Mongolia

Road Safety Profile

			5						
Population (2023)		(1)	Share of road crash fatalities by mode (2016) (3)						
3.4 Million			■ Motorized 2/3W ■ Pedestrian ■ Cyclist ■ LDV ■					Others	
Below 18 years old Above 60 ye 37% 8%	ears old								
GDP, PPP (2022)		(2)	0%	20%	40%	60%	80%	100%	
48.4 Billion USD									
Lower middle income			Cost of road crash fatalities and serious injuries (5) (2016)						
Every 13 hours, someone dies in a road crash in		(3)	()	613 Million USD					
Mongolia				re of GDP		Health expenditure (6)			
Road crash fatalities (2019)		(3)	6%			4% (in compari	ison)		
679 deaths		(3)				Incompan	13011)		
Annual average growth rate						ability (2023	-	(7)	
2000-2015			36.6 kilometers per thousand population						
2015-2019 3.9%			Road infrastructure density (2023) 81 meters per sqkm						
				ays, share	- C	Paved road	ratio (202	O) (8)	
Road crash is the top 6th cause of death in			n.d.			10%			
Mongolia			Chara of	road infra	struct	ura with 7 a	tar ar batt	or (0)	
Road crash fatality rates by different sources WHO (2019) (3)			Share of road infrastructure with 3-star or better (9) safety rating for each road user category Vehicle occupant Motorcyclist						
									21 per 100,000 population
GBD (2019) 20.8 per 100,000 population			Pedestri n.d.	an		Bicyclist n.d.			
Country official statistics ()			iRAP assessed road length						
n.d.			n.d.						
Share of road crach fatalities by gone	lor	(3)	Motoriza	tion rate	total v	obieles (202	7)	(7)	
Share of road crash fatalities by gender Male Female			Motorization rate, total vehicles (2023) (7) 364 vehicles per thousand population						
78 % 22 %			2-wheelers						
Share of road crash fatalities by age			22 per thousand population						
100%		(4)	LDV	thousand	nonul	lation			
50% 15 to 44 years >45 years old		old	238 per thousand populationBuses2 per thousand population						
0% 2000 2005 2010 2015 2019	<14 years old								
Sources									
(1) UN Population Database (2022)				Bank (2023)					
(2) World Bank (2022) (3) World Health Organization (2021)			(7) Computed using country official statistics (8) IRF (2020)						
(4) Global Burden of Disease (2019)			(9) irr (20						
(5) World Bank Road Safety Opportunities and	Challenges (2019)					_			

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Outlook

The Asian Transport Outlook (ATO) project collects, collates, and organizes data from publicly available official, as well as reputable and peer-reviewed secondary sources, which may contain incomplete or inconsistent data. It is important to note that the ATO does not generate data. Moreover, while the ATO carries out quality control and assurance of whether