters the sharing of good practices, facilitates evidence-based policy development, and promotes regional coordination in road safety management. The Observatory focuses on five key components: Road Safety Data, Knowledge, Resources, Tools, and Network development, working to standardise data collection based on CADaS and MiniCADaS protocols while building capacity across all partner countries. Through targeted training programmes, technical assistance, and stakeholder engagement involving government agencies, civil society organisations, and vulnerable road user groups, the EaP RSO creates a solid foundation for evidence-based road safety interventions that will ultimately save lives and reduce the devastating economic and social costs of road traffic crashes across the Eastern Partnership region.

