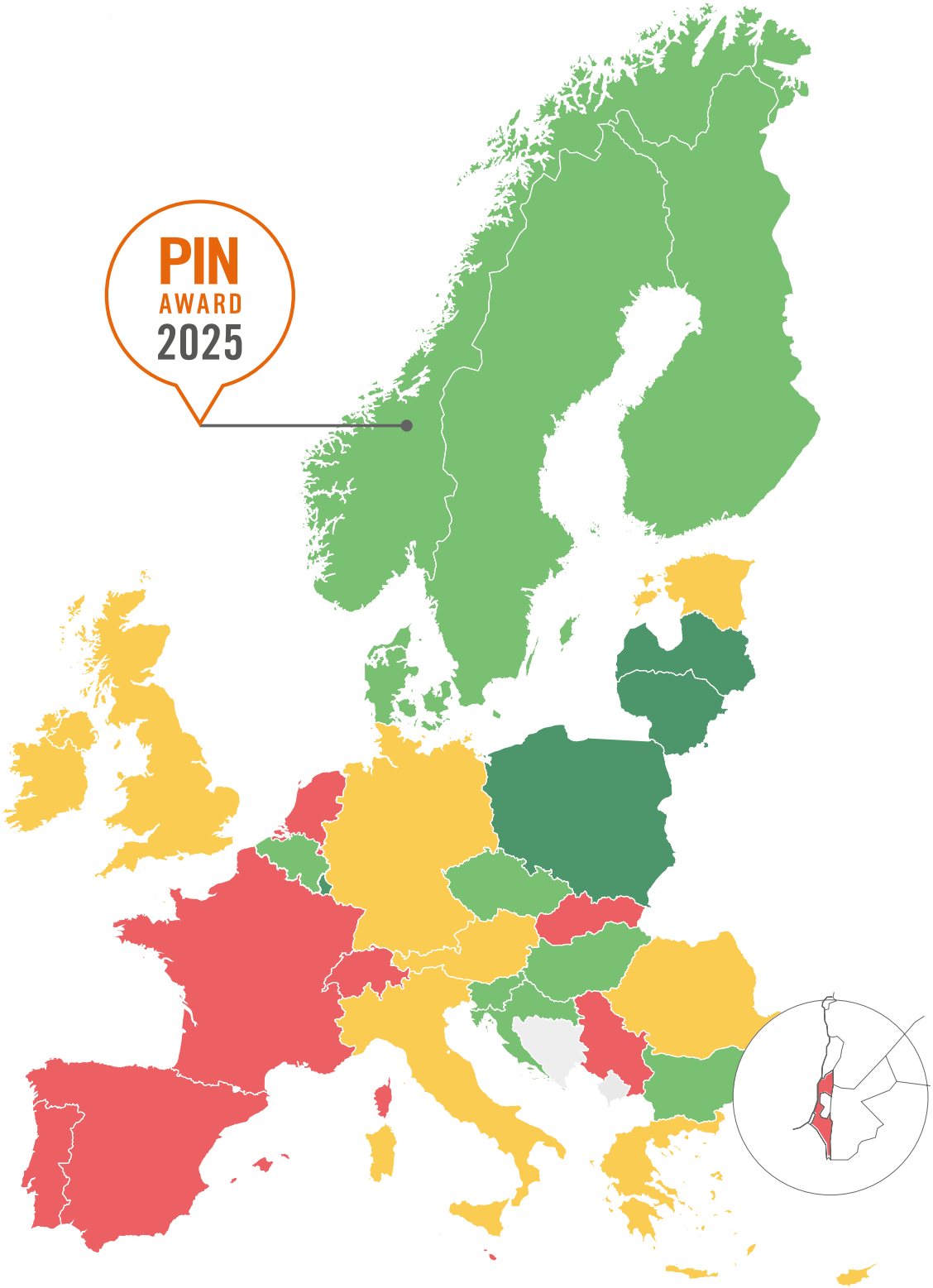
RANKING EU PROGRESS
ON ROAD SAFETY

19th Road Safety Performance Index (PIN) Report

June 2025



ETSC
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The PIN programme relies on panellists in the participating countries to provide data for their countries and to carry out quality assurance of the figures provided. This forms the basis for the PIN Flash reports and other PIN publications. In addition, all PIN panellists are involved in the review process of the reports to ensure the accuracy and reliability of the findings.

ETSC is grateful for the financial support for the PIN programme provided by the German Road Safety Council (DVR), Toyota Motor Europe, the Norwegian Public Roads Administration, the MAPFRE Foundation and CITA, the International Motor Vehicle Inspection Committee.

ABOUT THE EUROPEAN TRANSPORT SAFETY COUNCIL (ETSC)

The European Transport Safety Council is the independent voice for road safety in Europe. We are a non-profit international organisation, with members from across Europe, dedicated to reducing deaths and injuries in transport. Founded in 1993 in Brussels, we provide an impartial source of expert advice on transport safety matters to the European Commission, the European Parliament, international organisations, and national governments.

CONTENTS

FOREWORD

Antonio Avenoso,
ETSC Executive Director

As we present the 19th edition of the ETSC Road Safety Performance Index (PIN) Report, we find ourselves at a critical juncture. We are now almost halfway through the EU's Road Safety Policy Framework period for 2020–2030. The collective goal of halving road deaths and serious injuries by 2030, while ambitious, remains both necessary and achievable. But our latest findings are a sobering reminder that the pace of progress is far too slow.

Since 2019, road deaths in the EU have decreased by only 12%. A reduction of more than twice that amount would have been needed by now to remain on track. The 2% decline recorded between 2023 and 2024, while welcome, is simply nowhere near enough. In real terms, this means thousands of deaths not prevented, families grieving avoidable losses, and communities affected by tragedies that could have been avoided.

Behind these statistics lie immense human costs. But the numbers also point to opportunity — and responsibility. They show us where meaningful, life-saving improvements have been made, and where urgent action is still needed.

This report once again highlights a wide disparity in outcomes between countries. Some have taken bold steps and are reaping the rewards. Norway, the winner of this year's ETSC PIN Award, has maintained the lowest level of road mortality in Europe for ten years in a row. Its current three-year road safety strategy includes 179 action measures in 15 priority areas.

Lithuania has halved road deaths since 2014 — an extraordinary achievement and a testament to sustained political commitment, strategic planning, and cross-sector collaboration. Slovenia and Belgium have also shown how targeted action, data-driven policies, and infrastructure improvements can deliver measurable results.

At the same time, some countries have experienced significant setbacks. In Switzerland, road deaths rose by more than 30% since 2019. In Israel and the Netherlands, the numbers have also increased. These trends are deeply concerning and must prompt renewed national attention to road safety.

At the EU level, recent policy developments offer both cause for encouragement and concern.

The revision of the Driving Licence Directive, a central component of the European Commission's recent road safety package, represents a missed opportunity in some respects. While the directive rightly updates many elements to reflect evolving mobility needs, it also introduces provisions that risk undermining safety objectives — most notably, allowing 15-year-olds to drive cars and permitting 17-year-olds to drive heavy lorries under certain conditions. These changes appear at odds with the evidence on young driver risk and the maturity needed for safe operation of such vehicles.

And yet, we must also acknowledge the positive developments. The Directive introduces a probationary period for novice drivers, enhanced training on reducing risks to vulnerable road users, and improved testing procedures. These are all steps in the right direction. Additionally, progress on the Cross-Border Enforcement Directive and the new rules on EU-wide recognition of driving disqualifications will help close enforcement loopholes and increase accountability on our roads.

Equally promising are the growing efforts by Member States to collect and report data on Key Performance Indicators — an essential element of the EU's road safety strategy. Key Safety Performance Indicators, if accompanied by effective measures to improve these indicators and remove specific risks, is a powerful way to improve safety.

What remains clear from this year's report is that the Safe System approach — centred on shared responsibility, built-in safety, and resilience to human error — must be more than an aspiration. It must be the guiding principle behind all road safety policy and practice. This includes investing in safe infrastructure, enforcing speed limits effectively, supporting vulnerable road users, and ensuring that serious injuries are measured with the same rigour as deaths. It should be applied at EU-level and across local, regional and national government.

The EU has long been a global leader in road safety. But leadership is not a static title — it must be earned, renewed, and reimagined. With just five years left to meet our 2030 targets, the time for complacency has passed. We call on all governments, institutions, and partners to redouble their efforts. Every kilometre of safer road, every correctly worn seatbelt, every speed camera, every drink-drive check, every protected cycle lane — they all count.

The burden of road traffic injury falls disproportionately on young people, the elderly, pedestrians, and cyclists and the disadvantaged in our society. Safe mobility should be a fundamental right — not a privilege that depends on where you live or how you travel.

We hope this report informs, inspires, and galvanises action. The road ahead is challenging, but not uncertain. With evidence, determination, and solidarity, we can deliver a safer, fairer, and more humane transport system for all.

Antonio Avenoso
Executive Director
European Transport Safety Council

EXECUTIVE SUMMARY

The 19th edition of the ETSC Road Safety Performance Index (PIN) Annual Report evaluates the progress of 32 European and associated countries in reducing road deaths and serious injuries. The report also measures the EU's progress towards its target to halve deaths and injuries by 2030, which is now far off track.

Reductions in road deaths 2023–2024

While 21 countries saw reductions in road deaths between 2023 and 2024, eight countries experienced increases. The EU27 reported a modest 2% decrease in road deaths over the same period, falling far short of the 6.1% average annual reduction needed to reach the 2030 target.

Progress since 2019

Leading countries included Lithuania and Poland (–35% each), and Slovenia (–33%). Conversely, Switzerland (+34%), Estonia (+33%), and Israel (+24%) saw increases. From 2019 to 2024, the EU27 achieved a 12% reduction in road deaths. To remain on track towards the 2030 target, a 27% reduction would have been required by 2024.

10-year overview (2014–2024)

Only Lithuania halved road deaths over the last decade. Sixteen other countries achieved reductions above the EU average of 17%, including Belgium and Norway. However, seven countries experienced increases, such as Israel and the Netherlands.

Norway, the winner of this year's ETSC PIN Award, has maintained the lowest level of road mortality in Europe for ten years in a row. Its current three-year road safety strategy includes 179 action measures in 15 priority areas.

Country snapshots

- **Lithuania:** Road deaths dropped from 267 in 2014 to 121 in 2024, a 55% reduction. Measures included a 44-point national safety plan, speed cameras, strict drink-driving rules, and participation in the EU Road Safety Exchange project.
- **Slovenia:** Recorded an 18% year-on-year reduction in 2024. Effective actions included stricter enforcement, awareness campaigns, and targeted support for older drivers.
- **Belgium:** Achieved a 37% reduction in road deaths since 2014 and 27% since 2019. Contributing factors include expanded 30km/h zones, separated cycle paths, and enhanced enforcement technologies like ANPR cameras.
- **Spain:** Rural roads saw a post-COVID increase in deaths, while urban areas benefited from lower speed limits, reducing pedestrian (–16%) and cyclist (–26%) deaths.
- **Ireland:** Notable increases in young people's deaths; those aged 16–25 accounted for 27% of all deaths in 2023–2024. Plans include infrastructure and enforcement upgrades.
- **Switzerland:** Road deaths increased by 34% since 2019, signalling a need for renewed political commitment.

The social benefits of road safety improvements

The EU27 avoided 23,802 road deaths between 2015 and 2024 compared to if the 2014 baseline level had continued. Yet, it missed the opportunity to save an additional 49,590 lives by not sustaining the targeted 6.7% average annual reduction. The estimated monetary value of lives saved in 2024 is €10.5 billion; over the full period, €60 billion. Meeting the target would have yielded benefits valued at €184 billion.

Norway leads in safety

Norway had the lowest road mortality rate in 2024 at 16 deaths per million inhabitants, compared to

the EU27 average of 45. Sweden followed at 20 per million. Serbia and Romania had the highest rates at 78 and 77 per million respectively.

Road deaths per distance travelled

Among 23 countries with available data, Norway, Sweden, Denmark, Slovakia, and Ireland had the lowest death rates per billion vehicle-km travelled. The disparity between countries is a factor of four. This metric reflects differences in transport modes, exposure, and data collection methods.

Progress on serious injuries (2014–2024)

Despite a formal EU target, serious injury reductions have been slow. EU24 countries (excluding some with missing data) saw a 14% reduction in serious injuries since 2014. After stagnation until 2019, COVID-19 brought a temporary drop. Since then, progress has been inconsistent, with only a 2% drop from 2023 to 2024.

Data definitions and underreporting

Serious injury data remain inconsistent across countries due to differing definitions and different levels of underreporting. Police data often miss injuries not involving motor vehicles, single vehicle collisions or those to vulnerable road users. The MAIS3+ definition (injuries rated ≥3 on the Abbreviated Injury Scale) is recommended but not yet universally adopted.

National road safety strategies

26 of the 32 PIN countries have 2030 national road safety strategies; others, including Malta and Luxembourg, lack current plans. Strategies typically align with EU targets (50% reduction in deaths and serious injuries), but implementation varies.

Key Performance Indicators (KPIs)

The EU has introduced eight KPIs: speed compliance, seatbelt use, helmet use, BAC limit compliance, mobile phone use, vehicle and infrastructure safety, and emergency response times.

Legislative updates

Three key EU legislative efforts have recently advanced:

- Driving Licence Directive: Now includes a two-year novice period, updated medical checks, and improved rules on alcohol interlocks.
- Driving Disqualification Directive: Extends bans across EU countries, with exceptions.
- Weights & Dimensions Directive: Ongoing discussion on cross-border use of long and heavy lorries.

A revised Roadworthiness Package was published in April 2025, introducing mandatory annual tests for older vehicles and extending inspections to all motorcycles >125cc.

Upcoming policy milestones

The EU will review its Road Safety Policy Framework in 2025. This aligns with preparations for the next EU budget (2028–2034) and a revision of the General Safety Regulation due in 2027.

Note on countries covered by the ETSC PIN programme

This report includes aggregate data analysis covering the 32 countries that participate in ETSC's Road Safety Performance Index (PIN) programme. They are:

- The 27 EU Member States;
- the United Kingdom, a former EU Member State;
- Norway and Switzerland, two Member States of the European Free Trade Area;
- Israel, an associated state of the European Union;
- Serbia, a candidate EU Member State.

The 27 EU Member States agreed to, and will work towards, the aim of achieving the common target to halve the number of road deaths and serious injuries in the EU over the period 2020-2030. This target followed an earlier target set in 2010 to halve the number of road deaths by 2020.

MAIN RECOMMENDATIONS TO NATIONAL GOVERNMENTS

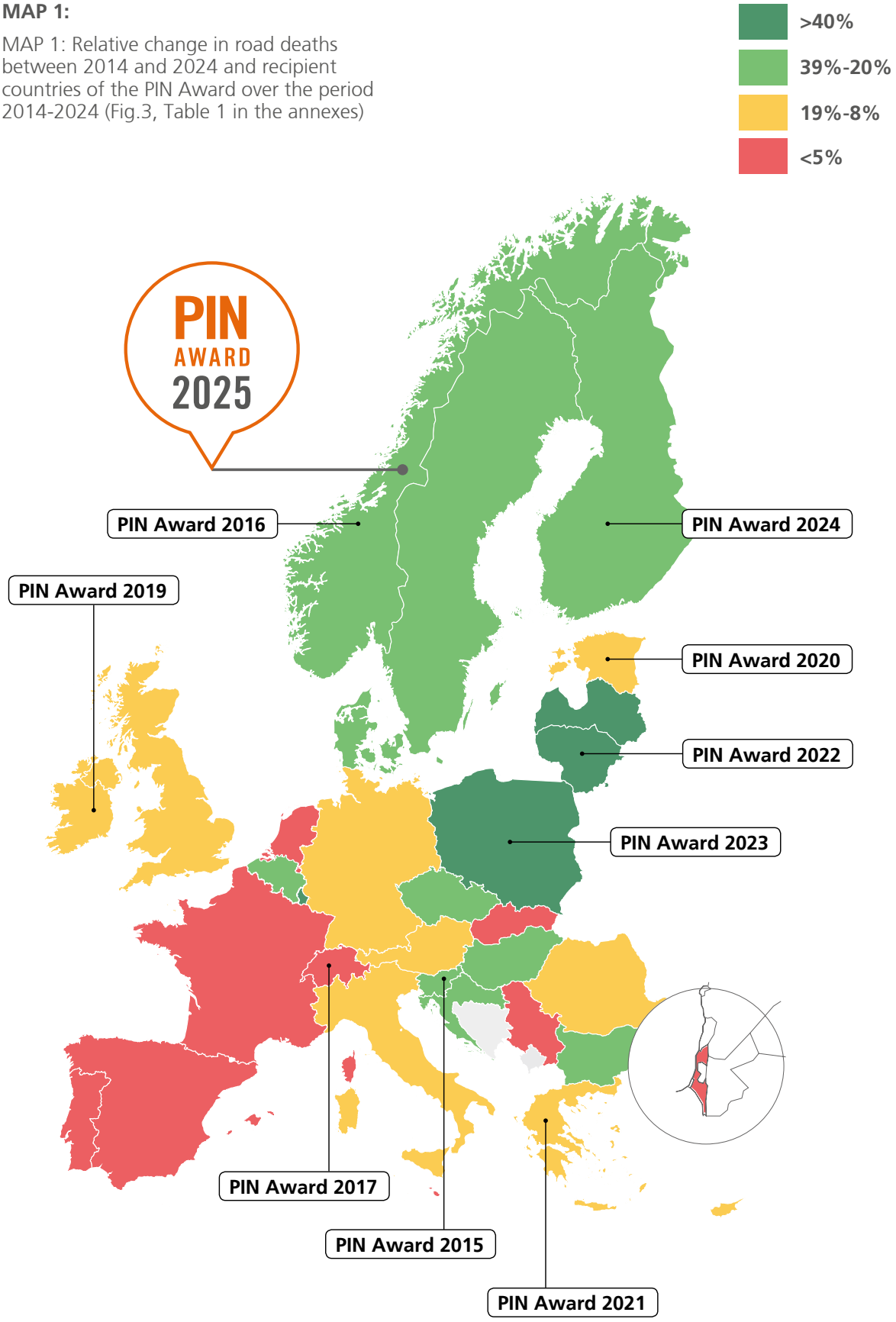
- Adopt and implement the Safe System approach to road safety by addressing all elements of the road transport system in an integrated way, adopting shared overall responsibility and accountability between system designers and road users.
- Seek to accelerate progress by all available means, including applying proven traffic law enforcement strategies according to the EC Recommendation on Enforcement.
- Provide sufficient government funds to allow the target-oriented setting of measures and set up financing and incentive models for regional and local levels. Use the evidence gathered to devise and update relevant policies. Make the choice of measures based on sound evaluation studies and, where applicable, cost-effectiveness considerations in the impact assessment of countermeasures.
- Conduct a thorough qualitative assessment of current road safety strategies to evaluate the levels of implementation and effectiveness and contribute to the European Road Safety Observatory (ERSO) review.
- Fast-track data collection for the Key Performance Indicators included in the EU Road Safety Policy Framework 2021-2030 and set quantitative sub-targets.

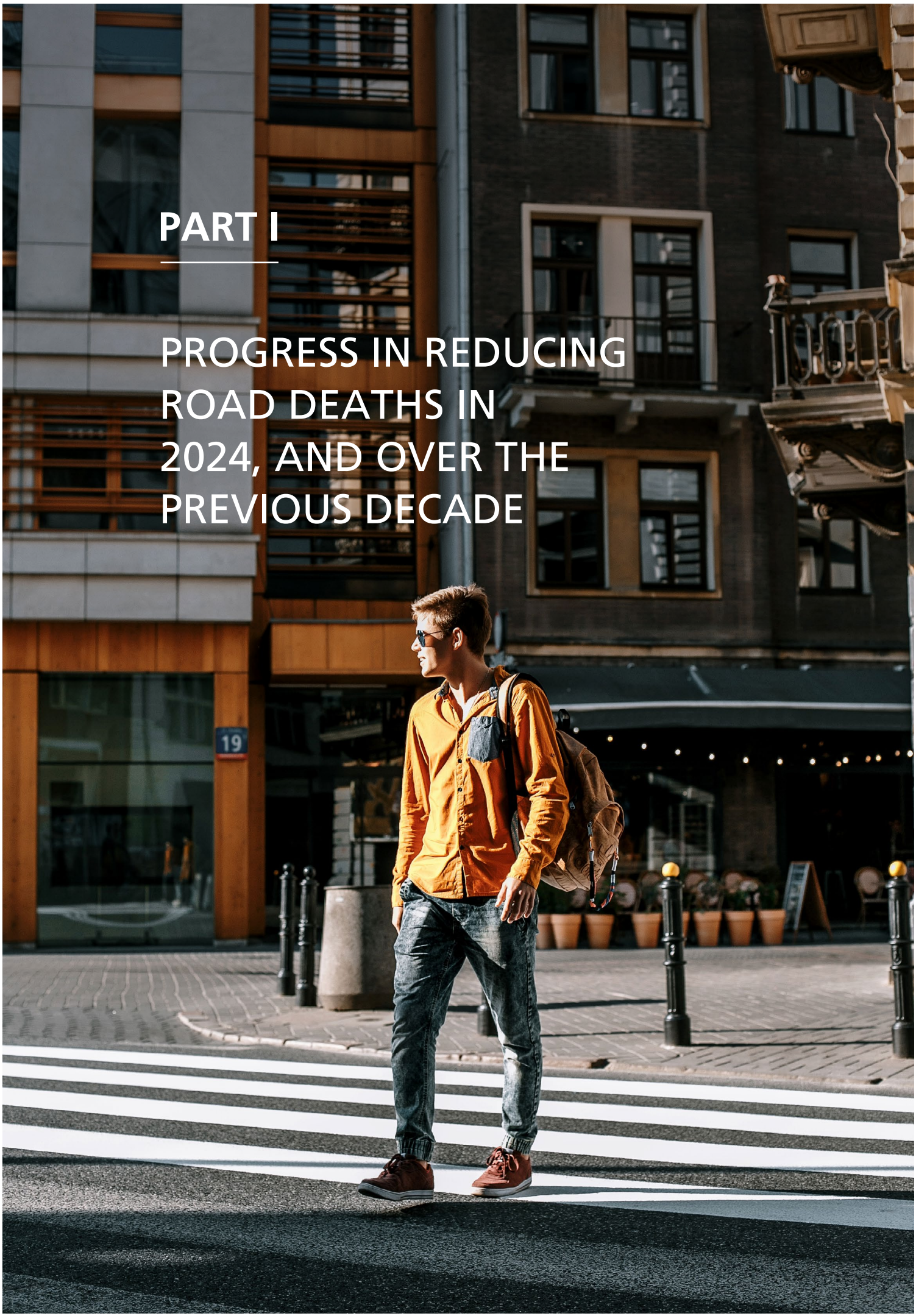
MAIN RECOMMENDATIONS TO THE EU

- Following the adoption of the Safe System approach in the EU Road Safety Policy Framework, ensure the Safe System approach to road safety is implemented in an integrated way, in coordination with all directorates general (DGs) of the European Commission
- Create a new EU agency to support safe, smart and sustainable road transport operations.
- Regarding the implementation of the EU Road Safety Policy Framework 2021-2030:
  - Redouble road safety action in light of the implementation report of the framework expected in 2025.
  - Continue to support Member States in collecting harmonised data for road safety Key Performance Indicators (KPIs) and serious injuries (MAIS3+).
- Encourage Member States, through a formal EC recommendation, to apply safe speed limits in line with the Safe System approach for different road types such as 30km/h on urban roads, 70km/h on undivided rural roads and a top speed of 120km/h or less on motorways and implement best practices on enforcement.

MAP 1:

MAP 1: Relative change in road deaths between 2014 and 2024 and recipient countries of the PIN Award over the period 2014-2024 (Fig.3, Table 1 in the annexes)





PART I

PROGRESS IN REDUCING ROAD DEATHS IN 2024, AND OVER THE PREVIOUS DECADE

INDICATOR

The EU has set a target to halve the number of road deaths by 2030, based on their level in 2019. In this chapter, we track progress using, as the main indicators, the relative changes in the numbers of people killed on the road over three distinct time periods: the annual change from 2023 to 2024 (Figure 1), the change from a pre-Covid base year (2019) to 2024 (Figure 2) and the decade 2014 to 2024 (Figure 3 and Figure 4).

In this report, a person killed in traffic is someone who was recorded as dying immediately or within 30 days from injuries sustained in a collision on a public road. We also use road mortality, expressed as the number of road deaths per million inhabitants, as an indicator of the current level of road safety in each country (Figure 6). Additionally, the risk expressed as the number of road deaths per billion motor vehicle km travelled is presented in countries where the data are available (Figure 7).

The data used are from national statistics supplied by the PIN panellist in each country. Data for Romania have been provided by the European Commission's CARE team. The numbers of road deaths in 2024 in Belgium, Germany, Denmark, Finland, Greece, Ireland, Italy, Portugal, Romania, Norway and Spain, are provisional as final numbers were not yet available at the time this report went to print. Annual numbers of deaths in Luxembourg and Malta are particularly small and are, therefore, subject to substantial annual fluctuation. Annual numbers of deaths in Cyprus and Estonia are also relatively small and may be subject to considerable annual fluctuation. The UK data for 2024 are the provisional total for Great Britain for the year 2024 together with Northern Ireland's total for the calendar year 2024.

The full dataset is available in the annexes. Population data were retrieved from the EUROSTAT database.

01

1.1 A 2% DECREASE IN ROAD DEATHS IN THE EU BETWEEN 2023 AND 2024

In 2024, 21 of the 32 PIN countries monitored saw a decline in road deaths compared to 2023, as illustrated in Figure 1. Luxembourg led with a 31% reduction, followed by Malta with a 25% reduction, Lithuania with a 24% reduction and Norway and Latvia both with a 19% reduction. Conversely, the number of road deaths stagnated in two countries and increased in eight countries, with Israel experiencing a significant increase of 22%, and Cyprus's deaths increasing by 21%. Collectively, the EU27 reported a marginal decrease of 2% in road deaths for the year. However, to meet the EU's target for 2030 of reducing road deaths by 50%, an average annual reduction of 6.1% is required from the baseline year of 2019.

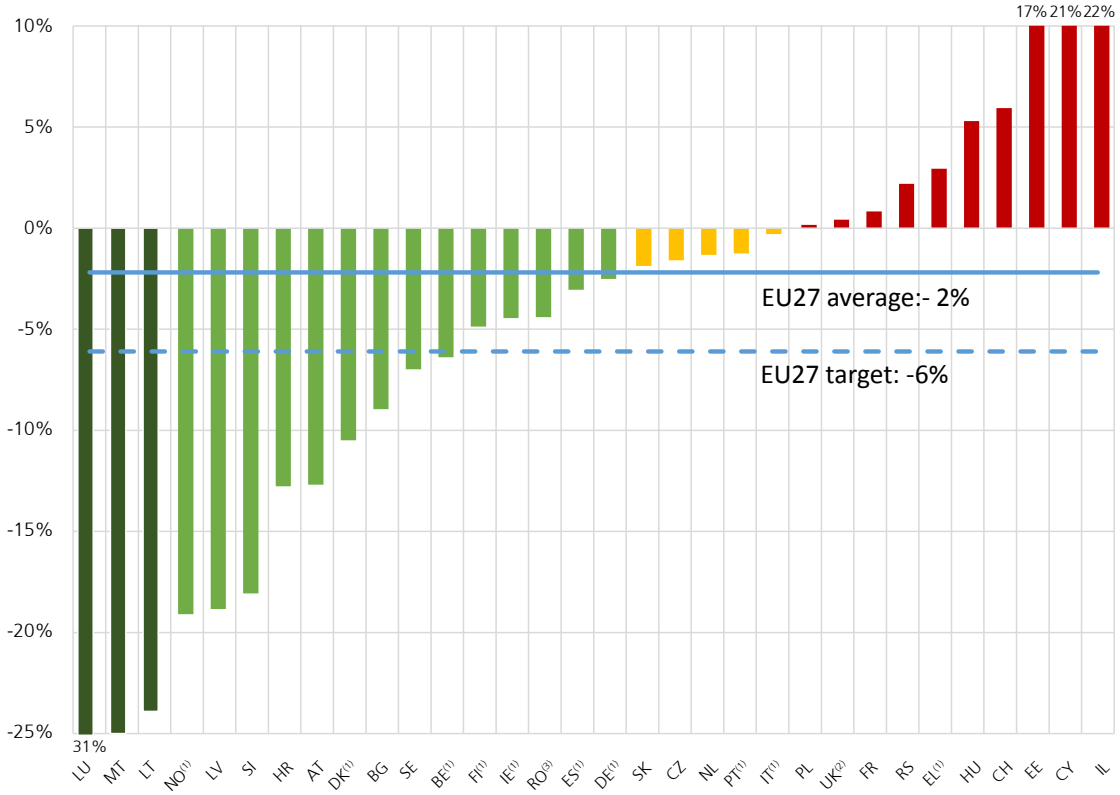


Figure 1. Relative change in road deaths between 2023 and 2024.
(1)National provisional estimates used for 2024, as final numbers for 2024 were not available at the time this report went to print.
(2)UK data for 2024 are the provisional total for Great Britain (1633) combined with the total for Northern Ireland (69) for the calendar year 2024.
(3)CARE provisional data. The annual number of deaths in LU and MT are particularly small and, therefore, subject to substantial annual fluctuations. Annual numbers of deaths in CY and EE are relatively small and, therefore, may be subject to relatively strong annual fluctuations.

1.2 A 12% REDUCTION IN ROAD DEATHS IN THE EU SINCE 2019

In the PIN programme's analysis of 32 countries, 25 showed a reduction in road deaths in 2024 compared to 2019, as illustrated in Figure 2. Lithuania and Poland lead the ranking with a significant decrease of 35%. Slovenia registered a reduction of 33%, followed by Belgium and Denmark with 27% reductions. One country, Spain, stagnated. Conversely, an increase in road deaths was observed in six countries over the same period. Notably, Switzerland experienced a significant increase of 34%, while Estonia saw an increase of 33% and Israel of 24%. Collectively, in the EU27 road deaths decreased by 12% in 2024 relative to 2019. However, in order to meet the EU's road safety target for 2030, a reduction of at least 27% was necessary.

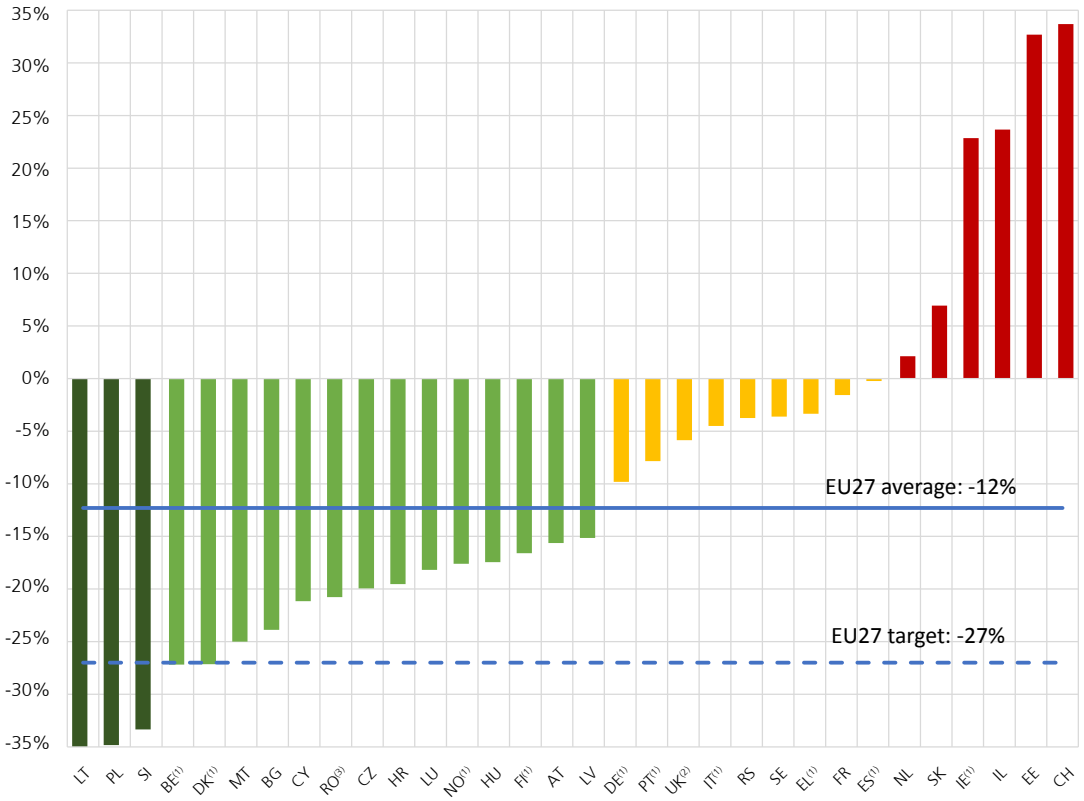


Figure 2. Relative change in road deaths between 2019 and 2024.
(1)National provisional estimates used for 2024, as final figures for 2024 were not available at the time this report went to print.
(2)UK data for 2024 are the provisional total for Great Britain (1633) combined with the total for Northern Ireland (69) for the calendar year 2024.
(3)CARE provisional data. The annual number of deaths in LU and MT are particularly small and, therefore, subject to substantial annual fluctuations. Annual numbers of deaths in CY and EE are relatively small and, therefore, may be subject to relatively strong annual fluctuations.

1.3 ONLY LITHUANIA HALVED THE NUMBER OF DEATHS OVER THE LAST DECADE

Over the last decade, only Lithuania achieved a reduction in road deaths exceeding 50% (see Figure 3). Additionally, 16 other PIN countries (Luxembourg, Latvia, Poland, Norway, Belgium, Slovenia, Czechia, Bulgaria, Finland, Croatia, Sweden, Hungary, Denmark, Romania, Austria and Germany) surpassed the EU average by achieving reductions above 17%. However, some countries made less progress. Notably, in one country, Portugal, the number of road deaths stagnated, and six countries experienced an increase in road deaths during this period: Israel saw a 38% increase, Malta a 20% increase and in the Netherlands road deaths increased by 18%.

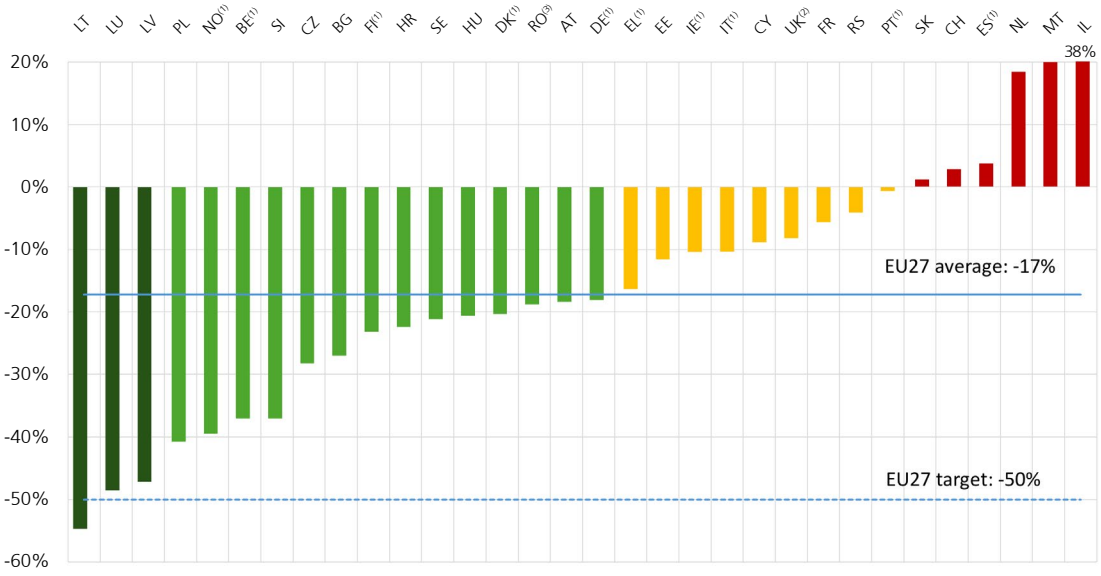


Figure 3. Relative change in road deaths between 2014 and 2024.
(1)National provisional estimates used for 2024, as final figures for 2024 were not yet available at the time this report went to print.
(2) UK data for 2024 are the provisional total for Great Britain (1633) combined with the total for Northern Ireland (69) for the calendar year 2024.
(3)CARE provisional data. The annual number of deaths in LU and MT are particularly small and, therefore, subject to substantial annual fluctuations. Annual numbers of deaths in CY and EE are relatively small and, therefore, may be subject to relatively strong annual fluctuations.

The 2025 ETSC Road Safety Award was presented to Norway on 24 June 2025. The award recognises Norway's long-term performance in improving road safety. The background to the country's recent progress is detailed in an interview with Mr Jon-Ivar Nygård, Minister of Transport in Part IV.

LITHUANIA
SETTING OUT 44 MEASURES TO REDUCE ROAD DEATHS IN A NATIONAL PLAN

Lithuania is the only PIN country to have achieved a 50% reduction in road deaths in the last decade. The number of road deaths decreased from 267 in 2014 to 121 in 2024.

This reflects a combination of strategic policy measures, institutional cooperation, infrastructure improvements, and behavioural interventions. Lithuania's national road safety plan identified 44 measures to be taken to reduce road deaths. Some of the key policy measures already taken include:

1. An ambitious national strategy with a focus on multi-sectoral coordination - integrating transport, health, education, and law enforcement.

2. A dedicated Road Safety Council to oversee progress, coordinate actions, and engage stakeholders.

3. Increased police enforcement, a considerable network of average speed cameras and more fixed speed cameras added, as well as the introduction of automated monitoring of seatbelt wearing and of using a mobile phone while driving. Campaigns such as "Buckle Up – Save a Life" boosted seatbelt wearing rates. Lower speed limits have been introduced in urban areas and around schools or areas with more pedestrians.

4. A zero-tolerance drink-drive policy for novice and professional drivers as well as random drink drive checks, mobile testing units, high penalties and public campaigns.

5. Improving infrastructure by turning dangerous intersections into roundabouts, adding median barriers and building safe pedestrian crossings and bike lanes, and on rural roads, improved visibility, lighting and signage.

The EU Road Safety Exchange project has been the most significant international road safety initiative implemented in Lithuania in recent years. This project helped strengthen road safety governance by facilitating direct cooperation with leading EU countries. Lithuania benefitted from expert mentoring, data-driven insights, and structured evaluations of its current road safety systems.[1]

SLOVENIA
A COMBINATION OF MEASURES REDUCES ROAD DEATHS

Road deaths in Slovenia reduced by 18% in 2024 compared to 2023.

30 coordinated measures from the National Road Safety Programme 2023–2030 are already producing positive results. Some recent examples include:

- In 2024, Slovenian police increased targeted enforcement and refined the penalty system, with a particular focus on the use of mobile phones. According to police data, the number of people found using a hand-held mobile phone while driving dropped by approximately 5% in 2024, indicating that awareness campaigns and enforcement are having a real impact.
- Between 2023 and 2024 the Slovenian Traffic Safety Agency (AVP) carried out a series of national preventative actions, often in cooperation with the police, local authorities, schools, and non-governmental organisations. These actions targeted key risk factors such as speed, alcohol, drugs, and distraction, while promoting responsible road use through national campaigns. Particular attention has also been paid to older road users. The Simbiosis Project (Sožitje Project) supports older drivers through nationwide workshops that refresh traffic knowledge, promote safe mobility, and encourage adaptation to age-related changes.

Another important aspect of road safety in Slovenia is the in-depth analysis of fatal collisions which have been carried out by AVP since 2016. These identify the systemic causes of collisions and propose improvements to infrastructure and other safety measures. Based on the findings, the AVP collaborates with experts and road operators to develop recommendations, which are incorporated into road network renovation plans.

[1] https://tinyurl.com/d83fxkb5

BELGIUM
FOCUS ON ENFORCEMENT AND PROTECTING VULNERABLE ROAD USERS

Road deaths in Belgium decreased by 37% between 2014 and 2024. Between 2019 and 2024, the decrease was 27%. Belgium has implemented several new road safety measures in recent years, with a focus on improving the safety of vulnerable road users and strengthening enforcement. Some of the country's large cities have extended the zones where speed is limited to 30km/h, some to the entire city, such as Brussels. The network of separated cycle paths has also been extended. The enforcement chain has also been improved. The processing of fines is now largely standardised and additional resources have been allocated to ensure that all fines are being processed. The deployment of safety cameras, including section control cameras, has increased. 5,000 Automatic Number Plate Recognition cameras that can automatically read vehicle number plates are now in use in Belgium. In 2024, the number of detections of speed traffic offences increased by 500,000. Penalties, such as driving bans for handheld mobile phone use and combined recidivism (e.g. speeding and alcohol), contribute to effective enforcement. During the BOB anti drink-driving campaign, most police forces in Belgium conduct alcohol controls, reinforcing the vital link between awareness and enforcement.

SWITZERLAND

"Switzerland has seen a troubling reversal in road safety, with deaths rising by 34% between 2019 and 2024. While proven and cost-effective measures exist, they will only succeed if backed by strong political leadership. What is urgently needed is the resolve — at both political and administrative levels — to make road safety a sustained national priority."

Markus Deublein, Dr. sc. ETHZ, Swiss Council for Accident Prevention.

SPAIN
URBAN AND RURAL AREAS TELL DIFFERENT ROAD SAFETY STORIES

Spain's progress in road safety is a story of two halves – urban and rural roads.

On rural roads, the number of road deaths decreased in the two years prior to the Covid-19 pandemic (2018 and 2019) but has been increasing since due in part to population growth and an increase in the number of trips being taken.

On urban roads, the most recent data (2023) show road deaths as being similar to pre-pandemic levels. That having been said, there are significant reductions in certain vulnerable groups. On average, between 2021 and 2023, the following changes were observed compared to 2019:

- The number of pedestrian deaths decreased by 16%;
- Cyclist deaths decreased by 26%;
- Deaths among people over 64 years of age decreased by 20%.

These reductions coincide with the implementation of the 30km/h speed limit, which came into force in May 2021.

It is well known that road safety trends vary significantly depending on the mode of transport. In Spain, over the past ten years, the only mode of transport that has increased in use is the motorcycle. Spain now has a fleet of 6 million motorcycles. This is a highly vulnerable group, and this is clearly reflected in the collision and road death data.

IRELAND
CONCERNING INCREASE IN ROAD DEATHS AMONG YOUNG PEOPLE

While Ireland saw two consecutive years of increases in deaths in 2022 and 2023, it was encouraging to see a small decline in deaths in 2024. Nonetheless, the trend of increasing deaths in recent years is of great concern to stakeholders in Ireland, and meeting the 2030 targets remains a significant challenge. Monitoring of the findings of surveys and Safety Performance Indicators (SPIs) show persistent engagement by drivers in all dangerous behaviours that are known to contribute to death and serious injury.

Of particular concern in both 2023 and 2024 is a notable increase in the share of deaths among young people compared to previous years. In 2023 and 2024 combined, children aged 0-15 years represented 6% of deaths, while young people aged 16-25 years represented over a quarter of all deaths (27%).

The Department of Transport in collaboration with stakeholders is now working to finalise the Phase 2 Action Plan of the government Road Safety Strategy which will run from 2025 to 2027. This will include measures in the following key areas: safety enhancement to sustainable transport infrastructure, progressing implementation of divided roads, implementation of the 2023 speed limit review, expanding the capability of camera-based enforcement, and progressing proposals for an alcohol interlock programme.

1.4 ROAD DEATHS DECREASED BY 17% BETWEEN 2014 AND 2024, FASTER THAN SERIOUS INJURIES

In 2024, there were 20,017 deaths on EU roads. Over the period from 2014 to 2024, the EU27 achieved a collective 17% reduction in road deaths (as shown in Figure 4). In the last decade, there were 23,802 fewer deaths than if the death rate had remained at the 2014 level (as depicted in Figure 5).

Over a six-year period, the reduction in road deaths on EU roads stalled, with only a 6% decrease from 2014 to 2019. However, in 2020, there was a drop of 17% compared to the previous year. This decline was largely attributed to Covid-19 travel restrictions across Europe. In 2021, despite a consistent 12% reduction relative to 2019, the number of road deaths increased by 6% compared to 2020 due to the gradual easing of restrictions. Similarly, in 2022, there was a 9% reduction from the pre-pandemic year (2019), but road deaths rose by 4% compared to 2021, indicating a return to business as usual post-Covid-19. Unfortunately, in 2023 road deaths decreased by only 1% and in 2024 by 2%, falling far short of the desired 6.1% annual progress needed to achieve the ambitious 2030 goal of a 50% reduction.

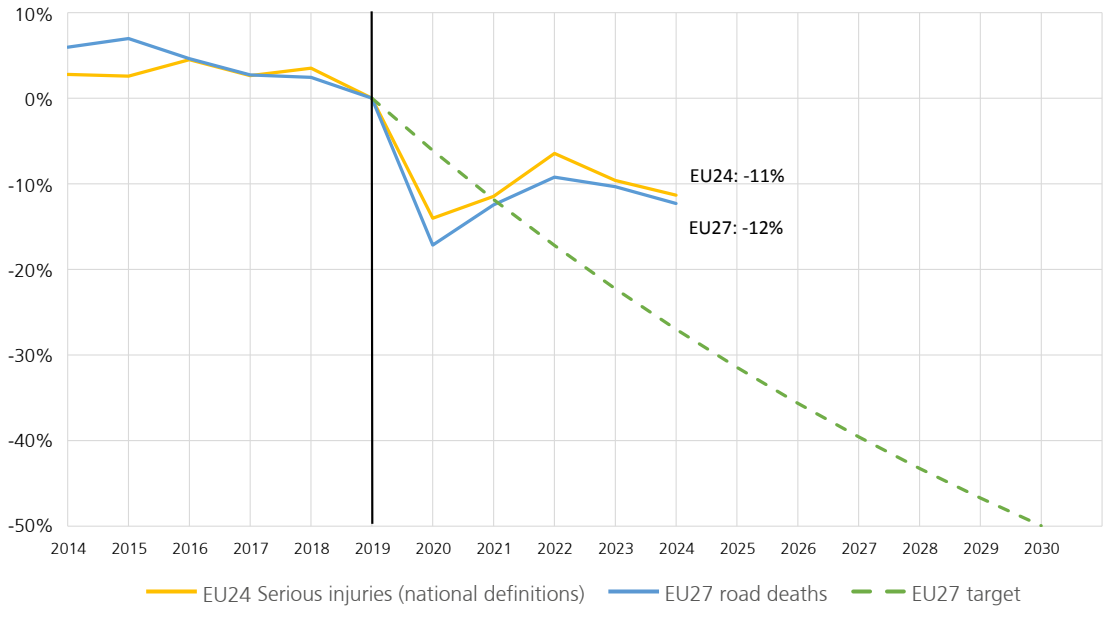


Figure 4. Change in the number of road deaths in the EU27 since 2014 compared with the EU target for 2030 and change in the number of serious road traffic injuries in the EU24 based on countries' national definitions. EU24: EU27 excluding RO due to lack of updated data and LT and IE due to inconsistent trend data. EU27 level of road deaths in 2024 and EU24 level of serious road traffic injuries in 2024 are an ETSC estimate as road deaths and serious injury data for 2024 were not available for some countries at the time this report went to print.

The progress in reducing serious road traffic injuries over the last decade in the EU24[2] collectively has been poor. There has only been a 14% reduction over the period 2014-2024 (Fig.4). The number of serious injuries remained almost unchanged until 2019. As with road deaths, there was a substantial reduction of 14% in 2020 compared to 2019, most likely due to the various measures imposed during the Covid-19 pandemic. The number of serious injuries increased by 3% in 2021 compared to 2020 and increased again by 6% in 2022 compared to 2021. 2023 saw a decrease of 3% in serious injuries compared to 2022. In 2024 serious injuries decreased by 2% compared to 2023. Sample studies show that the actual number of serious injuries is often considerably higher than the number officially recorded by the police.

1.5 SOME 23,800 LIVES SAVED SINCE 2014 IS OF CONSIDERABLE VALUE

Between 2015 and 2024, the EU successfully prevented 23,802 road deaths compared to the projected number if each Member State had maintained the same death rate as in 2014. However, it's important to note that an additional 49,590 lives could have been saved if the annual reduction of 6.7% required to achieve the 50% reduction target within a decade had been consistently reached (as depicted in Figure 5, left column).

Putting a monetary value on prevention of loss of human life can be debated on ethical grounds. However, doing so makes it possible to assess objectively the costs and benefits of road safety measures and helps to make the most effective use of generally limited public resources.

The Value of Preventing one road Fatality (VPF), estimated for 2016 in the EU Handbook on the external costs of transport (2019),[3] has been updated in this PIN report to take account of changes to the economic situation in the intervening years.[4] As a result, we have taken the monetary value for 2024 of the human losses avoided by preventing one road death to be €2.5 million at market prices in 2024.[5]

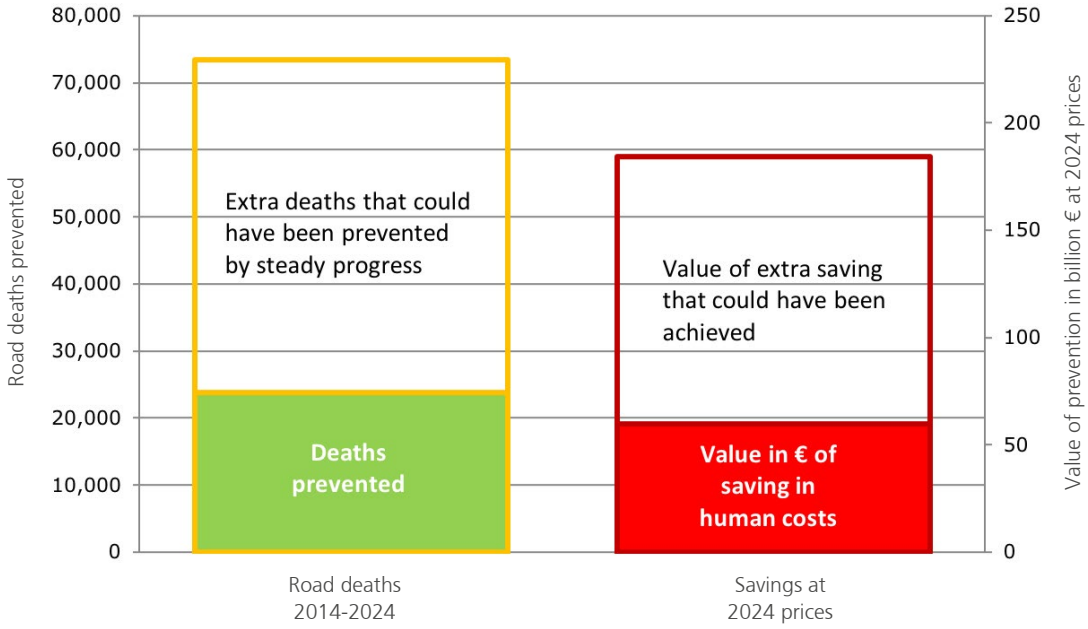


Figure 5. Reduction in the number of road deaths in EU27 over the period 2014-2024 and valuation at 2024 prices and value, together with the additional savings – both in deaths prevented and costs of this number of deaths – that could have been achieved if the EU had had a steady annual reduction of 6.7%.

[2] EU24: EU27 excluding RO due to lack of updated data and LT and IE due to inconsistent trend data.
[3] European Commission (2019), Handbook on the external costs of transport, https://tinyurl.com/wvafxdj6
[4] Please note that the values used have not been updated in the light of the VALOR study, https://tinyurl.com/yskp3f5e
[5] For more information, see ETSC (2020), Updated methodological note to the 14th Road Safety Performance Index (PIN) Report.

The total value of the human losses avoided by reductions in road deaths in the EU27 for 2024 compared to 2014 is estimated at approximately €10.5 billion, and the value of human losses avoided by the reductions in road deaths in the years 2015-2024 taken together compared with 2014, is about €60 billion (Fig.5, right column).

If EU road deaths had reduced at a constant annual rate of progress of 6.7%, the greater reductions in deaths in the years 2015-2024 would have increased the valuation of the benefit to society by about €124 billion to about €184 billion over those years (Fig.5, right column).

1.6 NORWAY - THE SAFEST COUNTRY FOR ROAD USERS

In 2024 in the EU27, average road mortality was 45 deaths per million inhabitants compared to 55 per million in 2014 (as shown in Figure 6).

Road mortality in the PIN countries differs by a factor of almost four between the groups of countries with the highest and the lowest mortality.

In 2024 Norway was the leader among the PIN countries with 16 road deaths per million inhabitants. Sweden follows with 20 deaths per million. In Malta, Denmark, the UK, Luxembourg, Switzerland, Finland, Slovenia, Ireland and Germany, road mortality is below or equal to 35 deaths per million. The highest mortality is in Serbia and Romania with 78 and 77 road deaths per million inhabitants respectively. In four countries – the Netherlands, Israel, Slovakia and Serbia – road mortality is higher in 2024 than it was in 2014.

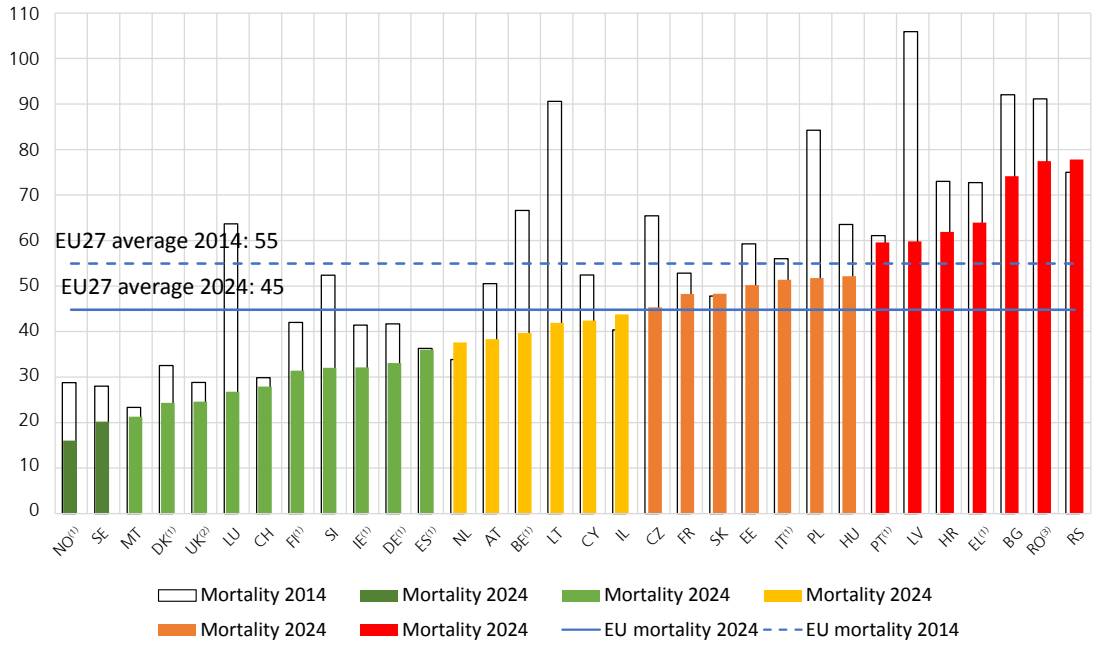
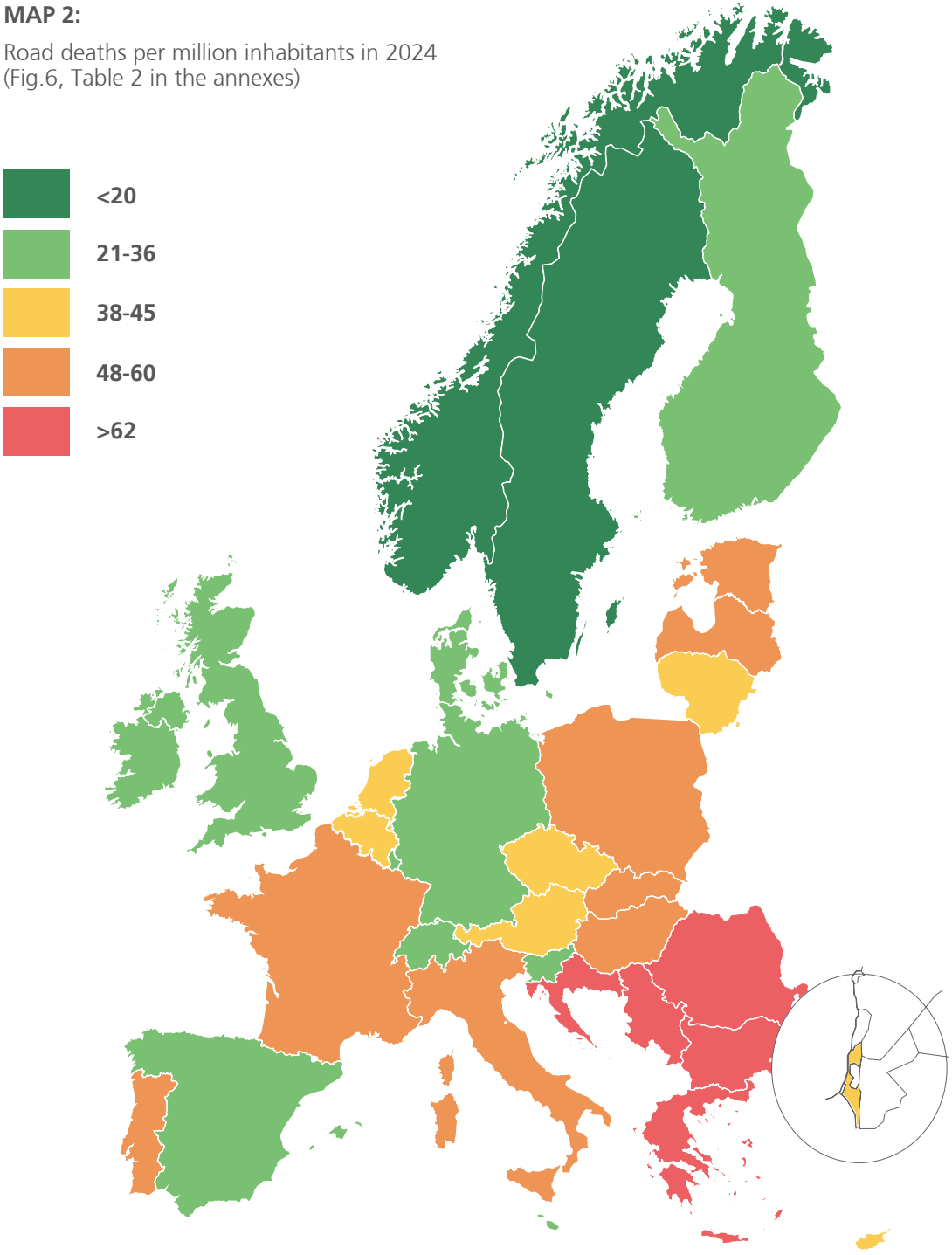


Figure 6. Road mortality (road deaths per million inhabitants) in 2024 (with mortality in 2014 for comparison).
(1)National provisional estimates used for 2024, as final figures for 2024 were not available at the time this report went to print.
(2)UK data for 2024 are the provisional total for Great Britain (1633) combined with the total for Northern Ireland (69) for the calendar year 2024.
(3)CARE provisional data.

MAP 2:

Road deaths per million inhabitants in 2024
(Fig.6, Table 2 in the annexes)



SERBIA

Road mortality in the Republic of Serbia has increased from 75 in 2014 to 78 in 2024. There was a significant reduction in the population during this time (from 7.1 million inhabitants to 6.6 million). 2014 could also be considered as an unusual year in that period, given that the number of deaths was slightly higher in the years before and after, due in part to a severe storm which hit Serbia in May 2014, causing several days of flooding and months of repairs and, consequently, reduced mobility.

1.7 ROAD DEATHS PER MOTOR VEHICLE-DISTANCE TRAVELLED

Figure 7 shows road deaths per billion motor vehicle-km travelled for the 23 PIN countries where up-to-date data are available. This indicator complements the well-established indicator of road mortality (Figure 6). This risk is relevant only for fatal collisions where a motor vehicle was involved.

Measured in this way, Norway, Sweden, Denmark, Slovakia and Ireland have the lowest road risk among the countries collecting up-to-date countrywide data. The road risk in the PIN countries differs by a factor of four between the groups of countries with the highest and the lowest number of road deaths per vehicle-distance travelled.

Differences between the relative positions of countries in Figure 6 and Figure 7 can arise from differences in levels of motorcycling, cycling or walking, traffic volume, proportions of traffic on motorways and rural roads, different methods for estimating the distance travelled or other factors.

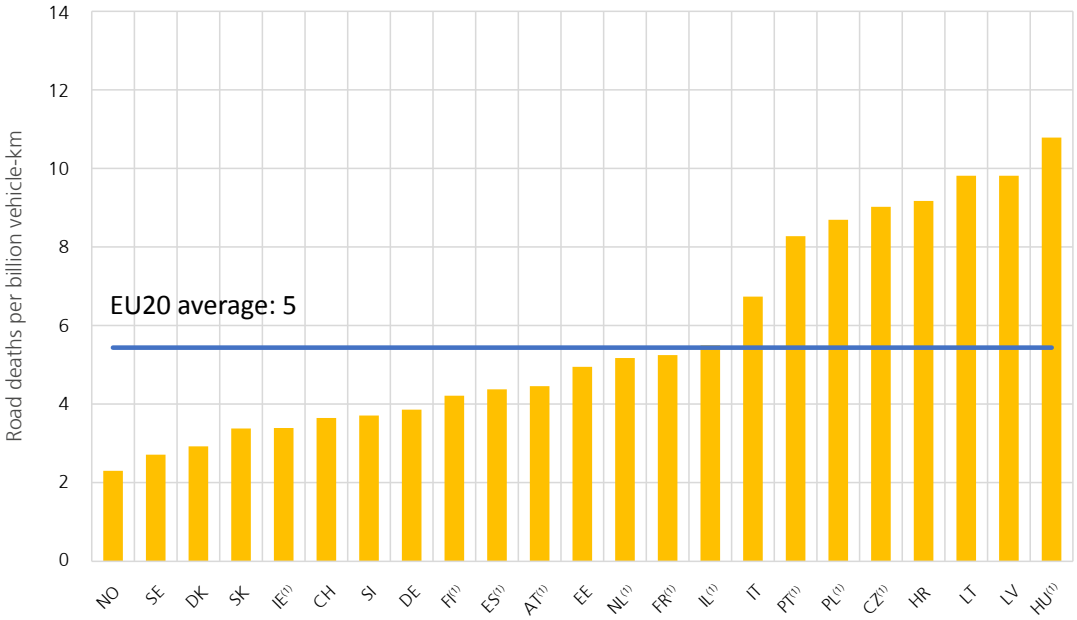


Figure 7. Road deaths per billion motor vehicle-km (2022-2024 average). Average for the latest three years for which both the road deaths and the estimated data on distance travelled are available.
(1)2021-2023. The EU average is calculated for the years 2021-2023 (average). EU20 average: EU27 excluding BE, BG, CY, EL, LU, MT and RO due to lack of data on vehicle distance travelled. Note: single-cyclist deaths are included in the road death data used in this figure.

RECOMMENDATIONS TO NATIONAL GOVERNMENTS

- Adopt and implement the Safe System approach to road safety by addressing all elements of the road transport system in an integrated way and adopting shared overall responsibility and accountability between system designers and road users.[6] [7]
- Seek to accelerate progress by all available means, including applying proven traffic law enforcement strategies according to the EC Recommendation on Enforcement.[8]
- Provide sufficient government funds to allow the target-oriented setting of measures and set up financing and incentive models for the regional and local levels. Use the evidence gathered to devise and update relevant policies. Make the choice of measures based on sound evaluation studies and, where applicable, cost-effectiveness considerations, in the impact assessment of countermeasures.
- Conduct a thorough qualitative assessment of current road safety strategies to evaluate the levels of implementation and effectiveness of the road safety measures in reaching road safety targets.

RECOMMENDATIONS TO THE EU

- Create a new EU agency to support safe, smart and sustainable road transport operations.[9]
- With regard to the EU Road Safety Policy Framework 2021-2030,[10] redouble road safety action in light of the implementation report on the framework expected in 2025.

[6] OECD-ITF (2016), Zero Road Death and Serious Injuries, Leading a Paradigm Shift to a Safe System approach, https://tinyurl.com/m5ff6hcw
[7] OECD-ITF (2022), The Safe System Approach in Action, https://tinyurl.com/juvmdj64
[8] EC Recommendation on Enforcement in the Field of Road Safety 2004/345, https://tinyurl.com/pw5xdpv4
[9] ETSC (2018) Briefing: 5th EU Road Safety Action Programme 2020-2030, https://tinyurl.com/2z58hda3
[10] ETSC (2019) Briefing: EU Strategic Action Plan on Road Safety, https://tinyurl.com/46x5cd47

PART II

SERIOUS INJURIES: LITTLE PROGRESS SINCE 2014

MAIS3+ DEFINITION

The Abbreviated Injury Scale (AIS) is a globally accepted trauma classification of injuries, which ranges from 1 (minor injuries) to 6 (non-treatable injuries) and is used by medical professionals to describe the severity of injury for each of the nine regions of the body (Head, Face, Neck, Thorax, Abdomen, Spine, Upper Extremity, Lower Extremity, External and other). As one person can have more than one injury, the Maximum Abbreviated Injury Score (MAIS) is the maximum AIS of all injury diagnoses for a person.

The High Level Group on Road Safety representing all EU Member States identified three main ways Member States can choose to collect data in accordance with the MAIS3+ definition:

1. continue to use police data but apply a correction coefficient based on samples;
2. report the number of injured based on data from hospitals;
3. create a link between police and hospital data.

All methods used for estimating the number of serious traffic injuries (MAIS3+) are in one way or another based on hospital records. Even when applying correction to police data, it is necessary to have samples of hospital data to derive the correction factors.[11] These correction factors are likely to be different depending on the travel mode, age group and country.

ETSC recommends the third option but, as matching police and hospital data is not straightforward, Member States that have not yet started this process should make use of option 2 or, if that is not possible nationwide, option 1. Within the framework of the SafetyCube project financed by the European Commission, a study was published on serious road traffic injury data reporting practices. It provides guidelines and recommendations for each of the three main ways to estimate the number of serious road traffic injuries in order to assist Member States in MAIS3+ data collection.[12]

As part of a project in 2022, AAAM provided the European Commission with a number of tools to assist those collecting data according to the MAIS3+ definition.[13]

[11] SafetyCube (2016), Practical guidelines for the registration and monitoring of serious traffic injuries, Deliverable 7.1, https://tinyurl.com/4mmtz6dr
[12] Ibid
[13] https://tinyurl.com/bd23dcn9

02

2.1 THE FIRST EU TARGET TO HALVE SERIOUS INJURIES BETWEEN 2020 AND 2030

In 2018, the European Commission announced the first target for reducing serious road traffic injuries by 50% between 2020 and 2030. The announcement followed EU transport ministers' adoption of the Valletta Declaration on road safety in 2017, including a call for such a target.

In 2020, the European Commission updated the estimated number of serious road traffic injuries. According to this estimate, 110,000 people were seriously injured on EU27 roads in 2019 based on the common EU definition of what constitutes a serious road injury – an in-patient with an injury level of MAIS3 or more (see box).[14]

2.2 MOST COUNTRIES HAVE REDUCED THE ANNUAL NUMBER OF SERIOUS INJURIES SINCE 2014

In addition to MAIS3+ data, Member States and PIN countries should continue collecting data based on their previous national definitions. This will enable monitoring of progress in the same way (assuming reporting rates are constant) at least until these rates of progress can be compared with those under the new definition.

Figure 8 shows the relative change in the number of serious injuries over the period 2014-2024 using current national definitions of a serious injury.

The number of people recorded as seriously injured, based on national definitions, decreased in 17 of the 29 PIN countries that collect data. In the EU24[15] collectively, serious road traffic injuries reduced by 14% over the period 2014-2024 (Figure 8). Numbers of serious road traffic injuries in the EU as a whole stagnated during most of the decade (with the exception of 2020). The number of recorded serious injuries decreased by 52% in Cyprus for the period 2014-2024, by 46% in Greece over the period 2014-2024 and by 43% in Czechia for the period 2014-2024. The number of recorded serious injuries increased by 34% in Israel for the period 2014-2024, 30% in Malta over the period 2014-2022, 28% in the Netherlands for the period 2014-2024 and 26% in Luxembourg for the period 2014-2024.

[14] European Commission (2020), Road Safety: Europe's roads are getting safer but progress remains too slow, https://tinyurl.com/bdzz378p
[15] EU24: EU27 excluding RO due to lack of updated data and LT and IE due to inconsistent trend data.

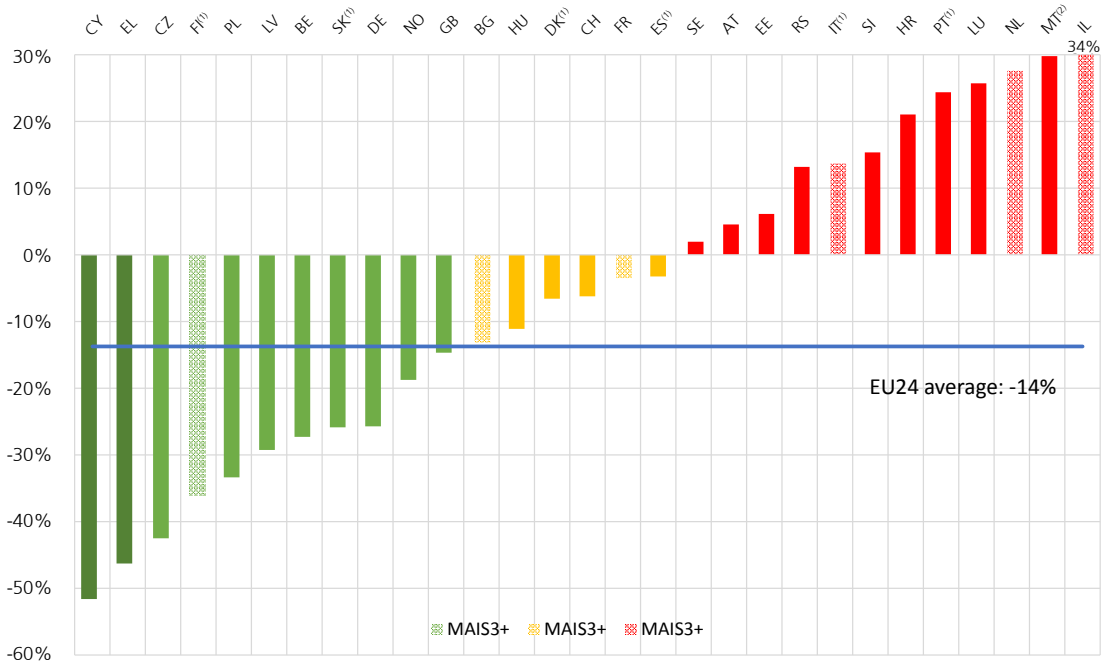


Figure 8. Relative change in recorded seriously injured (national definitions) over the period between 2014 and 2024 for countries where data are available. The years covered vary: (1)2014-2023, (2)2014-2022. EU24: EU27 excluding LT, and IE due to inconsistent trend data and RO due to lack of updated data. PIN countries using a definition of seriously injured similar to having injuries requiring at least one night in a hospital as an in-patient: BE, CY, DE, EE, ES, EL, IE, LV, LU, PT, UK, CH, IL.

INDICATOR FIG. 8, 9 AND 10

It is not possible to compare the number of serious injuries between EU Member States because of the different national definitions of a serious injury, together with differing levels of underreporting. It is also too early to use data based on MAIS3+ for comparing countries over time. The comparison therefore takes as a starting point the changes in the numbers of seriously injured (based on each national definition) since 2014 (Figure 8). The changes in these numbers since 2014 are compared to the corresponding changes in the numbers of deaths since 2014 (Figure 10). Figure 9 shows the number of seriously injured road users based on national and MAIS3+ definitions per single road death recorded by the police in PIN countries where data are available.

The numbers of serious injuries were supplied by the PIN panellist in each country. The full dataset, together with the national definitions, are available in the annexes. All PIN countries collect data on "serious" injuries. The numbers of people seriously injured based on the national definition in 2024 are provisional in Austria, Germany, Greece, Norway and Spain.

Thirteen countries (BE, CY, DE, EE, ES, EL, IE, LV, LU, PT, UK, CH, IL) use similar definitions of severe injuries, spending at least one night in hospital as an in-patient or a close variant of this. In practice, however, in most European countries, there is unfortunately no standardised communication between police and hospitals and the categorisation as "serious" is often made by the police.

Within each country, a wide range of injuries are categorised by the police as serious under the applicable definition. They range from lifelong disablement with severe damage to the brain or other vital parts of the body to injuries whose treatment takes only a few days and have no longer-term consequences.

2.3 LARGE DIFFERENCES IN THE NUMBERS OF PEOPLE RECORDED AS INJURED DUE TO VARYING DATA COLLECTION METHODS AND REPORTING LEVELS

The exact number of people seriously injured in road collisions is not yet known in all EU countries.

Sample studies have shown that the actual number based on the national serious injury definition is often considerably higher than the number officially recorded by the police. In general, the lower the injury severity, the higher the underreporting in collision statistics collected by the police tends to be. The level of underreporting tends also to be higher for pedestrians, cyclists and motorcyclists than for vehicle occupants. This is especially the case when no motor vehicle is involved in a collision.

Serious injury numbers based on the MAIS3+ definition tend to be smaller than those registered by the police as illustrated by data from countries where two data sets, MAIS3+ and police data, are collected (Figure 9). Therefore, serious injury numbers depend on definitions, data collection methodologies and data quality.

Figure 9 shows the number of seriously injured road users based on national and MAIS3+ definitions compared to the number of road deaths recorded by the police in PIN countries where data are available. Data based on national definitions are collected by the police while MAIS3+ data in one way or another are collected based on hospital records (see box MAIS3+ definition).

The reporting level of serious injuries recorded by the police based on national definitions varies greatly among countries. This can be related to differences in legislation, insurance policy, police resources and the quality of data collection and processing. In some countries, reporting is better because the police have to attend all collisions with personal injury (e.g. Germany) or because insurance compensation can only be claimed if there is a report by the police.

In the SafetyNet report "Estimating the real number of road accident casualties", conversion factors for underreporting in police records were estimated for eight EU countries.[16] It was originally envisaged that the conversion factors would be generalised to other EU countries to allow for European comparison. The authors came to the conclusion, however, that conversion factors differed too widely among countries and that comparable studies should be conducted in as many countries as possible.

When looking at recorded serious injuries based on national definitions, fewer than one serious injury is registered for every recorded road death in Greece, the ratio is around 20 in the Netherlands and Austria and 19 in Germany and Malta (Fig.9). The differences in seriously injured per death do not mean that fewer people are injured for every road death in Greece than in the Netherlands, Germany, Austria or Malta but rather that seriously injured survivors are better reported by the police in the latter countries. Disparities may also stem from differences in travel behaviour: the ratio of injured per death strongly depends on the travel mode, age and road type. Thus, neither serious injury numbers, nor ratios between killed and injured, are comparable between countries.

[16] Broughton et al. (2008), Estimating the real number of road accident casualties, Final deliverable D.1.15, SafetyNet, https://tinyurl.com/ycy4d4ym. Participating countries: Austria, Czechia, France, Greece, Hungary, the Netherlands, Spain and the UK.

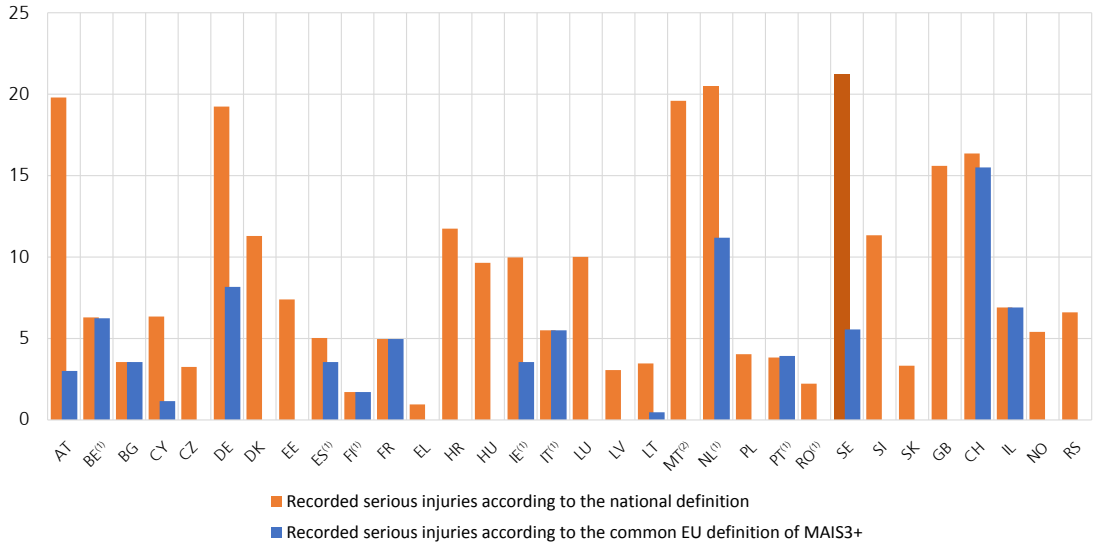


Figure 9. Number of seriously injured recorded in national statistics per single road death per country in the last three years ranked alphabetically. Numbers between countries are not comparable. 2022-2024 average or the latest three years available. (1)2021-2023, (2)2020-2022. SE (dark brown bar) - hospital data.

There are around 16 people seriously injured based on the MAIS3+ definition for each road death in Switzerland, 11 in the Netherlands, and eight in Germany. There are two people seriously injured based on the MAIS3+ definition for each road death in Finland and less than one in Lithuania (Figure 9, blue bars). As for serious injuries based on police records, the differences in serious injuries based on MAIS3+ per death do not necessarily mean that fewer people are injured for every road death in Lithuania or Finland. These countries, as well as other countries, are in the process of improving the quality of the MAIS3+ data. The challenge is to capture all serious injuries that occur in traffic collisions, because hospitals record injuries from all causes and in some cases apply a different code (using the International Classification of Diseases – ICD). Also, differences may arise due to variations in travel mode use: use of bicycles or motorcycles leads to a much higher ratio between MAIS3+ and deaths than pedestrians or car occupants.

2.4 ANNUAL REDUCTION IN SERIOUS INJURIES STILL BEHIND ROAD DEATH REDUCTION

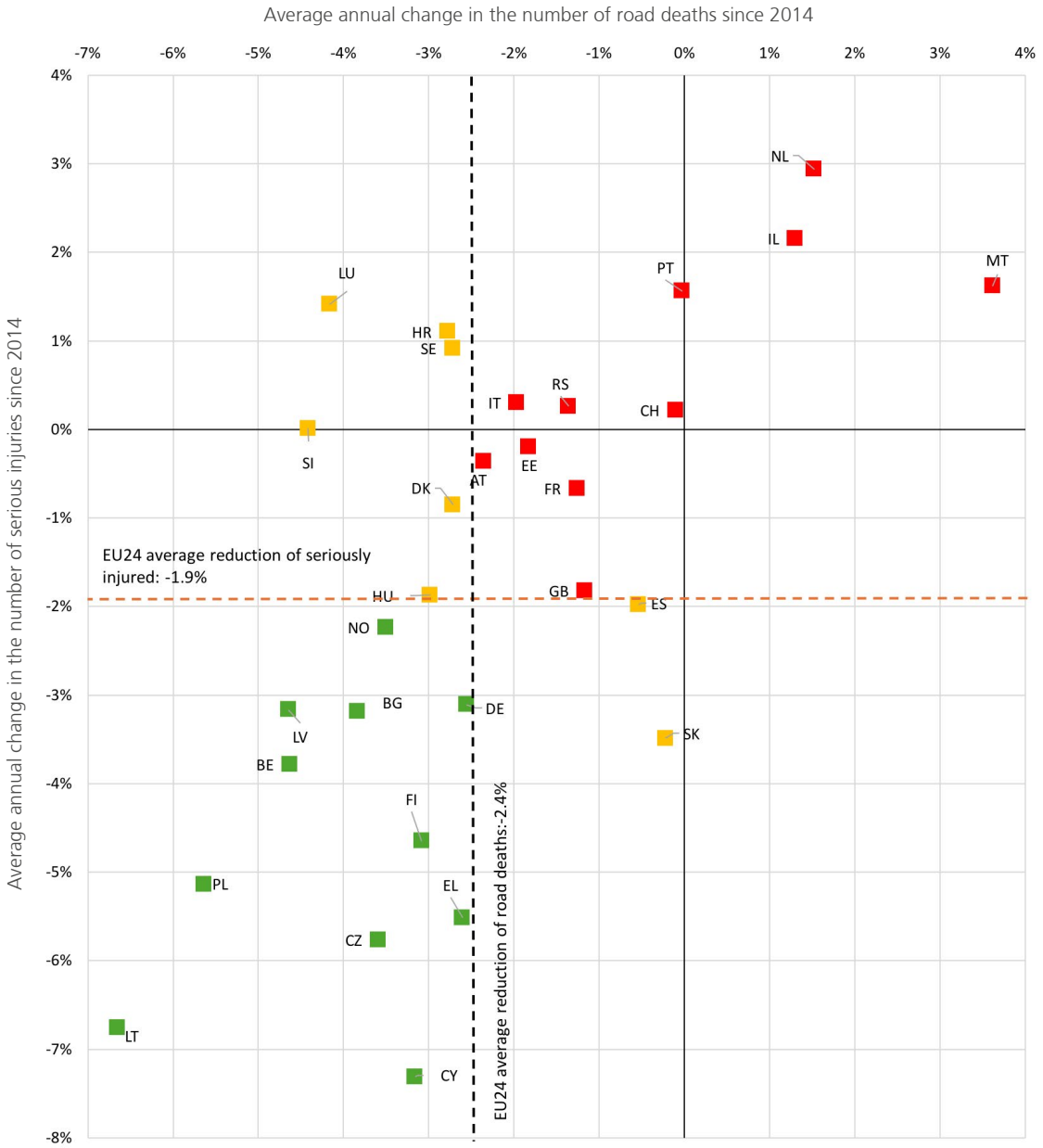
Figure 10 gives an overview of national progress in reducing the numbers of road deaths and serious injuries (based on each national definition) over the last ten years. The figure aims to indicate to what extent the two have moved at a similar pace. The average annual change[17] in road deaths is plotted on the horizontal axis, and the average annual change in serious injuries on the vertical axis. The EU24[18] averages of a 2.4% reduction in road deaths and a 1.9% reduction in serious injuries are shown by vertical and horizontal dotted lines. Green markers are used for countries that performed better than the EU average in both death and serious injury reduction, red markers for those below the EU averages in both death and serious injury reduction and amber markers for all others – better than the average in deaths but not in serious injury or vice-versa.

Greece, Czechia, Belgium, Poland, Finland, Germany, Bulgaria, Cyprus, Lithuania, Latvia and Norway have performed better than the EU average in reducing both serious injuries and road deaths since 2014. The annual reduction rates for serious injuries are also related to reporting rates.

[17] The average annual decrease is based on the entire time series of all the nine annual numbers of road deaths between 2014 and 2024, and estimates the average exponential trend. For more information, read the methodological note, PIN Flash 6: https://tinyurl.com/mrysk6jk

[18] EU24: EU27 excluding RO due to lack of updated data and LT and IE due to inconsistent trend data.

Figure 10. Estimated average annual change in the number of seriously injured according to the national definition over the period 2014-2024 for countries where data are available, plotted against the estimated average annual change in road deaths over the same period. The years covered vary: 2014-2023: BE, DK, ES, FI, IT, NL, PT, RO 2014-2022: MT. EU24: EU27 excluding LT and IE due to inconsistent trend data and RO due to lack of updated data.



Further background and recommendations on serious injuries can be found in the following PIN report:

www.etsc.eu/pinflash48

RECOMMENDATIONS TO NATIONAL GOVERNMENTS

- Set national reduction targets for serious injuries based on MAIS3+ alongside deaths in upcoming road safety strategies.
- Collect serious injury data according to the MAIS3+ definition and continue collecting data based on national definitions.
- Collect travel data for all road users by road type to include effects on the number of serious injuries in the impact assessment of road safety measures.
- Streamline the emergency response chain and increase the quality of trauma management in order to mitigate collision consequences more effectively.
- Allocate the necessary budget to collect data on serious injuries according to MAIS 3+.

RECOMMENDATIONS TO THE EU

- Adopt a new joint-EU strategy to tackle serious injuries involving all directorates general (DGs) of the European Commission in particular the DG for health.
- Adopt a new EU health strategy including road traffic injury prevention measures.
- Prioritise short-term measures that can be implemented with existing knowledge, e.g. measures to improve speed limit compliance will reduce injury severity and have an immediate effect.
- Work with Member States to ensure that they collect and report data on serious injuries using the common EU definition of MAIS3+; support Member States with the training of data-handling professionals.
- Continue to review the procedures used by Member States to estimate the number of people seriously injured to achieve comparability even though a variety of methods will be used in practice to implement the common definition.
- Include the number of seriously injured in the impact assessment of countermeasures.
- Treat road injuries and deaths as a public health problem as well as a mobility issue.

PART III

AN OVERVIEW OF EU AND NATIONAL ROAD SAFETY POLICIES

03

3.1 A MAJORITY OF COUNTRIES NOW HAVE 2030 NATIONAL ROAD SAFETY STRATEGIES

Country efforts will be critical across Europe for the implementation of the Safe System approach and in the EU for achieving the 2030 targets. Of the 32 PIN countries, 26 report having a road safety strategy in place. Both Sweden and the Netherlands work with a system of activities and objectives (Table 1).

Within the activities of the European Road Safety Observatory of the European Commission, a review of Member States' road safety strategies is being carried out[19] and will support the report on the implementation of the EU road safety policy framework (2021-2025).

[19] Yannis, G., Folla, K., Kasselouris K., (2024) Monitoring National Road Safety Strategies in the EU https://tinyurl.com/ybxwa5pn

Table 1. Road safety strategies in the PIN countries.

	National road safety strategy	Road death reduction target	Serious injury reduction target
AT[20]	YES (2021-2030)	50% (2017-2019av.-2030)	50% (2017-2019av.-2030)
BE[21]	YES (2021-2030/2050)	50%, less than 320 by 2030, 0 by 2050	50%, less than 1800 by 2030, less than 360 by 2050
BG[22]	YES (2021-2030)	50% (2019-2030)	50% (2019-2030)
CY[23]	YES (2021-2030)	50% (2019-2030)	50% (2019-2030)
CZ[24]	YES (2021-2030)	50% (2017-2019av.-2030)	50% (2017-2019av.-2030)
DE[25]	YES (2021-2030)	40% (2021-2030)	NO
DK	YES (2021-2030)	Max. 90 road deaths in 2030	Max. 900 seriously injured in 2030
EE[26]	YES, under approval (2026-2035)	tbd	tbd
EL	YES (2021-2030)	50% (2019-2030)	50% (2019-2030)
ES[27]	YES (2022-2030)	50% (2019-2030)	50% (2019-2030)
FI[28]	Soon coming to an end (2022-2026)	50% (2020-2030)	50% (2020-2030)
FR[29]	YES (2023-2027)	50% (2019-2030)	50% (2019-2030)
HR[30]	YES (2021-2030)	50% (2019-2030)	50% (2019-2030)
HU	Soon coming to an end (2023-2025)	50% (2020-2030)	50% (2020-2030)
IE[31]	YES (2021-2030)	50% (2017-2019av.-2030)	50% (2017-2019av.-2030)
IT[32]	YES (2021-2030)	50% (2019-2030)	50% (MAIS3+) (2019-2030)
LU[33]	Outdated (2019-2023)	NO (Vision Zero)	NO (Vision Zero)
LV[34]	YES (2021-2027)	50% (2020-2030)	50% (2020-2030)
LT[35]	1. Transport Development Program (2022-2030)[36] 2. The National Progress Plan (2021-2030)[37] 3. Vision 0 memorandum (2024-2030)[38]	50% (2019-2030)	50% (2019-2030)
MT	Outdated (2014-2024)	NO	NO
NL[39]	Activity plans (2018-2030)	NO	NO
PL[40]	YES (2021-2030)	50% (2019-2030)	50% (2019-2030)
PT[41]	YES (2021-2030)	50% (2019-2030)	50% (2019-2030)
RO	YES (2022-2030)	50% (2019-2030)	50% (2019-2030)
SE	Management by objectives (2020-2030)	50% (2017-2019av.-2030)	25% (2017-2019av.-2030)
SI[42]	YES (2023-2030)	50%, less than 50 road deaths in 2030	50%, less than 400 by 2030
SK[43]	YES (2021-2030)	50% (2020-2030)	50% (2020-2030)
UK[44]	In preparation for publication	tbd	tbd
CH	YES (no time limit)	Max. 100 road deaths by 2030	Max. 2,500 serious injuries by 2030
IL[45]	NO	NO	NO
NO[46]	Soon coming to an end (2022-2025)	Max. 50 deaths by 2030	Max. 350 serious injuries by 2030
RS[47]	YES (2023-2030)	50% (2019-2030) and 0 children killed by 2030	50% (2019-2030)

[20] Austrian Road Safety Strategy 2021-2030, https://tinyurl.com/y48depa5
[21] All For Zero, https://tinyurl.com/3s5w4szh
[22] The National Strategy for Road Safety until 2030 has been adopted - State Agency for Road Safety, https://tinyurl.com/4et4fh9z
[23] Στρατηγικό Σχέδιο, https://tinyurl.com/mrxaph4u
[24] Czech Road Traffic Safety Strategy 2021-2030, https://tinyurl.com/y8k3p8hb
[25] Deutscher Bundestag, Verkehrssicherheitsprogramm der Bundesregierung 2021 bis 2030, https://tinyurl.com/2yy67bye
[26] Transpordiamet, Lehekülge ei leitud, https://tinyurl.com/4c3e4p4m
[27] Estrategia de Seguridad Vial 2030, https://tinyurl.com/4xwbxj2n
[28] Government resolution: Transport Safety Strategy aims to improve the safety of all modes of transport - Ministry of Transport and Communications, https://tinyurl.com/2cjuvemm
[29] Driving safely and serenely on France's roads, https://tinyurl.com/462955ew
[30] Odluka o donošenju Nacionalnog plana sigurnosti cestovnog prometa Republike Hrvatske za razdoblje od 2021. do 2030. https://tinyurl.com/4kznr4w6
[31] Ireland's Government Road Safety Strategy 2021-2030, https://www.rsa.ie/about/safety-strategy-2021-2030
[32] Piano Nazionale Sicurezza Stradale 2030, https://tinyurl.com/5995fjvf
[33] Plan d'action « sécurité routière » (2019–2023), https://tinyurl.com/36us9ysw
[34] Satiksmes ministrija, Ceļu satiksmes drošības plāns 2021.-2027.gadam, https://tinyurl.com/bdcusy2a
[35] Lietuvos Respublikos Vyriausybė (2020), Nutarimas dėl valstybinės eismo saugos programos „Vizija-nulis" patvirtinimo, https://tinyurl.com/8fhkru7t
[36] Nutarimas Dėl 2022–2030 Metų plėtros programos valdytojos lietuvos respublikos susisiekimo ministerijos susisiekimo plėtros programos patvirtinimo https://tinyurl.com/2udcwnsf
[37] Nutarimas dėl 2021–2030 metų nacionalinio pažangos plano patvirtinimo https://tinyurl.com/mfjj6nhd
[38] Memorandum dėl eismo saugumo programos 'vizija – nulis' preimonių įgyvendimino https://tinyurl.com/54jxd9tp
[39] Veilig van deur tot deur (2018) https://tinyurl.com/rakw6far
[40] Narodowy Program Bezpieczeństwa Ruchu Drogowego 2021 - 2030, https://tinyurl.com/4s7szb4z
[41] Estratégia Nacional de Segurança Rodoviária 2021 / 2030, https://visaozero2030.pt/
[42] Resolution on the national road traffic safety program for the period from 2023 to 2030, https://tinyurl.com/mr3u8phc
[43] Bezpečnosť cestnej premávky, https://tinyurl.com/mufcm2ce
[44] Department for Transport, The Road Safety Statement 2019, A Lifetime of Road Safety, https://tinyurl.com/hef79hbh
[45] National Road Safety Programme, https://tinyurl.com/dd66ht3b
[46] Meld. St. 20 (2020–2021), Melding til Stortinget Nasjonal transportplan 2022–2033, https://tinyurl.com/wfmdnfbm
[47] https://www.abs.gov.rs/sr/propisi-71/strateski-dokumenti

ITALY
REFORM OF THE HIGHWAY CODE

In 2024, a new law came into force in Italy reforming the Highway Code. Numerous changes were introduced including more severe sanctions. Not all the new measures are immediately opera-tional, as many require implementing decrees. Some of the most important changes include:

- New rules for e-scooters including the need for a licence plate, mandatory insurance (previously mandatory only for operators of rental e-scooters), mandatory helmet wearing, e-scooters can only be ridden on urban roads with a speed limit up to 50km/h and operators of shared e-scooters must install automatic systems that prevent their vehicles from being ridden outside urban areas.
- New drink driving rules leave legal Blood Alcohol Concentration (BAC) limits unchanged but do require codes to be placed on licences for those convicted of drink-driving with a BAC above 0.8 g/l (Limited Use Code 68: No alcohol and Limited Use Code 69: Restricted to driving vehicles equipped with an alcohol interlock in accordance with EN 50436).[48] These codes must remain on the driving licence for 2 years or more depending on the BAC of the convicted driver. Drivers convicted of drink-driving without a licence must wait 1 year or more, depending on their age, before being able to apply for a driving licence.
- The restrictions placed on novice drivers with a B licence have been modified. The ban on driving vehicles with higher power has been extended from one to three years, but the power limits have been increased (75 kilowatts per ton for motor vehicles and up to 105 kilowatts per ton for electric or hybrid M1 vehicles).
- Driving licences can now be suspended for short periods of time for specific violations.
- The penalties for using a mobile phone and similar devices while driving have become more severe and are now a fine of between 250 and 1,000 euros and a suspension of the driving licence for between 15 days and 2 months. Further violations within two years incur higher penalties.
- While sanctions are being increased for many offences, the law is being changed so that, should a vehicle commit several speed offences on roads within an administrative boundary, they will only be sanctioned for the most severe offence (although the sanction is increased by a third).[49]

FRANCE
LAW IMPLEMENTED IN 2024

Several measures announced at the Inter-ministerial Road Safety Committee (CISR) on July 17th, 2023, were implemented in 2024 as part of a broader strategy to reduce deaths and serious injuries on the roads. Several measures aim at strengthen driver or rider education both for motorised users and non-motorised users, some increase the awareness of medical staff about the fitness to drive, and others reinforce partnerships with private companies and local authorities to develop further the network of actors involved in road safety.

Enforcement of major road offences and the speed of confiscating the traffic offender's vehicle have been improved. However, penalty point deductions for speeding violations of less than 5km/h over the speed limithave been removed, though the fixed fine of €135 still applies.

For the stated reason of helping young people access employment, the Prime Minister announced at the National Council for Refoundation that 17-year-olds would be allowed to drive unaccompanied as soon as they pass their driving test, a measure that was implemented in 2024. Although the success rate for 17-year-old candidates dropped from 79.4% in 2023 to 72.9% in 2024, it remains well above the overall national average of 58.3%.

ROAD SAFETY INSTALLATIONS MODERNISATION FUND

Since 2018, a portion of revenue from speed cameras has been allocated to the Fund for modernisation and investment in healthcare (Fonds pour la modernisation et l'investissement en santé - FMIS). In 2022, 274 projects were selected for funding, totalling €52 million over two years. These projects include equipping specialised medical units for rehabilitation and recovery following accidents, as well as assessing medical fitness to drive for patients with cognitive and neuromotor disorders.

[48] The EU Driving Licence Directive lists a number of harmonised community codes (limited use codes) which can be included on a driving licence as a condition for driving.
[49] ETSC's assessment of the new law can be found here: https://tinyurl.com/yn9ac2rs

3.2 KPI DATA COLLECTION ACROSS THE PIN COUNTRIES

The EU's Road Safety Policy Framework 2021-2030 introduced, for the first time, a list of Key Performance Indicators (KPIs) which will be used to measure overall road safety performance. The KPIs were further detailed in the EU Strategic Action Plan on Road Safety.[50]

In an initial phase, eight KPIs formed the basis for monitoring progress in joint road safety work at EU, Member State, regional and local levels. The aim is to continue strengthening the existing KPIs and to identify additional ones.[51] To facilitate the work on data collection, the European Commission has offered financial support to Member States. The long-term goal is to collect comparable data, bearing in mind that some differences in national rules will constrain comparison for some indicators. Countries outside the EU may well find it helpful to adopt or adapt these KPIs and follow the EU monitoring and thus benefit from the experience gained by the participating Member States.

THE EIGHT EU KPIS ARE:

1. Percentage of vehicles travelling within the speed limit
2. Percentage of vehicle occupants using the safety belt or child restraint system correctly
3. Percentage of riders of powered-two-wheelers and bicycles wearing helmets
4. Percentage of drivers driving within the legal limit for blood alcohol content (BAC)
5. Percentage of drivers not using a handheld mobile device
6. Percentage of new passenger cars with a Euro NCAP safety ranking equal or above a predefined threshold
7. Percentage of distance driven over roads with a safety rating above an agreed threshold
8. Time elapsed in minutes and seconds between the emergency call following a collision resulting in personal injury and the arrival at the scene of the collision of the emergency services.

Key Performance Indicators can give a more complete picture of the level of road safety than just numbers of road deaths and serious injuries and can help detect the emergence of problems at an earlier stage.[52] Furthermore, outcome targets can be set based on the data collected. The introduction of Key Performance Indicators is also an important way of identifying policy needs.

[50] ETSC (2019), Briefing EU Strategic Action Plan on Road Safety, https://tinyurl.com/46x5cd47
[51] Ibid
[52] ETSC (2018) Briefing: 5th EU Road Safety Action Programme 2020-2030, https://tinyurl.com/2z58hda3

The 'Baseline' project, supported by the European Commission and coordinated by the VIAS Institute, was launched in 2020 to produce values for the EU Road Safety KPIs in the 18 Member States participating in the project. A set of methodological guidelines was produced for each of the eight EU KPIs. On the basis of these methodological guidelines, each participating country provided between one and eight national KPI values that were comparable across countries (see table 2 and 3).[53] The 'Baseline' project ended in 2022.

In 2023, as a follow-up to the 'Baseline' project, the 'Trendline' project was launched, supported by the European Commission and coordinated by SWOV.[54] The 'Trendline' project brings together 29 European countries (including four observer countries). Participating Member States are indicated in Table 2.

As well as further refining the methodological guidelines developed under the Baseline project for the eight KPIs originally defined by the European Commission, the 'Trendline' consortium also identified some new indicators and will develop appropriate methodologies and test these on a limited scale. The aim will be to test the feasibility and reliability of the methodology. The ten new 'experimental' indicators are (provisional names):

- Driving under the influence of drugs;
- Share of 30km/h road lane lengths in urban zones;
- Red-light negations by road users;
- Compliance with traffic rules at intersections;
- Helmet wearing of Personal Mobility Device (PMD) riders;
- Self-reported risky behaviour;
- Attitudes towards risky behaviour;
- Use of lights by cyclists in the dark;
- Enforcement of traffic regulations;
- Alternative speeding indicators.

Before the 'Baseline' project, countries applied different methodologies to collecting KPI data. Not all Member States were part of the 'Baseline' project and even those that were did not collect data for all KPIs. Some countries continue to collect KPI data according to their own methodologies, not necessarily comparable with other countries. The level of detail of each KPI and the frequency of how often KPI data are collected therefore continues to differ between countries.

There is some way to go in terms of developing EU road safety KPIs, collecting the data and setting KPI targets (Tables 2 and 3). The KPI on safety belt use seems the most widely collected, with 31 PIN countries reporting they collect or plan to collect data in the upcoming year for this KPI. Likewise, KPIs for speed compliance and the use of protective equipment are or soon will be widely used. The infrastructure, post-crash care and vehicle safety KPIs seem the least well advanced.

A second phase for the KPIs, to set outcome targets[55] adapted to progress in the different EU Member States, has been proposed. An upcoming report under the EU Trendline project will also propose ways to use KPIs in policy making.[56]

[53] Baseline project, https://baseline.vias.be/
[54] Trendline project, https://trendlineproject.eu/
[55] Baseline Project VIAS Recommendations and Conclusions (2023) https://tinyurl.com/5n6fve6u Trendline Project Publications (2024) https://tinyurl.com/ys24nrya
[56] The Trendline project is due to produce a policy advisory report to propose ways to use KPIs in the policymaking process on national, regional and EU level. Trendline Project Publications (2024) https://tinyurl.com/ys24nrya

Table 2. Progress towards collecting EU KPIs and setting KPI targets.
= the KPI data are being collected or will be collected in the near future,
= the KPI data are not being collected,
= under discussion
= the information was not available at the time of going to print.

	TRENDLINE PROJECT	SPEED	SPEED TARGET	SAFETY BELT	SAFETY BELT TARGET	PROTECTIVE EQUIPMENT	PROTECTIVE EQUIPMENT TARGET	ALCOHOL	ALCOHOL TARGET
AT	YES	YES	YES	YES	YES	YES	YES	YES	YES
BE	YES	YES	YES	YES	YES	YES	YES	YES	YES
BG	YES	YES	YES	YES	YES	YES	NO	YES	NO
CY	YES	YES	NO	YES	NO	YES	NO	YES	NO
CZ	YES	YES	YES	YES	YES	YES	YES	YES	YES
DE	YES	NO	NO	YES	NO	YES	NO	NO	NO
DK	YES	YES	NO	YES	NO	YES	NO	NO	n/a
EE	Observer	YES	YES	YES	YES	YES (bicycle)	YES	YES	YES
ES	YES	YES	NO	YES	NO	YES	NO	YES	NO
EL	YES	YES	YES	YES	YES	YES	YES	YES	YES
FI	YES	YES	NO	YES	NO	YES	NO	YES	NO
FR	YES	YES	NO	YES	NO	YES	NO	YES	NO
HR	YES	YES	n/a	YES	n/a	YES	n/a	YES	n/a
HU	YES	NO	NO	YES	NO	YES	NO	NO	NO
IE	YES	YES	NO	YES	NO	YES	NO	YES	NO
IT	YES	YES	tbd	YES	tbd	YES	tbd	YES	tbd
LU	YES	YES	n/a	YES	n/a	YES	n/a	YES	n/a
LV	YES	YES	tbd	YES	tbd	YES	tbd	YES	tbd
LT	YES	YES	n/a	YES	n/a	n/a	n/a	YES	n/a
MT	Observer	YES	tbd	YES	n/a	YES	tbd	NO	n/a
NL	YES	YES	tbd	YES	YES	YES	n/a	YES	n/a
PL	YES	YES	NO	YES	NO	YES	NO	YES	NO
PT	YES	YES	YES	YES	YES	YES	YES	YES	YES
RO	YES	YES	n/a	YES	n/a	YES	n/a	NO	n/a
SE	YES	YES	YES	YES	YES	YES	YES	YES	YES
SI	YES	YES	n/a	YES	n/a	YES (bicycle)	n/a	YES	n/a
SK	YES	YES	n/a	YES	n/a	YES	n/a	NO	n/a
UK	Not applicable	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
GB	Not applicable	YES	n/a	YES	n/a	YES	n/a	YES	n/a
CH	Observer	YES	NO	YES	NO	YES	NO	YES	NO
IL	Not applicable	YES	YES (tbd)	YES	YES (tbd)	NO	NO	YES	NO
NO	Observer	YES	YES	YES	YES	YES (bicycle)	YES	YES	YES
RS	Not applicable	YES	YES	YES	YES	YES	YES	YES	YES

Table 3. Progress towards collecting EU KPIs and setting KPI targets.

= the KPI data are being collected or will be collected in the near future,

= the KPI data are not being collected,

= under discussion

= the information was not available at the time of going to print.

(1) Collected once during Baseline project, but not routinely collected.

	DISTRACTION	DISTRACTION TARGET	VEHICLE SAFETY	VEHICLE SAFETY TARGET	INFRA-STRUCTURE	INFRA-STRUCTURE TARGET	POST-CRASH CARE	POST-CRASH CARE TARGET
AT	YES	YES	YES	tbd	YES	YES	YES	tbd
BE	YES	YES	YES	n/a	YES	n/a	YES	n/a
BG	YES	NO	YES	YES	YES	YES	NO	NO
CY	YES	NO	YES	NO	YES	NO	YES	YES
CZ	YES	YES	YES	YES	YES	YES	YES	YES
DE	YES	NO	NO	NO	NO	NO	YES	NO
DK	YES	NO	NO	NO	NO	NO	NO	NO
EE	YES	YES	NO	NO	tbd	YES	NO	tbd
ES	YES	NO	YES	NO	NO	NO	NO	NO
EL	YES	YES	YES	YES	NO	YES	YES	YES
FI	YES	NO	YES	NO	YES	NO	YES	NO
FR	YES	NO	YES	NO	YES	NO	NO	n/a
HR	YES	n/a	YES	n/a	YES	YES	YES	n/a
HU	YES	NO	NO	NO	tbd	NO	NO	NO
IE	YES	NO	YES	NO	NO	NO	YES	NO
IT	YES	tbd	YES	tbd	tbd	tbd	YES	tbd
LU	YES	n/a	n/a	n/a	n/a	n/a	n/a	n/a
LV	YES	tbd	YES	tbd	NO	NO	YES	tbd
LT	YES	n/a	YES	n/a	YES	YES	YES	n/a
MT	YES	tbd	YES	NO	NO	NO	YES	tbd
NL	YES	n/a	YES	n/a	YES	n/a	YES	YES
PL	YES	NO	NO	NO	NO	NO	NO	NO
PT	YES	YES	YES	YES	YES	YES	YES	YES
RO	YES	NO	YES	NO	NO	NO	NO	NO
SE	NO(1)	NO	YES	YES	YES	YES	NO(1)	NO
SI	NO	NO	NO	NO	NO	YES	NO	NO
SK	YES	n/a	YES	n/a	NO	NO	NO	n/a
UK	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
GB	YES	n/a	n/a	n/a	NO	NO	n/a	n/a
CH	YES	NO	NO	NO	NO	NO	NO	NO
IL	YES	NO	NO	NO	NO	NO	NO	NO
NO	NO	n/a	NO	n/a	YES	YES	NO	n/a
RS	YES	NO	NO	YES	NO	YES	YES	YES

Table 4. Progress towards collecting EU experimental KPIs.

	1. Driving under the influence of drugs	2. Share of 30km/h road lane lengths in urban zones	3. Red-light negations by road users	4. Compliance with traffic rules at intersections	5. Helmet wearing of PMD riders	6. Self-reported risky behaviour	7. Attitudes towards risky behaviour	8. Use of lights by cyclists in the dark	9. Enforcement of traffic regulations	10. Alternative speeding indicators
AT	NO	NO	YES[1] (one-off KFV study)	YES (KFV survey)	YES (KFV survey)	ESRA3	ESRA3	NO	YES (only global figures)	YES (KFV survey)
BE	Participates in working group but does not carry out any measurements	NO	NO	NO	NO	YES	YES	YES	NO	NO
BG	NO	YES	NO	NO	NO	YES	YES	NO	NO	NO
CY	NO	NO	YES	YES	NO	NO	NO	NO	NO	NO
CZ	YES	NO	YES	YES	YES	ESRA3	ESRA3	NO	NO	NO
DE	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
DK	YES combined with alcohol KPI	NO	NO	NO	YES[2] the helmet wearing is registered	NO	NO	NO	NO	NO
EE	NO	NO	YES for both drivers and pedestrians	NO	NO	YES	YES	NO	YES	NO
ES	YES	NO	NO	NO	NO	NO	NO	NO	NO	NO
FI	NO	YES (studies)	YES	YES	NO	ESRA3	ESRA3	YES	YES	YES[3]
FR	YES	NO	NO	NO	YES	YES	YES	YES	YES	YES
EL	NO	NO	NO	NO	NO	YES	YES	NO	NO	NO
HR	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
HU	NO	NO	YES	YES	YES	NO	NO	NO	NO	NO
IE	NO	NO	YES	YES	YES	YES	YES	NO	NO	YES
IT	NO	NO	NO	NO	YES (working on the methodology)	YES (working on the methodology)	YES (working on the methodology)	NO	NO	YES
LU	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
LV	NO	NO	YES	YES	YES	ESRA3	ESRA3	NO	NO	YES
LT	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
MT	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
NL	YES	YES (by 2025)	NO	NO	YES	YES (survey)	YES (survey)	YES	NO	NO
PL	NO	NO	NO	NO	YES	ESRA3	ESRA3	YES	YES	YES
PT	YES	YES	YES	YES	YES	NO	NO	NO	YES	YES
RO	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
SE	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
SI	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
SK	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
UK	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
GB	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
CH	YES	NO	NO	NO	NO	ESRA3	ESRA3	YES	NO	NO
IL	NO	NO	YES (survey)	NO	NO	ESRA3	ESRA3	NO	NO	NO
NO	YES	NO	NO	NO	NO	NO	NO	NO	NO	NO
RS	NO	NO	NO	NO	YES	ESRA3	ESRA3	NO	NO	NO

[1] https://www.kfv.at/download/38-rotlichtmissachtung-im-strassenverkehr/?wpdmdl=19434&refresh=660d1a31a525f1712134705
[2] DK - In Denmark, two other alternative KPIs have been introduced: one for traffic education in primary school and one for the share of municipalities that have an adopted action plan for road safety
[3] FI - lots of speed statistics on main roads, for example average speed, overspeed%, over 10 km/h overspeed %, including all traffic, not just free flow

3.2.1. KPI targets

As well as gathering KPI data, some countries have also set KPI targets to monitor their progress.

Speed target

In Austria the proportion of vehicles driving within the speed limit should be higher or equal to 60% in roads with a 30km/h speed limit, higher or equal to 75% in roads with a 50km/h speed limit, higher or equal to 90% in road with a speed limit of 90km/h and higher or equal to 85% on motorways with a speed limit of 130km/h.

In Belgium, the proportion of vehicles driving above the speed limit (not an EU KPI) should be lower than 39% on roads with a 30km/h speed limit, lower than 26% on roads with a 50km/h speed limit, lower than 21% on roads with a 70km/h speed limit, lower than 27% on roads with a 90km/h speed limit and lower than 22% on roads with a 120km/h speed limit.

In Sweden, speed compliance should be 80% by 2030.

Safety belt target

In Austria the proportion of children wearing a seatbelt or a child restraint system should be higher or equal to 99%. The proportion should be higher or equal to 99% for front seats and higher or equal to 95% for rear seats.

In Belgium the proportion of car users not wearing a seatbelt (not an EU KPI) should be lower than 2.3% by 2030

In Sweden the proportion of car users wearing a seatbelt should be 99.5% by 2030.

Protective equipment target

In Austria the proportion of riders wearing a helmet should be 100% for both mopeds and motorcycles. The proportion of riders in rural areas wearing protective clothing should be higher or equal to 95%. The proportion of bicycle riders wearing a helmet should be higher or equal to 50%.

In Belgium and Sweden, the proportion of riders wearing a helmet should be 100% by 2030.

In Sweden the proportion of bicycle users wearing a helmet should be equal or higher than 80% by 2030.

Alcohol target

In Austria the proportion of drivers driving within the legal limit for blood alcohol concentration should be higher or equal to 99%. In Sweden it should higher or equal to 99.9%.

In Belgium the proportion of drivers driving above the legal limit for blood alcohol concentration (not an EU KPI) should be lower than 0.8%. In Norway it should be 0.2%.

Distraction target

In Austria the proportion of drivers not using a mobile phone while driving should be higher or equal to 98%.

In Belgium the proportion of drivers using a hand-held mobile phone while driving (not an EU KPI) should be lower than 1.3% by 2030.

Vehicle safety target

In Sweden, the proportion of new passenger cars with a Euro NCAP safety ranking equal or above a predefined threshold should be higher than 90%.

Infrastructure target

In Austria the target is divided in two steps.

Step 1: the target should equal Swiss values (2013-2017), namely, 1 death per billion vehicle-km on motorways, 5.6 deaths per billion vehicle-km on rural roads and 5 deaths per billion vehicle-km on urban roads.

Step 2: Safety Rating – as soon as data are available: Indicator showing the safety-related quality of road sections – including roadsides.

In Sweden the proportion of distance driven over roads with a safety rating above an agreed threshold should be higher than 96%. Sweden has also several other infrastructure targets as shown in table 5.

Table 5. Infrastructure targets in Sweden

SYSTEM INDICATOR	DESCRIPTION	2020	TARGET 2030
Safer roads, national network	Share of traffic volume on roads with median barriers, national roads with speed limits of 80-120km/h	64%	70%
Safer roads, national network	Share of traffic volume on roads with median barriers, national roads with speed limits of 90-120km/h	85%	96%
Safe state road intersections	Share of traffic in intersections with very high or high safety standards	80%	85%
Safe state road intersections	Share of traffic in intersections with very high, high or medium safety standards	93%	99%
Safe pedestrian, cycling and moped passages, state road network	Share of pedestrians, bicycle and moped crossings of a good or medium safety classification	60%	80%
Safe pedestrian, cycling and moped passages, municipal road network	Share of pedestrians, bicycle and moped crossings of a good or medium safety classification	50%	75%
Safer vehicles	Share of new cars sold with 5 stars in a Euro NCAP test	89%	90%
Systematic measures for safe pedestrian and cycle traffic	Survey of selected municipalities, share of municipalities with a high level	15% (2021)	70%
Suicide preventive road design	Suicide barriers on high bridges near urban areas		50%
	Access barriers on busy roads near urban areas		50%
	Viaducts across busy roads near urban areas		25%

Post-crash care target

In Cyprus, the national target is that by 2030 100% of the arrivals of ambulances at the scene of the collision will be within the specified time limits which are 9 minutes for urban areas, 13 minutes for suburban areas and 20 minutes for rural areas.

RECOMMENDATIONS TO NATIONAL GOVERNMENTS

- As regards national road safety strategies and KPIs:
  - Fast-track data collection for the Key Performance Indicators included in the EU Road Safety Policy Framework 2021-2030 and set quantitative sub-targets and report them to the European Commission.
  - For countries who have not yet done so: set targets to halve the number of road deaths and serious injuries over the period 2020-2030 in line with the EU Road Safety Policy Framework 2020-2030.
  - Set ambitious national KPI targets and work towards achieving them.
  - Allocate the necessary budget to collect data on KPIs.

RECOMMENDATIONS TO EU INSTITUTIONS

- As regards EU Key Performance Indicators (KPIs):
  - In the medium term, set the KPI outcome targets to match the outcome performance of the three best performing countries for each KPI (when possible).
  - Publish updated data regularly, at least every two years, ahead of the EU Road Safety Results Conference.
  - Extend and improve the current KPIs based on ETSC recommendations.[57]
  - Continue to support Member States in collecting harmonised data.

[57] ETSC (2019) Briefing: EU Strategic Action Plan on Road Safety, https://tinyurl.com/3hy6uuv4

3.3 CURRENT EU ROAD SAFETY POLICY DEVELOPMENTS

The EU Strategic Action Plan for Road Safety[58] set a new target to halve road deaths by 2030 compared to 2020 levels, as well as, for the first time, a target to halve the number of seriously injured. In 2025 we expect a report on the implementation of the EU road safety policy framework. Preparations will also begin for the next seven-year EU budget (2028-2034) with a consultation in early 2025 and first proposals due in the summer of 2025.

2024 was a significant year politically, with European Parliamentary elections and the appointment of a new European Commission. The new transport commissioner, Apostolos Tzitzikostas, has said safety will be his number one priority. Through its #IWillBeALifesaver campaign, ETSC met policy makers, urging them to recommit to the EU target to cut road deaths by half by 2030 and to introduce measures to achieve that target.

The European Commission must continue to fulfil its crucial role of supporting road safety best practice in EU Member States as well as pressing for the adoption of national targets and road safety action plans.

3.3.1 Latest on road safety legislative proposals

The European Commission's 'road safety package' consisted of three pieces of road safety related legislation and negotiations on all three directives have now been concluded: the revision of the EU driving licence directive, the revision of the cross-border enforcement (CBE) directive and a proposal for a new EU directive on driving disqualifications.[59] The road safety package, published in March 2023, was the flagship road safety initiative of the 2019-2024 Commission.

Negotiations on the three legislative proposals took place throughout 2023 and 2024. Political agreement was reached on the cross-border enforcement (CBE) directive in 2024[60] and on the revision of the EU driving licence directive and on the proposal for a directive on driving disqualification, in March 2025. The proposal for a directive on the maximum weights and dimensions of road vehicles is still being negotiated.

REVISION OF THE DRIVING LICENCE DIRECTIVE – AGREEMENT REACHED IN MARCH 2025

The European Commission proposal on the revision of the driving licence directive aimed to update the rules governing driver licensing across the EU. EU member states have four years to incorporate the revised Directive into national law (three years for some of the measures).

Some key points from the revised Directive include:

- The introduction of a probationary period of at least two years for all novice drivers in the EU. Although the European Commission had proposed to also introduce a total alcohol ban for novice drivers, this was not adopted.
- The introduction of a new EU B1 category of driving licence, allowing children from the age of 15 to drive cars weighing up to 2.5 tons and limited to a speed of 45km/h. This decision, initially suggested as a special arrangement for Sweden, is now open to any member state seeking permission from the European Commission.
- The introduction of accompanied driving from the age of 17 for lorry drivers (category C[61]) in all EU member states.
- A reduction in the minimum age for solo driving for lorry drivers (category C) from 21 to 18 and for bus drivers (category D[62]) from 24 to 21.
- The theory test taken by all categories of candidate drivers/riders, will have to include basic knowledge of first aid, rules on how to behave if an emergency vehicle is approaching, what to do at the site of a collision and the impacts and risks of distraction.

[58] European Commission (2018) Strategic Action Plan on Road Safety https://tinyurl.com/b7m6arwv
[59] European Commission (2023), European Commission proposes updated requirements for driving licences and better cross-border enforcement of road traffic rules, https://tinyurl.com/z6533na9
[60] PIN Annual report 2024
[61] Category C - goods vehicles weighing more than 3,500 kg and seating not more than eight passengers
[62] Category D - passenger vehicles for more than eight passengers

- The test of skills and behaviour to be performed during the driving test (all categories of drivers) has been updated to include an assessment of independent driving (where possible) and interaction with vulnerable road users, including motorcyclists.
- Under the previous Directive, it was forbidden for people dependent on alcohol to take part in an alcohol interlock rehabilitation programme. The revised Directive has been updated and people dependent on alcohol can now be admitted to alcohol interlock rehabilitation programmes.
- Medical checks for assessing medical fitness to drive are presented as the default option in the revised Directive (both for issuing and renewing a licence), but there are alternatives:
  - a self-assessment form or
  - the establishment of 'a national system of assessment of fitness to drive' after the licence has been issued.

ETSC position

ETSC remains concerned that not all elements of the new driving licence directive will improve road safety. In particular, ETSC has strongly criticised the introduction of the new EU B1 category of driving licence and will urge member states not to introduce this category of licence. ETSC was also opposed to lowering the minimum ages of drivers across all categories.

KEY POINTS FROM THE AGREED TEXT: DIRECTIVE ON THE UNION-WIDE EFFECT OF CERTAIN DRIVING DISQUALIFICATIONS

The new directive on the Union-wide effect of certain driving disqualifications, integrated into the driving licence directive, will ensure that driving bans imposed on a driver while abroad will apply across the entire EU. The legislation aims to close the loophole that has allowed drivers banned in one country to continue driving in another. However, there are several exemptions included in the new Directive, for example, those banned for excessive speeding abroad can be exempted from a home country and EU ban if they exceeded the speed limit by less than 50km/h.

PROPOSAL FOR A DIRECTIVE ON THE MAXIMUM WEIGHTS AND DIMENSIONS OF ROAD VEHICLES

The weights and dimensions directive 96/53/EC1[63] sets out maximum authorised weights and dimensions (length, width and height) for heavy-duty vehicles (HDVs), such as lorries and buses, that circulate on EU roads.

In July 2023, the European Commission put forward a proposal to amend the Directive.[64] One of the most important elements of the European Commission proposal is that it would raise the weight limit for zero-emission vehicles from the current 40t to 44t. The revision also proposes to raise the maximum weight for intermodal zero-emission transport. Road operators using their lorries, trailers and semitrailers in intermodal operations would benefit from a 4-tonne higher weight limit and a height limit up to 4m 30 cm for high cube sea containers. However, the proposal also aims to lift restrictions on the cross-border transport of Longer and/or Heavier Vehicles (LHVs) without requiring them to be zero-emission. This contradicts new requirements for zero-emission trucks up to 44 tonnes.

Negotiations

The European Parliament has agreed its position.[65] The Council was still to adopt its position when this report went to print.

[63] Council Directive 96/53/EC laying down for certain road vehicles circulating within the Community the maximum authorised dimensions in national and international traffic and the maximum authorised weights in international traffic https://tinyurl.com/5n6jc6vf
[64] Proposal for a Revision of the Weights and Dimensions Directive 2023/0265 https://tinyurl.com/5n6c9j78
[65] European Parliament's first reading: Revision of the Weights and Dimensions Directive https://tinyurl.com/yjfzjn6v

3.3.2 EU policy – looking ahead

A report on the implementation of the EU road safety policy framework is due in 2025 and is currently being prepared by the European Commission. ETSC reviewed some of the key components of the framework and made recommendations for next steps ahead of the start of the new European political mandate in the second half of 2024.[66] At European level, there is an urgent need for strong leadership and action on road safety to get things back on track.

REVISION OF THE EU ROADWORTHINESS PACKAGE

A revision of the EU roadworthiness package was published in April 2025.[67] It was last revised in 2014 and consists of Directive 2014/45/EC on periodic roadworthiness tests, Directive 2014/47/EC on technical roadside inspections of commercial vehicles and Directive 2014/46/EC on the requirements for issuing registration certificates.

Key elements of the European Commission's proposals include:

- motorcycles over 125cc would no longer be excluded from regular testing requirements. Mopeds and motorcycles under 125cc would continue to be excluded from mandatory testing under the Commission proposals;
- older vehicles (above 10 years) would now require annual roadworthiness checks;
- new mandatory safety technologies, required on new types of vehicles in the EU since 2022, as well as other vehicle assistance systems, would be subject to regular checks to see that they are still functioning correctly;
- roadside checks on commercial vehicles would now include vans and an inspection of how cargo is secured.

PREPARATION OF THE NEXT EU BUDGET PERIOD (2028-2034)

Preparations are underway for the next EU budget 2028-2034 known as the Multiannual Financial Framework (MFF). The current EU Strategic Action Plan on Road Safety includes funding measures which are supported by the current EU budget (2021-2027).[68]

Funding needs to be identified within the new EU budget to continue to support investment in new road safety measures and prevent the costs to society. EU funds should support the implementation of those measures included in the EU's new Road Safety Programme 2020-2030 which have the highest lifesaving potential.[69]

PREPARATION OF THE NEXT VEHICLE SAFETY REGULATIONS

The EU has the exclusive competence to set minimum safety standards for all new vehicles sold on the EU market. These standards, set out in the General Safety Regulation (GSR), were last updated in 2019 and are due for revision in 2027.[70]

The life-saving potential of these updated safety measures was estimated to be 25,000 deaths and 140,000 serious injuries prevented over 15 years.[71] However, some of the technical standards for these measures fell short of expectations due to industry pressure, proclaimed technological immaturity and/or ineffective data privacy rules and could therefore fail to bring the hoped-

[66] ETSC (2024) Road Safety Priorities for the EU 2024-2029, https://tinyurl.com/3uh8s8am

[67] Commission Proposal for a Directive of the European Parliament and of the Council amending Directive 2014/45/EU on periodic roadworthiness tests for motor vehicles and their trailers, Directive 2014/47/EU on the technical roadside inspection of the roadworthiness of commercial vehicles circulating in the Union, and Directive 1999/37/EC on the registration documents for vehicles https://tinyurl.com/5n8babjh ETSC position: https://etsc.eu/wp-content/uploads/2020-09-ETSC-Briefing-on-Roadworthiness-Package-Implementation-Reports_update16Oct.pdf

[68] As noted in European Court of Auditors (2024) Reaching EU road safety objectives: Time to move up a gear Enabling condition 3.1.8 Annex IV of Regulation (EU) 2021/1060 https://tinyurl.com/j5a6rdp7

[69] ETSC (2024) EU Multiannual Financial Framework 2028-2034: Funds for Road Safety https://tinyurl.com/buka46vw

[70] Regulation (EU) 2019/2144 on type-approval requirements for motor vehicles and their trailers, and systems, components and separate technical units intended for such vehicles, as regards their general safety and the protection of vehicle occupants and vulnerable road users. https://eurlex.europa.eu/eli/reg/2019/2144/oj

[71] TRL (2018), Cost-effectiveness analysis of policy options for the mandatory implementation of different sets of vehicle safety measures, https://tinyurl.com/kftchhcu

for safety benefits.[72] Moreover, technological progress since 2019 has evolved rapidly and new promising safety measures are already available on the market. This underlines the urgency for a swift revision of the GSR in 2027 with a view to not fixing past missed opportunities and incorporating the most promising new technologies.

One worrying trend is that, while most new vehicles fall under the requirements of the GSR, certain vehicles can instead be approved under the so-called Individual Vehicle Approval (IVA) procedure, which includes fewer safety requirements. ETSC and others have raised concerns over this loophole allowing large American pickup trucks – which are particularly dangerous for vulnerable road users – to bypass safety and environmental regulations.[73] Vehicles are also becoming heavier and larger with dire consequences for safety.[74]

Minimum standards for new motorcycles should also be updated, to take into account technological progress. It is time for the EU to mandate compulsory Anti-lock Braking Systems (ABS) for all motorcycles and study the feasibility of mandating ABS for mopeds. Advanced driver-assistance systems (ADAS) installed in other vehicles, such as Automated Emergency Braking, should also detect motorcycles.

[72] ETSC (2023) Mandatory distraction warning systems won't detect most important types of distraction. https://tinyurl.com/yfjnzpnd ; ETSC (2022) Opinion: will Intelligent Speed Assistance (ISA) live up to its promise? https://tinyurl.com/54nvb7wh ; ETSC (2022) Car black boxes will be virtually useless to safety researchers. https://tinyurl.com/w9anst5x

[73] ETSC (2023) Concerns over loopholes allowing American pickup trucks to bypass safety and environmental regulations. https://tinyurl.com/yxnf4z7t

[74] VIAS (2023) in ETSC (2023) SUVs and Pick Ups Make Roads Less Safe https://tinyurl.com/bdcvkssw

RECOMMENDATIONS TO THE EU

- Following the adoption of the Safe System approach in the EU Road Safety Policy Framework, ensure the Safe System approach to road safety is implemented in an integrated way, in coordination with all directorates general (DGs) of the European Commission.
- Within the context of the newly adopted revised Directive 2015/413 concerning cross-border exchange of information on road safety-related traffic offences, support Member States in preparing for implementation.
- Within the context of the newly adopted revised driving licence directive 2006/126 support Member States in preparing for implementation to maximise road safety.
- Within the context of the revision of the weights and dimensions directive, maintain the current Directive's framework on megatrucks.[75]
- As regards EU regulations of vehicles and vehicle technologies:
    - Ensure that all vehicles entering the EU comply with all relevant safety and environmental legislation, through updates to the requirements for Individual Vehicle Approval and the relevant type approval legislation.
    - Review maximum limits for the size and weights of cars and vans.
    - Prepare the work for an update of the General Safety Regulation by 7 July 2027 to account for the latest advancements in vehicle safety technology.
    - Update the minimum safety requirements for motorcycles and ensure that ADAS systems installed in other vehicles, such as Automated Emergency Braking, can detect motorcycles.
    - Ensure fair access to vehicle systems and data, particularly for governmental activities (such as road safety analysis and policy making as well as vehicle approval, periodic and roadside inspection).
- As regards the revision of the roadworthiness package:
    - Test passenger cars and light commercial vehicles four years after their first registration date, then two years, then every year thereafter.
    - Extend testing to cover all motorcycles, including mopeds, without exemptions: as a minimum, first inspection after four years, subsequent inspections every two years, then every year after that.[76]
    - Introduce new checks to verify whether the new in-vehicle safety systems and their components are still in a condition that allows for their appropriate functioning.
    - Include vans and their trailers in the regular roadside technical inspections.
    - Develop a harmonised training curriculum with requirements for personnel involved in cargo securing.
    - Mandate harmonised minimum requirements for cargo securing inspections.

Within the context of the EU budget and spending, present and future:

- Ensure EU funds support the implementation of those measures included in the EU Road Safety Programme 2021-2030 which have the highest lifesaving potential.
- Identify, within the new Multi-annual Financial Framework, investment in new road safety measures.
- Include socioeconomic costs to support investments in order to promote a safe road environment where every road user is included in the Safe System Approach.

[75] ETSC (2023) ETSC Position on Revision on Weights and Dimensions https://tinyurl.com/2tukxtr5
[76] This recommendation is not supported by the ETSC member Fédération Internationale de Motorcyclisme (FIM)

PART IV

NORWAY: WINNER OF THE 2025 ROAD SAFETY PIN AWARD

NORWAY

WINNER OF THE 2025 ROAD SAFETY PIN AWARD

INTERVIEW WITH JON-IVAR NYGÅRD, NORWEGIAN MINISTER OF TRANSPORT

Photo credits: Fredrik Naumann/Felix Features

This is the second time that Norway has won the ETSC PIN award, having been awarded for the first time in 2016. What measures have contributed to the sustained reduction in road deaths in Norway over the last decade?

I am deeply honoured that Norway has been granted this prestigious award for the second time.

Norway's systematic, evidence-based and long-term efforts are the key elements behind the success we have had in reducing the number of road deaths during the last decade. Everything we implement should be based on science and knowledge, and we strive to evaluate all measures. Another important element in the Norwegian road safety work, is the involvement of many different partners and stakeholders, both public and private. We have a strong lead agency in the Norwegian Public Roads Administration, and they coordinate road safety efforts across different policy sectors and stakeholders.

In Norway, we have a long-term National Transport Plan. The plan is adopted by the Parliament and it points out which areas to prioritise and ensures a long-term commitment to road safety. Based on these priority areas, we make a four-year **National Plan of Action for Road Safety**. The current plan, covering the years 2022–2025, describes in detail 179 follow-up activities for both public and private organisations and agencies. In order to address the challenges we are facing, it is essential to involve all relevant stakeholders so that they are committed to concrete actions that will contribute to better road safety.

No child was killed on Norway's roads in 2019. What do you think contributed to this achievement and has it been maintained?

It was a milestone for the road safety work in Norway that no children were killed in 2019. The Vision Zero methodology gives great results and zero child victims is the ultimate example of that, especially if you break it down to smaller road user groups. Most children in Norway are correctly secured when seated in a car. For this reason, very few children are killed inside cars. However, we have challenges when it comes to children as pedestrians or cyclists, as well as when children play on or alongside the road.

Children are a priority area in our National Action Plan for Road Safety. Unfortunately, we have not been able to achieve the same results in the following years. On average, approximately five children (age 0-15 years) have been killed annually during the period 2020–2024.

Speed is a major factor in overall road safety performance. The proportion of vehicles travelling within the speed limit has increased in recent years. What initiatives do you think

have contributed to this increase? What role has enforcement played?

I believe that there are multiple reasons for the high proportion of vehicles travelling within the speed limit. In general, Norwegians respect the traffic rules, including the speed limits. The percentage of vehicles travelling within the speed limits has increased from 45.6% in 2006 to 62.1% in 2023. During this period, the Norwegian Public Road Administration has had several road safety campaigns addressing speeding, targeting car drivers in general and male drivers in particular.

In Norway, we also use automatic speed cameras to check speed, both at fixed spots and on longer road sections where there is a high risk of speed-related crashes. We also have dedicated traffic police, with both uniformed and unmarked vehicles.

Drink-driving is a significant threat to road safety, however in recent years, in Norway, other road deaths have decreased more quickly than alcohol related road deaths. What actions does Norway plan to take to address alcohol-related road deaths?

Norway has successfully reduced the number of road deaths significantly over the last decades. However, addressing drink-driving is difficult. The police are essential to reduce the number of drink-drivers. When stopping someone at a police check, all police patrols in Norway are required to test drivers for driving under the influence of alcohol or drugs (DUI). Testing is a mandatory routine measure - regardless of whether there is suspicion of driving under the influence or not.

We have also introduced mandatory use of alcohol interlocks in buses and will consider extending this, either voluntarily or by law, to other sectors.

How is Norway tackling the problem of drug-driving?

There is widespread acceptance among the Norwegian population for low blood alcohol limits and similar low limits for other drugs. Early counselling and treatment for alcohol and drug addicts, as well as the withdrawal of driving licenses, are also effective measures.

We believe that the best way to tackle DUIs is to have strict limits for alcohol and drugs, carry out regular and determined checks, and enforce effective sanctions and penalties when someone is caught drink-driving.

In addition to extensive control efforts, how the police handles criminal cases is also a central factor in combating driving under the influence of alcohol or drugs. Investigations and an adequate and rapid penal sanction scheme ensure that the punishment has the intended deterrent effect.

In 2020, an amendment to the Road Traffic Law was adopted requiring that all fatal road traffic crashes be analysed in-depth by the Norwegian Public Roads Administration (NPRA). Please can you tell us more about this amendment and the impact that it has had over the last five years?

The data and knowledge we get from our in-depth analyses are essential for us. The Norwegian Public Roads Administration has conducted in-depth analyses of all fatal traffic crashes since 2005. This way, we can develop measures to prevent it from happening again. The legislation in 2020 made this work mandatory by law and further regulated that everyone killed in a road crash will be subject to an autopsy. This provides us with additional and very useful information on both the presence of alcohol and drugs and the cause of death. For example, we have seen that illness is a more prominent factor in fatal crashes than previously revealed.

Oslo is leading the way in urban road safety, with no pedestrians or cyclists killed on its roads in 2019. What do you think contributed to this situation and have other cities in Norway benefitted from the experiences of your capital city?

The city of Oslo has worked systematically to increase safety for vulnerable road users for many years. For example, the city has reduced passenger cars in the city centre, extended the use of 30 and 40km/h speed limits and built dedicated bicycle paths and lanes. Systematic road safety inspections are used to identify high-risk intersections and other risk factors, which in turn are being modified or eliminated. Oslo has also adopted the concept of "Heart Zones" around their primary schools to protect school children. The removal of motorised traffic around the school premises is central to the Heart Zone concept, as well as combining that with education and awareness raising for both pupils, parents and teachers.

Many municipalities in Norway are working well to improve road safety. The Norwegian Council for Road Safety (Trygg Trafikk) has certified more than half of the 357 Norwegian municipalities as "Traffic Safe

Communities", which entails that they are working systematically and cross-sectorally to fulfil several concrete criteria for better safety.

For urban areas in Norway, central, regional and local governments have committed to Urban Growth Agreements to achieve a zero-growth goal for passenger car traffic by promoting a shift to public transport, cycling and walking. These agreements include a strong commitment to improving conditions for cyclists and pedestrians, which will encourage more people to choose these modes of transport. Cycling and walking are associated with a higher risk of traffic collisions compared to passenger car travel. However, there is an ambition that an increased share of walking and cycling should not result in more collisions. Measures aimed at promoting cycling and walking may contribute to improved road safety for these groups. A new road safety indicator currently under development will provide a tool to monitor collision trends, assess the need for safety measures, and, over time, follow up on the effects of measures that have been implemented.

A number of bus drivers have been killed in collisions in Norway highlighting the lack of frontal crash protection standards for buses. Can you tell us how the Norwegian government is trying to convince other countries to work on a UN regulation to protect the lives of bus drivers?

The safety of bus drivers is a high priority for the Norwegian Government. Following several tragic incidents in which bus drivers lost their lives in frontal collisions, Norway has placed this issue at the forefront of both national and international agendas. We have repeatedly highlighted the need for improved frontal crash protection for buses within the UNECE framework, particularly through the work of the Working Party on Passive Safety (GRSP).

In May 2025, Norway presented a comprehensive report on frontal crash protection for buses at the GRSP meeting. At the upcoming GRSP meeting, we will follow up with a proposal either to develop a new UN Regulation or to amend existing regulations. The aim is to strengthen frontal crash protection to safeguard bus drivers' lives. In addition, we have held bilateral discussions with key countries to secure support for this initiative, emphasising both the urgent safety need and the importance of harmonised international standards.

Norway is working closely with other contracting parties, technical experts and industry stakeholders to ensure that any future regulation is both effective and practically implementable. We remain firmly committed to advancing this work, and we are confident that, together with other countries, we can achieve significant progress in enhancing the safety of bus drivers worldwide.

What are the key road safety challenges Norway faces today? How are you planning to address them in the short term?

Our main safety challenges are road user behaviour and prioritising the best road safety measures when updating the infrastructure. Inattention, speeding and drink- and drug-driving have been identified as one of the contributing factors in fatal crashes in respectively 33, 32 and 22% of crashes, and there is often more than one contributing factor in each fatal crash. If we are to reach our ambitious goals, measures reducing this problem will be very important. It is also necessary to upgrade our infrastructure to meet the demands for safe travel. We also see a challenge in new mobility solutions, like e-scooters, in cities.

To achieve Vision Zero, the Government has set ambitious goals for road safety: by 2030, the target is a maximum of 350 deaths and serious injuries in road traffic, of which no more than 50 deaths. To achieve this, the Government will intensify efforts in road safety work, including increased control and enforcement, targeted campaigns, and smaller infrastructure measures on segments with documented safety needs. Inattention, speeding and driving under the influence of alcohol or drugs are still major contributing factors in fatal crashes. Despite the reduction in other groups of road users, motorcyclists continue to constitute about 20% of the total number of road deaths. The Norwegian Public Roads Administration and all involved stakeholders are currently drafting the next National Road Safety Action plan for the period 2026-2029. The Action Plan will address these and other key challenges with concrete measures to move even further towards Vision Zero and our targets for 2030 and 2050.

I am proud to receive the PIN Award on behalf of the Norwegian road safety family. We have reached important milestones and made important advancements but the work is far from done.

ANNEXES

COUNTRY	ISO CODE
Austria	AT
Belgium	BE
Bulgaria	BG
Croatia	HR
Cyprus	CY
Czechia	CZ
Denmark	DK
Estonia	EE
Finland	FI
France	FR
Germany	DE
Greece	EL
Hungary	HU
Ireland	IE
Italy	IT
Latvia	LV
Lithuania	LT
Luxembourg	LU
Malta	MT
The Netherlands	NL
Poland	PL
Portugal	PT
Romania	RO
Slovakia	SK
Slovenia	SI
Spain	ES
Sweden	SE
United Kingdom	UK
Great Britain	GB
Israel	IL
Norway	NO
Serbia	RS
Switzerland	CH

Table 1. (Fig. 1 and 2) Road deaths and relative change in road deaths between 2023 and 2024, 2019 and 2024

	2020	2021	2022	2023	2024
AT	344	362	370	402	351
BE(1)	499	516	540	501	469
BG	463	561	531	525	478
CY	48	45	37	34	41
CZ	517	531	527	502	494
DE(1)	2,719	2,562	2,776	2,830	2,759
DK(1)	163	130	154	162	145
EE	59	55	50	59	69
ES(1)	1,370	1,533	1,746	1,806	1,751
FI(1)	223	225	196	185	176
FR	2,541	2,944	3,267	3,167	3,193
EL(1)	584	624	654	646	665
HR	237	292	275	274	239
HU	460	544	537	472	497
IE(1)	141	132	152	180	172
IT(1)	2,395	2,875	3,159	3,039	3,030
LU	26	24	36	26	18
LV	139	151	115	138	112
LT	175	147	120	159	121
MT	12	9	28	16	12
NL(1)	610	582	745	684	675
PL	2,491	2,245	1,896	1,893	1,896
PT(1)	536	561	618	642	634
RO(3)	1,646	1,779	1,634	1,545	1,477
SE	204	210	227	229	213
SI	80	114	85	83	68
SK	224	226	244	267	262
UK(2)	1,516	1,608	1,766	1,695	1,702
GB(1)	1,460	1,558	1,711	1,624	1,633
CH	227	200	241	236	250
IL	305	364	351	361	439
NO(1)	93	80	116	110	89
RS	492	521	553	503	514
EU 27	**18,906**	**19,979**	**20,719**	**20,466**	**20,017**

	Fig.1 2023-2024
LU	-30.8%
MT	-25.0%
LT	-23.9%
NO(1)	-19.1%
LV	-18.8%
SI	-18.1%
HR	-12.8%
AT	-12.7%
DK(1)	-10.5%
BG	-9.0%
SE	-7.0%
BE(1)	-6.4%
FI(1)	-4.9%
IE(1)	-4.4%
RO(3)	-4.4%
ES(1)	-3.0%
DE(1)	-2.5%
SK	-1.9%
CZ	-1.6%
NL(1)	-1.3%
PT(1)	-1.2%
IT(1)	-0.3%
PL	0.2%
UK	0.4%
FR	0.8%
RS	2.2%
EL(1)	2.9%
HU	5.3%
CH	5.9%
EE	16.9%
CY	20.6%
IL	21.6%
EU 27	**-2.2%**

	Fig.2 2019-2024
LT	-34.9%
PL	-34.8%
SI	-33.3%
BE(1)	-27.2%
DK(1)	-27.1%
MT	-25.0%
BG	-23.9%
CY	-21.2%
RO(3)	-20.8%
CZ	-19.9%
HR	-19.5%
LU	-18.2%
NO(1)	-17.6%
HU	-17.4%
FI(1)	-16.6%
AT	-15.6%
LV	-15.2%
DE(1)	-9.8%
PT(1)	-7.8%
UK(2)	-5.9%
IT(1)	-4.5%
RS	-3.7%
SE	-3.6%
EL(1)	-3.3%
FR	-1.6%
ES(1)	-0.2%
NL(1)	2.1%
SK	6.9%
IE(1)	22.9%
IL	23.7%
EE	32.7%
CH	33.7%
EU 27	**-12.3%**

Source: national statistics provided by the PIN panellists for each country
(1) National provisional data used for 2024 as the final figures for 2024 were not yet available at the time of going to print
(2) 2022 estimate is based on GB and Northern Ireland provisional data
(3) CARE provisional data

Table 2. (Fig. 3 and 10) Road deaths and relative change in road deaths between 2014 and 2024

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
AT	430	479	432	414	409	416	344	362	370	402	351
BE[1]	745	762	670	609	604	644	499	516	540	501	469
BG	655	708	708	682	611	628	463	561	531	525	478
CY	45	57	46	53	49	52	48	45	37	34	41
CZ	688	734	611	577	658	617	517	531	527	502	494
DE[1]	3,368	3,459	3,206	3,177	3,275	3,059	2,719	2,562	2,776	2,830	2,759
DK[1]	182	178	211	175	171	199	163	130	154	162	145
EE	78	67	71	48	67	52	59	55	50	59	69
ES[1]	1,688	1,689	1,810	1,830	1,806	1,755	1,370	1,533	1,746	1,806	1,751
FI[1]	229	270	258	238	239	211	223	225	196	185	176
FR	3,384	3,461	3,477	3,448	3,248	3,244	2,541	2,944	3,267	3,167	3,193
EL[1]	795	793	824	731	700	688	584	624	654	646	665
HR	308	348	307	331	317	297	237	292	275	274	239
HU	626	644	607	625	633	602	460	544	537	472	497
IE[1]	192	162	182	154	134	140	141	132	152	180	172
IT[1]	3,381	3,428	3,283	3,378	3,334	3,173	2,395	2,875	3,159	3,039	3,030
LU	35	36	32	25	36	22	26	24	36	26	18
LV	212	188	158	136	148	132	139	151	115	138	112
LT	267	242	192	192	173	186	175	147	120	159	121
MT	10	11	22	19	18	16	12	9	28	16	12
NL[1]	570	620	629	613	678	661	610	582	745	684	675
PL	3,202	2,938	3,026	2,831	2,862	2,909	2,491	2,245	1,896	1,893	1,896
PT[1]	638	593	563	602	700	688	536	561	618	642	634
RO[3]	1,818	1,893	1,913	1,951	1,867	1,864	1,646	1,779	1,634	1,545	1,477
SE	270	259	270	253	324	221	204	210	227	229	213
SI	108	120	130	102	91	102	80	114	85	83	68
SK	259	274	242	250	229	245	224	226	244	267	262
UK[2]	1,854	1,804	1,860	1,856	1,839	1,808	1,516	1,608	1,766	1,695	1,702
GB[1]	1,775	1,730	1,792	1,793	1,784	1,752	1,460	1,558	1,711	1,624	1,633
CH	243	253	216	230	233	187	227	200	241	236	250
IL	319	355	376	364	316	355	305	364	351	361	439
NO[1]	147	117	135	106	108	108	93	80	116	110	89
RS	536	599	607	579	548	534	492	521	553	503	514
EU 27	**24,183**	**24,413**	**23,880**	**23,444**	**23,381**	**22,823**	**18,906**	**19,979**	**20,719**	**20,466**	**20,017**

Source: national statistics provided by the PIN panellists for each country

(1) National provisional data used for 2024 as the final figures for 2024 were not yet available at the time of going to print

(2) 2022 estimate is based on GB and Northern Ireland provisional data

(3) CARE provisional data

(4) The average annual change is based on the entire time series of all the ten annual numbers of serious injuries between 2014 and 2024, and estimates the average exponential trend. For more information, read the methodological note, PIN Flash 6: https://bit.ly/2LVVUtY

	Fig.3 2014-2024
LT	-54.7%
LU	-48.6%
LV	-47.2%
PL	-40.8%
NO[1]	-39.5%
BE[1]	-37.0%
SI	-37.0%
CZ	-28.2%
BG	-27.0%
FI[1]	-23.1%
HR	-22.4%
SE	-21.1%
HU	-20.6%
DK[1]	-20.3%
RO[3]	-18.8%
AT	-18.4%
DE[1]	-18.1%
EL[1]	-16.4%
EE	-11.5%
IE[1]	-10.4%
IT[1]	-10.4%
CY	-8.9%
UK[2]	-8.2%
FR	-5.6%
RS	-4.1%
PT[1]	-0.6%
SK	1.2%
CH	2.9%
ES[1]	3.7%
NL[1]	18.4%
MT	20.0%
IL	37.6%

EU 27	**-17.2%**

	Fig. 10 Annual average change in the number of road deaths 2014-2024[4]	
LT	-6.7%	
PL	-5.6%	2013-2022
LV	-4.6%	
BE	-4.6%	2014-2023
SI	-4.4%	
LU	-4.2%	
BG	-3.8%	
CZ	-3.6%	
NO	-3.5%	
CY	-3.2%	
FI	-3.1%	2014-2023
HU	-3.0%	
HR	-2.8%	
SE	-2.7%	
DK	-2.7%	2014-2023
EL	-2.6%	
DE	-2.6%	
AT	-2.4%	
IT	-2.0%	2014-2023
EE	-1.8%	
RS	-1.4%	
FR	-1.3%	
GB	-1.2%	
ES[1]	-0.5%	2014-2023
SK	-0.2%	
CH	-0.1%	
PT	0.0%	2014-2023
IL	1.3%	
NL	1.5%	2014-2023
MT	3.6%	2014-2022

EU24	**-2.4%**

IE	Excluded from Fig.10
RO	Excluded from Fig.10

Table 3. (Fig. 6) Road deaths per million inhabitants in 2024 and 2014

	2024			2014		
	Road deaths	Inhabitants	Deaths per mln inhabitants	Road deaths	Inhabitants	Deaths per mln inhabitants
NO[1]	89	5,550,217	16	147	5,109,056	29
SE	213	10,551,707	20	270	9,644,864	28
MT	12	563,443	21	10	428,156	23
DK[1]	145	5,961,249	24	183	5,627,235	33
UK	1,702	69,200,000	25	1,854	64,351,203	29
LU	18	672,050	27	35	549,680	64
CH	250	8,962,258	28	243	8,139,631	30
FI[1]	176	5,603,851	31	229	5,451,270	42
SI	68	2,123,949	32	108	2,061,085	52
IE[1]	172	5,351,681	32	192	4,637,852	41
DE[1]	2,759	83,456,045	33	3,368	80,767,463	42
ES[1]	1,751	48,619,695	36	1,688	46,495,744	36
NL[1]	675	17,942,942	38	570	16,829,289	34
AT	351	9,158,750	38	430	8,507,786	51
BE[1]	469	11,817,096	40	745	11,180,840	67
LT	121	2,885,891	42	267	2,947,862	91
CY	41	966,365	42	45	858,000	52
IL	439	10,027,000	44	319	7,897,179	40
CZ	494	10,900,555	45	688	10,512,419	65
FR[2]	3,193	66,142,961	48	3,384	64,028,000	53
SK	262	5,424,687	48	259	5,415,949	48
EE	69	1,374,687	50	78	1,315,819	59
IT[1]	3,030	58,971,230	51	3,381	60,345,917	56
PL	1,896	36,620,970	52	3,202	38,017,856	84
HU	497	9,584,627	52	626	9,850,217	64
PT[1]	634	10,639,726	60	638	10,444,092	61
LV	112	1,871,882	60	212	2,001,468	106
HR	239	3,861,967	62	308	4,217,632	73
EL[1]	665	10,400,720	64	795	10,926,807	73
BG	478	6,445,481	74	655	7,117,453	92
RO[3]	1,477	19,067,576	77	1,818	19,947,311	91
RS	514	6,605,168	78	536	7,146,759	75
EU 27	**20,017**	**446,981,783**	**45**	**24,183**	**440,128,066**	**55**

Source: national road death statistics provided by the PIN panellists for each country, completed with Eurostat for population data
[1] National provisional estimates used for 2024, as the final figures for 2024 were not yet available when this report went to print
[2] FR: continental population data
[3] CARE provisional data

Table 4. (Fig. 7) Road deaths per billion vehicle-kilometres over the period 2022-2024 or last three years available

	Road deaths (3-year average)	Vehicle-km in million (3-year average) [1]	Deaths per billion vh-km (3-year average)	Time period covered
NO	105	45,567	2.3	motorcycles not included
SE	223	82,259	2.7	
DK	154	52,567	2.9	
SK	258	76,209	3.4	
IE	155	45,593	3.4	2021-2023
CH	242	66,479	3.6	
SI	79	21,189	3.7	
DE	2,788	723,000	3.9	
FI	202	47,918	4.2	2021-2023
ES	1,695	387,141	4.4	2021-2023
AT	378	84,854	4.5	2021-2023
EE	59	11,995	4.9	mopeds not included
NL	670	129,616	5.2	motorcycles not included, 2021-2023
FR	3,126	595,378	5.3	2021-2023
IL	359	65,239	5.5	2021-2023
IT	3,076	456,773	6.7	provisional
PT	607	73,364	8.3	motorcycles not included, 2021-2023
PL	2,211	254,372	8.7	2021-2023
CZ[2]	520	57,633	9.0	2021-2023
HR	263	28,636	9.2	
LT	133	13,588	9.8	
LV	122	12,395	9.8	
HU	518	47,633	10.9	2021-2023
EU20	**17,146**	**3,151,869**	**5.4**	
BE	n/a			
BG	n/a			
CY	n/a			
EL	n/a			
LU	n/a			
MT	n/a			
RO	n/a			
RS	n/a			
UK	n/a			

EU20: EU27 excluding BE, BG, CY, EL, LU, MT, and RO due to lack of data on vehicle distance travelled

[1] Data provided by PIN panellists. Member States are using different methods for estimating the numbers of distance travelled

[2] CZ: data on the number of vehicle-km is estimated by traffic counting for motorways and roads of 1st, 2nd and 3rd class category where 87% of all road deaths occur. Local roads where 17% of all road deaths occur are not counted. Therefore, the number of road deaths per vehicle-km is calculated for 83% of all road deaths.

Table 5. (Fig. 8, 9, 10)
Number of seriously injured according to national definition (see table 6 for definition) and MAIS3+, relative change in serious injuries between 2014-2024 and annual average relative change over the period 2014-2024.

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
AT*	7,434	7,486	7,566	7,664	7,631	7,384	6,650	6,945	7,258	7,191	7,774
AT MAIS3+	1,402	1,303	1,380	1,238	1,279	1,211	988	1,078	1,204	1,124	
BE*	4,484	4,181	4,095	3,762	3,637	3,605	2,978	3,119	3,413	3,261	3,264(1)
BE MAIS3+	4,026	3,597	3,512	3,554	3,317	3,493	3,167	3,150	3,386	n/a	
BG	2,174	2,295	2,503	1,943	1,988	1,937	1,556	1,458	1,766	1,794	1,888
BG MAIS3+	2,175	2,295	2,503	1,943	1,988	1,937	1,556	1,458	1,766	1,794	1,888
CY*	467	377	406	388	348	340	211	252	253	232	226
CY MAIS3+	83			92		53			37	43	49
CZ	2,714	2,487	2,530	2,286	2,395	2,061	1,761	1,580	1,682	1,711	1,561
CZ MAIS3+											
DE*	67,709	67,706	67,426	66,513	67,967	65,244	58,005	55,137	57,727	52,902	50,309
DE MAIS3+	15,392	15,442	16,337	15,892	15,265	15,311	13,238	12,244	12,485		
DK	1,798	1,780	1,797	1,756	1,862	1,822	1,716	1,639	1,718	1,680	1,679(1)
DK MAIS3+											
EE*	455	407	424	429	420	356	346	352	404	430	483
EE MAIS3+											
ES	9,574	9,495	9,755	9,546	8,935	8,613	6,681	7,784	8,502	9,265	8,517(1)
ES MAIS3+	6,343	6,955			6,059	6,162	4,793	5,654	6,066		
FI	519	477	460	409	485	390	408	368	334	332	345(1)
FI MAIS3+	519	477	460	409	485	390	408	368	334	332	
FR*	16,496	16,355	16,773	16,887	16,104	16,248	13,337	15,944	15,956	15,936	15,924
FR MAIS3+	16,496	16,355	16,773	16,887	16,104	16,248	13,337	15,944	15,956	15,936	15,924
EL*	1,016	999	879	706	727	652	518	610	664	659	546
EL MAIS3+											
HR	2,675	2,822	2,746	2,776	2,731	2,492	2,295	2,610	2,910	3,102	3,238
HR MAIS3+											
HU	5,331	5,575	5,541	5,630	5,559	5,482	4,655	4,595	5,041	4,772	4,721
HU MAIS3+											
IE*	759	827	965	1,053	1,359	1,507	1,216	1,471	1,696	1,459	
IE MAIS3+	364	341	386	444	475	523	406	483	567	596	
IT											
IT MAIS 3+	14,943	15,901	17,324	17,309	18,614	17,600	14,102	15,990	16,875	16,989	16,618(1)
LU*	245	319	249	256	273	248	217	267	267	347	308
LU MAIS3+		69	69	43	55						
LV*	434	479	525	496	542	461	491	449	425	385	307
LV MAIS3+										385	307
LT	1,437	724	655	368	165	308	376	392	476	479	430
LT MAIS3+		147	71	131	163	110	86	81	74	62	49
MT	292	306	294	304	317	305	242	339	379	320(1)	346(1)
MT MAIS3+											
NL(2)	9,817	13,523	13,660	13,182	13,599	12,436	10,225	12,380	14,373	14,377	
NL - MAIS3+	5,800	6,000	6,400	6,500	6,800	6,900	6,500	6,800	8,300	7,400	7,500(1)
PL	11,696	11,200	12,077	11,103	10,941	10,633	8,805	8,276	7,541	7,594	7,796
PL MAIS3+	2,263										
PT*	2,010	2,148	1,999	2,117	2,195	2,383	1,877	2,161	2,302	2,500	2,321(1)
PT MAIS3+	2,055	2,171	2,199	2,301	2,276	2,281	2,201	2,287	2,392	2,467	
RO	8,122	9,057	8,285	8,181	8,144	8,125	5,491	3,796	3,690	3,539	3,675(1)
RO MAIS3+											
SE	4,810	3,818	4,074	3,988	3,606	3,503	3,098	3,784	4,718	4,575	4,905
SE MAIS3+	1,147	777	878	835	742	704	601	904	1,230	1,162	1,321
SI	826	937	855	874	825	821	691	795	873	848	953
SI MAIS 3+	213										
SK	1,098	1,121	1,057	1,127	1,272	1,050	894	854	866	894	814
SK MAIS3+											
UK*											
UK MAIS3+	5,740	6,092	6,549	6,328	6,363	6,436					
GB	32,702	31,349	30,179	29,110	29,573	28,648	22,327	25,458	27,921	28,031	27,904
GB MAIS3+	5,666	6,012	6,481	6,237	6,277	6,342	5,349				
CH*	4,043	3,830	3,785	3,654	3,873	3,639	3,793	3,933	4,002	4,096	3,792
CH MAIS3+	2,899	2,887	2,929	3,127	3,732	3,086	3,207	3,385	3,760		
IL*											
IL MAIS3+	2,031	2,190	2,474	2,367	2,182	2,411	2,061	2,446	2,597	2,626	2,723
NO	683	693	656	665	602	565	627	569	578	568	555
NO MAIS3+											
RS	3,275	3,448	3,362	3,514	3,338	3,322	2,953	3,347	3,302	3,398	3,707
RS MAIS3+											
EU24	**165,000**	**164,671**	**167,755**	**164,769**	**166,174**	**160,530**	**138,034**	**142,108**	**150,174**	**145,119**	**142,361**

* Similar national serious injury definition. EU24: EU27 excluding LT, and IE due to inconsistent data trend and RO due to lack of updated data. EU24 average is an ETSC estimate as whole time series for serious injury data are not available in all 24 EU countries that collect data

(1) Estimated

(2) NL - serious injuries data submitted to the CARE database. Since 2021 the national definition refers to MAIS3+ data

(3) The average annual change is based on the entire time series of all the ten annual numbers of serious injuries between 2013 and 2023, and estimates the average exponential trend. For more information, read the methodological note, PIN Flash 6: https://bit.ly/2LVVUtY

	Fig. 8 2014-2024	Time period
CY	-51.6%	
EL	-46.3%	
CZ	-42.5%	
FI	-36.0%	2014-2023
PL	-33.3%	
LV	-29.3%	
BE	-27.3%	2014-2023
SK	-25.9%	
DE	-25.7%	
NO	-18.7%	
GB	-14.7%	
BG	-13.2%	
HU	-11.4%	
DK	-6.6%	2014-2023
CH	-6.2%	
FR	-3.5%	
ES	-3.2%	2014-2023
SE	2.0%	
AT	4.6%	
EE	6.2%	
RS	13.2%	
IT	13.7%	2014-2023
SI	15.4%	
HR	21.0%	
PT	24.4%	2014-2023
LU	25.7%	
NL	27.6%	2014-2023
MT	29.8%	2014-2022
IL	34.1%	

EU24	-13.8%

	Fig.10 Annual average change in the number of serious injuries 2014-2024[3]	
CY	-7.3%	
LT	-6.8%	
CZ	-5.8%	
EL	-5.5%	
PL	-5.1%	
FI	-4.6%	2014-2023
BE	-3.8%	2014-2023
SK	-3.5%	
BG	-3.2%	
LV	-3.2%	
DE	-3.1%	
NO	-2.2%	
ES	-2.0%	2014-2023
HU	-1.9%	
GB	-1.8%	
DK	-0.9%	2014-2023
FR	-0.7%	
AT	-0.4%	
EE	-0.2%	
SI	0.0%	
CH	0.2%	
RS	0.3%	
IT	0.3%	2014-2023
SE	0.9%	
HR	1.1%	
LU	1.4%	
PT	1.6%	2014-2023
MT	1.6%	2014-2022
IL	2.2%	
NL	2.9%	2014-2023

EU24	-1.9%

IE	Excluded from Fig.10
RO	Excluded from Fig.10

	Fig. 9*		
	Serious injuries (national def) per death	MAIS3+ per death	Time period
AT	19.8	3.0	
BE	6.3	6.2	2021-2023
BG	3.6	3.6	
CY	6.3	1.2	
CZ	3.3		
DE	19.2	8.2	
DK	11.3		2021-2023
EE	7.4		
ES	5.0	3.6	2021-2023
FI	1.7	1.7	2021-2023
FR	5.0	5.0	
EL	1.0		
HR	11.7		
HU	9.7		
IE	10.0	3.5	2021-2023
IT	5.5	5.5	2021-2023
LU	10.0		
LV	3.1		
LT	3.5	0.5	
MT	19.6		2020-2022
NL	20.5	11.2	2021-2023
PL	4.0		
PT	3.8	3.9	2021-2023
RO	2.2		2021-2023
SE	21.2	5.6	
SI	11.3		
SK	3.3		
GB	15.6		
CH	16.4	15.5	
IL	6.9	6.9	
NO	5.4		
RS	6.6		

*Numbers between countries are not comparable

Table 6. National definitions of a seriously injured person in a road collision in Police records corresponding to the data in Table 4.

AT	Whether an injury is severe or slight is determined by §84 of the Austrian criminal code. A severe injury is one that causes a health problem or occupational disability longer than 24 days, or one that "causes personal difficulty". Police records.
BE	Hospitalised more than 24 hours. But in practice no communication between police and hospitals so in most cases allocation is made by the police without feedback from the hospitals. (Police records)
BG	The level of "body damage" is defined in the Penalty code. There are 3 – light, medium and high levels of body damage. Prior to introducing MAIS in the Police records the first level is "light injured", the second and third is "heavy injured". The medium and high level corresponded to MAIS 3+ levels, as it is defined in the CADaS Glossary.
CY	Hospitalised for at least 24 hours.
CZ	Determined by the treating doctor, if serious health harm (specified approximately along the types by the law) occurs. Police records.
DE	Hospitalised for at least 24 hours. Police records.
DK	All injuries except "slight". Police records.
EE	Hospitalised for at least 24 hours. Hospital data is used to find out how long the person (involved in an accident according to the police data) was hospitalised.
ES	Hospitalised for at least 24 hours. Police records.
FI	Serious injury in official statistics is defined as MAIS3+ (AAAM, Association for the Advancement of Automotive Medicine). The number of seriously injured MAIS3+ is formed by combining the official road accident participant statistics maintained by Statistics Finland and the Hospital Discharge Register (HILMO), using personal identity numbers as the link. ICD-10 codes from hospital data are converted to MAIS.
FR	Until 2004: hospitalised for at least 6 days. From 2005: hospitalised for at least 24 hours. Police records. People injured are asked to go to the police to fill in information about the collision, in particular if they spent at least 24 hours as in-patient. Since 2017, we have stopped using hospitalised injuries from police data due to a change in recording. Moreover, we now put forward the estimated number of people injured or seriously injured MIAS3+ rather than the recorded number of injuries ; this estimate is built on the recorded number of injured and a comparison with hospital data in the Rhone county.
EL	Injury and injury severity are estimated by police officers. It is presumed that all persons who spent at least one night at the hospital are recorded as seriously injured persons. Police records.
HR	ICD-International Classification of Diseases- used by medical staff exclusively, after admission to the hospital.
HU	Serious injuries include injuries, fractures, bruises, internal injuries, severe cuts and destruction, general shock requiring medical treatment, or any injury requiring hospital care, which usually heals beyond 8 days.
IE	Hospitalised for at least 24 hours as an in-patient, or any of the following injuries whether or not detained in hospital: fractures, concussion, internal injuries, crushing, severe cuts and lacerations, several general shock requiring medical treatment.
IT	Separate statistics on seriously and slightly injuries are n/a in the Road accidents dataset. Despite that, Italy calculated the number of serious injured according to EU recommendations (MAIS 3+) and using data based on hospitals discharge records.
LU	From 2004: hospitalised more than 24 hours as in-patient. Police records.
LV	From 2004 till 2021: hospitalised more than 24 hours as in-patient. Police records. From 2022: MAIS 3+
LT	According to the definition provided in legal acts, a seriously injured person is someone who loses more than 30% of their working capacity or/and his or her body is being incurably mutilated. The injury scale is determined by doctors and forensic medical experts. In the official traffic accident statistics provided by the police, the injury scale for people injured in traffic accidents (MAIS3+) has five values. However, on average, only 62% of injury scale data for injured road users is provided in police records, i.e.: • in 2020, a total of 3,203 road users were injured, with the MAIS3+ column filled in for 70% of cases – meaning the injury scale for the remaining injured road users was not provided. • in 2021, out of 3,211 injured road users, the injury scale was known for 68%. • in 2022, out of 3,375 injured road users, only 58% had a recorded injury scale. • in 2023, out of 3,256 injured road users, only 53% had a recorded injury scale. On average, the injury scale remains unknown for approximately 38% of people injured in traffic accidents. Therefore, when determining the number of seriously injured persons, two classifiers from police records are considered: 1. the MAIS3+ column, where the value is marked as "severe health impairment" and 2.the classifier indicating that the road user was hospitalized.
MT	An injury accident is classified as 'Serious' injury (referred to in Malta accident statistics as 'Grievous' injury) if the person does not recover his/her previous health condition within 30 days. Police records.
NL	The national definition for Serious Injury corresponds to MAIS3+ and is "Hospitalised after a traffic accident and sustaining an injury of at least 3 on the Abbreviated Injury Scale (AIS), and not died within 30 days". MAIS3+ is estimated from linked hospital data and preferred over police data for totals and grouped data. For numbers by location this source does not provide information.

PL	Seriously injured – a person who has suffered injuries, in the form of: a) blindness, loss of hearing, loss of speech, ability to procreate, other severe disability, severe incurable disease or long-term life-threatening illness, permanent mental illness, complete substantial permanent inability to work in the occupation or permanent, significant body disfigurement, b) other injuries causing disturbance of the functioning of a bodily organ or health disorder lasting longer than 7 days. Police records.
PT	Hospitalised for at least 24 hours and not having died within 30 days after the road traffic accident. Police records.
RO	In police data base for traffic accidents, seriously injured is defined by MAIS 3+
SE	The definition of seriously injured was updated in 2007. A serious injury is now defined as a health loss following a traffic injury reflecting that a person does not recover the previous health condition within a reasonable amount of time. This series is used in the national annual follow up and there is a goal for 2030 (-25 % since 2020). Hospital records.
SI	Any injured persons who were involved in a road traffic accident and sustained injuries due to which their lives were in danger or due to which their health was temporarily or permanently damaged or due to which they were temporarily unable to perform any work or their ability to work was permanently reduced (Penal Code of the Republic of Slovenia). Police records.
SK	Serious bodily harm or serious disease, which is a) mutilation, b) loss or substantial impairment of work capacity, c) paralysis of a limb, d) loss or substantial impairment of the function of a sensory organ, e) damage to an important organ, f) disfigurement, g) inducing abortion or death of a foetus, h) agonising suffering, or i) health impairment of longer duration. health impairment of longer duration is an impairment, which objectively requires treatment and possibly involves work incapacity of not less than forty-two calendar days, during which it seriously affects the habitual way of life of the injured party.
UK	Historically the following definition was used - Serious injury: An injury for which a person is detained in hospital as an “in-patient”, or any of the following injuries whether or not they are detained in hospital: fractures, concussion, internal injuries, crushings, burns (excluding friction burns), severe cuts, severe general shock requiring medical treatment and injuries causing death 30 or more days after the collision. An injured casualty is recorded as seriously or slightly injured by the police on the basis of information available within a short time of the collision. This generally will not reflect the results of a medical examination, but may be influenced according to whether the casualty is hospitalised or not. Hospitalisation procedures will vary regionally. Since 2012, some police forces have moved to injury-based reporting systems which has impacted on the number of serious and slight injuries reported, affecting trends over time. In these injury-based reporting systems, police officers report injuries sustained (from a list of 20) and injury severity is coded from the most serious injury recorded. A list of the injuries and which ones are classed as serious is published (https://www.gov.uk/government/publications/guide-to-severity-adjustments-for-reported-road-casualty-statistics/guide-to-severity-adjustments-for-reported-road-casualties-great-britain#classification-of-injury-severity-using-the-crash-reporting-system). All police forces are expected to adopt this injury-based reporting from 2025.
CH	Up to 2014: Hospitalised for at least 24 hours or if the injury prevented the person from doing its daily activity for 24 hours. Since 2015: Hospitalised for at least 24 hours. Police records. Further comments: In Switzerland, injury severity is still assessed by means of a simple definition by the police force present at the scene. Nothing is known of the type and long-term outcome of injuries. In order to improve the assessment of injury severity a first step was taken: since January 2015 the definition of injury severity was further specified and the police corps were trained. Also a new category "life-threatening injury" was introduced. For a further standardisation the severity scale was linked to the NACA-Codes, used by all emergency services in Switzerland
IL	1965-2012: A person injured in a road crash and hospitalised for a period of 24 hours or more, not for observation only. 2013 onwards: Police data is linked with the hospital data and any casualty found in both sources had their severity of injury defined by MAIS. If the casualty was not found in the hospital data, their severity of injury was defined by the police. Seriously injured is defined by MAIS 3+ or hospitalised for a period of 24 hours or more, not for observation only.
NO	Very serious injury: Any injury that is life-threatening or results in permanent impairment. Serious injury: Any injury from a list of specific injuries; these would normally require admission to hospital as an in-patient. Police records.
RS	Using of the ICD-International Classification of Diseases. Categorization of an injury as a “serious injury” is made on the basis of expert assessment given by doctors during admission to hospital, during hospitalization or after the hospitalization. The Republic of Serbia has not yet adopted a definition for serious injury. Police records.

Table 7. Countries' progress in collecting data on seriously injured based on MAIS3+

AT	The KFV carried out a feasibility study on MAIS3+ assessment on behalf of the (then) Austrian Transport Ministry (bmvit) in 2014 and 2015. The study covered two methods to estimate the number of serious road injuries: a) application of a (hospital data based) correction factor to the police reported number of serious injuries, and b) use hospital data alone to arrive at an estimate for serious injuries. The latter method was selected for further use. In late 2015, the number of MAIS3+ injuries was estimated for the first time for the year 2014 (using the AAAM conversion table) and has been continued for all years thereafter. Time series are now available starting 2010.
BE	New MAIS3+ data will be available every year. We are able to provide breakdowns according to age, road user type, gender, month, year, accident type. We use method one (correction factors applied to police data) and method two (use of hospital data) that are proposed by the European Commission.
BG	The only source is Police records. A working group has been established to compare the data from the police with data from the Ministry of Health and to transmit the ICD to the MAIS.
CY	The data based on MAIS3+ is now systematically collected since 2022. The systematic collection of the data began with 2017, but there was a problem of underreporting for 2020 and 2021, during the Covid19 pandemic.
CZ	The integration of MAIS3+ is in progress. For the first time, the numbers for 2024 are expected in the third quarter 2025.
DE	An MAIS3+ injured persons estimation based on GIDAS data, data from the German Trauma Register and data from the official accident statistics is being calculated by Bast.
DK	No systematic linkage between police and hospital data. Denmark is working on a process to convert ICD diagnose codes into AIS and MAIS.
EE	ICD-10 diagnose info exists, technologically ready to link accident data with health registry data. Need to change legislation and due to that issue we can't start linking process. In 2019 we tried to test EU proposed ICD - AIS convertion tool. The result we got from the Health Information System was very doubtful. Further work depends on the initial data quality and convention tool (AAAM) updates. Legislative changes are drafted.
ES	Data available from 2010. Since 2011 MAIS3+ is published in official reports. In a near future Spain will add MAIS3+ to the current definition of seriously injured.
FI	MAIS3+ (based on AAAM converter tool) is used in official data (from 2014 onwards). A pilot study was made in 2014 where the number of seriously injured MAIS3+ was formed by combining the official road accident participant statistics maintained by Statistics Finland and the Hospital Discharge Register (HILMO), using personal identity numbers as the link. Number of serious injuries (MAIS3+) in road traffic were estimated for the years 2010-2011.
FR	Linking between police and health data (hospitalised and emergency patients) is done in the Rhone county and then used by Gustave Eiffel University to build an estimate comparing the structure of Rhone recorded traffic accidents and the national accident database. Using a similar but simpler method, a first estimate of the number of serious injuries (MAIS3+) is produced at the same time as the other accident statistics, while waiting for an updated estimate produced directly by Gustave Eiffel University model.
EL	Hospitals do not systematically collect data on the injury severity of road casualties.
HR	Link between police and hospital is based on the law. Only ICD based number is available.
HU	The real possibility can only be the transformation of ICD codes to AIS ones thus Hungary started modification of the legislation in 19.12.2016. The current data architecture does not provide direct linkage between police and hospital data. The National Healthcare Services Center started to upgrade the information system but the required time for the development of the necessary IT systems is not known yet.
IE	Since 2022 Ireland is working on a project to study hospital data and apply the MAIS3+ serious injury definition proposed by the EC, following the Safety Cube methodology and additional procedures needed due to the nature of Irish data. This project aligns with action 172 of the Road Safety Strategy: Develop a method to identify and enumerate serious injuries using a medical definition, such as MAIS3+, and report on same as part of the dissemination of trend data, updates, and reporting on serious injuries. We have reported to the EC MAIS3+ numbers for the period 2014-2023. We are currently working on a series of reports on serious injuries using hospital data by road user group. Full reports on cyclist and pedestrian serious injuries, infographics, a methodology report, and FAQs on hospital data can be found at https://www.rsa.ie/road-safety/statistics/analysis-of-road-users. Data on MAIS3+ for 2024 will be available in Q2 2025.
IT	The current data architecture does not provide direct linkage between police and hospital data. MAIS3+ has been adopted for coding the level of injury and calculated on the basis of data sources such as the hospital discharge register. An estimate of the number of seriously injured has been calculated since year 2012 according to the conversion tables made available by EC.
LU	MAIS3+ will be used in the near future.
LV	MAIS3+ introduced by law in August 2021. Ministry of Health and Ministry of the Interior reported that fully introduced in August 2022
LT	MAIS3+ data already available since 2014, but not all accident fields (MAIS3+) are filled - missing information (the injury scale remains unknown for approximately 38% of people injured in traffic accidents). Currently, the Road Accident Information System (RAIS) is being modernised. The updated RAIS system will include linking between police and medical data, and road user injuries will be classified using the International Classification of Diseases (ICD-10). This will allow injury severity to be classified according to the MAIS3+ scale.

MT	MAIS3+ conversion process from ICD to MAIS3+ is still ongoing. Progress stalled due to a low rate of positive matches in converting data using conversion tables provided by the EC. The EC has recently communicated that AAAM have been contracted in 2022 to provide support to MS for this conversion. As Malta has encountered difficulties on MAIS3+ conversion, this support is welcomed. We aim to resume conversion of MAIS3+ data this year in collaboration with the Ministry of Health.
NL	Data on MAIS3+ have been recalculated for AIS®2005 instead of AIS®1990. Also MAIS2 was recalculated. Nationally now also MAIS3+ is defined as seriously injured, where as previously MAIS=2 was also included.
PL	The work is coordinated by the National Road Safety Council, National Institute of Public Health and Motor Transport Institute. Poland transfer data from 2013 and 2014 according to the recommendations of the CARE group (DG MOVE). In recent years, work on MAIS 3+ in Poland has been stopped. The method proposed by DG MOVE (conversion of ICD-10 scale on the MAIS 3+ scale) in our opinion has errors and leads to incorrect results. Unfortunately, due to a lack of financing, Poland could not launch a national project to develop a methodology for assessing the severity of injuries of road accident victims according to the MAIS 3+ scale.
PT	A methodology was developed in 2015 to estimate the number of MAIS3+ serious injuries, using the national hospital discharge database. The Health Ministry applies the EC's AAAM converter to the ICD9-CM codes to calculate the MAIS score. This method is being improved, as Health Ministry is currently using ICD-10-CM/PCS injury codes, since mid-2016. Also, recommendations from SafetyCube D7.1, on external causes codes for road accident victims are being analysed. Under the new Road Safety Strategy (2017-2020), a procedure was made to collect from the police data the required information while preserving the victim's privacy. A protocol for agreed procedure implementation is being prepared for signature by relevant parties.
RO	From 2021 we use MAIS3+ with conversion approved by DG-MOVE because Ro Hospitals used ICD 10 Australian version.
SE	Data already available since 2007.
SI	We have made experimental linking between police and hospital data. MAIS3+ data are incomplete and not ready for publication and still under discussion.
SK	Under discussion.
UK	MAIS 3+ serious injuries is done on an ad hoc basis, and is therefore not published regularly. Figures have been updated to 2020 for UK MAIS3+ figures and are published in table RAS4101: https://assets.publishing.service.gov.uk/media/632df8ade90e0711da8b2b40/ras4101.ods
CH	Linking of health and police data has started in 2014. This allows to code the recommended maximum AIS score based on ICD-10.
IL	Since 2013 police data is linked with hospital data. Any casualty found in both sources, their injury severity is defined by MAIS. If the casualty was not found in the hospital data, their injury severity is defined by the police. Seriously injured is defined by MAIS 3+ or hospitalised for a period of 24 hours or more, not for observation only.
NO	Under consideration.
RS	Road Traffic Safety Agency has begun activities to introduce the MAIS 3+ scale to record serious injuries. During 2017, an analysis of the possibilities for the most efficient introduction of the MAIS 3+ scale was performed. via EU for Improving Road Safety in Serbia Project. Road Traffic Safety Agency intends to continue activities on introduction MAIS3+ definition of serious injuries in road traffic accidents in the next period.

Cover image:

The map shows the relative change in road deaths between 2014 and 2024.

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