AZERBAIJAN

ROAD SAFETY PROFILE

Supported by:

The ATO road safety profiles offer insights into the road safety in 37 Asia-Pacific countries by utilizing road safety related data from various sources and policy information extracted from a range of documents.

These road safety profiles were developed by the Asian Transport Observatory in collaboration with the Asia Pacific Road Safety Observatory (APRSO) and the International Road Federation (IRF). This September 2025 edition updates the February 2025 release—prepared for the Global Ministerial Conference on Road Safety in Marrakech—to inform discussions at the Asia-Pacific Regional Road Safety Conference in Manila.

Country Summary

Road safety in Azerbaijan presents a complex and concerning picture. While progress has been made in reducing fatalities over the past decade, the country still faces significant challenges in achieving substantial and sustainable improvements. For the year 2021, it was estimated by WHO that road crashes were responsible for approximately 2,000 fatalities, and injuries from these crashes accounted for 0.6% of all deaths in Azerbaijan. These numbers highlight the ongoing human cost of road traffic incidents and underscore the urgent need for continued and intensified road safety interventions.

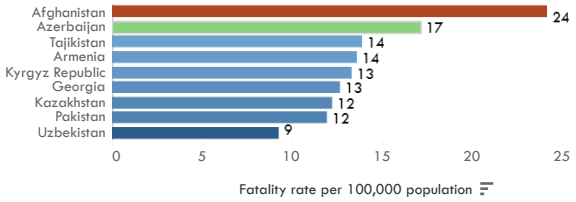
Population (2024)
10 Million

GDP per capita, PPP (2022)
17,829 USD
Upper middle income

WHO (estimate) road crash fatalities for Year 2021
1,769 deaths

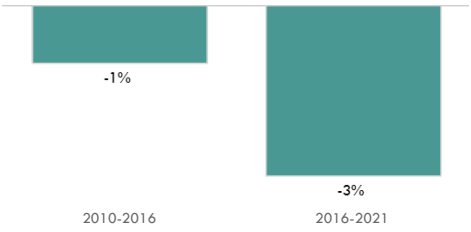
The country report to WHO recorded 706 deaths in 2021

WHO estimated road crash fatality rate in Azerbaijan compared to other countries in Central and West Asia (2021)



(WHO estimated, 2023)

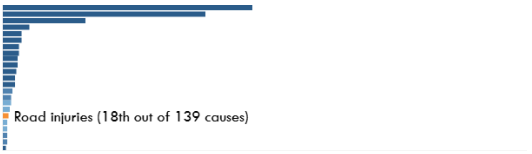
Annual average growth rate of road crash fatalities



(WHO estimated, 2023)

The country report to WHO recorded 6.9 deaths per 100,000 population in 2021

Causes of mortalities in Azerbaijan (2021)



(IHME, 2024)

A notable discrepancy exists between road crash fatality data reported by different sources. Country statistics for 2023 report around 800 fatalities, while the World Health Organization (WHO) estimates about 2,000 deaths for the same year. This inconsistency makes it difficult to accurately assess the true scale of the problem and monitor the effectiveness of road safety measures. Addressing these discrepancies through improved data collection and harmonization is crucial for informed policy-making. Delving deeper into the available data reveals essential insights into the patterns and demographics of road crash fatalities.

Road crash fatality rate, by source

WHO (estimate) for Year 2021
17.2 per 100,000 population

WHO (country-report) for Year 2021
6.9 per 100,000 population

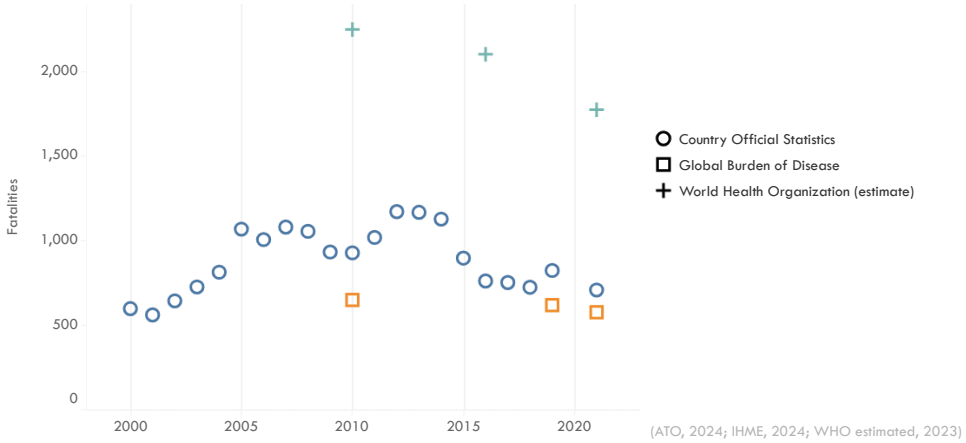
Country official statistics for Year 2022
8.1 per 100,000 population

GBD estimate for Year 2021
5.6 per 100,000 population

Every 1 hour, someone dies in a road crash in Azerbaijan

(WHO estimated, 2023)

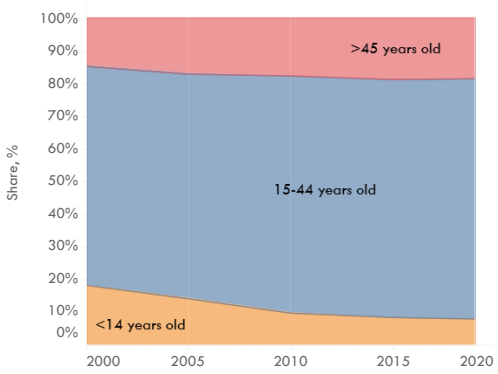
Road crash fatalities, by source



(ATO, 2024; IHME, 2024; WHO estimated, 2023)

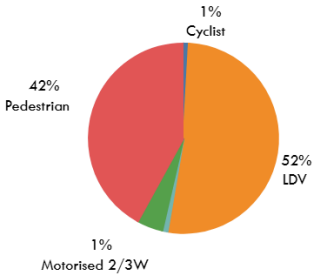
The share of females in road crash fatalities remained stagnant at 23% between 2010 and 2021, mirroring the Asia-Pacific average. The combined share of minors (<14 years old) and seniors (>65 years old) in fatalities decreased slightly from 26% to 25% between 2015 and 2019, while the Asia-Pacific average saw a marginal increase in this demographic. Particularly concerning is the high proportion of pedestrian fatalities, which stood at 43% in 2021, according to the WHO, significantly higher than the Asia-Pacific average of 31%. This suggests a need for improved pedestrian safety measures, such as dedicated crossings, traffic calming measures, and public awareness campaigns.

Road crash fatalities, share by age group



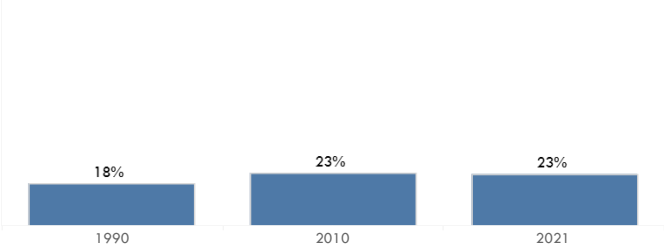
(IHME, 2021)

Road crash fatalities, share by road user



(Country report to WHO, 2023)

Share of female road crash fatalities



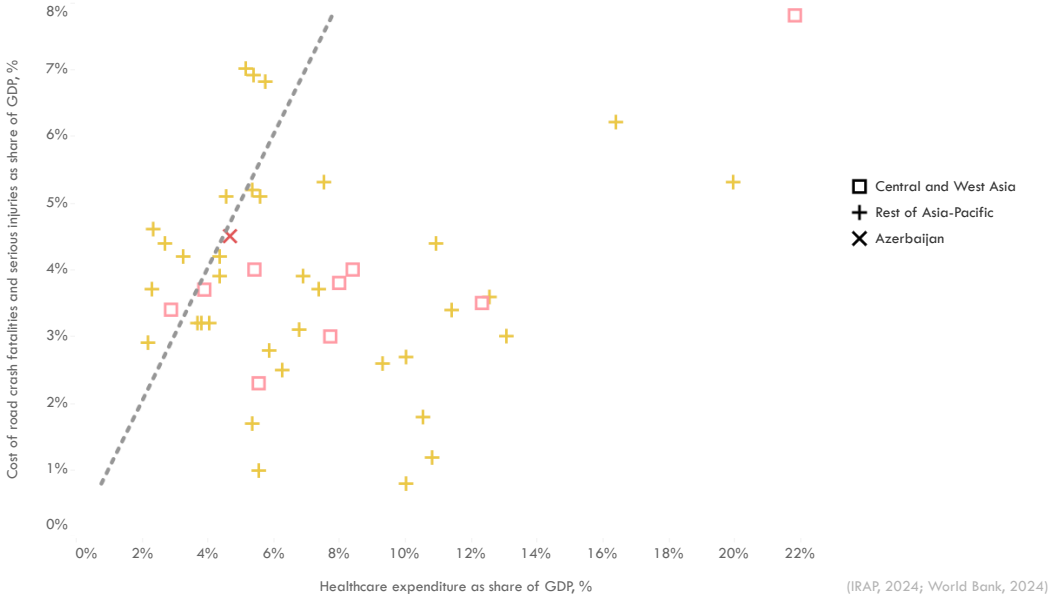
The country report to WHO indicates that women made up 21% of total road crashes deaths in 2021

(IHME, 2024)

The economic impact of road crashes in Azerbaijan is substantial. In 2021, the combined cost of fatalities and serious injuries was estimated at 3 billion USD, representing approximately 5% of the country's GDP. This is slightly higher than the healthcare expenditure for that year, which amounted to 4.7% of GDP.

Cost of road crash fatalities and serious injuries (2021)
2.5 Billion USD

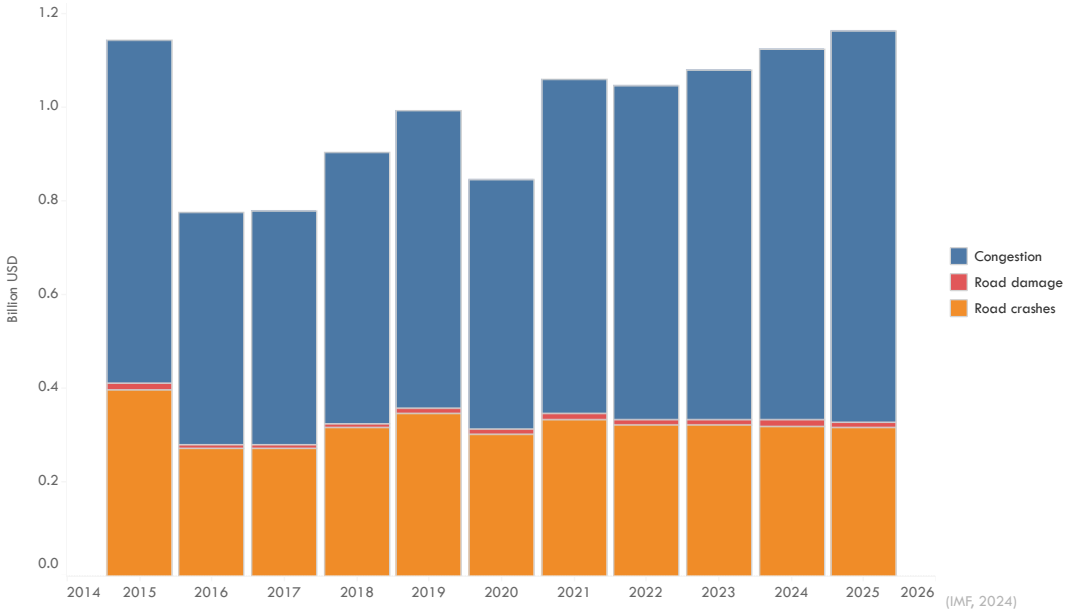
Cost of road crash fatalities and serious injuries vs. country healthcare expenditure as share of GDP (2021)



(IRAP, 2024; World Bank, 2024)

Furthermore, road crashes constitute about 32% of the total implicit costs due to fossil fuel subsidies in transport, highlighting the intertwined nature of road safety, public health, and environmental sustainability. IRAP estimates that an annual investment of 88 million USD, just 0.2% of Azerbaijan's GDP, could potentially prevent 600 fatalities annually, demonstrating a significant return on investment in road safety.

External costs to the society due to fossil fuel subsidies in transport

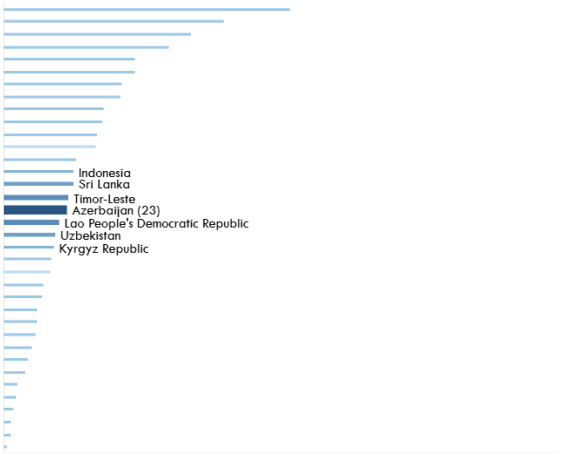


(IMF, 2024)

Azerbaijan had about 23 fatalities per thousand kilometers of road. Data on road crash ratings in Azerbaijan is limited, making it difficult to assess the safety standards of the road infrastructure. Understanding road infrastructure safety is critical for targeted improvements and reducing road crashes.

Road availability (2021)
7.6 kilometers per thousand population

Road crash fatalities per thousand kilometers (2021)



(WHO estimated, 2023; Nirandjan, et al., 2022)

Share of road infrastructure with 3-star or better safety rating, by road user category (2024)

(IRAP, 2024)

Azerbaijan has seen a significant increase in motorization, with 159.4 vehicles per thousand population by 2022. The vehicle fleet is predominantly composed of light-duty vehicles (86%), with trucks accounting for 10%, buses 2%, other vehicles 2%, and 2-wheelers for 0%. This high level of motorization, coupled with the composition of the vehicle fleet, may contribute to the high fatality rate per 100,000 registered vehicles.

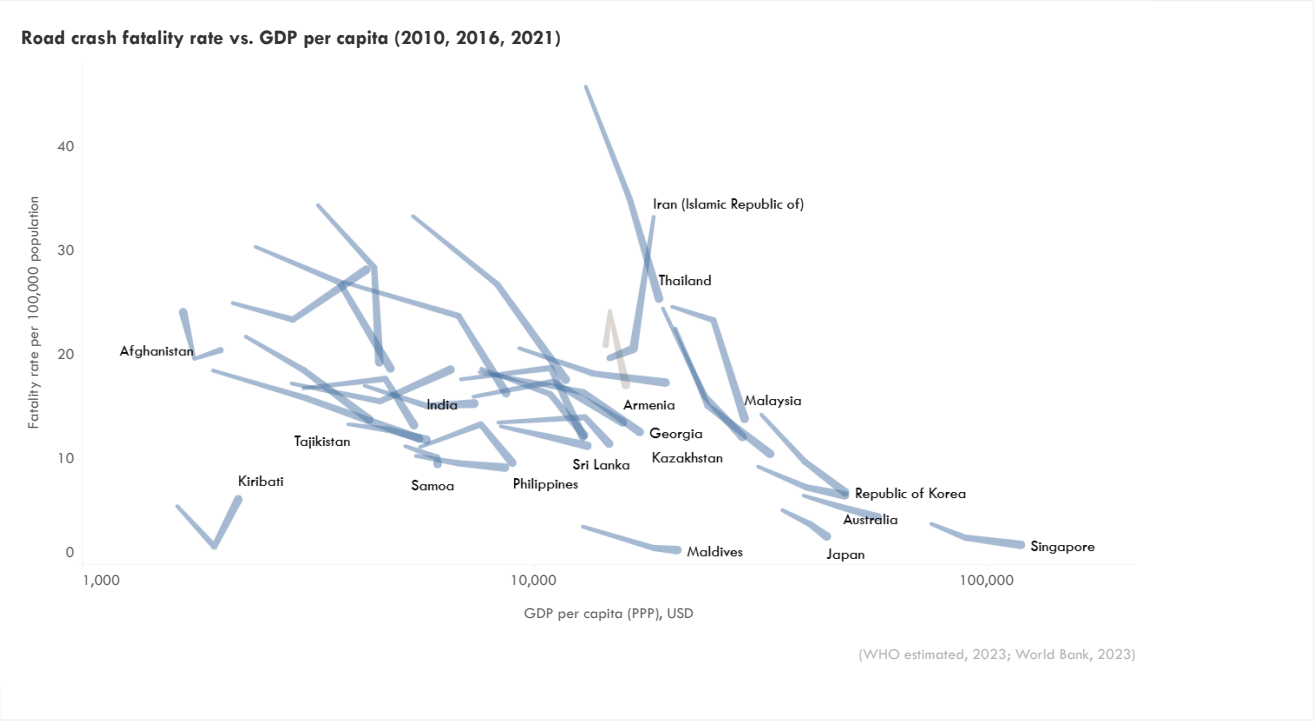
Motorization rate (2022)
159 vehicles per thousand population

Vehicle share by type (2022)

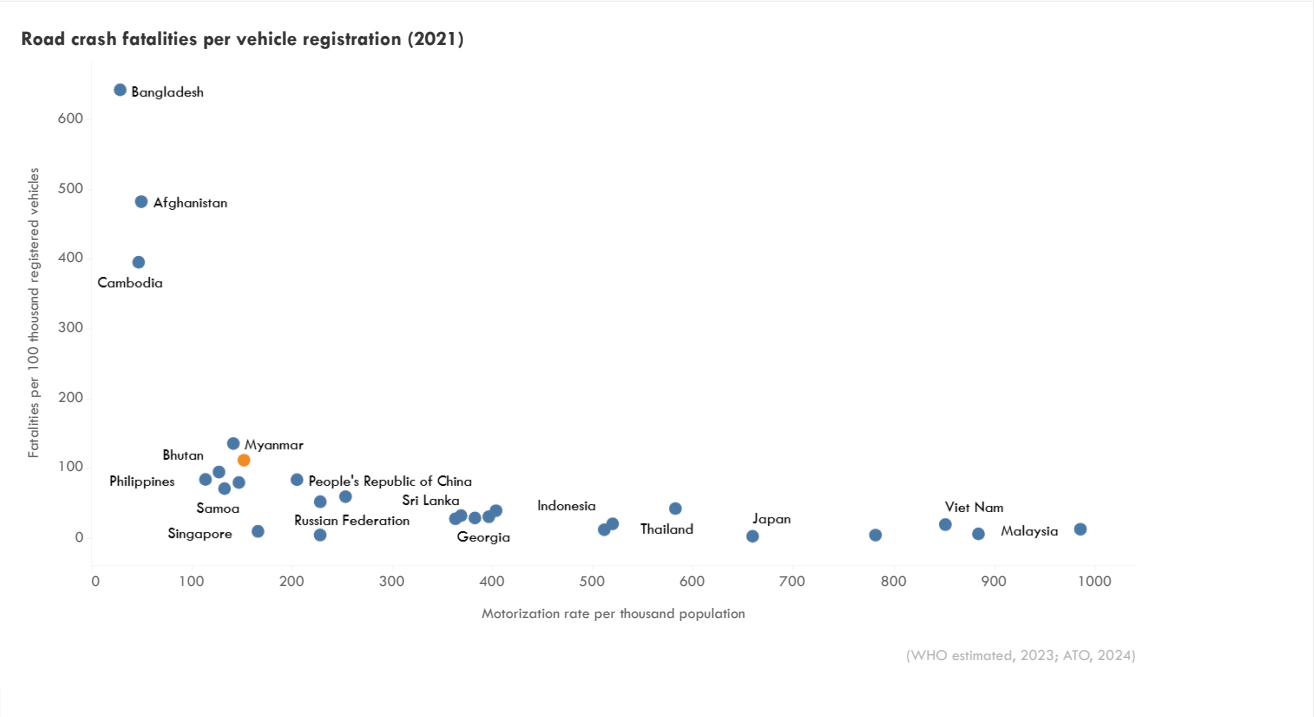
(ATO, 2024)

Benchmarking

Comparing Azerbaijan's road safety performance with regional averages reveals areas where the country lags behind. The WHO reports that the road traffic crash fatality rate in Azerbaijan was 17.2 per 100,000 population in 2021, exceeding the Asia-Pacific average of 15.2 and the Central and West Asia average of 13.1. While Azerbaijan has seen a 29% decrease in fatalities per 100,000 population since 2010, this decline is steeper than the improvements seen in the broader Asia-Pacific region (-19%) and Central and West Asia (-12%). While the reduction in fatalities per 100,000 population is commendable, the higher-than-average fatality rate indicates a need for targeted interventions.

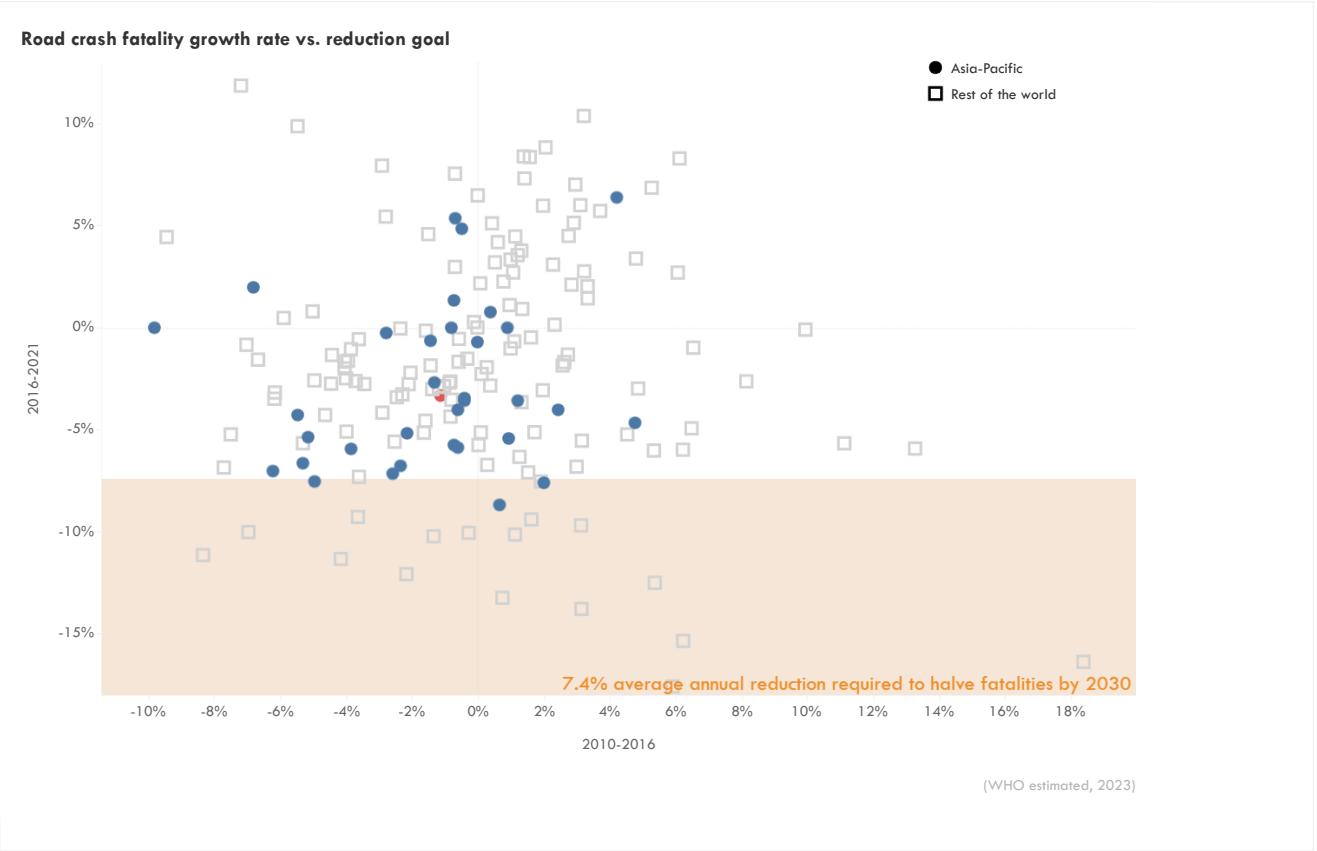


The country recorded about 113 fatalities per 100 thousand registered vehicles.



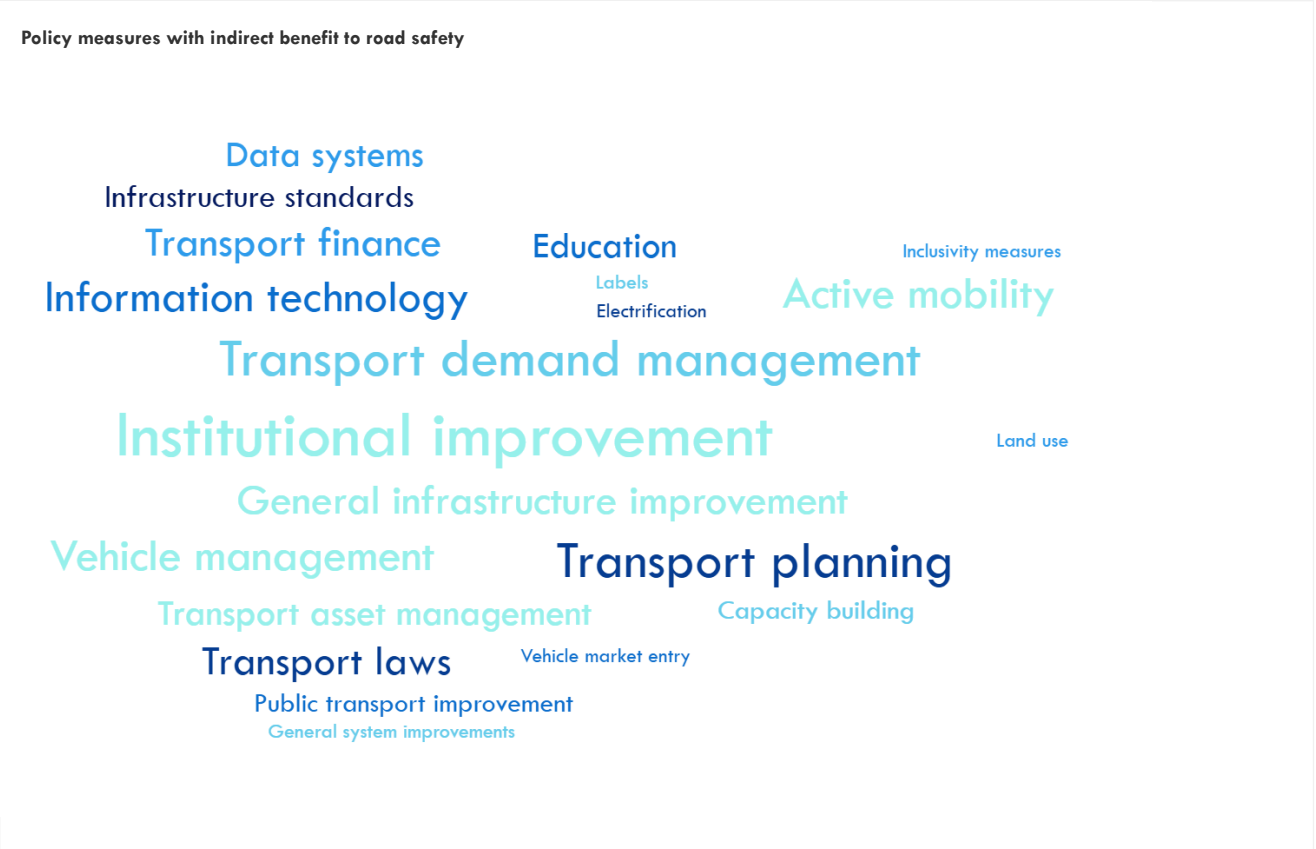
Can Asia meet the 2030 target of halving fatalities?

- **Urgent action needed to reduce road fatalities** The Decade of Action for Road Safety 2021-2030 aims to cut road fatalities in half by 2030. An annual reduction of at least 7.4% is necessary to achieve this.
- **Asia-Pacific region falling behind** Despite reaching a peak in road crash fatalities, the Asia-Pacific region is not on track to meet the 2030 goal. The average annual reduction in deaths between 2016 and 2021 was only 0.6%, far below the required rate.
- **Varying progress across Asia** Using the 2016-2021 road crash fatality growth rate as a basis for estimates until 2030:
  - Only 3 Asian countries are projected to achieve the 50% reduction target by 2030.
  - 18 Asian countries are expected to reduce fatalities by at least 25%.
  - Worryingly, 7 Asian countries will continue to increase road fatalities, moving further away from the target.
- In Azerbaijan, road crash fatalities decreased by approximately -3.3% per year between 2016 and 2021. However, this is not enough to reach the 2030 target to halve the fatalities by 2030



Policy Landscape

Azerbaijan's road safety strategy, outlined in the "State Program of Azerbaijan Republic on Road Safety for 2019-2023," published in 2019, demonstrates a commitment to addressing the issue. Other relevant policy documents include the Transport Sector Development Strategy, the Fourth National Communication, the Updated Nationally Determined Contribution of the Republic of Azerbaijan, and the Second Biennial Update Report of the Republic of Azerbaijan. These documents suggest a multi-faceted approach to road safety, encompassing infrastructure improvements, vehicle safety standards, and public awareness campaigns. However, the absence of specific road safety targets within these documents is a critical gap that must be addressed to ensure accountability and progress toward measurable goals.



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