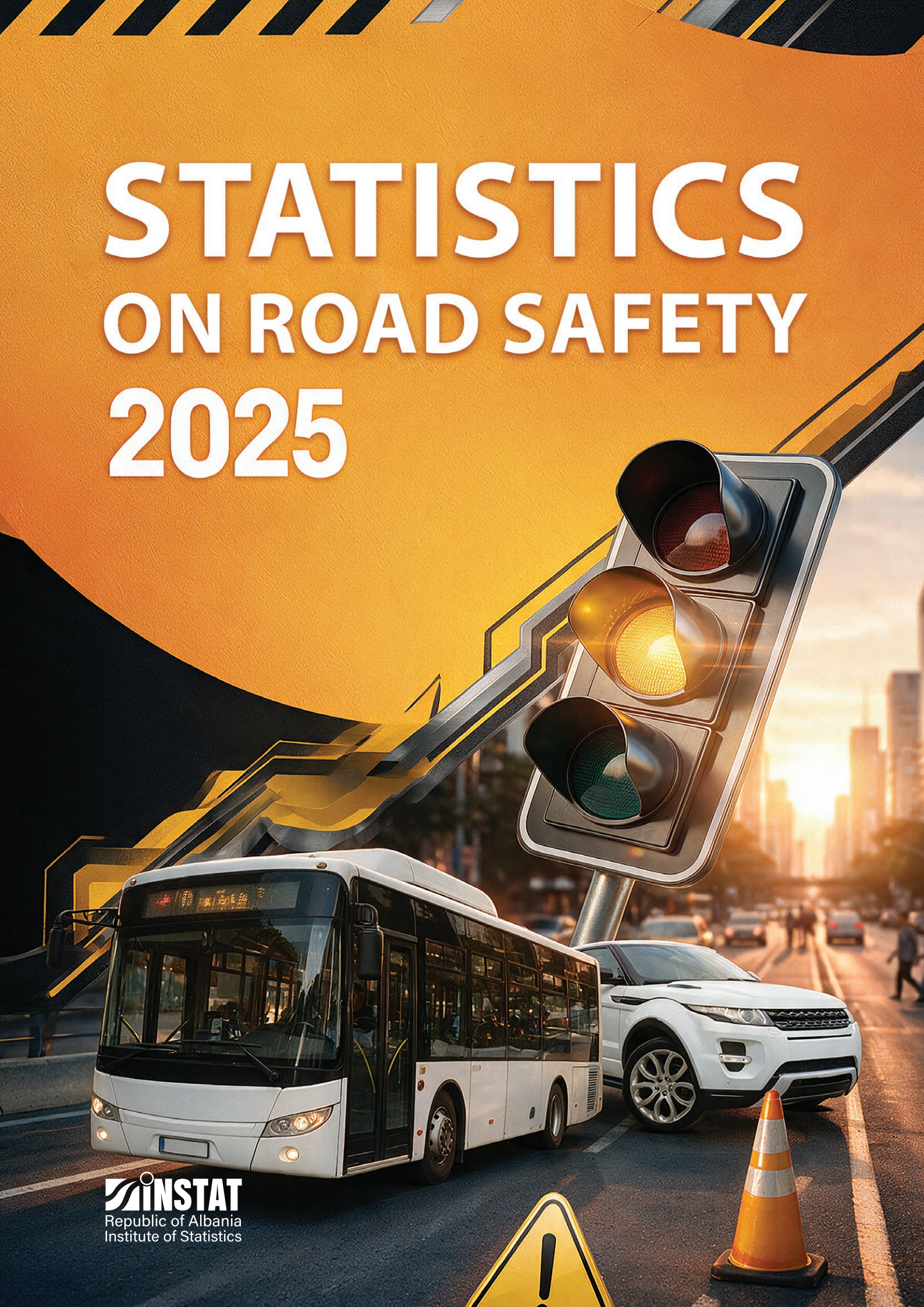
STATISTICS ON ROAD SAFETY 2025



INSTAT
Republic of Albania
Institute of Statistics

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STATISTICS ON ROAD SAFETY 2025

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INTRODUCTION

The Institute of Statistics (INSTAT) publishes with annual frequency a special publication on the main indicators of road safety. The analysis of accident statistics and their respective progress remains one of the main elements in the safety of today's mobile society.

The main purpose of this annual publication is to present results and indicators related to road accidents, including the number of accidents, as well as the number of dead and injured persons, classified by sex, road user behavior, age and factors of significant others.

Road safety consists of several main components where we can mention driver behavior, pedestrian behavior, road infrastructure, vehicle characteristics, etc. The data considered in the analysis regarding fines and suspended driving licenses only include cases where the violation may be the source of an accident.

This dedicated publication provides a clear overview of the current situation in the country and addresses the ever-increasing requests for statistical information from decision makers, researchers and academics in Albania. The preparation of this material is made possible by administrative sources containing data on road accidents. The General Directorate of the State Police is the institution that provides INSTAT with a wide information system related to road accidents.

Cooperation with other institutions and policy-makers increases INSTAT's responsibility for producing special publications and providing statistical information, which helps to better understand reality and face future challenges.

INSTAT is committed to providing a continuous partnership and productive collaboration, as evidenced by this new publication.


ROAD
ACCIDENTS

1. ROAD ACCIDENTS

In 2025, 1,375 road accidents were registered, resulting in 1,913 people involved in accidents. Accidents in 87.9 % of cases occurred as a result of the behavior of the driver and 12.1 % as a result of the behavior of the pedestrians.

Table 1: Number of Road Accidents by behaviour, 2023-2025

	2023	2024	2025
Total	**1,285**	**1,666**	**1,375**
Behavior of the driver	1,110	1,479	1,208
Behavior pedestrian	175	187	167

Source: General Directorate of State's Police, INSTAT

The number of road accidents in 2025, caused by drivers with over 9 years of driving license, caused 49.2 % of accidents, followed by the 0-3 years driving license category, which accounts for 16.3 % of total accidents.

Table 2: Road accidents by driving experience, 2023-2025

	2023	2024	2025
No driving license	65	85	67
0 - 3 years old	217	296	224
3 - 6 years old	213	246	196
6 - 9 years old	241	253	189
Over 9 years old	514	742	677
Left the scene of the event	35	44	22

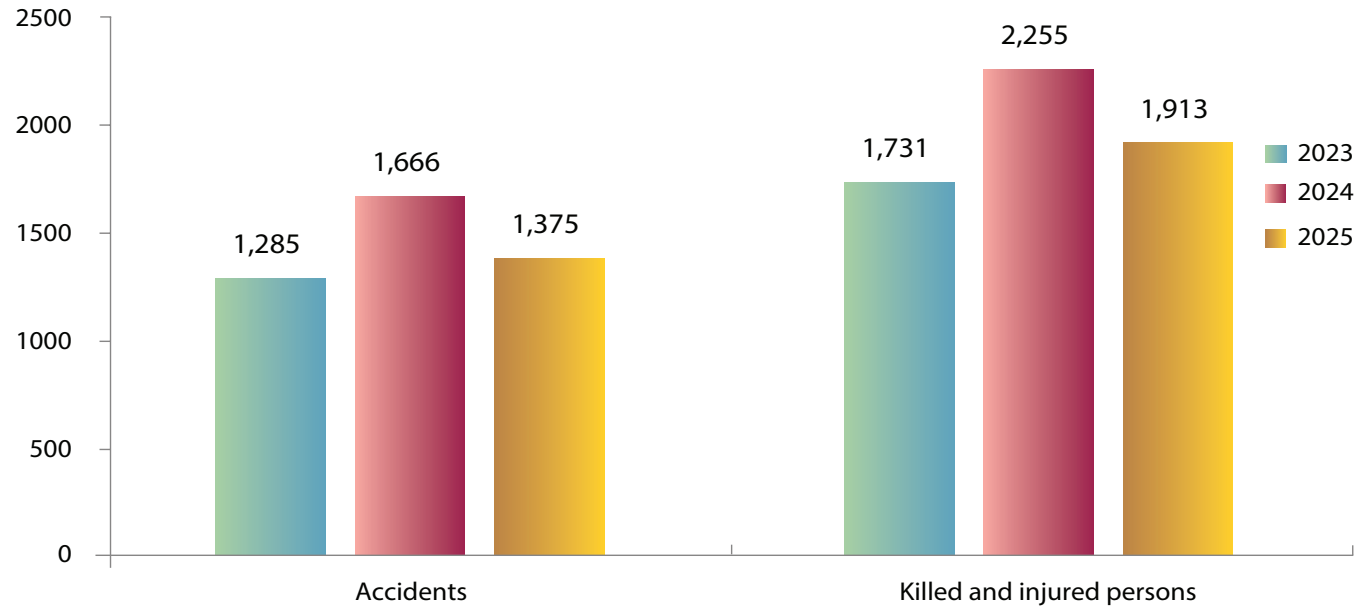
Source: General Directorate of State's Police, INSTAT

1.1 Killed and injured in road accidents

During the year 2025, the mortality in road accidents has resulted in 14.5 per 100 accidents from 10.5 that was a year ago.

Compared to 2024, the number of deaths has decreased by 14.3 %.

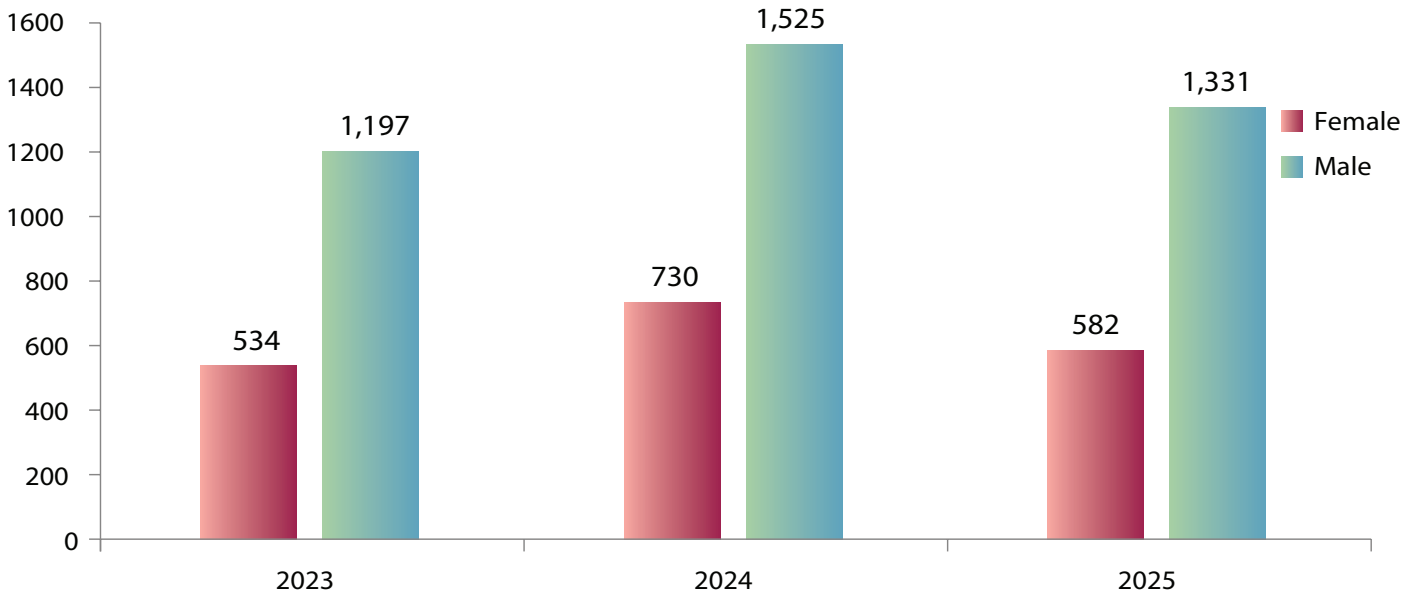
Graph 1: Road accidents, number of killed and injured, by users of road 2023-2025



Source: General Directorate of State's Police, INSTAT

Among the accident victims (killed and injured) during the last three years, men account for about 68.7 % of the total accident victims.

Graph 2: Accident victims (killed or injured) by sex, 2023-2025



Source: General Directorate of State's Police, INSTAT

The highest number of accidents, in this period, was committed by the 25-34 age group, accounting for 24.1 % of the total number of accidents.

Table 3: Road accidents by driver's age, 2023-2025

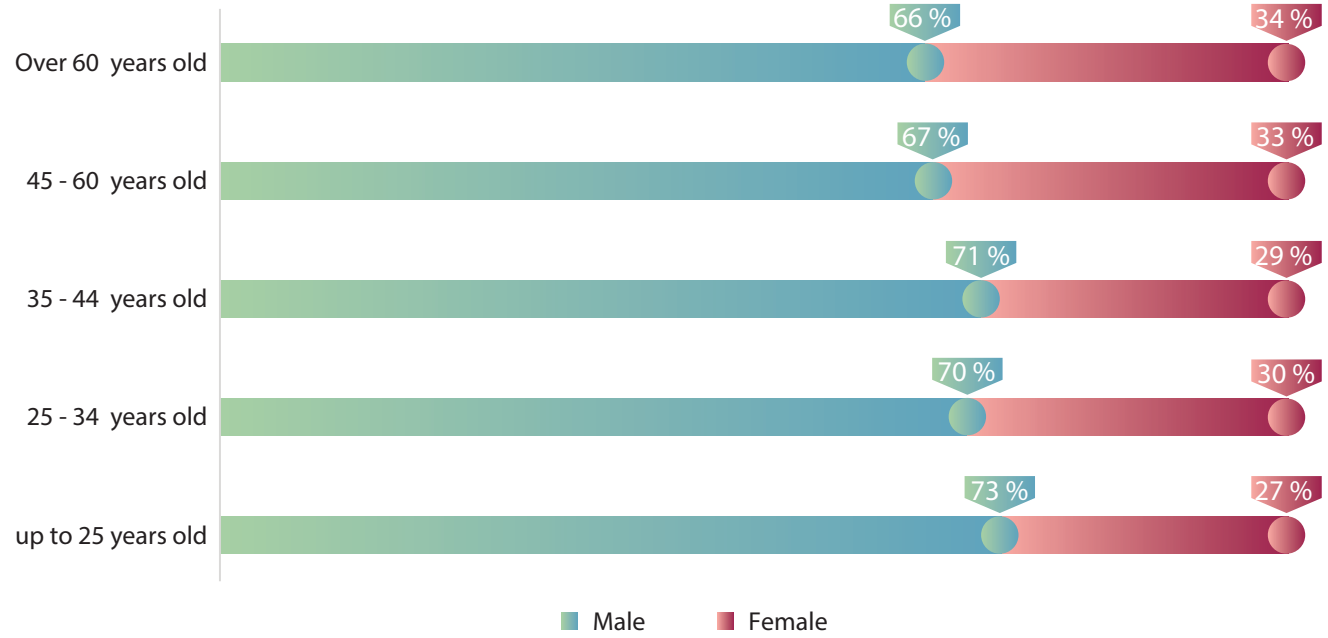
Age group	2023	2024	2025
0 - 15 years old	11	18	12
16 - 24 years old	236	323	281
25 - 34 years old	342	424	331
35 - 44 years old	235	294	270
45 - 60 years old	274	318	278
Over 60 years old	153	245	181
Left the scene of the event	34	44	22

Source: General Directorate of State's Police, INSTAT

Drivers aged 25-34 years cause the highest number of accidents, where the accident victims are mostly men, 70 % and 30 % women.

However, it is noted that men account for the highest percentage of accident victims for each driver's age group, implying that male drivers are the ones who commit the majority of road accidents.

Graphic 3: Killed and injured by driver's sex and age, 2025



Source: General Directorate of State's Police, INSTAT

1.2 Accidents by day and hour

In 2025, the highest number of road accidents occurred on Monday, with 231 accidents, accounting for 16.8 % of the total accidents.

The highest number of accidents happened during the time interval of 08:00 - 12:00. accounting for 21.7 % of the total accidents.

Table 4: Road accidents by days of the week, 2023-2025

Days of the week	2023	2024	2025
Monday	189	244	231
Tuesday	186	236	182
Wednesday	182	230	179
Thursday	158	238	207
Friday	182	237	210
Saturday	194	251	182
Sunday	194	230	184

Source: General Directorate of State's Police, INSTAT

Table 5: Road accidents by time of accident occurrence, 2023-2025

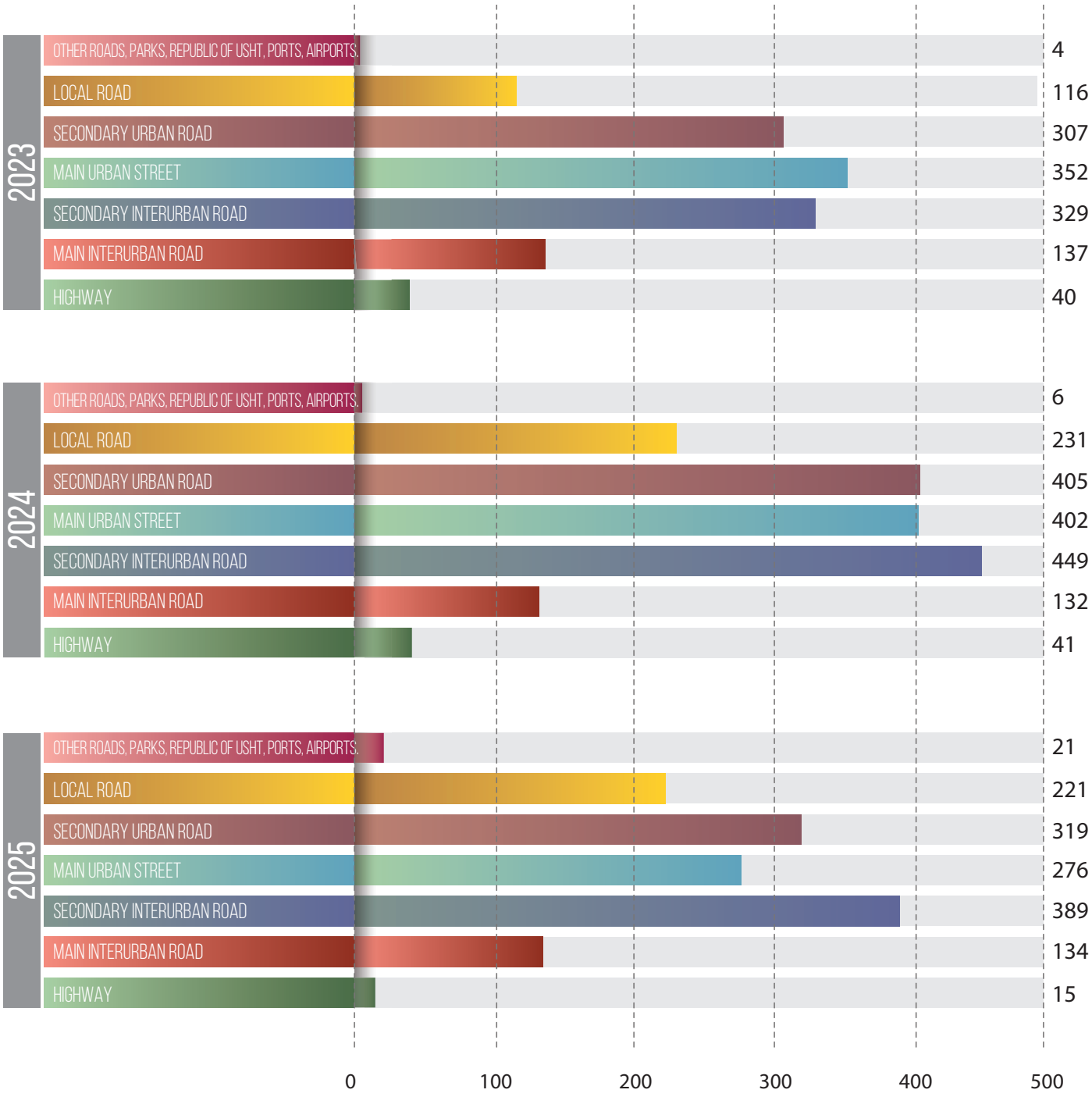
The time frame	2023	2024	2025
00.00 - 06.00	82	119	106
06.00 - 08.00	81	104	77
08.00 - 12.00	284	343	298
12.00 - 14.00	159	256	172
14.00 - 17.00	243	292	269
17.00 - 19.00	182	234	198
19.00 - 24.00	254	318	255

Source: General Directorate of State's Police, INSTAT

1.3 Road accidents by type, road conditions and weather

In 2025, the highest number of road accidents occurred on secondary interurban roads accounting for 28.3 %, followed by secondary urban road with 23.2 % of total road accidents.

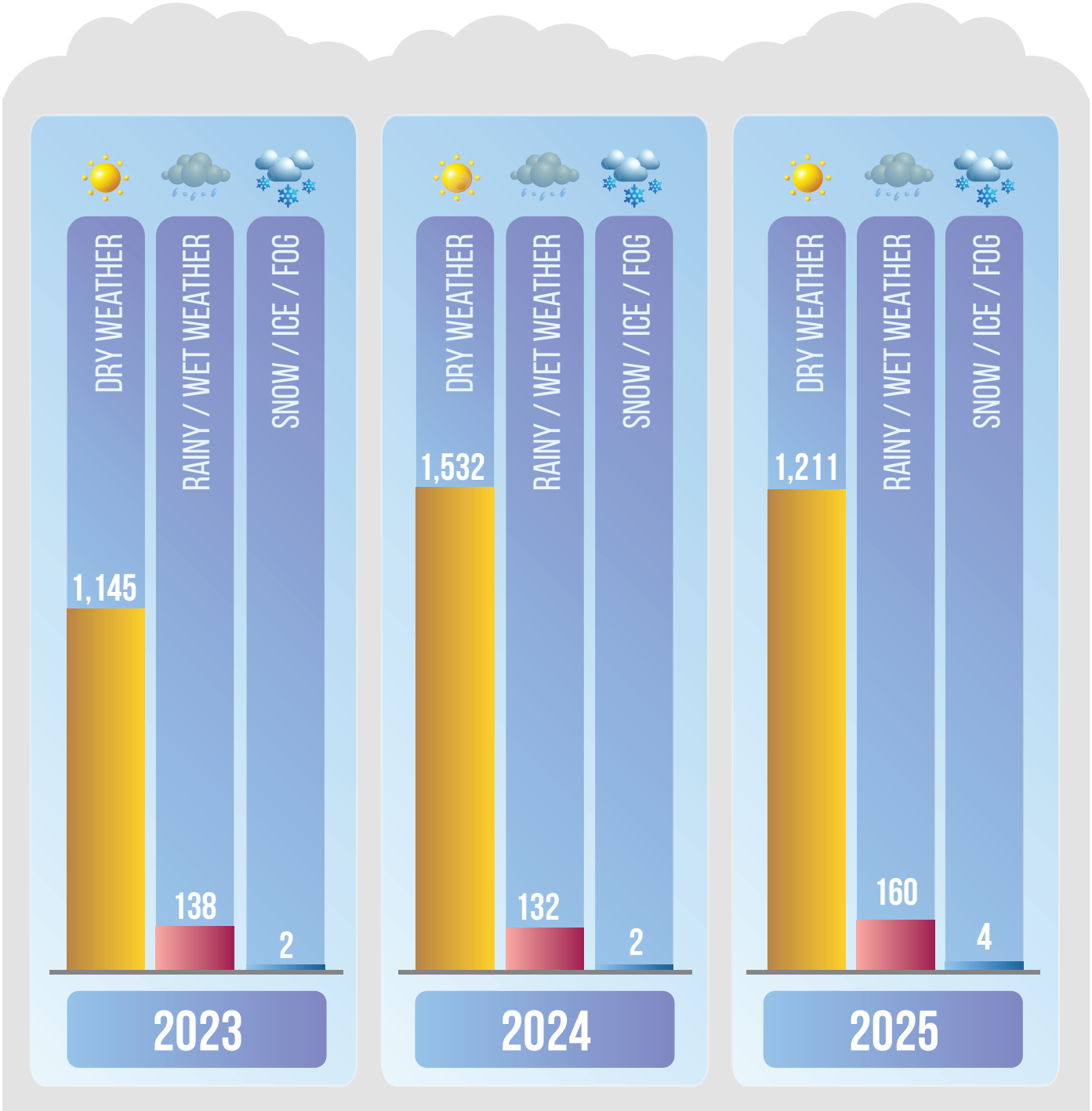
Graph 4: Road accidents by road type, 2023-2025



Source: General Directorate of State's Police, INSTAT

The highest number of road accidents, even in 2025, occurred in dry weather, accounting for 88.1 % of the total accidents.

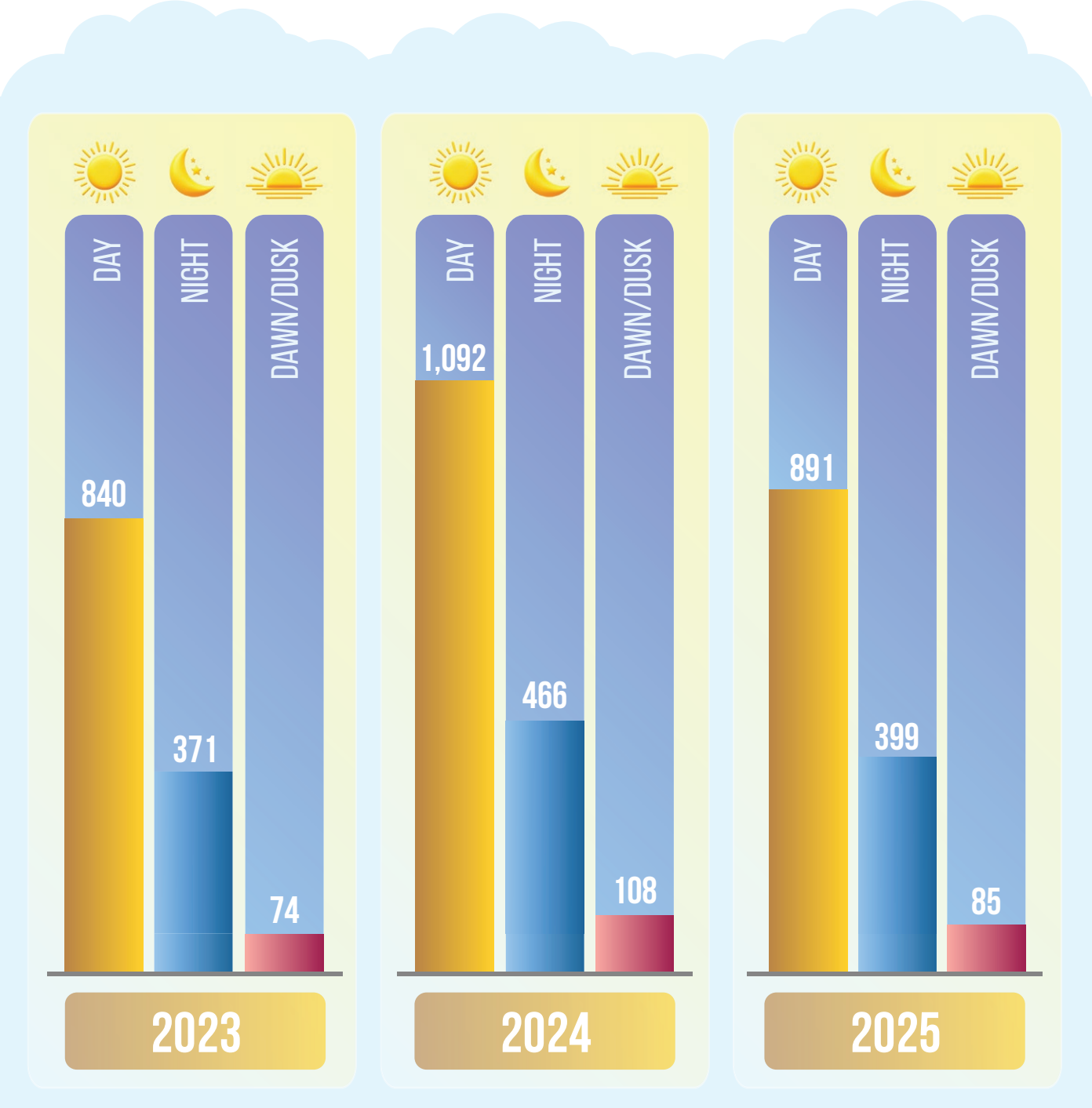
Graph 5: Road accidents by weather, 2023-2025



Source: General Directorate of State's Police, INSTAT

In 2025, the highest number of road accidents was recorded during daytime hours, accounting for 64.8 % of the total accidents.

Graph 6: Road accidents by lighting conditions, 2023-2025

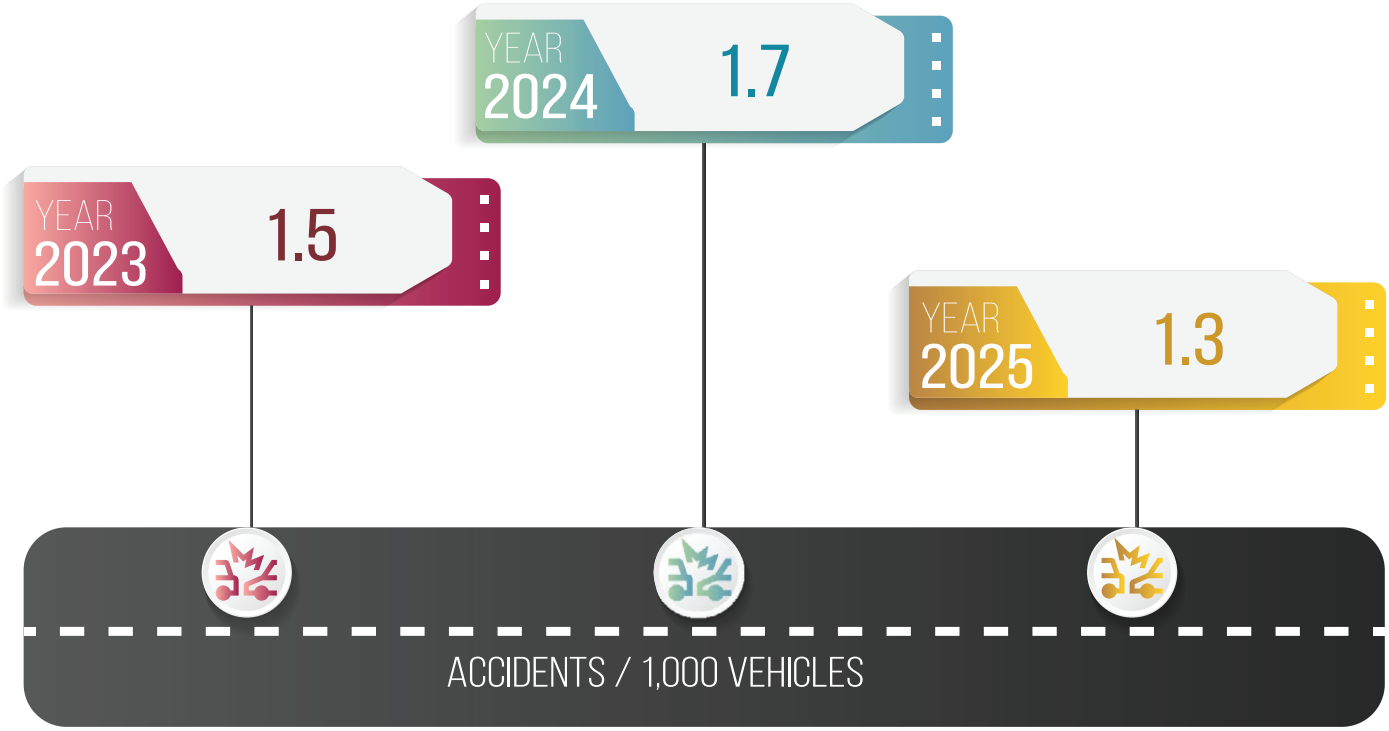


Source: General Directorate of State's Police, INSTAT

1.4 Road accidents by vehicles

The accident rate for road vehicles in circulation has decreased during 2025, reaching 1.3 accidents per 1,000 vehicles, from 1.7 in 2024

Graphic 7: Road accidents for vehicles in circulation, 2023-2025 (%)



Source: General Directorate of State's Police, INSTAT

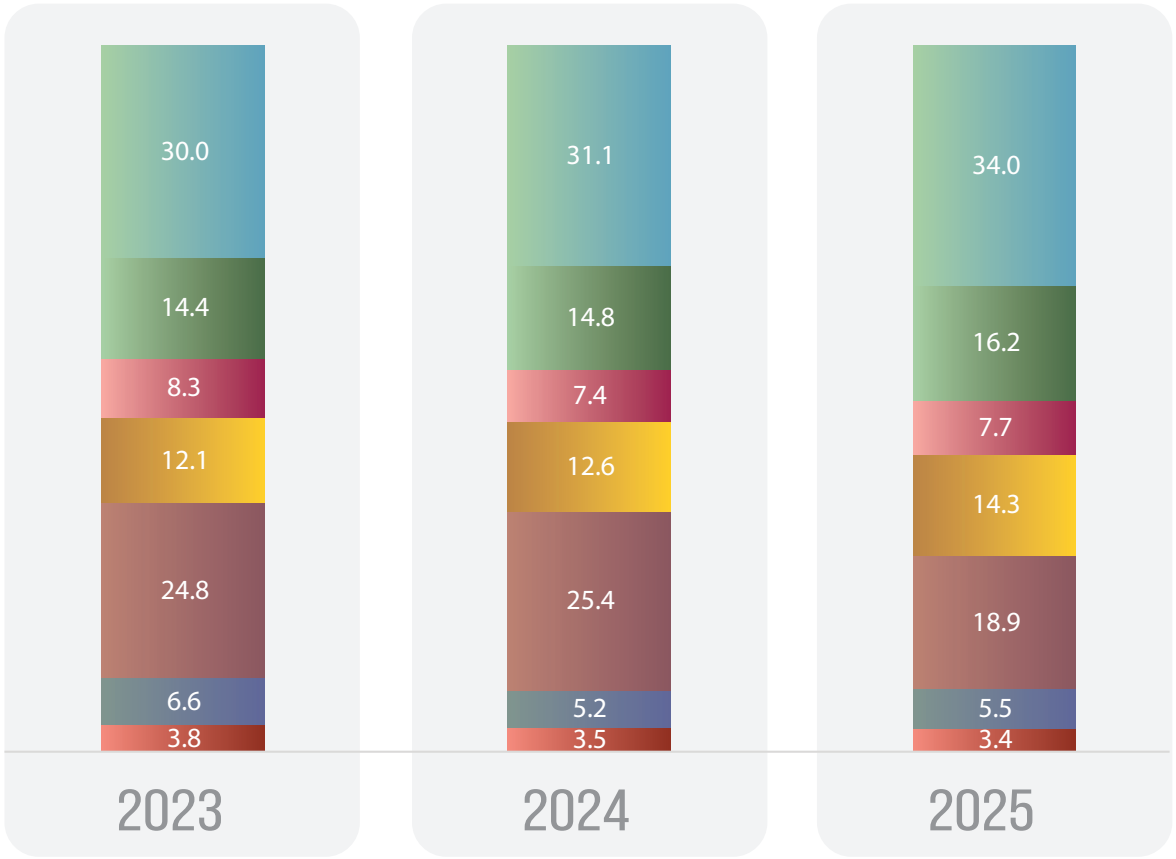




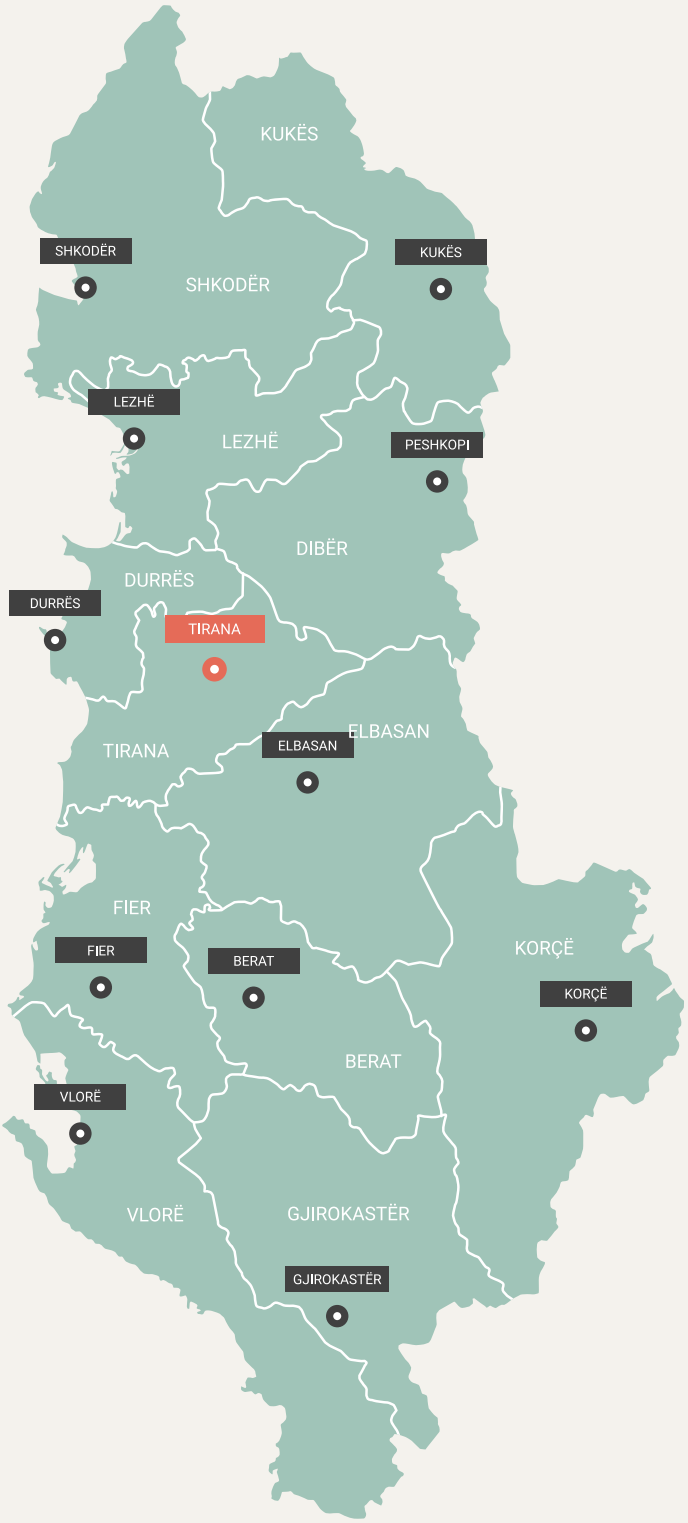
ADMINISTRATIVE MEASURES

In 2025, administrative measures increased by 2.2 % compared to 2024. The largest portion of these measures was due to "Illegal stopping / parking" accounting for 34.0 %, followed by "Non-compliance with speed limits" at 18.9 % and "Non-compliance with road signs" with 14.3 %.

Graphic 8: Types of road violations, 2023-2025 (%)



Source: General Directorate of State's Police, INSTAT



ROAD ACCIDENTS BY PREFECTURE

3. ROAD ACCIDENTS BY PREFECTURE

The highest number of road accidents in 2025 occurred in the Tirana region, accounting for 32.5 %, followed by the Lezhë region with 12.3 % of the total road accidents. The region with the lowest number of road accidents is Berat, with 1.7 %, and Dibër, with 2.0 % of the total road accidents.

Table 6: Number of accidents by prefecture, 2023-2025

Prefecture	2023	2024	2025
Berat	30	30	24
Dibër	26	39	28
Durrës	158	172	91
Elbasan	50	83	58
Fier	80	139	117
Gjirokastër	70	84	62
Korçë	57	60	134
Kukës	38	55	34
Lezhë	115	175	169
Shkodër	33	122	105
Tiranë	547	552	447
Vlorë	81	155	106
Total	1,285	1,666	1,375

Source: General Directorate of State's Police, INSTAT

Table 7: Road accidents per 1,000 road vehicles in circulation, 2023-2025

Prefecture	Accidents/ vehicles		
	2023	2024	2025
Berat	0.9	0.8	0.6
Dibër	1.1	1.4	0.9
Durrës	1.4	1.3	0.6
Elbasan	0.8	1.2	0.8
Fier	1.0	1.6	1.2
Gjirokastër	3.7	4.1	2.8
Korçë	1.3	1.3	2.6
Kukës	1.9	2.4	1.3
Lezhë	2.7	3.7	3.2
Shkodër	0.5	1.8	1.4
Tiranë	1.8	1.7	1.2
Vlorë	1.3	2.2	1.4
Total	1.5	1.7	1.3

Source: General Directorate of State's Police, INSTAT




METHODOLOGY

4. METHODOLOGY

The data in the publication "Road Safety Statistics" is obtained from administrative sources. The preparation of this publication was made possible by administrative sources that provide a wide range of information on road accidents, including changes in the number of annual accidents, the number of fatalities and injuries from road accidents, road user behavior, age, and regions.

Road traffic accidents include only accidents that result in death or injury. The likelihood of road accidents occurring can be linked to various factors, such as the number of kilometers traveled, the extent and quality of road infrastructure, weather and geographical conditions, and population density. Driver behavior can also contribute to the likelihood of accidents, such as inadequate training or experience, lack of concentration, speeding, non-compliance with traffic rules, and alcohol consumption.

An administrative measure with a fine involves the payment of an amount within a minimum and maximum limit depending on the case. This measure is imposed based on the seriousness of the violation, the work done by the person to mitigate or rectify the consequences of the violation, as well as the individual's personality and economic conditions.

DEFINITIONS

Accident: An unexpected, undesirable, or unintentional event, or a specific chain of such events, resulting in harmful consequences.

Accident with consequences: Any accident involving at least one moving road vehicle on a public or private road accessible to the public, resulting in at least one person being injured or killed.

Fatality: Any person who has died immediately or within 30 days as a result of the accident, excluding suicides.

Injured: Any person who was not killed immediately or within 30 days as a result of an accident but sustained injuries requiring medical treatment, excluding attempted suicides.

Driver behavior: Refers to accidents caused when the driver does not comply with traffic rules according to the "Road Code," such as sudden braking, non-compliance with traffic signals, speeding, etc.

Pedestrian behavior: Refers to accidents that occur when pedestrians fail to comply with traffic rules according to the "Road Code," such as crossing without caution, etc.

Motorway: An interurban or urban road with independent or divided lanes by unpassable dividers, each with at least two lanes, a paved shoulder on the left and an emergency lane or paved shoulder on the right, without at-grade intersections, equipped with fencing and user assistance systems along its length, reserved for certain categories of motor vehicles, and marked with special start and end signs.

Main interurban road: A road with independent or divided lanes by unpassable dividers, each with at least two lanes and paved shoulders, without at-grade intersections, with coordinated entry points for roadside facilities, marked with special start and end signs, and reserved for certain categories of motor vehicles.

Secondary interurban road: A road with a single carriageway and at least one lane in each direction, with paved shoulders.

Main urban road: A road with independent or divided carriageways, each with at least two lanes and possibly a reserved lane for public vehicles, paved shoulders, and sidewalks, with at-grade intersections equipped with traffic lights. Parking areas or side zones outside the carriageway are provided for stopping, with concentrated entry and exit points.

Secondary urban road: A road with a single carriageway and at least two lanes, with paved shoulders and sidewalks. Parking areas equipped with maneuvering lanes outside the carriageway are provided for stopping.

Local road: An urban or interurban road organized in accordance with the definitions point 1 of this article but not included in the aforementioned road categories.

Administrative measure: A fine involves the payment of an amount within a minimum and maximum limit depending on the case. This measure is imposed based on the severity of the violation.

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2025