

# MONGOLIA

## ROAD SAFETY PROFILE

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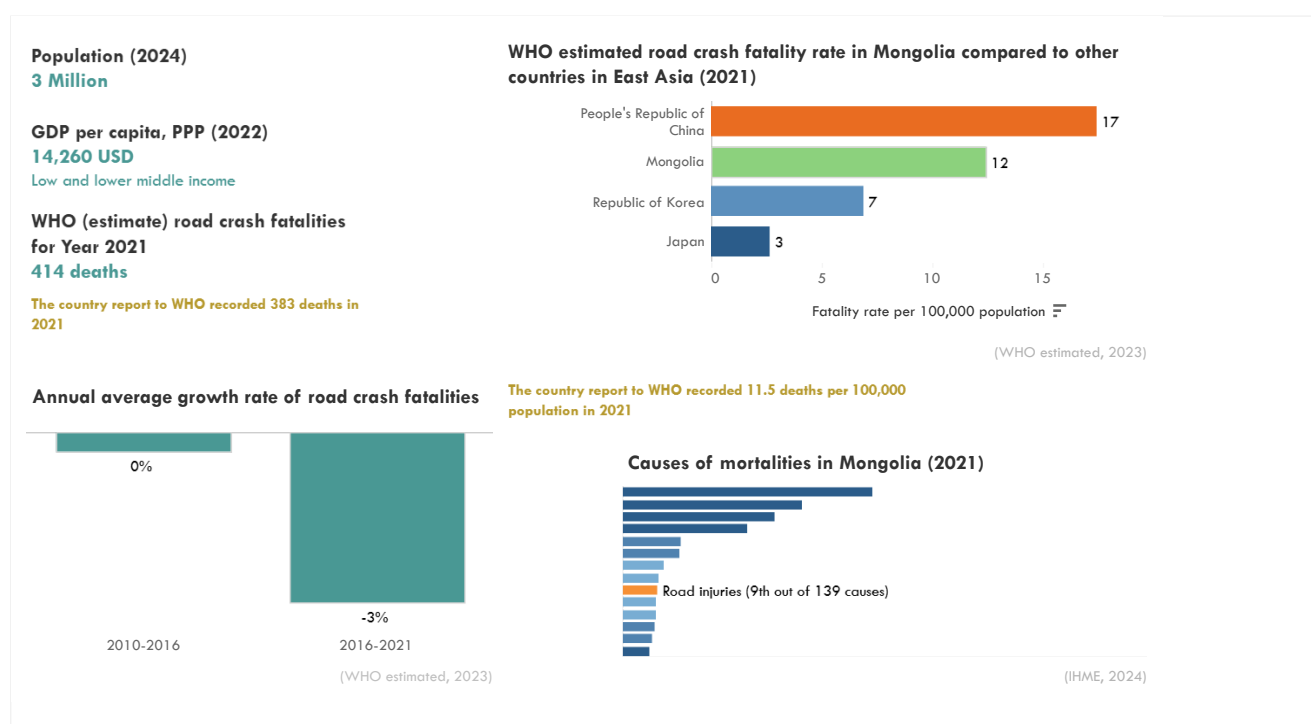


The ATO road safety profiles offer insights into the road safety in 37 Asia-Pacific countries by utilizing road safety related data from various sources and policy information extracted from a range of documents.

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 in Mongolia is complex, characterized by progress and persistent challenges. In 2021, road traffic incidents in Mongolia resulted in approximately 400 fatalities, marking a significant public health concern as these injuries accounted for 2.3% of total deaths in the country. This narrative explores the current state of road safety in Mongolia, examining data discrepancies, the insights gleaned from disaggregated data, economic costs, motorization trends, benchmarking against regional averages, and the existing policy landscape.



Data discrepancies are a significant challenge in assessing Mongolia's road safety situation. For instance, reported fatalities for 2021 vary. The WHO estimated about 400 fatalities, while other sources present conflicting figures. This inconsistency underscores the need for improved data collection and reporting mechanisms to ensure accurate assessments and informed decision-making.

### Road crash fatality rate, by source

WHO (estimate) for Year 2021

**12.4 per 100,000 population**

WHO (country-report) for Year 2021

**11.5 per 100,000 population**

Country official statistics for Year 2022

**8.2 per 100,000 population**

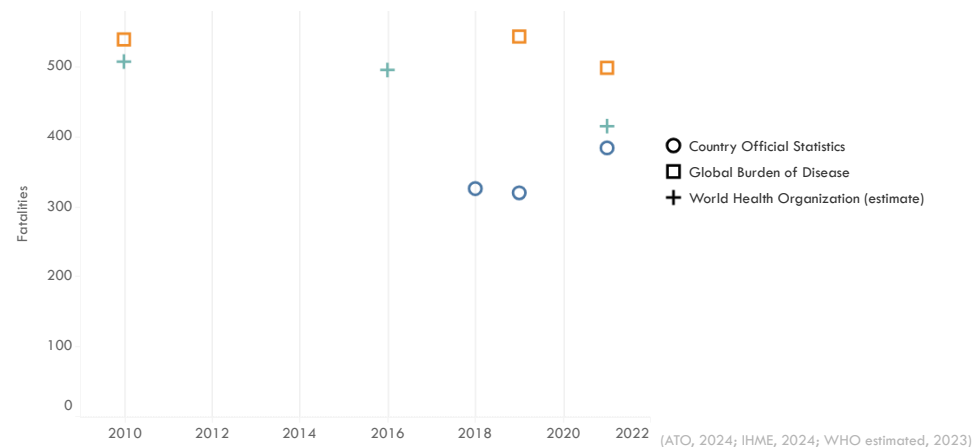
GBD estimate for Year 2021

**14.8 per 100,000 population**

(WHO estimated, 2023)

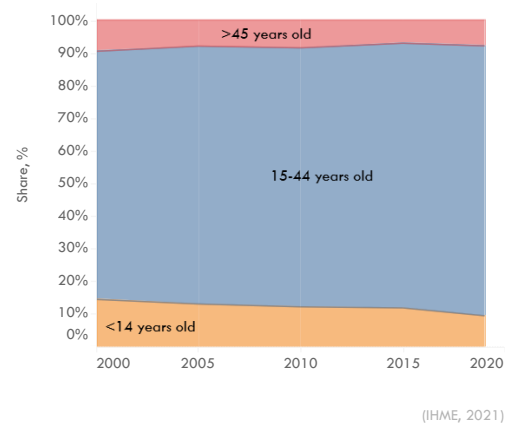
**Every 6 hours, someone dies in a road crash in Mongolia**

### Road crash fatalities, by source

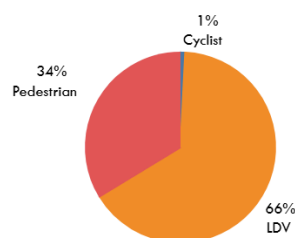


Analyzing disaggregated data provides valuable insights into specific risk groups and crash characteristics. The share of female fatalities decreased slightly, while the combined share of minors (<14 years old) and seniors (>65 years old) in road crash fatalities remained relatively stable. Notably, pedestrians and bicyclists constitute 35% of Mongolia's total road traffic crash fatalities, slightly exceeding the Asia-Pacific average.

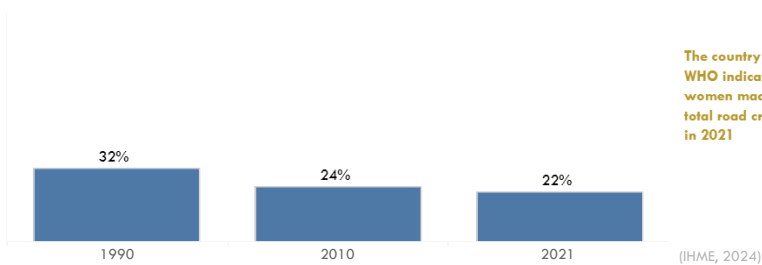
### Road crash fatalities, share by age group



### Road crash fatalities, share by road user

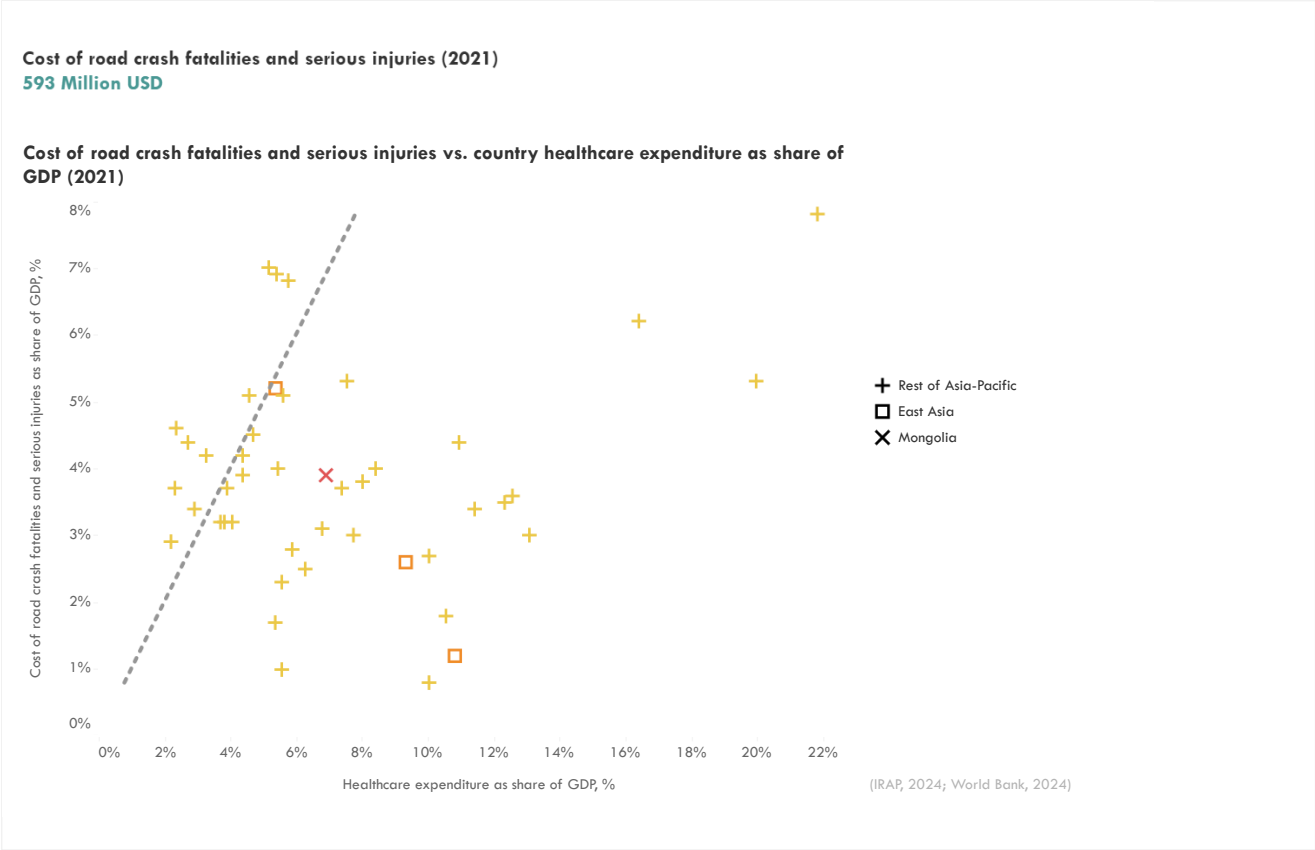


### Share of female road crash fatalities

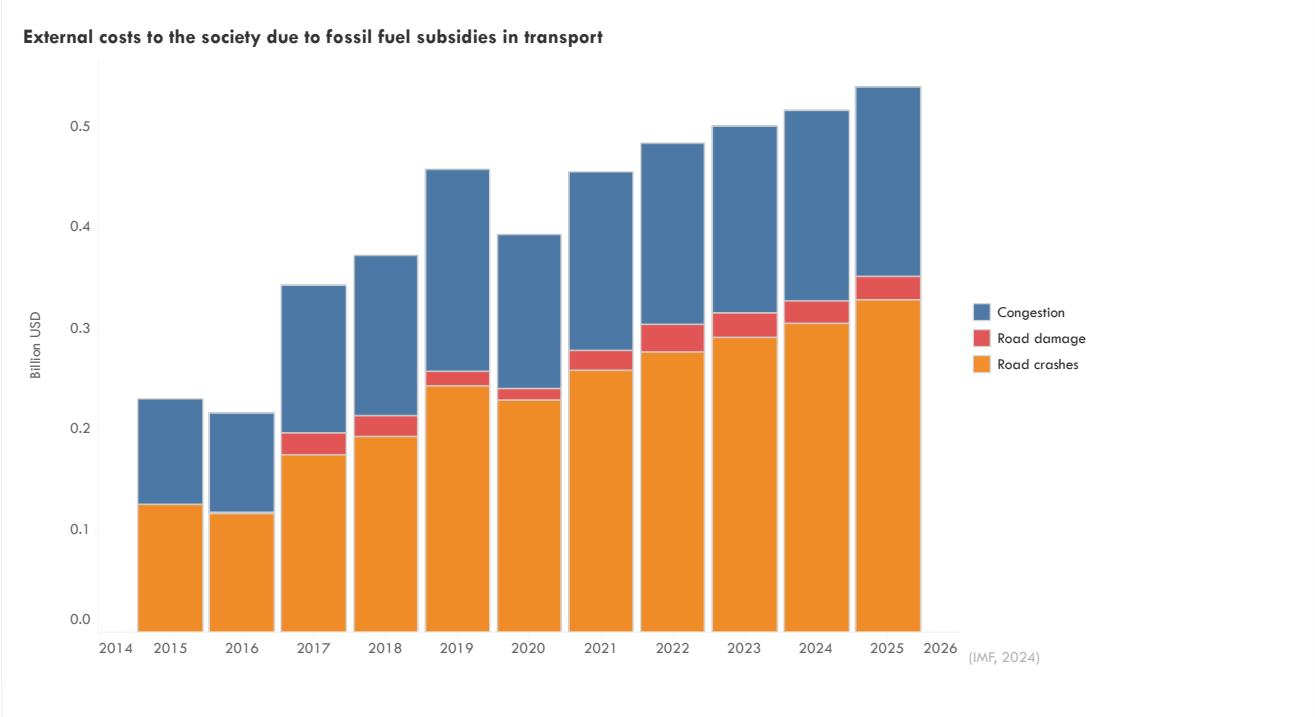


**The country report to WHO indicates that women made up 44% of total road crashes deaths in 2021**

The economic burden of road crashes in Mongolia is substantial. In 2021, fatalities and serious injuries cost an estimated 593 million USD, equivalent to roughly 4% of the country's GDP. This figure surpasses healthcare expenditure as a proportion of GDP, underscoring the significant strain on resources.



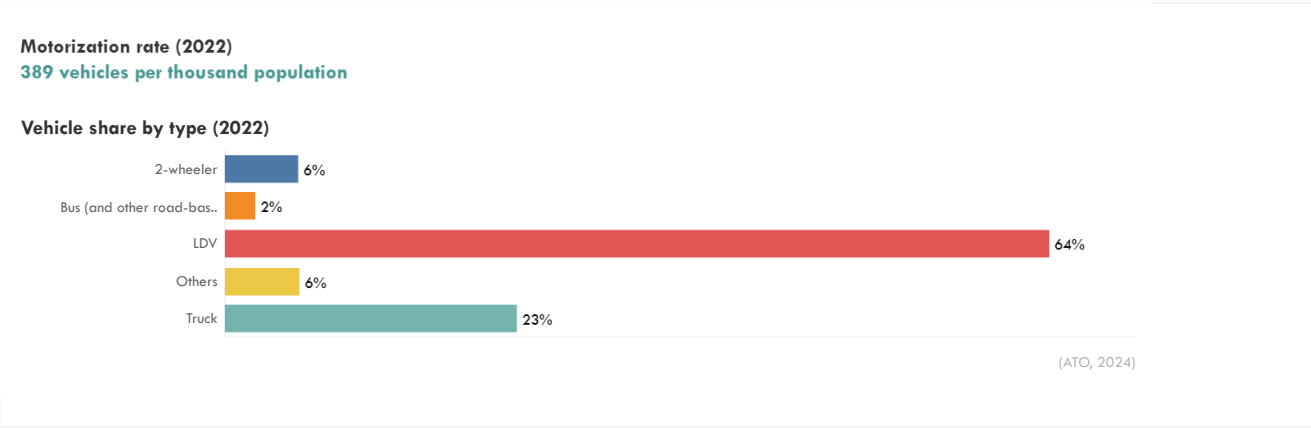
Furthermore, road crashes contribute significantly to the implicit costs of fossil fuel subsidies in transport. Investing in road safety improvements, such as those proposed by iRAP, could yield substantial economic benefits by preventing fatalities and reducing long-term costs.



Information regarding infrastructure ratings in Mongolia is limited which could provide valuable insights into the safety performance of specific road segments and inform infrastructure improvements. This information is crucial for prioritizing investments and targeting high-risk areas.

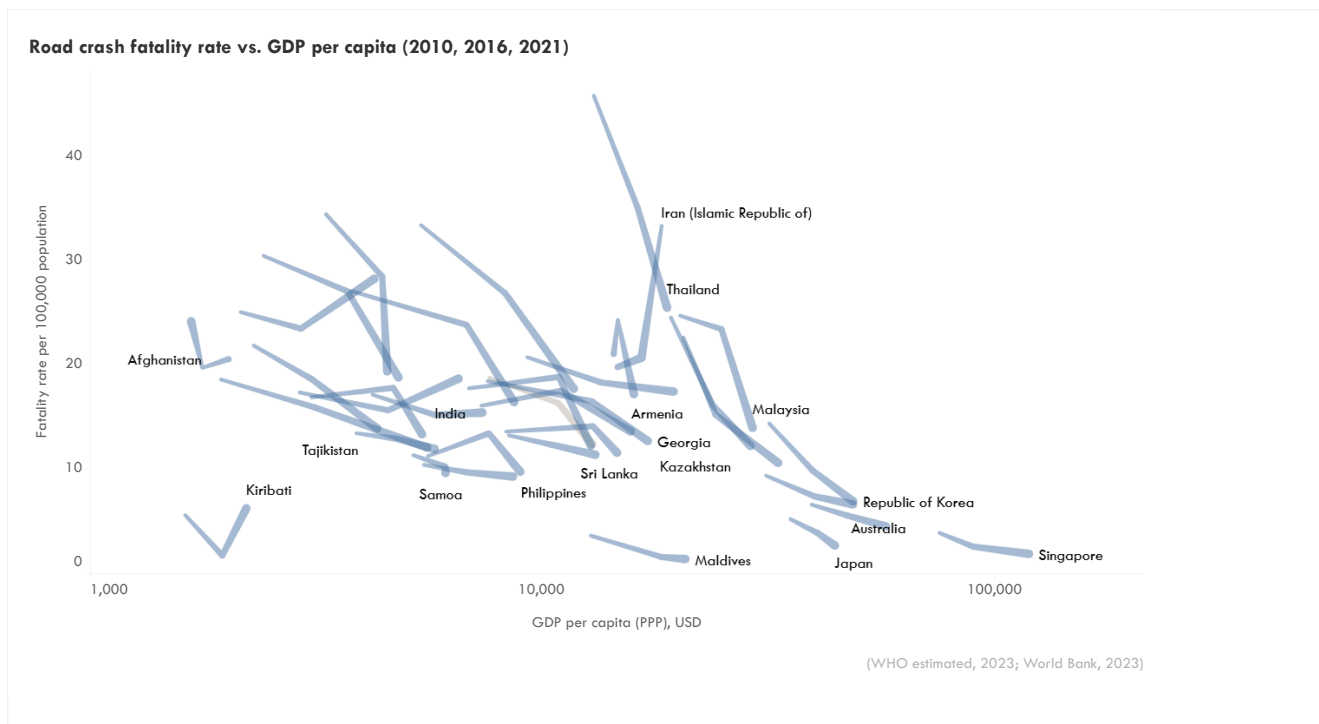


Mongolia has experienced rapid motorization, with 389 vehicles per thousand population in 2022. The vehicle fleet comprises a mix of vehicle types, with light-duty vehicles constituting the majority. This increasing motorization necessitates proactive road safety measures to mitigate the associated risks.

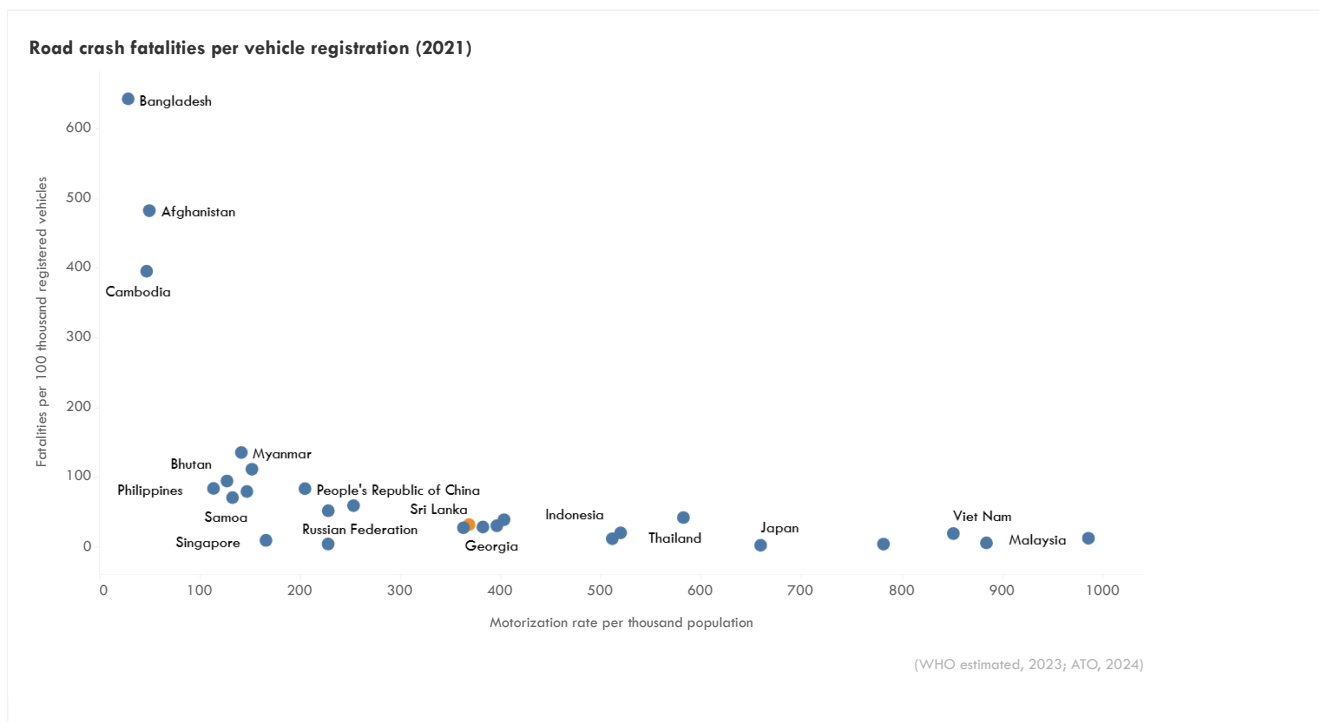


## Benchmarking

Benchmarking Mongolia's road safety performance against regional averages provides context and identifies areas for improvement. While Mongolia has made progress in reducing fatalities per capita, it still lags slightly behind regional averages. The fatality rate stood at 12.4 per 100,000 population in 2021. This marks a -34% decrease from 18.7 in 2010, indicating positive progress. However, the rate still lags slightly behind the Asia-Pacific average of 15.2 and the East Asia average of 15.6 for the same year.

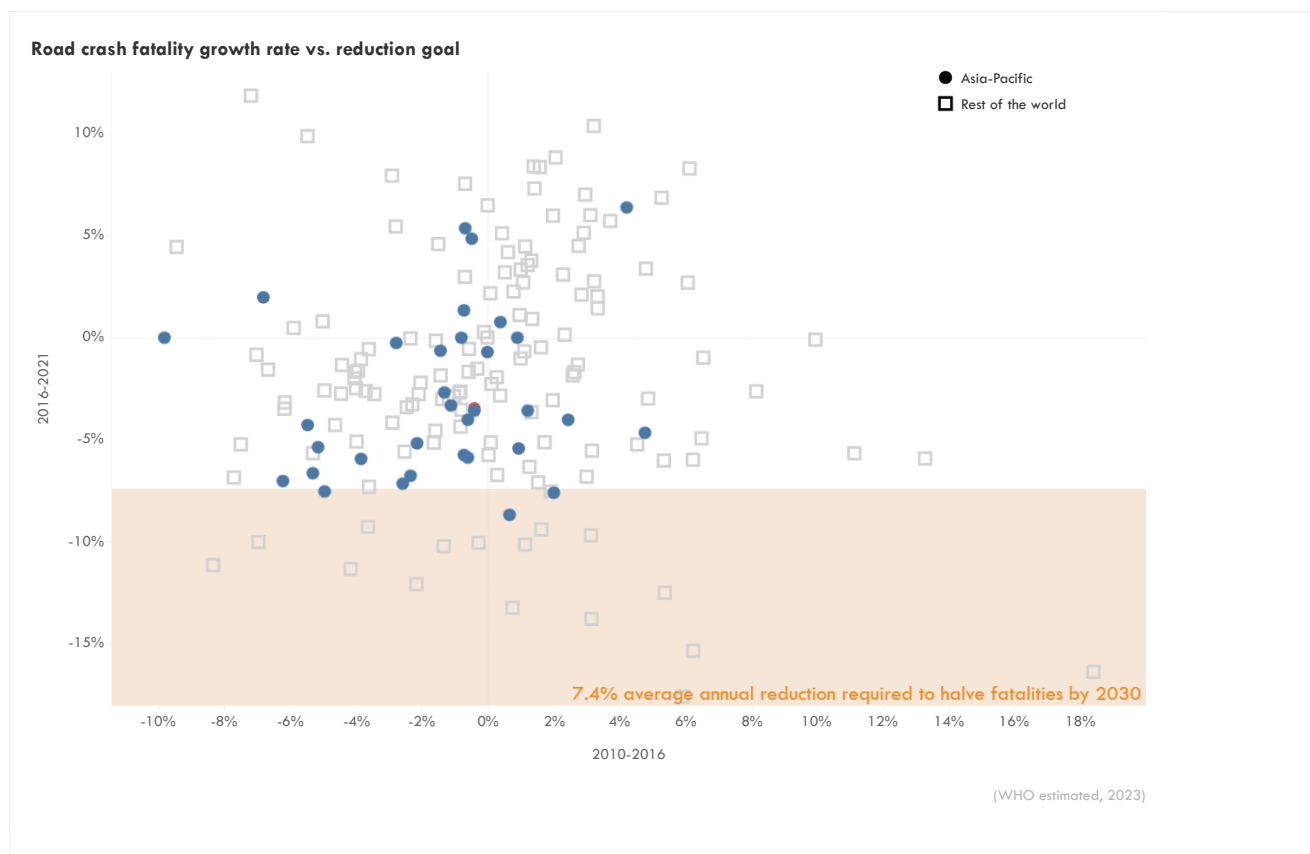


Mongolia had about 34 fatalities per 100 thousand registered vehicles.



## 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 Mongolia, road crash fatalities decreased by approximately -3.5% per year between 2016 and 2021. However, this is not enough to reach the 2030 target to halve the fatalities by 2030



## Policy Landscape

Mongolia has established a comprehensive policy framework for road safety. The National Road Safety Program, published in 2019, sets ambitious targets to halve road traffic fatalities. This program is complemented by other policy documents and regulations that address various aspects of road safety, including infrastructure improvements, driver training, and vehicle standards.

Targets to reduce road crash fatalities or injuries		Target year	Document	Year published
reduce the number of road and transport accidents by 50 percent;		2023	National Program on Road Safety	2019
Measure type	Other targets with indirect benefits to road safety	Target year	Document	Year published
General infrastructure improvements	Infrastructure Quality in Global Competitiveness Indicators = 74	2026	State Policy on Automobile Sector	2018
Public transit integration	Passenger service bus station = 23	2026	State Policy on Automobile Sector	2018
Road safety training for professional drivers	Safe Driving Center = 2	2026	State Policy on Automobile Sector	2018
Target - Modal shift	Increase share of public transportation 13% by 2030	2030	Mongolia's Initial Biennial Update Report	2017
Target - Transport activity	Increase in freight turnover carried out by road transport = 20.9 Increase in passenger turnover by road transport = 17.5	2026	State Policy on Automobile Sector	2018
Vehicle inspection and maintenance	Technical inspection center = 40	2026	State Policy on Automobile Sector	2018

## Policy measures with indirect benefit to road safety



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