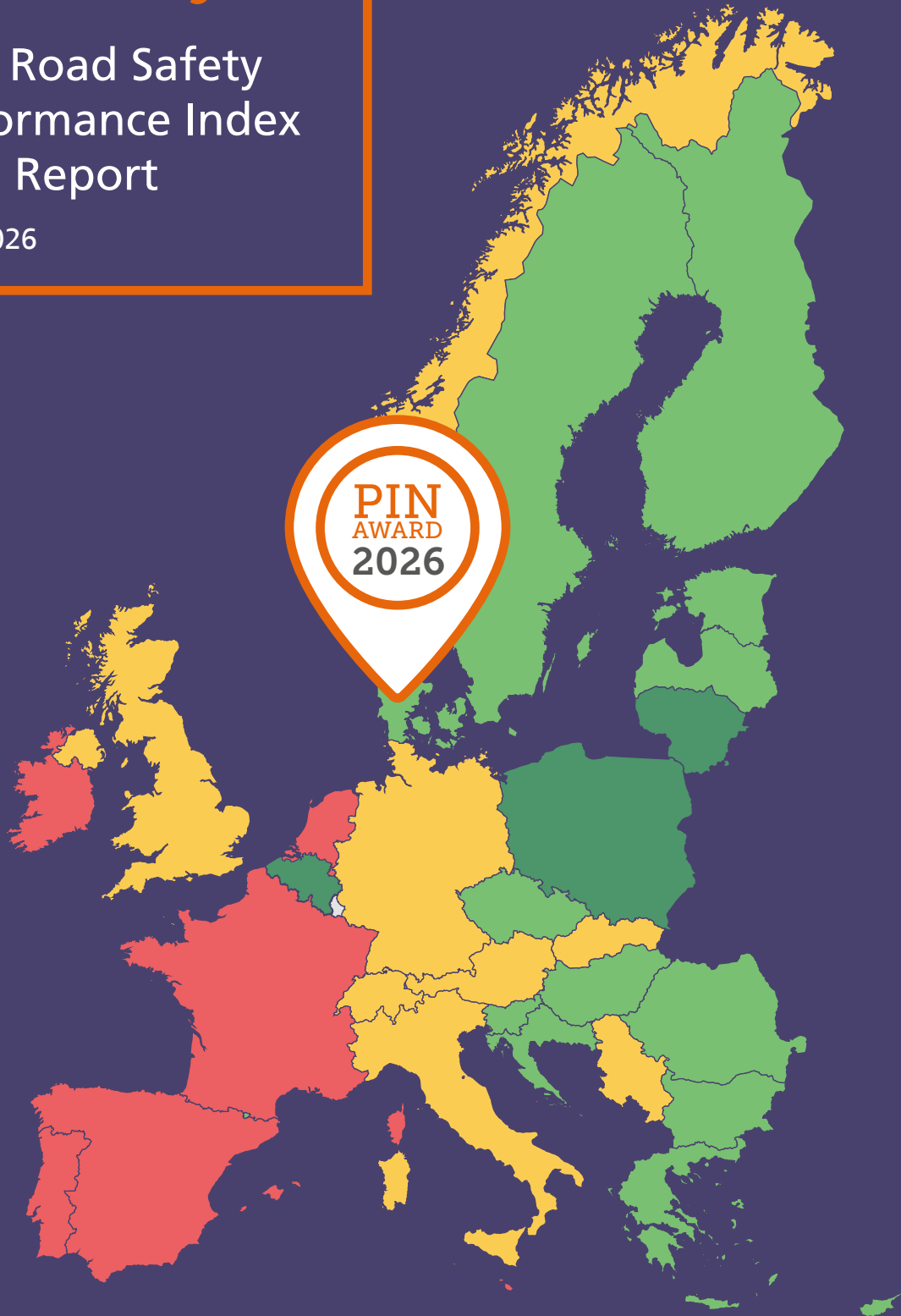


Ranking EU progress **on** **road safety**

20th Road Safety Performance Index (PIN) Report

June 2026



European Transport Safety Council

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RANKING EU PROGRESS ON ROAD SAFETY

20th Road Safety Performance Index (PIN) Report

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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.

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ABOUT THE EUROPEAN TRANSPORT SAFETY COUNCIL (ETSC)

The European Transport Safety Council is the independent voice for road safety in Europe.

ETSC is a non-profit international organisation, with members from across Europe, dedicated to reducing deaths and injuries in transport. Founded in 1993 in Brussels, ETSC provides an impartial source of expert advice on transport safety matters to the European Commission, the European Parliament, international organisations, and national governments.

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FOREWORD



Antonio Avenoso,
ETSC Executive Director

20 YEARS OF SAVING LIVES

In 2026 the ETSC Road Safety Performance Index (PIN) marks its twentieth anniversary. Over those two decades it has grown into one of Europe's most influential road safety tools - comparing performance across 31 participating countries, tracking the 27 EU Member States against their shared targets, and showing national and international decision-makers where progress is still within reach. Just as importantly, it has become a forum for road safety professionals to exchange ideas and good practice, with an annual award that celebrates and inspires improvement.

Twenty years on, the case for the programme is as compelling as ever. Road collisions remain a major cause of death in Europe: in 2025, more than 19,400 people lost their lives on European roads and over 100,000 more are estimated to have been seriously injured. Since 2006, over 500,000 people have died on the continent's roads - yet that toll would have been some 280,000 higher had deaths simply continued at their 2006 level. Each of those prevented deaths is the measure of what coordinated road safety action can achieve.

Much has changed over the life of the programme. Road safety planning has moved from a narrow focus on reducing deaths to the holistic "Safe System" approach, built on cooperation and shared responsibility and reaching across vulnerable road users, infrastructure, data collection, vehicle technology, post-crash response and cross-border enforcement. The PIN programme has been a consistent voice throughout - pressing for more and better road safety data, recommending improvements and promoting solutions that work. The collection of data on road deaths has improved markedly; progress on serious injury data has been slower and remains a priority.

The collective goal of halving road deaths and serious injuries by 2030, while ambitious, remains both necessary and achievable. The most recent PIN data are a sobering reminder that the pace of progress is far too slow - but they also carry a message of hope: reductions are possible, and they are happening.

EXECUTIVE SUMMARY

In 2026 the ETSC Road Safety Performance Index (PIN) marks its twentieth anniversary. Over two decades it has become one of Europe's most influential road safety tools, comparing performance across 31 participating countries. This 20th annual report assesses progress towards the EU's goal of halving both road deaths and serious injuries between 2020 and 2030, and reviews the recent EU policy developments that will help determine whether that goal is met.

Progress on road deaths remains far too slow

In 2025, around 19,500 people lost their lives on roads in the EU, while more than 100,000 are estimated to have been seriously injured. Road deaths in the EU have fallen by just 2% in the last year, and by 15% since 2019. To reach the 2030 target, a cumulative reduction of at least 31% from 2019 was needed by now, actual progress was just 15%.

Poland leads progress between 2019 and 2025 with a 43% reduction in road deaths, followed by Denmark with 32%. Norway and Sweden remain the safest countries for road users, each with 19 deaths per million inhabitants, closely followed by Denmark with 23, against an EU average of 43.

The 2026 ETSC Road Safety Performance Index Award, which recognises sustained long-term improvement, was presented to Denmark.

Even slow progress carries enormous value. Between 2016 and 2025, more than 31,000 deaths were prevented in EU PIN countries compared with what would have happened had deaths continued at their 2015 level - human losses avoided are worth an estimated €77 billion. Had the annual reduction needed to meet the target been achieved, a further 42,900 lives could have been saved.

Serious injuries: little progress and persistent data gaps

Progress on serious injuries has been even weaker. Using national definitions, serious road traffic injuries in the EU fell by only 13% over the period 2015–2025, and the annual rate of reduction continues to lag behind that for deaths. The European Commission's latest estimate, based on the common MAIS3+ definition, puts the number of seriously injured on EU roads at 100,000 in 2023, down from 110,000 in 2019. Comparison between countries remains

impracticable because national definitions, data collection methods and levels of underreporting differ widely, and underreporting is consistently worse for pedestrians, cyclists and motorcyclists. Improving and harmonising serious injury data - and setting reduction targets for it - remains a central priority.

A deregulatory trend in the EU threatens progress

The PIN programme was set up to hold national governments and the EU to account on their efforts to improve road safety, and to track progress against their agreed targets.

At EU level, the Commission's February 2026 mid-point review of the EU Road Safety Policy Framework offers an honest assessment that progress is too slow. Meanwhile, a series of legislative decisions now under negotiation risk undermining the 2030 targets: expanding cross-border routes of longer and heavier lorries, watering down proposed vehicle testing rules and freezing the safety standards of a new class of small electric vehicles for a decade.

ETSC is also warning against accepting weaker US vehicle safety standards in trade talks and urging caution over "hands-off" assisted-driving systems that automate more of the task while leaving the driver legally responsible. Securing proper road safety funding in the next EU budget (2028–2034) will be essential to future progress.

Encouraging momentum from national government action

Thanks, in part, to the work of the PIN programme and its experts, most PIN countries are now setting a clear framework for action: 26 of the 31 have a national road safety strategy in place, the majority aligned to the EU's goal of halving deaths and serious injuries

by 2030 as compared to 2020. The United Kingdom published a new strategy for Great Britain in 2026 - its first in over a decade - committing to a 65% reduction in people killed or seriously injured by 2035.

Several governments also strengthened the law and stepped-up enforcement: Belgium brought in an immediate 14-day driving ban for drink-driving or handheld mobile phone use, and Lithuania halved its drink-driving deaths between 2020 and 2024 through tougher penalties and the wider use of contactless breathalyser devices. With no KPI targets yet set at EU level, several countries have gone ahead and set their own.

The collective goal of halving road deaths and serious injuries by 2030, while ambitious, remains both necessary and achievable. Two decades of PIN data show that progress is possible where governments act with determination - and that it stalls when attention slips.

Meeting the targets will require national governments and the EU to redouble their efforts and their budgets and resist any rollback of established safety protections. As it has for twenty years, the PIN programme will continue to track that progress and hold decision-makers to account.



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.
- 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 conclusions of the Commission's Report on the Implementation of the EU Road Safety Policy Framework at the Mid-Point.
 - 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.

NOTE ON COUNTRIES COVERED BY THE ETSC PIN PROGRAMME

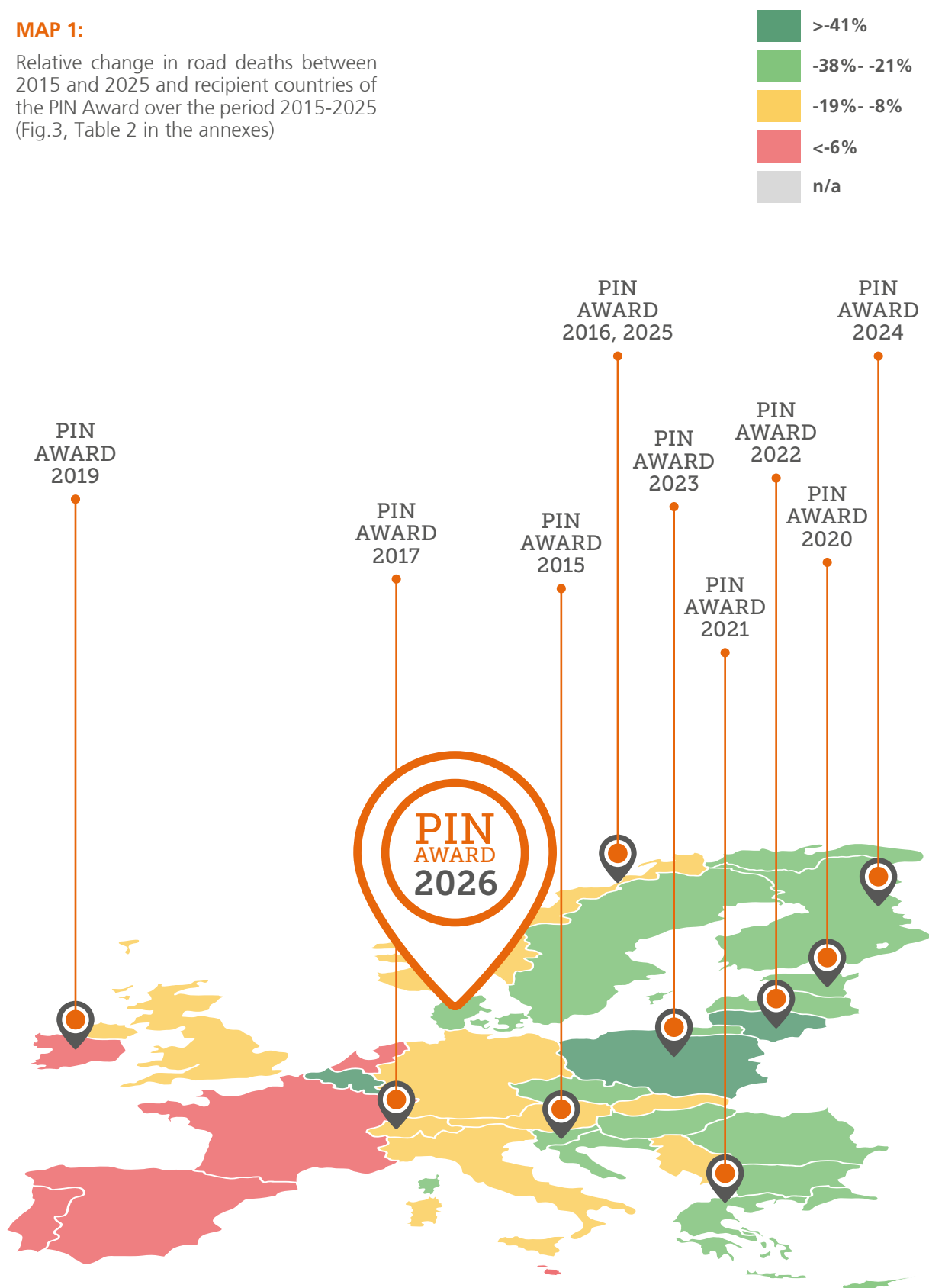
This report includes aggregate data analysis covering the 31 countries that participate in ETSC's Road Safety Performance Index (PIN) programme. They are:

- 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;
- 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.

MAP 1:

Relative change in road deaths between 2015 and 2025 and recipient countries of the PIN Award over the period 2015-2025 (Fig.3, Table 2 in the annexes)



PART 01

A close-up photograph showing a person's hands applying a yellow reflective safety tape to a road surface. The person is wearing a dark shirt and a ring on their finger. Another person's arm in a grey long-sleeved shirt is visible on the right, also interacting with the tape. The background is blurred, showing a motorcycle and some greenery.

PROGRESS IN
REDUCING ROAD
DEATHS IN 2025,
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 2024 to 2025 (Figure 1), the change from a pre-Covid base year (2019) to 2025 (Figure 2) and the decade 2015 to 2025 (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 Malta and Romania have been provided by the European Commission's CARE team. The numbers of road deaths in 2025 in Germany, Denmark, Spain, Finland, Greece, Hungary, Ireland, Italy, Latvia and Portugal are provisional as final numbers were not yet available at the time this report went to print. Data for Luxembourg are not available. Annual numbers of deaths in Malta, Cyprus and Estonia are small and are, therefore, subject to substantial annual fluctuation. The UK data for 2025 are the provisional total for Great Britain for the year 2025 together with Northern Ireland's total for the calendar year 2025.

The full dataset is available in the annexes. Population data were retrieved from the EUROSTAT database. Population data for France were provided by the PIN Panellist.

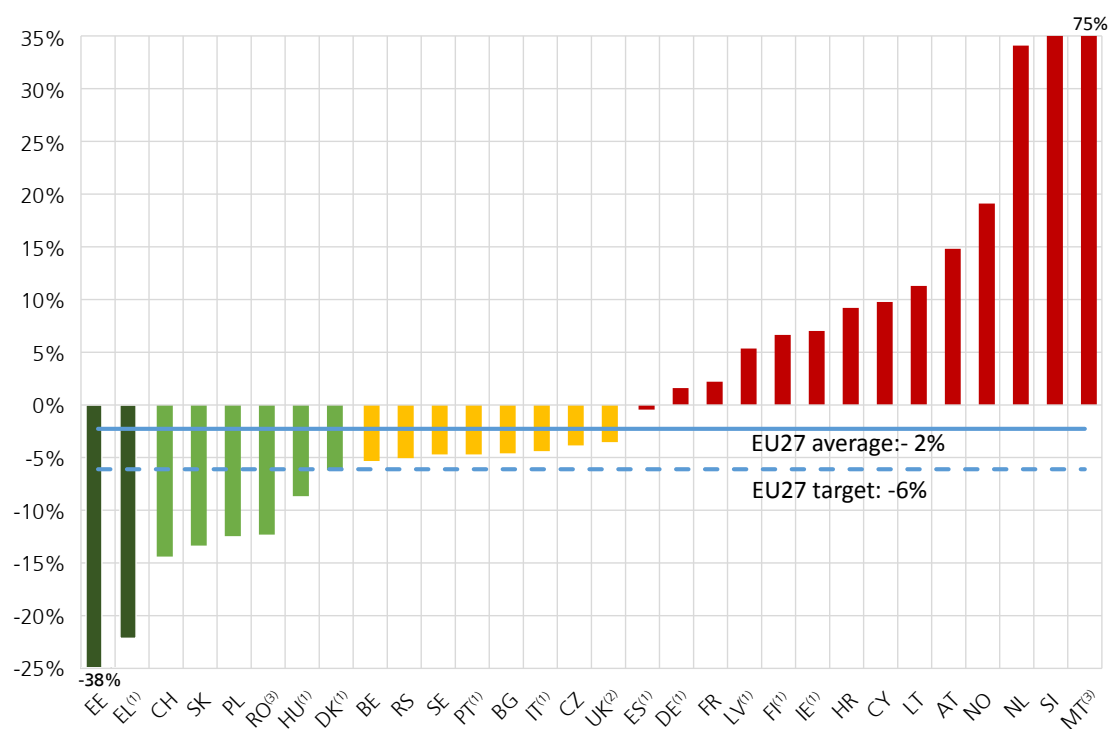
1.1 A 2% DECREASE IN ROAD DEATHS IN THE EU BETWEEN 2024 AND 2025

In 2025, 16 of the 30¹ PIN countries monitored saw a decline in road deaths compared to 2024, as illustrated in Figure 1. Estonia led with a 38% reduction, followed by Greece with a 22% reduction, Switzerland with a 14% reduction, Slovakia with a 13% reduction and Poland with a 12% reduction. Conversely, the number of road deaths stagnated in one country, Spain, and increased in 13 countries, with Malta experiencing an increase of 75%,² and Slovenia's deaths increasing by 35%. 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.

¹ Data for LU are not available.

² The annual number of deaths in MT are small and, therefore, subject to substantial annual fluctuation.

Figure 1. Relative change in road deaths between 2024 and 2025. ⁽¹⁾National provisional estimates used for 2025, as final numbers for 2025 were not available at the time this report went to print. ⁽²⁾UK data for 2025 are the provisional total for Great Britain (1,556) combined with the total for Northern Ireland (56) for the calendar year 2025. ⁽³⁾CARE provisional data. Data for LU are not available. The annual number of deaths in MT, CY and EE are small and, therefore, subject to substantial annual fluctuations.



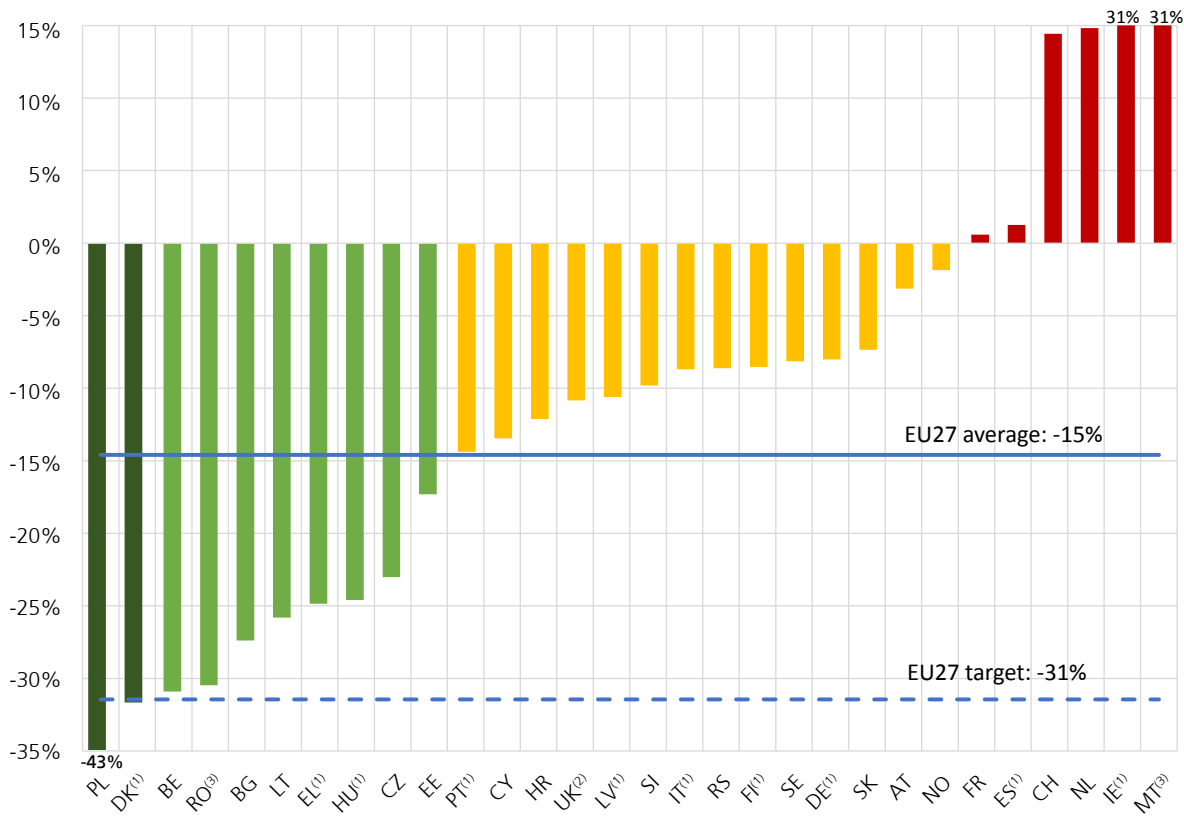
1.2 A 15% REDUCTION IN ROAD DEATHS IN THE EU SINCE 2019

Among 30³ countries in the PIN programme, 24 showed a reduction in road deaths in 2025 compared to 2019, as illustrated in Figure 2. Poland leads the ranking with a decrease of 43%. Denmark registered a reduction of 32%, followed by Belgium with a 31% reduction and Romania with a 30% reduction. In two countries, France and Spain, road deaths stagnated.

Conversely, an increase in road deaths was observed in four countries over the same period. Notably, Malta and Ireland experienced an increase of 31%, while the Netherlands saw an increase of 15% and Switzerland of 14%. Collectively, in the EU27 road deaths decreased by 15% in 2025 relative to 2019. However, in order to meet the EU’s road safety target for 2030, a reduction of at least 31% would have been necessary.

Figure 2. Relative change in road deaths between 2019 and 2025.

⁽¹⁾National provisional estimates used for 2025, as final figures for 2025 were not available at the time this report went to print.
⁽²⁾UK data for 2025 are the provisional total for Great Britain (1,556) combined with the total for Northern Ireland (56) for the calendar year 2025.
⁽³⁾CARE provisional data. Data for LU are not available. The annual number of deaths in MT, CY and EE are small and, therefore, subject to substantial annual fluctuations.



³ Data for LU are not available.



BELGIUM

STRICTER PENALTIES IN 2026

In Belgium road deaths decreased by 42% between 2015 and 2025 and by 31% between 2019 and 2025, on track to meeting the EU's 2030 target. 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. Penalties, such as driving bans for handheld mobile phone use and combined recidivism (e.g. speeding and alcohol), contribute to effective enforcement. At the beginning of 2026 Belgium introduced an immediate 14-day driving ban for drivers found with a BAC of 0.8g/l or caught holding a mobile phone while driving. In September 2026 work is due to start on developing new legislation to introduce the concept of 'road homicide' into the penal code.



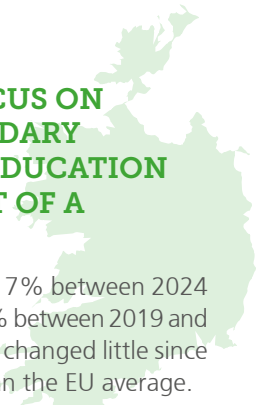
SLOVENIA

SIGNIFICANT INCREASE IN MOTORCYCLISTS KILLED

In 2025 in Slovenia there was a significant decline in road safety showing that progress cannot be taken for granted. 92 people were killed on Slovenian roads in 2025, a 35% increase compared to 2024. The total number of reported road traffic collisions (20,824) increased only slightly, but the number of seriously injured increased, indicating more severe outcomes. The main causes of fatal collisions in Slovenia remain speed, alcohol and drug use, and driver distraction. Excessive speed alone was responsible for 39 deaths in 2025. Collisions involving drivers under the influence of alcohol or drugs accounted for about one third of all road deaths.

In 2025, 30 powered two wheeler riders were killed, more than twice as many as in the previous year. Motorcyclists remain one of the most vulnerable groups, with key risk factors including speed, risky behaviour, and failure to follow traffic rules. A major collision on the Štajerska motorway, where five people were killed, also contributed to the higher number of deaths in Slovenia in 2025.

Most fatal collisions in 2025 occurred during the summer months, with July being the worst single month in the past decade (25 deaths). Collisions primarily occurred in urban areas. Drivers aged 18–24 and 35–54 were most frequently responsible for traffic collisions, showing risk is not limited to young drivers.



IRELAND

INITIATIVES IN 2025 FOCUS ON DRINK-DRIVING, SECONDARY SCHOOL ROAD SAFETY EDUCATION AND THE DEVELOPMENT OF A COLLISION MAP

In Ireland road deaths increased by 7% between 2024 and 2025 and have increased by 31% between 2019 and 2025. Road mortality in Ireland has changed little since 2015 but at 34, remains better than the EU average.

Road safety initiatives in Ireland in 2025 focused on drink-driving, secondary school road safety education and the development of a collision map.

Flinebox

The flinebox was deployed in 2025 at festivals and music concerts around the country to educate young people and help them make informed decisions about driving.

The flinebox is a self-service breathalyser. It allows festival-goers to read their blood alcohol level and delivers one of three results: No alcohol – Safe to drive; Alcohol present and under the legal limit – Driving not recommended; and High alcohol - Over the legal limit and must not drive.

Road Safety Matters – Transition Year (TY) Programme

Road Safety Matters is a programme aimed at transition year (TY) students (aged 15-16 years) to help them to develop the awareness, knowledge, values and skills to become safe road users. It is an educational toolkit, designed to support teachers and students in Transition Year, containing a range of resources.

In 2025 a further 315 teachers from 244 schools nationwide received training to deliver the programme. This brought the total number of trained teachers to 464, across 378 schools nationwide.

An independent evaluation of the programme involving teachers and students was conducted in October 2025. The findings were overwhelmingly positive. Teachers described the programme as one of the most successful and impactful TY programmes they deliver. They highlighted the combination of practical resources, real-world relevance, and comprehensive teacher support as key factors that distinguish it from other programmes. Furthermore, feedback from the students who participated in the programme highlighted both the practical learning they gained and the positive impact the programme had on their attitudes and awareness.

Collision Map

In May 2026, the Road Safety Authority (RSA) launched a new interactive map⁴ identifying the location of road traffic injury collisions across Ireland. The map is an important tool for members of the public, researchers, local authorities and other stakeholders with an interest in road safety and collision data. The interactive map contains data on fatal, serious and minor injury collisions that occurred on public roads between 2016 and 2024. Users will be able to filter the information by county, local authority area, year and collision severity, via a user-friendly map, allowing for visual analysis of road traffic collision locations nationwide.

LITHUANIA PROGRESS IN REDUCING DRINK- DRIVING DEATHS

In Lithuania, road deaths increased by 11% between 2024 and 2025 but have reduced by 43% between 2015 and 2025.

Significant progress has been made over recent years to reduce the number of drink-driving road deaths. These deaths were reduced by 50% between 2020 and 2024 (from 20 deaths to 10). Some actions that have contributed to this shift include more enforcement (during one ROADPOL initiative, over 58,300 drivers were checked in a single week) preventative campaigns, where checks are carried out on all road users and the use of contactless alcohol detectors allowing more drink-drivers to be detected. Meanwhile, a change to the legal system means that driving in Lithuania with a BAC higher than the legal limit now triggers a pre-trial investigation and brings with it criminal liability. Lithuania has seen a direct correlation between the introduction of alcohol detectors and a decrease in the number of collisions caused by drink-drivers.

SPAIN FOCUS ON REDUCING WORK- RELATED ROAD DEATHS

In Spain road deaths decreased by 0.4% from 2024 to 2025 and increased by 5% since 2015.

Work-related road safety was a priority for Spain's Directorate General for Traffic (DGT) in 2025. Three new guides on the topic have been published:

- A guide to integrating road safety into corporate social responsibility frameworks – helping to protect the lives and health of workers while at the same time reinforcing organisations' commitment to safe, responsible, and sustainable mobility.
- A guide to including road safety clauses into public tenders.
- A guide to health and safety advice on occupational road safety – a reference tool that allows healthcare professionals to make informed decisions about the impact of road safety on some of the most common diseases, their treatment, and the best medical advice for patients.

FRANCE INTRODUCTION OF THE VEHICULAR HOMICIDE OFFENCE IN THE CASE OF RECKLESS DRIVING

In 2025 a law establishing the offence of vehicular homicide and aimed at preventing violence on the roads was approved and went into effect. This offence is established in the event of a fatal collision caused by a motor vehicle operator as a result of deliberately reckless driving (driving under the influence of alcohol, drugs, driving without a licence, using a cell phone while driving, etc.). In the cases described above, the law thus replaces the term "aggravated unintentional homicide" with "vehicular homicide". It aims to better acknowledge the victims' suffering by placing greater emphasis on the seriousness of the offence. The penalties are the same as for unintentional homicide, but the law provides for harsher additional penalties in cases of vehicular homicide. For example, these may include the suspension or revocation of the driver's licence with a ban on applying for a new one (for up to 10 years), a ban on driving certain vehicles, or even the confiscation of one or more vehicles belonging to the convicted person. Unintentional homicide still applies in cases of driver error.

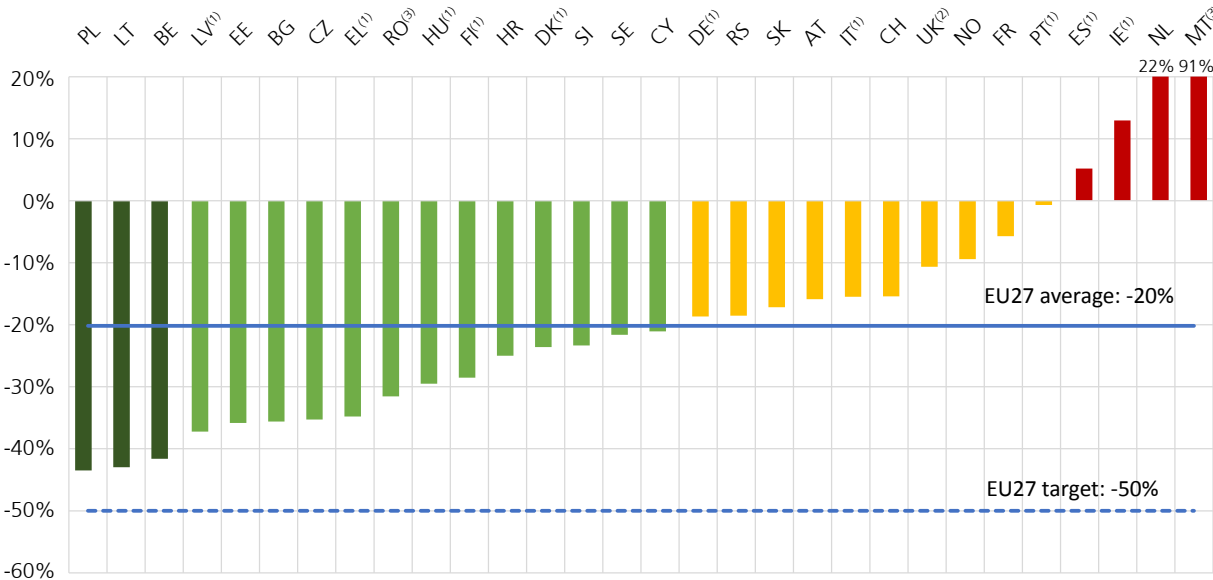
⁴ <https://www.rsa.ie/road-safety/statistics/collisions>

1.3 NO COUNTRY HALVED THE NUMBER OF DEATHS OVER THE LAST DECADE

Over the last decade, no country achieved a reduction in road deaths exceeding 50% (Fig. 3). 16 PIN countries (Poland, Lithuania, Belgium, Latvia, Estonia, Bulgaria, Czechia, Greece, Romania, Hungary, Finland, Croatia, Denmark, Slovenia, Sweden and Cyprus) surpassed the EU average by achieving reductions over 20%. However, some countries made less progress. In Portugal the number of road deaths stagnated, and four countries experienced an increase in road deaths during this period: Malta saw a 91% increase, the Netherlands a 22% increase and in Ireland road deaths increased by 13%.

Figure 3. Relative change in road deaths between 2015 and 2025.

⁽¹⁾National provisional estimates used for 2025, as final figures for 2025 were not yet available at the time this report went to print.
⁽²⁾UK data for 2025 are the provisional total for Great Britain (1,556) combined with the total for Northern Ireland (56) for the calendar year 2025.
⁽³⁾CARE provisional data. Data for LU are not available. The annual number of deaths in MT, CY and EE are small and, therefore, subject to substantial annual fluctuations.



The 2026 ETSC Road Safety Performance Index Award was presented to Denmark on 23 June 2026 at the ETSC PIN Annual Conference. The award recognises long-term performance in improving road safety.

Each year, the winning country’s transport minister is interviewed about the background to their country’s recent progress. However, following elections and protracted government coalition negotiations in Denmark, it was not possible to conduct the interview before this report went to print. This year’s interview will instead be made available, in due course, on the 2026 PIN annual report web page.

1.4 ROAD DEATHS DECREASED BY 15% BETWEEN 2019 AND 2025, FASTER THAN SERIOUS INJURIES

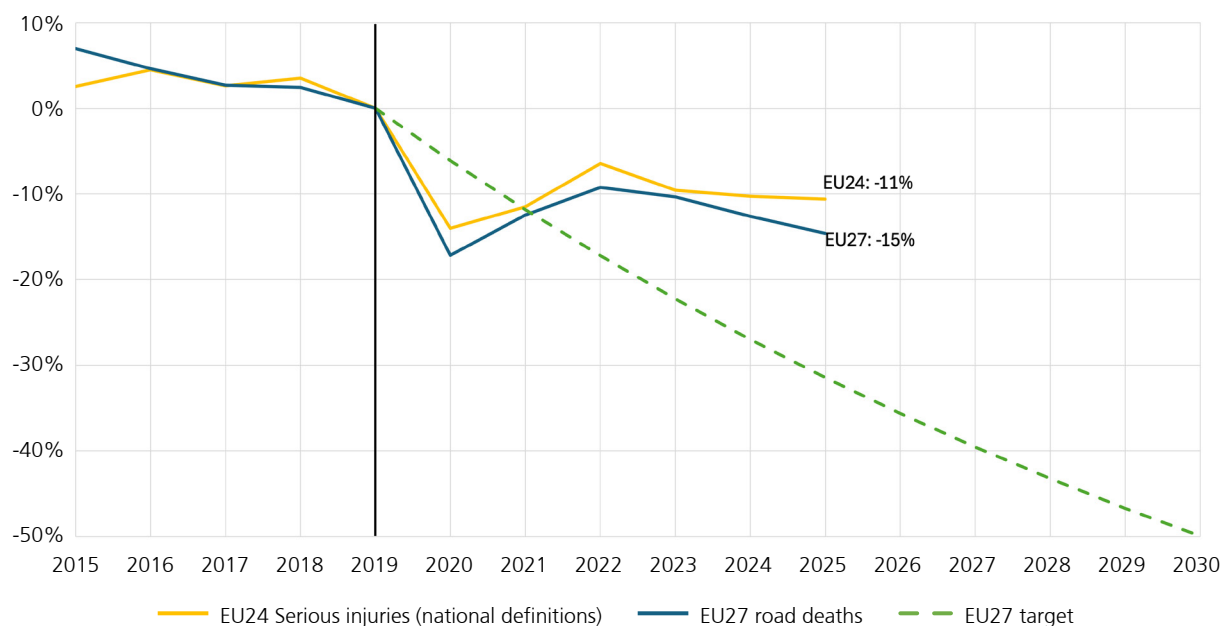
In 2025, there were 19,492 deaths on EU roads. Over the period from 2015 to 2025, the EU27 achieved a collective 20% reduction in road deaths. In the last decade, there were over 31,000 fewer deaths than if the road death rate had remained at the 2015 level (Fig. 4).

Over a four-year period, the reduction in road deaths on EU roads stalled, with only a 7% decrease from 2015 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 and 2025 by just 2%, falling far short of the desired 6.1% annual reduction needed to achieve the ambitious 2030 goal of a 50% reduction.

Figure 4. Change in the number of road deaths in the EU27 since 2015 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. To calculate the EU27 level of road deaths in 2025 and the EU24 level of serious road traffic injuries in 2025 provisional data were used for countries where road deaths and serious injury final data for 2025 were not available at the time this report went to print.



The progress in reducing serious road traffic injuries over the last decade in the EU24⁵ collectively has been poor. There has only been a 13% reduction over the period 2015-2025 (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. In 2023 there was a decrease of 3% in serious injuries compared to 2022 and in 2024 a decrease of 1% in serious injuries compared to 2023. In 2025 serious injuries decreased by 1% compared to 2024. Improvements in the reporting of serious injury data in most European countries could impact these data. Sample studies show that the actual number of serious injuries is often considerably higher than the number officially recorded by the police. In general, the lower the injury severity, the higher the rate of injuries not reported. Also, disabilities are not captured at the scene of a collision. The level of underreporting tends 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 and even more so in single vehicle crashes.⁶

1.5 SOME 31,000 DEATHS PREVENTED SINCE 2016 IS OF CONSIDERABLE VALUE

Between 2016 and 2025, within EU countries in the PIN programme, over 31,000 deaths were prevented compared to the projected number if road deaths had continued at the same level as in 2015. However, it's important to note that an additional 42,900 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),⁷ has been updated in this PIN report to take account of changes to the economic situation in the years since 2016.⁸ As a result, we have taken the monetary value for 2025 of the human losses avoided by preventing one road death to be €2.5 million at market prices in 2025.⁹

⁵ EU24: EU27 excluding RO due to lack of updated data and LT and IE due to inconsistent trend data.

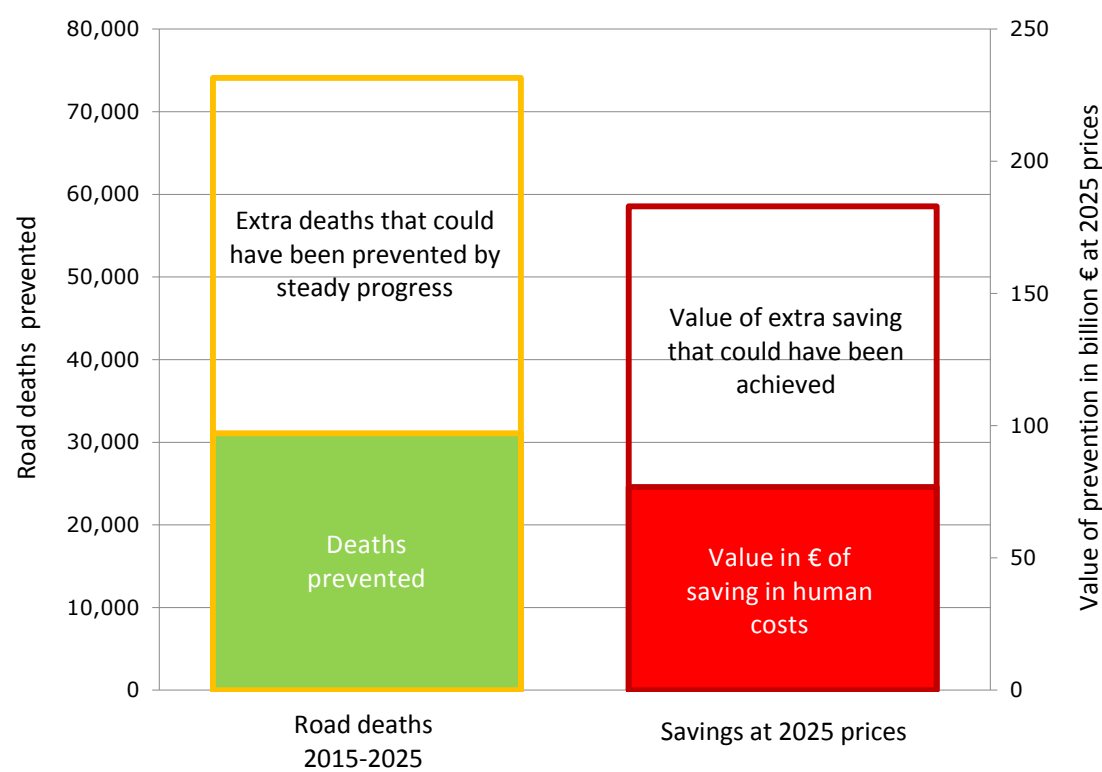
⁶ ETSC (2025) PIN Flash 48 Reducing Serious Injuries on European Roads <https://tinyurl.com/5yv7ndm8>

⁷ European Commission (2019) Handbook on the external costs of transport, <https://tinyurl.com/wwafxdj6>

⁸ Please note that the values used have not been updated in the light of the VALOR study, which re-estimated the value in a number of countries in 2022. <https://tinyurl.com/yskp3f5e>

⁹ For more information, see ETSC (2020) Updated methodological note to the 14th Road Safety Performance Index (PIN) Report. <https://tinyurl.com/3nf87fur>

Figure 5. Reduction in the number of road deaths in EU27 over the period 2015-2025 and valuation at 2025 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%.



The total value of the human losses avoided by reductions in road deaths in the EU27 for 2025 compared to 2015 is estimated at approximately €12 billion, and the value of human losses avoided by the reductions in road deaths in the years 2016-2025 taken together compared with 2015 is about €77 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 2016-2025 would have increased the valuation of the benefit to society by about €106 billion to about €183 billion over those years (Fig. 5, right column).

Research demonstrates that the economic return on investments in road safety significantly exceeds the costs, making road safety improvement one of the most cost-effective public policy measures available, as cited by the European Commission in its 2026 mid-point report on the implementation of the European road safety policy framework.¹⁰

¹⁰ European Commission (2026) Report on the Implementation of the EU Road Safety Policy Framework at the Mid-Point <https://tinyurl.com/52z3puzm>

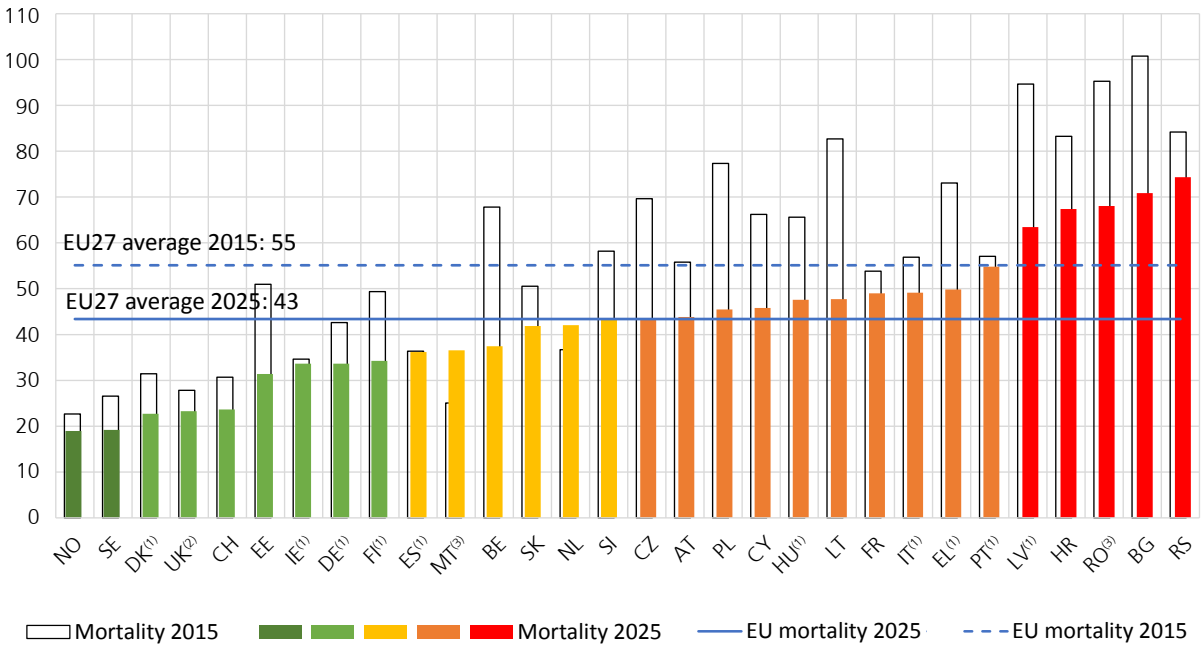
1.6 NORWAY AND SWEDEN - THE SAFEST COUNTRIES FOR ROAD USERS

In 2025 in the EU27, average road mortality was 43 deaths per million inhabitants compared to 55 per million in 2015 (Fig. 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.

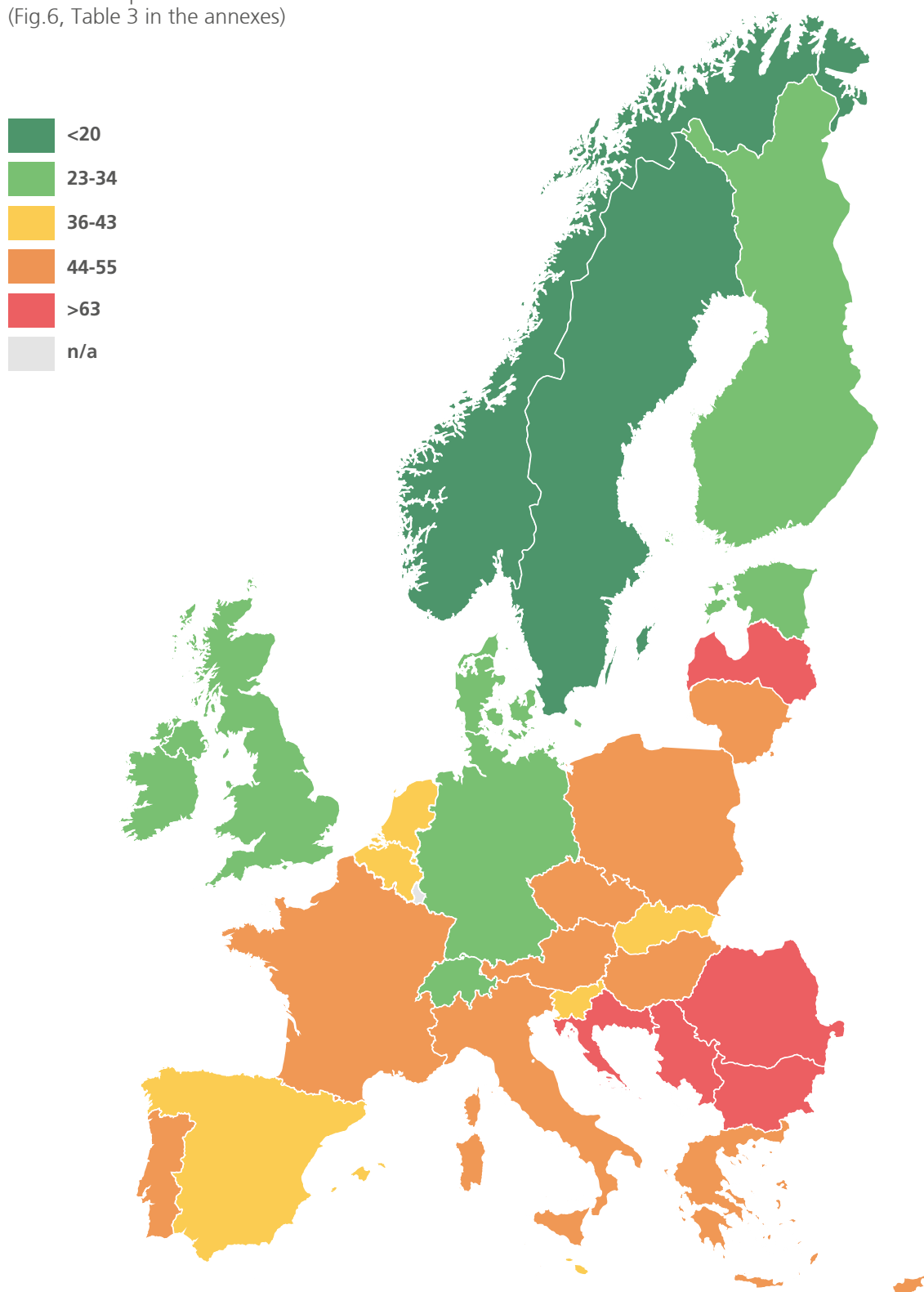
In 2025 Norway and Sweden were the leader among the PIN countries with 19 road deaths per million inhabitants. In Denmark, the United Kingdom, Switzerland, Estonia, Ireland, Germany and Finland, road mortality is below or equal to 34 deaths per million. The highest mortality is in Serbia and Bulgaria with 74 and 71 road deaths per million inhabitants respectively. In two countries – Malta and the Netherlands – road mortality is higher in 2025 than it was in 2015.

Figure 6. Road mortality (road deaths per million inhabitants) in 2025 (with mortality in 2015 for comparison).
⁽¹⁾National provisional estimates used for 2025, as final figures for 2025 were not available at the time this report went to print.
⁽²⁾UK data for 2025 are the provisional total for Great Britain (1,556) combined with the total for Northern Ireland (56) for the calendar year 2025.
⁽³⁾CARE provisional data. Data for LU are not available.



MAP 2:

Road deaths per million inhabitants in 2025
(Fig.6, Table 3 in the annexes)



1.7 ROAD DEATHS PER MOTOR VEHICLE-DISTANCE TRAVELLED

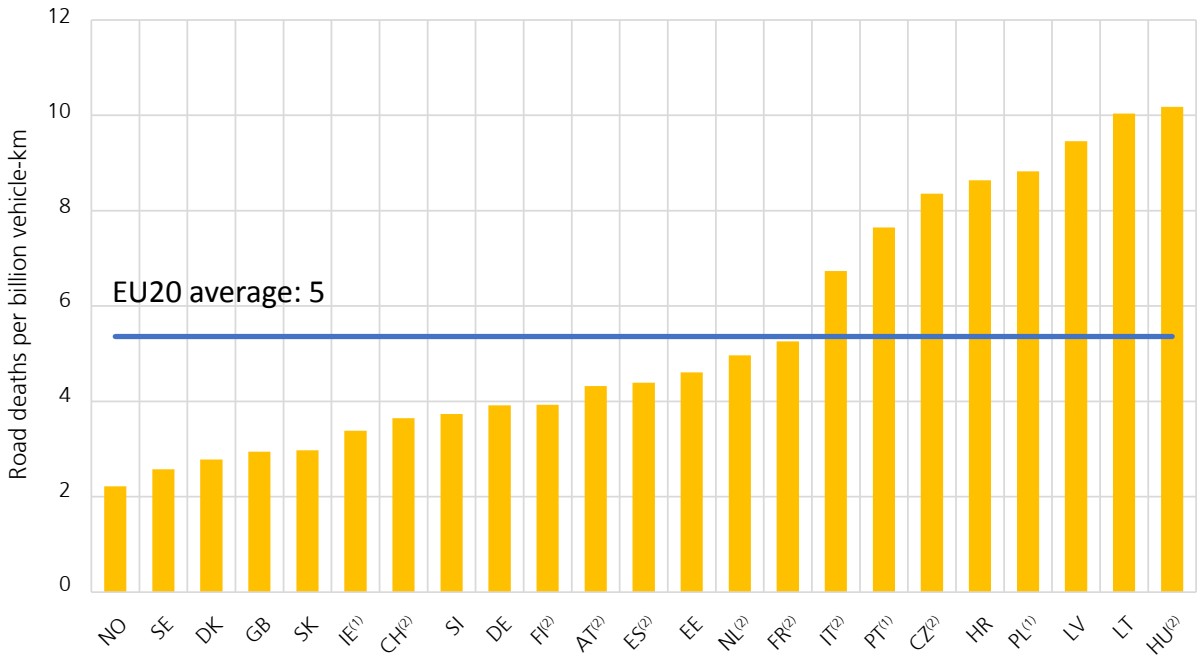
Figure 7 shows road deaths per billion motor vehicle-km travelled for the 23 PIN countries where up-to-date data are available. This indicator complements the well-established indicator of road mortality (Fig. 6).

Measured in this way, Norway, Sweden, Denmark and Great Britain have the lowest road risk among the countries collecting up-to-date countrywide data. The

road risk in 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 (2023-2025 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, ⁽²⁾2022-2024. The EU average is calculated for the years 2022-2024 (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.^{11 12}
- Seek to accelerate progress by all available means, including applying proven traffic law enforcement strategies according to the EC Recommendation on Enforcement.¹³
- 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.

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.
- Regarding the implementation of the EU Road Safety Policy Framework 2021-2030:
 - Redouble road safety action in light of the conclusions of the mid-point report on implementation of the EU's road safety framework.¹⁴

¹¹ OECD-ITF (2016), Zero Road Death and Serious Injuries, Leading a Paradigm Shift to a Safe System approach, <https://tinyurl.com/m5ff6hcw>

¹² OECD-ITF (2022), The Safe System Approach in Action, <https://tinyurl.com/juvmjdj64>

¹³ EC Recommendation on Enforcement in the Field of Road Safety 2004/345, <https://tinyurl.com/pw5xdpv4>

¹⁴ European Commission (2026) Report on the Implementation of the EU Road Safety Policy Framework at the Mid-Point <https://tinyurl.com/52z3puzm>

PART 02



**SERIOUS INJURIES:
LITTLE PROGRESS
SINCE 2015**

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.¹⁵ These correction factors are likely to be different depending on the combination of travel mode, age group and country.

ETSC recommends the third option. Countries that have not started this process are recommended to do so. Matching police and hospital data is not straightforward, hence Member States that have not yet finished this process should make use of option 2 or, if that is not yet 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.¹⁶

As part of a project in 2022, the Association for the Advancement of Automotive Medicine (AAAM) provided the European Commission with a number of tools to assist those collecting data according to the MAIS3+ definition.¹⁷

¹⁵ SafetyCube (2016), Practical guidelines for the registration and monitoring of serious traffic injuries, Deliverable 7.1, <https://tinyurl.com/4mmtz6dr>

¹⁶ Ibid.

¹⁷ <https://tinyurl.com/bd23dcn9>

2.1 THE FIRST EU TARGET TO HALVE SERIOUS INJURIES

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

In 2025, the European Commission updated the estimated number of serious road traffic injuries. According to this estimate, 100,000 people were seriously injured on EU roads in 2023 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).¹⁸

2.2 MOST COUNTRIES HAVE REDUCED THE ANNUAL NUMBER OF SERIOUS INJURIES SINCE 2015

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 2015-2025 using current national definitions of a serious injury.

The number of people recorded as seriously injured, based on national definitions, decreased in 18 of the 28 PIN countries that could provide data. In the EU24¹⁹ collectively, serious road traffic injuries reduced by 13% over the period 2015-2025 (Fig. 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 53% in Lithuania for the period 2015-2025, by 48% in Greece over the period 2015-2025 and by 40% in Finland for the period 2015-2024. The number of recorded serious injuries increased by 33% in

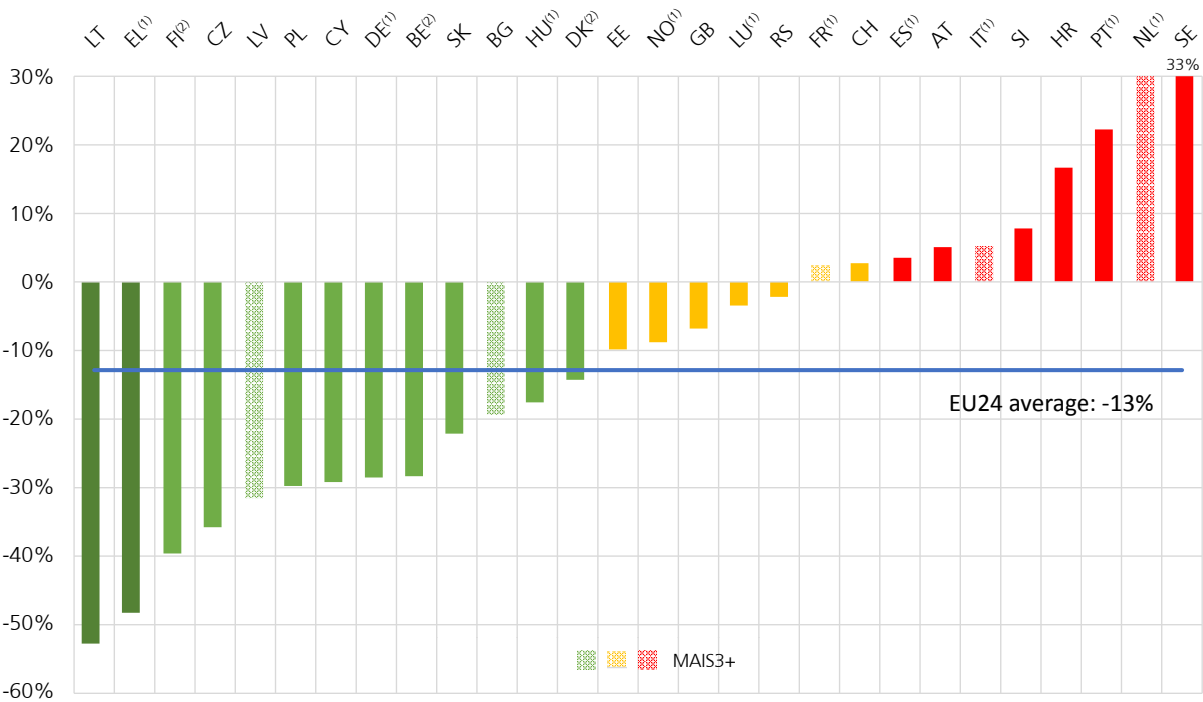
¹⁸ European Commission (2020), Road Safety: Europe's roads are getting safer but progress remains too slow, <https://tinyurl.com/bdzz378p>

¹⁹ EU24: EU27 excluding RO due to lack of updated data and LT and IE due to inconsistent trend data.

Sweden for the period 2015-2025, by 30% in the Netherlands for the period 2015-2025, by 22% in Portugal for the period 2015-2025 and by 17% in Croatia for the period 2015-2025.

Figure 8. Relative change in recorded seriously injured (national definitions) over the period between 2015 and 2025 for countries where data are available.

⁽¹⁾Provisional data, ⁽²⁾2015-2024. 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, LU, PT, UK, CH.



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 2015 (Figure 8). The changes in these numbers since 2015 are compared to the corresponding changes in the numbers of deaths since 2015 (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 2025 are provisional in Germany, Spain, Greece, Hungary, Great Britain and Norway.

Eleven countries (BE, CY, DE, EE, ES, EL, IE, LU, PT, UK, CH) use similar definitions of severe injuries, spending at least one night in hospital as an in-patient or a close variant of this, and based on police reported collisions. In practice, 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 PIN 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 (Fig. 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, motorisation rates, 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.²⁰ It was originally envisaged that

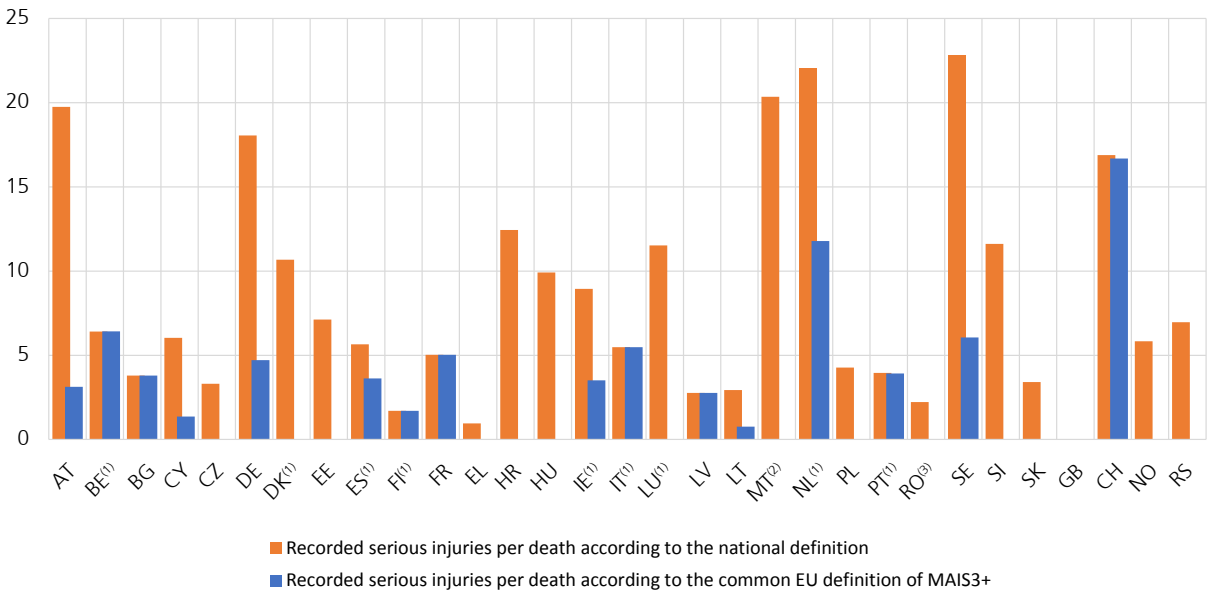
²⁰ Broughton et al. (2008), Estimating the real number of road accident casualties, Final deliverable D.1.15, SafetyNet, <https://tinyurl.com/ycy4d4ym>. Participating countries: Austria, Czechia, France, Greece, Hungary, the Netherlands, Spain and the UK.

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, one serious injury is registered for every recorded road death in Greece. The ratio is around 22 in the Netherlands, 21 in Sweden and 20 in Malta and Austria (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, Sweden, 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.

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. 2023-2025 average or the latest three years available. Data for NL in the orange column are CARE data. ⁽¹⁾2022-2024, ⁽²⁾2020-2022, ⁽³⁾2021-2023. SE (orange bar) - hospital data. MAIS3+ data: 2023-2025: BG, CY, FR, LV, LT, 2022-2024: AT, FI, IE, IT, NL, SE, 2021-2023: BE, ES, PT, CH, 2020-2022: DE.



There are around 17 people seriously injured based on the MAIS3+ definition for each road death in Switzerland, 12 in the Netherlands, and six in Belgium. There is less than one person seriously injured based on the MAIS3+ definition for each road death in Lithuania and one in Cyprus (Fig. 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 Cyprus. 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: high levels of bicycle or motorcycle use lead to a much higher ratio between MAIS3+ and deaths than high numbers of 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 change²¹ in road deaths is plotted on the horizontal axis, and the average annual change in serious injuries on the vertical axis. The EU24²² averages of a 2.3% reduction in road deaths and a 1.8% 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.

Belgium, Bulgaria, Cyprus, Czechia, Greece, Finland, Hungary, Latvia, Lithuania and Poland have performed better than the EU average in reducing both serious injuries and road deaths since 2015. The annual reduction rates for serious injuries are also related to reporting rates.

Further background information and recommendations on this topic can be found in PIN Flash 48 Reducing serious injuries on European roads (March 2025)

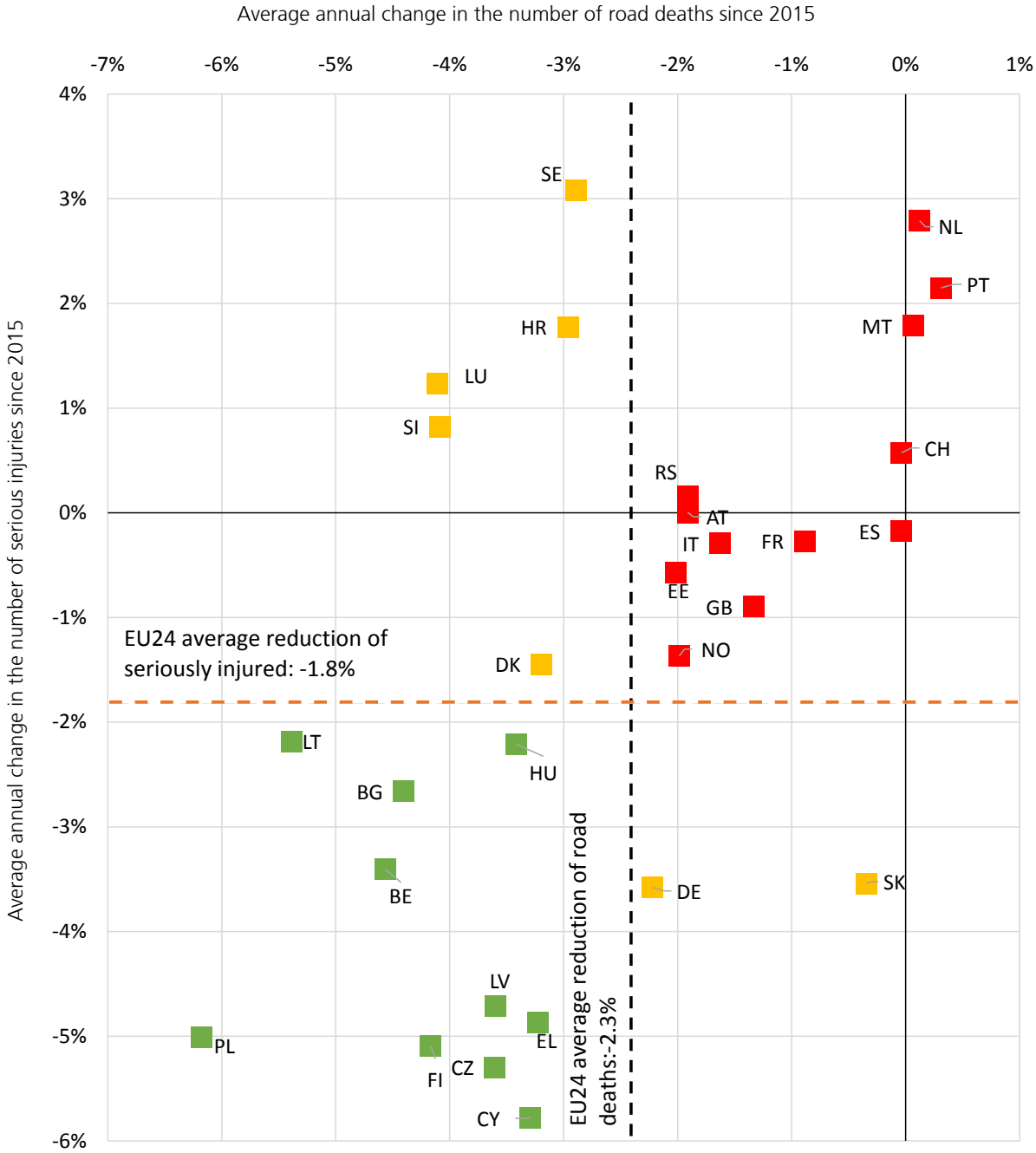
www.etsc.eu/pinflash48



²¹ The average annual decrease is based on the entire time series of all the nine annual numbers of road deaths between 2015 and 2025 and estimates the average exponential trend. For more information, read the methodological note, PIN Flash 6: <https://tinyurl.com/mrysk6jk>

²² 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 2015-2025 for countries where data are available, plotted against the estimated average annual change in road deaths over the same period. The years covered vary: 2015-2024: AT, BE, DK, FI, IT, LU, NL, PT, SE 2015-2022: MT. EU24: EU27 excluding LT, and IE due to inconsistent trend data and RO due to lack of updated data.



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.
- Allocate the necessary budget to collect data on serious injuries according to MAIS3+.

RECOMMENDATIONS TO THE EU

- Adopt a new joint-EU strategy to tackle serious injuries involving all directorates general (DGs) of the European Commission particularly 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 03



AN OVERVIEW OF EU AND NATIONAL ROAD SAFETY POLICIES

3.1 MOST PIN COUNTRIES NOW HAVE 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 31 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 and general road safety progress was published in February 2026, to support the European Commission's report on the Implementation of the EU Road Safety Policy Framework at the mid-point.²³ These country reports²⁴ provide an overview of the road safety measures being undertaken at the national level in each Member State. They look not only at a country's road safety strategy but also identify areas for priority action and provide recommendations for further work.

²³ <https://tinyurl.com/3nzk2924>

²⁴ <https://tinyurl.com/ybcwrrds>

Table 1. Road safety strategies in the PIN countries.

	National road safety strategy	Road death reduction target	Serious injury reduction target
AT ²⁵	✓ (2021-2030)	50% (2017-2019 av.-2030)	50% (2017-2019 av.-2030)
BE ²⁶	✓ (2021-2030)	50%, less than 320 by 2030	50%, less than 1800 by 2030
BG ²⁷	✓ (2021-2030)	50% (2019-2030)	50% (2019-2030)
CY ²⁸	✓ (2021-2030)	50% (2020-2030)	50% (2020-2030)
CZ ²⁹	✓ (2021-2030)	50% (2017-2019av.-2030)	50% (2017-2019av.-2030)
DE ³⁰	✓ (2021-2030)	40% (2021-2030)	✗
DK ³¹	✓ (2021-2030)	Max. 90 road deaths in 2030	Max. 900 seriously injured in 2030
EE ³²	✓ (2026-2035)	22 road deaths per year on average over the period 2033-2035	Max. 272 seriously injured per year on average over the period 2033-2035
EL ³³	✓ (2021-2030)	50% (2019-2030)	50% (2019-2030)
ES ³⁴	✓ (2021-2030)	50% (2019-2030)	50% (2019-2030)
FI ³⁵	Soon coming to an end (2022-2026) Strategy update under preparation	50% (2020-2030)	50% (2020-2030)
FR ³⁶	✓ (2023-2027)	50% (2019-2030)	50% (2019-2030)
HR ³⁷	✓ (2021-2030)	50% (2019-2030)	50% (2019-2030)
HU ³⁸	Under development (2026-2028)	50% (2019-2030)	50% (2019-2030)
IE ³⁹	✓ (2021-2030)	50% (2017-2019av.-2030)	50% (2017-2019av.-2030)
IT ⁴⁰	✓ (2021-2030)	50% (2019-2030)	50% (MAIS3+) (2019-2030)
LU ⁴¹	✓ (2024-2028)	✗ (Vision Zero)	✗ (Vision Zero)
LV ⁴²	✓ (2021-2027)	50% (2020-2030)	50% (2020-2030)
LT ⁴³	1. Transport Development Program (2022-2030) ⁴⁴ 2. The National Progress Plan (2021-2030) ⁴⁵ 3. Vision 0 memorandum (2024-2030) ⁴⁶	50% (2019-2030)	50% (2019-2030)
MT	Under development (2025-2035)	✗	✗
NL ⁴⁷	Activity plans (2018-2030)	✗	✗
PL ⁴⁸	✓ (2021-2030)	50% (2019-2030)	50% (2019-2030)
PT ⁴⁹	✓ (2021-2030)	50% (2019-2030)	50% (2019-2030)
RO ⁵⁰	✓ (2022-2030)	50% (2019-2030)	50% (2019-2030)
SE	Management by objectives (2020-2030)	50% (2017-2019av.-2030)	25% (2017-2019av.-2030)
SI ⁵¹	✓ (2023-2030)	50%, less than 50 road deaths in 2030	50%, less than 400 by 2030
SK ⁵²	✓ (2021-2030)	50% (2021-2030)	50% (2021-2030)
GB ⁵³	✓ (2026-2035)	65% (2022-2024av.-2035)	65% (2022-2024av.-2035)
CH	✓ (no time limit)	Max. 100 road deaths by 2030	Max. 2500 serious injuries by 2030
NO ⁵⁴	✓ (2026-2029)	Max. 350 road deaths and serious injuries, with no more than 50 deaths	Max. 350 road deaths and serious injuries, with no more than 50 deaths
RS ⁵⁵	✓ (2023-2030)	50% (2019-2030) and 0 children killed by 2030	50% (2019-2030)

²⁵ Austrian Road Safety Strategy 2021-2030, <https://tinyurl.com/2jxcmc8y>

²⁶ All For Zero, <https://tinyurl.com/3s5w4szh>

²⁷ The National Strategy for Road Safety until 2030 has been adopted - State Agency for Road Safety <https://tinyurl.com/4et4fh9z>

²⁸ Στρατηγικό Σχέδιο, <https://tinyurl.com/mrxaph4u>

²⁹ Czech Road Traffic Safety Strategy 2021-2030, <https://tinyurl.com/y8k3p8hb>

³⁰ Deutscher Bundestag, Verkehrssicherheitsprogramm der Bundesregierung 2021 bis 2030 <https://tinyurl.com/2yy67bye>

³¹ Road Safety Commission, 2021-2030 Action Plan, <https://tinyurl.com/29ea58w4>

³² Road Safety Programme 2026-2035, <https://tinyurl.com/t3d7zd22>

³³ National Road Safety Strategic Plan, Greece 2030, <https://tinyurl.com/4h8h2twd>

³⁴ Estrategia de Seguridad Vial 2030, <https://tinyurl.com/4xwbxj2n>

³⁵ Government resolution: Transport Safety Strategy aims to improve the safety of all modes of transport - Ministry of Transport and Communications <https://tinyurl.com/2cjuvemm>

³⁶ Driving safely and serenely on France's roads, <https://tinyurl.com/462955ew>

³⁷ Odluka o donošenju Nacionalnog plana sigurnosti cestovnog prometa Republike Hrvatske za razdoblje od 2021. do 2030. <https://tinyurl.com/4kznr4w6>

³⁸ Road Traffic Safety Action Programme, <https://tinyurl.com/3ztznxh5>

³⁹ Ireland's Government Road Safety Strategy 2021-2030, <https://tinyurl.com/3p2pec8t>

⁴⁰ Piano Nazionale Sicurezza Stradale 2030, <https://tinyurl.com/5995fjvf>

⁴¹ Plan national « Sécurité routière 2024 – 2028 », <https://tinyurl.com/2jenvr3r>

⁴² Satiksmes ministrija, Ceļu satiksmes drošības plāns 2021.-2027.gadam, <https://tinyurl.com/bdcusy2a>

⁴³ Lietuvos Respublikos Vyriausybė (2020), Nutarimas dėl valstybinės eismo saugos programos „Vizija-nulis“ patvirtinimo, <https://tinyurl.com/8fhkru7t>

⁴⁴ Nutarimas Dėl 2022–2030 Metų plėtros programos valdytojos lietuvis respublikos susisiekimo ministerijos susisiekimo plėtros programos patvirtinimo <https://tinyurl.com/2udcwmsf>

⁴⁵ Nutarimas dėl 2021–2030 metų nacionalinio pažangos plano patvirtinimo <https://tinyurl.com/mfjj6nhd>

⁴⁶ Memorandum dėl eismo saugumo programos 'vizija – nulis' premonijų įgyvendinimo <https://tinyurl.com/54jxd9tp>

⁴⁷ Veilig van deur tot deur (2018) <https://tinyurl.com/rakw6far>

⁴⁸ Narodowy Program Bezpieczeństwa Ruchu Drogowego 2021 - 2030, <https://tinyurl.com/4s7szb4z>

⁴⁹ Estratégia Nacional de Segurança Rodoviária 2021 / 2030, <https://visaozero2030.pt/>

⁵⁰ Annex to Government Decision No. 682/2022 approving the National Road Safety Strategy for the period 2022–2030, <https://tinyurl.com/mwujkhj5>

⁵¹ Resolution on the national road traffic safety program for the period from 2023 to 2030, <https://tinyurl.com/mr3u8phc>

⁵² Bezpečnosť cestnej premávky, <https://tinyurl.com/ycyfdz3z>

⁵³ Road Safety Strategy, <https://tinyurl.com/y9txy837>

⁵⁴ Nasjonal tiltaksplan for trafikksikkerhet på vei 2026-2029, <https://tinyurl.com/3wse4928>

⁵⁵ <https://tinyurl.com/2fm9sfjx>



UK

A NEW ROAD SAFETY STRATEGY FOR GREAT BRITAIN

After over a decade without road safety being prioritised, the UK Government published a new road safety strategy in 2026. In line with the Safe System, its vision is to ensure that people can travel safely whatever mode they choose. Its long-term ambition is for nobody to be killed or seriously injured.

The strategy sets out a target to reduce the number of people killed or seriously injured on Great Britain's roads by 65% over the next ten years (2025-2035). There is also a specific target for the number of children under 16 killed or seriously injured (70% reduction). These are admirably ambitious targets and achieving them will require casualty reductions of around 10% year on year. Yet, excluding the pandemic years, recent trends show annual reductions of only around 1%. Closing this gap will demand major change.

Improving road safety requires coordinated action across the transport system. The new road safety strategy includes commitments to address vehicle safety with the potential adoption of standards matching the current EU General Safety Regulation; to address drink-driving with the potential lowering of BAC limits; and to address speed, with locally set limits instead of limits set at the national level.

Margaret Winchcomb, Deputy Executive Director, PACTS

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.⁵⁶

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.⁵⁷ 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.⁵⁸ 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.

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 countries⁵⁹ (see table 2 and 3). The 'Baseline' project ended in 2022.

⁵⁶ ETSC (2019), Briefing EU Strategic Action Plan on Road Safety, <https://tinyurl.com/46x5cd47>

⁵⁷ Ibid.

⁵⁸ ETSC (2018) Briefing: 5th EU Road Safety Action Programme 2020-2030, <https://tinyurl.com/2z58hda3>

⁵⁹ Baseline project, <https://baseline.vias.be/>

In 2023, as a follow-up to the 'Baseline' project, the 'Trendline' project was launched, supported by the European Commission and coordinated by SWOV.⁶⁰ The 'Trendline' project brought 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, developed appropriate methodologies and tested these on a limited scale. The ten 'experimental' indicators are:

- Driving under the influence of drugs
- 30km/h on urban roads
- Compliance with traffic rules on signalised pedestrian crossings and intersections
- Compliance with traffic rules on unsignalised pedestrian crossings and intersections
- Helmet wearing by PMD (Personal Mobility Device) riders
- Self-reported behaviour
- Attitudes
- Light use by cyclists in the dark
- Enforcement of traffic regulations
- Alternative speeding KPIs

The conclusions of the Trendline project as regards the original 8 KPIs identified by the Commission were, *'Overall, the standard KPIs confirm their feasibility, relevance, and diagnostic power. They reveal both improvements and persistent gaps across Member States, offering a valuable basis for evidence-based policy and benchmarking. At the same time further harmonisation, and broader participation for some KPIs are essential to increase the comparability and impact of results'*.⁶¹

Regarding the experimental KPIs, the Trendline project concluded, *'Taken together, the experimental KPIs show that the scope of road safety monitoring can and should be expanded beyond the original eight indicators. However, they also reveal the methodological and institutional work required to embed new measures sustainably across Europe'*.

As well as gathering KPI data, the Trendline project also looked at how participating Member States used KPIs in policy making. The project found that over half of the participating countries already embed KPIs in their monitoring frameworks and in the Trendline final report some examples of good practice from Sweden, Slovenia, Portugal, Estonia and Bulgaria are included. Ultimately, the Trendline project concluded that integrating KPIs into policy making, *'requires more than methodological guidance: it depends on political commitment, institutional capacity, and sustained funding'*.

A second phase for the KPIs, would be to *'consistently collect road safety performance indicators, set measurable targets for existing KPIs to improve benchmarking and policy evaluation and develop new indicators for pedestrian, cyclist, and micromobility safety, reflecting emerging risks'*.⁶²

⁶⁰ Trendline project, <https://trendlineproject.eu/>

⁶¹ <https://trendlineproject.eu/trendline-results>

⁶² Transport and Mobility Leuven (2026) Mid-term review of the EU road safety policy framework 2021-2030 <https://tinyurl.com/jk2hfybb>

Table 2. Countries collecting data for EU KPIs and setting KPI targets.

⁽¹⁾ Due to budget constraints, the speed KPI will not be collected in Trendline+.

	TRENDLINE PROJECT	SPEED		SAFETY BELT		PROTECTIVE EQUIPMENT		ALCOHOL	
		Indicator	Target	Indicator	Target	Indicator	Target	Indicator	Target
AT	✓	✓	✓	✓	✓	✓	✓	✓	✓
BE	✓	✓	✓	✓	✓	✓	✓	✓	✓
BG	✓	✓	✓	✓	✓	✓	✗	✓	✗
CY	✓	✓	✗	✓	✗	✓	✗	✓	✗
CZ	✓	✓	✓	✓	✓	✓	✓	✓	✓
DE	✓	✗	✗	✓	✗	✓	✗	✗	✗
DK	✓	✓	✗	✓	✗	✓	✗	✗	n/a
EE	Observer	✓	✗	✓	✗	✓ (bicycle)	✗	✓	✗
ES	✓	✓	✗	✓	✗	✓	✗	✓	✗
EL	✓	✓	✓	✓	✓	✓	✓	✓	✓
FI	✓	✓	✗	✓	✗	✓	✗	✓	✗
FR	✓	✓	✗	✓	✗	✓	✗	ESRA studies	✗
HR	✓	✓	✗	✓	✗	✓	✗		n/a
HU	✓	✓	✗	✓	✓	✓	✓		✗
IE	✓	✓	✗	✓	✗	✓	✗	✓	✗
IT	✓	✓	⚡	✓	⚡	✓	⚡	✓	⚡
LU	✓	✓	n/a	✓	n/a	✓	n/a	✓	n/a
LV	✓	✓	⚡	✓	⚡	✓	⚡	✓	⚡
LT	✓	✓	✗	✓	✗	✓	✗	✓	✗
MT	Observer	✓	⚡	✓	n/a	✓	⚡	✗	n/a
NL	✓	✓	⚡	✓	✓	✓	n/a	✓	n/a
PL	✓	✓ ⁽¹⁾	✗	✓	✗	✓	✗	✓	✗
PT	✓	✓	✓	✓	✓	✓	✓	✓	✓
RO	✓	✓	n/a	✓	n/a	✓	n/a	✗	n/a
SE	✓	✓	✓	✓	✓	✓	✓	✓	✓
SI	✓	✓	✗	✓	✗	✓ (bicycle)	✗	✓	✗
SK	✓	✓	n/a	✓	n/a	✓	n/a	✗	n/a
UK	Not applicable	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
GB	Not applicable	✓	✗	✓	✗	✗	✗	✓	✗
CH	Observer	✓	✗	✓	✗	✓	✗	✓	✗
NO	Observer	✓	✓	✓	✓	✓ (bicycle)	✓	✓	✓
RS	Not applicable	✓	✓	✓	✓	✓	✓	✓	✓

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

✗ the KPI data are not being collected

⚡ under discussion

n/a the information was not available at the time of going to press

Table 3. Countries collecting data for EU KPIs and setting KPI targets.

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

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

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

✗ the KPI data are not being collected

✓ under discussion

n/a the information was not available at the time of going to press

Table 4. Countries collecting data for EU experimental KPIs.

⁽¹⁾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 adopted an action plan for road safety

*ESRA3 – Third edition of the E-Survey of Road users' Attitudes (ESRA) <https://tinyurl.com/2446ddy>

	1. Driving under the influence of drugs	2. Share of 30km/h road lane lengths in urban zones	3. Red-light negotiations 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	✗	✗	✓ (one-off KfV study)	✓ (KfV survey)	✓ (KfV survey)	ESRA3	ESRA3	✗	✓ (only global figures)	✓ (KfV survey)
BE	Participates in working group but does not carry out any measurements	✗	✗	✗	✗	ESRA3	ESRA3	✓	✗	✗
BG	✗	✓	✗	✗	✗	✓	✓	✗	✗	✗
CY	✗	✗	✓	✓	✗	✗	✗	✗	✗	✗
CZ	✓	✗	✓	✓	✓	ESRA3	ESRA3	✗	✗	✗
DE	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
DK	✓ combined with alcohol KPI	✗	✗	✗	✓ ⁽¹⁾ the helmet wearing is registered	✗	✗	✗	✗	✗
EE	✗	✓	✓ for both drivers and pedestrians	✓	✓	✗	✗	✓	✗	✗
ES	✓	✗	✗	✗	✗	✗	✗	✓ in main cities	✗	✗
FI	✗	✓ (studies)	✓	✓	✗	ESRA3	ESRA3	✓	✓	✓ ⁽³⁾
FR	ESRA3	✗	✗	✗	✓	ESRA3	ESRA3	✓	✓	✓
EL	✗	✗	✗	✗	✗	✓	✓	✗	✗	✗
HR	✗	✗	✓	✓	✗	✗	✗	✓	✗	✗
HU	✗	✗	✓	✓	✓	ESRA4 project	ESRA4 project	✗	planned in 2027	✗
IE	✗	✗	✓	✓	✓	✓	✓	✗	✗	✓
IT	✗	✗	✗	✗	✗	✗	✗	✗	✗	✓
LU*	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
LV	✗	✗	✓	✓	✓	ESRA3	ESRA3	✗	✗	✓
LT	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
MT	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
NL	✓	✓	✗	✗	✓	✓ (survey)	✓ (survey)	✓	✗	✗
PL	✗	✗	✗	✗	✓	ESRA3	ESRA3	✓	✓	✓
PT	✓	✓	✓	✓	✓	✗	✗	✗	✓	✓
RO	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
SE	✗	✓	✗	✗	✗	ESRA3	ESRA3	✗	✗	✗
SI	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
SK	✗	✗	✗	✗	✗	✗	✗	✗	✗	✗
UK	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
GB	✓ (survey)	✗	✗	✗	✗	✓ (survey)	ESRA3	✗	✗	✗
CH	✓	✗	✗	✗	✗	ESRA3	ESRA3	✓	✗	✗
IL	✗	✗	✓ (survey)	✗	✗	ESRA3	ESRA3	✗	✗	✗
NO	✓	✓	✗	✓	✗	✗	✓	✓	✓	✓
RS	✗	✗	✓ (pilot study)	✓ (pilot study)	✓	ESRA3	ESRA3	✓ (pilot study)	✗	✓ (survey)

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

✗ the KPI data are not being collected

✓ under discussion

n/a the information was not available at the time of going to press

3.2.1. KPI targets

While collecting data for KPIs can contribute to a better understanding of the road safety situation, setting targets can help monitor progress and assess whether policy measures are working.⁶³

As yet there are no targets set at EU level linked to the KPIs introduced in Road Safety Policy Framework

2021-2030. However, some countries have set their own KPI targets to monitor progress (Tables 5 – 13). As these targets are not necessarily linked to the EU KPIs, the methodologies used to collect data are not harmonised and they are therefore not comparable between countries.

Speed target

Table 5. Speed targets and baseline values

	Target	Baseline
AT	By 2030, within the speed limit: Urban areas 30 km/h ≥ 60% Urban areas 50 km/h ≥ 75% Rural roads 100 km/h ≥ 90% Motorway 130 km/h ≥ 85%	2019, within the speed limit: Urban areas 30 km/h: 27% Urban areas 50 km/h: 61% Rural roads 100 km/h: 85% Motorway 130 km/h: 80%
BE	By 2030, above the speed limit: 30 km/h: 39% 50 km/h: 26% 70 km/h: 21% 90 km/h: 27% 120 km/h: 22%	2021, above the speed limit: 30 km/h: 78% 50 km/h: 51% 70 km/h: 42% 90 km/h: 54% 120 km/h: 44%
EL	By 2030, above the speed limit: <15%	2022, above the speed limit: 29%
PT	By 2030, within the speed limit: All roads: 85% Motorways: 58% Urban areas: 85% Rural areas: 60%	2022, within the speed limit: All roads: 74% Motorways: 49% Urban areas: 74% Rural areas: 41%
SE	By 2030, within the speed limit: 80%	
NO	By 2030, within the speed limit: 72%	2024, within the speed limit: 61.9%
RS	By 2030: Passenger cars above the speed limit (urban areas): 25% Passenger cars above the speed limit by more than 10 km/h (urban areas): 5.0% Passenger cars above the speed limit by more than 10 km/h (rural areas): 5.0%	2019: Passenger cars above the speed limit (urban areas): 51% Passenger cars above the speed limit by more than 10 km/h (urban areas): 16.6% Passenger cars above the speed limit by more than 10 km/h (rural areas): 10.9%

⁶³ European Commission (2022) Road Safety Thematic Report – Road Safety Performance Indicators (RSPIs). European Road Safety Observatory. <https://tinyurl.com/4xvbe4x3>

Safety belt target

Table 6. Seatbelt targets and baseline values

	Target	Baseline
AT	By 2030, seatbelt or child restraint system use: Children ≥ 99% Front seats (without children) ≥ 99% Rear seats (without children) ≥ 95%	2019, seatbelt or child restraint system use: Children: 99%, but high misuse rates Front seats (without children): 97 % Rear seats (without children): 93 %
BE	By 2030: Max. 2.3% of car drivers not wearing a safety belt	2022: 4.6% of car drivers not wearing a safety belt
EL	By 2030, seatbelt use: >95%	2022, seatbelt use: 71%
HU	By 2030, seatbelt use or child restraint system (CRS): Front seats (excl. children): 100% (98.5% by 2028) Rear seats: 90% (85.5% by 2028) CRS: 100% (98.2% by 2028) HGV occupants: 90% (87.2% by 2028).	2023, seatbelt use or child restraint system (CRS): Front seats (excl. children): 91.8% Rear seats: 65.1% CRS: 89.9% HGV occupants: 74.8%
PT	By 2030, seatbelt use or child restraint system (CRS): Rear seats: 95%	2022: Front seats: 98% Rear seats: 78.3% 2021: CRS (up to 3 y): 69.1% CRS (from 4 to 12 y): 47.3%
SE	By 2030, seatbelt use: 99.5%	
NO	By 2030, seatbelt use or child restraint system (CRS): Passenger cars front seats: 98.5% HGVs: 95% Children aged 1 to 3: 80% Children aged 1 to 8: 85%	2024, seatbelt use: Passenger cars front seats: 96.9% HGVs: 86.2% 2025, child restraint system: Children aged 1 to 3: 70% Children aged 1 to 8: 79%
RS	By 2030, seatbelt use or child restraint system (CRS): Front seats: 96% Rear seats: 85% CRS: 96%	2019, seatbelt use or child restraint system (CRS): Front seats: 84.3% Rear seats: 19.1% CRS: 48.7%

Protective equipment target

Table 7. Protective equipment targets and baseline values

	Target	Baseline
AT	By 2030: Moped helmet: 100% Motorcycle helmet: 100% Motorcycle protective clothing in rural areas: 95% Bicycle helmet > 50%	2019: Moped helmet: 99.2% Motorcycle helmet: 100% Motorcycle protective clothing in rural areas: 78% Bicycle helmet: 31% (large spread across types of use: 20-90 %)
BE	By 2030, helmet use: Motorised two-wheelers: 100%	2023, helmet use: Motorcyclists: 100% 2021, helmet use: Moped riders: 99%
EL	By 2030, helmet use: >95%	2022, helmet use: 79%
HU	By 2030, helmet use: Motorcycle: 100% (100% by 2028) Moped riders: 100% (99.3% by 2028) Bicycle: 36% (33% by 2028)	2023, helmet use: Motorcycle: 100% Moped riders: 96.3% 2019, helmet use: Bicycle: 18%
PT	By 2030, helmet use: All roads and rural areas: 99.9%	2022, helmet use; All roads: 99.8% Rural areas: 99.4%
SE	By 2030, helmet use: Bicycle and moped: 80%	
NO	For bicycles, during the period 2026-2029, the average risk of cyclists being killed or seriously injured shall be 30% lower than in the period 2021-2024 (per distance cycled). By 2030, helmet use for bicycles: 75% For PTWs, during the period 2026-2029, the average risk of being killed or seriously injured when travelling by heavy motorcycle, light motorcycle, and moped, respectively, shall be 30% lower than in the period 2021-2024 (per distance ridden). The Norwegian Public Roads Administration will assess whether a mandatory helmet requirement should be introduced for e-scooter riders.	2025: Bicycles: 69.1%
RS	By 2030, helmet use: PTWs: 96%	2019, helmet use: PTWs: 79.3%

Alcohol target

Table 8. Alcohol targets and baseline values

	Target	Baseline
AT	By 2030: Never driven after consumption of alcohol ≥99%	2018: Never driven after consumption of alcohol: 98%
BE	By 2030: Max. 0.8% of car drivers are under the influence of alcohol	2021: 1.6% of car drivers are under the influence of alcohol
EL	By 2030: <0.6% of drivers are under the influence of alcohol	2022: 1.2% of drivers are under the influence of alcohol
PT	By 2030, never driven after consumption of alcohol: All roads: 99.5% Motorways: 99.9% Urban area: 99.5% Rural area: 99.9%	2022, never driven after the consumption of alcohol: All roads: 99.2% Motorways: 99.7% Urban area: 98.8% Rural area: 99.6%
SE	By 2030, never driven after the consumption of alcohol: 99.9%	
NO	By 2030: Driving under the influence of alcohol exceeding 0.2 ‰ (BAC): <0.15% of total traffic volume. By 2034: Driving under the influence of drugs above the legal threshold:<0.4% of total traffic volume.	2024: Driving under the influence of alcohol exceeding 0.2 ‰ (BAC): 0.18% of total traffic volume. 2016/2017: Driving under the influence of drugs above the legal threshold: 0.7% of total traffic volume.
RS	By 2030, never driven after the consumption of alcohol: 99.7%	2019, never driven after the consumption of alcohol: 99.37%

Distraction target

Table 9. Distraction targets and baseline values

	Target	Baseline
AT	By 2030: No use of mobile phone while driving ≥ 98%	2019 No use of mobile phone while driving: 96% (2% phoning without hands-free system, 2% mobile phone typing)
BE	By 2030: Max. 1.3% of car drivers are handholding a mobile device	2021: 2.6% of car drivers are handholding a mobile device
EL	By 2030: Mobile phone use: <2%	2022: Mobile phone use: 7%
HU	By 2030, drivers using a handheld mobile phone: Passenger cars: 2% (2.4% by 2028) HGVs: 2% (2030) (3.5% by 2028)	2023, drivers using a handheld mobile phone: Passenger cars: 4% HGVs: 10.6%
PT	By 2030, drivers not using handheld mobile device: All roads, motorways, urban area and rural area: 99%	2022, Drivers not using handheld mobile device: All roads: 96.7% Motorways: 98.9% Urban areas: 98.1% Rural areas: 95.5%
NO	By 2030, the prevalence of illegal mobile phone use among drivers shall be reduced by 50% relative to the 2019 reference year.	In 2024, the reduction relative to the year 2019 was 32.5%.

Vehicle safety target

Table 10. Vehicle safety targets and baseline values

	Target	Baseline
EL	By 2030: Proportion of new passenger cars with 5 Euro NCAP stars: >99%	2022: Proportion of new passenger cars with 5 Euro NCAP stars: 89%
PT	By 2030: New passenger vehicles 5 stars Euro NCAP: 80%	2022: New passenger vehicles 5 stars Euro NCAP: 65.7%
SE	By 2030: New passengers vehicles 5 stars Euro NCAP: 90%	
RS	By 2030: New passenger cars with 5 stars Euro NCAP: 95%	

Infrastructure target

Table 11. Infrastructure targets and baseline values

	Target	Baseline
AT	Step 1: Target = Swiss values (2013-2017) - Motorways and expressways: 1 fatality per billion vehicle-km - Rural roads: 5.6 - Urban roads: 5.0 Step 2: Safety Rating – as soon as data is available: Indicator showing the safety-related quality of road sections – including roadsides.	Step 1: Target = Swiss values (2013-2017) - Motorways and expressways: 1.6 - Rural roads: 9.3 - Urban roads: 5.1
EL	By 2030: Proportion of TEN-T network (≥3 stars i-RAP/EC): 80%	Baseline year: 50% estimation (to be confirmed after the relevant network-wide road safety assessment)
PT	By 2030: Proportion of TEN-T network (≥3 stars i-RAP/EC): 70%	2022: Proportion of TEN-T network (≥3 stars i-RAP/EC): 27.8% (only rural area)
SE	By 2030: Proportion of TEN-T network (≥3 stars i-RAP/EC): 96%	
NO	During the planning period 2026–2029, the combined impact of road condition-related factors identified by the Accident Investigation Groups (UAG) as likely contributing to fatal accidents shall be reduced by 30% compared with the period 2021–2024. During the planning period 2026–2029, the Norwegian Public Roads Administration will implement accident-reducing measures on all sections and locations of its own road network with a road safety condition grade of 3*.	
RS	By 2030: Proportion of TEN-T network (≥3 stars i-RAP/EC): 95%	

Sweden has also several other infrastructure targets as shown in table 12.

Table 12. 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 80-120 km/h	64%	70%
Safer roads, national network	Share of traffic volume on roads with median barriers, national roads with speed limits 90-120 km/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 good or medium safety classification	60%	80%
Safe pedestrian, cycling and moped passages, municipal road network	Share of pedestrians, bicycle and moped crossings of 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

Table 13. Post-crash care targets and baseline values

	Target	Baseline
BE	The response time for 90% of calls must not exceed 15 minutes	
CY	By 2030: 100% of the arrivals of ambulances at the scene of the collision will be within the specified time limits which are, 9' for urban areas, 13' for suburban and 20' for rural areas.	
EL	By 2030: Emergency response time (minutes): 32	2020: Emergency response time (minutes): 49
NO	Ambulances shall arrive at the scene within 12 minutes in at least 90% of acute incidents in urban areas, and within 25 minutes in sparsely populated areas. ⁶⁴	
RS	By 2030, emergency response time (minutes) Urban areas: 8 Rural areas 15	

⁶⁴ Helsedirektoratet, Emergency medical services - Time from when the emergency medical service is notified until the ambulance is at the scene (in Norwegian), <https://tinyurl.com/bdcx5rp6>

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.
 - Set ambitious national KPI targets and work towards achieving them.
 - Allocate the necessary budget to collect data on KPIs.
 - Streamline the emergency response chain and increase the quality of trauma management in order to mitigate collision consequences more effectively.

RECOMMENDATIONS TO EU INSTITUTIONS

- As regards EU Key Performance Indicators (KPIs):
 - Adopt a new indicator on the proportion of patients treated by ambulance staff within 15 minutes.
 - Following the example of several Member States, work quickly to 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.⁶⁵
 - Extend and improve the current KPIs based on ETSC recommendations⁶⁶ and as outlined in the study into the midterm review of the EU road safety policy framework.⁶⁷
 - Continue to support Member States in collecting harmonised data.

⁶⁵ EU Road Safety Conference 2024 <https://tinyurl.com/4yc6avrp>

⁶⁶ ETSC (2019) Briefing: EU Strategic Action Plan on Road Safety, <https://tinyurl.com/3hy6uuv4>

⁶⁷ Transport and Mobility Leuven (2026) Mid-term review of the EU road safety policy framework 2021-2030 <https://tinyurl.com/jk2hfybb>

3.3 CURRENT EU ROAD SAFETY POLICY DEVELOPMENTS

The EU Strategic Action Plan for Road Safety⁶⁸ sets a target to halve road deaths by 2030 compared to 2019 levels and, for the first time, a target to halve the number of seriously injured.

In February 2026, the European Commission published its mid-term report on the implementation of the EU road safety policy framework.⁶⁹

Meanwhile, negotiations on the next seven-year EU budget (2028–2034) are well underway, following the Commission's first proposals in July 2025.

Several important legislative proposals affecting road safety also remain awaiting agreement at EU level. In addition to the summaries below, comprehensive information on these files can be found in ETSC's memorandum to the Cypriot presidency of the European Union (January – June 2026)⁷⁰ as well as in individual briefings and position papers available on the ETSC website.⁷¹

3.3.1 Longer and heavier lorries

The Weights and Dimensions Directive 96/53/EC⁷² sets out maximum authorised weights and dimensions for heavy-duty vehicles (HDVs), such as lorries and buses.

In July 2023, the European Commission put forward a proposal to amend the directive.⁷³ The proposal aims to lift the current restrictions on the cross-border transport of Longer and/or Heavier Vehicles (LHVs).

State of play: The European Parliament has agreed its position.⁷⁴ The Council adopted its 'general approach' in December 2025.⁷⁵ In their agreed general approach, Member States deleted the requirement to analyse which routes are safe for the heaviest vehicles as well as requirements for Member States to monitor the impact of these vehicles on road safety, road infrastructure and on modal shift (the loss of rail freight traffic to road). Negotiations are underway

between the European Parliament and the Council to reach an agreement on the final text.

ETSC position: ETSC strongly opposes wider cross-border LHV use. As a minimum there should be clear limits confining these vehicles to suitable roads, and EU-wide minimum training standards for their drivers. The expansion of these long and heavy road vehicles would also shift freight away from trains, which have a far better safety record.

3.3.2 Technical inspections

A revision of the EU roadworthiness package was published in April 2025.⁷⁶ Under the Commission's proposals, motorcycles over 125cc would no longer be excluded from regular testing, though mopeds and motorcycles under 125cc would remain exempt; vehicles over ten years old would require annual checks rather than less frequent ones; the mandatory safety technologies required on new vehicle types since 2022, along with other assistance systems, would be subject to regular checks to confirm they still function correctly; and roadside checks on commercial vehicles would be extended to include vans and an inspection of how cargo is secured.

State of play: The Council agreed its 'general approach' in December 2025. Ministers rejected the Commission proposal to create a mandatory link between roadworthiness tests and outstanding vehicle recalls and also cancelled the proposal to require annual checks for cars and vans older than ten years. The European Parliament agreed its position in May 2026. MEPs also chose not to support annual technical inspections for cars over ten years old, nor to extend mandatory checks to all powered two-wheelers. The European Parliament and the Council of the EU will now enter into negotiations on the final text of the revised directives.

ETSC position: ETSC regrets that both the Council and Parliament have weakened the Commission's proposals and calls for a more ambitious package.

⁶⁸ European Commission (2018) Strategic Action Plan on Road Safety <https://tinyurl.com/b7m6arwv>

⁶⁹ European Commission (2026) Report on the Implementation of the EU Road Safety Policy Framework at the Mid-Point <https://tinyurl.com/3dttvtxp>

⁷⁰ ETSC (2026) Memorandum to the Cypriot Presidency of the EU, <http://etsc.eu/QZPUt>

⁷¹ <https://etsc.eu/>

⁷² 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>

⁷³ Proposal for a Revision of the Weights and Dimensions Directive 2023/0265 <https://tinyurl.com/5n6c9j78>

⁷⁴ European Parliament's first reading: Revision of the Weights and Dimensions Directive <https://tinyurl.com/yjzfzn6v>

⁷⁵ Proposal for a Directive of the European Parliament and of the Council amending 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 – Council General approach <https://tinyurl.com/y4vxyahd>

⁷⁶ 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://tinyurl.com/mw64jhy8>

Passenger cars and light commercial vehicles should first be tested four years after registration, then two years later, and annually thereafter; testing should be extended to all motorcycles, including mopeds, without exemptions. ETSC also calls for new checks to confirm that in-vehicle safety systems and their components are still functioning correctly and for vans and their trailers to be included in roadside technical inspections.

3.3.3 Freezing vehicle safety standards

The European Commission published the 'Automotive Omnibus' in December 2025. The package proposes a new 'small electric vehicle' (M1E) sub-category within the existing passenger car category (M1) and, critically, would freeze its safety requirements for ten years. The package also proposes to exempt electric vans in categories N2 and N3 (up to 4.25 tonnes) from the speed-limiter requirements that currently cap such vehicles at 90 km/h.

State of play: The proposals are awaiting positions from the European Parliament and the Council.

ETSC position: ETSC supports making cleaner mobility more affordable but not at the expense of road safety. Small electric vehicles are intended mainly for urban use, where interactions with pedestrians and cyclists are most frequent and the risk of serious injury or death is high, and where technologies such as automated emergency braking with pedestrian and cyclist detection save lives. Freezing safety requirements for a decade - for what could become a large and growing share of the new car fleet - would directly undermine the EU's road safety objectives. ETSC also opposes the van speed-limiter exemption: safety requirements should follow vehicle mass and risk, not powertrain, and electrification must not be used to dilute established protections.

3.3.4 The European Commission's Report on the Implementation of the EU Road Safety Policy Framework at the Mid-Point

We are now at the midway point of the EU Road Safety Policy Framework 2021–2030, and the European Commission's Report on the Implementation of the EU Road Safety Policy Framework at the Mid-Point⁷⁷ takes stock of progress and sets out the way forward.

ETSC welcomes the Commission's honest assessment that progress is too slow and that the road safety "toolbox" may not be fit for the challenges ahead. But the report also reveals a worrying gap between the scale of the problem and the ambition of the proposed response, and overlooks a deregulatory trend that risks undermining the 2030 targets completely.

For further information, read ETSC's full briefing.⁷⁸

3.3.5 EU-US trade negotiations

The EU is currently engaged in trade negotiations with the United States, with the automotive sector a key area of focus. ETSC - together with a coalition of road safety, consumer, and environmental organisations - wrote to Commission President Ursula von der Leyen in March 2025 to express strong opposition to the possibility of recognising US vehicle safety and environmental standards as equivalent to those of the EU.⁷⁹

The concern is clear: US vehicle standards are not equivalent to EU requirements.⁸⁰ Critical differences include the lack of mandatory pedestrian protection measures in the US, weaker automation safety oversight, and the absence of many key technologies that are now standard in all new EU vehicles - such as automated emergency braking and emergency lane keeping.

ETSC calls on the EC to ensure that road safety is treated as a non-negotiable pillar in any trade negotiations.

3.3.6 Preparation of the next EU budget period (2028-2034)

Negotiations 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).⁸¹

ETSC says 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.⁸² Funds should also continue to be allocated to road safety research and capacity

⁷⁷ European Commission (2026) Report on the Implementation of the EU Road Safety Policy Framework at the Mid-Point <https://tinyurl.com/52z3puzm>
⁷⁸ ETSC (2026) ETSC's Response to the European Commission Report on the Implementation of the EU Road Safety Policy Framework at the Mid-Point <http://etcsc.eu/0chP5>

⁷⁹ <https://tinyurl.com/axyhhve9>

⁸⁰ <https://tinyurl.com/2s3ej2rf>

⁸¹ 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>

⁸² ETSC (2024) EU Multiannual Financial Framework 2028-2034: Funds for Road Safety <https://tinyurl.com/buka46vw>

building projects as well as road safety education and awareness raising.

3.3.7 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 2027.⁸³

The life-saving potential of the current requirements was estimated to be 25,000 deaths and 140,000 serious injuries prevented over 15 years.⁸⁴ 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-for safety benefits.⁸⁵ 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 fixing 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 to bypass safety and environmental regulations.⁸⁶

ETSC is also calling for minimum standards for new motorcycles to be updated, to take into account technological progress. Anti-lock Braking Systems (ABS) should be made mandatory for all motorcycles and a study should be launched on 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.

3.3.8 Concerning decisions for assisted driving

In the near future, a new generation of so-called “Level 2++” vehicles will begin appearing on European roads. These assisted driving systems need human supervision and are not fully self-driving.

Soon-to-be-adopted UN rules will allow drivers on highways to take their hands off the steering wheel while the system initiates manoeuvres (such as lane changes) without driver confirmation. The rules will also allow systems to initiate manoeuvres in urban areas (such as interacting with pedestrians and other road users at pedestrian crossings) as long as drivers keep their hands on the steering wheel.⁸⁷

Recently, the Dutch type-approval authority granted provisional EU type-approval to Tesla’s “FSD (Supervised)”, a “Level 2++” system that combines hands-off driving with system-initiated manoeuvres in urban and rural areas – a step beyond what will be allowed by the forthcoming UN rules.

ETSC has consistently expressed concerns about automating the driving task, while leaving drivers responsible and having to potentially intervene in a split second. Human factors literature and crash investigations show the risks of overreliance, mode confusion and automation surprises. There is also no convincing evidence yet that these assisted driving systems contribute to improving road safety beyond the positive effects of safety systems already mandated in Europe, such as Automated Emergency Braking.⁸⁸ Driver-monitoring systems can blunt some of the risks of overreliance, but cannot eliminate them.⁸⁹

⁸³ 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://tinyurl.com/mpvjezjd>

⁸⁴ TRL (2018), Cost-effectiveness analysis of policy options for the mandatory implementation of different sets of vehicle safety measures, <https://tinyurl.com/kftchhcu>

⁸⁵ 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/54nrb7wh> ; ETSC (2022) Car black boxes will be virtually useless to safety researchers. <https://tinyurl.com/w9anst5x>

⁸⁶ ETSC (2023) Concerns over loopholes allowing American pickup trucks to bypass safety and environmental regulations. <https://tinyurl.com/yxnf4z7t>

⁸⁷ ETSC (2026) Briefing: UNECE talks could accelerate “Level 2++” driving in Europe – with major safety concerns. <https://tinyurl.com/mpkavm2y>

⁸⁸ For example: IIHS-HLDI (2024) IIHS-HLDI research finds little evidence that partial automation prevents crashes. <https://tinyurl.com/yt8y7mjiy>

⁸⁹ ETSC (2024) Briefing: Risks of hands-off driving and system-initiated lane changes in Level 2 driver assistance systems. <https://tinyurl.com/eyx49mfa>

ANNEXES

ISO CODES

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
Norway	NO
Serbia	RS
Switzerland	CH

Table 1 (Fig. 1 and 2) Road deaths and relative change in road deaths between 2024 and 2025 and 2019 and 2025

	2019	2020	2021	2022	2023	2024	2025
AT	416	344	362	370	402	351	403
BE	644	499	516	540	501	470	445
BG	628	463	561	531	525	478	456
CY	52	48	45	37	34	41	45
CZ	617	517	531	527	502	494	475
DE ⁽¹⁾	3,059	2,719	2,562	2,776	2,830	2770	2,814
DK ⁽¹⁾	199	163	130	154	162	145	136
EE	52	59	55	50	59	69	43
ES ⁽¹⁾	1,755	1,370	1,533	1,746	1,806	1785	1,777
FI ⁽¹⁾	211	223	225	196	185	181	193
FR	3,244	2,541	2,944	3,267	3,167	3,193	3,263
EL ⁽¹⁾	688	584	624	654	646	664	517
HR	297	237	292	275	274	239	261
HU ⁽¹⁾	602	460	544	537	472	497	454
IE ⁽¹⁾	140	141	132	152	179	171	183
IT ⁽¹⁾	3,173	2,395	2,875	3,159	3,039	3,030	2,897
LU	22	26	24	36	26	18	27*
LV ⁽¹⁾	132	139	151	115	138	112	118
LT	186	175	147	120	159	124	138
MT ⁽³⁾	16	12	9	26	16	12	21
NL	661	610	582	745	684	566	759
PL	2,909	2,491	2,245	1,896	1,893	1896	1,660
PT ⁽¹⁾	688	536	561	618	642	618	589
RO ⁽³⁾	1,864	1,646	1,779	1,634	1,545	1478	1,296
SE	221	204	210	227	229	213	203
SI	102	80	114	85	84	68	92
SK	245	224	226	244	267	262	227
UK ⁽²⁾	1,808	1,516	1,608	1,766	1,695	1,671	1,612
GB ⁽¹⁾	1,752	1,460	1,558	1,711	1,624	1,602	1,556
CH	187	227	200	241	236	250	214
NO	108	93	80	116	110	89	106
RS	534	492	521	553	503	514	488
EU27	22,823	18,906	19,979	20,717	20,466	19,945	19,492

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

⁽¹⁾National provisional data used for 2025 as the final figures for 2025 were not yet available at the time of going to print

⁽²⁾2025 estimate is based on GB and Northern Ireland provisional data

⁽³⁾CARE provisional data

*Estimated

	Fig.1 2024-2025
EE	-37.7%
EL ⁽¹⁾	-22.1%
CH	-14.4%
SK	-13.4%
PL	-12.4%
RO ⁽³⁾	-12.3%
HU ⁽¹⁾	-8.7%
DK ⁽¹⁾	-6.2%
BE	-5.3%
RS	-5.1%
SE	-4.7%
PT ⁽¹⁾	-4.7%
BG	-4.6%
IT ⁽¹⁾	-4.4%
CZ	-3.8%
UK ⁽²⁾	-3.5%
ES ⁽¹⁾	-0.4%
DE ⁽¹⁾	1.6%
FR	2.2%
LV ⁽¹⁾	5.4%
FI ⁽¹⁾	6.6%
IE ⁽¹⁾	7.0%
HR	9.2%
CY	9.8%
LT	11.3%
AT	14.8%
NO	19.1%
NL	34.1%
SI	35.3%
MT ⁽³⁾	75.0%
EU27	-2.3%

	Fig.2 2019-2025
PL	-42.9%
DK ⁽¹⁾	-31.7%
BE	-30.9%
RO ⁽³⁾	-30.5%
BG	-27.4%
LT	-25.8%
EL ⁽¹⁾	-24.9%
HU ⁽¹⁾	-24.6%
CZ	-23.0%
EE	-17.3%
PT ⁽¹⁾	-14.4%
CY	-13.5%
HR	-12.1%
UK ⁽²⁾	-10.8%
LV ⁽¹⁾	-10.6%
SI	-9.8%
IT ⁽¹⁾	-8.7%
RS	-8.6%
FI ⁽¹⁾	-8.5%
SE	-8.1%
DE ⁽¹⁾	-8.0%
SK	-7.3%
AT	-3.1%
NO	-1.9%
FR	0.6%
ES ⁽¹⁾	1.3%
CH	14.4%
NL	14.8%
IE ⁽¹⁾	30.7%
MT ⁽³⁾	31.3%
EU27	-14.6%

Table 2 (Fig. 3 and 10) Road deaths and relative change in road deaths between 2015 and 2025

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
AT	479	432	414	409	416	344	362	370	402	351	403
BE	762	670	609	604	644	499	516	540	501	470	445
BG	708	708	682	611	628	463	561	531	525	478	456
CY	57	46	53	49	52	48	45	37	34	41	45
CZ	734	611	577	658	617	517	531	527	502	494	475
DE ⁽¹⁾	3,459	3,206	3,177	3,275	3,059	2,719	2,562	2,776	2,830	2770	2,814
DK ⁽¹⁾	178	211	175	171	199	163	130	154	162	145	136
EE	67	71	48	67	52	59	55	50	59	69	43
ES ⁽¹⁾	1,689	1,810	1,830	1,806	1,755	1,370	1,533	1,746	1,806	1785	1,777
FI ⁽¹⁾	270	258	238	239	211	223	225	196	185	181	193
FR	3,461	3,477	3,448	3,248	3,244	2,541	2,944	3,267	3,167	3,193	3,263
EL ⁽¹⁾	793	824	731	700	688	584	624	654	646	664	517
HR	348	307	331	317	297	237	292	275	274	239	261
HU ⁽¹⁾	644	607	625	633	602	460	544	537	472	497	454
IE ⁽¹⁾	162	182	154	134	140	141	132	152	179	171	183
IT ⁽¹⁾	3,428	3,283	3,378	3,334	3,173	2,395	2,875	3,159	3,039	3,030	2,897
LU	36	32	25	36	22	26	24	36	26	18	27*
LV ⁽¹⁾	188	158	136	148	132	139	151	115	138	112	118
LT	242	192	192	173	186	175	147	120	159	124	138
MT ⁽³⁾	11	22	19	18	16	12	9	26	16	12	21
NL	620	629	613	678	661	610	582	745	684	566	759
PL	2,938	3,026	2,831	2,862	2,909	2,491	2,245	1,896	1,893	1896	1,660
PT ⁽¹⁾	593	563	602	700	688	536	561	618	642	618	589
RO ⁽³⁾	1,893	1,913	1,951	1,867	1,864	1,646	1,779	1,634	1,545	1478	1,296
SE	259	270	253	324	221	204	210	227	229	213	203
SI	120	130	104	91	102	80	114	85	84	68	92
SK	274	242	250	229	245	224	226	244	267	262	227
UK ⁽²⁾	1,804	1,860	1,856	1,839	1,808	1,516	1,608	1,766	1,695	1,671	1,612
GB ⁽¹⁾	1,730	1,792	1,793	1,784	1,752	1,460	1,558	1,711	1,624	1,602	1,556
CH	253	216	230	233	187	227	200	241	236	250	214
NO	117	135	106	108	108	93	80	116	110	89	106
RS	599	607	579	548	534	492	521	553	503	514	488
EU27	24,413	23,880	23,446	23,381	22,823	18,906	19,979	20,717	20,466	19,945	19,492

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

⁽¹⁾National provisional data used for 2025 as the final figures for 2025 were not yet available at the time of going to print⁽²⁾2025 estimate is based on GB and Northern Ireland provisional data⁽³⁾CARE provisional data

*Estimated

⁽⁴⁾The average annual change is based on the entire time series of all the ten annual numbers of serious injuries between 2015 and 2025, and estimates the average exponential trend. For more information, read the methodological note, PIN Flash 6: <https://bit.ly/2LVVUtY>

Fig.3 2015-2025	
PL	-43.5%
LT	-43.0%
BE	-41.6%
LV ⁽¹⁾	-37.2%
EE	-35.8%
BG	-35.6%
CZ	-35.3%
EL ⁽¹⁾	-34.8%
RO ⁽³⁾	-31.5%
HU ⁽¹⁾	-29.5%
FI ⁽¹⁾	-28.5%
HR	-25.0%
DK ⁽¹⁾	-23.6%
SI	-23.3%
SE	-21.6%
CY	-21.1%
DE ⁽¹⁾	-18.6%
RS	-18.5%
SK	-17.2%
AT	-15.9%
IT ⁽¹⁾	-15.5%
CH	-15.4%
UK ⁽²⁾	-10.6%
NO ⁽¹⁾	-9.4%
FR	-5.7%
PT ⁽¹⁾	-0.7%
ES ⁽¹⁾	5.2%
IE ⁽¹⁾	13.0%
NL	22.4%
MT ⁽³⁾	90.9%
EU27	-20.2%

Fig. 10 Annual average change in the number of road deaths 2015-2025 ⁽⁴⁾		
PL	-6.2%	
LT	-5.4%	
BE	-4.6%	2015-2024
BG	-4.4%	
FI	-4.2%	2015-2024
LU	-4.1%	2015-2024
SI	-4.1%	
CZ	-3.6%	
LV	-3.6%	
HU	-3.4%	
CY	-3.3%	
EL	-3.2%	
DK	-3.2%	2015-2024
HR	-3.0%	
SE	-2.9%	
DE	-2.2%	
EE	-2.0%	
NO	-2.0%	2013-2022
AT	-1.9%	2015-2024
RS	-1.9%	
IT	-1.6%	2015-2024
GB	-1.3%	
FR	-0.9%	
SK	-0.3%	
ES	-0.0%	
CH	-0.0%	
MT	0.1%	2015-2022
NL	0.1%	2015-2024
PT	0.3%	2014-2023
IE	0.9%	
EU24	-2.3%	
RO	Excluded from Fig.10	

Table 3 (Fig. 6) Road deaths per million inhabitants in 2025 and 2015

	2025				2015		
	Road deaths	Inhabitants	Deaths per mln inhabitants		Road deaths	Inhabitants	Deaths per mln inhabitants
NO	106	5,594,340	19	NO	117	5,165,802	23
SE	203	10,587,710	19	SE	259	9,747,355	27
DK ⁽¹⁾	136	5,992,734	23	DK ⁽¹⁾	178	5,659,715	31
UK ⁽²⁾	1,612	69,200,000	23	UK ⁽²⁾	1,804	64,853,393	28
CH	214	9,051,029	24	CH	253	8,237,666	31
EE	43	1,369,995	31	EE	67	1,314,870	51
IE ⁽¹⁾	183	5,440,278	34	IE ⁽¹⁾	162	4,677,627	35
DE ⁽¹⁾	2,814	83,577,140	34	DE ⁽¹⁾	3,459	81,197,537	43
FI ⁽¹⁾	193	5,635,971	34	FI ⁽¹⁾	270	5,471,753	49
ES ⁽¹⁾	1,777	49,128,297	36	ES ⁽¹⁾	1,689	46,425,722	36
MT ⁽⁴⁾	21	574,250	37	MT ⁽⁴⁾	11	438,805	25
BE	445	11,883,495	37	BE	762	11,237,274	68
SK	227	5,421,349	42	SK	274	5,419,451	51
NL	759	18,044,027	42	NL	620	16,900,726	37
SI	92	2,130,850	43	SI	120	2,062,874	58
CZ	475	10,909,500	44	CZ	734	10,538,275	70
AT	403	9,197,213	44	AT	479	8,584,926	56
PL	1,660	36,497,495	45	PL	2,938	38,005,614	77
CY	45	982,966	46	CY	57	860,846	66
HU ⁽¹⁾	454	9,539,502	48	HU ⁽¹⁾	644	9,815,858	66
LT	138	2,890,664	48	LT	242	2,926,644	83
FR ⁽³⁾	3,263	66,578,547	49	FR ⁽²⁾	3,461	64,300,821	54
IT ⁽¹⁾	2,897	58,943,464	49	IT ⁽¹⁾	3,428	60,295,497	57
EL ⁽¹⁾	517	10,372,335	50	EL ⁽¹⁾	793	10,858,018	73
PT ⁽¹⁾	589	10,749,635	55	PT ⁽¹⁾	593	10,395,121	57
LV ⁽¹⁾	118	1,860,565	63	LV ⁽¹⁾	188	1,986,096	95
HR	261	3,874,350	67	HR	348	4,180,915	83
RO ⁽⁴⁾	1,296	19,043,151	68	RO ⁽⁴⁾	1,893	19,870,647	95
BG	456	6,437,360	71	BG	708	7,029,690	101
RS	488	6,567,783	74	RS	599	7,114,393	84
EU27	19,492	449,306,184	43	EU27	24,413	442,922,967	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 2025, as the final figures for 2025 were not yet available when this report went to print

⁽²⁾2025 estimate is based on GB and Northern Ireland provisional data

⁽³⁾FR: continental population data

⁽⁴⁾CARE provisional data

Table 4 (Fig. 7) Road deaths per billion vehicle-kilometres over the period 2023-2025 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	102	45,830	2.2	motorcycles not included
SE	215	83,493	2.6	
DK	148	53,167	2.8	
GB	1,594	541,567	2.9	
SK	252	84,713	3.0	
IE	154	45,593	3.4	2021-2023
CH	242	66,479	3.6	2022-2024
SI	81	21,787	3.7	
DE	2,805	716,567	3.9	
FI	187	47,723	3.9	2022-2024
AT	374	86,649	4.3	2022-2024
ES	1,779	405,410	4.4	2022-2024
EE	57	12,376	4.6	mopeds not included
NL	665	133,929	5.0	motorcycles not included, 2022-2024
FR	3,209	610,358	5.3	2022-2024
IT	3,076	456,773	6.7	2022-2024
PT	561	73,364	7.6	motorcycles not included, 2021-2023
CZ ⁽²⁾	508	60,735	8.4	2022-2024
HR	258	29,877	8.6	
PL	2,245	254,372	8.8	2021-2023
LV	123	12,970	9.5	
LT	140	13,978	10.0	
HU	502	49,336	10.2	2022-2024
EU20	17,344	3,234,738	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 and 10) Number of seriously injured according to national definition (see table 6 for definitions) and MAIS3+, relative change in serious injuries between 2015-2025 and annual average relative change over the period 2015-2025.

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
AT*	7,486	7,566	7,664	7,631	7,384	6,650	6,945	7,258	7,191	7,774	7,867
AT MAIS3+	1,303	1,380	1,238	1,279	1,211	988	1,078	1,204	1,124	1,190	
BE*	4,181	4,095	3,762	3,637	3,605	2,978	3,119	3,413	3,271	2,996	3,277 ⁽¹⁾
BE MAIS3+	3,597	3,512	3,554	3,317	3,493	3,167	3,150	3,500	3,348		
BG	2,295	2,503	1,943	1,988	1,937	1,556	1,458	1,766	1,794	1,888	1,850
BG MAIS3+	2,295	2,503	1,943	1,988	1,937	1,556	1,458	1,766	1,794	1,888	1,850
CY*	377	406	388	348	340	211	252	253	232	226	267
CY MAIS3+			92		53	n/a ⁽⁴⁾	n/a ⁽⁴⁾	37	43	49	72
CZ	2,487	2,530	2,286	2,395	2,061	1,761	1,580	1,682	1,711	1,561	1,597
CZ MAIS3+											
DE*	67,706	67,426	66,513	67,967	65,244	58,005	55,137	57,727	52,902	50,600	48,400
DE MAIS3+	15,442	16,337	15,892	15,265	15,311	13,238	12,244	12,485	n/a	n/a	n/a
DK	1,780	1,797	1,756	1,862	1,822	1,716	1,639	1,718	1,680	1,526	1,641 ⁽¹⁾
DK MAIS3+											
EE*	407	424	429	420	356	346	352	404	430	421	367
EE MAIS3+											
ES	9,495	9,755	9,546	8,935	8,613	6,681	7,784	8,502	9,265	9,561	9,831
ES MAIS3+	6,955			6,059	6,162	4,793	5,654	6,066	6,735		
FI	477	460	409	485	390	408	368	334	332	288	318 ⁽¹⁾
FI MAIS3+	477	460	409	485	390	408	368	334	332	288	n/a
FR*	16,355	16,773	16,887	16,104	16,248	13,337	15,944	15,956	15,936	15,924	16,751
FR MAIS3+	16,355	16,773	16,887	16,104	16,248	13,337	15,944	15,956	15,936	15,924	16,751
EL*	999	879	706	727	652	518	610	664	659	568	517
EL MAIS3+											
HR	2,822	2,746	2,776	2,731	2,492	2,295	2,610	2,910	3,102	3,238	3,292
HR MAIS3+											
HU	5,575	5,541	5,630	5,559	5,482	4,655	4,595	5,041	4,772	4,739	4,595
HU MAIS3+											
IE*	827	965	1,053	1,359	1507	1216	1471	1700	1,654	1,554	1,561
IE MAIS3+	341	386	444	475	523	406	483	567	596	601	
IT	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a		
IT MAIS3+	15,901	17,324	17,309	18,614	17,600	14,102	15,990	16,875	16,989	16,735	16,866 ⁽¹⁾
LU*	319	249	256	273	248	217	267	267	347	308	
LU MAIS3+	69	69	43	55*	n/a	n/a	n/a				
LV	479	525	496	542	461	491	449	425	385	307	328
LV MAIS3+									385	307	328
LT	724	655	368	165	308	376	392	476	479	414	342
LT MAIS3+	147	71	131	163	110	86	81	74	62	56	203
MT	306	294	304	317	305	242	339	379	320 ⁽¹⁾	346 ⁽¹⁾	348 ⁽¹⁾
MT MAIS3+											
NL ⁽²⁾	13,523	13,660	13,182	13,599	12,436	10,225	12,380	14,373	14,377	15,298	14,683 ⁽¹⁾
NL - MAIS3+	6,000	6,400	6,500	6,800	6,900	6,500	6,800	8,300	7,400	7,800	
PL	11,200	12,077	11,103	10,941	10,633	8,805	8,276	7,541	7,594	7,796	7,866
PL MAIS3+	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
PT*	2,148	1,999	2,117	2,195	2,383	1,877	2,161	2,302	2,500	2,626	2,476 ⁽¹⁾
PT MAIS3+	2,171	2,199	2,301	2,276	2,281	2,201	2,287	2,392	2,467		
RO	9,057	8,285	8,181	8,144	8,125	5,491	3,796	3,690	3,539	3,675 ⁽¹⁾	3,635 ⁽¹⁾
RO MAIS3+											
SE	3,818	4,074	3,988	3,606	3,503	3,098	3,784	4,718	4,610	5,050	5,080
SE MAIS3+	777	878	835	742	704	601	904	1,230	1,185	1,355	1,368
SI	937	855	874	825	821	691	795	873	850	975	1,010
SI MAIS3+											
SK	1,121	1,057	1,127	1,272	1,050	894	854	866	894	814	873
SK MAIS3+											
UK*											
UK MAIS3+	6,092	6,549	6,328	6,363	6,436						
GB	30,427	29,310	28,375	28,844	27,982	21,747	24,828	27,202	27,338	27,262	28,355
GB MAIS3+	6,012	6,481	6,237	6,277	6,342	5,349					
CH*	3,830	3,785	3,654	3,873	3,639	3,793	3,933	4,002	4,096	3,792	3,935
CH MAIS3+	2,887	2,929	3,127	3,732	3,086	3,207	3,385	3,760	4,149		
NO	693	656	665	602	565	627	569	578	568	578	632
NO MAIS3+											
RS	3,448	3,362	3,514	3,338	3,322	2,953	3,347	3,302	3,398	3,715	3,373
RS MAIS3+											
EU24	164,671	167,755	164,769	166,174	160,530	138,034	142,108	150,174	145,166	144,067	143,508

*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 2015 and 2025, and estimates the average exponential trend. For more information, read the methodological note, PIN Flash 6: <https://bit.ly/2LVVUtY>

⁽⁴⁾CY - The data for 2020 and 2021 were calculated, but they are grossly underestimated because of extensive underreporting, as many serious injuries during the Covid19 pandemic were treated by private hospitals which did not make MAIS3+ recording. Since 2022, all MAIS3+ road injuries are treated by the Nicosia General Hospital and hence there is no underreporting.

	Fig. 8 2015-2025	Time period
LT	-52.8%	2015-2024
EL	-48.2%	
FI	-39.6%	
CZ	-35.8%	
LV	-31.5%	
PL	-29.8%	2015-2024
CY	-29.2%	
DE	-28.5%	
BE	-28.3%	
SK	-22.1%	
BG	-19.4%	2015-2024, MAIS3+
HU	-17.6%	
DK	-14.3%	
EE	-9.8%	
NO	-8.8%	
GB	-6.8%	2015-2024
LU	-3.4%	
RS	-2.2%	
FR	2.4%	
CH	2.7%	
ES	3.5%	MAIS3+
AT	5.1%	
IT	5.2%	
SI	7.8%	
HR	16.7%	
PT	22.3%	2015-2024
NL	30.0%	2015-2024
SE	33.1%	
EU24	-12.9%	

	Fig.10 Annual average change in the number of serious injuries 2015-2025	
CY	-5.8%	2015-2024
CZ	-5.3%	
FI	-5.1%	
PL	-5.0%	
EL	-4.9%	
LV	-4.7%	2015-2024
DE	-3.6%	
SK	-3.5%	
BE	-3.4%	
BG	-2.7%	
HU	-2.2%	2015-2024
LT	-2.2%	
DK	-1.4%	
NO	-1.4%	
GB	-0.9%	
EE	-0.6%	2015-2024
IT	-0.3%	
FR	-0.3%	
ES	-0.2%	
AT	0.0%	
RS	0.2%	2015-2024
CH	0.6%	
SI	0.8%	
LU	1.2%	
HR	1.8%	
MT	1.8%	2015-2022
PT	2.1%	2014-2023
NL	2.8%	2015-2024
SE	3.1%	
IE	6.4%	
EU24	-1.8%	
RO	Excluded from Fig.10	

Fig. 9*				
	Serious injuries (national def) per death	MAIS3+ per death	Time period	Time period MAIS3+
AT	19.8	3.1		2022-2024
BE	6.4	6.4	2021-2023	2021-2023
BG	3.8	3.8		
CY	6.0	1.4		
CZ	3.3			
DE	18.1	4.7		2020-2022
DK	10.7		2021-2023	
EE	7.1			
ES	5.3	3.6	2021-2023	2021-2023
FI	1.7	1.7	2021-2023	2022-2024
FR	5.1	5.1		
EL	1.0			
HR	12.4			
HU	9.9			
IE	8.9	3.5	2021-2023	2022-2024
IT	5.5	5.5	2021-2023	2022-2024
LU	11.5			
LV	2.8	2.8		
LT	2.9	0.8		
MT	20.4		2020-2022	
NL	22.1	11.8	2021-2023	2022-2024
PL	4.3			
PT	4.0	3.9	2021-2023	2021-2023
RO	2.2		2021-2023	
SE	22.9	6.1		2022-2024
SI	11.6			
SK	3.4			
GB	17.3			
CH	16.9	16.7		2021-2023
NO	5.8			
RS	7.0			

*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 MAIS3+ levels, as it is defined in the CADaS Glossary.
CY	The national definition has changed in April 2026 and now a SI is when the injured person has suffered a fracture, a concussion, internal injuries, a serious stroke which demands medical care or/and other injuries which require hospitalisation. In the cases where a person is hospitalised for precautionary purposes, the injury is not considered serious.
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 MAIS3+ rather than the recorded number of injuries; this estimate is built on the recorded number of injured by the police forces 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 (MAIS3+) 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: MAIS3+.
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 MAIS3+.
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 standardization the severity scale was linked to the NACA-Codes, used by all emergency services in Switzerland
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 (please see Table 5).
CZ	MAIS3+ integration was planned for Q3 2025, but implementation was postponed for technical reasons, the date is not yet certain.
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 conversion 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	Hungary does not yet provide MAIS3+ data. The use of ICD-to-AIS conversion has been considered, but the required system developments have not been completed. To the best of our knowledge, no concrete implementation process is currently underway.
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 2014-2024. Full and summary reports on serious injuries by road user group, 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 2025 will be available in Q3 2026.
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 modernized. 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. In 2025, data was obtained from medical records regarding the injuries sustained by road users, classified according to ICD-10-AM. Based on this information, MAIS was determined.
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 calculated for AIS@2005, using AAAM-ICD-ISS-map. Also MAIS2 is available. Nationally 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 MAIS3+ in Poland has been stopped. The method proposed by DG MOVE (conversion of ICD-10 scale on the MAIS3+ 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 MAIS3+ 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	MAIS3+ 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.
NO	Under consideration.
RS	Road Traffic Safety Agency has begun activities to introduce the MAIS3+ scale to record serious injuries. During 2017, an analysis of the possibilities for the most efficient introduction of the MAIS3+ 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, however other institutions are in charge of this process, namely health and police sector.

Cover image:

The map shows the relative change in road deaths between 2015 and 2025.



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