

Next Generation Road Safety Action Plan 2025 - 2027 for the Western Balkans



2024

List of Abbreviations

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| Annex I | Annex I to the Transport Community Treaty |
| BCPs/CCPs | Border Crossing Points/Common Crossing Points |
| CADAS | Common Accident Data Set |
| CARE database | Community database on road accidents resulting in death or injury |
| CEFTA | Central European Free Trade Agreement |
| CONNECTA | Technical Assistance to Connectivity in the Western Balkans |
| DEBO | Designated Body |
| DG MOVE | Directorate General for Mobility and Transport |
| DG NEAR | Directorate General for Neighbourhood and Enlargement Negotiations |
| EBRD | European Bank for Reconstruction and Development |
| EC | European Commission |
| eCMR | Digital version of the freight document CMR |
| eFTI | Electronic freight transport information |
| EIB | European Investment Bank |
| EMSA | European Maritime Safety Agency |
| ERA | European Union Agency for Railways |
| EU | European Union |
| EU DEL(s) | European Union Delegation(s) |
| EU Member State(s) | European Union Member State(s) |
| EVR | European Register of Vehicle |
| eQMS | Electronic Queuing Management System |
| ICT | Information and Communications Technology |
| IFI | International Financing Institutions |
| IM(s) | Infrastructure Manager(s) |
| IPA | the Instrument for Pre-Accession Assistance |
| ITS | Intelligent Transport Systems |
| IWW | Inland Waterways |
| JASPERS | Joint Assistance to Support Projects in European Regions |
| JBCPs | Joint Border Crossing Points |
| KPIs | Key Performance Indicators |
| LCs | Level-crossings |
| MNSW | Maritime National Single Window |
| MoU | Memorandum of Understanding |
| MoT(s) | Ministry(ies) of Transport |
| NIB | National Investigation Body |
| NS | Network Statement |
| NSA | National Safety Authority |
| OTIF | Intergovernmental Organisation for International Carriage by Rail |
| PIU | Project Implementation Units |

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|------------------------|---|
| PSO | Public Service Obligation |
| RAMS | Road Asset Management System |
| RIAMS | Railway Infrastructure Asset Management System |
| RIMN WB | Rail Infrastructure Managers Network of the Western Balkan |
| RAP | Rail Action Plan |
| RINF | European Registers of Infrastructure |
| RIS | River Information Services |
| RISM | Road Infrastructure Safety Management |
| RRA | Railway Regulatory Agency |
| RP_s | Regional Partners |
| RSC | Regional Steering Committee |
| RSA | Road Safety Audit |
| RSI | Road Safety Inspection |
| RU | Railway Undertaking |
| SEE Parties | Southeast European Parties: Albania, Bosnia and Herzegovina, Kosovo*, North Macedonia, Montenegro, Serbia |
| SEED | System for Electronic Exchange of Data |
| TA | Technical Assistance |
| TAIEX | Technical Assistance and Information Exchange instrument of the European Commission |
| TCT Secretariat | Transport Community Permanent Secretariat |
| TEN-T | Trans-European Transport networks |
| ToR | Terms of Reference |
| TSI(s) | Technical Specification(s) of Interoperability |
| TTF | World Bank Trade and Transport Facilitation Project |
| UNDP | United Nations Development Program |
| USAID | United States Agency for International Development |
| VTMIS | Vessel Traffic Monitoring and Information System |
| WBIF | Western Balkans Investment Framework |
| WBRSO | Western Balkans Road Safety Observatory |

* This designation is without prejudice to positions on status, and is in line with UNSCR 1244 and the ICJ Opinion on the Kosovo Declaration of Independence.

Foreword

As we celebrate the fifth anniversary of the entry into force of the Treaty Establishing the Transport Community, 2024 marks an important milestone towards a more connected, resilient, and integrated transport network across the Western Balkans and beyond. Over the past five years, we have undertaken a concerted effort to lay the foundations for sustainable, modern, and efficient transport systems through the development and implementation of the comprehensive Action Plans. Created through joint efforts of the Transport Community, the governments from the region and their experts, these Action Plans are the result of the authorities' commitment to integrating their transport markets into the EU. They have also served as strategic roadmaps for aligning the transport policies and frameworks of our regional partners with EU standards and best practices.

While the success of this period is both undeniable and commendable, it is equally important to recognise that progress has not been uniform across the region. The varying pace and scope of implementation across our regional partners shows the need for renewed efforts and collective commitment. This divergence in progress serves as a reminder that, although we are moving in the right direction, there is still considerable work to be done to achieve full alignment and deeper integration within the Transport Community.

A New Political Reality and Unprecedented Momentum

The current political and institutional context provides us with a unique and unprecedented opportunity to accelerate progress. Today, we are witnessing a new political reality – one that is characterised by advancements in the EU integration process for the Western Balkans and the active participation of our observing participants, namely Georgia, Moldova, and Ukraine. This evolving political landscape, coupled with the rollout of the Growth Plan for the Western Balkans, has created fertile ground for deeper regional cooperation and a renewed sense of commitment in aligning with EU transport legislation. Moreover, 2024 witnessed the TEN-T Regulation revision which aims to reduce the environmental and climate impact of transport and to increase the safety and the resilience

of the TEN-T network. Finally, for the first time, this revision also regulates the integration of the six Western Balkan partners into the newly established Western Balkans-Eastern Mediterranean European Transport Corridor. In this context, it is not only necessary but essential to speed up the transposition of the EU acquis and to pursue reforms with greater determination.

A Critical Juncture and New Opportunities

As we approach the conclusion of the first generation of our Action Plans, and with the anticipated adoption of the Next Generation of Action Plans, we are presented with a unique opportunity to accelerate the transposition of the EU acquis and intensify our reform efforts. The need to act has never been greater, and the time has come for a renewed commitment to change. Now is the time for a new start, a new beginning.

A New Start, A New Momentum

The first five years of the Transport Community's work have demonstrated that meaningful progress is possible when there is political will, regional cooperation, and a shared vision for the future. The Green Lanes initiative, jointly steered by the Transport Community and CEFTA, is an illustrative example of this. However, we must also acknowledge that the disparities in implementation across our regional partners must be addressed with a sense of urgency. Success in the implementation of the Treaty and the associated Action Plans should not vary so widely from one partner to another. All regional partners must fully embrace the opportunities presented by the Transport Community. The disparities in implementation must be closed if we are to move forward as a united and cohesive Transport Community.

The Next Five Years: A Decisive Leap Forward

The next five years will be crucial in shaping the future trajectory of the Transport Community. This period represents a critical phase in our mission to foster greater connectivity, enhance economic resilience, and align with EU standards across all transport sectors. To fully capitalise on the new thinking that informs the Next Generation of Action Plans, we must advance the transposition of the EU acquis across all modes of transport, including road safety, railways, road, inland waterways, and maritime transport.

It is the time for a new way forward. The Transport Community is uniquely positioned to lead the region through this critical period of transformation. By working in concert and leveraging the momentum we have built over the past five years, we can ensure that the Western Balkans and our observing participants are fully integrated into the broader European transport network. The next five years offer a window of opportunity to implement the necessary reforms and to ensure that these reforms translate into tangible benefits for the citizens of the region

Measuring Success: From Reforms to Real Impact

In the coming years, the success of our collective efforts will be measured not solely by the passage of reforms but by their effective implementation and the real-world benefits they deliver. The alignment with EU legislation will not only enhance regional connectivity and improve transport safety, but it will also serve as a catalyst for economic growth, job creation, and sustainable development. These objectives are within our reach, but they will only be realised if we commit to speeding up our efforts and intensifying our focus on implementation.

Responsibility for a Shared Future

As we enter this new phase, it is imperative that we approach the challenges ahead with a sense of shared responsibility and unwavering commitment. The Transport Community will continue to provide support and guidance to our regional partners, but the ultimate responsibility for seizing this moment rests with each partner.

Once again, as we jointly shaped the Next Generation of Action Plans which offers a clear and comprehensive roadmap for achieving full alignment with EU transport legislation, it is up to each regional partner to take ownership of this process and to drive it forward. The Transport Community Permanent Secretariat remains committed to assisting each of our regional partners as per their needs on this way forward.

The next five years will define the future of transport in the Western Balkans and beyond. Let us ensure that they count. By embracing this new start and committing to a new way forward, we can jointly shape a future of a more connected, prosperous, and successful region.

Introduction

The first generation of five Action Plans (2020-2024) on Rail, Road, Road Safety, Transport Facilitation, and Waterborne and Multimodality was prepared to serve as a roadmap for the region to prioritise measures for improving transport across all modes and further facilitate the movement of goods and passengers. Moreover, it served to assist the regional partners in meeting the requirements stipulated under Annex I of the Transport Community Treaty.

The overall progress in the implementation of the first generation of Action Plans has been moderate and varies among Action Plans. The identified measures were/are in line with the commitments of the Transport Community Treaty (notably with regards to the acquis in ANNEX I) and other strategic documents (mentioned below) from both the region and the European Union. The same approach was used when drafting the Next Generation Action Plans.

During the 5th Ministerial Council in Skopje on 12 December 2023, it was announced that 2024 would mark the final year for the monitoring of the first-generation Action Plans (2020-2024) and that the process of drafting the Next Generation Action Plans for the period 2025–2027 would begin. The Next Generation of Action Plans are guided by insights gained from the existing Action Plans (2021-2024) and anticipate legal and strategic shifts in the upcoming period of 2025–2027.

The Next Generation Action Plans includes several ongoing measures from the previous action plans (2020-2024), primarily actions that were not fully accomplished during the indicated period, while excluding measures already completed by the regional partners. The Next Generation Action Plans are based on important lessons learned from the implementation of the previous Action Plans, resulting in clearer and more realistic objectives. Moreover, the Next Generation Action Plans include measures based on an updated EU legislative framework, as defined in the revised version of ANNEX I of the TCT, as well as other recent strategic documents, EU policy papers, and declarations/joint statements.

The measures identified within the Next Generation of Action Plans are defined based on the following documents:

- Transport Community Treaty
- Strategy for Smart and Sustainable and Smart Mobility in the Western Balkans from July 2021
- Transport Community Declarations from Summits, including declarations from Regional Conferences, such as the ITS Conference
- The New Growth Plan for the Western Balkans and the relevant Priority Actions for Integration into the EU single market
- EU Road Safety Policy Framework 2021-2030 -Next steps towards Vision Zero
- Global Plan for the Decade of Action for Road Safety 2021-2030
Comprehensive Roadmap for Enhancing Green Lanes
- Economic and Investment Plan for the Western Balkans

The Next Generation Action Plans (2025-2027) of the Transport Community were developed through close cooperation and coordination with all relevant stakeholders: regional partners, representatives from the European Commission, members of technical committees from all relevant sectors, and other pertinent institutions.

Draft versions were completed and endorsed at the technical level for Rail, Road, Road Safety, Waterborne and Multimodality, and Transport Facilitation in June 2024. The Next Generation Action Plans are expected to be endorsed by the Regional Steering Committee (RSC) at the 25th RSC meeting in Brussels in November 2024 and at the upcoming 7th Ministerial Council meeting to be held in Belgrade on 17 December 2024.

The Next Generation Action Plans of the Transport Community will continue to serve as a roadmap, outlining key steps and milestones with associated timeframes. Identified measures and actions will guide all regional partners and relevant stakeholders in achieving the objectives outlined in the strategic documents.

Overall, the Next Generation Action Plans aim to offer better and more sustainable services, enhance competitiveness, improve resilience, introduce smart transport systems, make the transport sector in the Western Balkans greener and safer, improve connectivity, reduce identified physical and non-physical bottlenecks, lower CO₂ emissions, and reduce overall travel costs. At the same time, the implementation of identified measures will further enhance the process of transposing the relevant legislation. Furthermore, they aim to improve maintenance practices, ensuring that the overall network meets the requirements of the TEN-T Regulation.

In particular, the full implementation of the Next Generation Action Plans will further support the region substantially achieve important milestones derived from Annex I of the Transport Community Treaty.

On this basis, the Transport Community Permanent Secretariat will continue to produce its annual progress report, including monitoring the implementation of the Action Plans and the progress in transposing EU legislation as outlined in ANNEX I of the TCT. The scoring mechanism will follow the previously agreed-upon mechanism, with specific indicators for each phase of progress.

The Transport Community Permanent Secretariat will continue to play a vital role in supporting and assisting regional partners in their efforts to implement the measures defined under each Next Generation Action Plan, aiming to improve the EU transposition rate and the transposition rate of the acquis. Moreover, the Transport Community Permanent Secretariat will continue to coordinate its activities with other supporting institutions, as well as with technical assistance offered through various EU instruments.

3. Next Generation Road Safety Action Plan

The first publication of the Road Safety Action Plan 2020-2024 was intended as a roadmap for enhancing the safety measures related to road safety management, improving infrastructure, and ensuring the protection of vulnerable road users.

The overall progress during the first generation of the Action Plan has been moderate due to delays in various initiatives, such as the adoption of Road Safety Strategies and Action Plans and the establishment of Road Safety Agencies. However, the region has made significant efforts to improve high-risk road sections, advance data collection, and increase the enforcement against speeding, alcohol use, and seat belt compliance. Notable achievements for this reporting period have been the successful completion of the project for Serbia to “Join CARE Expert Group (as an observer) and Database”, the development of the Western Balkans Road Safety Observatory Information System and the collection of Key Performance Indicators on seat belt use based on the EU Methodology. These milestones have been accomplished with the support of the EU and the Transport Community Permanent Secretariat.

The statistics reveal that in 2023, the Western Balkans region had a very high number of road deaths, and there has not been a significant reduction as planned. Although there has been a slight decrease in the numbers (a reduction of 4% compared to baseline year 2019), it must be emphasised that the regional partners are far from reaching the goal of reducing fatalities by 50% by 2030 and that some regional partners are experiencing an increase in number of fatalities, rather than a reduction. The Safe System approach, a core feature of the Decade of Action in Road Safety for 2021-2030 and EU Road Safety Policy Framework 2021-2030, recognises that road transport is a complex system and places safety at its core. It also recognises that humans, vehicles and road infrastructure must interact in a way that ensures a high level of safety.

This Next Generation Road Safety Action Plan recommends actions and best practices for preventing serious road injuries and fatalities, in line with the Safe System Approach, and supports the transposition of the acquis related to road safety contained in TCT Annex I.3 and the EU Road Safety Policy Framework 2021-2030. It emphasises the importance of a holistic approach to road safety and calls for continued improvements in the design of roads and vehicles, enhancement of laws and law enforcement, and provision of timely, life-saving emergency care for the injured. That said, the goal is to integrate safety measures into every part of the road system to create a secure environment for all road users, including pedestrians, cyclists, and drivers.

3.1. Content

The Next Generation Road Safety Action Plan for the Western Balkans consist of five pillars:

- Strengthening road safety management,
- Promote safer infrastructure,
- Promote the protection of road users (including speed management),
- Promote the use of safer vehicles and
- Enhance cooperation and exchange of experience.

3.1. Strengthening the road safety management

To enhance road safety management, the implementation of several critical measures should be prioritised. First and foremost, establishing a Lead Road Traffic Safety Agency serves as the cornerstone, ensuring centralised monitoring and coordination. The agency will streamline efforts across various stakeholders under the supervision of Competent Authorities, thereby enhancing efficiency and accountability in implementing road safety measures.

A critical aspect concerns improving systematic data collection on road traffic fatalities and serious injuries, according to EU standards such as the CARE data model (also known as the Common Accident Data Set (CADaS) protocol). By consolidating and enhancing data quality, authorities can accurately assess trends, identify high-risk areas, and tailor interventions effectively. Meeting criteria for integration into the EU CARE database further reinforces transparency and benchmarking against international best practices. Introducing the Maximum Abbreviated Injury Scale (MAIS) 3+ and trauma registries strengthens the system's capacity to promptly address serious injuries, ensuring a holistic approach to road safety that prioritizes both prevention and response measures.

Moreover, developing a comprehensive Road Safety Strategy and Action Plan with the aim of a 50% reduction in fatal and serious injuries by 2030, in line with both EU and UN frameworks, and reflecting a commitment to reducing road accidents through evidence-based strategies is imperative. Through these pillars, a cohesive and proactive approach emerges, aimed at significantly mitigating road traffic risks and saving lives.

| Action | Regional partners concerned, and deadlines | | Relation with the TCT Annex I – European Union Legislation /New Growth Plan |
|--|---|--|---|
| | Transposition | Implementation | |
| Improve the functionality of the coordination body under the supervision of the Competent Authorities and ensure its functionality | All Regional Partners Q1 2027 | All Regional Partners Q4 2027 | Valletta Declaration endorsed by Ministers of Transport of EU Ljubljana Road Safety Declaration endorsed by Transport Ministers of Western Balkans UN General Assembly Resolution |
| Establish a Lead Road Traffic Safety Agency | All Regional Partners (excluding Serbia) Q4 2026 | All Regional Partners Q4 2027 | EU Road Safety Policy Framework 2021-2030 UN General Assembly Resolution |
| Improve or establish the quality of systematic and consolidated data collection on road traffic deaths and serious road injuries in line with existing EU standards and definitions (CARE data model) | All Regional Partners (excluding Serbia and Montenegro) 2026 | All Regional Partners Q1 2027 | Council Decision of 30 November 1993 on the creation of a community database on road accidents Annex I.3 Rules applicable to road transport in the regulatory area of road infrastructure safety management Directive (EU) 2019/1936 amending Directive 2008/96/EC Valletta Declaration endorsed by Ministers of Transport of EU Ljubljana Road Safety Declaration endorsed by Transport Ministers of Western Balkans |

| | | | |
|---|--|---|--|
| Fulfil criteria for joining the EU CARE database | All Regional Partners (excluding Serbia) Q2 2026 | Montenegro, North Macedonia Q4 2025 | Council Decision of 30 November 1993 on the creation of a community database on road accidents Directive (EU) 2019/1936 amending Directive 2008/96/EC |
| Improve serious injuries dataset and establish trauma registries, including the introduction and implementation of MAIS3 | All Regional Partners Q2 2026 | All Regional Partners Q4 2026 | Valletta Declaration endorsed by Ministers of Transport of EU Ljubljana Road Safety Declaration endorsed by Transport Ministers of Western Balkans |
| Develop the Road Safety Strategy and Action Plan with the aspirational targets for halving the number of fatal and serious road traffic injuries between 2021 and 2030 | All Regional Partners (excluding Serbia and Kosovo) Q1 2025 | Albania, Montenegro, Bosnia and Herzegovina, North Macedonia Q1 2027 | EU Road Safety Policy Framework 2021-2030 UN General Assembly Resolution |

Expected outcomes:

Further strengthened institutional framework. Enhanced data collection systems, including a more robust governance structure capable of effectively coordinating and implementing safety measures. This leads to better oversight and evaluation of initiatives, ensuring timely adjustments and improvements where needed.

3.2. Promote safer infrastructure

Promoting safer infrastructure secured through rigorous implementation of key EU Directives aimed at enhancing road network safety and minimising risks for all users. Directive 2008/96/EC, alongside its 2019 amendment (Directive (EU) 2019/1936), serves as a pivotal framework for road infrastructure safety management. These directives mandate comprehensive safety assessments and management practices across road networks, ensuring consistent standards in identifying and mitigating hazards. By adhering to these directives, authorities can systematically enhance infrastructure resilience, promote safer road conditions, and ultimately reduce the frequency and severity of accidents.

In addition, Directive 2004/54/EC sets stringent safety requirements specifically for tunnels, ensuring they meet minimum safety standards to protect users during transit. These measures encompass everything from lighting and ventilation to emergency response preparedness, fostering a secure environment in tunnels across the TEN-T network.

Moreover, establishing and enforcing appropriate speed limits supported by advanced safety measures like road signs, speed cameras, and speed-restricting mechanisms are essential components of a comprehensive road safety strategy. These measures not only promote compliance with regulations but also enhance awareness and accountability among drivers, contributing significantly to overall road safety outcomes.

| Action | Regional partners concerned, and deadlines | | Relation with the TCT Annex I – European Union Legislation /New Growth Plan |
|---|--|--|---|
| | Transposition | Implementation | |
| Implementation of the Road Infrastructure Safety Management Directive and its amendment Directive | All Regional Partners Q2 2026 | All Regional Partners Q2 2027 | Annex I.3 Rules applicable to road transport in the regulatory area of <i>road infrastructure safety management</i> Directive (EU) 2019/1936 amending Directive 2008/96/EC |
| Implementation of the Directive on Minimum Safety Requirements for Tunnels | All Regional Partners Q2 2026 | All Regional Partners Q2 2027 | Directive 2004/54/EC on minimum safety requirements for tunnels in the trans-European road network |
| Establish and enforce adequate speed limits supported by appropriate safety measures, such as road signs, speed cameras, and other speed-restricting mechanisms, to ensure the safety of all road users. | All Regional Partners Q4 2026 | All Regional Partners Q4 2027 | Annex I.3 Rules applicable to road transport in the regulatory area of tunnels Directive (EU) 2019/1936 amending Directive 2008/96/EC Council Directive 92/6/EEC on the installation and use of speed limitation devices for certain categories of motor vehicles |

Expected outcomes:

Implemented Road Infrastructure Safety Management and Tunnel Safety EU Directives, minimising road accident risks and enhancing overall transportation safety. Contribution to the creation of safe infrastructure that meets the regulatory requirements. These outcomes promise to establish a secure and reliable transportation network that prioritizes the well-being and safety of all users.

3.3. Promote the protection of road users

Ensuring the safety of vulnerable road users demands a multifaceted approach centred on targeted programs and infrastructure enhancements. Key initiatives include developing specific protection programs tailored for powered-two-wheelers and addressing their unique safety challenges through education and infrastructure improvements. Enhancing the safety of pedestrians, cyclists, and motorcyclists involves infrastructure design that integrates dedicated lanes, crossings, and traffic calming measures coupled with speed management protocols. Effective enforcement of road safety measures is critical to curbing unsafe behaviours such as speeding, impaired driving, and distracted driving, thereby protecting vulnerable road users from preventable risks. Moreover, continuous education and training initiatives are pivotal in promoting responsible road behaviour, particularly among novice drivers, motorcycle riders, and professional drivers, reinforcing the importance of respecting the traffic rules and promoting a safety culture on our roads.

| Action | Regional partners concerned, and deadlines | | Relation with the TCT Annex I – European Union Legislation /New Growth Plan |
|--|--|----------------------------------|---|
| | Transposition | Implementation | |
| Develop specific programmes for the protection of vulnerable road users and, in particular, for the safety of pedestrians, cyclists and powered two-wheelers by appropriate infrastructure design and speed management | All Regional Partners Q1 2027 | All Regional Partners Q4 2027 | Annex I.3 Rules applicable to road transport in the regulatory area of road infrastructure safety management Directive (EU) 2019/1936 amending Directive 2008/96/EC Valletta Declaration endorsed by Ministers of Transport of EU Ljubljana Road Safety Declaration endorsed by Transport Ministers of Western Balkans |
| Enforce effective road safety measures to address unsafe behaviour, like speeding, drunk and drug driving, failing to use seatbelts, child restraints, helmets, use of mobile phones | All Regional Partners Q1 2026 | All Regional Partners Q4 2027 | Council Directive 92/6/EEC on the installation and use of speed limitation devices for certain categories of motor vehicles Council Directive 91/671/EEC relating to the compulsory use of safety belts and child-restraint systems in vehicles Valletta Declaration endorsed by Ministers of Transport of EU Ljubljana Road Safety Declaration endorsed by Transport Ministers of Western Balkans |
| Measures related to the requirements for driving licences and better cross-border enforcement of road traffic rules (road safety package March 2023) | All Regional Partners 2026 | All Regional Partners Q1 2027 | Annex I.3 Rules applicable to road transport in the regulatory area of Driving Licence and cross-border enforcement of road traffic rules |
| Improve road users' behaviour through continued and effective education and training, focusing in particular on novice drivers, motorcycle riders and professional drivers, awareness-raising campaigns | All Regional Partners 2026 | All Regional Partners Q1 2027 | Valletta Declaration endorsed by Ministers of Transport of EU Ljubljana Road Safety Declaration endorsed by Transport Ministers of Western Balkans UN General Assembly Resolution |

Expected outcomes:

Further strengthened responsible driving and adherence to safety regulations through enhanced awareness campaigns, education programs, and enforcement of traffic laws. Improved safer road designs, installation of appropriate signage and barriers, and speed management measures.

3.4. Promote the use of safer vehicles

Enhancing vehicle safety standards is a pivotal strategy in safeguarding all road users. Central to this effort is promoting and enforcing safety measures, ensuring that vehicles meet stringent criteria for occupant protection. This includes equipping vehicles with essential safety features such as seat belts, airbags, and advanced active safety systems, which are crucial in mitigating injury risks during accidents. Moreover, as intelligent transport systems (ITS) become increasingly integrated, it is imperative to ensure compatibility and interoperability with EU standards, particularly emphasizing systems like e-Call and 112 emergency services. Supporting the harmonization of EU regulations further strengthens vehicle safety across borders, encompassing comprehensive standards for homologation of motor vehicles, trailers, motorcycles, and agricultural vehicles. By adhering to these measures and enhancing collaboration, stakeholders can collectively advance vehicle safety, fortifying a safer and more resilient road network for all.

| Action | Regional partners concerned, and deadlines | | Relation with the TCT Annex I – European Union Legislation /New Growth Plan |
|---|--|--|--|
| | Transposition | Implementation | |
| Improve safety standards and roadworthiness of vehicles to protect road users | All Regional Partners Q2 2026 | All Regional Partners Q1 2027 | Directive 2014/45/EU on periodic roadworthiness tests for motor vehicles and their trailers and repealing Directive 2009/40/EC; Commission Delegated Directive (EU) 2021/1717 amending Directive 2014/45/EU; Commission Implementing Regulation (EU) 2019/621 on the technical information necessary for roadworthiness testing of the items to be tested. |
| Given the use of intelligent transport systems across the region, ensuring that services and systems are compatible and interoperable with EU standards (e-Call and 112) | All Regional Partners Q2 2025 | All Regional Partners Q1 2027 | Regulation (EU) No 305/2013 supplementing Directive 2010/40/EU of the European Parliament and of the Council with regard to the harmonised provision for an interoperable EU-wide eCall |
| Support for harmonization of EU Regulations in the area of type-approval requirements for motor vehicles and their trailers | All Regional Partners Q2 2026 | All Regional Partners Q1 2027 | Regulation EU 2018/858, Regulation EU 167/2013, Regulation EU 168/2013. Regulation EU 2019/2144 |

Expected outcomes:

Increased number of vehicles equipped with advanced safety features such as airbags and anti-lock braking systems (ABS), resulting in a significant decrease in road accidents. Ensured compatibility and interoperability with emergency systems.

3.5. Enhancing regional cooperation and experience exchange

The measure will facilitate a more cohesive approach to road safety across the region, promoting uniform standards and practices prioritising the prevention of road traffic accidents. By fostering the exchange of experiences and best practices, the initiative aims to enhance the knowledge gained leading to more tailored interventions to local needs.

| Action | Regional partners concerned, and deadlines | | Relation with the TCT Annex I – European Union Legislation /New Growth Plan |
|--|--|----------------------------------|---|
| | Transposition | Implementation | |
| Exchange of best practices within the region | All Regional Partners Q1 2027 | All Regional Partners Q4 2027 | Transport Community Treaty |

Expected outcomes:

Increased capacities and knowledge gained from the regional partners. Improved policy-making processes will have an impact on lowering the number of road accidents with serious injuries and fatalities.

3.6. Concluding Remarks

Implementation of the comprehensive measures outlined in a road safety action plan is expected to contribute towards achieving the goals of reducing serious injuries and fatalities by 25% by 2027 and beyond to 50% by 2030.

Establishing a dedicated road safety agency plays a crucial role by centralising efforts, enhancing coordination among stakeholders, providing evidence-based policy measures and implementing targeted interventions based on data-driven insights.

Improving road infrastructure involves upgrading roads, intersections, and pedestrian crossings to meet safety standards, which, coupled with enhanced speed management, should reduce the number and severity of road accidents. These enhancements not only improve traffic flow but also mitigate risks associated with poor road conditions, contributing directly to the reduction of fatalities and injuries.

Preparing specific programmes for the protection of vulnerable road users—such as pedestrians, cyclists, and motorcyclists—through safer infrastructure, such as dedicated bike lanes and safe crossings, enhanced visibility measures, awareness campaigns, speed management, and increased enforcement of other road users (cars, vans, lorries, etc.) aims to decrease their involvement in road accidents.

Finally, capacity-building initiatives aimed at educating stakeholders and empowering local communities to enforce safety measures effectively contribute to continuous improvements in road safety outcomes.