ROAD SAFETY COUNTRY PROFILE



REPUBLIC OF ARMENIA

THIS REPORT IS FUNDED BY THE EUROPEAN UNION

EaP | Eastern Partnership

WORLD BANK GROUP Transport

2024



ACKNOWLEDGEMENTS

This activity was funded by a grant from the European Commission—DG NEAR, under the umbrella of the World Bank support to the Eastern Partnership Transport Panel (EaP) and has been carried out by a World Bank team led by Elena Lungu (Senior Transport Specialist) and including William Wambulwa (Road Safety Consultant), Bhavin Bipinchandra Shah (Road Safety Consultant), and Tatiana Mihailova (Road Safety Consultant). The World Bank team would like to thank its counterparts in Armenia, Azerbaijan, Georgia, and the Republic of Moldova for fruitful discussions, consultations, ideas, and access to data and information. This report was written in close consultation with the representatives of the Regional Working Groups as part of the EaP Transport Panel Secretariat Activity.

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Please refer to this Report as follows: World Bank, Road Safety Country Profile—The Republic of Armenia, 2024.

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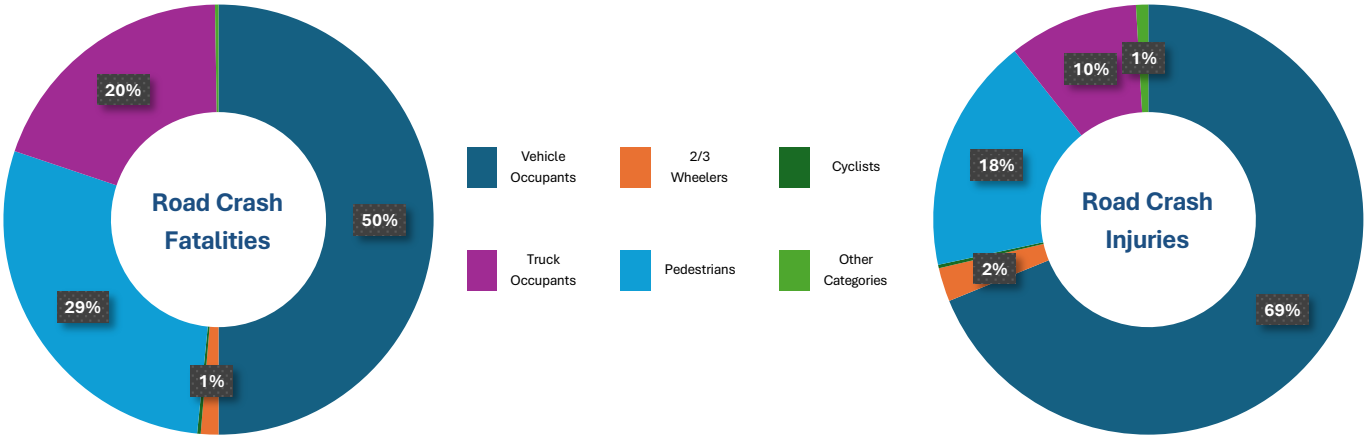
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SNAPSHOT OF KEY ROAD SAFETY INDICATORS (2023)

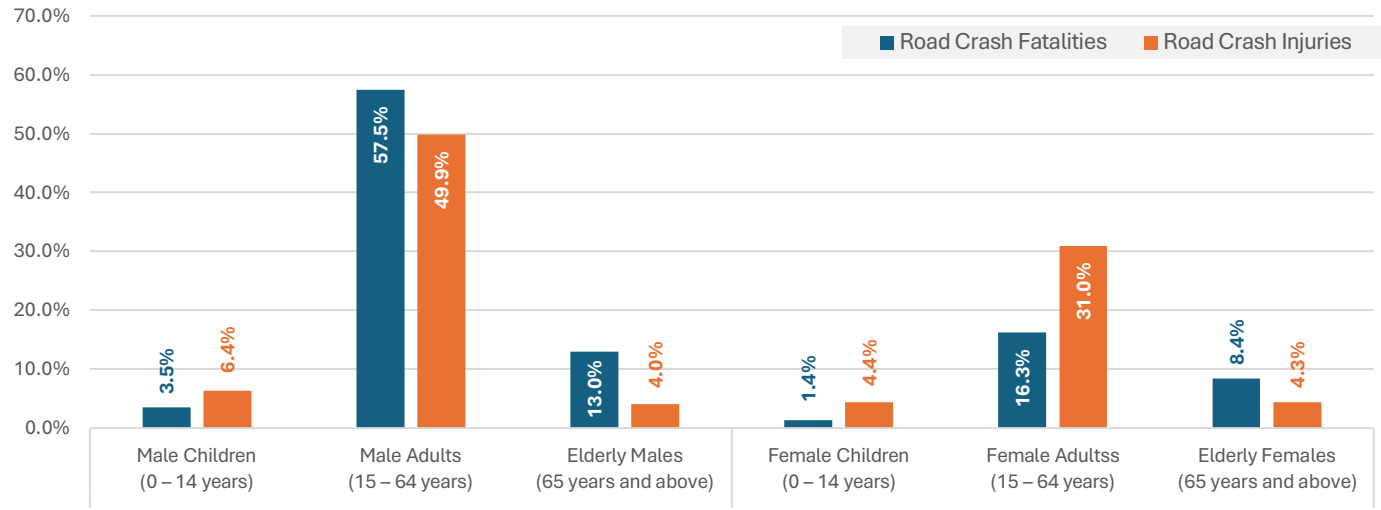
Country Population:	**2.98 million people**
No. of Road Crashes:	**4,613 road crashes**
No. of Road Crash Fatalities:	**378 road crash fatalities**

Road Crash Fatality Rate:	**12.7 fatalities/100,000 pop.**
Total No. of Road Crash Injuries:	**6,536 road crash injuries**[1]
Cost of Road Crash Fatalities:	**$1.03 billion (3.9% GDP)**[2]

Road Crash Fatalities and Injuries Distribution by Road User Group



Road Crash Fatalities Distribution by Age Group and Gender



Other Key Metrics (DALYs and Trend in Fatality Rates)

500 Life Years	**+38.6% Increase**	**+2.2% Increase**
Life Years Affected due to Disability from Road Crash Injuries per 100,000 population[3]	% Trend in Fatality Rate per 100,000 pop. in the Decade of Action (2010 - 2020)[4]	% Trend in Fatality Rate per 100,000 pop. between 2021 - 2023[5]

[1] Injuries are not classified into Serious and Minor Injuries.
[2] Estimate using iRAP Rule of Thumb for Road Crash Costing.
[3] Global Burden of Disease (GBD) 2019, Institute for Health Metrics and Evaluation (IHME).
[4] Comparison of 2010 National Data and 2021 WHO Data (from 2024 WHO GRSS).
[5] Comparison of 2021 and 2023 National Reported Data.

BASIC DATA, CHARACTERISTICS AND DEFINITIONS

Basic Data and Population Characteristics

Basic Data (2023)	Republic of Armenia[6]	EaP (ARM, AZE, GEO & MDA)[7]		EU -27[8]	
		Total	Average	Total	Average
Population	2.98 million	19.35 million	4.84 million	448.7 million	17.04 million
Land Area	28,470 km^2	213,580 km^2	53,395 km^2	4,225,134 km^2	156,486 km^2
GDP (Current Prices, Million EUR)[9]	24,894.89	144,121.59		16,964,621.7	
GDP (Current Prices, Euro/Capita)[9]	7,552.91	7,398.86		37,610	
Population Density	104.6 people/km^2	100.5 people/km^2		106.2 people/km^2	
Urban Population (% of total)	63.8%	57.0%		75.0%	

Population Composition (2022)[3]	Republic of Armenia		Total EaP		Total EU-27	
Children (0 – 14 Years)	569,378	**20.5%**	4.23 million	**22.1%**	67.8 million	**15.1%**
Adults (15 – 64 Years)	1,845,507	**66.4%**	12.98 million	**67.7%**	288 million	**64.2%**
Elderly (65 Years and Above)	365,584	**13.1%**	1.96 million	**10.2%**	92.9 million	**20.7%**
Male Population	1,250,079	**45.0%**	9.21 million	**48.0%**	219.86 million	**49.0%**
Female Population	1,530,390	**55.0%**	9.97 million	**52.0%**	228.84 million	**51.0%**

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 August 13, 1999[10]. According to Armenian legislation[11], the following definitions apply to the road safety sector:

Term	Definition
Road Crash	An incident that occurred during the movement of a vehicle on the road and with its participation, as a result of which people were killed or injured, or vehicles, cargo, structures were damaged, or other material damage was caused.
Road Crash Fatality	Death that occurred within 30 days of an accident.
Road Crash Injury	Injuries caused by the road traffic accident (RTA) are classified as fatal, serious, and light. Unlike fatalities that 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 a serious injury if it requires at least one day of hospitalization.
Vulnerable Road Users (VRUs)	This definition does not include passengers; it is applied to 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.

It is important to note that the definitions of serious and minor injuries in road traffic accidents are not distinct in Armenian national acts. There is no separate, clear definition for these injury categories within the national legislation, and international standards are referenced to bridge this gap.

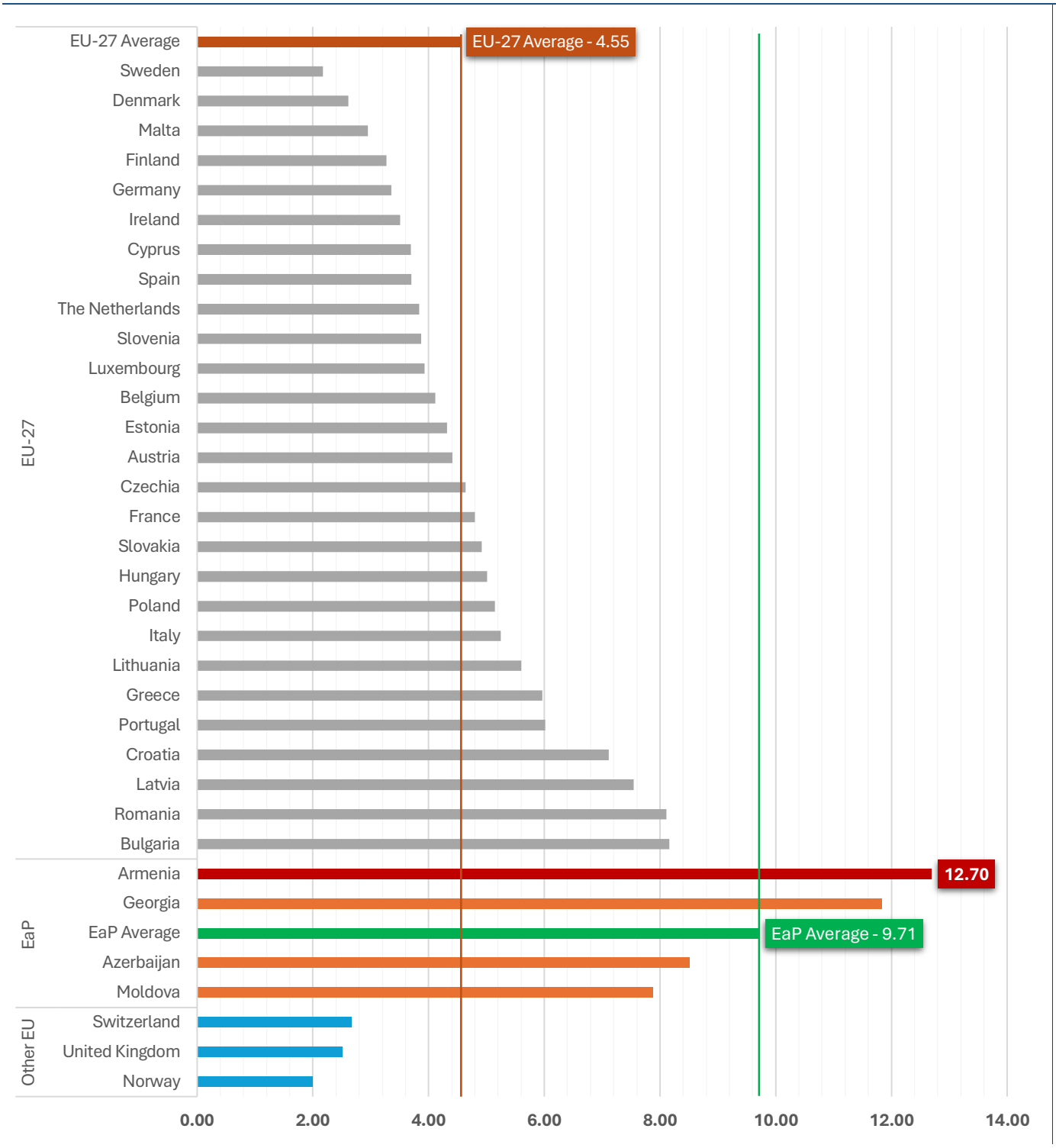
[6] ARMSTAT: armstat.am .
[7] Compilation of National Data from 2024 EaP Survey.
[8] EUROSTAT: ec.europa.eu/eurostat and World Bank Data Bank databank.worldbank.org .
[9] GDP Estimates for EaP Region, considering missing data for some countries.
[10] www.irtek.am/views/act.aspx?aid=52041 .
[11] Government Decree "National Road Safety Strategy of Armenia and the 5-Year Action Plan" dated August 13, 1999.

DETAILED ROAD SAFETY STATUS IN THE REPUBLIC OF ARMENIA

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

Comparison of Armenia's Road Crash Fatality Rate with those of EU – 27 and EaP Countries

In the comparative analysis of road crash fatality rates across the European and Eurasian regions in 2023, Armenia emerges as a critical focus point with a notably high fatality rate of 12.70. Within the Eastern Partnership (EaP) region, Armenia's road crash fatality rate significantly exceeds the EaP average of 9.71, highlighting a substantial deviation from its regional peers.



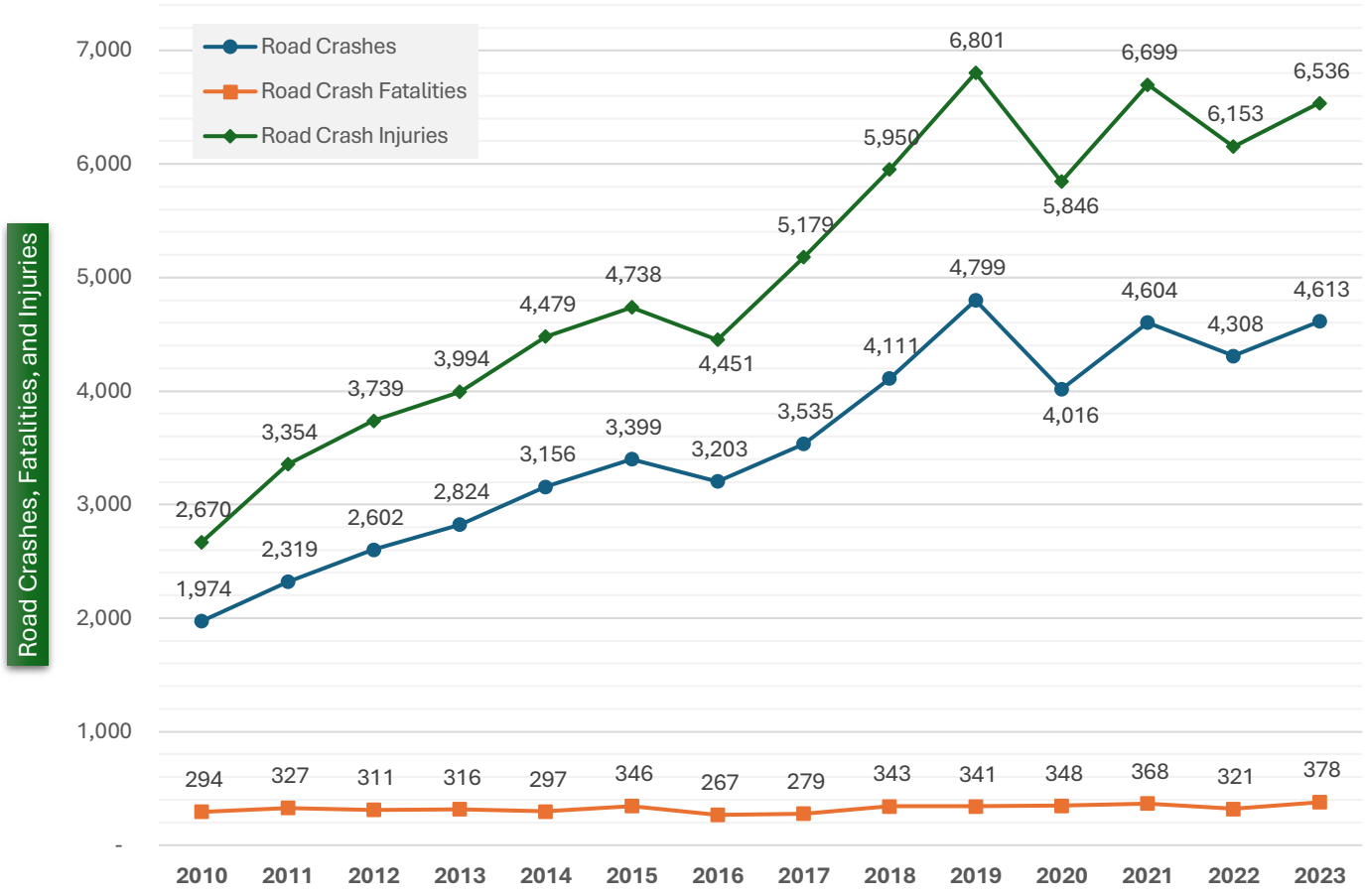
Neighboring countries such as Azerbaijan (8.51) and Moldova (7.88) report considerably lower rates, indicating distinct differences in road safety conditions and possibly the effectiveness of traffic regulations.

Expanding the scope to include the European Union (EU-27) countries, Armenia's fatality rate is strikingly high compared to the EU-27 average of 4.55. This positions Armenia's road safety challenges in stark contrast to those of Sweden (2.18) and Denmark (2.61), which boast the lowest fatality rates within the EU-27. Compared to higher EU-27 rates, such as those of Bulgaria (8.16) and Romania (8.11), Armenia's rate remains significantly elevated, underscoring unique regional road safety issues.

The substantial difference between Armenia's and the EaP and EU-27 averages suggests various underlying factors. These could include differences in road infrastructure quality, vehicle safety standards, enforcement of traffic laws, and public awareness campaigns. Armenia's high road crash fatality rate within this broader context presents a compelling case for further investigation into regional road safety policies and their effective implementation. Understanding these disparities is crucial for developing targeted interventions to enhance road safety and reduce regional fatality rates.

Road Crash Fatalities and Injuries Analysis

Road Crashes, Fatalities and Injuries Analysis between 2010 to 2023



Road Crashes Trend: The number of road crashes showed a generally increasing trend over the years. From 1,974 crashes in 2010 the number steadily increased, peaking at 4,799 in 2019. After a slight dip in 2020 (likely due to pandemic-related restrictions) the numbers picked up again and reached 4,613 in 2023. **Significant Increases:** From 2010 to 2023 road crashes increased by 133.7%. This significant rise indicates growing traffic volumes and potential gaps in road safety measures.

Road Crash Fatalities Trend: Fatalities fluctuated over the years but have shown a concerning rise in recent years. The fatalities ranged from a low of 267 in 2016 to a high of 378 in 2023. **Peak Years:** Number of fatalities increased by 28.6%, from 294 in 2010 to 378 in 2023. This increase, despite fluctuations, suggests that more severe crashes have been occurring.

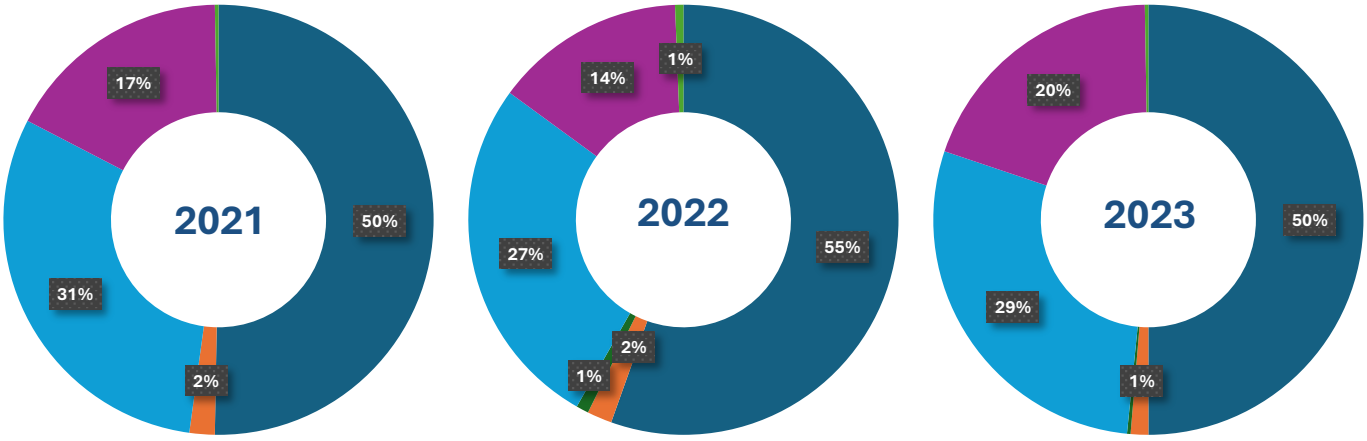
Road Crash Injuries Trend: Injuries from road crashes have also increased, with notable spikes in years with higher crash incidences. From 2,670 injuries in 2010, the number of injuries increased significantly, peaking at 6,801 in 2019. **Percentage Change:** Injuries increased by 144.7% from 2,670 in 2010 to 6,536 in 2023. This sharp increase parallels the rise in road crashes, indicating a direct correlation.

Road Crash Fatality Rate Overall Trend: The fatality rate per 100,000 population indicator provides a measure of the severity of road crashes. This rate has seen significant fluctuations, with a notable rise in recent years. **Lowest and Highest Rates:** The lowest fatality rate was in 2016 (9.3), while the highest was in 2023 (12.7). The increase in the fatality rate in recent years could point towards more severe crashes or inadequacies in emergency response and road safety measures. **Percentage Change:** The road crash fatality rate increased by 25.7% from 10.1 in 2010 to 12.7 in 2023, highlighting a troubling rise in crash severity.

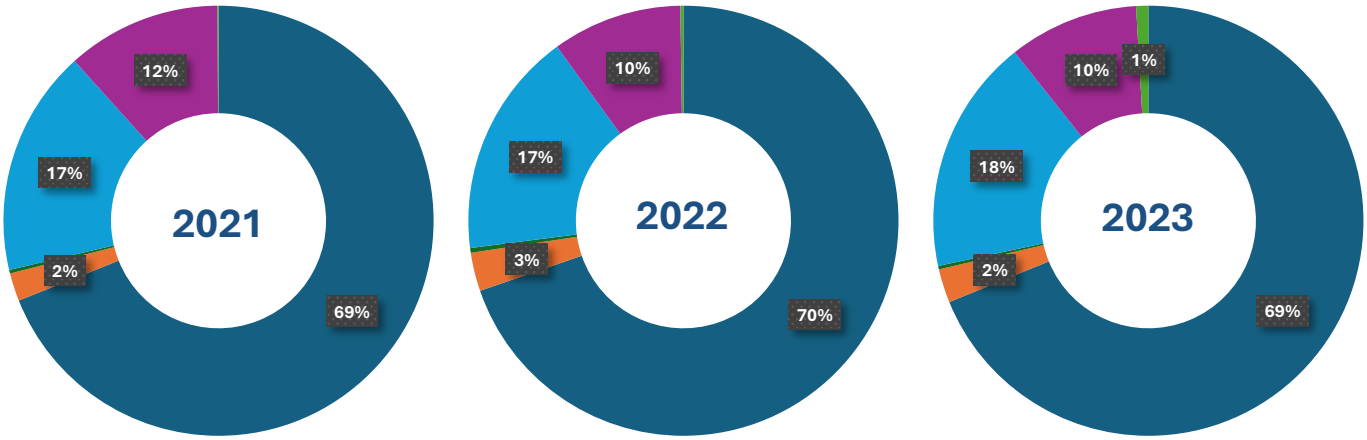
Road Crash Fatalities and Injuries Distribution by Road User Group (2021 - 2023)

Drivers & Passengers of 4-Wheeled Cars & Light Vehicles
2/3 Wheelers
Cyclists
Drivers & Passengers of Heavy Trucks
Pedestrians
Other Categories

Road Crash Fatalities



Road Crash Injuries



Drivers & Passengers of 4-Wheeled Cars & Light Vehicles

In 2023 drivers and passengers of 4-wheeled cars and light vehicles accounted for 50.0% of road crash fatalities and 68.8% of road crash injuries. The fatality rate for this group peaked at 55.5% in 2022, consistently marking them as the most vulnerable road users. This high percentage underscores the critical need for enhanced vehicle safety measures and stricter enforcement of traffic laws to protect this group.

Pedestrians

Pedestrians are notably at risk, with fatality rates hovering around 28.6% in 2023 and injury rates at approximately 17.7%. Although there was a slight fluctuation, the consistently high numbers highlight the urgency for better pedestrian infrastructure and safety campaigns to mitigate risks.

Drivers & Passengers of Heavy Trucks

Road crash fatality rate for heavy truck occupants rose significantly to 19.6% in 2023 from 14.3% in 2022. Although injury rates for this group have decreased to 9.8% in both 2022 and 2023, the rise in fatalities suggests a growing risk that requires targeted safety interventions for heavy trucks.

2/3 Wheelers

Fatalities among 2/3 wheelers remained low at 1.3% in 2023, but there was a slight increase in injury rates from 2.1% in 2021 to 2.5% in 2023. While they constitute a smaller percentage of total fatalities and injuries, the upward trend in injuries number indicates the need for specific safety measures to protect these vulnerable road users.

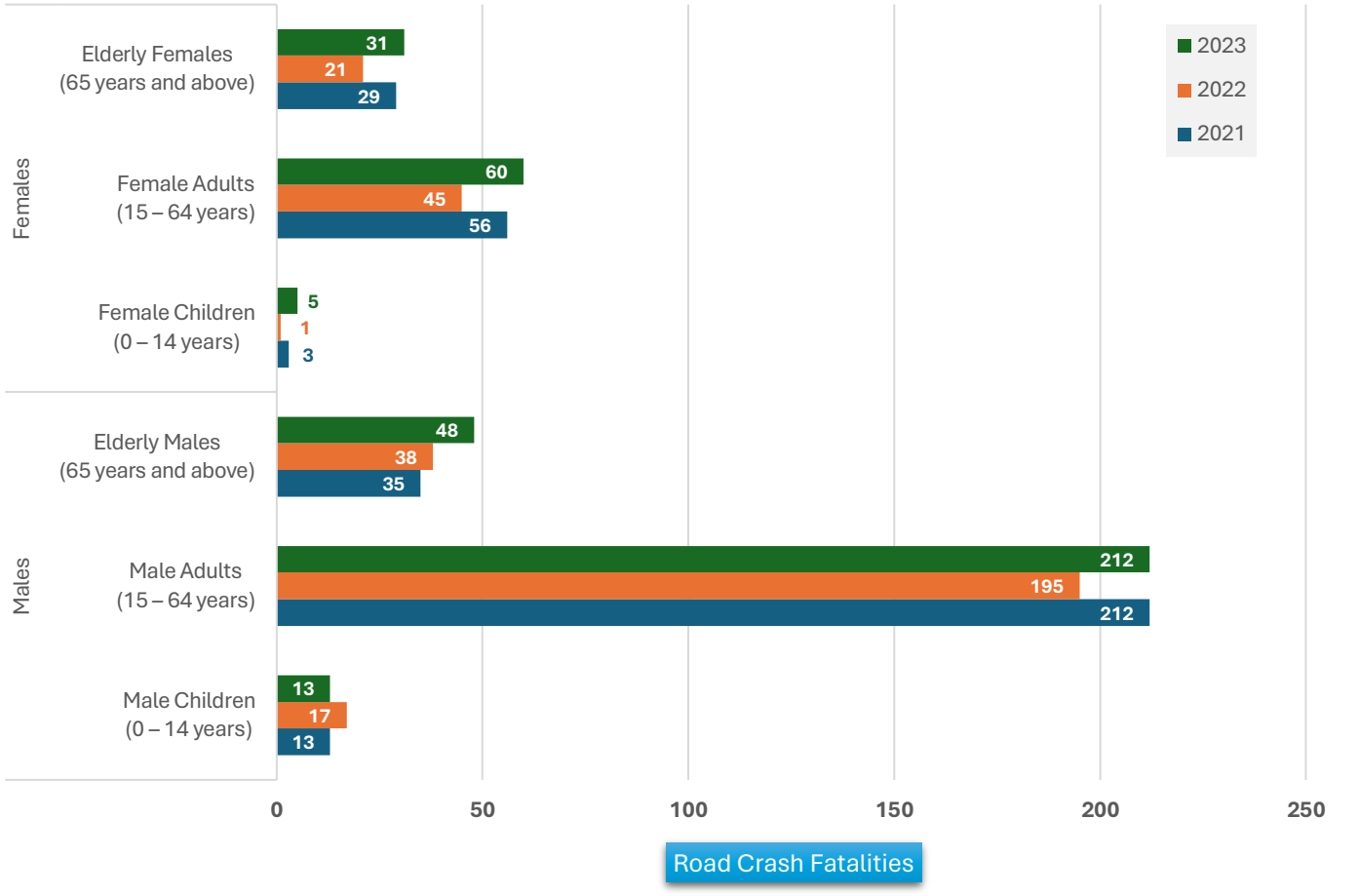
Cyclists

Cyclists experienced very low fatality rates, peaking at 0.9% in 2022 and dropping to 0.3% in 2023. Similarly, injury rates remained consistently below 0.4%. Although the impact is minimal, continuous safety monitoring and interventions are essential to maintain and further reduce these rates.

Other Categories

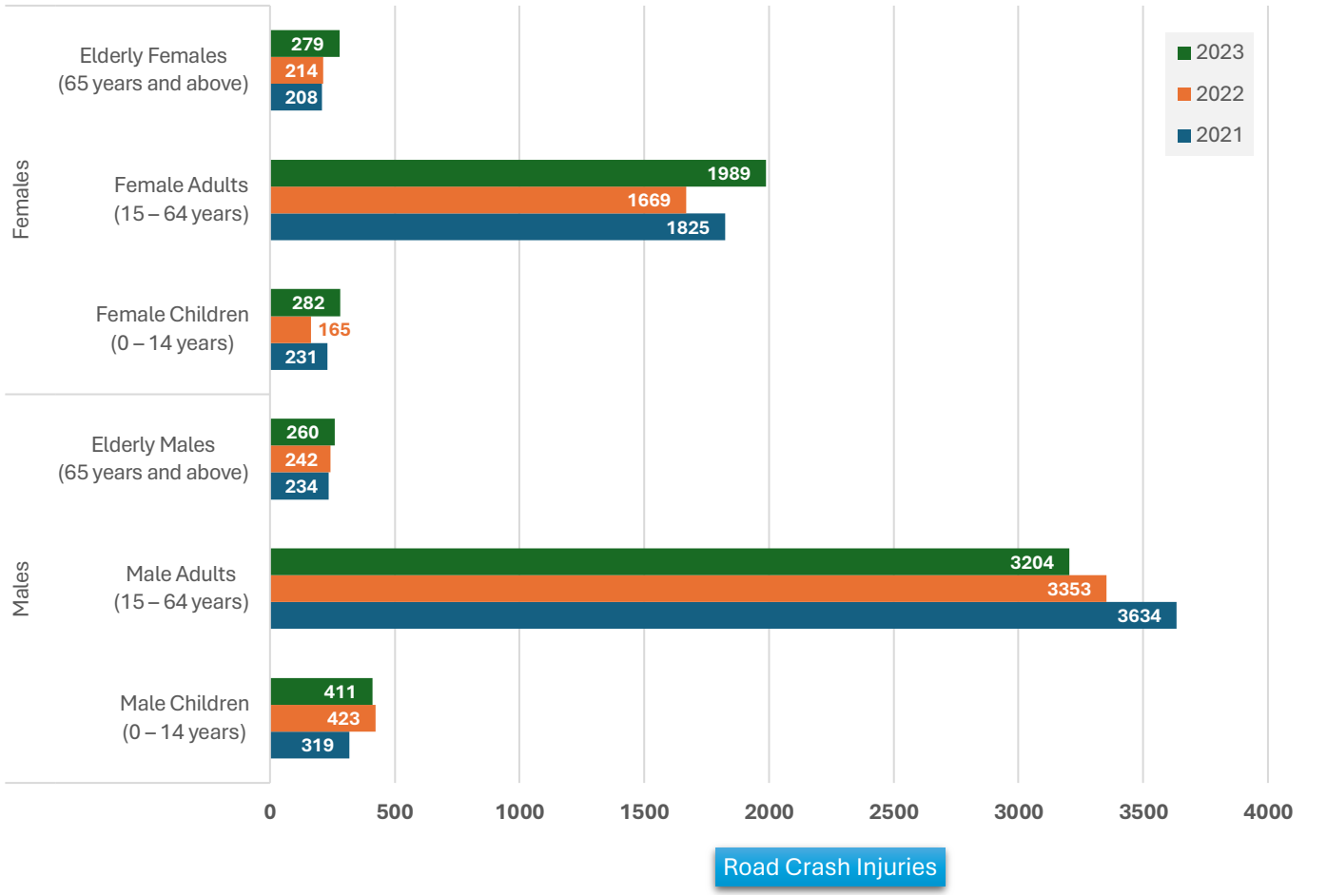
Other categories of road users had negligible fatality and injury rates, around 0.3% and 0.9%, respectively, in 2023. However, any increase in these numbers should be addressed to ensure comprehensive road safety.

Road Crash Fatalities Distribution by Age Group and Gender (2021 - 2023)



Male adults group consistently exhibits the highest fatalities numbers among all age and gender groups, indicating a significant high-risk demographic. There is a notable increase in fatalities among **elderly males**, highlighting their growing vulnerability over the years. **Female adults and elderly females** groups show fluctuations in fatality numbers, both experiencing an upward trend in 2023. Although children's groups - both male and female - exhibit relatively lower fatality numbers, the fluctuations observed, particularly the increase in 2023, underscore a need for focused safety measures for this younger age demographic.

Road Crash Injuries Distribution by Age Group and Gender (2021 - 2023)



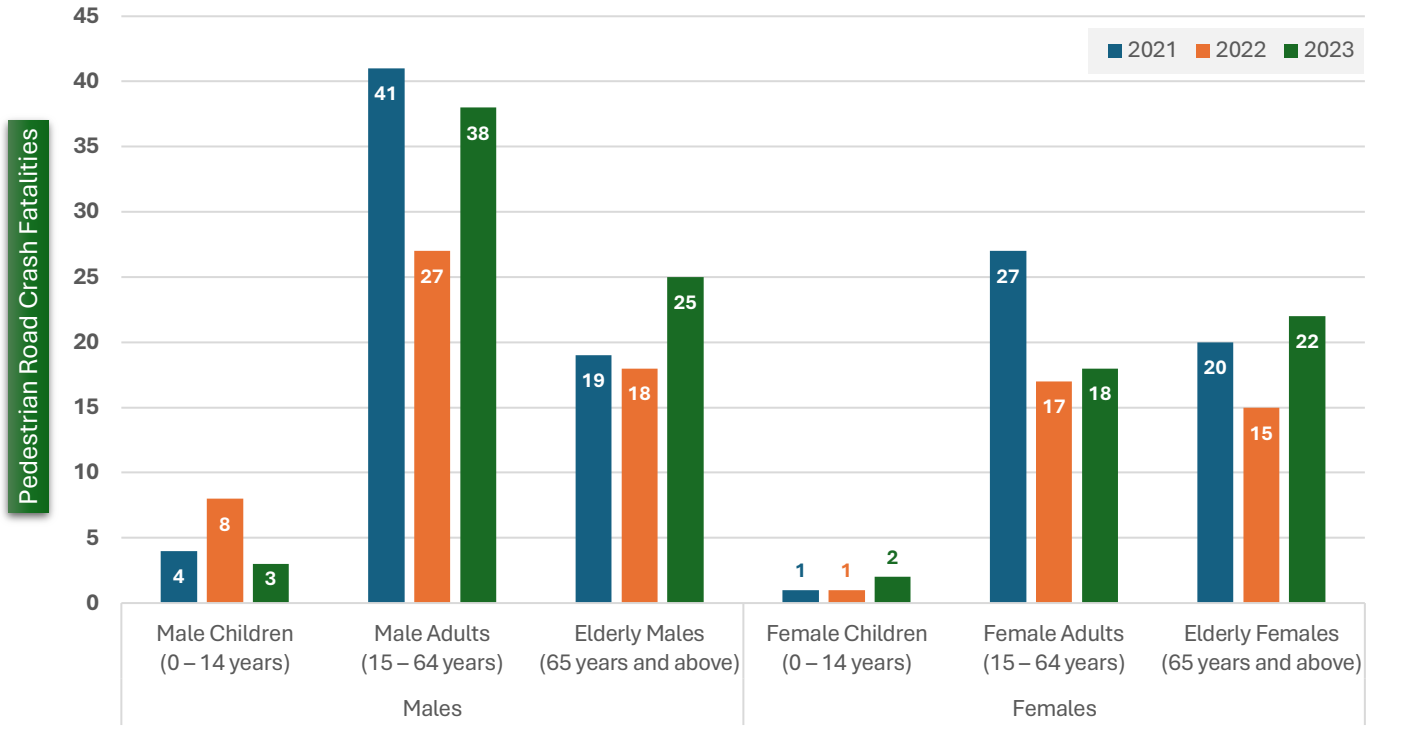
Male adults demographic consistently registered the highest number of injuries, highlighting their significant risk. Both **elderly males and females** group displayed an increasing trend in injuries over the years, indicating growing vulnerability among the elderly. Number of injuries among children - both male and female - show fluctuations, with a notable increase in 2023, emphasizing the need for targeted safety measures. **Female adults demographic**, although experiencing variability in number of injuries, remains a high-risk group and requires focused interventions to reduce injury rates. **These insights call for targeted road safety initiatives to address the distinct risks faced by different age and gender groups.**

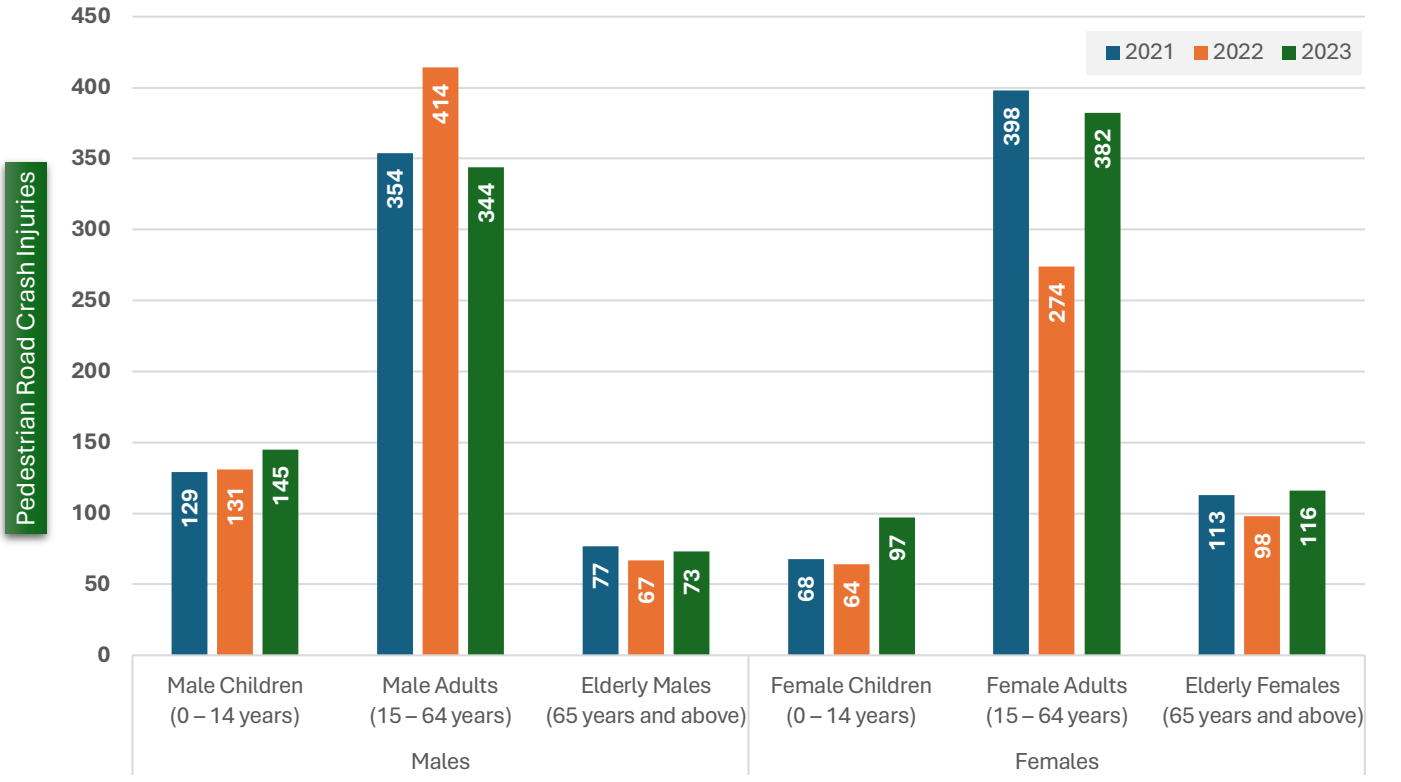
Pedestrian Road Crash Fatalities and Injuries Distribution by Age Group and Gender (2021 - 2023)

Pedestrian road crash fatalities show that **adult males** (15-64 years) consistently register the highest numbers, with 41 fatalities in 2021, dropping to 27 in 2022, and rising again to 38 in 2023. **Elderly males** (65+ years) also show a significant and increasing risk, with fatalities rising from 19 in 2021 to 25 in 2023. **Female adults** (15-64 years) and **elderly females** (65+ years) groups display fluctuating numbers of fatalities but remain high-risk groups, with a slight increase for elderly females from 15 in 2022 to 22 in 2023. Fatalities among children, both male and female, remain relatively low but variable, highlighting their vulnerability in specific years.

Injuries among pedestrian road crash victims further underscore the risk to **adult males**, who consistently report the highest numbers, with a peak of 414 injuries in 2022. **Elderly males** (65+ years) demographic shows a minor decrease in injuries number in 2022 but an overall increase from 67 in 2022 to 73 in 2023.

Injuries among **female adults** are notably high, peaking at 398 in 2021 and slightly decreasing to 382 in 2023. **Elderly females** group also displays a rising trend with injuries increasing from 98 in 2022 to 116 in 2023. Injuries among children reveal an upward trend, particularly for male children, increasing from 129 in 2021 to 145 in 2023, and for female children, from 64 in 2022 to 97 in 2023. **This data highlights the persistent vulnerability of these groups and underscores the need for targeted pedestrian safety measures.**





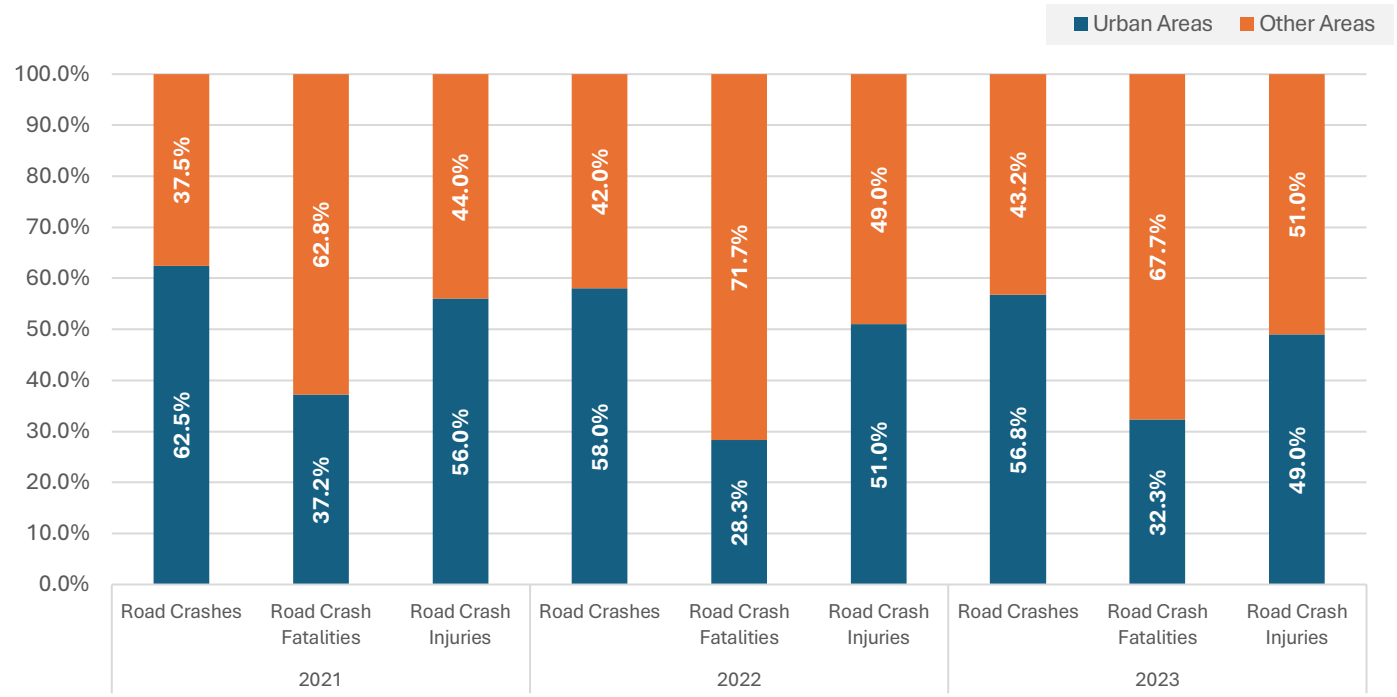
Road Crash Fatalities and Injuries Distribution in Urban and Rural Areas (2021 - 2023)

Road crashes are more prevalent in urban areas, though the percentage has decreased slightly over the years. In 2021, 62.5% of road crashes occurred in urban areas compared to 37.5% in other areas. This urban dominance continued in 2022 and 2023 with 58.0% and 56.8%, respectively, while crashes in other areas rose to 42.0% and 43.2%.

Road crash fatalities are significantly higher in other areas compared to urban areas. In 2021, 62.8% of fatalities occurred in other areas, rising to 71.7% in 2022 before slightly decreasing to 67.7% in 2023. Conversely, urban areas accounted for 37.2% of fatalities in 2021, dropping to 28.3% in 2022 and increasing slightly to 32.3% in 2023. **This suggests that crashes in rural areas are more likely to result in fatalities.**

Injuries from road crashes are more evenly distributed between urban and other areas, with a slight urban predominance in 2021 at 56.0%. However, the gap narrowed over the years, with urban injuries accounting for 51.0% in 2022 and 49.0% in 2023, while injuries in other areas increased from 44.0% in 2021 to 51.0% in 2023. This trend indicates an increasing injury rate in rural areas.

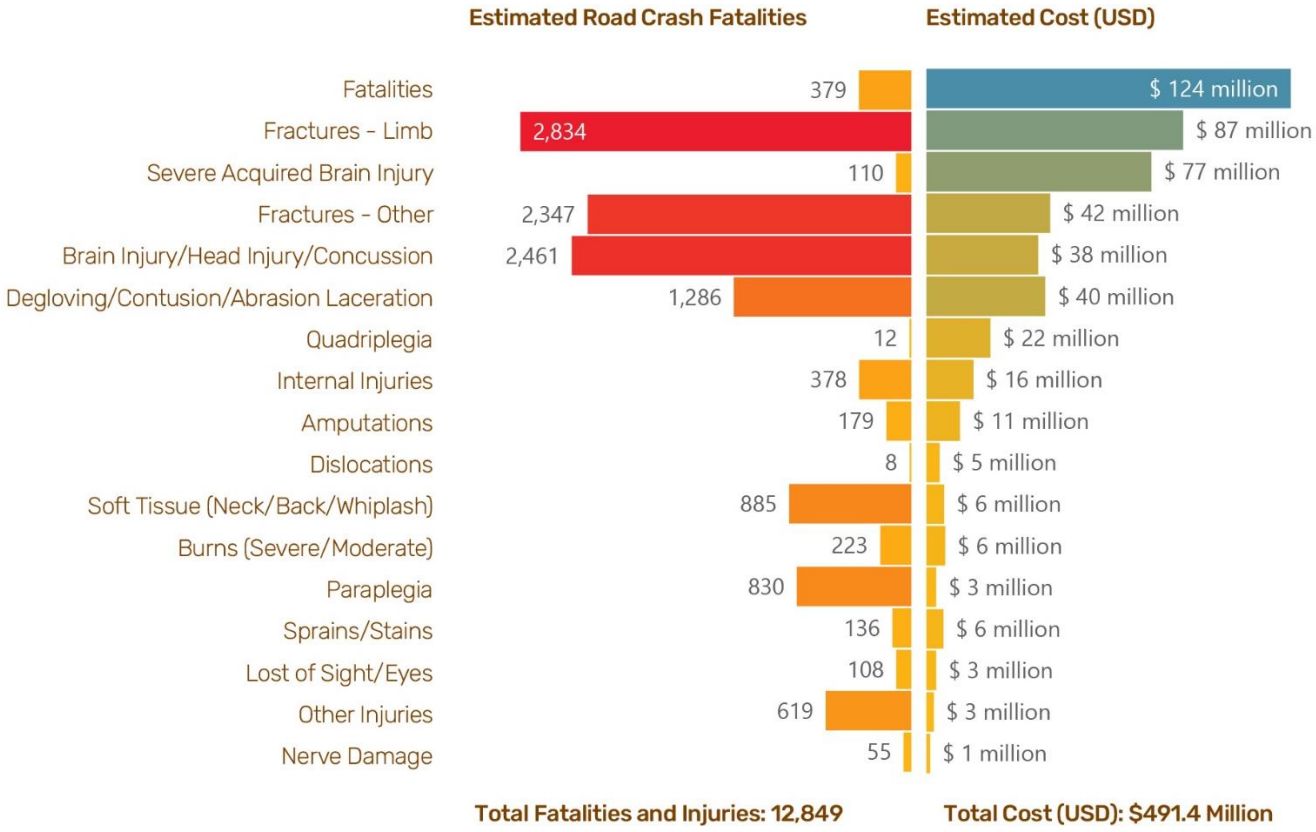
Urban Areas have a **higher frequency of road crashes but lower fatality rates**, with a trend towards more evenly distributed injuries over the years. **Rural Areas** have **a lower frequency of crashes but significantly higher fatality rates**, indicating more severe outcomes for crashes occurring in these regions. The injury rates in rural areas have been rising, nearly equaling those in urban areas by 2023.These insights highlight the need for tailored road safety strategies to address the unique challenges of urban and rural environments, focusing on reducing fatalities and injuries effectively.



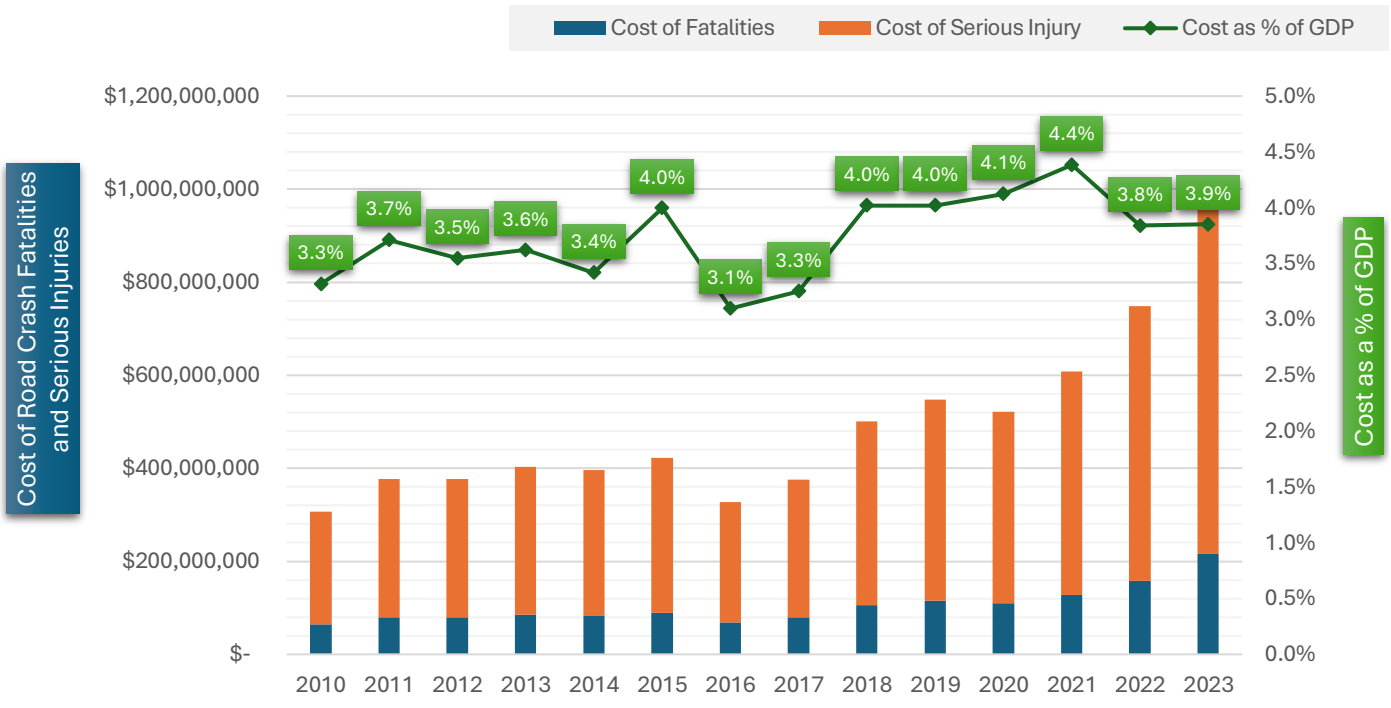
Estimated Road Crash Fatalities and Injuries and Estimated Costs (iRAP Safety Insights – 2021 Data from 2024 WHO GRSS)

Globally, road crashes cost between 2% and 7% of the GDP, emphasizing the significant financial burden they impose. The iRAP Safety Insight Explorer, using data from WHO and other organizations, provides detailed insights into the economic impacts of road crashes and supports the development of cost-effective road safety interventions.

In Armenia the economic and social cost of road crash fatalities and injuries (both serious and minor) is calculated using the general approximation rule developed by iRAP. This method estimates the cost of a fatality at 70 times the GDP per capita and the cost of a serious injury at approximately 25% of the Value of a Statistical Life (VSL). The iRAP Safety Insight Explorer provides a detailed breakdown of these costs and highlights the significant economic and social impacts of road crashes. **For Armenia the estimated cost in 2021 was US$491.4 million, which represents about 3.5% of the country's GDP.**



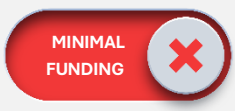
The economic and social cost of road crashes in Armenia, calculated using the iRAP methodology, highlights significant financial impacts over the years. Applying an estimated 15:1 ratio of serious injuries per fatality, it is clear that these costs were substantial from 2010 to 2023. Specifically, in 2023 the cost of road crash fatalities was estimated at $216,125,280, while the cost of serious injuries was $810,469,800. This results in a total cost of $1,026,595,080, which accounts for 3.9% of Armenia's GDP. The graph below illustrates the trend in costs from 2010 to 2023, emphasizing the persistent and growing economic burden road crashes impose on the country.



PILLAR 1 | ROAD SAFETY MANAGEMENT

National and Subnational Strategies

Armenia is currently developing national and subnational strategies for road safety, which will include measurable targets to reduce the number of fatalities and serious injuries from road traffic crashes.

National/Subnational Strategies for Road Safety	Measurable Targets to Reduce Fatalities & Serious Injuries	Presence of a Road Safety Lead Agency (RSLA)	Defined Road Safety Functions for the RSLA	Dedicated Funding for Specific Road Safety Activities/Functions
				

Road Safety Lead Agency and Stakeholder Involvement

Armenia does not have a dedicated Road Safety Lead Agency. Consequently, no specific functions are assigned to such an entity across various areas, including coordination, policy planning, monitoring, public outreach, capacity building, and data management.

Development, implementation, and evaluation of road safety strategies in Armenia will involve multiple stakeholders, including academia, the private sector, and civil society – according to the draft document that is being elaborated. This collaborative approach aims to enhance the effectiveness of road safety measures.

Funding for Road Safety

Currently no dedicated funding is allocated in the government budget for various road safety activities such as injury prevention, healthcare and treatment of crash injuries, capacity building, and research. The percentage of regular funding for road safety from sources like general government revenues, health insurance, motor vehicle insurance, international donors, national donors, and earmarked taxes is not available.

Armenia implements several fiscal measures related to road safety, including taxation on fuel/carburant, taxation on alcoholic beverages, taxation on road use (e.g., tolls), taxation on vehicle purchase, vehicle insurance, and economic sanctions for infractions. However, there is uncertainty about whether these funds are specifically earmarked for road safety. Additionally, no funding is allocated in the government's budget for a lead agency to perform road safety functions.

Road Crash Data Collection System

Armenia has a structured approach to traffic accident data collection managed by the Police of the Ministry of Internal Affairs. This system operates under the framework established by Government Decision No. 1410-N dated November 8, 2007, on the "Procedure for State Registration of Traffic Accidents" and the Road Traffic Safety Law enacted on July 8, 2005.

Data Collection Process

When a traffic accident occurs, an officer from the road traffic service unit or patrol service arrives at the scene and undertakes necessary measures as per Armenian legislation. The officer then promptly reports to the operational control center or traffic police center. The details of the accident are recorded in an electronic chart, which includes the following information:

Detail	Description
Accident Details	Date, time, and location of the accident
Vehicle Information	Type of car, registration numbers, and ownership of the vehicles involved
Driver Information	Names, birthdates, places of residence and work (if available) of the drivers involved
Victim Information	Names, birthdates, places of residence and work (if available) of the victims

Detail	Description
Responding Team	Composition of the operative-investigative group that attended the accident site
Geographical Information	GIS location automatically downloaded to an electronic map reflecting the coordinates of the accident location
Additional Circumstances	Road conditions, weather conditions, and other relevant factors characterizing the accident

Modernization and Analysis Tools

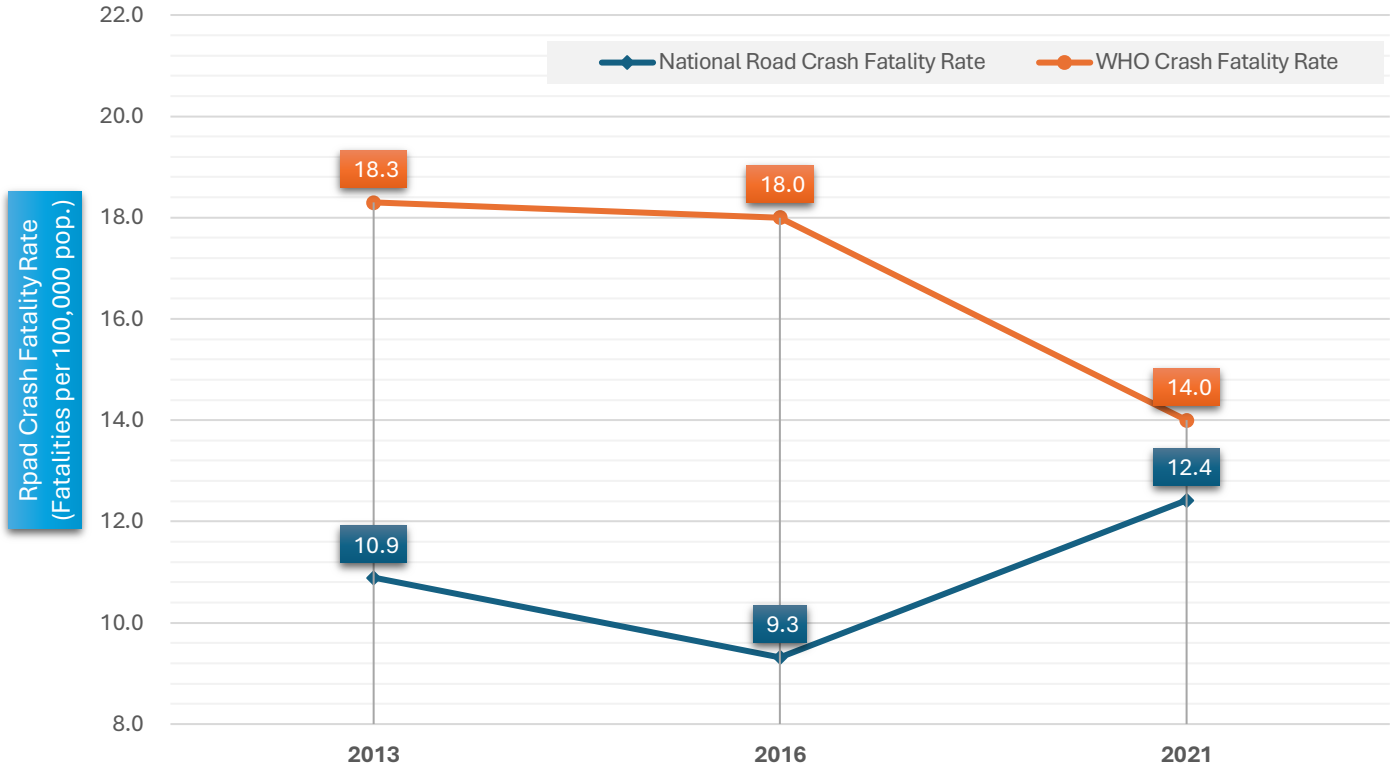
The Road Safety Management (Crash Data) system in Armenia was modernized through the collaborative efforts of the UN Road Safety Fund, UNDP (lead agency), and the SDG Innovation Lab. This modernization led to the development of an advanced accident analysis tool. This tool enables road safety engineers to conduct "black points" detection analysis, identifying high-risk areas where accidents are frequent and implementing measures to improve safety in these locations.

This comprehensive system ensures accurate and detailed recording of traffic accidents as well as supports ongoing efforts to enhance road safety through data-driven analysis and targeted interventions.

Discrepancy in Road Crashes Fatalities and Injuries Data

The discrepancy between road crash fatality rates reported at the national level in Armenia and those corrected by WHO reveals significant variations. This analysis uses data points from 2013, 2016, and 2021 to highlight these discrepancies. In 2013 the national road crash fatality rate was reported at 10.9, while the WHO corrected rate was significantly higher at 18.3, resulting in a 68% discrepancy. This gap widened in 2016, with the national rate at 9.3 compared to the WHO rate of 18.0, showing a 93% discrepancy. However, by 2021 the discrepancy had substantially narrowed, with the national rate at 12.4 and the WHO rate at 14.0, resulting in only a 13% difference.

This trend indicates a substantial improvement in the accuracy of national reporting over time, with 2021 data showing almost similar figures to WHO estimates. **The reduction in data discrepancy suggests advancements in data collection and reporting systems with the adoption of the EC CADaS protocol in 2019.** Addressing these discrepancies is crucial for developing effective road safety measures and policies based on reliable data.



PILLAR 2 | SAFER ROADS AND ROADSIDES

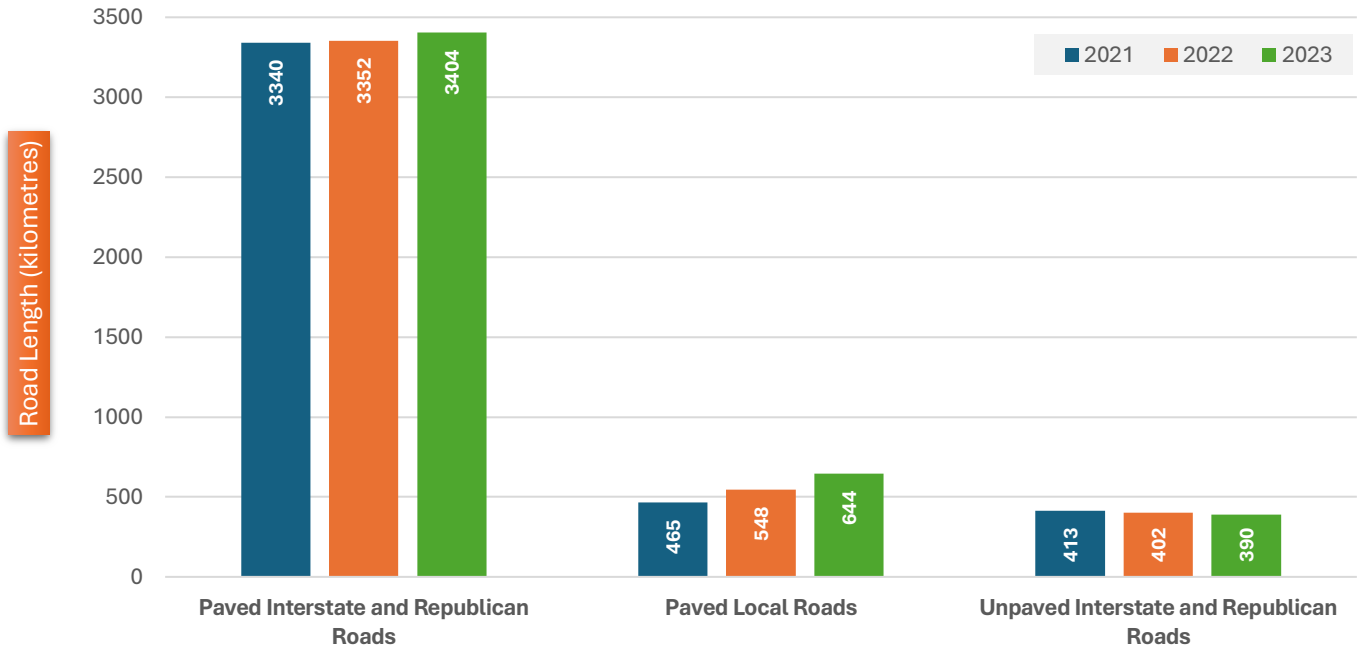
Road Network Length

Ensuring safe roads and roadsides is critical to enhancing road safety infrastructure. This section introduces Armenia's total road network, highlighting the lengths of different types of roads over recent years. The following graph presents the data on paved expressways, paved primary/secondary roads, unpaved roads, and paved streets from 2021 to 2023, illustrating the development and expansion of the country's road infrastructure.

Between 2021 and 2023 Armenia saw significant changes in its road network:

- **Paved Primary/Secondary Roads:** Increased from 3,340.43 km to 3,403.84 km of interstate and republican roads, and from 465.13 km to 644.34 km of local roads, representing a 1.9% increase for interstate and republican roads and a 38.5% increase for local roads.
- **Unpaved Roads:** Decreased from 412.8 km to 389.6 km, a reduction of 5.6%.

These percentage changes underscore the efforts to expand and improve Armenia's road infrastructure, focusing on enhancing paved roads and streets while reducing unpaved roads to ensure safer and more efficient transportation across the country.



Road Safety Audits and Standards

NO MANDATE	EXISTING STANDARDS	NO LEGISLATION	NO PROGRAM	EXISTING STANDARDS
New Road Infrastructure Mandate Formal RSA/Star/Safety Rating Before Construction	Technical Design Standards for New Roads Accounting for Safety for all Road Users	Legislation for Periodic Safety Inspection and Maintenance of Existing Road Network	Systematic Program to Target Investment & Upgrade High-Risk Locations	Technical Standards Recognizing the Impact of Land Use on Transportation

Armenia **does not mandate formal road safety audits or star/safety rating assessments** for new road infrastructure projects before construction. However, the country has established **technical design standards that must be met in developing new roads** to ensure the safety of all road users. These standards are guided by several government decisions, including No. 28-N (2022), No. 1262-N (2012), No. 113-N (2008), and No. 1699-N (2006).

Maintenance and Safety Inspections

Armenia has **no legislation requiring the existing road network to undergo periodic maintenance safety inspections or formal road safety assessments**. Data on the proportion of the national road network that undergoes safety rating assessments is not available, nor is there information on the kilometers of roads audited in 2023. Armenia has **no systematic program to target investment and upgrade higher-risk locations** for any road user type on existing roads.

Technical Design Standards

Armenia's design standards ensure safe crossings for pedestrians and cyclists where they are present. This provision aims to enhance the safety of vulnerable road users. Armenia **has technical design and operational standards that recognize the importance of land use and its influence on the transport system's** expected mix of different road users.

EC 96/2008 Directive Implementation

Armenia is making appropriate changes to the Law "On Motorways" in order to implement the **EC 96/2008 Directive**. This project is under discussion in the RA National Assembly, thus reflecting the country's efforts to align with European road safety standards.

Road Safety Investments

Year	Amount Invested (EUR)	Major Contributor to Funds Invested
2023	2.6 million (ARSIP Black Spots Improvement)	European Investment Bank and The Government of the Republic of Armenia (RA)
	6.7 million (Roads Reconstruction Project financed by the State Budget)	
2022	1.12 million (ARSIP Black Spots Improvement)	European Investment Bank, World Bank, and The Government of RA
	1.51 million (LRNIP Black Spots Improvement)	
	5.7 million (Roads Reconstruction Project financed by the State Budget)	
2021	1.41 million (ARSIP Black Spots Improvement)	European Investment Bank, World Bank, and The Government of RA
	1.35 million (LRNIP)	
	2.4 million (Roads Reconstruction Project financed by the State Budget)	
2020	2.18 million (Roads Reconstruction Project financed by the State Budget)	The Government of RA

Recent Road Safety Project Details

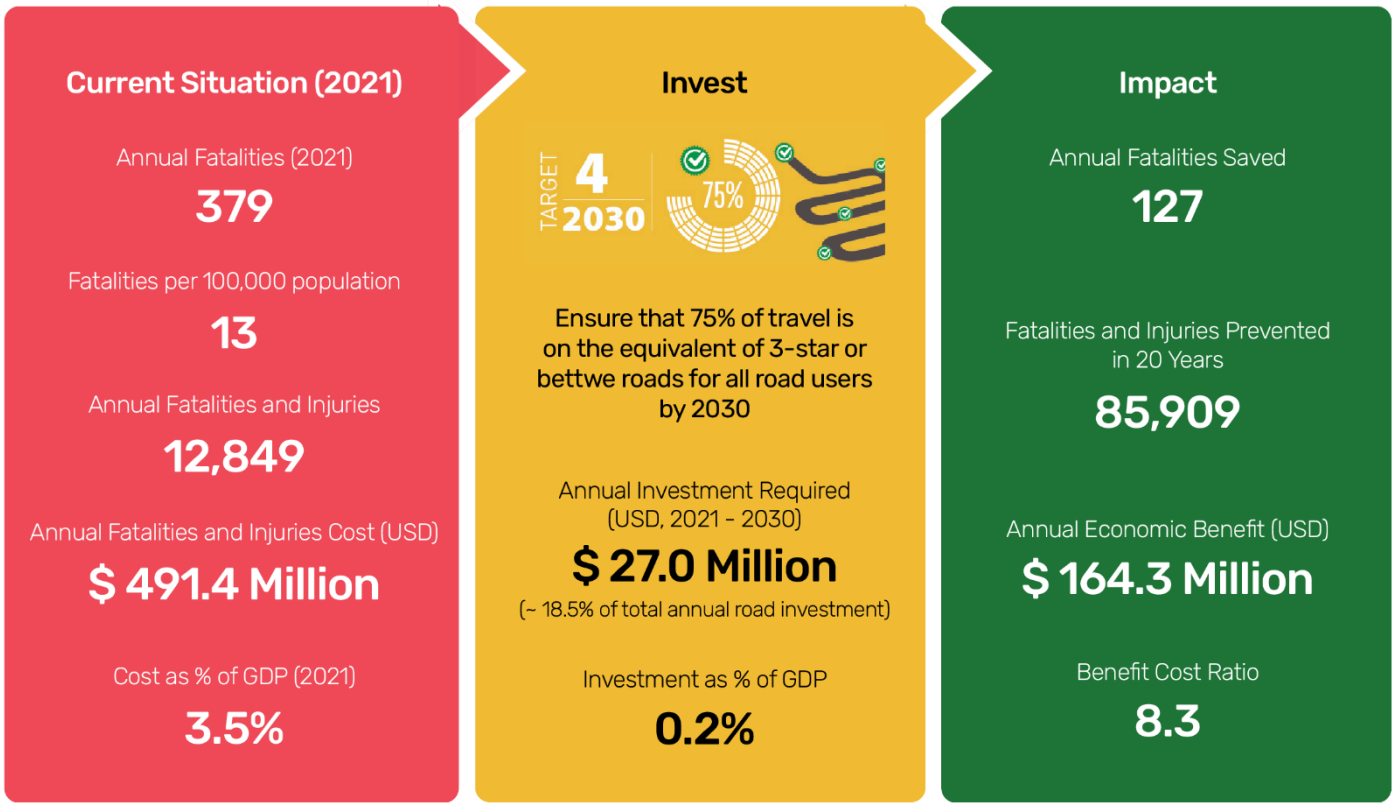
Period	Project Title	Brief Objective/Expected Outcome or Status	Road Safety Component
2013 - 2022	**Lifeline Road Network Improvement Project** *(Financed by the World Bank)*	To improve access to markets and services for rural communities by: ▪ upgrading selected Lifeline Roads; and ▪ strengthening the capacity of the Borrower's line ministry in charge of roads to manage the Lifeline Road Network. **Project is completed.**	The outcomes of the projects are: ▪ Implementation of 112 Safe Village projects. ▪ 5,706 people participated in meetings conducted at 83 rural schools from beneficiary communities within the Safe Village road safety education campaign.,. ▪ Improvement of 14 Black Spots on the 2 Interstate and 5 republican roads.

Period	Project Title	Brief Objective/Expected Outcome or Status	Road Safety Component
2019 - 2023	**Armenian Road Safety Improvement Project** *(Financed by the European Investment Bank)*	Project's specific objectives are: ▪ To improve road safety on selected roads. ▪ To review Armenian road design standards and procedures to align with the principles of the EU road safety directive and international best practices on road safety. ▪ To increase road safety audit capacity at key planning/design institutions. ▪ To increase road safety awareness and improve road users' behavior, especially vulnerable road users. ▪ To identify future road safety investments. **Project is completed.**	The outcomes of the projects are: ▪ Improvement of 47 Black Spots on the 6 Interstate and 4 republican roads. ▪ Implementation of improvement works on road safety elements of M4 interstate road (on the road section with a 38.4 km total length). ▪ 19 participants were awarded Road Safety Auditor qualification as a result of the training. ▪ The consultant developed a document on the modernization of road safety standards and norms. This document was circulated in the concerned state bodies of the Republic of Armenia.

iRAP Safety Insights – Star Rating for Existing Infrastructure and Business Case [2021 WHO GRSS Data]

Armenia currently lacks extensive iRAP studies to assess the star ratings of its road infrastructure. Such studies are crucial for providing data-driven insights that road authorities can use to enhance road safety.

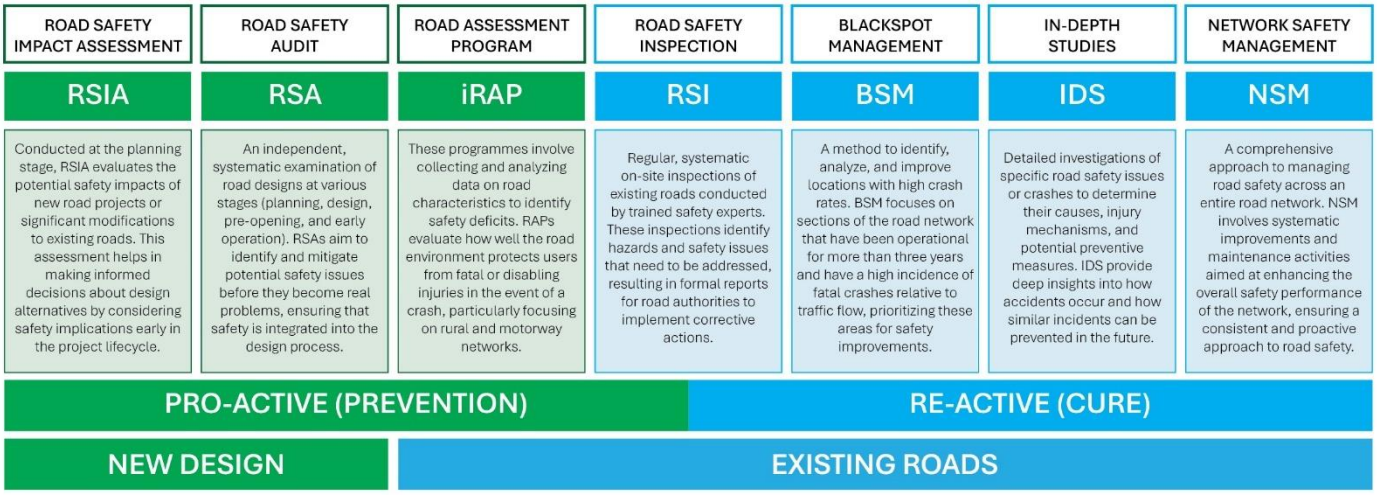
The iRAP Business Case for Armenia highlights the potential benefits of investing in road safety. An annual investment of 0.2% of GDP, approximately $27 million annually from 2021 to 2030, could significantly improve road safety outcomes. This investment is projected to save 127 lives annually, prevent 85,909 fatalities and injuries over 20 years, and generate an annual economic benefit of $164.3 million, resulting in a benefit-cost ratio of 8.3.



Source: iRAP Safety Insights Explorer (https://irap.org/safety-insights-explorer/).

Road Infrastructure Safety Assessment Performance (2018 Baseline)

Directive 2008/96/EC of the European Parliament and of the Council of 19 November 2008 on road infrastructure safety management (RISM) is a legislative act designed to enhance road safety across the European Union. This directive establishes procedures to ensure that safety considerations are integrated into all phases of road infrastructure management. Its main objective is to reduce road crashes and fatalities by implementing safety management practices in the planning, designing, and operating of road infrastructure within the trans-European road network. The directive emphasizes preventive measures and proactive safety assessments to achieve its goals. The chart below summarizes the RISM procedures covered under the directive.



In 2018 the Eastern Partnership (EaP) Transport Panel Secretariat conducted a benchmarking survey on implementing the EU road safety Directive in each EaP country. This survey was carried out in two phases: (i) Quantitative Survey - EaP countries self-reported the extent to which they had implemented the individual measures prescribed by Directive 2008/96/EC. This initial phase aimed to gather data on the adoption levels of the directive's safety management practices; (ii) Qualitative Survey - Conducted by the World Bank team, this phase focused on the detailed evaluation of the four main tools of road safety management: Road Safety Audit (RSA), Road Safety Inspection (RSI), Road Safety Impact Assessment (RSIA), and Blackspot Management (BSM)—the qualitative survey aimed to better understand the current implementation status and challenges faced by the EaP countries.

This benchmarking exercise aimed to identify key focus areas and set intermediate objectives for national road safety action plans. The survey also aimed to pinpoint areas of low progress where targeted assistance could be most beneficial. By identifying specific gaps and needs, the benchmarking survey supports the development of more effective road safety strategies and action plans, ultimately contributing to improving road safety across the EaP region.

The percentage scores in the table below indicate the level of implementation for the various objectives and desired outcomes. A low score signifies a low level of implementation, whereas a high score indicates that the country is well on its way to fully implement the specific aspect.

Impact Indicator Used	ARM	AZE	GEO	MDA	EaP Average
Implementation of RSIA (Road Safety Impact Assessment)					
Legal basis for RSIA exists	90	95	5	5	49
Adequate RSIA manual in official use	80	95	5	5	46
Trained staff for RSIA available	60	50	5	10	31
Road Authorities have a budget to purchase RSIA	50	95	5	5	39
All major new roads and reconstructions passed the RSIA procedure	75	95	5	5	45
RSIA Recommendations being accepted in the feasibility stage	80	95	5	5	46
Total Scores for Road Safety Impact Assessments (RSIA)	435	525	30	35	256

Impact Indicator Used	ARM	AZE	GEO	MDA	EaP Average
Implementation of RSA (Road Safety Audit)					
Legal basis for RSA (Road Safety Audit) exists	85	50	30	5	43
Adequate RSA manual in official use	95	70	85	5	64
Trained road safety auditors available	25	50	50	30	39
Road Authorities have a budget to purchase RSA	25	95	10	5	34
All new, reconstructed, and rehabilitated roads are being safety audited	50	95	10	25	45
RSA Recommendations being implemented by Roads Authority	80	95	50	20	61
Total Scores for Road Safety Audits (RSA)	360	455	235	90	285
Implementation of RSI (Road Safety Inspection)					
Revision (update) of road design standards undertaken	75	95	75	85	83
Revision (update) of road design norms (guidelines) undertaken	65	95	80	20	65
Convention of road signs/signals 1968 fully implemented	60	95	50	30	59
Vehicle Restraint Systems (VRS) standard based on EN 1317	50	95	20	5	43
Work zone protection based on best international practice	70	95	75	35	69
Harmonization between standards/norms/guidelines and other legislation undertaken	80	50	80	50	65
Average Scores for Road Safety Inspections (RSI)	400	525	380	225	383
Black Spot Management – BSM (Black Spot Management)					
Legal basis for BSM (Black Spot Management) exists	60	50	10	10	33
Adequate BSM Manual in official use	50	35	70	5	40
Clear definition (criteria) of black spot exists	80	80	10	20	48
Trained black spot investigators available	80	80	40	30	58
Annual black spot improvement program in place	95	75	75	5	63
Black Spot Management – BSM (Black Spot Management)					
Road Authorities have dedicated funds for BSM improvements	90	50	50	10	50
BSM recommendations being implemented by the Road Authority	90	70	70	50	70
Average Scores for Black Spot Management (BSM)	545	440	325	130	360
Road Assessment Program (RAP) – e.g., iRAP					
Legal basis for RAP (Road Assessment Program) exists	60	20	10	5	24
RAP implemented on the road network	50	20	10	20	25
Annual RAP program exists	50	20	10	5	21
Road Authorities have dedicated funds for RAP improvements	60	80	10	5	39
RAP recommendations being implemented by Roads Authorities	80	80	10	5	44
Average Scores for Road Assessment Programs (RAP)	300	220	50	40	153

Impact Indicator Used	ARM	AZE	GEO	MDA	EaP Average
Application of traffic calming measures					
Legal basis for the application of traffic calming measures exists	60	50	10	10	**33**
Adequate traffic calming manual in official use	50	35	70	5	**40**
Clear criteria for the selection of traffic calming measures exist	**80**	**80**	10	20	**48**
Trained staff available	**80**	**80**	40	30	**58**
Road authorities have dedicated funds for traffic calming implementation	**95**	75	75	5	**63**
Traffic calming recommendations being implemented by Roads Authority	**90**	50	50	10	**50**
Average Scores for Traffic Calming Measures	**455**	**370**	**255**	**80**	**290**
Application of road design standard/norms/guidelines revision					
Revision (update) of road design standards undertaken	**85**	**95**	**80**	50	**78**
Revision (update) of road design norms/guidelines undertaken	75	**80**	**80**	50	**71**
Convention of road signs/signals 1968 fully implemented	**100**	**95**	**80**	**100**	**94**
Vehicle Restraint Systems (VRS) standard based on EN 1317	60	70	**80**	**80**	**73**
Work zone protection based on best international practice	40	50	50	50	**48**
Harmonization between standards/norms/guidelines and other legislation undertaken	60	**80**	**80**	70	**73**
Average Scores for Road Design Standard Revision	**420**	**470**	**450**	**400**	**435**
Building the capacity of engineers and technical staff					
Adequate Manuals/Guidelines for safety engineering produced	50	75	70	10	**51**
Selected Government, Consultants, and Academic staff trained	35	75	60	5	**44**
Different road safety curricula for university courses (RSIA, RSA, RSA, RAP, BSM, TC)	40	50	30	30	**38**
Students being taught about safe design approaches during their studies	50	50	30	70	**50**
Average Scores for Capacity Building	**175**	**250**	**190**	**115**	**183**

Speed Limits and Comparison with Safe Speed Limits

EXISTING LEGISLATION	NO 30 KPH ZONES	NO ADOPTION	AUTOMATED & MANUAL	~ 11.6%
National Legislation Setting Maximum Speed Limits	30 km/h Zones in Urban Areas	Adoption of Road Safety Policies for Cities & School Zones	Enforcement Mechanisms	Proportion of Road Traffic Fatalities attributable to excess speed

Armenia has **national legislation that sets upper-speed limits for private passenger cars and motorcycles**. This legislation was enacted in 2005 under the "Road Traffic Safety" law. A comparison of the set speed limits and the Suggested Safe Systems Speed Limits, as well as the potential decrease in fatal road crashes when adopting the safer speeds, is shown in the table below.

	ROAD CATEGORY		
	URBAN	RURAL	MOTORWAYS
Maximum Speed Limit in Armenia	60 km/h	90 km/h	110 km/h
Maximum Speed Limit **(with a Speed Tolerance Limit of 10 km/h)**	70 km/h	100 km/h	120 km/h
Difference from Recommended Safe System Speeds[12]	**+40 km/h**	**+30 km/h**	**+30 km/h**
Potential Decrease in Fatal Road Crashes when Enforcing Safe System Speed Limits[13]	**97% decrease**	**76% decrease**	**68% decrease**

Authority and Enforcement

Local authorities in Armenia cannot modify speed limits. Speed limits are enforced by the police officers carrying speedometers and automatic detection systems such as cameras.

Speed Violations and Impact

According to police reports, there were **799,423 speed violations** in 2023. Excessive speed is a significant factor in road safety, with **11.6% of annual road traffic fatalities in Armenia attributed to speeding**. This highlights the ongoing need for effective speed enforcement and road safety measures.

Speed Calming Infrastructure

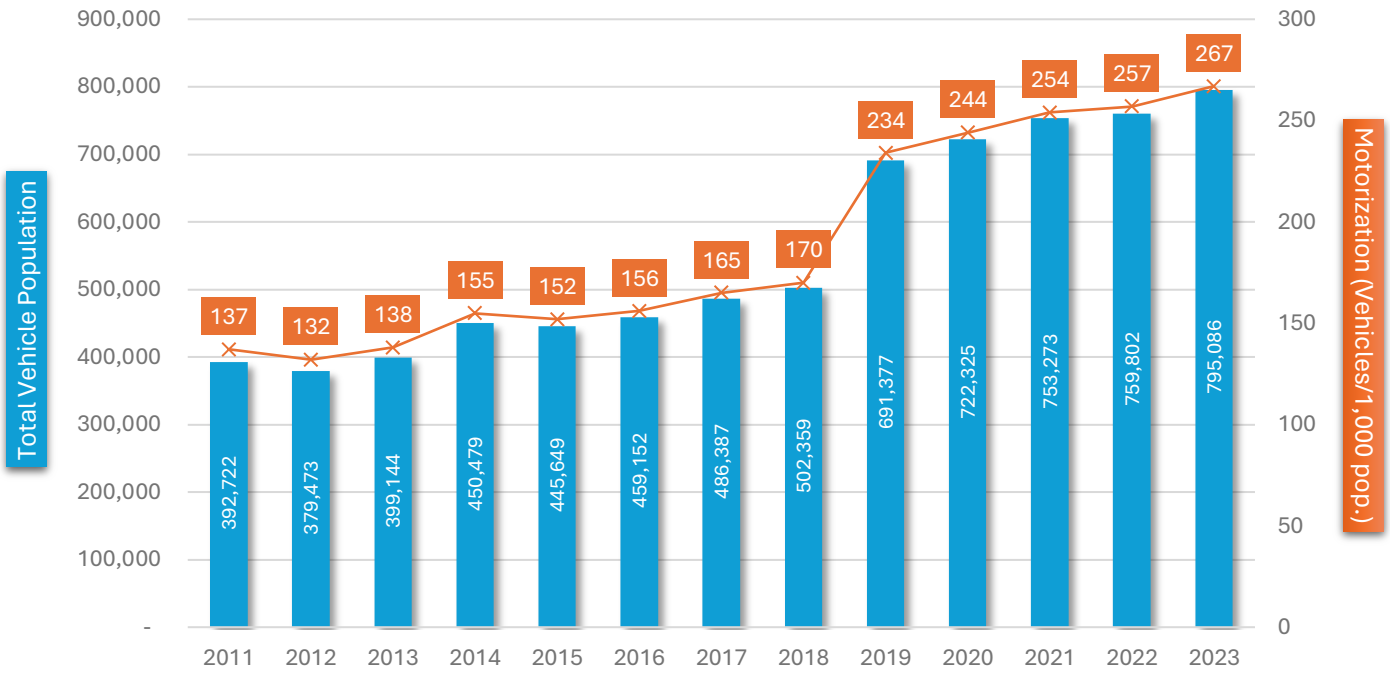
Speed Calming Infrastructure Category	Presence in Armenia (Present/Not Present)	Brief Description/Narrative of Implementation and Results
Narrowing, e.g., islands and pinch points	PRESENT	Some roads are narrowed to reduce average speeds
Vertical Deflections, e.g., road humps	PRESENT	Present in front of educational institutions (schools, universities, etc.)
Horizontal Deflections, e.g., chicanes and mini-roundabouts	PRESENT	Horizontal deflections on some road sections in urban areas
Blocking or Restricting Access, e.g., street closures, median diverters, pedestrian zones, cul-de-sacs, etc.	PRESENT	Blocked roads and restricted access on some road sections in urban areas
Road markings, signs, and furniture, e.g., colored surfacing	PRESENT	Road markings with speed limits on some road sections

[12] Safe System Recommended Speed Limits: *Residential & Urban – 30 km/h; Rural – 70 km/h; Motorways – 90 km/h.*
[13] Potential decrease in fatal road crashes when enforcing Safe Systems Speed Limits calculated using the Nilsson's Power Model connecting speed and road trauma (M.H. Cameron, R. Elvik, 2010).

PILLAR 3 | SAFER VEHICLES

Vehicle Population and Distribution

From 2021 to 2023 Armenia experienced a steady increase in vehicle population and motorization rates. The total number of vehicles rose from 877,113 in 2021 to 933,258 in 2023 **(6.4% increase)**. The quantity of cars and 4-wheeled light vehicles saw significant growth, from 753,273 to 795,086 **(5.6% increase)**. The motorization rate, or vehicles per 1,000 people, increased from 296 to 313 over the same period **(5.7% increase)**. This trend indicates a growing vehicle ownership rate, particularly in cars, light vehicles, and heavy trucks.



					Other Vehicles
2023	85.2%	11.1%	0.4%	1.5%	1.8%

Compliance with UN Vehicle Safety Regulations

In Armenia vehicle regulations for safety features in 4-wheeled and 2/3-wheeled motorized vehicles show significant gaps. For 4-wheeled vehicles there are no standards for front and side impact protection to ensure occupant safety in crashes. Additionally, there are neither requirements for Electronic Stability Control to prevent skidding and loss of control, nor Advanced Emergency Braking systems to reduce collisions, nor pedestrian protection standards to mitigate the severity of impacts with motor vehicles. Similarly, no regulations mandating anti-lock braking systems or daytime running lights exist for 2/3 wheeled motorized vehicles. These shortcomings highlight areas where vehicle safety regulations could be strengthened to improve road safety.

CRASH TESTS	Frontal Impact (No.94) Side Impact (No.95)	NOT APPLIED	ELECTRONIC STABILITY CONTROL	Electronic Stability Control No.140 (GTR 8)	NOT APPLIED	AUTONOMOUS EMERGENCY BRAKING	Autonomous Emergency Braking Systems	NOT APPLIED
PEDESTRIAN SAFETY	Pedestrian Protection No.127 (GTR 9)	NOT APPLIED	ANTI-LOCK BRAKES	Moto rcycle Anti-Lock Brakes No.78 (GTR3)	NOT APPLIED	SEAT BELTS	Seat Belt & Anchorages (No.16 & 14)	NOT APPLIED

Import Regulations and Periodic Maintenance

Export/Import Regulation of Used Vehicles	Import Age Limit Based	National Legislation for Periodic Inspection	Inspection Period
REGULATED	NO AGE LIMIT	EXISTING REGULATION	VARIES WITH AGE

Export/Import Restrictions

Armenia has implemented specific regulations regarding the export, import, and periodic inspection of motorized vehicles. Armenia imposes restrictions on the import of used vehicles. According to the Law HO-125, effective April 1, 2018, the importation of right-hand drive vehicles into the Republic of Armenia is prohibited. This regulation aims to standardize vehicle control systems and enhance road safety.

Periodic Inspection of Motorized Vehicles

Armenia mandates periodic technical inspections for motorized vehicles. The intervals for these inspections vary based on the vehicle's age and type:

- **First Inspection:** Conducted in the fourth year following the vehicle's release.
- **Annual Inspections:**
  - Vehicles over 4 years old, including light passenger taxi cars, trolleybuses, buses, and specialized vehicles for transporting dangerous goods, undergo **annual inspections** if they are up to 10 years old. If over 10 years old, inspections are required **every 6 months**.
  - Light passenger cars, trucks, vehicles with up to 8 passenger seats, trailers, and motorcycles that are more than 4 years old and up to 10 years old are inspected **every 2 years**.
  - Vehicles over 10 years old are **inspected annually**.
  - Newly imported vehicles over 4 years old must pass a technical inspection before registering with the Traffic Police.

The inspection scheme includes all motorized 4-wheeled light vehicles (such as passenger cars) and professional vehicles of any size or number of wheels (such as taxis and mini-buses). The inspection methodology mandates using specific test equipment, including brake testers, to ensure vehicle safety and compliance with regulatory standards.

Vehicle Insurance

National Legislation Mandating Motor Insurance	Percentage of Vehicle Fleet Insured	Maximum/Minimum Insurance Premium	Fund for Victims of Uninsured /Unidentified Vehicles
EXISTING REGULATION	70%	NOT REGULATED	NO FUND

In Armenia all vehicles circulating on the roads must have motor insurance. This mandate applies to various vehicle types, including **4-wheeled light vehicles, buses designed to carry ten or more people, heavy trucks weighing 3500 kg or more, bicycles (both pedal and electric), and micro-mobility devices such as e-scooters**. The law also extends to other specific vehicle categories defined by the national legislation.

Mandatory motor insurance in Armenia offers robust coverage to ensure comprehensive protection. This includes **material damage to the insured vehicles, personal injuries, death, and disability**. Additionally, the insurance provides legal advice support, thus helping policyholders navigate any legal challenges that may arise from road incidents.

PILLAR 4 | SAFER ROAD USERS

Seatbelt Usage

Armenia has **national legislation mandating seatbelt use**, enacted under the "Road Traffic Safety" law on **July 8, 2005**. However, there is **no national legislation regarding seatbelt standards**.

National Legislation on Seatbelt Use	Passenger Applicability	National Legislation on Seatbelt Standards	Estimated Seatbelt Wearing Rates (2023)[14]		
EXISTING REGULATION	BOTH FRONT & REAR SEAT	NO REGULATION	70%	5%	1%
			Driver Only	Front Seat	Rear Seat

Enforcement of Seatbelt Laws

Aiming to ensure adherence to the seatbelt use mandate and to improve road safety, enforcement of seatbelt regulations in Armenia involves **administrative penalties** for non-compliance.

Motorcycle Helmet Usage

Armenia has **national legislation regarding helmet standards**, though it **does not meet internationally agreed standards**. Helmet use is **mandated by national legislation** under the "Road Traffic Safety" law, enacted on July 8, 2005. This law also **restricts children from being passengers on motorcycles**.

National Legislation on Helmet Use	National Legislation on Helmet Standards	Children Restriction as Passengers	Helmet Wearing Rates (2023)[14]		Motorcycle Helmet Enforcement
EXISTING REGULATION	EXISTING REGULATION	< 12 YRS. RESTRICTED	90%	70%	ADMINISTRATIVE PENALTIES
			Drivers	Passengers	

Enforcement of Motorcycle Helmet Laws

Aiming to ensure safety and adherence to the helmet use mandate, enforcement of motorcycle helmet laws in Armenia involves **administrative penalties for non-compliance**.

Drink Driving

National Legislation on Drink Driving	Are Fatally & Non-Fatally Injured Drivers Tested for BAC	Proportion of Road Traffic Fatalities attributable to alcohol impairment	Blood Alcohol Concentration (BAC) Limits		
EXISTING REGULATION	ALL DRIVERS TESTED	~ 0.8%	< 0.04 g/dl	< 0.04 g/dl	< 0.04 g/dl
			General Population	Young/Novice Drivers	Professional/Commercial Drivers

National Drink Driving Law and Enforcement Mechanism

Armenia has a **national law that prohibits driving under the influence of alcohol**. To enforce drink driving laws, Armenia employs several mechanisms, including **breath testing at specific locations or times**, such as during holiday periods or outside pubs and bars. This also includes sobriety checkpoints and **random breath testing** all year round.

[14] Based on estimates from police surveys from 2023.

Drug Driving

EXISTING REGULATION	NOT ALL DRIVERS	Random Check-Ups	NO DATA
National Legislation on Drug Driving	Are Fatally & Non-Fatally Injured Drivers Tested for BDC	Enforcement Mechanisms	Proportion of Road Traffic Fatalities attributable to drug impairment

Armenia also has **national legislation restricting the use of drugs, whether medicinal or illegal, while driving**. This law, part of the "Road Traffic Safety" legislation enacted on July 8, 2005, aims to curb drug-impaired driving.

Enforcement mechanisms for drug driving legislation include:

- **Blood Sample Testing:** Used to detect drug consumption in drivers.
- **Random Check-Ups:** Conducted to ensure compliance with the law.

Drivers involved in road traffic crashes, both fatal and non-fatal, are subject to testing for drug consumption, although **not all drivers are tested**. The **primary drug tested for is cannabis**, but other drugs may also be included in the testing protocols.

Currently, there is **no available estimate of the proportion of annual road traffic fatalities in Armenia that is attributable to drug impairment**.

Child Restraint

EXISTING REGULATION	NO REGULATION	NO DATA	NO DATA
National Legislation on Child Restraint Use	National Legislation on Child Seat Standards	Age or height specified for children requiring child restraint	Percentage Rate of Child Restraint Usage

Armenia has **national legislation requiring use of child restraints** since 2007; however, it **doesn't specify the child seat standards** or standards for anchoring child restraint systems to vehicles. **Enforcement of child restraint use is not regularly done by police patrols/raids.**

Distracted Driving

EXISTING REGULATION	Talking/Texting on the Phone; Eating and/or Drinking; Beaty Routines (e.g., shaving, putting makeup) and Others (such as smoking)	BANNED	NO BAN
National Legislation on Distracted Driving	Behaviors Constituting Distracted Driving	Ban on Hand-held Mobile Phone Use	Ban on Hands-free Mobile Phone Use

Driver Licensing

EXISTING PROCESS	EXISTING LEGISLATION	LEARNER'S PERMIT	EXISTING SYSTEM	EXISTING REGULATIONS
Formal Driving Licensing Process for Motorized Vehicles	Is Licensing Supported by Legislation	Learner's Permit Requirement before Full License	Penalty/Demerit System for Repeat Offenders	Mandatory Driving Time & Rest Periods for Professional Drivers

Formal Licensing Process

Armenia has a **formal driving licensing process** for motorized vehicles, supported by legislation. This process includes both **knowledge and practical tests** to ensure that drivers are well-equipped with the necessary skills and understanding of road safety.

Learner's Permit and Full License

New drivers in Armenia are required to **hold a learner's permit before obtaining a full license**. The minimum mandated period between issuing a learner's license and obtaining a full license that involves passing a physical driving test is not clearly stated. The **minimum age for legally driving a motorized vehicle in Armenia is 18**.

Professional Drivers

Professional drivers must comply with additional licensing requirements. There are government-issued rules at the national level for mandatory driving time and rest periods for professional drivers. **The maximum allowed driving time is 9 hours**.

Penalty/Demerit System

Armenia has a **penalty/demerit procedure for repeat driving offenders**, which is set up as a **9-point demerit system**. It aims to encourage safe driving habits and reduce repeat offenses.

PILLAR 5 | POST-CRASH CARE

National Emergency Care Access Number Coverage

MULTIPLE NUMBERS	PARTIAL COVERAGE	911 (General) 103 (Ambulance)
No. of Emergency Care Access Numbers	Emergency Care Access Number Coverage	National Emergency Care Access Numbers and their Use

Post-Crash Care Laws & Governance

Laws Governing Emergency Care Services

Armenia has laws that guarantee access to emergency care services. These laws ensure that individuals can receive emergency medical care without the upfront payment requirement, making emergency services more accessible to everyone in need.

Oversight of Emergency Care

There is a leading office or agency within the Ministry of Health or other relevant government ministries responsible for overseeing emergency care, including trauma care. This designated body ensures that emergency care services are managed and coordinated effectively nationwide.

Post-Crash Care Coverage and Access

~ 96%	ADEQUATE DISTRIBUTION	EXISTING STANDARDS
Population Coverage by Prehospital Ambulance System	Distribution and Access to Emergency Care Facilities	Standardized Assessment of Emergency Care Systems

Access to Prehospital Ambulance System

In Armenia an estimated **96% or higher of the population has access to effective coverage** by a formal prehospital ambulance system. This high level of coverage ensures that a significant majority of the population can receive emergency medical services when needed.

Distribution and Access to Emergency Care Facilities

The **distribution and access to emergency care facilities in Armenia are generally adequate** to meet the overall population needs. However, there are still gaps in distribution and coordination between facilities, affecting some individuals' timely access to emergency care.

Standardized Assessment of Emergency Care Systems

Armenia has conducted a standardized assessment of its prehospital and facility-based emergency care systems at the national level. This assessment helps ensure that the emergency care infrastructure is evaluated and improved based on standardized criteria.

Trauma Registry

NATIONAL REGISTRY	2022	BASED ON ICD-10
Existence of a Trauma Registry	Latest Year of Trauma Registry Data	Trauma Registry Characteristics

Trauma Registry Existence and Data Availability

Armenia maintains a **national trauma registry**, a comprehensive system for collecting and analyzing data on trauma incidents. The **most recent data available from this registry is from the year 2022**.

Trauma Registry Characteristics

The trauma registry in Armenia is detailed and **categorized according to the International Classification of Diseases, 10th Revision (ICD-10)**. It records various characteristics of injuries, including the context in which they occurred. This includes data on injuries from road accidents, street incidents, sports-related activities, household accidents, professional settings, and military events. This structured approach provides a thorough understanding of trauma causes and helps shape preventive measures and policies.

Provider Certification and Assistance

National Emergency Care Service Numbers	Certification Pathway for Prehospital Providers	Psychological Assistance for Road Victims	Legislation for Rehabilitative Medical Care
			

Armenia has established a formal, government-ratified certification pathway for prehospital providers, ensuring that first responders are properly trained and certified.

Emergency Access and Coverage

The national emergency access telephone number in Armenia has **partial country coverage**; this means that while there are one or more emergency care service access numbers, some areas of the country remain uncovered. This limited coverage presents challenges in ensuring timely emergency responses in all regions.

Psychological Assistance and Rehabilitative Care

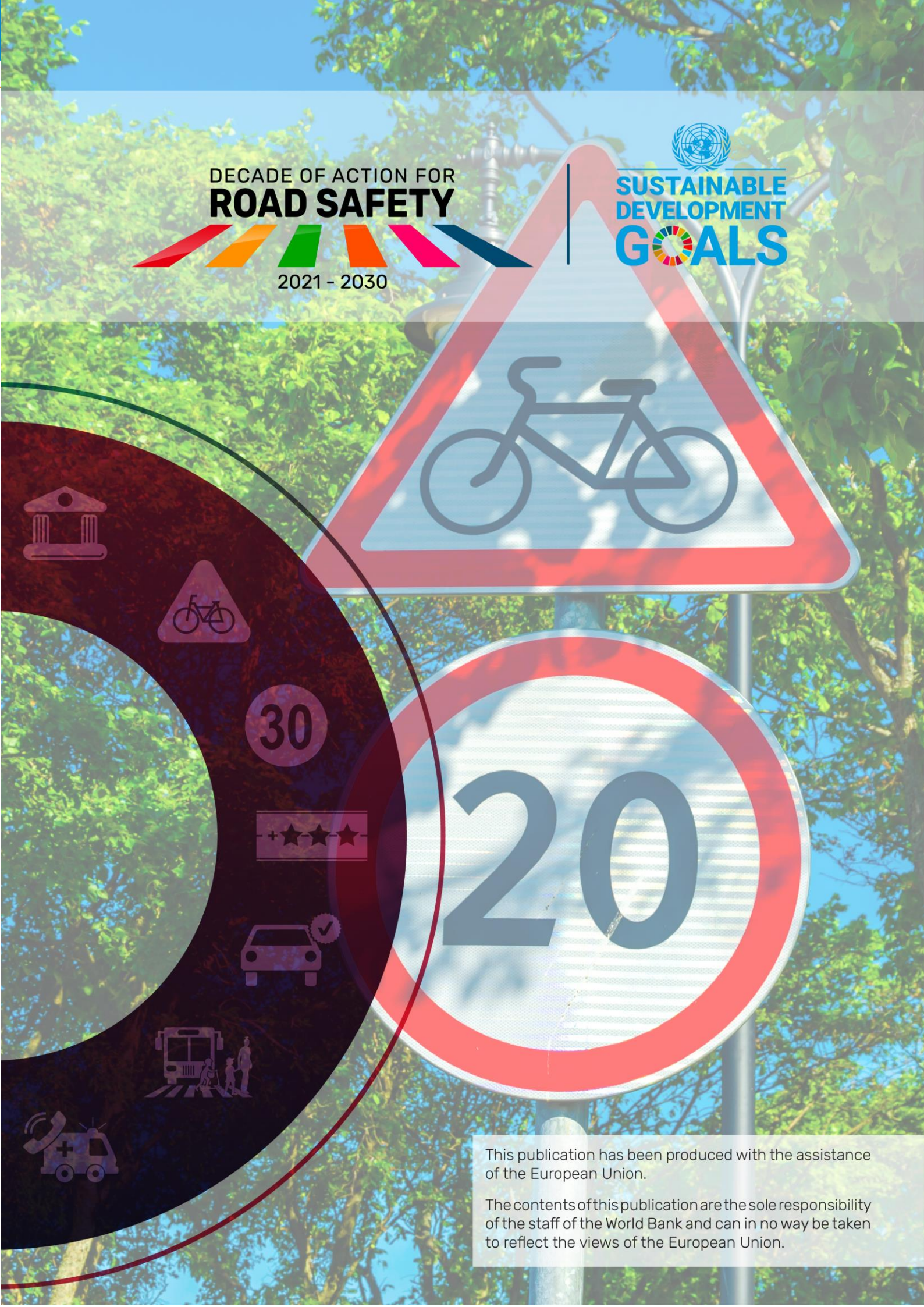
Armenia provides **free public/government services for psychological assistance to road victims and their families**, ensuring support for those affected by road incidents. There is also legislation guaranteeing rehabilitative medical care to all injured persons, though there are some exceptions to this provision.

Post-Crash Response Times and Time to Care Centers

	Average Response Times	Time to Care Centers by Responders
Urban Areas	**15 Minutes**	**Approx. 15 – 20 Minutes** *(Dependent on Distance & Road Conditions)*
Rural Areas	**Approx. 15 – 30 Minutes** *(Dependent on Distance & Road Conditions)*	**Approx. 15 – 30 Minutes** *(Dependent on Distance & Road Conditions)*

Training for First Responders

All first responders in Armenia undergo rigorous training and certification processes. The training programs are structured around the accumulation of Continuing Medical Education (CME) credits, ensuring that all personnel are equipped with up-to-date knowledge and skills. This continuous education model guarantees that first responders remain proficient in the latest emergency care techniques and protocols, enhancing the quality of emergency services nationwide.



This publication has been produced with the assistance of the European Union.

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