

ROAD SAFETY COUNTRY PROFILE



REPUBLIC OF ARMENIA



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Please refer to this Report as follows: World Bank, Road Safety Country Profile—The Republic of Armenia, 2021.



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SNAPSHOT OF KEY ROAD SAFETY INDICATORS

Country Population:	2,963,243 People
Gross Domestic Product:	12.81 Billion US\$
GDP per Capita:	4,323 US\$

Cost of Road Crash Fatalities:	105.3 Million US\$ (Est.)
Cost of Road Crash Serious Injuries:	300 Million US\$ (Est.)
Cost of Road Crashes (% of GDP):	3.2 % of GDP (Est.)

No. of Road Crashes:	4,016 Road Crashes
No. of Road Crash Fatalities:	348 Fatalities
Total No. of Road Crash Injuries:	5,846 Injuries
No. of Road Crash Serious Injuries:	3,966 Serious Injuries
Road Crash Fatality Rate:	11.74 per 100,000 pop.

No. of Registered Vehicle (2019):	691,377 Vehicles
Motorization Rate (2019):	234 vehicles/1,000 pop.

Table 1

Summary of Key Road Safety Indicators in Armenia (for 2020)

Road Crash Fatalities Distribution by Gender^a



21.1% Female
Road Crash Fatalities



78.9% Male
Road Crash Fatalities

Road Crash Injuries Distribution by Gender^a



31.4% Female
Road Crash Injuries



68.6% Male
Road Crash Injuries

Road Crash Fatalities Distribution by Road User Groups^a



25.0%

Pedestrians



0.6%

Cyclists



0.6%

Motorcyclists



73.9%

Vehicle Users

Road Crash Fatalities Distribution by Age Groups^a

0 – 14 Years

2.9%

15 Years and Above

97.1%*

*No differentiation between
Adult and Elderly

Other Key Metrics

Life Years affected
due to disability from
road crash injuries per
100,000 people^b

500 Life Yrs.

% Trend in Fatality
Rate per 100,000
pp. in the Decade of
Action (2010 – 2020)^a

+ 14.9%

% Trend in Fatality
Rate per 100,000 pp.
(2019 – 2020)^a

+ 2.0%

Sources: ^a Armenia National Data

^b Global Burden of Disease (GBD) 2019, Institute for Health Metrics and Evaluation (IHME)



BASIC DATA, CHARACTERISTICS AND DEFINITIONS

Basic Data and Population Characteristics

Table 2

Armenia Basic Data and Population Characteristics in comparison with EaP and EU Region Averages (for 2020)

Basic data	Republic of Armenia ^a	EaP average (6 countries)	EU Average (28 countries) ^b
Population	2.96 million	27.94 million	45.5 million
Area	28,470 km ²	167,499 km ²	159,848 km ²
Population density	104 inhabitants/km ²	76 inhabitants/km ²	166 inhabitants/km ²
Urban population (% of total)	62.8 %	67.4 %	75 %
Population Composition:			
Children (0 – 14 years)	18.6 % (2019)	–	15.1 % (2019)
Adults (15 – 64 years)	68.8 % (2019)	–	64.4 % (2019)
Elderly (65 years and over)	12.6 % (2019)	–	20.5 % (2019)
Gross Domestic Product (GDP) per capita (2019)	4,622.73 Current US\$	4,323.65 Current US\$	65,297.52 Current US\$

Sources: ^a ARMSTAT: armstat.am

^b EUROSTAT: ec.europa.eu/eurostat

Road Safety Definitions in the Republic of Armenia

Road Safety definitions have been adopted by the Government Decree “National Road Safety Strategy of Armenia and the 5-Year Action Plan” dated 13th August 1999¹. According to Armenian legislation², the following definitions apply to the road safety sector:

Table 3

Armenia's Road Safety Definitions

Road Traffic Accident (RTA)	an interaction between road traffic users (a combination of drivers, pedestrians, cyclists) that can lead to death, serious or slight injury, or material damage.
RTA Fatality	death that occurred within 30 days of an accident.
RTA Injury	injuries caused by the RTA are classified as fatal, serious and light. Unlike fatalities which are standardized to the 7 days (1 week) convention, serious and light injuries are not yet clearly defined in the national acts. International standards are taken into consideration when dealing with the scale of injuries, i.e., an injury is considered as serious injury, if it requires at least one-day hospital treatment.
Vulnerable Road Users (VRUs)	this definition does not include passengers, it is applied for those road traffic users, who are more at risk in the RTA. Particularly, these vulnerable groups are pedestrians, people with physical restrictions, children, elderly, cyclists and motorcyclists.

Sources: ¹ www.irtek.am/views/act.aspx?aid=52041

² Government Decree “National Road Safety Strategy of Armenia and the 5-Year Action Plan” dated 13th August 1999



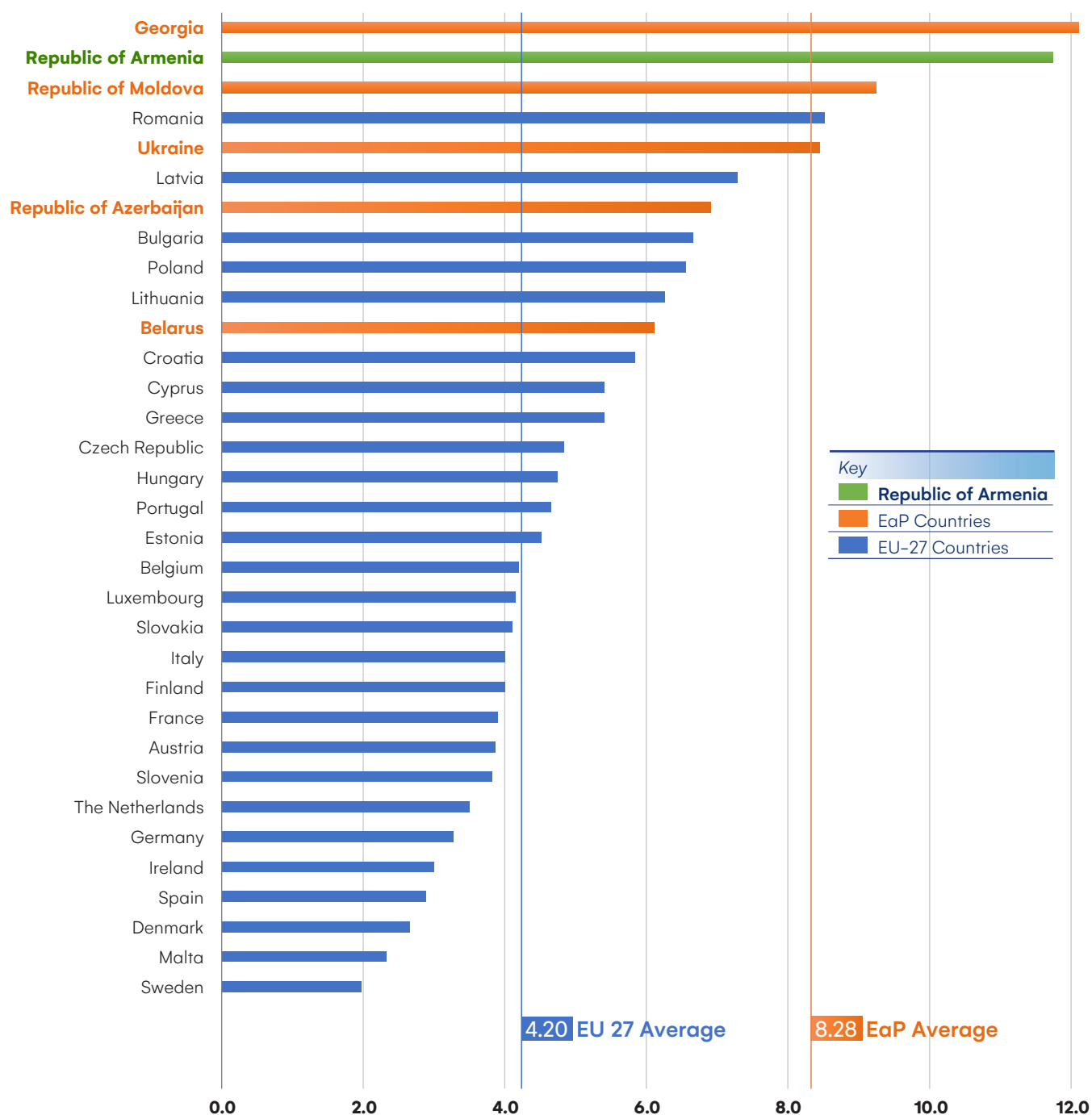
DETAILED ROAD SAFETY STATUS IN THE REPUBLIC OF ARMENIA

General Road Safety Positioning (in comparison with EU-27)

In 2020, Armenia recorded the 2nd highest road crash fatality rate, **11.74 fatalities per 100,000 inhabitants** registered in the EaP and EU-27 region. The fatality rate, in Armenia, is higher than the **EaP and EU-27 average** fatality rates by **30%** and **64%**, respectively. The actual fatality rate for Armenia may be higher, given that the fatality rate has not been corrected for under-reporting.

Figure 1 Road Crash Fatalities per 100,000 inhabitants in 2020 with EaP and EU-27 region averages.

Sources 27 EU countries—15th Annual Road Safety Performance Index (PIN) Report – 2021, ETSC; 6 EaP countries —National statistics





DETAILED ROAD SAFETY STATUS IN THE REPUBLIC OF ARMENIA

Road Crash Fatalities and Injuries Analysis

Armenia registered an overall **increase** in the number of road crash fatalities (2%), a **decrease** in the number of road crash serious injuries (20%) and an **increase** in the number of minor road crash injuries (0.6%) in 2020, as compared to 2019.

It is noteworthy to mention that during 2020, the COVID-19 pandemic had a significant impact on transport and mobility across the globe, including the EaP region, bringing travel to a standstill, thus leading to an **overall reduction in the number of registered road crashes**. However, it is noted that the **reduction in the registered road crash fatalities is not of the same magnitude**, possibly due to an increase in recorded speeding caused by less traffic, leading to a **higher proportion of fatalities for each road crash**.

An upward **increasing** trend in the number of road crashes and fatalities registered in Armenia is being recorded. Between **2010–2020**, the number of road crash fatalities per 100 000 inhabitants in Armenia **increased by 14.9%**.

The figures below give an overall impression of the scale of road crash fatalities and injuries in Armenia.

Figure 2

Road Crashes, Fatalities and Injuries in Armenia (2009 – 2020), National Data

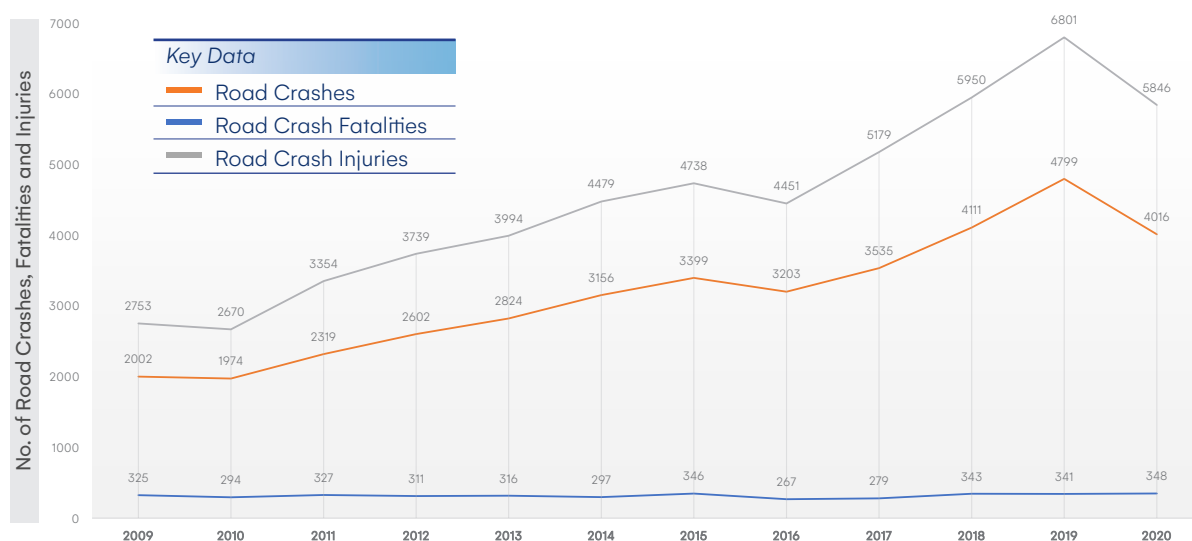
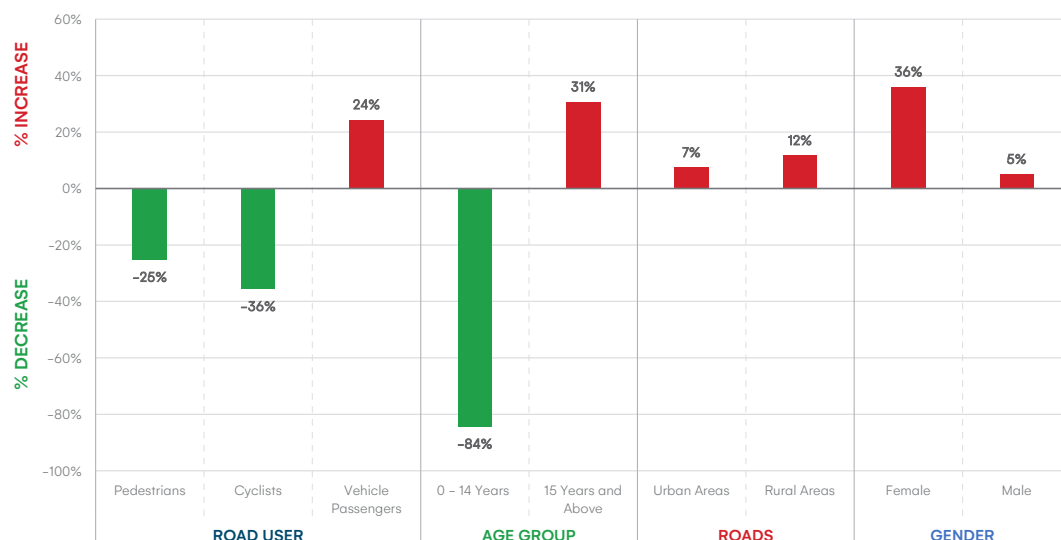


Figure 3

Evolution of Road Crash Fatalities in Armenia by Road User Group, Age Group, Urban/Rural Areas and Gender (2013 to 2020), National Data





DETAILED ROAD SAFETY STATUS IN THE REPUBLIC OF ARMENIA

Age has a significant impact on mortality and risk of road crash fatality and injuries; thus it is recommended to investigate and control this factor. The **most significant mortality and injury rate** due to road crashes in Armenia is observed among population aged **15 Years and Above** (accounting for more than 90%). Road Crash Fatalities and Injuries **significantly declined** for the **0 – 14 Year Age Group** in between 2013 – 2020.

Figure 4

Distribution of Road Crash Fatalities and Injuries by Age Groups (from National Data)

Key Data

■ Road Crash Fatalities

■ Road Crash Injuries





DETAILED ROAD SAFETY STATUS IN THE REPUBLIC OF ARMENIA

The most Vulnerable Road Users (VRUs), in Armenia, include pedestrians (on average accounting for 30.4% of road crash fatalities and 17.8% of road crash injuries) and vehicle occupants (an average of 68.1% of road crash fatalities and 80.1% of road crash injuries).

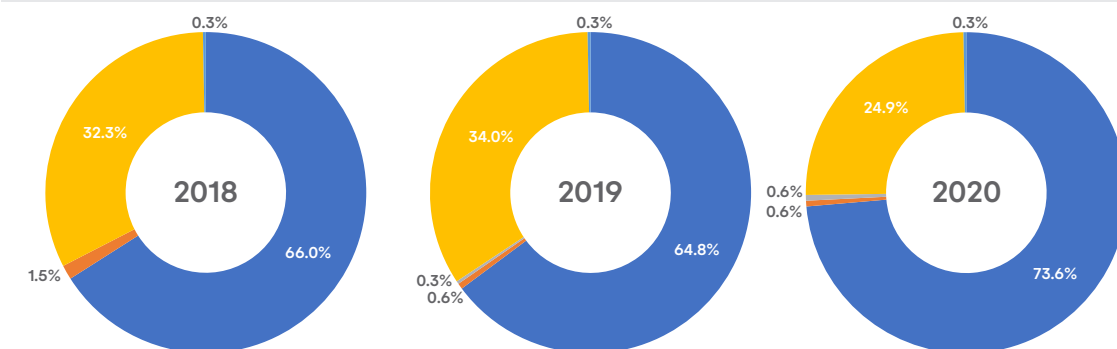
Figure 5

Distribution of Road Crash Fatalities by Road User Group from National Data

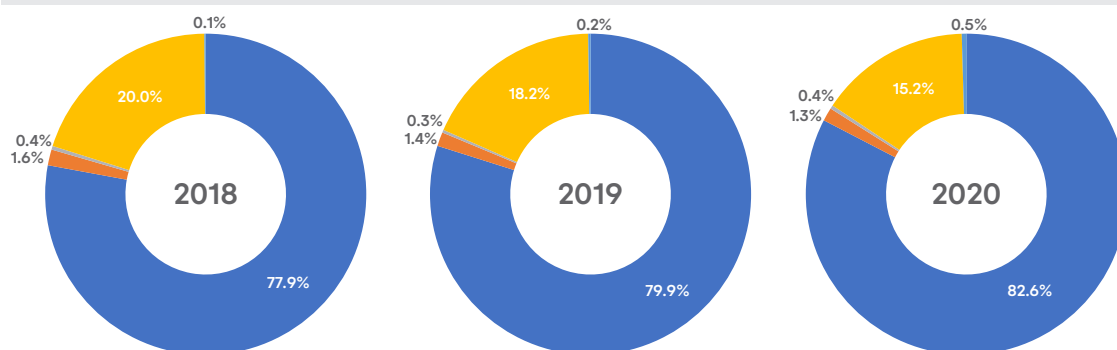
Key

- Vehicle Occupants
- 2/3 Wheelers
- Cyclists
- Pedestrians
- Other Road Users

Road Crash Fatalities Distribution by Road User Groups



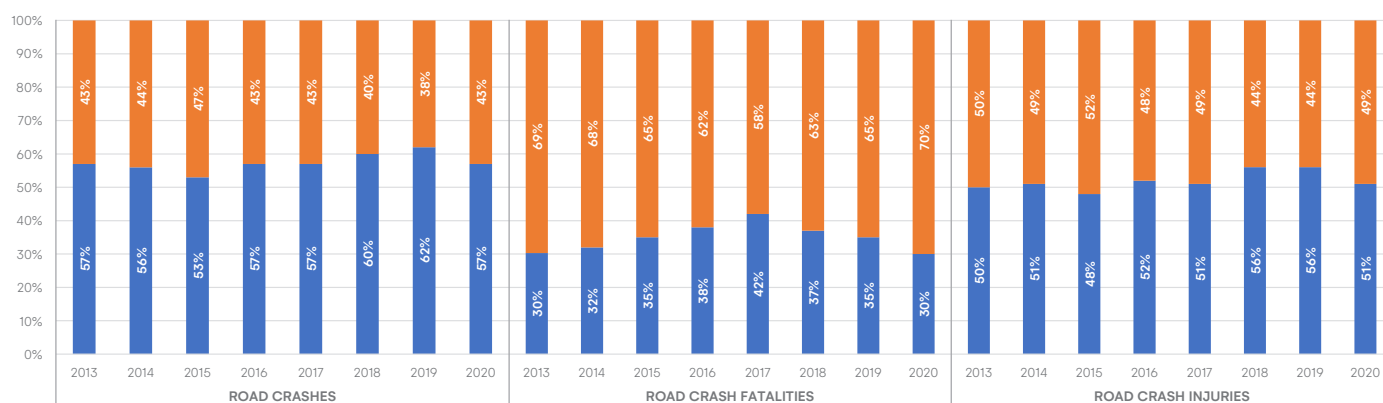
Road Crash Injuries Distribution by Road User Groups



Armenia has an urban population of approximately 63%. National data indicates that urban areas experience more crashes, approximately **two thirds of the total road crashes**, but account for only **a third of the road crash fatalities** and **half of road crash injuries**. Further analysis of urban and rural area contexts of road crashes is required to learn and understand the disparity, considering **a higher mortality risk in rural areas**.

Figure 6 Distribution of Road Crashes, Fatalities and Injuries by Area (Urban/Rural) – from National Data

Key Urban Areas Rural Areas





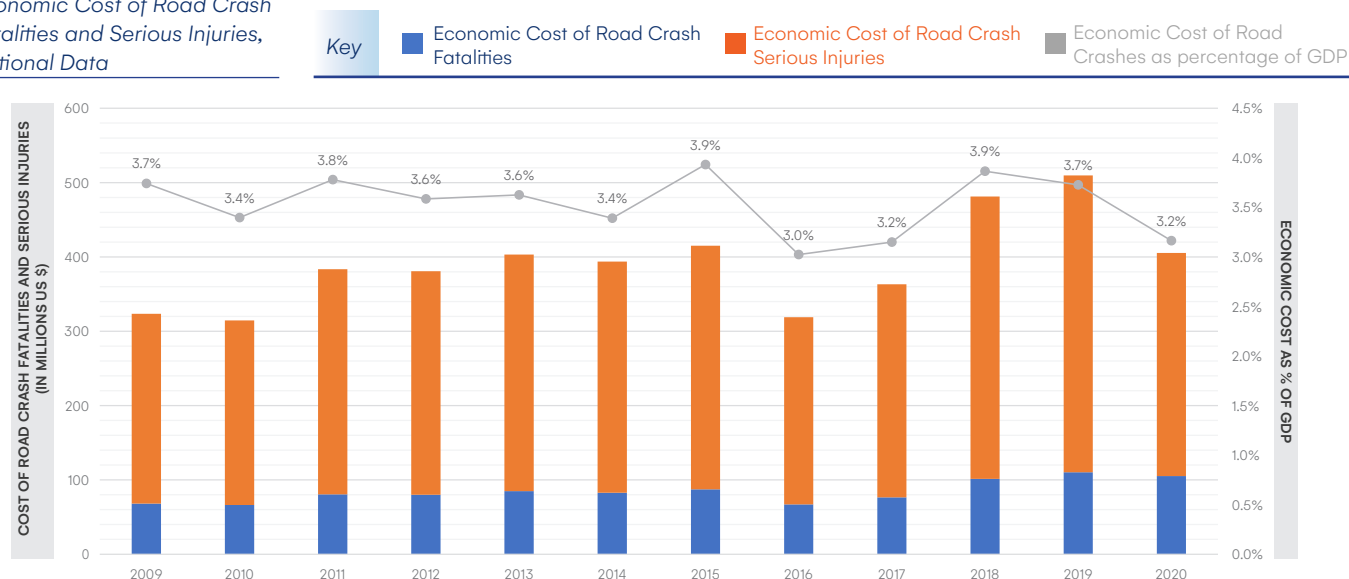
DETAILED ROAD SAFETY STATUS IN THE REPUBLIC OF ARMENIA

Economic and Social Cost of Road Crashes Fatalities and Injuries

The Economic and Social Cost of Road Crash Fatalities and Injuries in Armenia has been calculated by applying the general approximation rule developed by iRAP (**Fatality Cost – 70 x GDP/Capita; Serious Injury Cost – 17.5 x GDP/Capita**). An estimate of **15:1 ratio of serious injuries per fatality** has been used where data was not available (*Developed by iRAP and Adjusted by GRSF, World Bank*). The socio-economic cost of road crash fatalities and serious injuries in Armenia has been **on average between 3.0%–3.9% of GDP** during 2009–2020.

Figure 7

Economic Cost of Road Crash Fatalities and Serious Injuries, National Data



Data Discrepancy of Road Crashes Fatalities and Injuries Data

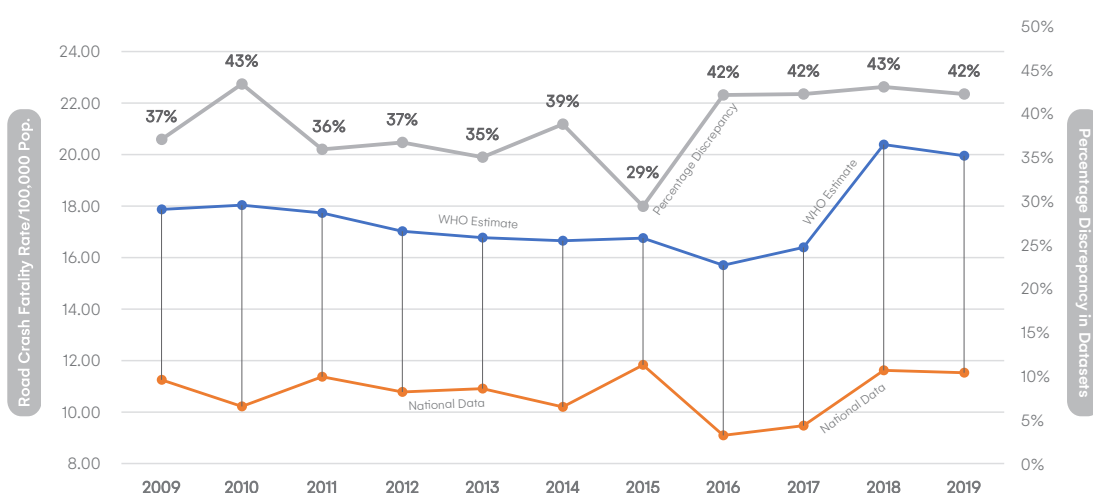
Data Discrepancy in Armenia reported at the national level and corrected by WHO, has been estimated at between **29–43%** in 2009–2019. Thus, it is observed that there is a high level of under-reporting in the country – presumably due to lack of a robust data collection system that is interlinked with hospitals, police and other actors. Armenian data discrepancy is higher than the average discrepancy in the EaP region and EU-27.

Figure 8

Data Discrepancy of Road Crash Fatalities in Armenia – between National Data and WHO Estimates

Source

WHO Global Health Observatory data (2008 – 2019)





PILLAR 1 | ROAD SAFETY MANAGEMENT

Institutional Framework of Road Safety in the Republic of Armenia

Effective road safety delivery requires leadership, funding, and management. In 2010, the **National Road Safety Council (NRSC)** was established under the Prime Minister office of the Republic of Armenia with the membership of the key ministries, Yerevan Municipality and NGOs.

The NRSC Secretariat is chaired by an NGO with the same name as the agency “**National Road Safety Council of Armenia**”. A fully functioning National Road Safety Council of Armenia is a strong body for road safety leadership. However, the road safety management with detailed decisions and understanding of delivery, detailed analysis of the existing circumstances to refine actions, constant monitoring of performance (outputs and outcomes), management of budgets, allocation of funding and of resources, requires a team of full-time staff, with appropriate road safety expertise and other skills.

The full functional development of the National Road Safety Council (NRSC) within the Government, with support from the NRSC NGO, is a critical step.

The previous five-year Strategy and action plan were approved by the Government in 2009 (RA Government Decree № 995 dated 13 August 2009). The **new Road Safety Strategy and action plan** are currently being developed by the Government in consultation with the relevant stakeholders.

Road Crash Data Collection System

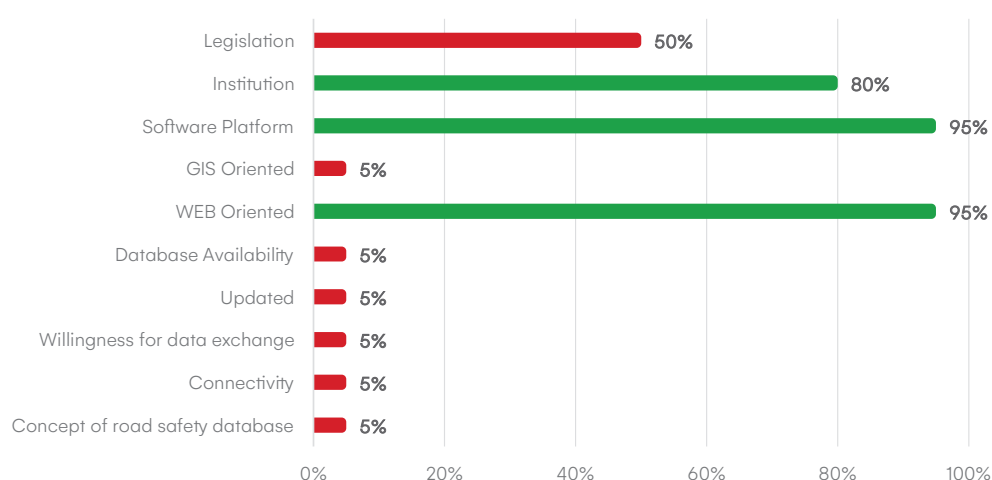
The Road Crash data is collected by the **Road Traffic Police in cooperation with the other line ministries and institutions**: Ministry of Health, Ministry of Territorial Administration and Infrastructure, Ministry of Emergency of the Republic of Armenia. The **data is collected in SQL FORMAT**. The general Road Crash data on a **monthly, quarterly and yearly basis** is provided publicly by the **Road Traffic Police** during official press conferences, as well as published online (www.police.am) – *however the online database is not updated regularly*.

According to RA Law of Freedom of Information every citizen, a group or an institution can request and receive information, which does not contain state, official, banking or commercial secrets, in a verbal or written form. Written requests must be answered within 5 working days (Article 9.7.1).

The figure provides an overview of the results of the crash data system benchmarking assessment for the EaP and is based on self-reporting.

Figure 9

Crash data system
benchmarking assessment
for Armenia





PILLAR 1 | ROAD SAFETY MANAGEMENT

Road Safety Funding and Expenditure (Projects and Performance)

This table below shows the ongoing projects funded by Donor Organizations and the expected outcomes with the Road Safety Components within the projects.

Table 4 IFIs' and Other Donors' Financial and Technical Assistance

Title	Period	Brief Objectives/Expected Outcomes	Road Safety Component
World Bank			
Lifeline Road Network Improvement Project	Jan. 2013 – Dec. 2021	<p>To improve access of rural communities to markets and services through the upgrading of selected Lifeline Roads;</p> <p>To strengthen the capacity of the MOTCIT to manage the Lifeline Road Network.</p>	<p>Black Spots Improvement Works</p> <p>Training program for staff of the Road Safety Engineering Unit to be created within the Armenian Roads Directorate;</p> <p>Works associated with the implementation of the Safe Villages in all roads rehabilitated under the Project;</p> <p>The acquisition and installation of road signs.</p>
Blended – Funded by the European Union (EU) through European Neighbourhood Instrument (ENI) and European Investment Bank (EIB)			
Armenia—Road Safety Improvement	Dec. 2017 – Dec. 2022	<p>To improve road safety on selected sections and spots on the regional and interstate roads network;</p> <p>To review Armenian road design standards and procedures to align with the principles of the EU road safety directive and international best practice on road safety;</p> <p>Increasing road safety audit capacity at key-planning/design institutions;</p> <p>Increasing road safety awareness and improving road users' behaviour, especially vulnerable road users.</p>	<p>Road safety works and infrastructure improvements of 24 selected black spots</p> <p>Road safety works and infrastructure improvements of additional blackspots to be identified</p> <p>Technical assistance:</p> <ul style="list-style-type: none"> » Road safety audit and inspections; » Technical supervision; » Road safety auditors training; » Review of Armenian road design standards to align the existing standards with EU standards and international best practice on road safety; » Road safety campaign and education; » Identification of future road safety investments.
Total: EUR 5,413,000 EU (53%); EIB (47%)			



PILLAR 2 | SAFER ROADS AND ROADSIDES

Road Infrastructure Safety Assessment Performance

The benchmarking survey on implementation of the EU road safety Directive in each of the EaP countries was conducted by the EaP TP Secretariat in two rounds during 2018. Initially, a quantitative survey was conducted, where EaP countries self-reported the degree to which the introduction of individual measures from the **EU 2008/96 Directive on road infrastructure safety** has been achieved. Subsequently, an additional qualitative survey was produced by the Bank team, focusing on the four main tools of **Road Safety Audit (RSA)**, **Inspection (RSI)**, **Impact Assessment (RSIA)** and **Blackspot Management (BSM)** and aiming at a closer understanding of the current situation.

Table 5

EaP Countries Status regarding EC 96/2008 Directive Implementation

EaP Countries Status regarding the Implementation of the EC 96/2008 Directive		Answers confirmed by countries					
Impact Indicators used	ARM	AZE	BLR	GEO	MDA	UKR	EaP Av.
Implementation of RSIA (Road Safety Impact Assessment)							
Legal basis for RSIA exists	90	95	5	5	5	5	34
Adequate RSIA manual in official use	80	95	5	5	5	5	33
Trained staff for RSIA available	60	50	5	5	10	5	23
Road Authorities have budget to purchase RSIA	50	95	5	5	5	5	28
All major new roads and reconstructions passed RSIA procedure	75	95	5	5	5	5	32
RSIA Recommendations being accepted in feasibility stage	80	95	5	5	5	5	33
Total Scores for Road Safety Impact Assessments (RSIA)	435	525	30	30	35	30	183
Implementation of RSA (Road Safety Audit)							
Legal basis for RSA (Road Safety Audit) exists	85	50	5	30	5	5	30
Adequate RSA manual in official use	95	70	5	85	5	5	44
Trained road safety auditors available	25	50	5	50	30	15	29
Road Authorities have budget to purchase RSA	25	95	5	10	5	5	24
All new, reconstructed and rehabilitated roads being safety audited	50	95	5	10	25	5	32
RSA Recommendations being implemented by Roads Authority	80	95	5	50	20	5	43
Total Scores for Road Safety Audits (RSA)	360	455	30	235	90	40	202
Implementation of RSI (Road Safety Inspection)							
Revision (update) of road design standards undertaken	75	95	25	75	85	5	60
Revision (update) of road design norms (guidelines) undertaken	65	95	25	80	20	5	48
Convention of road signs/ signals 1968 fully implemented	60	95	25	50	30	10	45



PILLAR 2 | SAFER ROADS AND ROADSIDES

EaP Countries Status regarding the Implementation of the EC 96/2008 Directive

Answers confirmed by countries

Impact Indicators used	ARM	AZE	BLR	GEO	MDA	UKR	EaP Av.
Implementation of RSI (Road Safety Inspection)							
Vehicle Restraint Systems (VRS) standard based on EN 1317	50	95	75	20	5	5	42
Work zone protection based on best international practice	70	95	75	75	35	5	59
Harmonization between standards/norms/guidelines and other legislation undertaken	80	50	75	80	50	5	57
Average Scores for Road Safety Inspections (RSI)	400	525	300	380	225	35	311
Black Spot Management – BSM (Black Spot Management)							
Legal basis for BSM (Black Spot Management) exists	60	50	90	10	10	50	45
Adequate BSM Manual in official use	50	35	75	70	5	85	53
Clear definition (criteria) of black spot exists	80	80	85	10	20	85	60
Trained black spot investigators available	80	80	70	40	30	20	53
Annual black spot improvement program in place	95	75	70	75	5	20	57
Road Authorities has dedicated funds for BSM improvements	90	50	70	50	10	5	46
BSM recommendations being implemented by Roads Authority	90	70	70	70	50	5	59
Average Scores for Black Spot Management (BSM)	545	440	530	325	130	270	373
Road Assessment Program (RAP) (e.g. iRAP)							
Legal basis for RAP (Road Assessment Program) exists	60	20	80	10	5	10	31
RAP implemented on road network	50	20	80	10	20	5	31
Annual RAP program exists	50	20	50	10	5	10	24
Road Authorities has dedicated funds for RAP improvements	60	80	50	10	5	10	36
RAP recommendations being implemented by Roads Authority	80	80	80	10	5	10	44
Average Scores for Road Assessment Programs (RAP)	300	220	340	50	40	45	166
Application of traffic calming measures							
Legal basis for application of traffic calming measures exists	60	50	90	10	10	50	45
Adequate traffic calming Manual in official use	50	35	75	70	5	85	53
Clear criteria for selection of traffic calming measures exists	80	80	85	10	20	85	60
Trained staff available	80	80	70	40	30	20	53
Road Authorities has dedicated funds for traffic calming implementation	95	75	70	75	5	20	57
Traffic calming recommendations being implemented by Roads Authority	90	50	70	50	10	5	46
Average Scores for Traffic Calming Measures	455	370	460	255	80	265	314



PILLAR 2 | SAFER ROADS AND ROADSIDES

EaP Countries Status regarding the Implementation of the EC 96/2008 Directive

Answers confirmed by countries

Impact Indicators used	ARM	AZE	BLR	GEO	MDA	UKR	EaP Av.
Application of road design standard/norms (guideline) revision							
Revision (update) of road design standards undertaken	85	95	90	80	50	30	72
Revision (update) of road design norms (guidelines) undertaken	75	80	90	80	50	30	68
Convention of road signs/ signals 1968 fully implemented	100	95	99	80	100	90	94
Vehicle Restraint Systems (VRS) standard based on EN 1317	60	70	50	80	80	30	62
Work zone protection based on best international practice	40	50	40	50	50	20	42
Harmonization between standards/norms/guidelines and other legislation undertaken	60	80	80	80	70	50	70
Average Scores for Road Design Standard Revision	420	470	449	450	400	250	408
Building the capacity of engineers and technical staff							
Adequate Manuals/Guidelines for safety engineering produced	50	75	30	70	10	10	41
Selected Government, Consultants and Academic staff trained	35	75	30	60	5	5	35
Different road safety curricula for University courses produced (RSIA, RSA, RSI, RAP, BSM, TC)	40	50	40	30	30	5	33
Students being taught about safe design approaches during their studies	50	50	50	30	70	10	43
Average Scores for Capacity Building	175	250	150	190	115	30	152

Road Safety Infrastructure Investments

Improving the world's roads to a **3-star or better** standard is a key way to achieve the United Nations Sustainable Development Goals target of **halving road deaths and injuries by 2030**. The **Business Case for Safer Roads (iRAP)** analyzes the investment required to achieve 75% of travel on 3-star or better roads, as shown in the table below.

Table 6

What can be achieved with >75% of travel in Armenia on 3-star or better roads for all road users by 2030

Infrastructure and Speed Management Investment required	US\$ 151,944,000
Annual Investment as a percentage of GDP (2020-2030)	0.1%
Reduction in road crash fatalities per year	169 fatalities
Reduction in road crash fatalities and serious injuries (FSI) over 20 years	37,156
Economic Benefit	US\$ 2,606,875,111
Benefit Cost Ratio (BCR)	17

Source: ¹ iRAP Vaccines for Roads. The Big Data Tool. <https://www.vaccinesforroads.org/irap-big-data-tool-map/>



PILLAR 3 | SAFER SPEEDS

Speed Limits and Comparison with Safe System Speed Limits – National Data (2020)

Armenia has a **National Speed Limit Law** and local authorities in Armenia **are not allowed** to modify the speed limits, but can **request changes**. The law allows for a **tolerance of 10 km/h**.

Comparison of Armenia Speed Limits to the recommended Safe System Speeds shows that **on average the speed limits are 20 km/h higher than recommended**.

The Enforcement of speed limits in Armenia is predominantly **automated** with a **self-reported score of 60%**. The **potential decrease** in fatal road crashes from enforcement of the Safe Speed Limits is estimated, on average, to be **six-fold**.

Table 7

Maximum Speed Limits, Recommended Safe System Speeds and the Potential Decrease in Road Crash Fatalities

	ROADS			
	RESIDENTIAL	URBAN	RURAL	MOTORWAYS
Maximum Speed Limit in Armenia	60 km/h	60 km/h	60 km/h	100 km/h
Difference with Recommended Safe System Speeds ¹	+ 30 km/h	+ 30 km/h	– 10 km/h	+ 10 km/h
Potential Decrease in Fatal Road Crashes from Enforcement of Safe System Speed Limits ²	6 times lower	6 times lower	Appropriate	2 times lower

Note: ¹ Safe System Recommended Speed Limits: Residential and Urban – 30 km/h; Rural – 70 km/h; Motorways – 90 km/h.

² Potential decrease in fatal road crashes from enforcement of safe system speed limits calculated using the Nilsson's Power Model connecting speed and road trauma. [M.H. Cameron, R. Elvik. 2010]

Speed Calming Infrastructure

Table 8

Speed Calming Infrastructure in Armenia – Presence and Brief Descriptions of Implementation (from National Data – 2020)

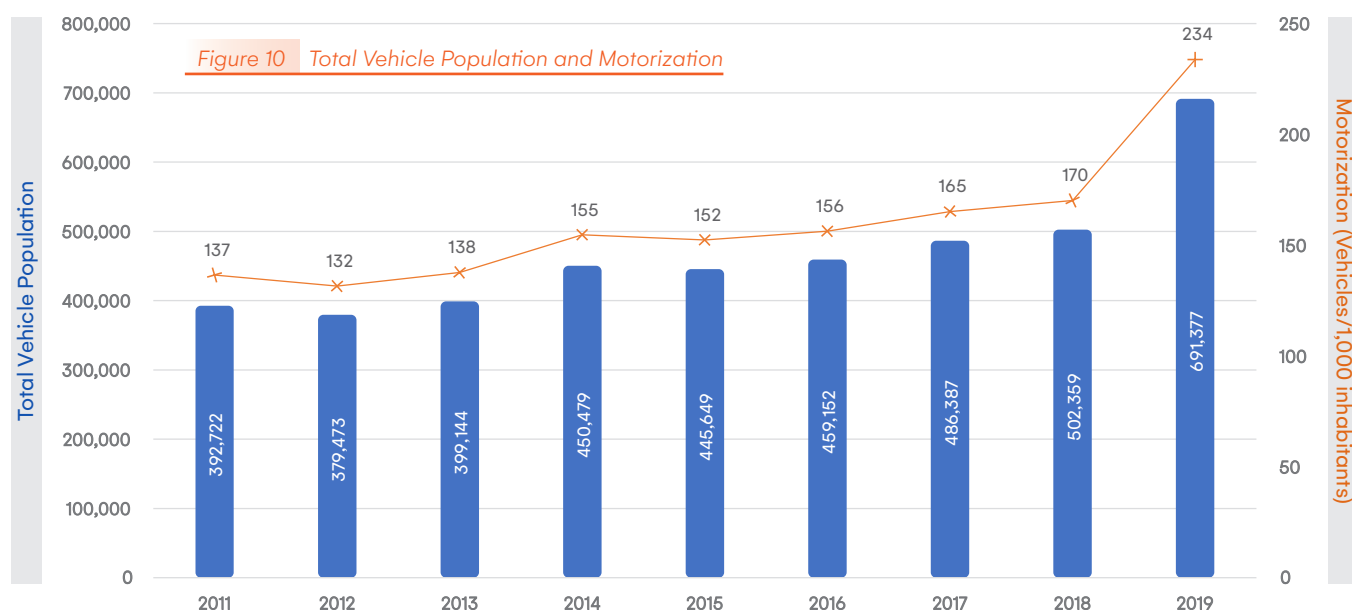
Speed Calming Infrastructure Category	Presence in Armenia (Present/Not Present)	Brief Description/Narrative of Implementation and Results
Narrowing e.g., extending sidewalks, pedestrian refuges.	PRESENT	Some roads are narrowed to reduce average speeds
Vertical Deflections e.g., speed bumps, humps and tables.	PRESENT	Present in front of educational institutions (schools, universities etc.)
Horizontal Deflection e.g., chicanes and chokers.	NOT SPECIFIED	– Not Specified –
Block/Restrict Access e.g., median diverters and cul-de-sacs.	NOT SPECIFIED	– Not Specified –
Road Markings, Signs and Furniture e.g., colored surfacing	PRESENT	Road markings with speed limits in some road sections



PILLAR 4 | SAFER VEHICLES

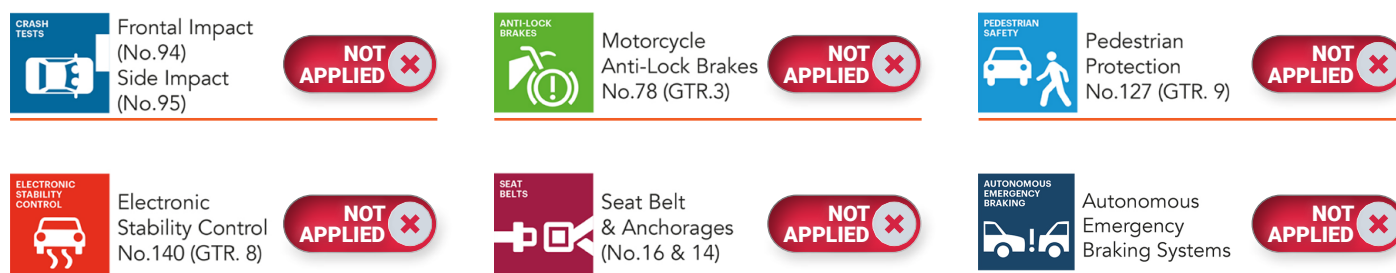
Vehicle Population and Distribution – National Data (2020)

Vehicle population data in Armenia has not been disaggregated into vehicle categories. The data is only obtained from the Armenian Insurance Bureau and not provided in the Armenian Statistical Database. The Vehicle Population in Armenia and Motorization (**234 Vehicles/1,000 inhabitants**) are proportional as shown in the figure below.

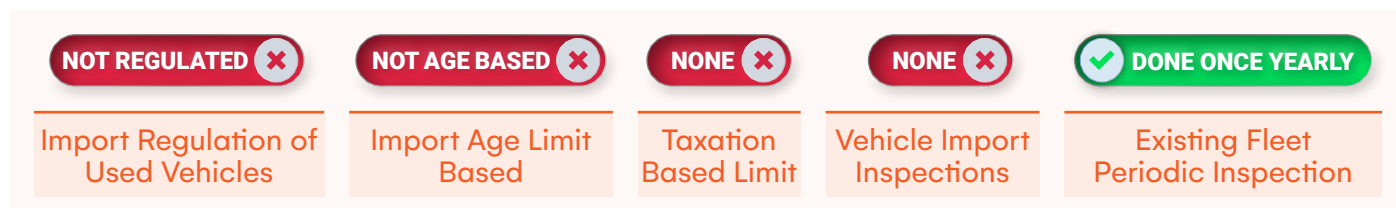


Compliance with UN Vehicle Safety Regulations – WHO Data (2018) and National Data (2020)

Compliance to the recommended Vehicle Safety Standards in Armenia is shown below:



Regulation of Imported Vehicles and Periodic Inspection of Existing Fleet – National Data (2020)

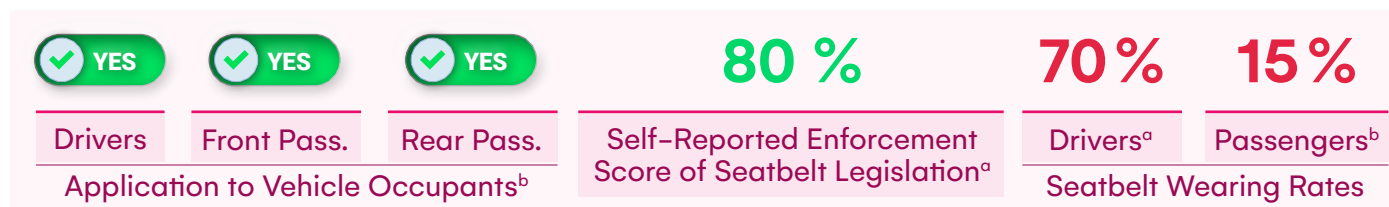




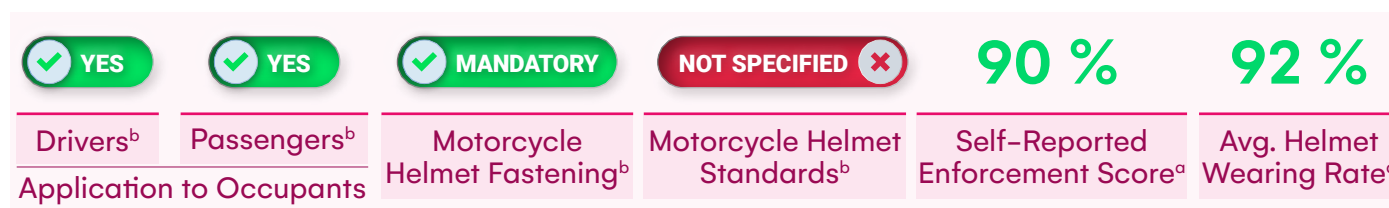
PILLAR 5 | SAFER ROAD USERS

Seatbelt Usage in the Republic of Armenia – WHO Data (2018)^a and National Data (2020)^b

Armenia has an **existing National Seatbelt Law**, which applies to **all vehicle passengers**. The enforcement is done on a **daily basis** by road traffic police who have **strict measures** for non-compliant vehicle users.

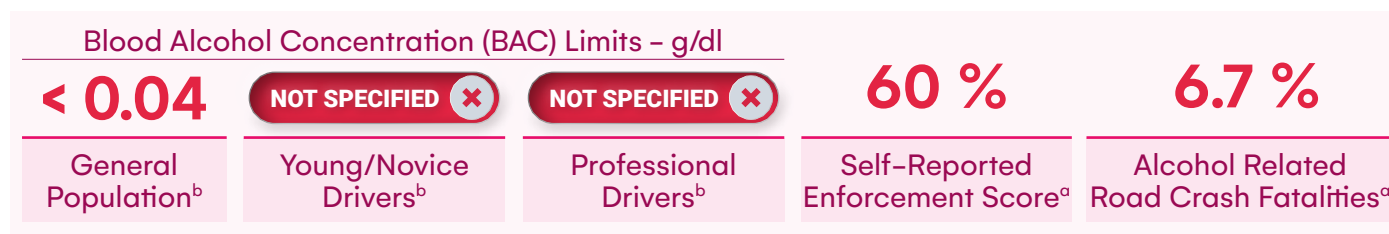
Motorcycle Helmet Usage in the Republic of Armenia – WHO Data (2018)^a and National Data (2020)^b

Armenia has an **existing National Motorcycle Helmet Law**, which applies to **all motorcycle passengers**. Children **passengers under 12 yrs.** are prohibited on motorcycles.

Drink and Drug Driving in the Republic of Armenia – WHO Data (2018)^a and National Data (2020)^b

Armenia has an **existing Drink Driving and Drug Driving Law**, which applies to the **general population**. Enforcement of drink/drug driving laws is done by the road traffic police by **BrAC/BAC limit tests**. In case of a fatal crash, all drivers involved are tested to check if their BAC is above the limit.

Random breath tests are carried out by the road traffic police in strange cases during enforcement patrols or during police raids. If the breath alcohol test is declined by the driver, the driver is taken to hospital for a **blood alcohol test** and is **fined**, in special cases the **driving license may also be confiscated**.





PILLAR 5 | SAFER ROAD USERS

Child Restraint Usage in the Republic of Armenia – WHO Data (2018) and National Data (2020)

Armenia has an **existing Child Restraint Law**, which specifies that **child restraints are mandatory for all children under the age of 12 years**. Enforcement on child restraint use is not regularly done by police patrols/raids.

✓ 12 YRS. & BELOW

Front Seat Prohibition
for Children

✓ CAR SEAT

Child Restraint
Required

NOT SPECIFIED ✗

Child Restraint
Standards

NO DATA ✗

Self-Reported
Enforcement Score

NO DATA ✗

Child Restraint
Usage Rate

Mobile Phone Usage while Driving in the Republic of Armenia – National Data (2020)

✓ EXISTING LAW

Laws on Mobile Phone/Communication
Tool Usage while Driving

✓ BANNED

Ban on Hand-Held
Mobile Phone Use

NO BAN ✗

Ban on Hands-Free
Mobile Phone Use



PILLAR 6 | POST-CRASH CARE

National Emergency Care Access Number Coverage in the Republic of Armenia – WHO Data (2018)

MULTIPLE

No. of Emergency Care Access Numbers

NATIONAL COVERAGE

Emergency Care Access Number Coverage

911 (General); 103 (Ambulance)

National Emergency Care Access Numbers and their Use

Other Key Post-Crash Care Indicators – WHO Data (2018) and National Data (2020)

~ 30 MINUTES

First Responders
Response time to Road Crashes

67 %

% difference with Golden
Hour Response Time (10 min.)

NOT PROVIDED

Time Taken to Care Centre from
Crash Scene

98 out of 100

Service Capacity and Access Score
Universal Health Coverage (WHO UHC Report, 2019)

NOT PROVIDED

Training to First Responders and Trauma
Registry Characteristics



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