

PHILIPPINES

ROAD SAFETY PROFILE

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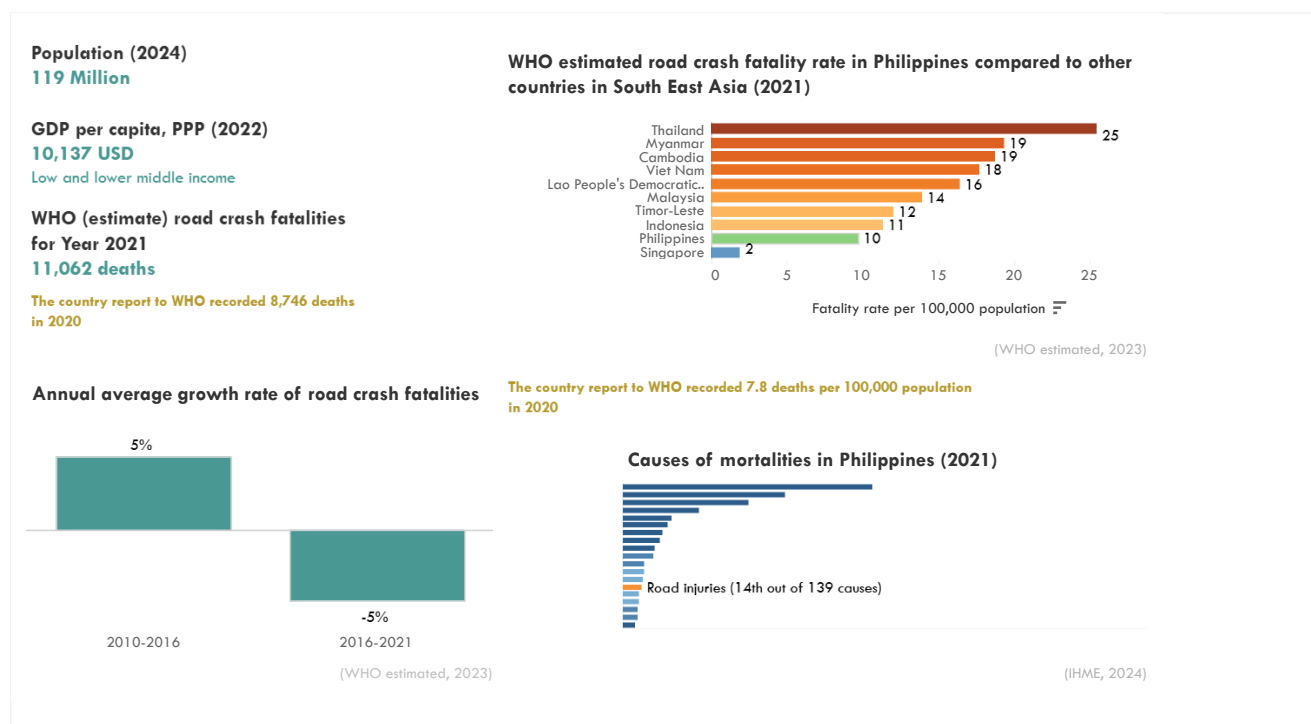


The ATO road safety profiles offer insights into the road safety in 37 Asia-Pacific countries by utilizing road safety related data from various sources and policy information extracted from a range of documents.

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 the Philippines presents a complex challenge. While the country has made some progress, significant work remains to achieve safe roads for all. For the year 2021, WHO estimated 11,000 fatalities resulted from road crashes, accounting for 1.4% of all deaths in the Philippines.



A notable discrepancy exists in reported road crash data. The Global Burden of Disease report 13 thousand deaths in 2021, different from WHO estimate of 11 thousand for the same year. The inconsistency highlights the need for improved data collection and reporting mechanisms to assess the road safety situation accurately.

Road crash fatality rate, by source

WHO (estimate) for Year 2021

9.7 per 100,000 population

WHO (country-report) for Year 2020

7.8 per 100,000 population

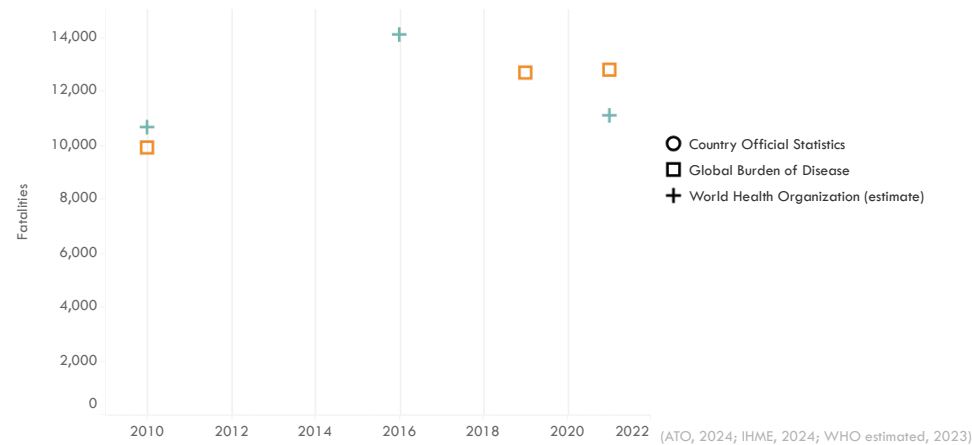
**Every 15 minutes, someone dies in
a road crash in Philippines**

GBD estimate for Year 2021

11.2 per 100,000 population

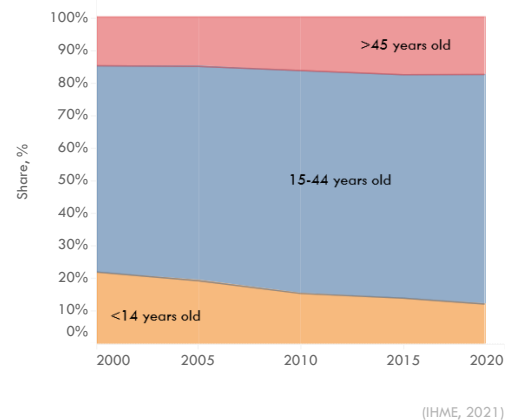
(WHO estimated, 2023)

Road crash fatalities, by source

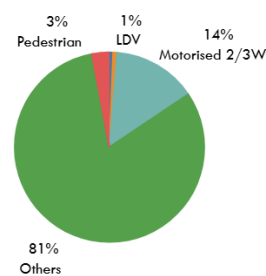


Analyzing disaggregated data provides valuable insights. Between 2010 and 2021, the share of female fatalities decreased slightly, while the combined share of fatalities among minors (<14 years old) and seniors (>65 years old) remained relatively stable. Alarming, pedestrians and bicyclists constitute a small fraction (4%) of total road traffic fatalities in the Philippines, far below the Asia-Pacific average of 31%, potentially pointing to underreporting and/or a unique context.

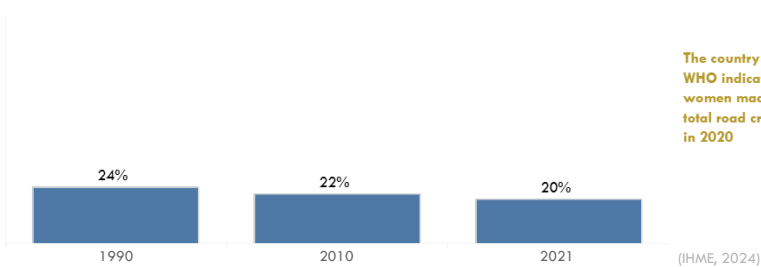
Road crash fatalities, share by age group



Road crash fatalities, share by road user

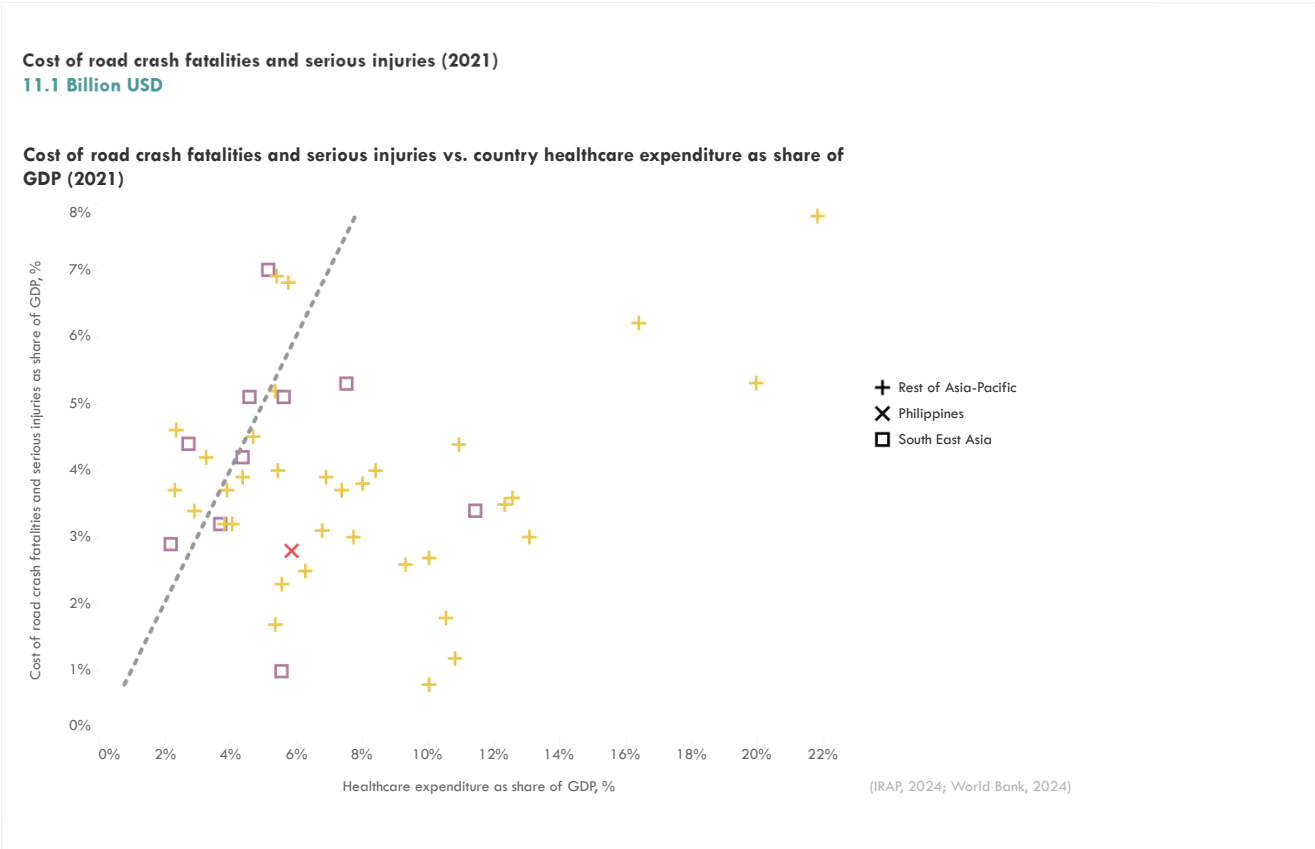


Share of female road crash fatalities

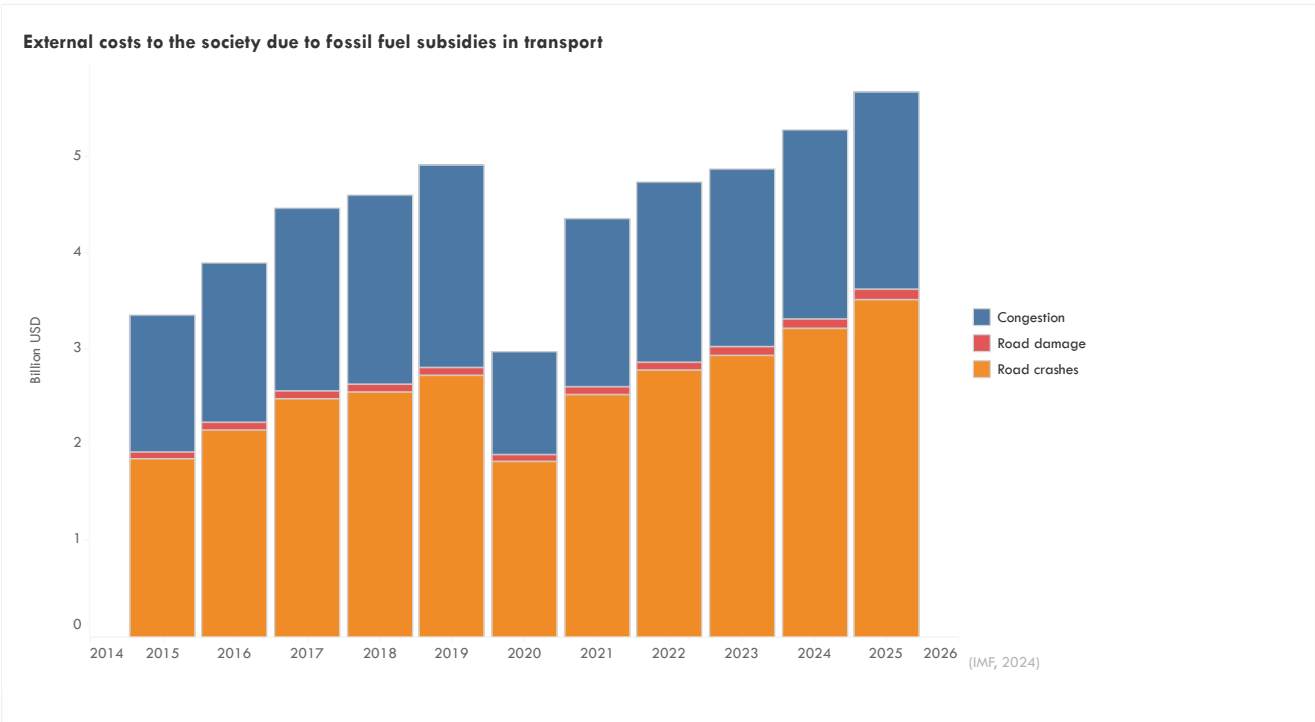


**The country report to
WHO indicates that
women made up 15% of
total road crashes deaths
in 2020**

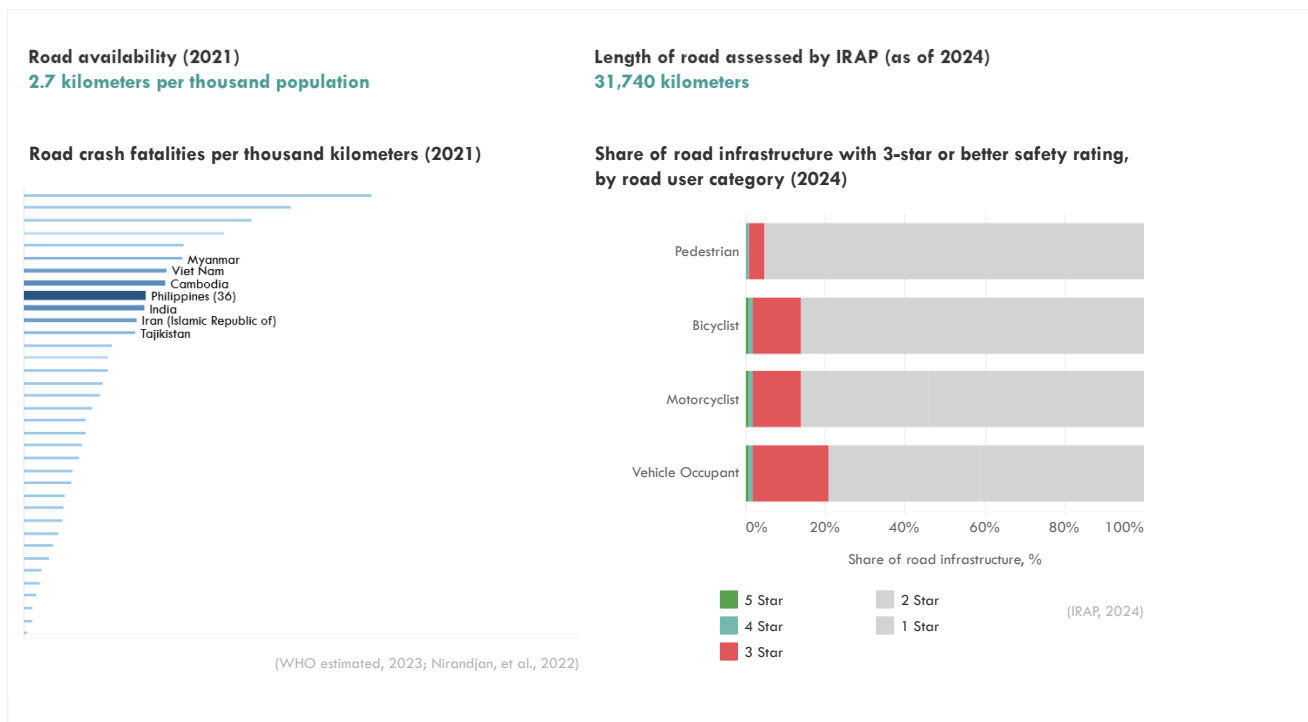
Road crashes impose a significant economic burden on the Philippines. Fatalities and serious injuries cost an estimated 11 billion USD in 2021, equivalent to roughly 3% of the country's GDP in addition to healthcare expenditure of 5.9% of GDP in the same year, highlighting the substantial strain on resources.



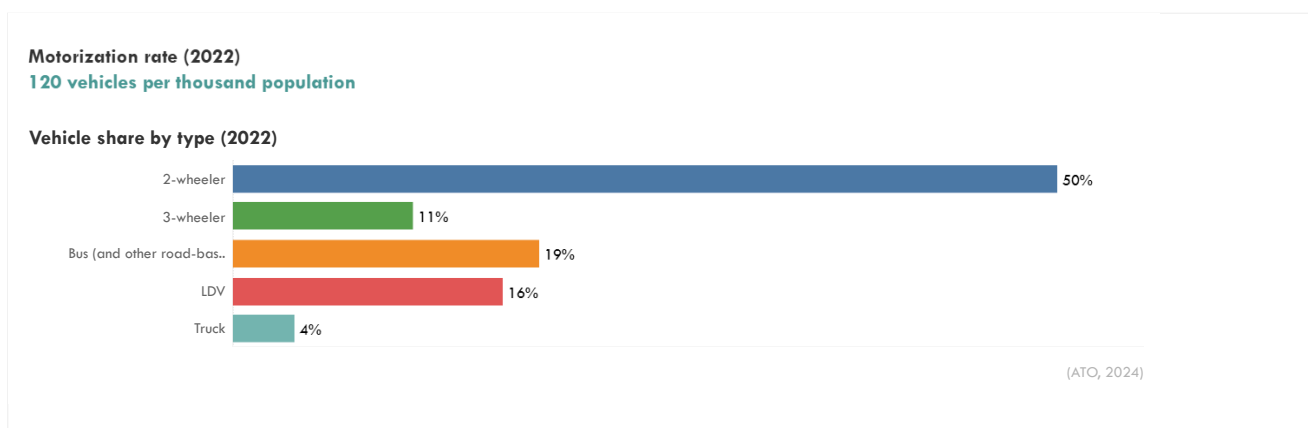
Road crashes also represent a significant portion (58%) of the implicit costs associated with fossil fuel subsidies in transport. As suggested by IRAP, investing in road safety with an estimated annual investment of 450 million USD (0.1% of GDP) could potentially prevent thousands of fatalities annually.



Infrastructure plays a crucial role in road safety. IRAP ratings reveal that only a small percentage of roads in the Philippines have 3 stars or better ratings for pedestrians (5%) and bicyclists (14%), lagging behind the Asia-Pacific averages. The situation is slightly better for vehicle occupants (at least 21%), but concerningly low for motorcyclists (14%), who comprise a substantial portion of road users. The Philippines also has a high rate of 36 fatalities per thousand kilometers of road.

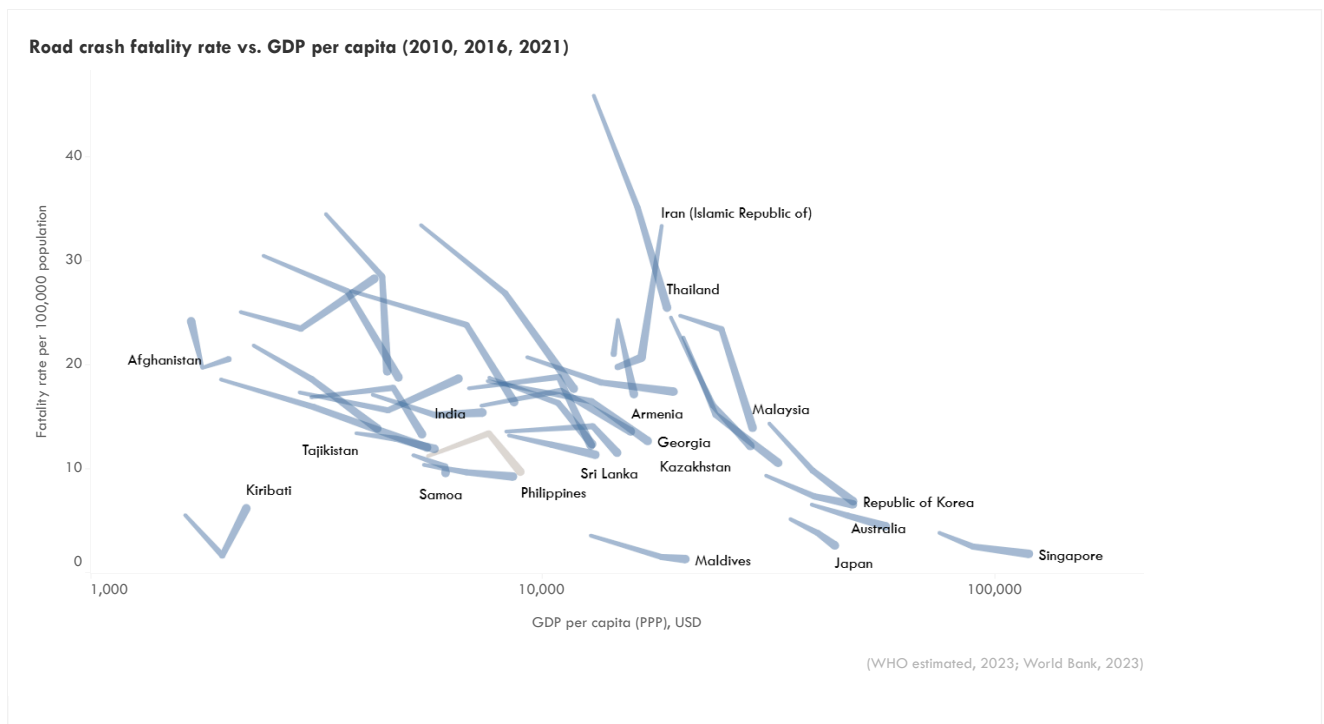


The Philippines has seen a rise in motorization, with nearly 120 vehicles per thousand population by 2022. Two-wheelers comprise 50% of this vehicle fleet, followed by three-wheelers (11%) and light-duty vehicles (16%). This rapid motorization, particularly the prevalence of vulnerable road users like motorcyclists, necessitates focused interventions to effectively manage road safety.

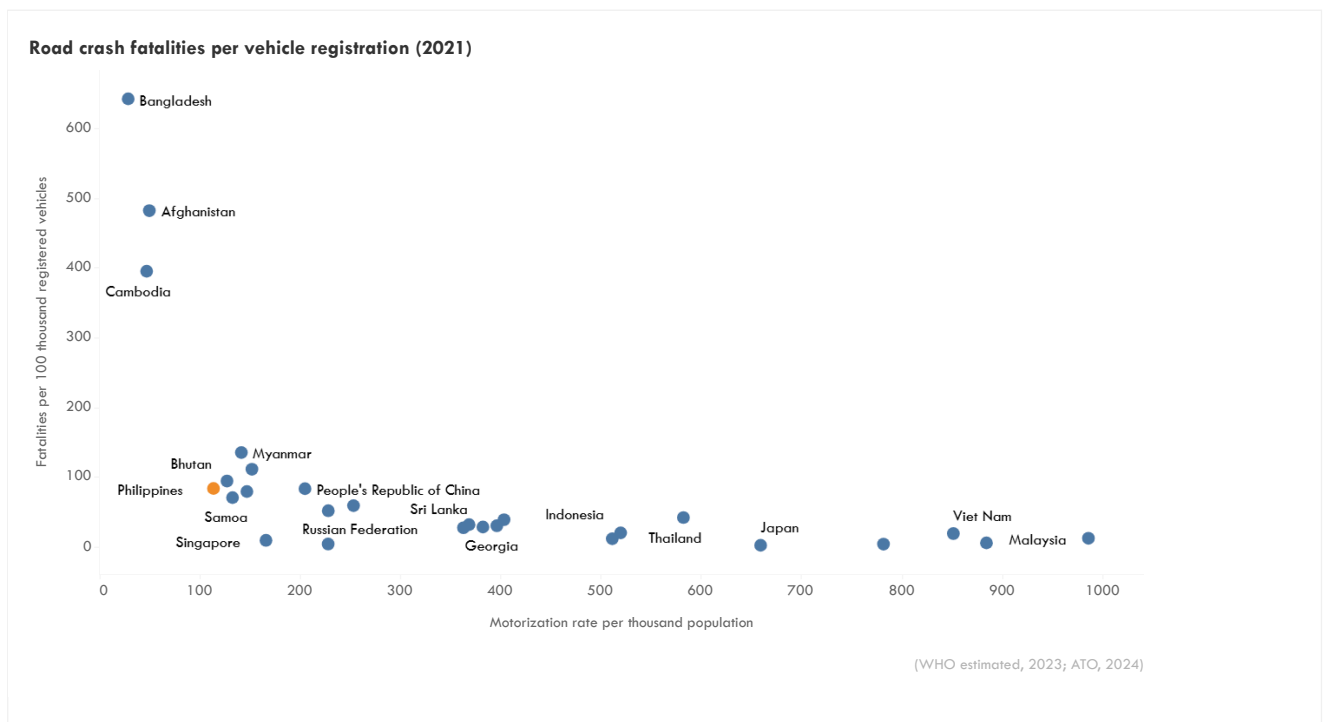


Benchmarking

Road traffic crash fatality rate in the Philippines amounts to 9.7 per 100,000 population. While this is lower than the Asia-Pacific average of 15.2 and the Southeast Asia average of 14.4, it still represents a substantial loss of life. Compared to regional peers, the Philippines' progress (-4.7% annual decrease in deaths) lags behind the Asia-Pacific region and Southeast Asia, which experienced more significant reductions.

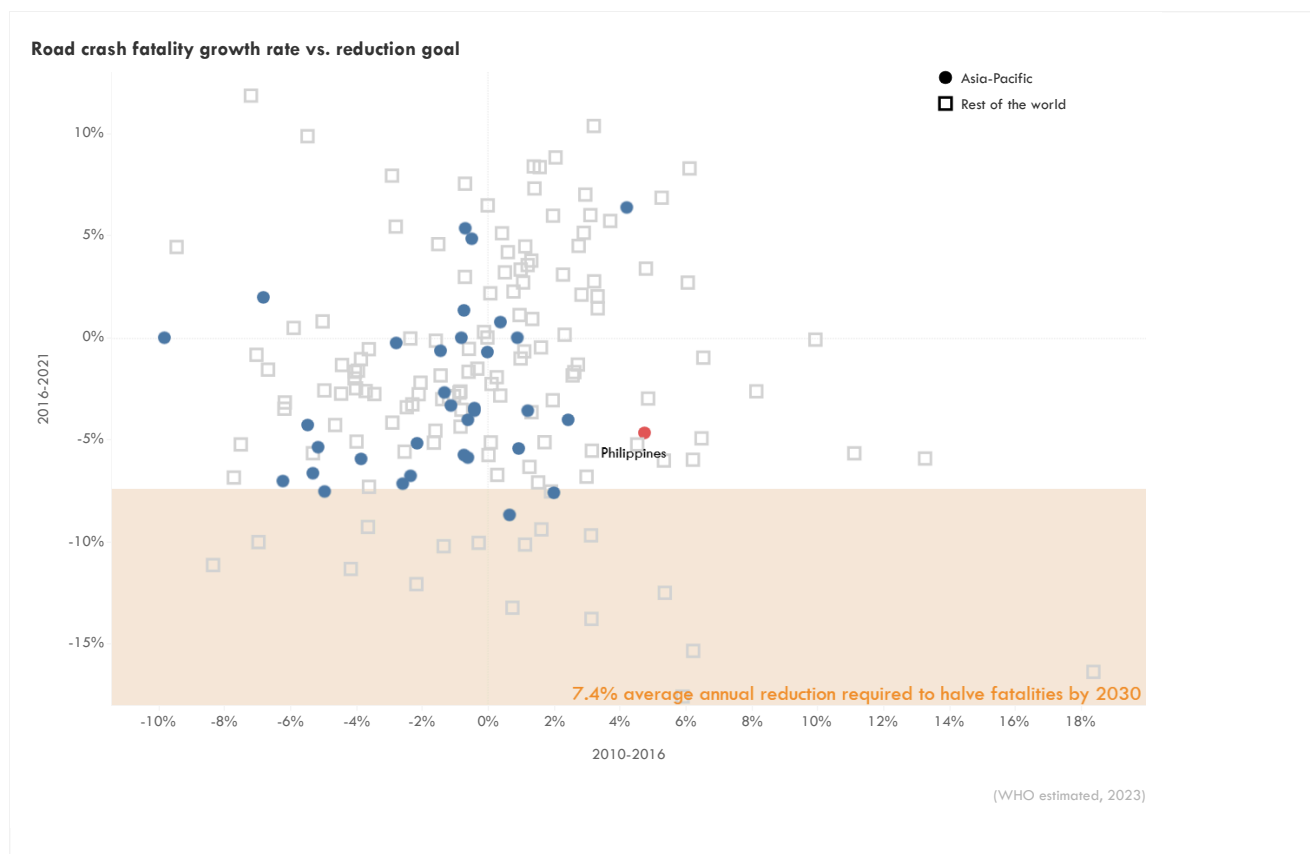


The Philippines experienced high fatalities per 100,000 registered vehicles (85).



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 Philippines, road crash fatalities decreased by approximately -4.7% 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 Philippines has established a comprehensive road safety policy framework, aligning with the UN's Decade of Action for Road Safety. Ambitious targets have been set, including a 80% reduction in road traffic deaths by 2028. The Philippines' road safety efforts include targets that indirectly improve safety by promoting general active mobility, encouraging modal shift, influencing transport activity, and improving travel times. The country's primary road safety strategy is the Philippine Road Safety Action Plan 2023-2028, published in 2023. Other policy documents support these goals that indirectly contribute to road safety. These include the Philippine Development Plan 2023-2028, the National Climate Change Action Plan 2011-2028, the National Transport Policy and its Implementing Rules and Regulations, and the National Logistics Master Plan 2017-2022.

Targets to reduce road crash fatalities or injuries		Target year	Document	Year published
Death rate due to road traffic accidents decreased (per 100,000 population) = 1.68 (from 8.0 in 2020)		2028	Philippine Development Plan 2023-2028	2023
Measure type	Other targets with indirect benefits to road safety	Target year	Document	Year published
General active mobility	Percentage of cycling households in the Philippines increased (% of total households) = 36 (from 29 in 2020)	2028	Philippine Development Plan 2023-2028	2023
Target - Modal shift	Passenger trips via rail in Metro Manila increased (% share to total passenger trips, cumulative) = 14 (from 1 in 2021)	2028	Philippine Development Plan 2023-2028	2023
Target - Transport activity	Passengers transported via air and sea increased (number of passengers, cumulative) = 202.34 million (from 35.72 in 2021)	2028	Philippine Development Plan 2023-2028	2023
Target - Transport activity	Cargo transported via air and sea increased (international and domestic) (metric ton, cumulative) = 1850 million (from 470.30 in 2021)	2028	Philippine Development Plan 2023-2028	2023
Travel time improvement	Travel time (decreased) via land per key corridor (hours) = 3.207 (from 2.38 in 2021)	2028	Philippine Development Plan 2023-2028	2023

Policy measures with indirect benefit to road safety



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