



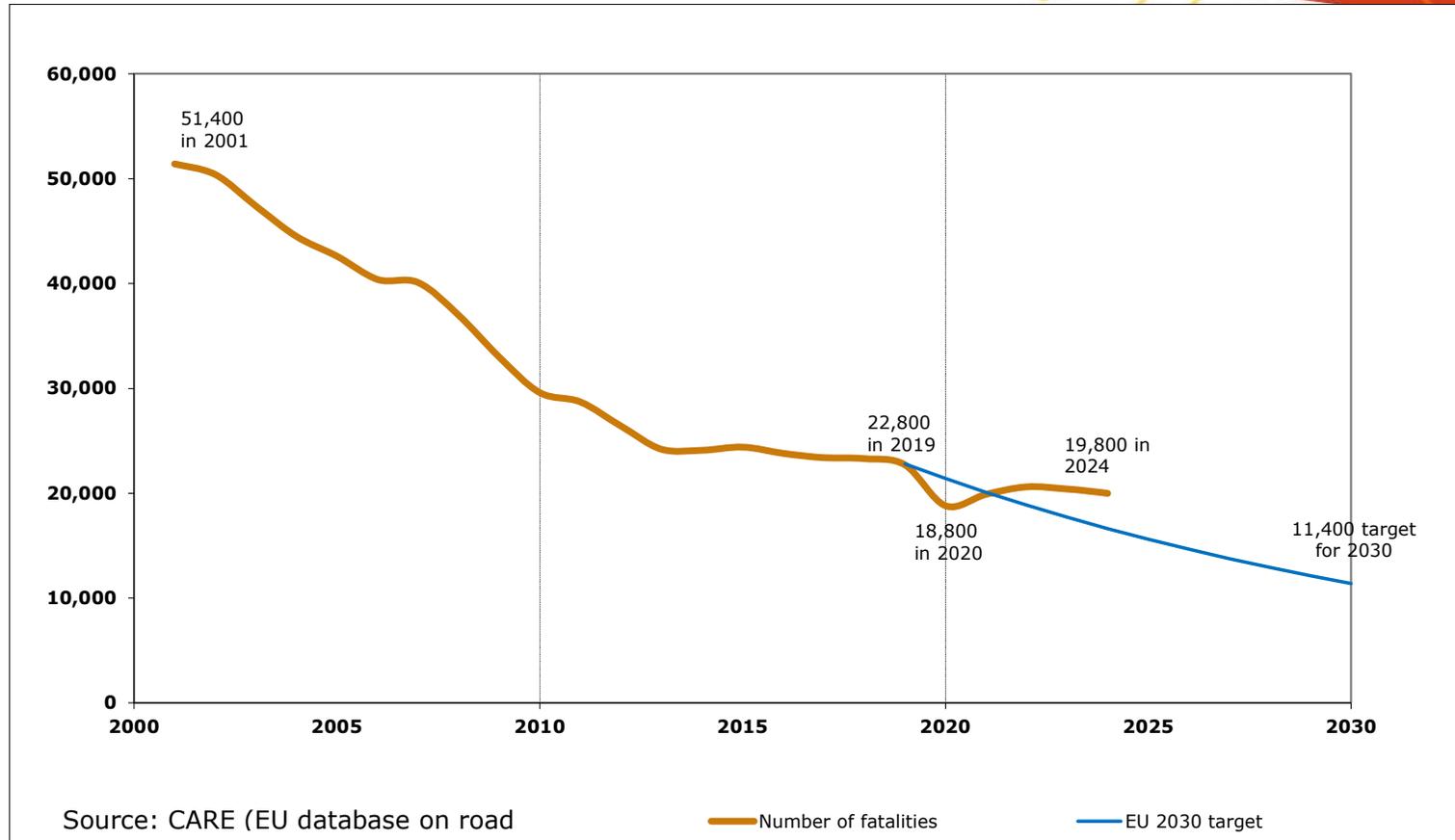
CARE, ERSO, KPIs and related developments

TCT Road Safety
Technical Committee
18 March 2025



European Commission
DG MOVE
Peter Whitten

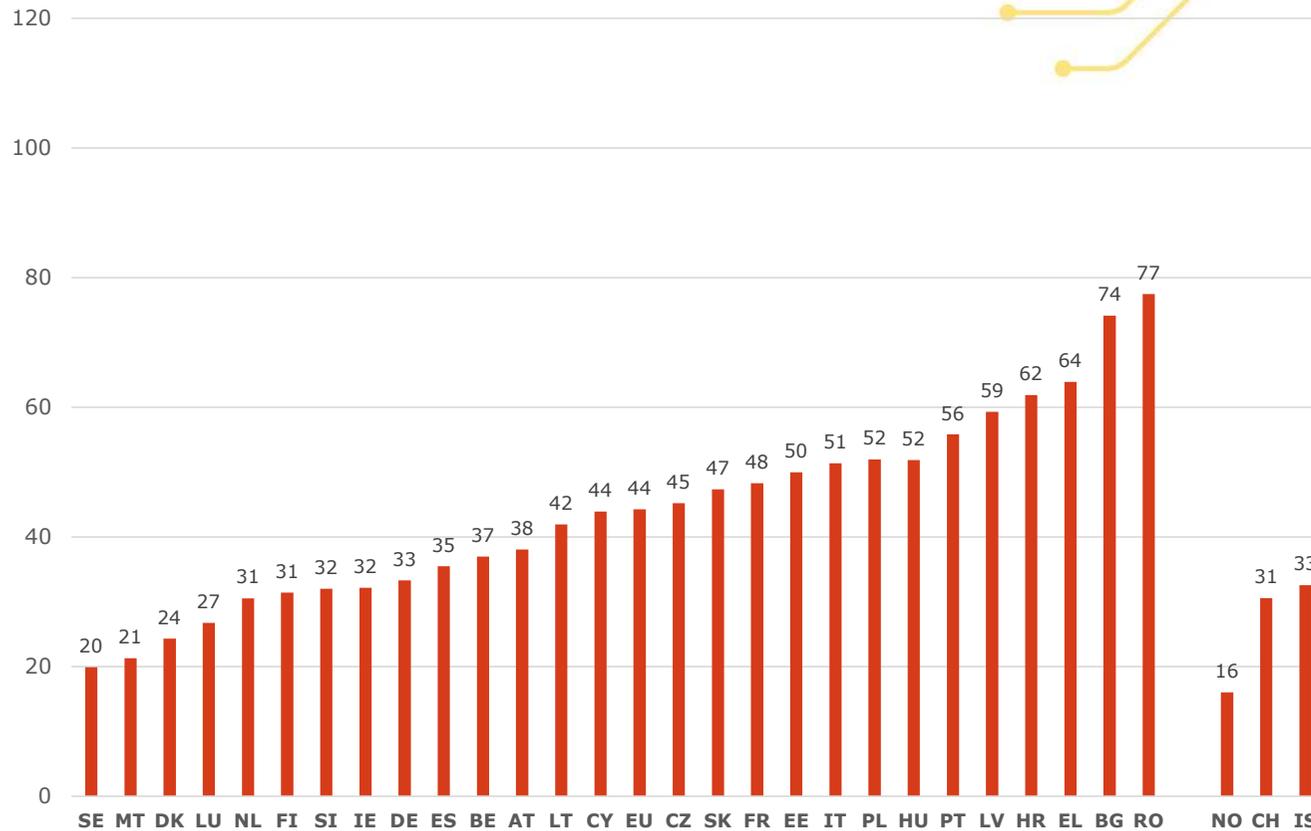
Trend in the number of road deaths in EU



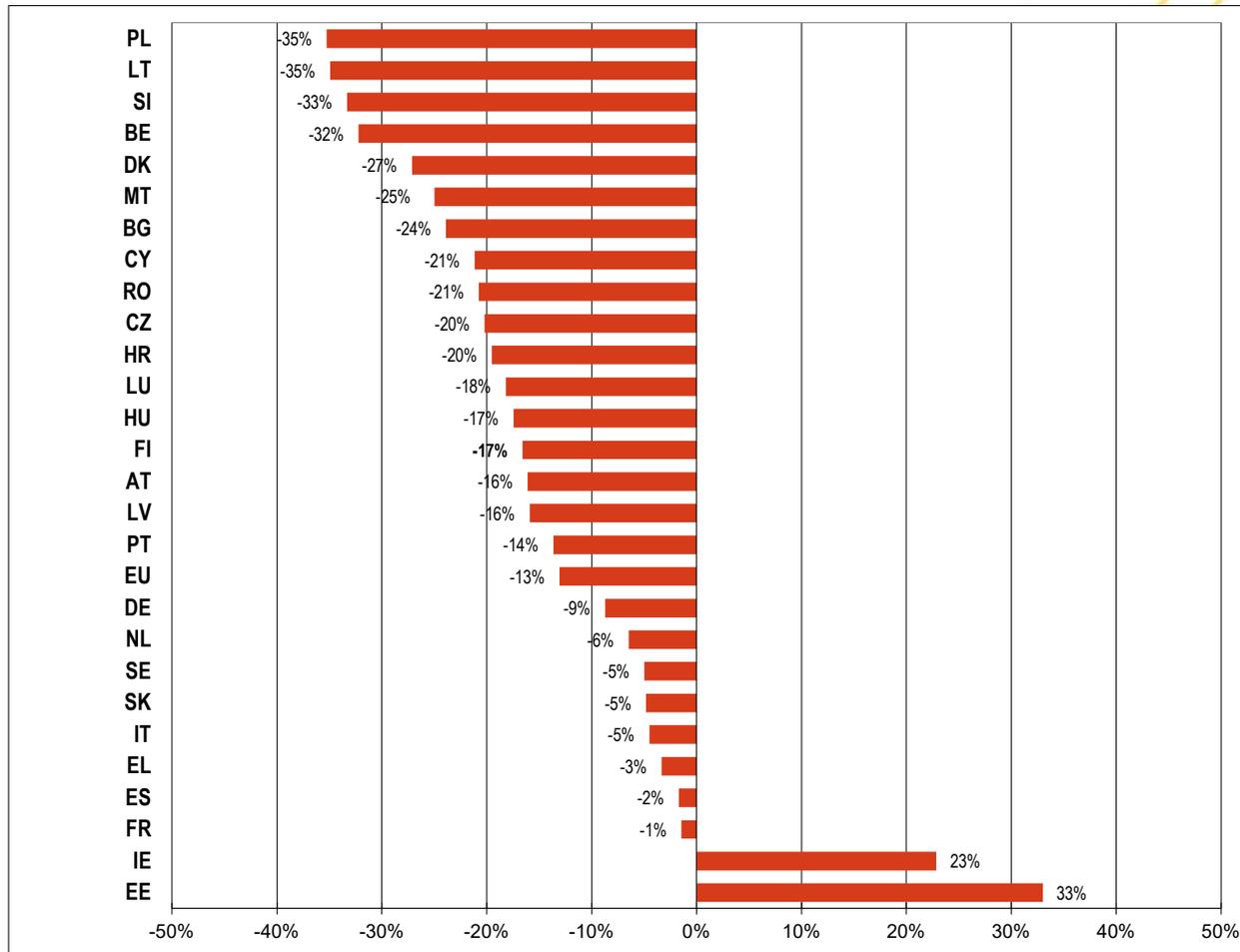
Recent trends

- Absolute number of deaths in 2024: 3% decrease on 2023 and 13% decrease on 2019 => downward trend but insufficient to meet 50% target
- Since 2019, significant variations between Member States, albeit from different starting positions:
 - Road deaths fallen slightly in Greece, Spain, France and Italy among others
 - Risen in Ireland, Estonia
 - On target for 50% reduction in Belgium, Bulgaria, Denmark, Lithuania, Poland and Slovenia

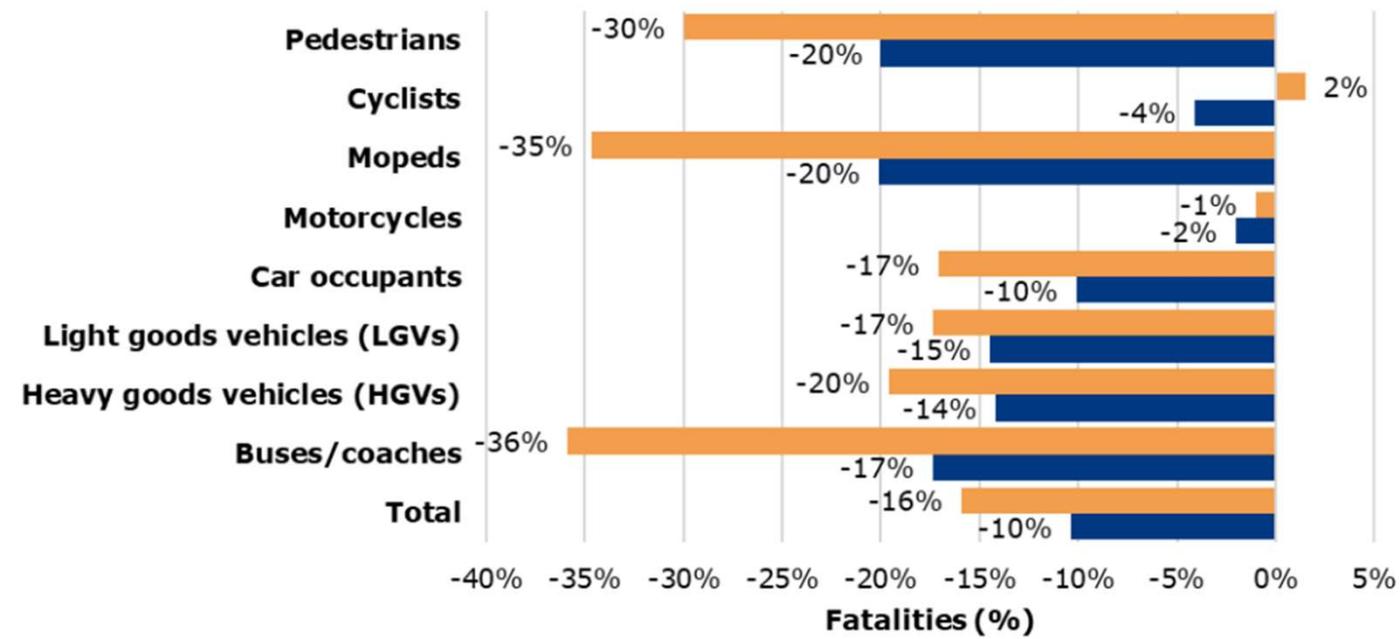
Preliminary number of road deaths per million population, 2024



Trend in the number of road deaths 2019-2024



Short- and long-term change in road fatalities by mode of transport, EU



■ Long term change (%)
 ■ Short term change (%)

Long term change: 2023 over 2013; Short term change: 2023 over 2019.

ROAD TRAFFIC FATALITIES IN THE EU IN 2023

by road user and (other)
'main vehicle' involved in the crash

IN A COLLISION WITH...

FATALITIES		Pedestrian	e-scooter	Bicycle	Moped	Motorbike	Car	Lorry (<3.5t)	Heavy goods vehicle (>3.5t)	Bus or coach	Other vehicle/unknown	No other vehicle involved	TOTAL
Pedestrians		40	3	27	13	100	2378	452	414	139	172	0	3698
e-scooter riders		1	0	1	0	2	43	5	7	2	3	46	110
Cyclists		13	3	45	10	36	880	158	172	43	74	514	1948
Moped riders		2	0	1	9	7	201	36	32	2	17	181	488
Motorcyclists		13	3	10	3	99	1495	246	167	39	92	1324	3491
Car occupants		7	0	4	4	25	2740	558	1342	148	214	4014	9056
Lorry (<3.5t) occupants		2	0	0	0	0	108	60	194	11	20	256	651
Heavy goods vehicle (>3.5t) occupants		1	0	0	0	1	28	7	150	3	10	133	333
Bus or coach occupants		0	0	0	0	0	14	3	16	3	4	50	90
Other/unknown		1	0	0	1	1	124	27	40	5	26	294	519
TOTAL		40	9	88	40	271	8011	1552	2534	395	632	6812	20384

Methodological note: the data cover fatalities in single-vehicle crashes and crashes involving one or more traffic units. For the majority of fatal crashes, only one other vehicle is involved in the crash. For multi-vehicle crashes, the 'main vehicle' is the heaviest of the vehicles involved as this tends to be responsible for the most serious consequences. As a result, the figures in each column likely underestimate the number of cases a particular vehicle was involved in a crash. E-scooters include other forms of motorised micro-mobility devices. Source: EU CARE database on road crashes.

Data refer to the year 2023 except for LV (2020), IE (2021), CZ, EL, CY, MT, SE (2022)

ROAD TRAFFIC FATALITIES

URBAN AREAS

IN THE EU (2023)

by road user and (other) 'main vehicle' involved in the crash

IN A COLLISION WITH...

FATALITIES		Pedestrian	e-scooter	Bicycle	Moped	Motorbike	Car	Lorry (<3.5t)	Heavy goods vehicle (>3.5t)	Bus or coach	Other vehicle / unknown	No other vehicle involved	TOTAL
Pedestrians		32	3	23	12	87	1665	322	249	115	136	0	2612
e-scooter riders		1	0	1	0	1	26	3	3	2	2	38	77
Cyclists		9	3	28	8	12	445	91	107	30	41	314	1088
Moped riders		2	0	0	5	3	100	17	16	1	9	112	265
Motorcyclists		10	3	2	2	34	573	96	40	12	28	507	1307
Car occupants		6	0	4	1	8	551	119	118	44	74	1147	2072
Lorry (<3.5t) occupants		2	0	0	0	0	21	17	11	1	3	65	120
Heavy goods vehicle (>3.5t) occupants		1	0	0	0	0	3	1	3	1	2	18	29
Bus or coach occupants		0	0	0	0	0	7	1	4	3	1	11	27
Other/unknown		1	0	0	1	1	42	9	8	1	10	137	210
TOTAL		32	9	58	29	146	3433	676	559	210	306	2349	7807



European Commission | Mobility and Transport

Methodological note: the data cover fatalities in single-vehicle crashes and crashes involving one or more traffic units. For the majority of fatal crashes, only one other vehicle is involved in the crash. For multi-vehicle crashes, the 'main vehicle' is the heaviest of the vehicles involved as this tends to be responsible for the most serious consequences. As a result, the figures in each column likely underestimate the number of cases a particular vehicle was involved in a crash. E-scooters include other forms of motorised micro-mobility devices. Source: EU CARE database on road crashes.

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ROAD TRAFFIC FATALITIES

RURAL AREAS

IN THE EU (2023)

by road user and (other) 'main vehicle' involved in the crash

IN A COLLISION WITH...

FATALITIES

		Pedestrian	e-scooter	Bicycle	Moped	Motorbike	Car	Lorry (<3.5t)	Heavy goods vehicle (>3.5t)	Bus or coach	Other vehicle/unknown	No other vehicle involved	TOTAL
													
Pedestrians		0	0	3	1	12	606	99	103	19	33	0	876
e-scooter riders		0	0	0	0	1	17	2	4	0	1	8	33
Cyclists		4	0	17	2	24	428	66	64	13	32	189	839
Moped riders		0	0	1	4	4	97	17	16	1	8	68	216
Motorcyclists		3	0	8	1	62	834	136	103	24	57	713	1941
Car occupants		1	0	0	3	13	1937	370	946	94	126	2570	6060
Lorry (<3.5t) occupants		0	0	0	0	0	63	34	97	10	17	166	387
Heavy goods vehicle (>3.5t) occupants		0	0	0	0	1	16	4	52	0	6	71	150
Bus or coach occupants		0	0	0	0	0	6	2	5	0	1	30	44
Other/unknown		0	0	0	0	0	74	18	16	1	15	146	270
TOTAL		8	0	29	11	117	4078	748	1406	162	296	3961	10816

Methodological note: the data cover fatalities in single-vehicle crashes and crashes involving one or more traffic units. For the majority of fatal crashes, only one other vehicle is involved in the crash. For multi-vehicle crashes, the 'main vehicle' is the heaviest of the vehicles involved as this tends to be responsible for the most serious consequences. As a result, the figures in each column likely underestimate the number of cases a particular vehicle was involved in a crash. E-scooters include other forms of motorised micro-mobility devices. Source: EU CARE database on road crashes.

Data refer to the year 2023 except for LV (2020), IE (2021), CZ, EL, CY, MT, SE (2022)



European Road Safety Observatory (ERSO)

- NTUA (EL), SWOV (NL), KFV (AT) supporting Commission 2023-2026
- Recently published
 - 2025 Annual statistical report (data up to 2023)
 - Focus on a key topic, namely on vulnerable road users (cyclists, pedestrians, PTW, users of PMD, etc)
 - Thematic reports on children, professional drivers, traffic safety culture
 - Facts and Figures on serious injuries

Key safety performance indicators

- Trendline project: EU-funded data collection 2024
- Maintaining 8 standard KPIs + 10 experimental indicators
- Methodological guidelines updated
- Data collection and processing ongoing
- Conference 10-11 June 2025 The Hague