

UZBEKISTAN

ROAD SAFETY PROFILE

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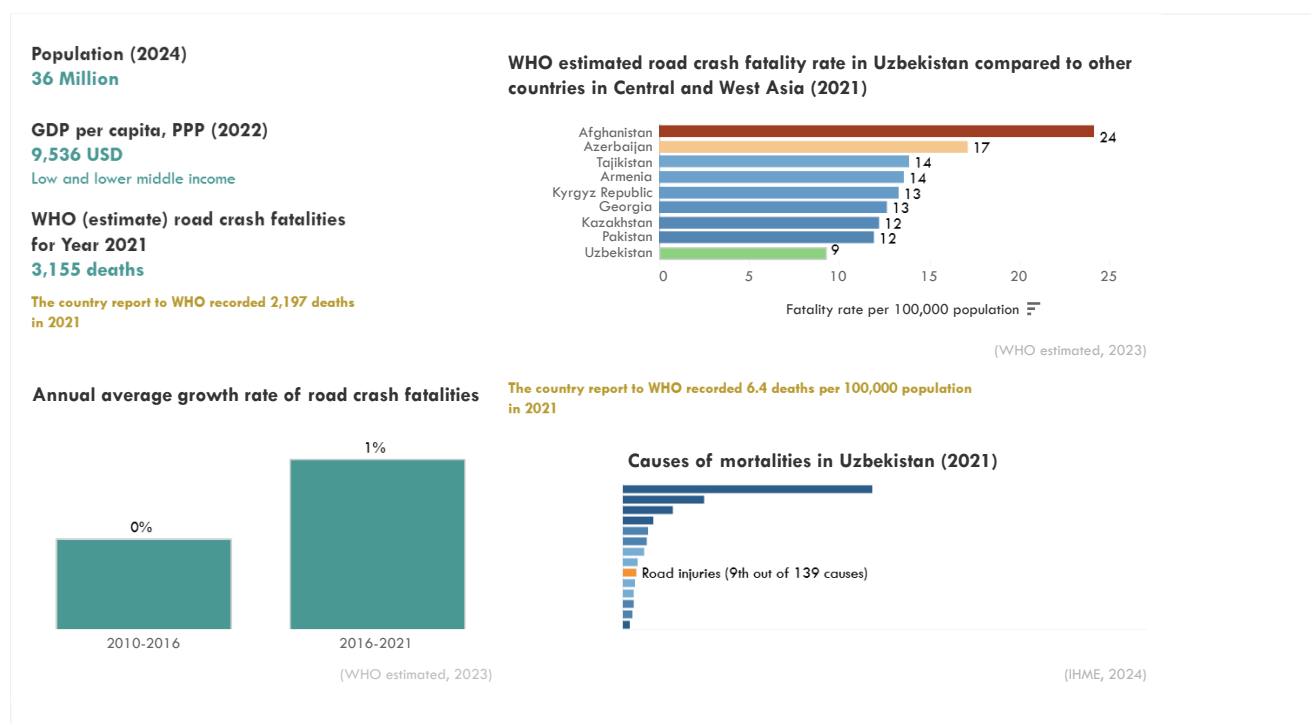


The ATO road safety profiles offer insights into the road safety in 37 Asia-Pacific countries by utilizing road safety related data from various sources and policy information extracted from a range of documents.

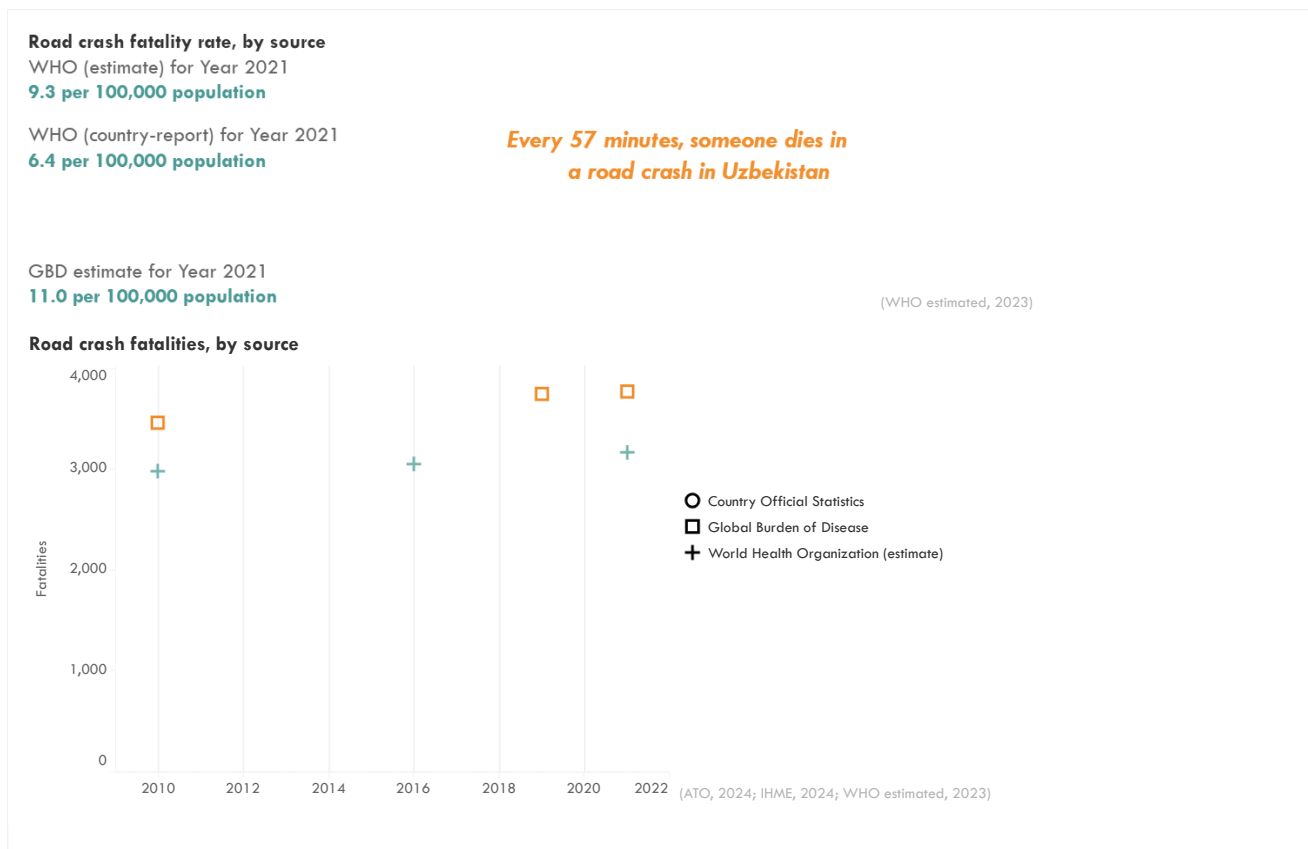
These road safety profiles were developed by the Asian Transport Observatory in collaboration with the Asia Pacific Road Safety Observatory (APRSO) and the International Road Federation (IRF). This September 2025 edition updates the February 2025 release—prepared for the Global Ministerial Conference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

Country Summary

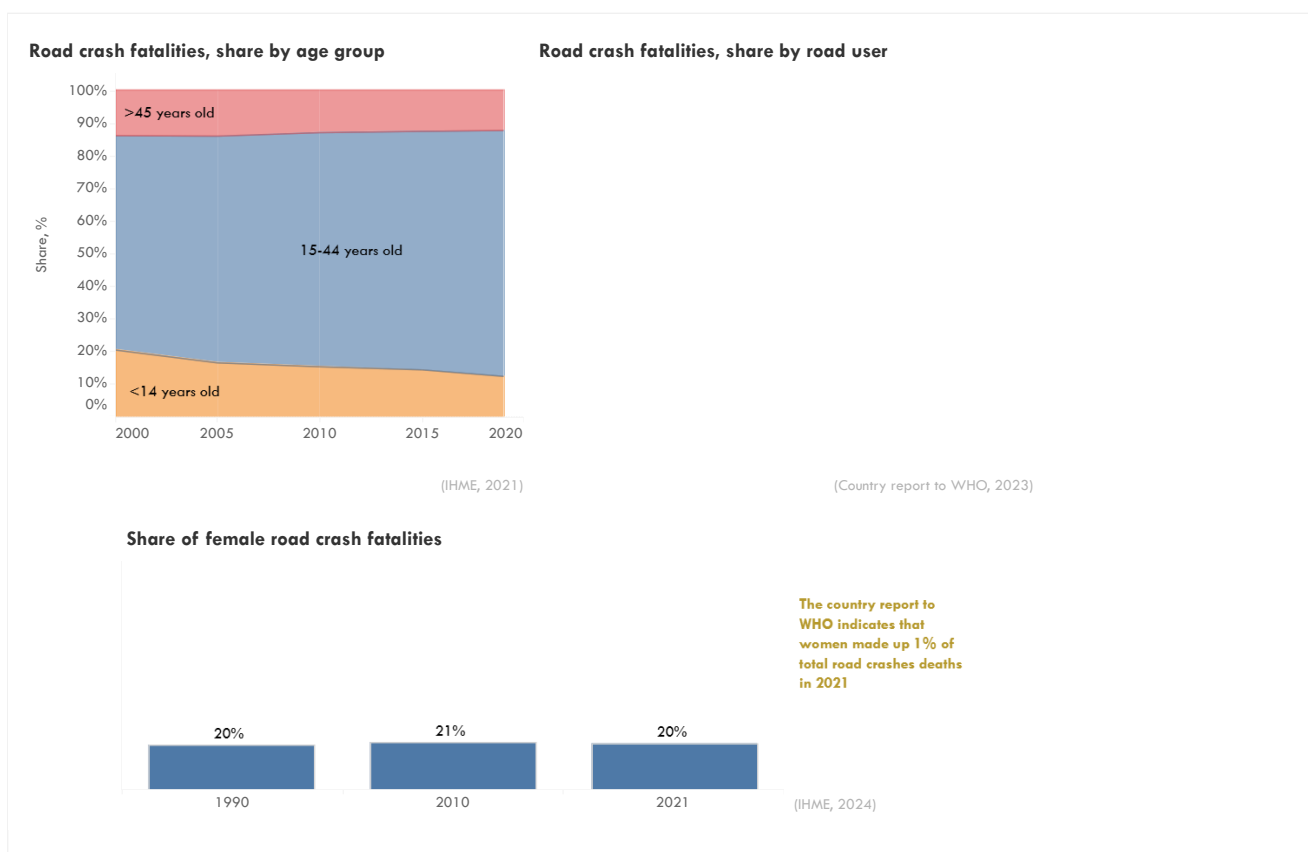
Road safety in Uzbekistan presents a complex picture, with some positive trends alongside significant challenges. While the country has made strides in certain areas, the number of road crash fatalities remains a pressing concern. For the year 2021, WHO estimated about 3 thousand fatalities in Uzbekistan due to road crashes, accounting for 1.9% of all deaths. This narrative will explore the current status of road safety in Uzbekistan, examining data discrepancies, economic costs, and the policy landscape while benchmarking its performance against regional averages.



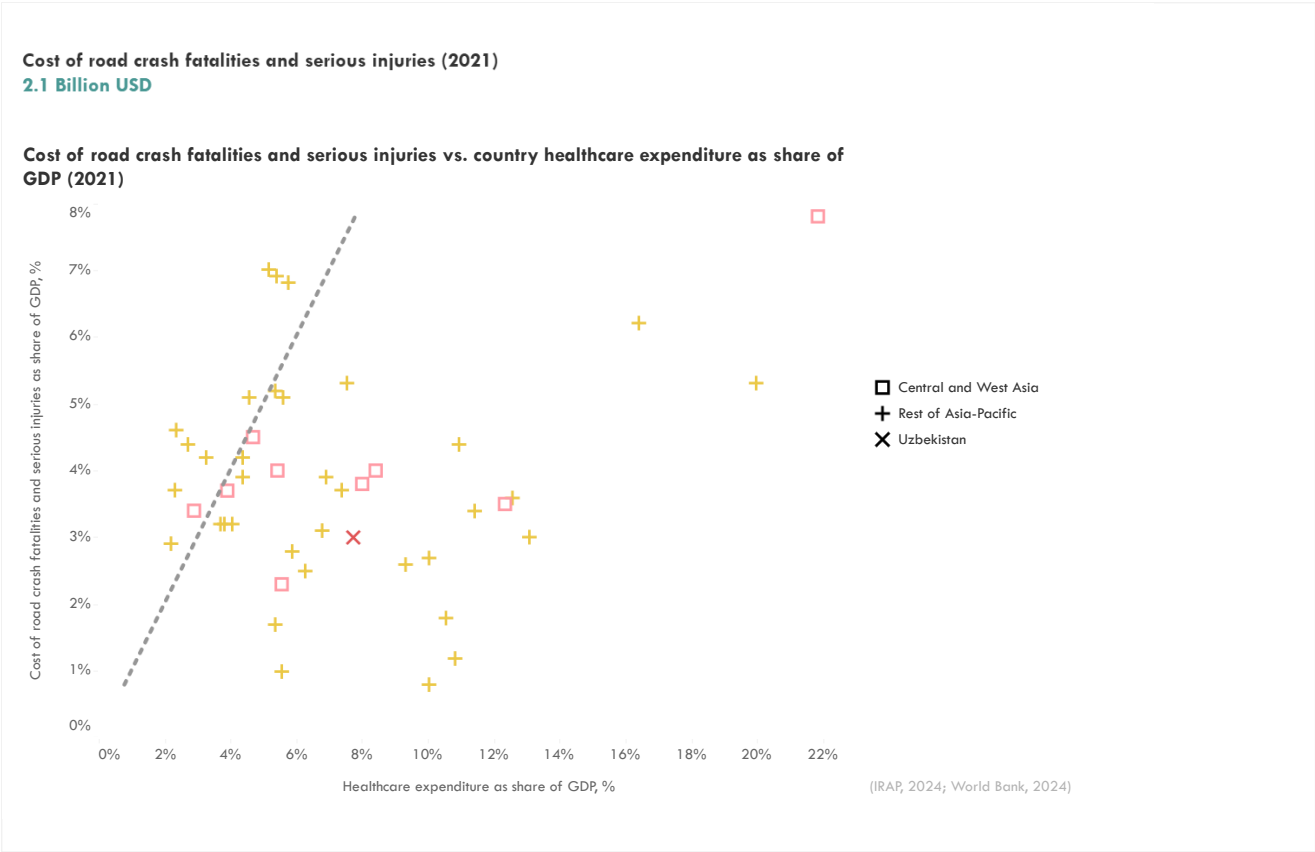
A significant challenge in assessing Uzbekistan's road safety situation is the discrepancy between reported data. While the World Health Organization (WHO) estimated approximately 3,000 fatalities in 2021, GBD report different figure (4 thousand). This inconsistency hinders accurate analysis and effective policymaking.



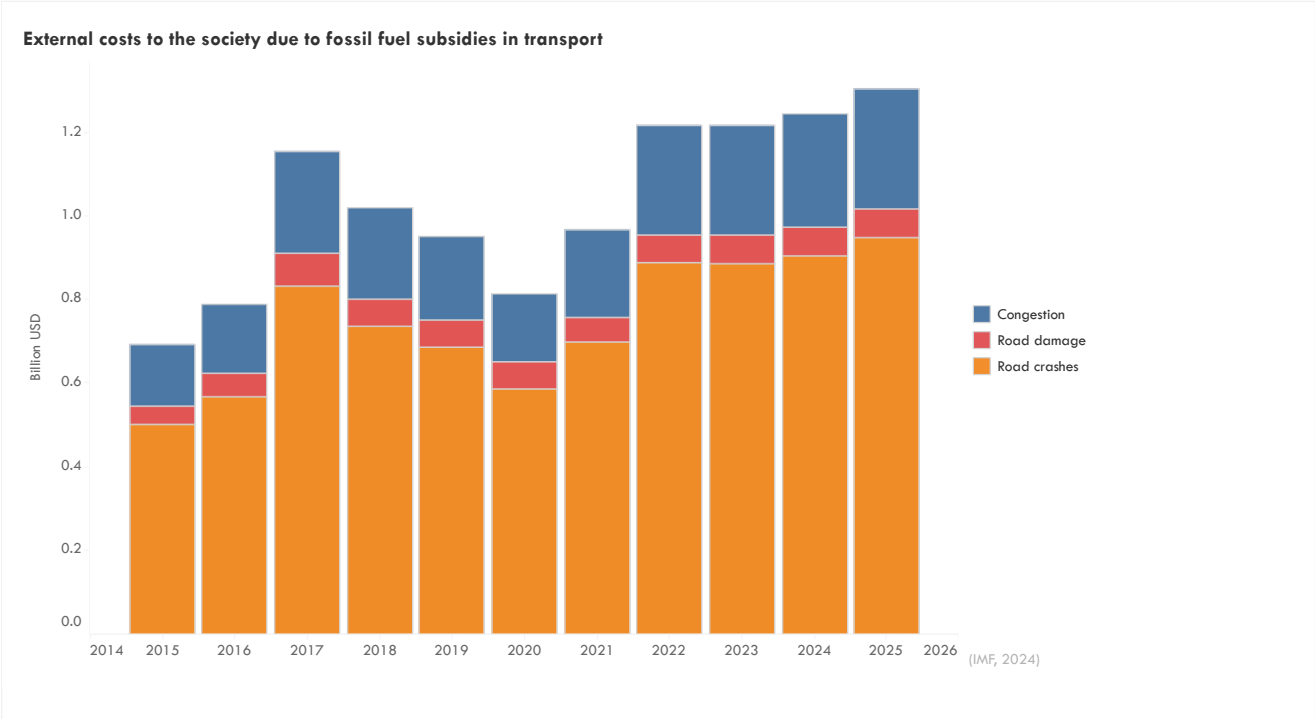
Despite data discrepancies, available disaggregated data provides valuable insights. The share of female fatalities decreased slightly, while the combined share of minors (<14 years old) and seniors (>65 years old) in road crash deaths also saw a slight decline. Notably, the reported share of pedestrian and bicyclist fatalities in Uzbekistan was 0% in 2021, a figure that contrasts sharply with the Asia-Pacific average of 31% for pedestrians and 22% for bicyclists. The share of fatalities by road user in 2021 was not reported, warranting further investigation into vulnerable road users.



The economic burden of road crashes in Uzbekistan is substantial. Fatalities and serious injuries cost an estimated 2 billion USD in 2021, roughly 3% of the country's GDP. This figure represents a significant portion of the nation's resources, comparable to a substantial share of healthcare expenditure.



Road crashes also constitute a considerable proportion (72%) of the implicit costs associated with fossil fuel subsidies in transport. The International Road Assessment Programme (iRAP) suggests an annual investment of 469 million USD (0.7% of GDP) could save around 1,000 lives annually.



Uzbekistan had about 18 fatalities per thousand kilometers of road. Data on infrastructure safety ratings in Uzbekistan is limited, making it difficult to assess the safety standards of the road infrastructure.

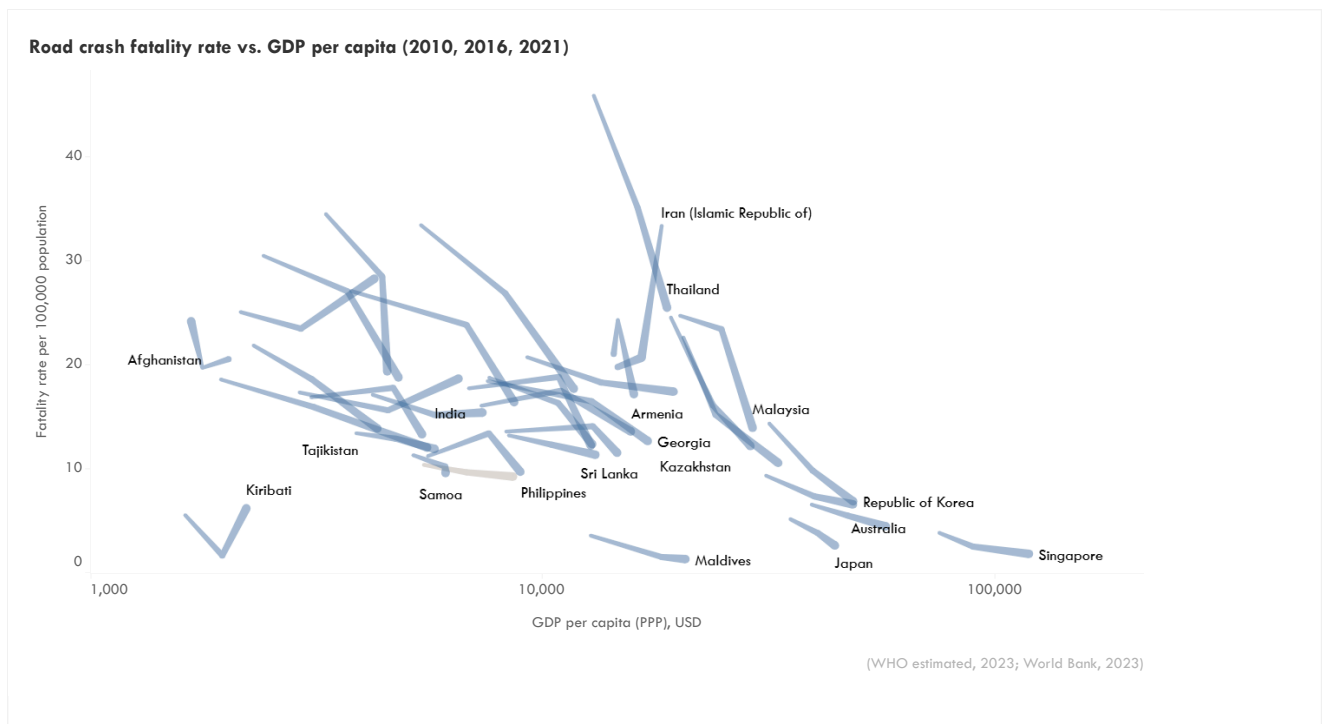


The distribution of vehicle types and motorization rate is not available for Uzbekistan and requires further investigation to understand its impact on road safety dynamics.



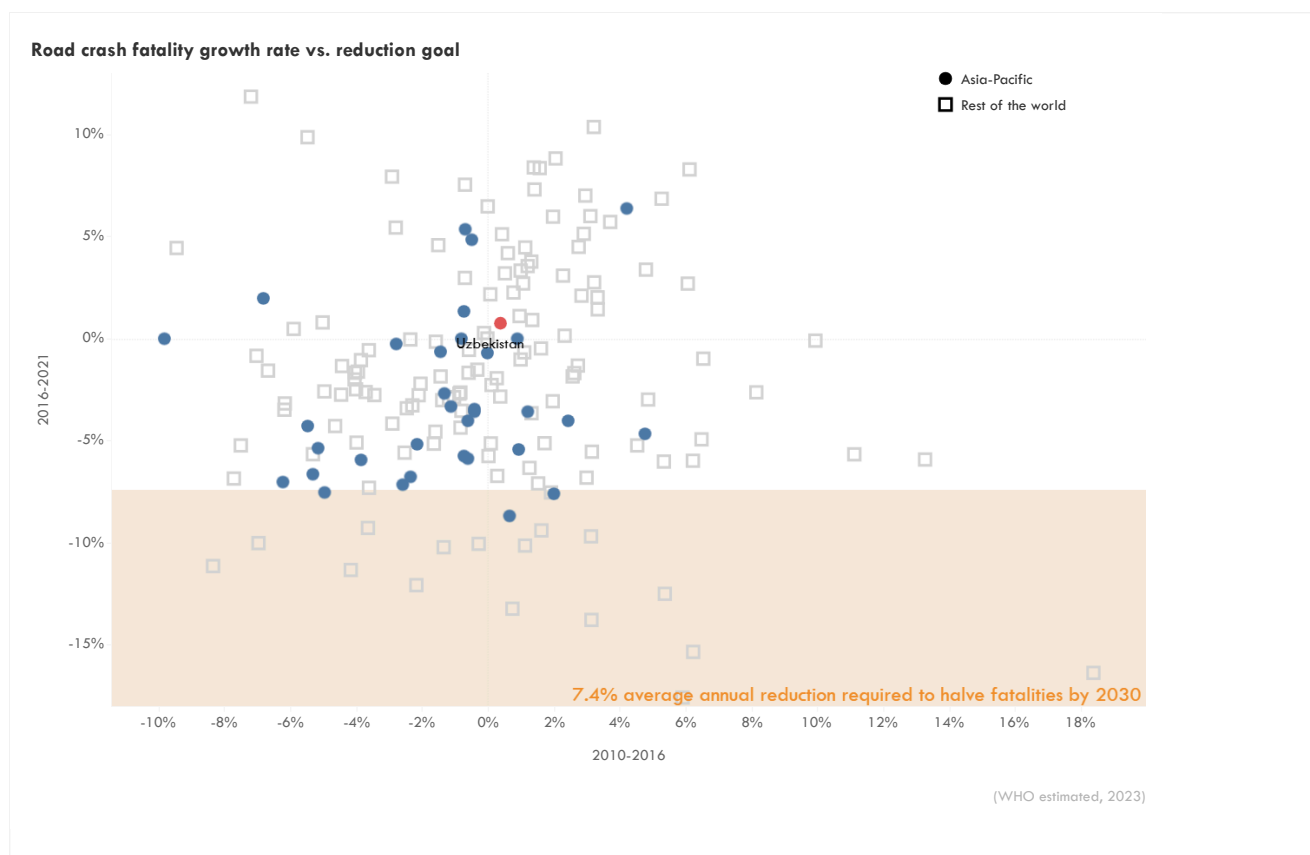
Benchmarking

Benchmarking Uzbekistan's road safety performance against regional averages reveals areas for improvement. While the country's fatality rate is below the regional average, the pace of improvement lags behind. The road traffic crash fatality rate in Uzbekistan for 2021 was 9.3 per 100,000 population. While this is lower than the Asia-Pacific average of 15.2 and the Central and West Asia average of 13.1, it still represents a significant loss of life. Between 2010 and 2021, Uzbekistan saw a modest 11% decrease in this rate, compared to a 19% improvement in the Asia-Pacific region.



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 Uzbekistan, road crash fatalities increased by approximately 0.7% per year between 2016 and 2021. If this pattern persists, the gap between current trends and the 2030 target will only widen



Policy Landscape

Uzbekistan has established road crash fatality reduction targets, aiming for a significant decrease in accident rates and improved safety for all transport modes. The goal is to reduce the social risk of death in road traffic accidents to the average level of developed countries. The country also has targets related to vehicle improvements and intermodality measures. Key policy documents include the Concept of Road Safety in the Republic of Uzbekistan for 2018-2022, the Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035, and the Law of the Republic of Uzbekistan "On road safety".

Targets to reduce road crash fatalities or injuries		Target year	Document	Year published
A significant reduction in the accident rate, risks and security threats for all modes of transport. The social risk of death in road traffic accidents (dead per 100,000 population) will decrease from 8 people in 2018 to 5 in 2035 and will reach the average level of developed countries.		0	Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019
Measure type	Other targets with indirect benefits to road safety	Target year	Document	Year published
General vehicle improvements	The concept of environmental protection until 2030 contains measures to: a) transfer 80% of public transport to gas fuel and electric traction gas-fueled	2030	First Biennial Update Report of the Republic of Uzbekistan	2021
General vehicle improvements	to convert 80% (about 6,500 units) of public transport to gas-fueled and electrically-powered;	2030	Voluntary National Review 2023 - UZB	2023
Intermodality measures	develop a program of measures for the introduction of transport interchange systems, primarily through the introduction of a model of transport interchange nodes in large, large and major cities of the country (14 units by 2035);	2035	Draft Strategy for the Development of the Transport System of the Republic of Uzbekistan until 2035	2019

Target - Transport activity	Expansion of "green corridors" and transit opportunities in the transport system for foreign trade, as well as an increase in the volume of transit cargo turnover up to 15 million tons.	2026	Development Strategy of New Uzbekistan for 2022-2026	2022
Target - Transport activity	increase the transit cargo turnover to 15 million tons.	2026	Voluntary National Review 2023 - UZB	2023



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