



### Introduction

Road safety constitutes a significant public health problem, with **1,19 million** people being killed in road crashes every year worldwide.

A **decrease of 36%** instead of the planned 50% reduction in road fatalities was recorded during the past decade (2011-2020).

In the European Union (EU), almost **20,000 people were killed** in road crashes in 2021.

The EC has released an ambitious **Road Safety Policy Framework for the decade 2021-2030**, setting new intermediate targets to halve the number of fatalities and the number of serious injuries on European roads by 2030.

The **objective** of the current study is to provide an overview of the existing national road safety strategies of the EU Member States and current practices in monitoring the progress of the implementation of the national strategies and in assessing the effectiveness of strategy interventions in road safety.

The **results** of this study are based on work carried out in the project "Support to the European Road Safety Observatory".

### Methodology

A **short survey** was distributed to national road safety stakeholders involved in the implementation and monitoring of the road safety strategies in the EU countries.

Through the survey, **information** was asked on the current national road safety strategies and the national practices implemented or foreseen for the current decade concerning the monitoring of the implementation of the road safety strategies and the evaluation of their impact on road safety progress.

**18 Member States** of the European Union responded to the survey: Austria, Belgium, Bulgaria, Denmark, Estonia, Finland, Germany, Greece, Hungary, Italy, Latvia, Luxembourg, Malta, Netherlands, Poland, Slovakia, Spain

The current road safety strategies/action plans of all EU Member States were reviewed, and an overview of their road safety targets is provided below.

### Overview of EU National Road Safety Strategies

For almost all Member States of the European Union, the national strategies/action plans span the **decade 2021-2030**.

Road Safety Strategic plan for Belgium includes different measures across the three regions: Brussels, Flanders and Wallonia.

Table 1: Timeframe of national road safety strategies/action plans in EU

Timeframe	Member States
2021-2030	18 EU MS
2021-2025	Belgium
2016-2025	Estonia
2022-2026	Finland
2020-2022 & 2023-2025	Hungary
2021-2027	Latvia
2019-2023	Luxembourg
2014-2024	Malta
2022-2030	Romania
2023-2030	Slovenia

### Targets

Almost all EU Member States have adopted the **safe system approach** in their national strategies and vision zero for 2050, meaning zero fatalities in road crashes up to 2050.

The **EU targets** for the decade 2021-2030 of halving road deaths and serious injuries by 2030 have also been adopted by most Member States in their national policies.

Due to the covid pandemic in 2020 and the related traffic restrictions that led to a significant reduction of road crashes, this year is not considered as a typical year for road safety outcomes.

The European Commission set **2019** as the **baseline year** for the target of reduction of fatalities and serious injuries by 2030. However, the baseline year for the EU Member States may differ from country to country (e.g., 2020, 2021, or average fatalities of 2017-2019, etc.).

Some Member States have set either **different** targets or additional sub-targets for specific road users or crash types.

Table 2: Road Safety targets per Member State

Country	Targets
Denmark	< =90 fatalities and 900 serious injuries in 2030
Germany	- 40% in fatalities and a significant reduction in serious injuries
Greece	-50% in fatalities and serious injuries, sub-targets for specific road users or crash types (motorcyclists, fatalities on islands, in cities, on motorways, in single vehicle crashes). Intermediate targets for 2025 have also been set.
Ireland	Target for the end of Phase 1: -15% in road fatalities and -10% in serious injuries in 2024
Poland	-50% for all fatalities, also max. 397 deaths of pedestrians, 129 cyclists, 191 moped users and motorcyclists, 133 victims in alcohol related crashes -50% for all serious injuries, also max. 1,237 pedestrians, 686 cyclists, 758 moped users and motorcyclists, 442 victims in alcohol related crashes
Spain	Different targets in urban and non-urban areas per user type
Sweden	-25% in fatalities by 2030, max. 3,100 seriously injured in 2030, -25% in seriously injured pedestrians by 2030, -25% reduction in seriously injured cyclists by 2030

### Monitoring the implementation of road safety strategies

Based on the responses of the Member States in the survey, it is shown that practices concerning the monitoring of the implementation of road safety strategies/action plans **vary** among the countries.

Table 3: National monitoring practices

Country	Monitoring practices
Austria	There is a steady monitoring, documented in annual reports
Belgium	Monitoring of measures of RS plan. Ex-post evaluation based on road safety outcomes & KPIs
Bulgaria	On an annual basis, monitoring work progress for responsible authorities
Denmark	Yes
Estonia	On an annual basis
Finland	The monitoring group meets at least twice a year, supervises the implementation and impacts of the measures
Germany	Biennial reports on implementation of road safety measures
Greece	It is envisaged in the RS strategy for 2021-2030 decade
Hungary	Yes
Ireland	The Road Safety Transformation Partnership Board meets around 6 times each year, typically shortly before the Ministerial Road Safety Committee.
Italy	It is envisaged - two intermediate evaluations in correspondence with the intermediate objectives and an ex-post evaluation
Latvia	Yes
Luxembourg	No
Malta	Currently carried out (at the end of the RS strategy)
Netherlands	Yes. There is an ongoing process
Poland	On an annual basis - State of road safety and activities
Slovakia	On an annual basis - Implementation of the measures of the previous year
Spain	RS outcomes & KPIs on an annual basis, progress of implementation of measures every two years

### A Monitoring Tool for National Authorities

A **comprehensive tool** for monitoring and assessing national road safety strategies and action plans is currently being developed within the project, which will be available in the European Road Safety Observatory (ERSO).

The methodology **components** of this tool include close cooperation with national authorities, the development of a set of specially designed quantitative and qualitative indicators, a specially designed matrix with all indicators, and a specially designed dashboard with the performance and progress results.

The development of the tool is based on a **three-step approach**:

**Road safety performance:**

- Road Crash Fatalities
- Safety Performance Indicators

**Monitoring strategy implementation:**

- Road Safety Management
- Safe Road User Behaviour
- Safe Speeds
- Safe Roads
- Safe Vehicles
- Post Crash Care



Figure 1: The three-system approach

**Effectiveness evaluation:**

Analyses linking strategy implementation (B) to safety performance (A), using scientific expertise

### Conclusion

Most of the EU Member States have adopted and implemented strategic plans for more than two decades.

The need for **monitoring** the implementation of the road safety strategies and the road safety progress over the decade has been highlighted by almost all countries, so that preventive measures can be taken in time in order to achieve the goals set at the end of decade.

The monitoring tool of the implementation of the European national road safety strategies, that is currently developed for the European Road Safety Observatory, is considered as highly important as it will lead to higher transparency and accountability of national road safety authorities and consequently to **improved efficiency** of national road safety strategies.

Finally, this monitoring tool will **motivate and assist EU**, national authorities, industry, and the road users by supporting policies, programmes and measures, exchanging best practices and benchmarking performances.

### References

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2. European Commission (2021). Press release Road safety: 4,000 fewer people lost their lives on EU roads in 2020 as death rate falls to all-time low, Brussels.
3. Baseline project homepage, <https://www.baseline.vias.be/>

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