

MALDIVES

ROAD SAFETY PROFILE

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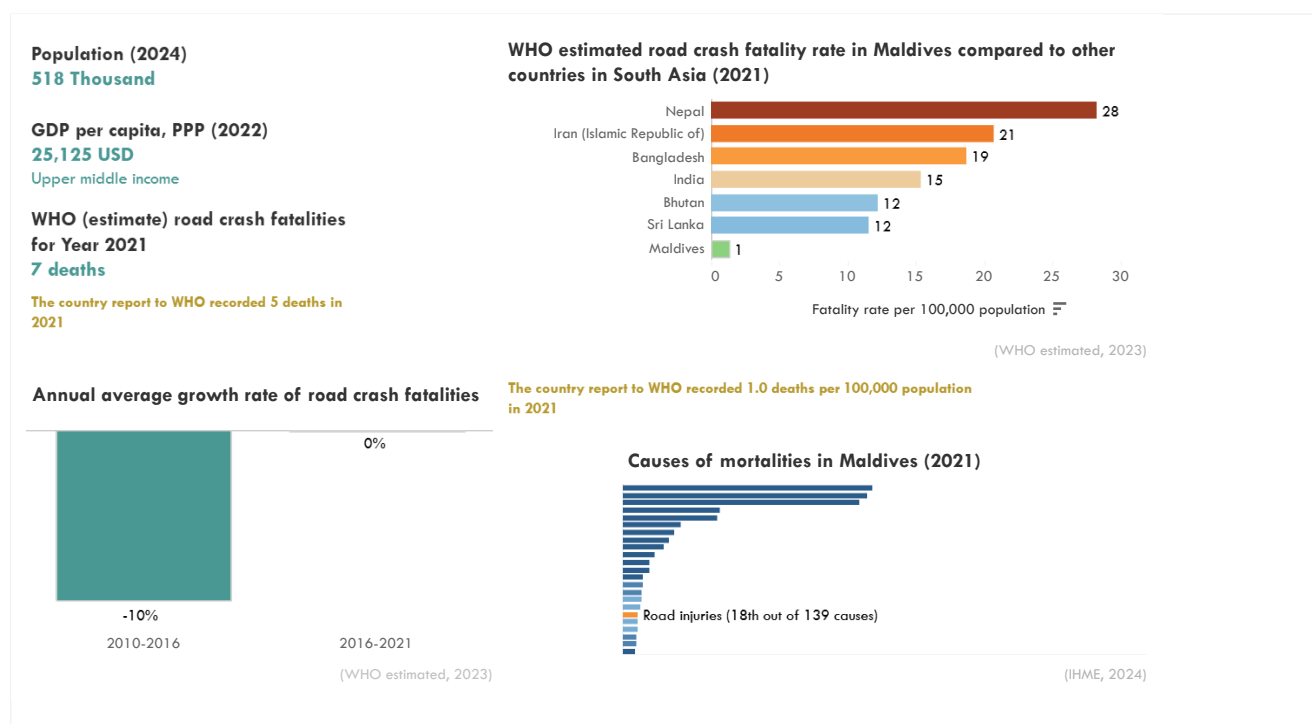


The ATO road safety profiles offer insights into the road safety in 37 Asia-Pacific countries by utilizing road safety related data from various sources and policy information extracted from a range of documents.

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 is a critical concern globally, and while demonstrating some positive trends, the Maldives is no exception. For the year 2021, WHO estimated about 7 fatalities in Maldives due to road crashes, accounting for 0.9% of all deaths. While the archipelago nation has significantly reduced road traffic fatalities over the past decade, continuous efforts are crucial to improve road safety and meet ambitious targets. This narrative examines the current status of road safety in the Maldives, exploring various facets, from data discrepancies and economic costs to policy landscapes and future directions.



A notable challenge in assessing the road safety situation in the Maldives is the discrepancy in reported data. The numbers reported by the Global Burden of Disease of 2.8 fatalities per 100,000 population for 2021 vary with WHO's estimate of 1.3, highlighting the need for more robust and consistent data collection mechanisms. This discrepancy complicates accurate analysis and hinders effective policymaking.

Road crash fatality rate, by source

WHO (estimate) for Year 2021

1.3 per 100,000 population

WHO (country-report) for Year 2021

1.0 per 100,000 population

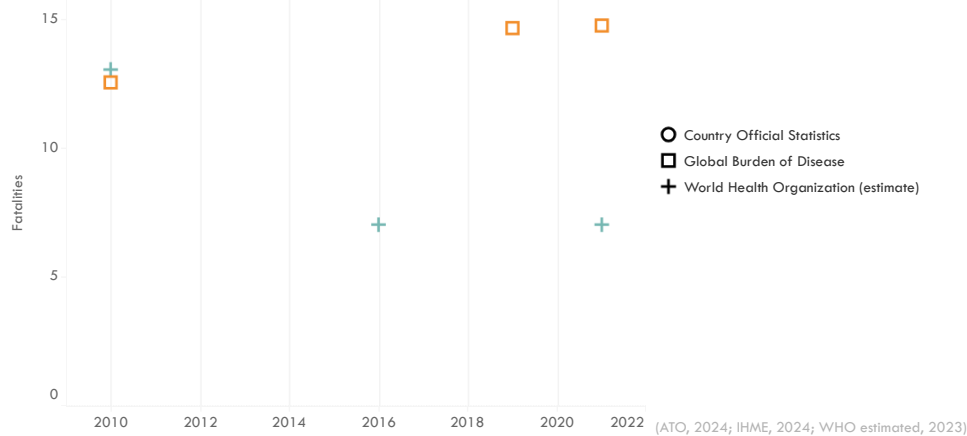
Every 14 days, someone dies in a road crash in Maldives

GBD estimate for Year 2021

2.8 per 100,000 population

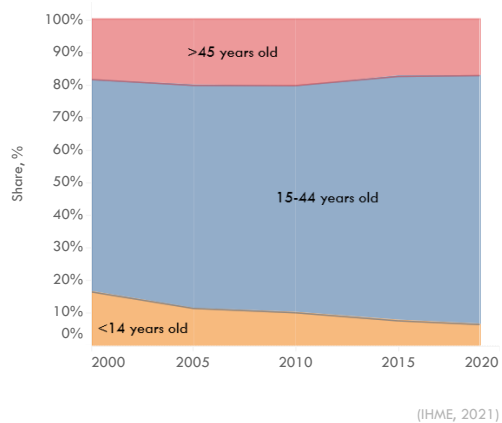
(WHO estimated, 2023)

Road crash fatalities, by source

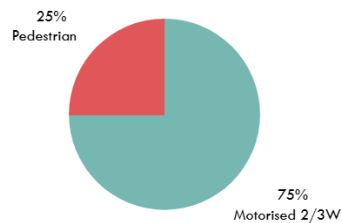


Despite data challenges, available disaggregated data offers valuable insights. The share of female fatalities has also decreased from 18% to 13% between 2010 and 2021. While these trends are positive, continued efforts are needed to maintain this downward trajectory. Minors (<14 years old) and seniors (>65 years old) accounted for a combined 21% of fatalities between 2015 and 2019, highlighting the vulnerability of these groups. The share of pedestrians in total road traffic fatalities in Maldives was 25% for 2021, lower than the Asia-Pacific average of 31% (combined pedestrians and bicyclists).

Road crash fatalities, share by age group

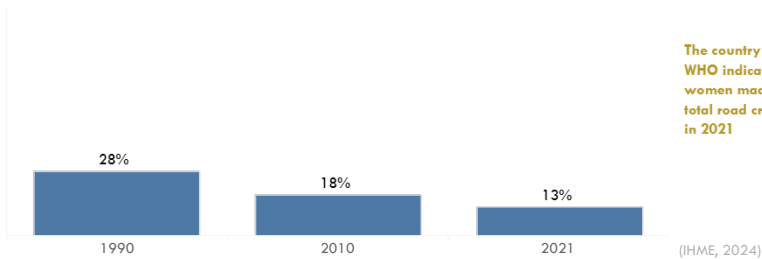


Road crash fatalities, share by road user



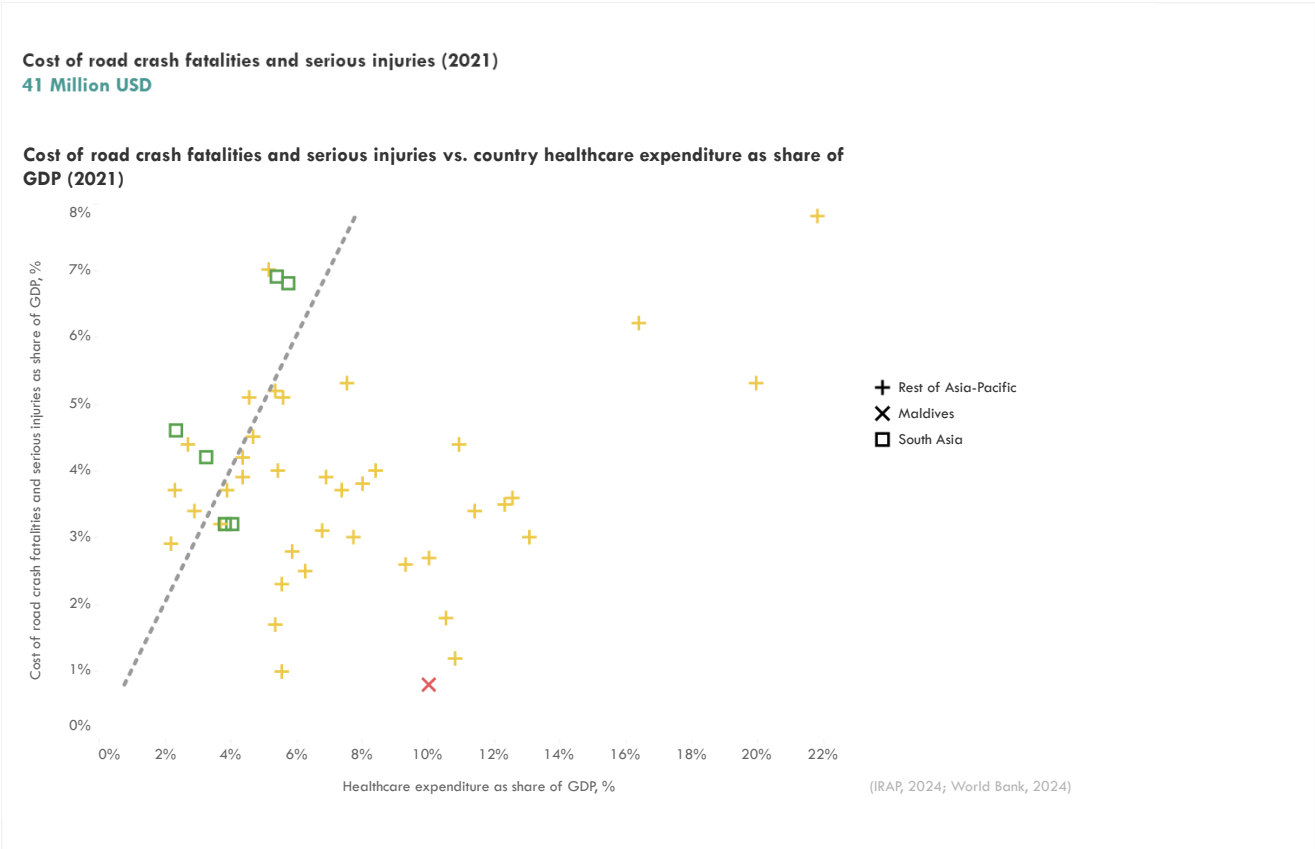
(Country report to WHO, 2023)

Share of female road crash fatalities

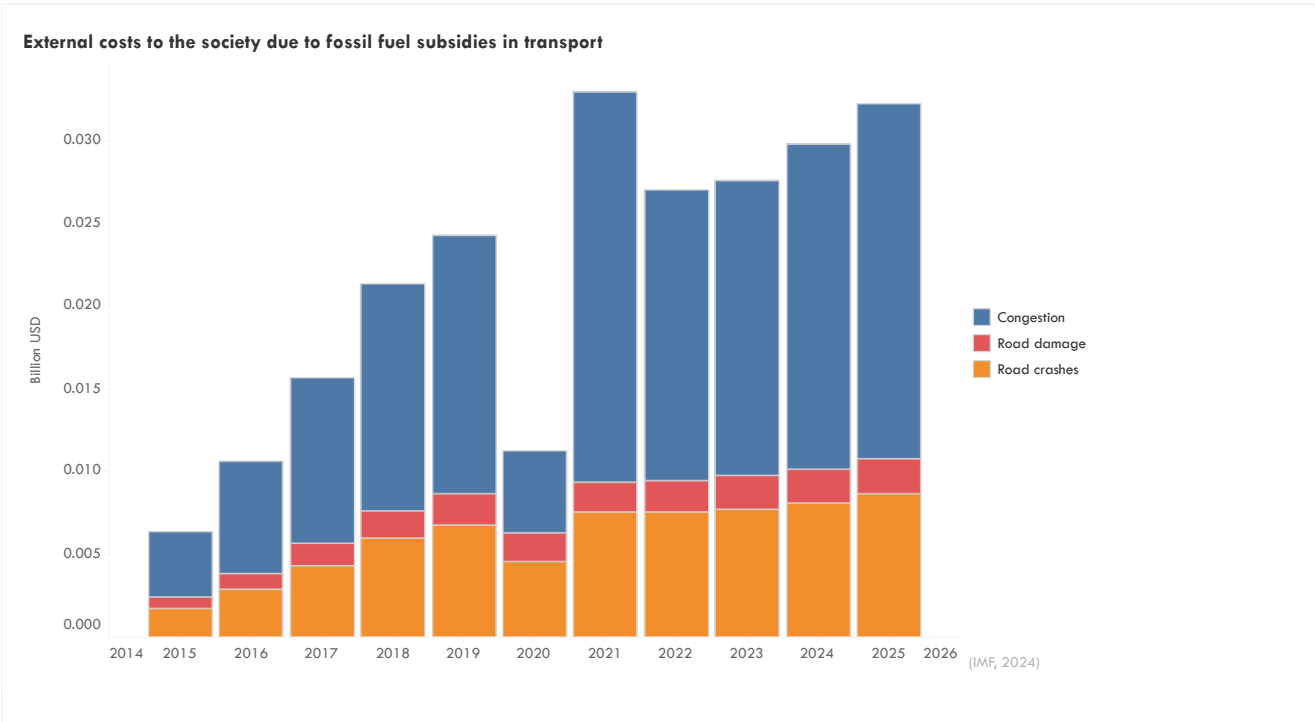


The country report to WHO indicates that women made up 40% of total road crashes deaths in 2021

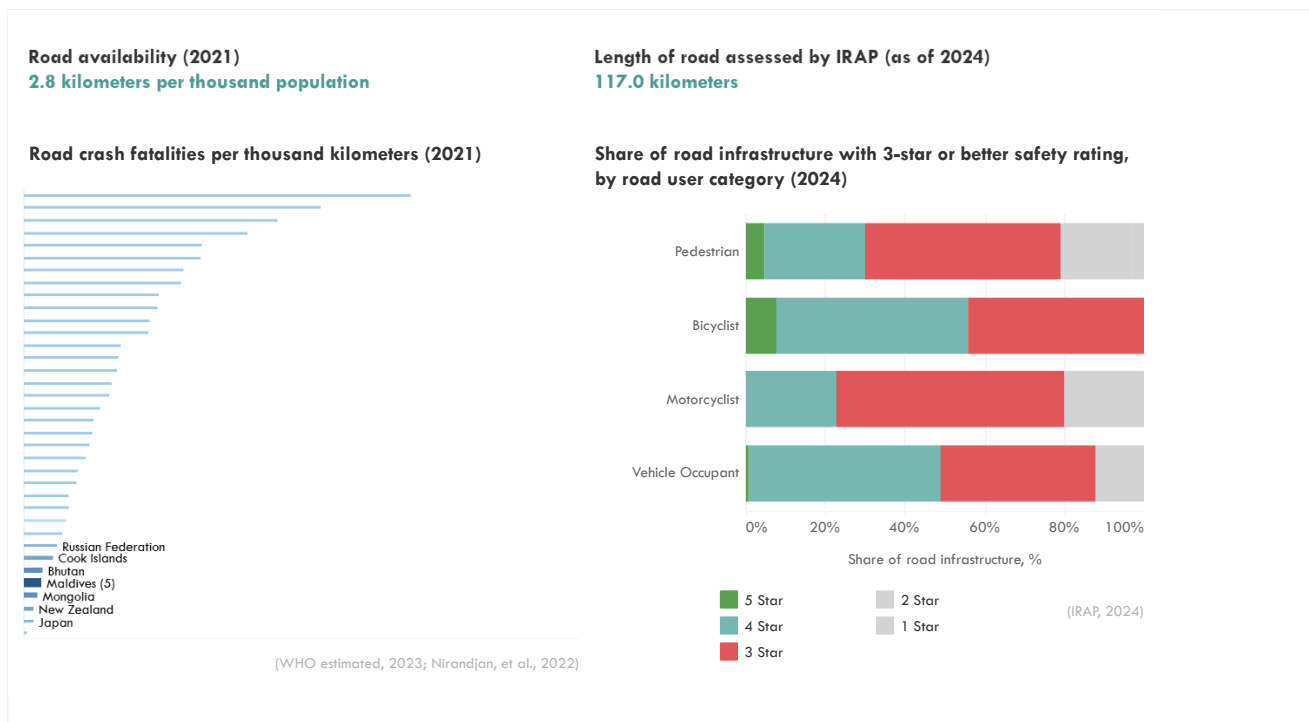
Road crashes pose a substantial economic burden on the Maldives. In 2021, fatalities and serious injuries cost an estimated 41 million USD, roughly 1% of the nation's GDP.



Road crashes also constitute about 28% of the total implicit costs due to fossil fuel subsidies in transport, underscoring the interconnectedness of road safety with broader economic and environmental factors.



The Maldives demonstrates strong performance in road infrastructure safety. As of 2024, 79% and 100% of road infrastructure had a 3-star or better iRAP rating for pedestrians and bicyclists, significantly outperforming the Asia-Pacific averages. For vehicle occupants, at least 88% of road infrastructure boasts a 3-star or better rating, while for motorcyclists, the figure is around 80%. The island nation had about 5 fatalities per thousand kilometers of road.

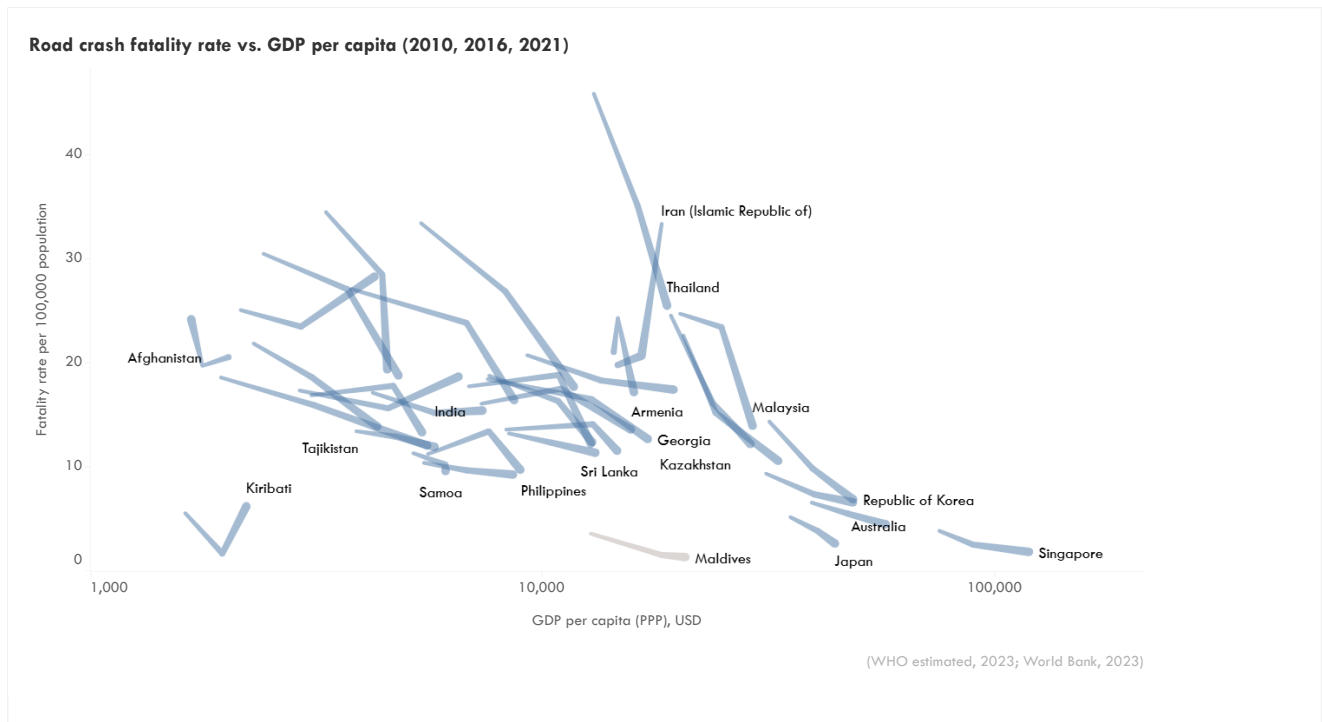


The Maldives has experienced rapid motorization, with 238.6 vehicles per thousand population by 2022. Two-wheelers dominate the vehicle landscape, accounting for 89% of the vehicle fleet, followed by light-duty vehicles (10%), and buses (1%). This high motorization rate and increasing traffic volume necessitate proactive road safety measures.

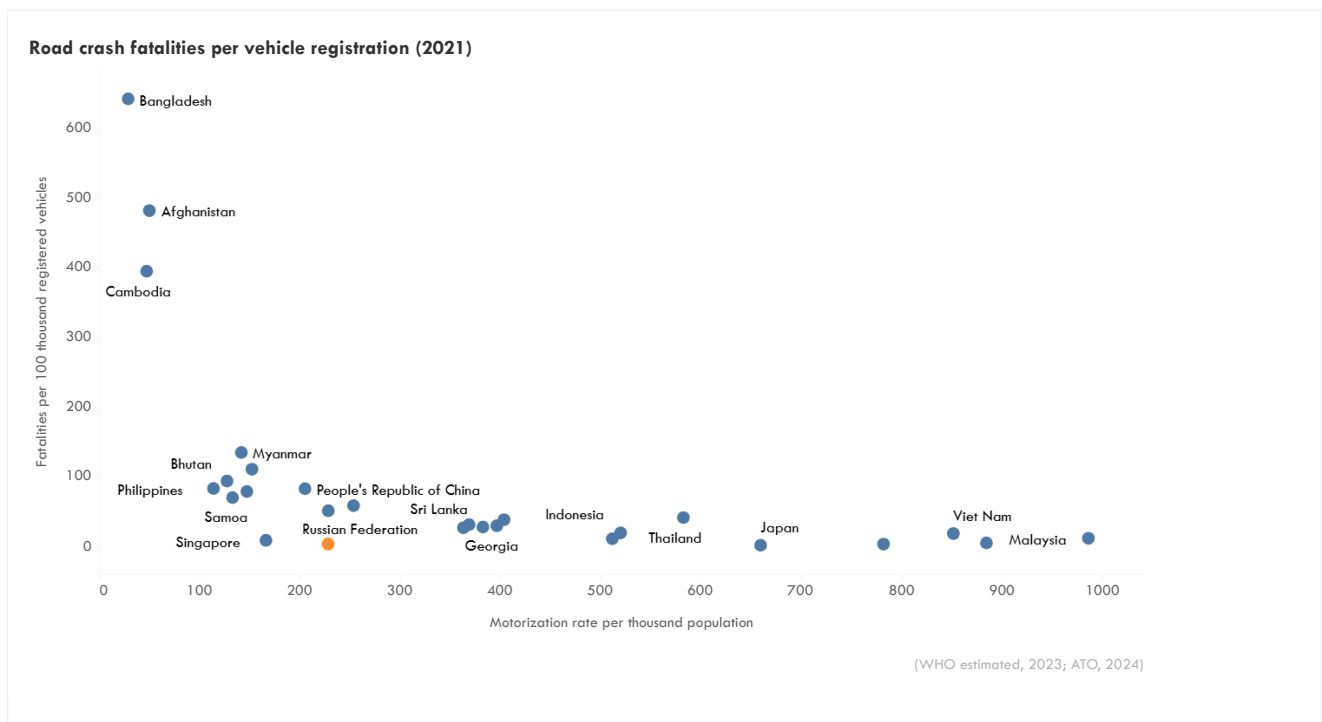


Benchmarking

The road traffic crash fatality rate in Maldives for 2021 was 1.5 per 100,000 population. This is significantly lower than the Asia-Pacific average of 15.7 and the South Asia average of about 17.0. WHO estimates a remarkable 57% decrease in fatalities per 100,000 population between 2010 and 2021, compared to a 16% decrease in the Asia-Pacific region and a 6% decrease in South Asia.

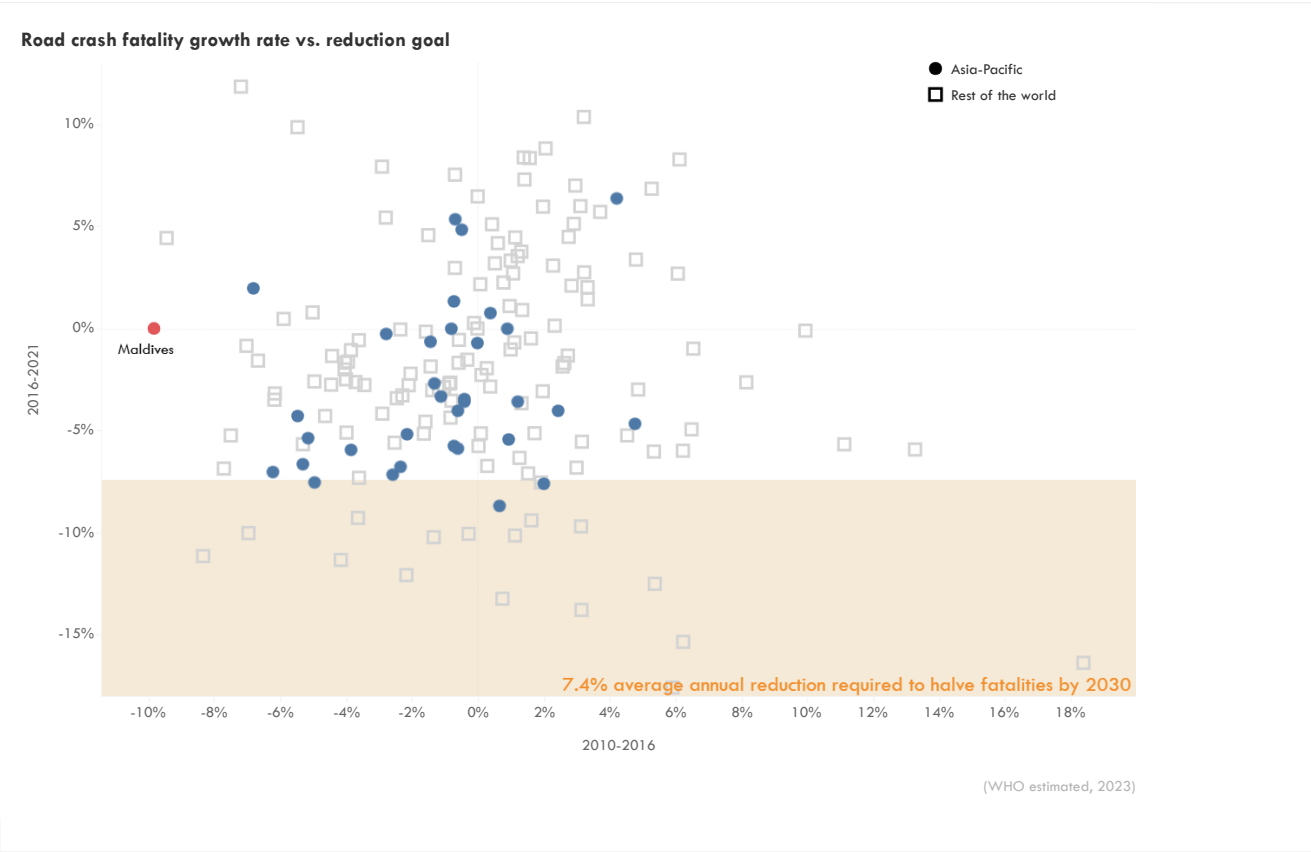


The island nation also saw about 6 fatalities per 100 thousand registered vehicles.



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 Maldives, road crash fatalities increased by approximately 0.0% per year between 2016 and 2021. However, this is not enough to reach the 2030 target to halve the fatalities by 2030



Policy Landscape

The Maldives has a framework of road safety policies and regulations, encompassing speed limits, traffic signals, and laws against driving under the influence. The National Road Safety Action Plan 2019–2023 and other policy documents like the Low Carbon Strategy for the Transport Sector demonstrate the nation's commitment to road safety.

Targets to reduce road crash fatalities or injuries		Target year	Document	Year published
Halve road transport deaths by 2015 compared to 2005		0	National Strategy for Sustainable Development	2009

Measure type	Other targets with indirect benefits to road safety	Target year	Document	Year published
General public transport	By 2023, at least 60% of the population in the Greater Male' Region utilise public transport services on a regular basis	2023	Strategic Action Plan 19-23	2019
General transport demand management	By 2023, vehicle congestion in Greater Male' Region is reduced by 30% compared to 2018 levels	2023	Strategic Action Plan 19-23	2019

Policy measures with indirect benefit to road safety



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