

PRELIMINARY DATA ON ROAD FATALITIES FOR 2024

Following the publication of the [preliminary EU road safety data for 2024](#), the Permanent Secretariat of the Transport Community follows the same practice. It publishes the preliminary data for 2024 on road fatalities in the Western Balkans, Georgia, the Republic of Moldova, and Ukraine.

It should be noted that the figures/statistics for 2024 are provisional and may be subject to potential changes, as the final figures/statistics will be published by the 3rd quarter of 2025. However, this preliminary road safety data offers an early snapshot of traffic fatalities and trends across the regional partners and observing participants, enabling policymakers to identify emerging risks and gauge progress toward the 2030 goal of halving road deaths and serious injuries. By highlighting disparities, policymakers will be stimulated to target interventions like infrastructure upgrades or stricter enforcement during 2024, while informing public awareness campaigns. Though provisional and subject to revision, the data helps fast-track policies. Ensuring better road safety policy actions.

At the last Road Safety Technical Committee meeting in Skopje from 18 to 19 March 2024, the regional partners and the observing participants agreed to publish these tables.

Trends of fatalities for both regional partners and observing partners from 2019 to 2024 are presented in Table 1:

Table 1: Number of road traffic fatalities in the Western Balkans for 2019-2024

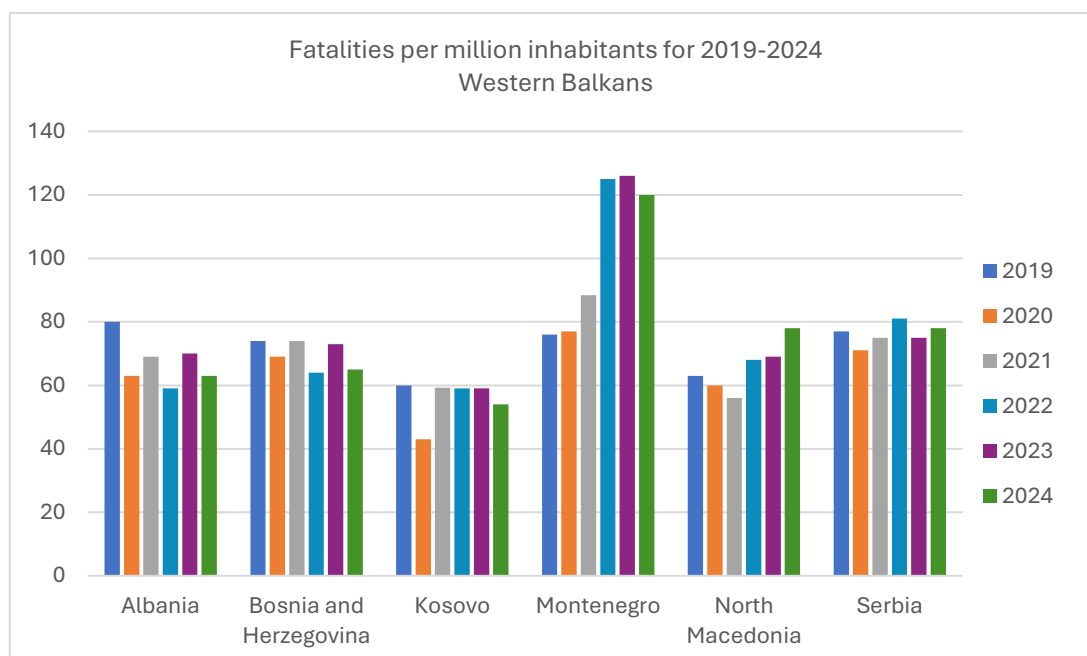
Regional Partner	2019	2020	2021	2022	2023	2024
Albania	227	181	197	164	192	↓ 175
Bosnia and Herzegovina	261	244	255	222	255	↓ 222
Kosovo*	113	81	111	106	106	↓ 97
Montenegro	47	48	55	77	78	↓ 75
North Macedonia	132	125	116	124	127	↑ 142
Serbia	534	492	521	553	503	↑ 514
Western Balkans	1,314	1,171	1,255	1,246	1,261	↓ 1,225

Observing Participants	2019	2020	2021	2022	2023	2024
Georgia	481	450	449	430	442	↑ 444
Republic of Moldova	277	244	254	217	197	↑ 209
Observing Participants	758	694	703	647	639	↑ 653

Note: The figures for 2024 are provisional for some regional partners and may be subject to minor changes after the official data are released this year.

* 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.

Road safety statistics in the Western Balkans region show a fluctuating trend in the number of fatalities over the years. The overall number of deaths declined from 1,261 in 2023 to 1,225 in 2024, with a reduction of 36 deaths, representing a decrease of only 2.9%. On the other hand, all the individual regional partners experienced varied trends. Notably, North Macedonia and Serbia had an increase of fatalities, more specifically in North Macedonia, rising by 11.8% from 127 to 142, and in Serbia by 2.2% from 503 to 514. In contrast, declines were recorded in four regional partners: Albania, Bosnia and Herzegovina, Kosovo, and Montenegro. Albania decreased by 8.9% from 192 to 175, Bosnia and Herzegovina by 12.9% from 255 to 222, Kosovo by 8.5% from 106 to 97, and Montenegro by 3.8% from 78 to 75.



Note: The data about the population are based on Eurostat

<https://ec.europa.eu/eurostat/databrowser/view/tps00001/default/table?lang=en>

When the fatalities are broken down per million inhabitants then the figures vary from 54 in Kosovo to 120 in Montenegro. The average of fatalities per million inhabitants in the region for 2024 year is 72 (2 fatalities less than in 2023 year).

The number of road fatalities for observing participants, Georgia and the Republic of Moldova, indicates an overall increase of 2.2%, from 639 in 2023 to 653 in 2024. Georgia recorded a marginal increase of 0.5%, from 442 to 444 fatalities, while the Republic of Moldova had a more significant rise of 6.1%, from 197 to 209 deaths.

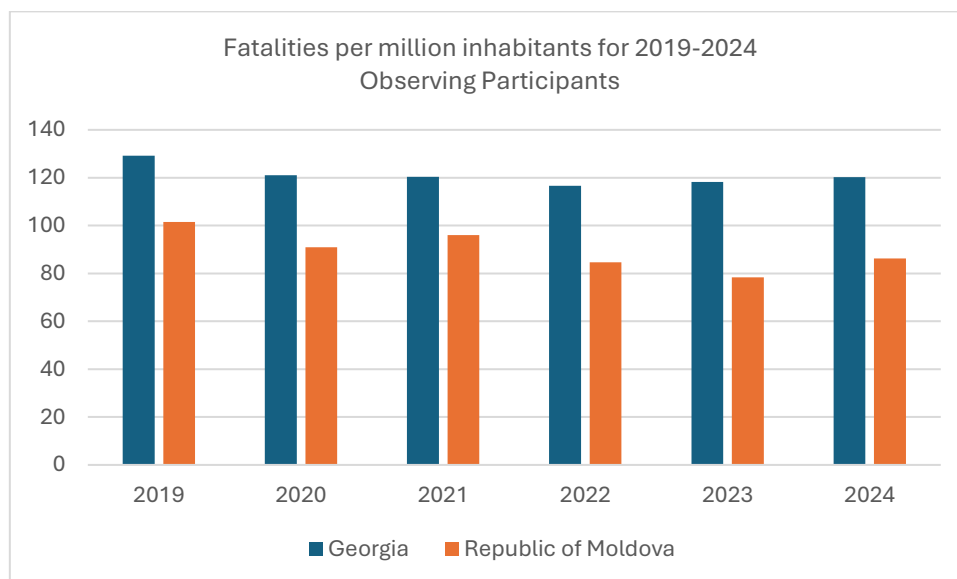
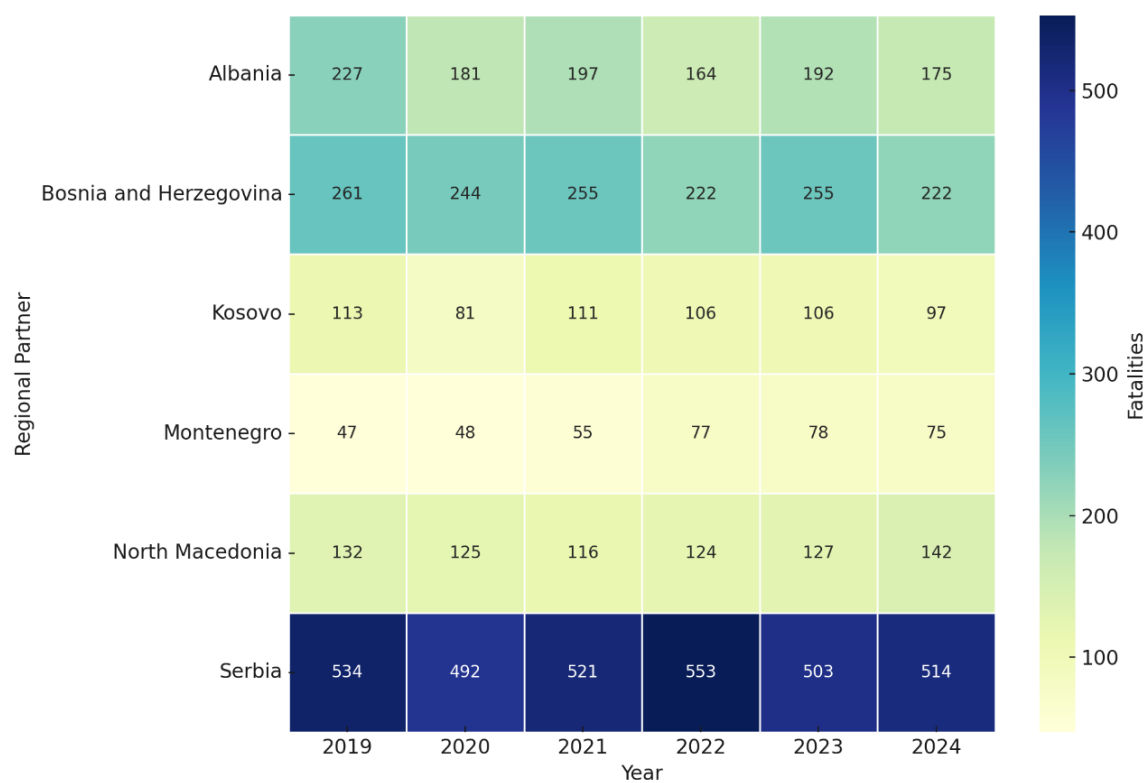
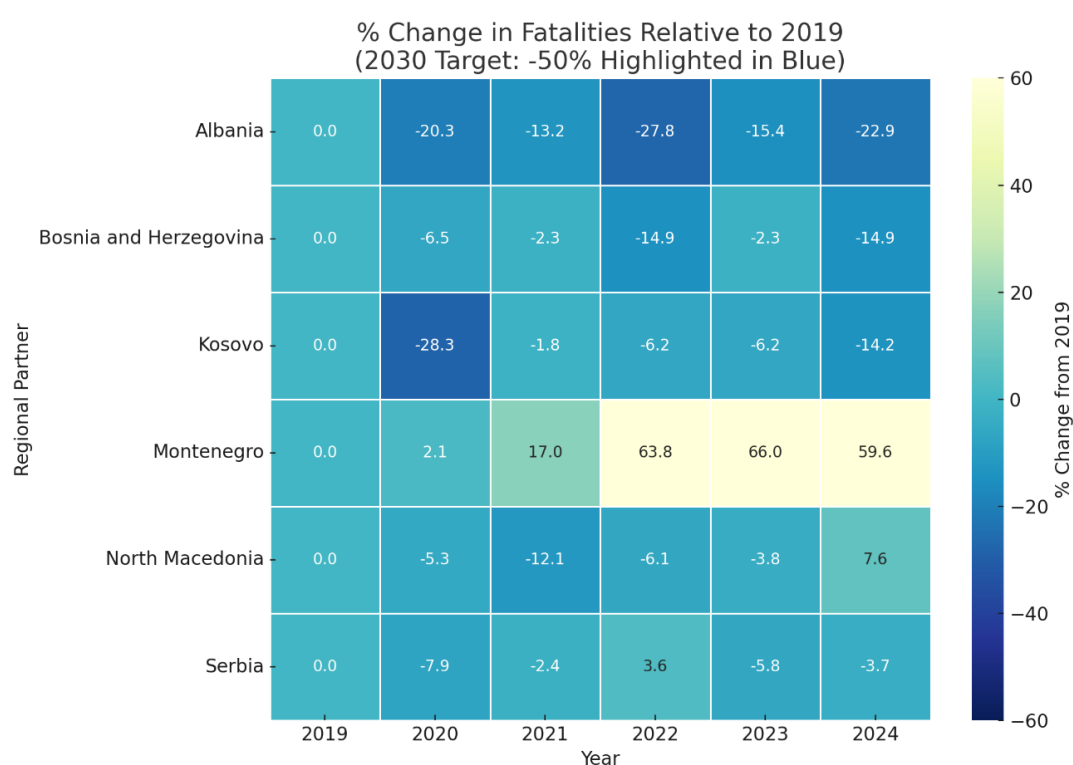


Table 2: Progress of regional partners for the period 2019-2024 year



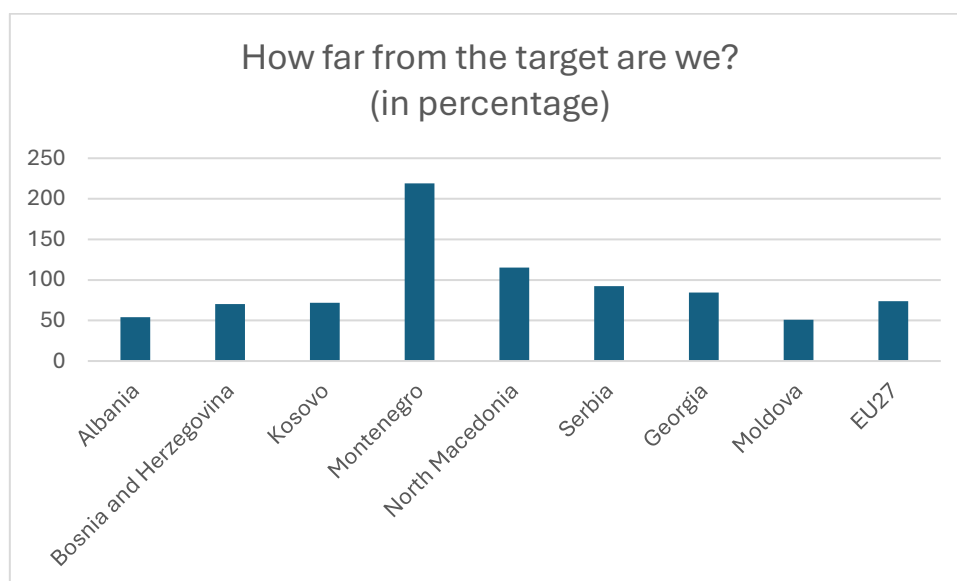
These figures clearly show that while some regional partners are making progress in reducing the number of fatalities, some are facing setbacks. This indicates the need for targeted interventions and policies to enhance road safety measures and achieve targets, aiming for a 50% reduction in fatal and serious injuries by 2030.

Table 3: Change in % of fatalities in comparison with 2019 baseline year



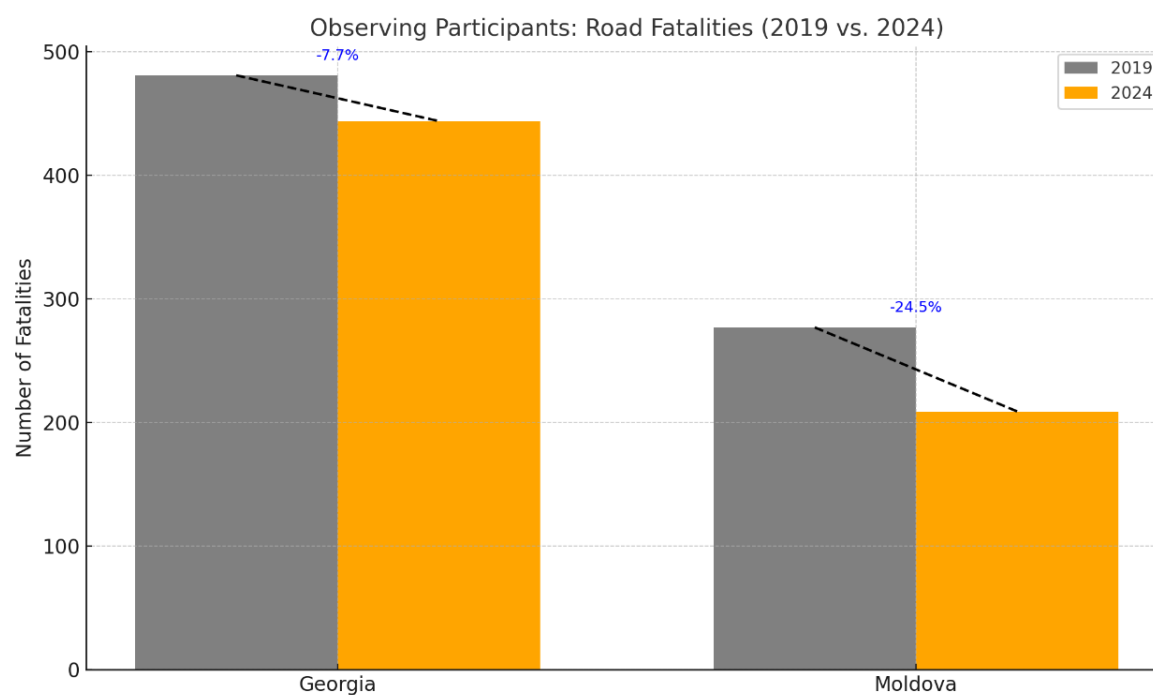
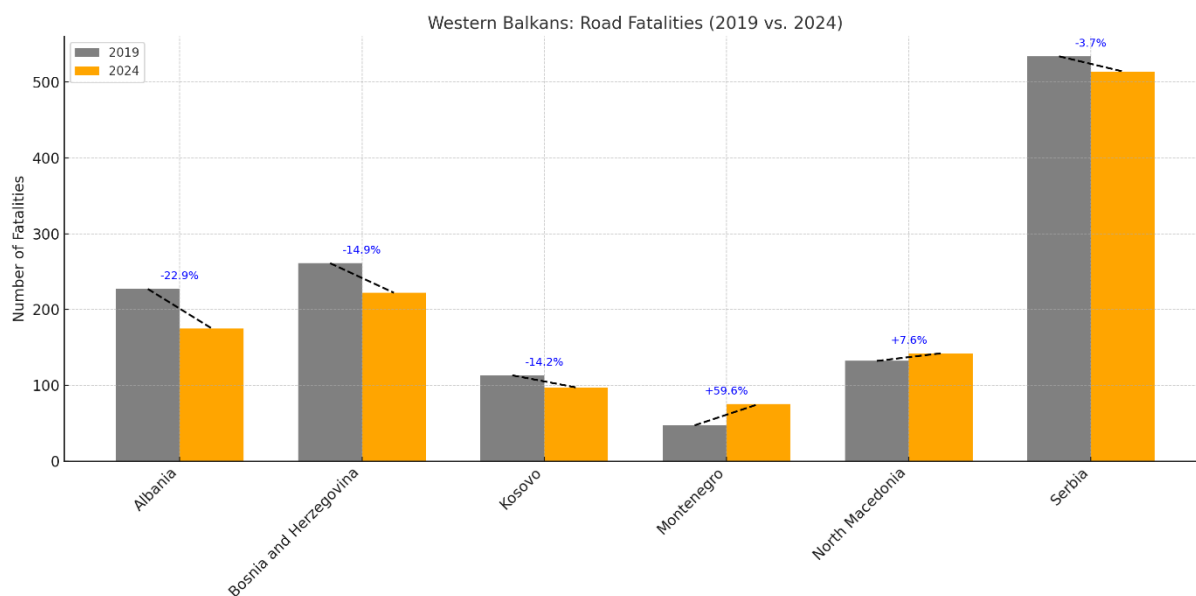
The Transport Community Secretariat worked jointly with the EC to allow regional partners to join the EU Community database on Accidents on the Roads in Europe (CARE). As a result of this initiative, Serbia, due to the good and compatible dataset on road safety accidents, became the first regional partner in the Western Balkans to be approved to participate as an observer in the European Union CARE expert group for traffic safety. Following this best practice example, the regional partners that have already aligned the data collection with EU criteria will be able to join CARE as observers, too. *Montenegro began collecting road safety data according to the EU CARE data model on June 1, 2022.* This followed preparatory steps, including developing terms of reference for the database and training for police officers involved in data collection. Due to this, the human factor is identified as the leading cause of road crashes and fatalities. That said, Montenegro has taken several measures reflecting a reduction in the first 3 months of 2025. The results of these measures are expected to be visible by the end of 2025.

How far are the Region and the Observing participants from the goal of halving the numbers by 2030 in comparison to the agreed baseline data for 2019? The following chart presents the percentage of how far from the set targets until 2030, the regional partners, the observing participants, and the EU27 (for comparison purposes). More precisely, using the percentile comparison and not the actual fatality numbers, this chart shows how far off the regional partners are in meeting their agreed targets to halve the fatality numbers. The lower the percentage, the more realistic it is for them to meet their targets in 2030.



Note: The data of EU27 is sourced from EU publication of preliminary data for 2024.

The following two graphs are a Visual presentation of 2024 fatalities compared to the 2019 baseline.



Recently, the Transport Community Permanent Secretariat, jointly with its partners, drafted the Next Generation Road Safety Action Plan (2025–2027)¹. It represents a multi-pillar plan aligned with EU standards. This action plan was presented to and endorsed by the Regional Steering Committee at the 25th meeting held on 14 November 2024 in Brussels and it is endorsed at the Belgrade Ministerial Council meeting held on 16 May 2025.

The Next Generation Road Safety Action Plan contains the following key initiatives: (i) strengthening institutional frameworks by establishing centralised road safety agencies (excluding Serbia, which already has one) and improving data collection via EU-modelled systems like EU CARE to track fatalities and injuries, (ii) developing national strategies aiming to halve road fatalities by 2030, mirroring EU and UN targets, (iii) focusing on infrastructure upgrades related to the EU Directives on road and tunnel safety, speed management, and traffic-calming measures, (iv) emphasizing the road user protection of the vulnerable groups through dedicated lanes, stricter enforcement against violations like speeding and drunk driving, and public education campaigns, (v) alignment of the vehicle safety rules with the European standards, by digital integration (e.g. e-Call systems), and regulatory harmonisation, (vi) promoting regional collaboration, including knowledge-sharing platforms like the Western Balkans Road Safety Observatory and their capacity-building programs.

Note: The implementation of the measures in the Next Generation Road Safety Action Plan will have positive impact in the number of serious injuries and fatalities in the region. Moreover, identified measures within this action plan will address the challenges, such as uneven institutional reforms, funding gaps for infrastructure improvement and increase public awareness. By adopting this action plan, the regional partners commit to align the legislation with the European transport acquis as stipulated in the latest update of the ANNEX I of the Transport Community Treaty (<https://www.transport-community.org/transport-community-treaty>).

¹ <https://www.transport-community.org/wp-content/uploads/2025/05/Next-Generation-Action-Plans-for-the-Western-Balkans-digital.pdf>