

GEORGIA

ROAD SAFETY PROFILE

Supported by:

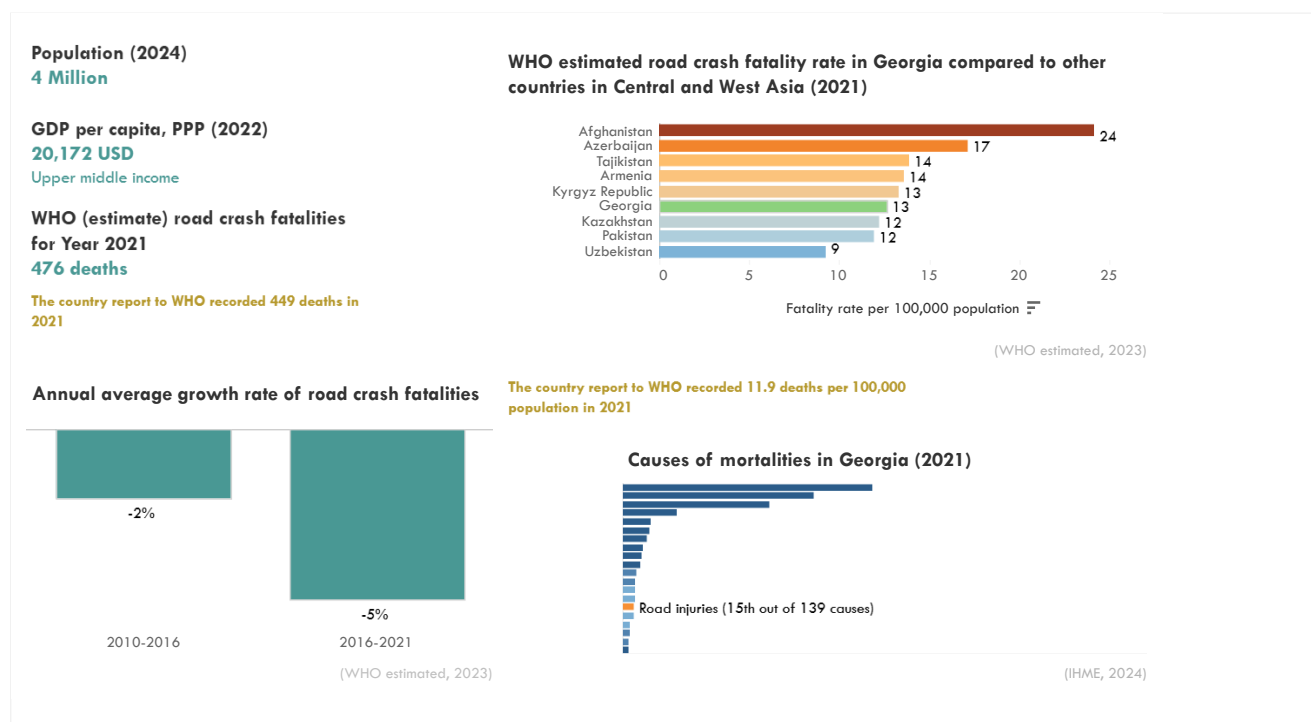


The ATO road safety profiles offer insights into the road safety in 37 Asia-Pacific countries by utilizing road safety related data from various sources and policy information extracted from a range of documents.

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 remains a significant public health and development challenge in Georgia. While progress has been made in recent years, the country still faces a considerable burden of road traffic crashes, fatalities, and injuries. The World Health Organization (WHO) estimated approximately 500 fatalities in Georgia due to road crashes in 2021, highlighting the ongoing severity of the issue. Road crash injuries also accounted for 15th highest cause of all deaths in the country that same year. This situation underscores the urgent need for continued efforts to improve road safety measures, infrastructure, and user behavior to protect the lives and well-being of Georgian citizens.



There is only a minor discrepancy between the number of road crash fatalities reported by different sources in Georgia. However, ensuring data consistency and robustness of reporting mechanisms is crucial for evidence-based policymaking.

Road crash fatality rate, by source

WHO (estimate) for Year 2021

12.7 per 100,000 population

WHO (country-report) for Year 2021

11.9 per 100,000 population

Country official statistics for Year 2022

11.5 per 100,000 population

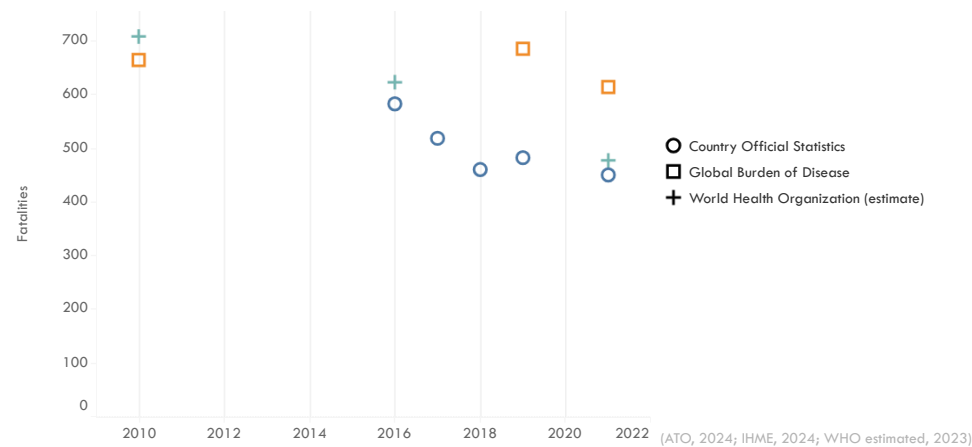
GBD estimate for Year 2021

16.3 per 100,000 population

(WHO estimated, 2023)

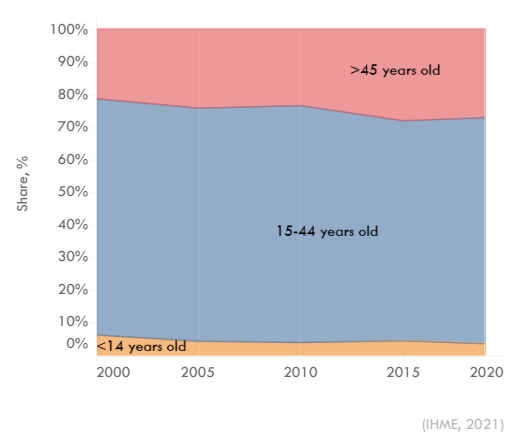
Every 5 hours, someone dies in a road crash in Georgia

Road crash fatalities, by source

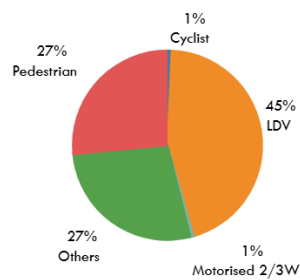


Analyzing disaggregated data provides valuable insights into the specific patterns and risk factors associated with road crashes in Georgia. The share of females in road crash fatalities remained stagnant at 21% since 1990, highlighting the disproportionate impact on men. According to the Global Burden of Disease statistics, the combined share of minors (under 14 years old) and seniors (over 65 years old) in road crash fatalities decreased from 33% to 31% between 2015 and 2019, indicating the vulnerability of these age groups. Furthermore, the estimated share of pedestrians and cyclists in total road traffic crash fatalities, as reported by WHO, was 28% in 2021, suggesting a significant risk for these vulnerable road users.

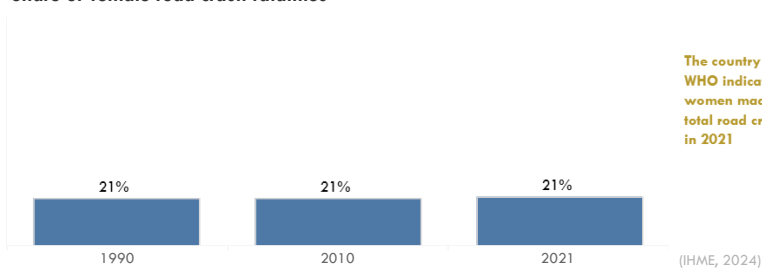
Road crash fatalities, share by age group



Road crash fatalities, share by road user

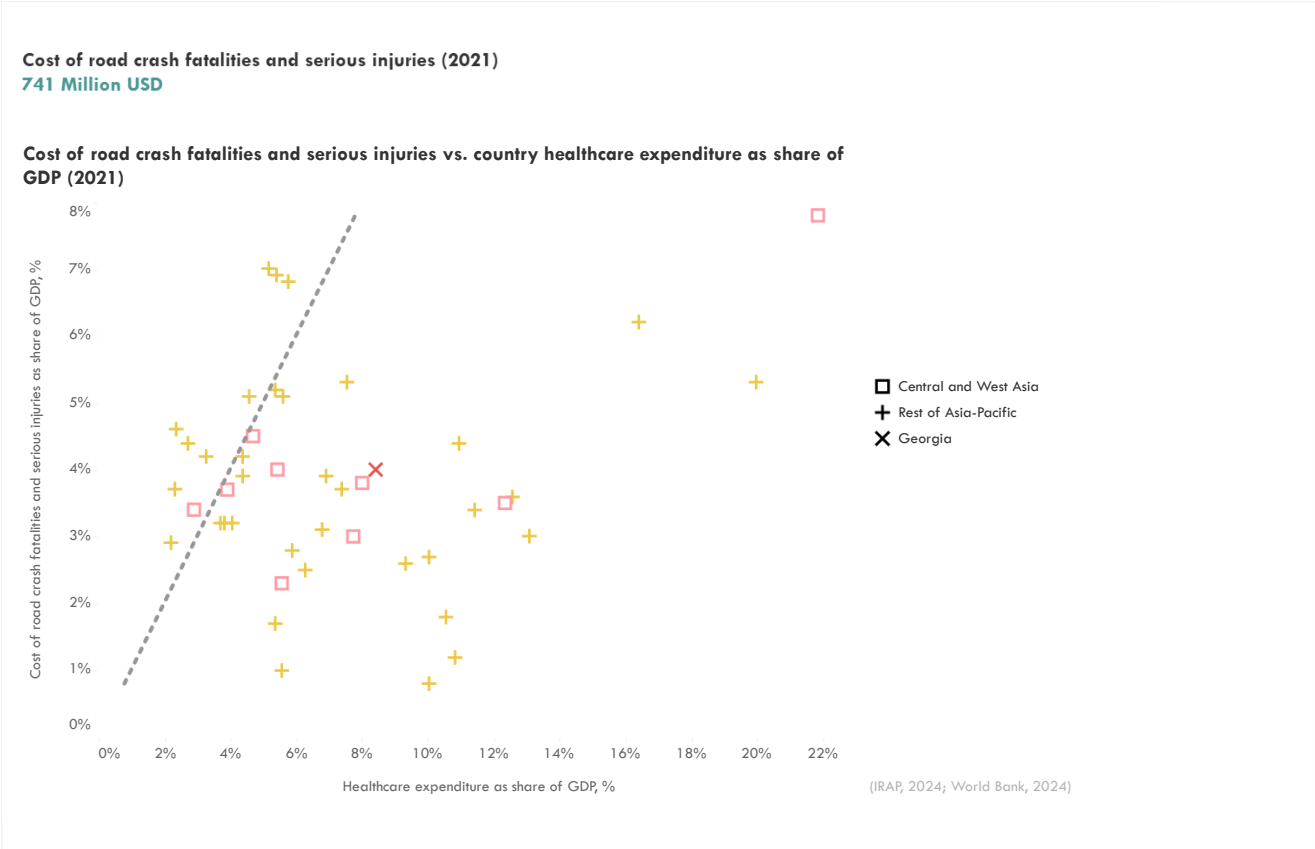


Share of female road crash fatalities

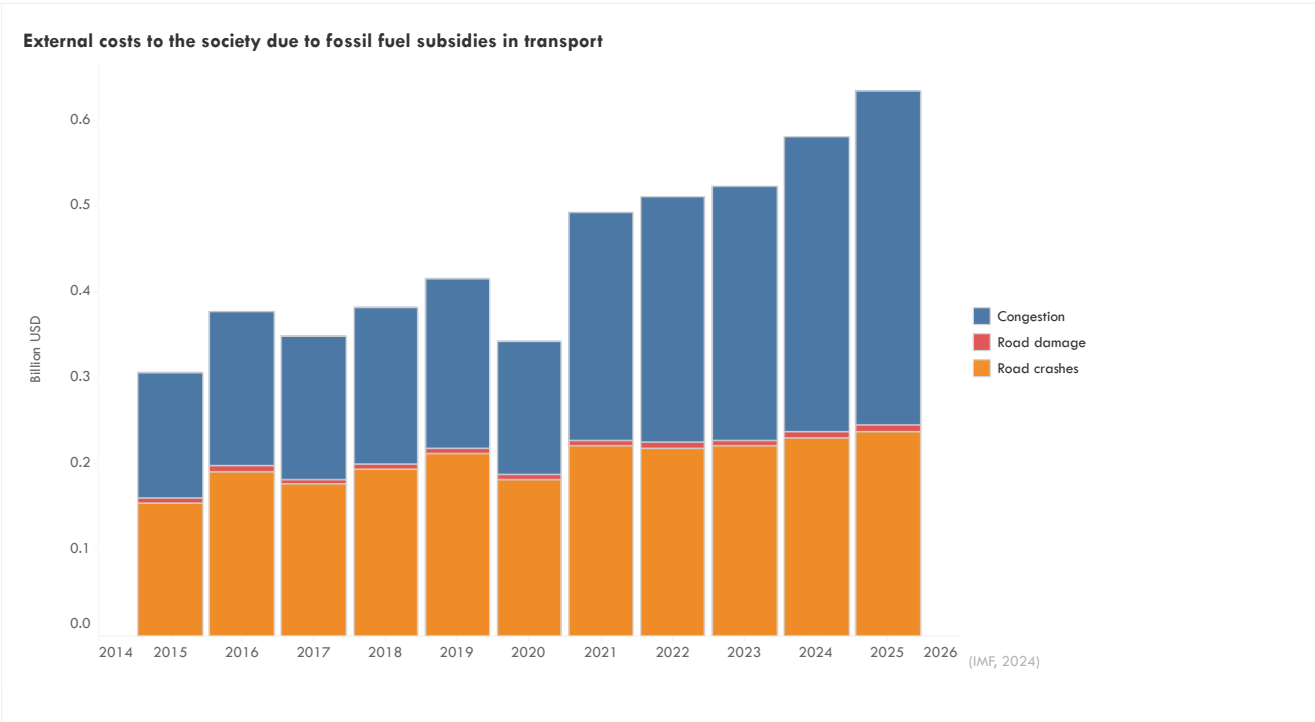


The country report to WHO indicates that women made up 23% of total road crashes deaths in 2021

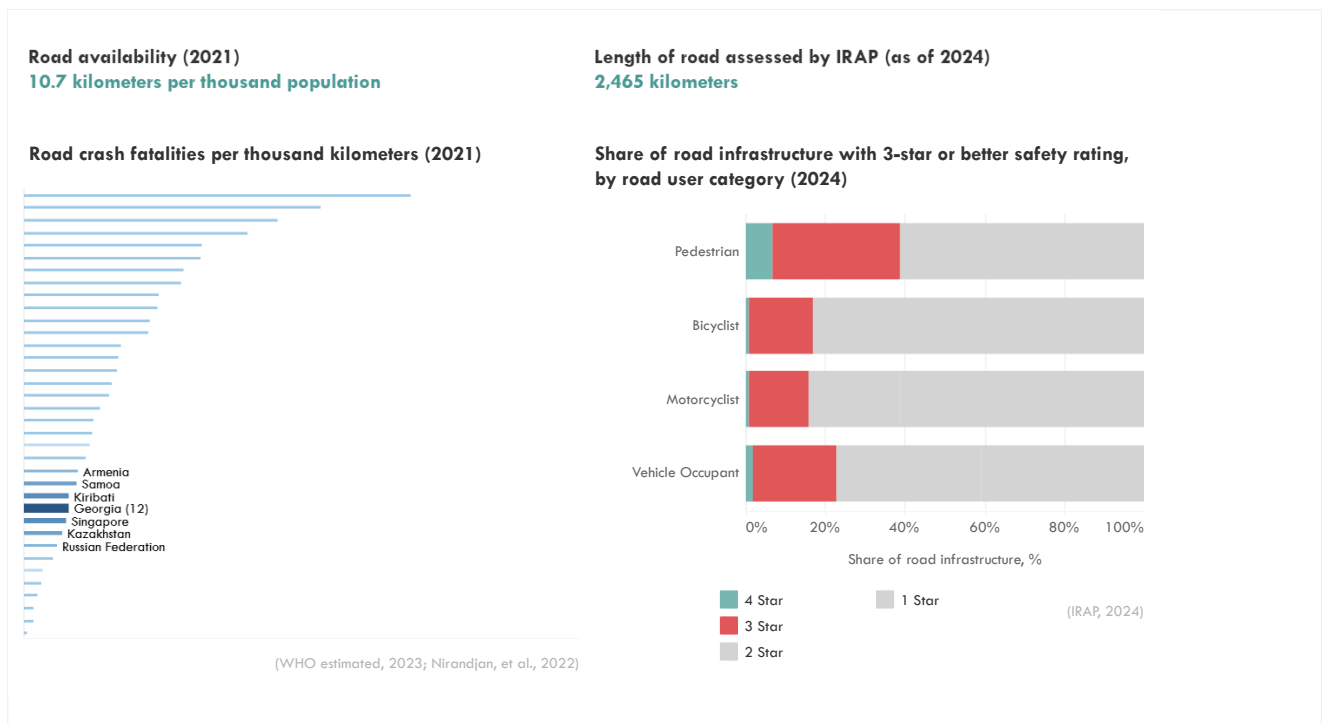
The economic consequences of road traffic crashes in Georgia are substantial. In 2021, these fatalities and serious injuries cost an estimated 741 million USD, representing roughly 4% of Georgia's GDP.



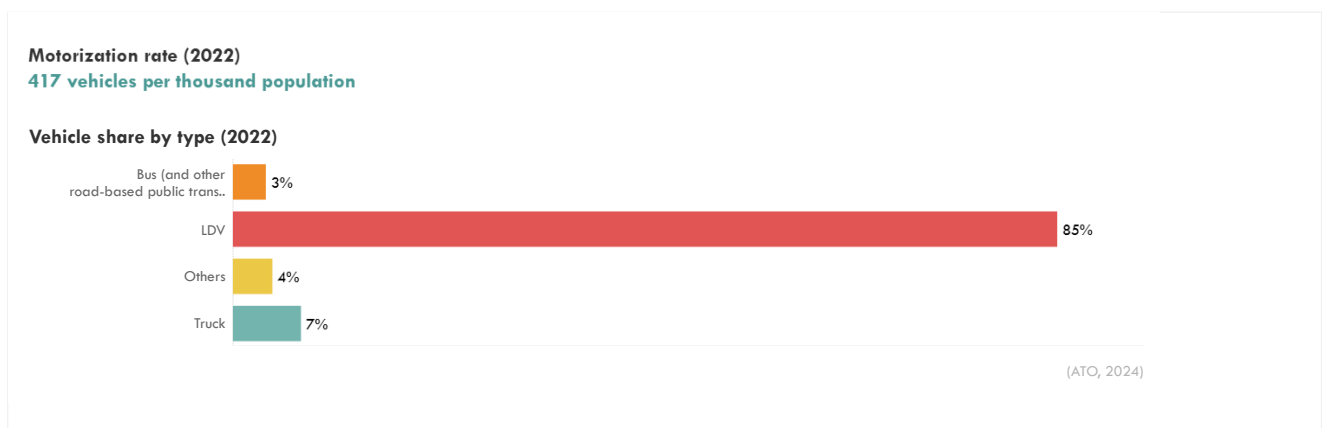
Road crashes also make up a significant portion (38%) of the total implicit costs associated with fossil fuel subsidies in transport, further highlighting their economic impact.



The quality of road infrastructure plays a critical role in road safety. In Georgia, as of 2024, only 39% and 17% of roads have a 3-star or better rating for pedestrians and bicyclists, respectively. For vehicle occupants, at least 23% of the road infrastructure has a 3-star or better rating, while only about 16% reaches this standard for motorcyclists.

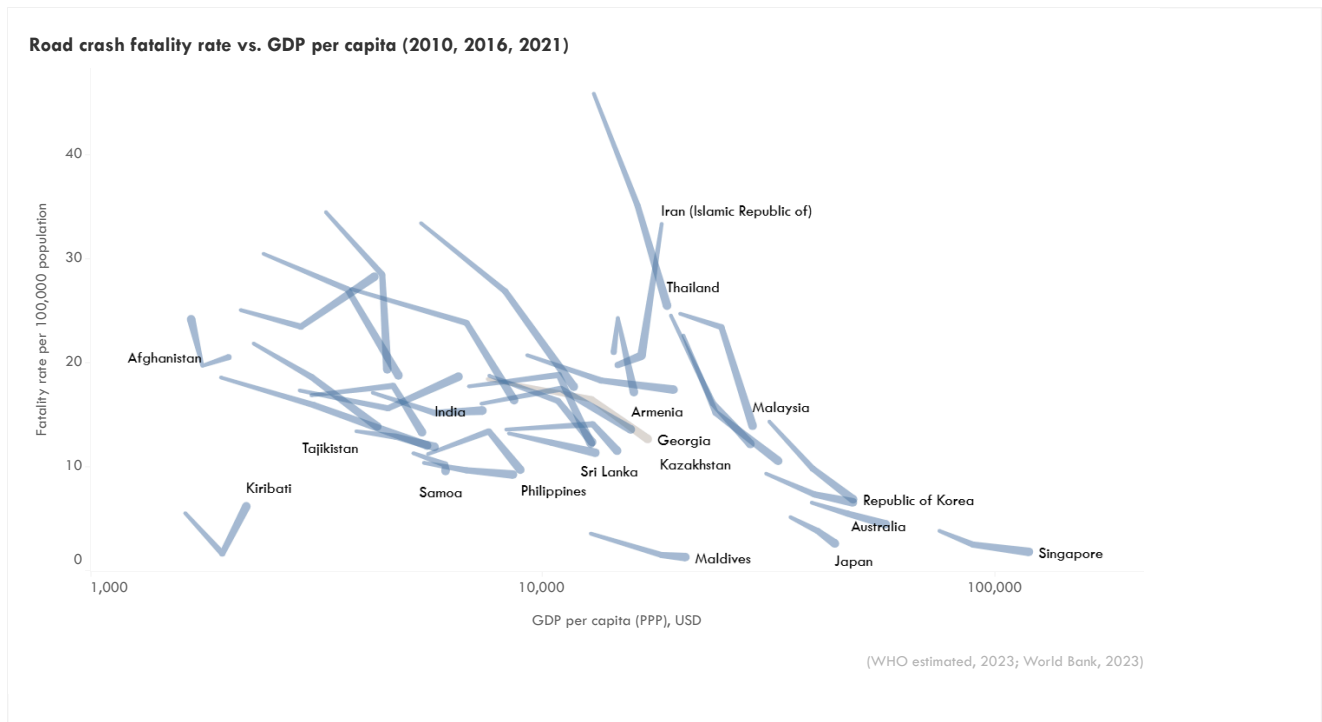


Georgia has seen a rise in motorization, with 417 vehicles per thousand population in 2022. The vehicle fleet comprises primarily light-duty vehicles (85%), followed by trucks (7%) and buses (3%). This increase in vehicle ownership necessitates robust road safety measures to manage the associated risks.

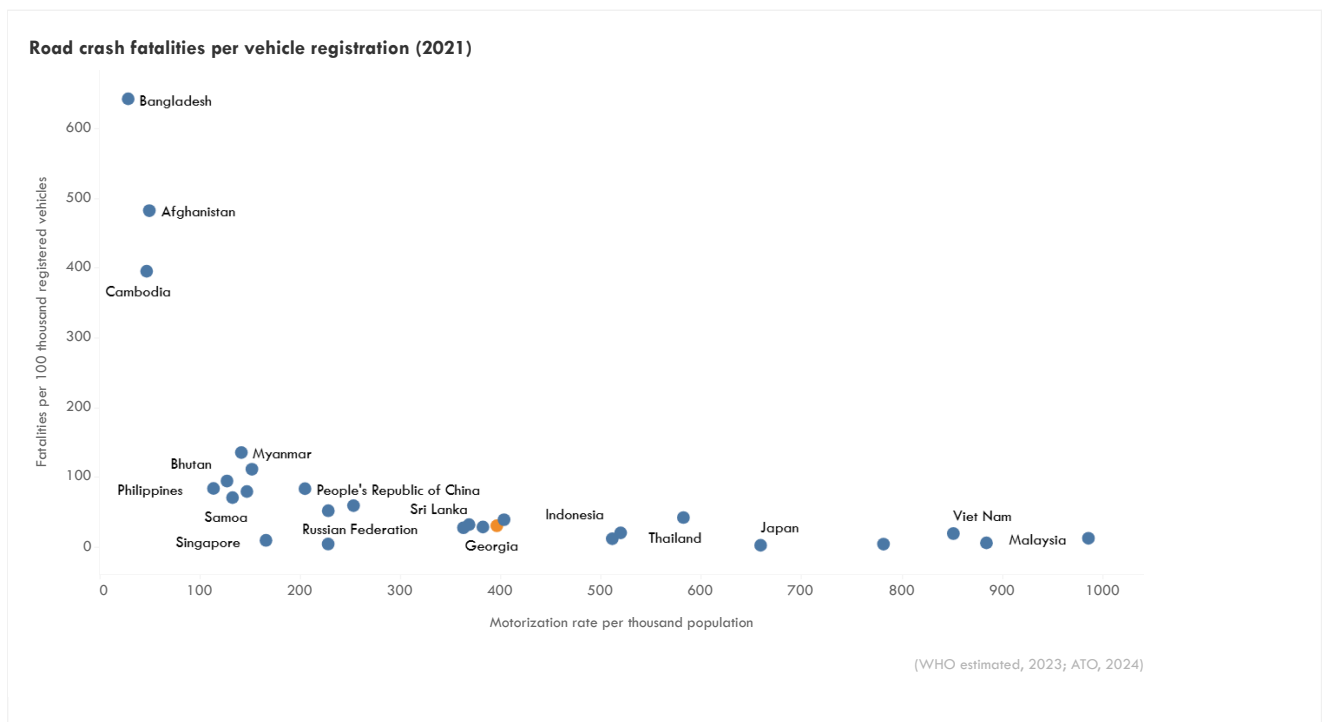


Benchmarking

Comparing Georgia's road safety performance with regional and global benchmarks reveals areas for improvement. The road traffic crash fatality rate of 12.7 per 100,000 population in 2021, while lower than the Asia-Pacific average of 15.2 and the Central and West Asia average of 13.1, still indicates a need for further progress. Georgia experienced a 31% decrease in fatalities per 100,000 population between 2010 and 2021 (from 18.4 to 12.7), outperforming the reduction seen in Central and West Asia (-12%) and also better than the Asia-Pacific region (-19%).

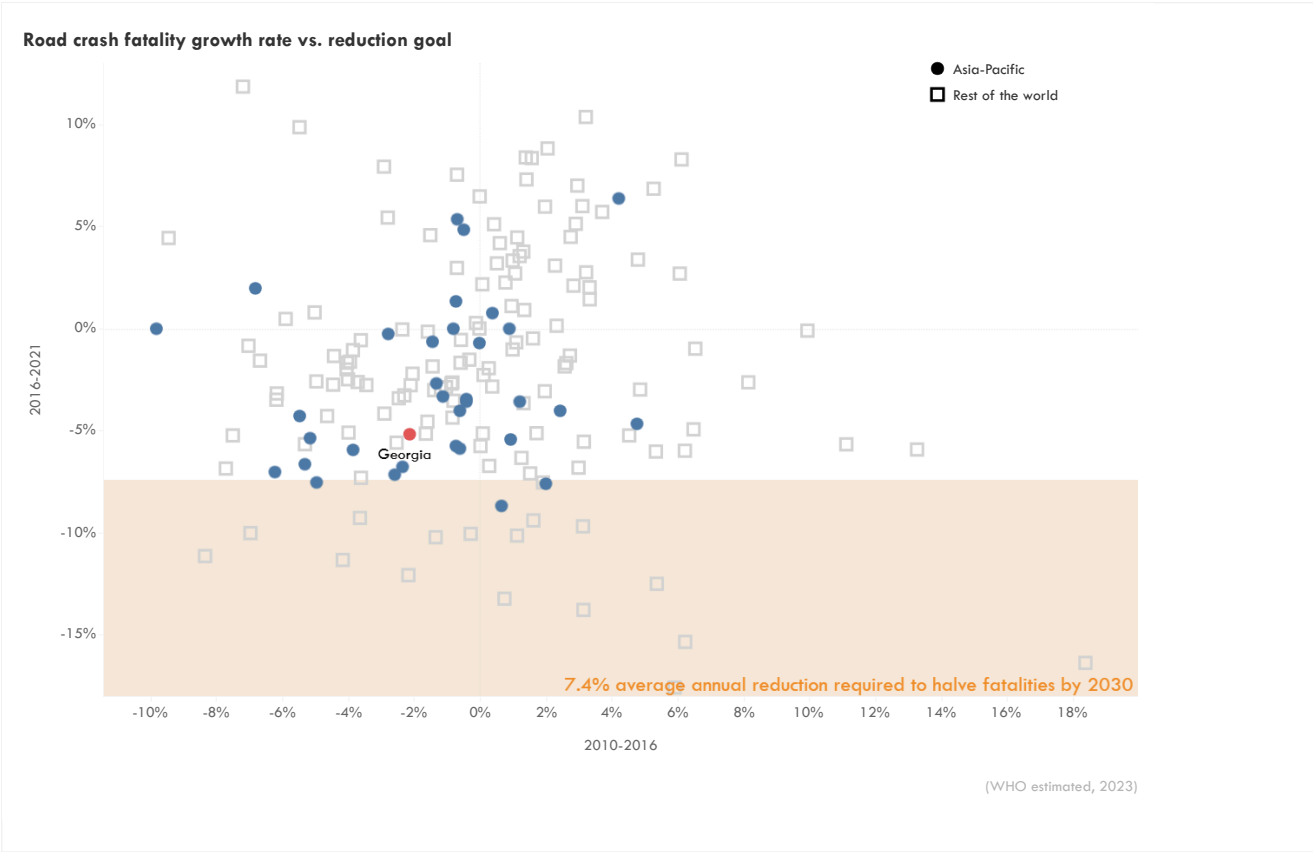


Georgia had about 32 fatalities per 100 thousand registered vehicles.



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 Georgia, road crash fatalities decreased by approximately -5% per year between 2016 and 2021. However, this is not enough to reach the 2030 target to halve the fatalities by 2030



Policy Landscape

Georgia's 2030 Climate Change Strategy (2021) includes modal shift targets that indirectly support road safety by promoting non-motorized and public transport use.

Targets to reduce road crash fatalities or injuries		Target year	Document	Year published
No data				
Measure type	Other targets with indirect benefits to road safety	Target year	Document	Year published
Target - Modal shift	The strategy uses the percentages of transportation by non-motorized transport (cycling and walking) and by public transport (metro, bus, minibus) as the outcome indicators for this objective. The identified 2030 targets for these indicators are the respective average values for Europe - 35% and 45%, respectively.	2030	Georgia's 2030 Climate Change Strategy	2021

Policy measures with indirect benefit to road safety



References

ATO. National Database (2024). <https://asiantransportoutlook.com/snd/>

IMF. (2024). Climate Data. <https://climatedata.imf.org/pages/access-data>

Institute for Health Metrics and Evaluation. (2021). GBD Results. GBD Results. <https://vizhub.healthdata.org/gbd-results>

Institute for Health Metrics and Evaluation. (2024). Global Burden of Disease Study 2021 (GBD 2021) Cause-Specific Mortality 1990-2021. <https://ghdx.healthdata.org/record/ihme-data/gbd-2021-cause-specific-mortality-1990-2021>

iRAP. (2024). Safety Insights Explorer. iRAP. <https://irap.org/safety-insights-explorer/>

Nirandjan, S., Koks, E. E., Ward, P. J., & Aerts, J. C. J. H. (2022). A spatially-explicit harmonized global dataset of critical infrastructure. Scientific Data, 9(1), 150. <https://doi.org/10.1038/s41597-022-01218-4>

United Nations Department of Economic and Social Affairs Population Division. (2022). World Population Prospects 2022. <https://population.un.org/wpp/>

WHO. (2023). Global Status Report on Road Safety 2023. <https://www.who.int/teams/social-determinants-of-health/safety-and-mobility/global-status-report-on-road-safety-2023>

World Bank. (2023). GDP, PPP (current international \$). World Bank Open Data. <https://data.worldbank.org/indicator/NY.GDP.MKTP.PP.CD>

World Bank. (2024). Current health expenditure (% of GDP). World Bank Open Data. <https://data.worldbank.org/indicator/SH.XPD.CHEX.GD.ZS>