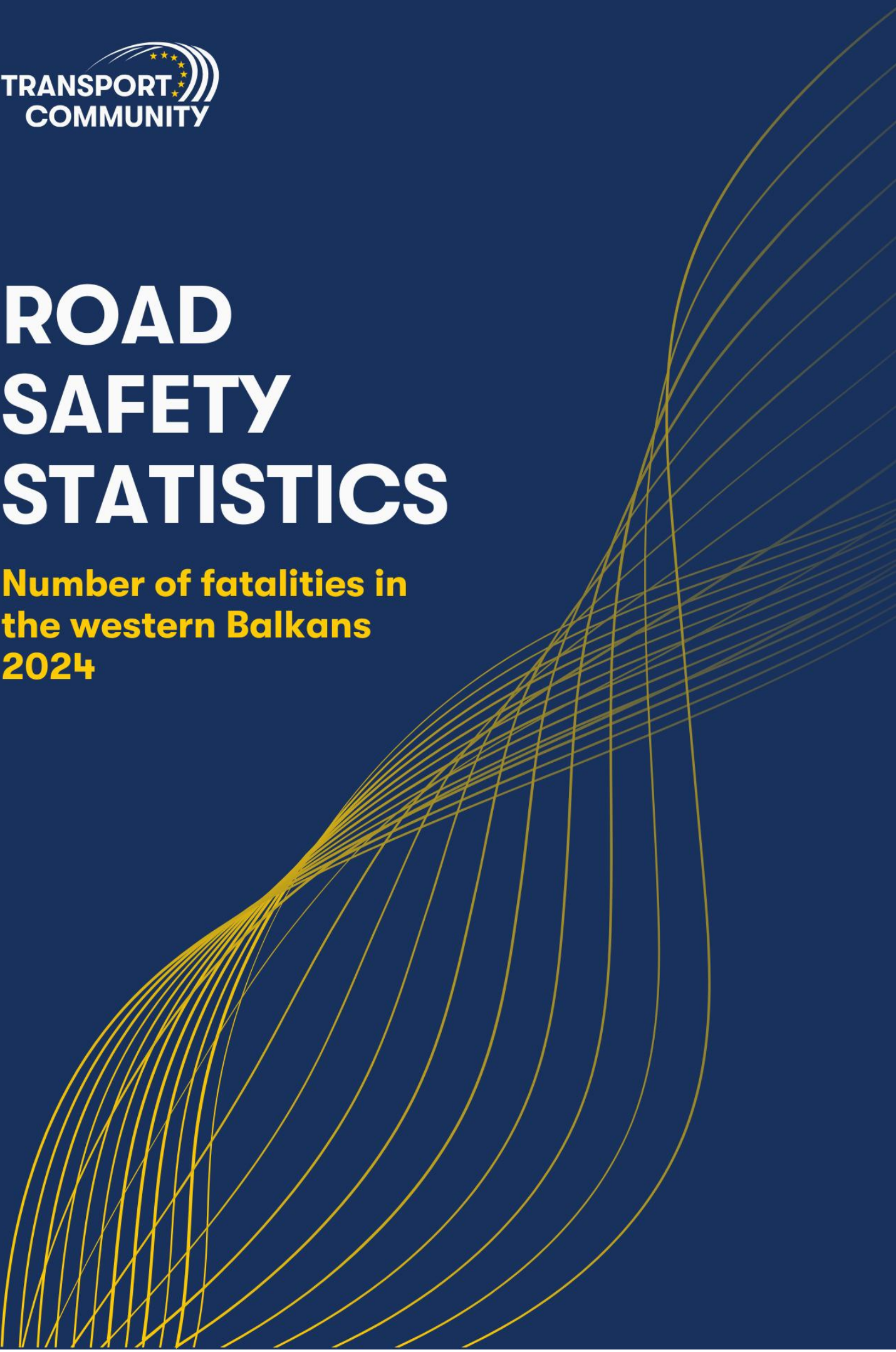


ROAD SAFETY STATISTICS

**Number of fatalities in
the western Balkans
2024**



Background

The Transport Community Permanent Secretariat (TCT) has been publishing annual road safety statistics for the Western Balkans since 2021, following a decision of the Technical Committee on Road Safety, endorsed by the Regional Steering Committee. This decision established a permanent mechanism for annual monitoring and reporting on fatalities and serious injuries in line with **Article 9 of the Transport Community Treaty**, which mandates the collection, analysis, and dissemination of transport statistics.

The initiative was designed to align regional data collection with the EU's CARE (Community Road Accident) database methodology, ensuring comparability and consistency across regional partners and observing participants. The first report, *Regional Partners' Profiles – 2019 Data*, was published in June 2021, marking the start of a series of annual publications that have continued through 2024, making this the **fifth consecutive edition** of the TCT's Road Safety Statistics report.

Summary

In 2024, the Western Balkans reported 1,225 road traffic fatalities, a decrease from 1,261 in 2023. The reduction of 2.9% indicates a modest but positive improvement in road safety efforts. Overall, the region's fatality rate is 6.8% lower than the 2019 baseline.

Despite this modest progress, the pace of reduction remains below the requirements that will enable achieving 2030 target.

This systematic reporting framework aims to:

- enhance evidence-based policymaking by providing harmonised and reliable data;
- track progress toward the regional targets of a 25% reduction in fatalities and serious injuries by 2027 and 50% by 2030, as set in the *Next Generation Road Safety Action Plan 2025 - 2027*; and
- facilitate the integration of Western Balkan partners into the EU's road safety data system, supporting their gradual participation in the EU CARE expert group.

The Transport Community's **Western Balkans Road Safety Observatory (WBRSO)** serves as the technical platform supporting these efforts. Through WBRSO, the TCT Secretariat provides regular updates, data validation support, and comparative analyses, fostering transparency and policy convergence with the European Union.

Continued institutional commitment and investments are vital to transforming these reforms into real falls in fatalities and serious injuries. Therefore, we recommend that the Regional Partners continue to strengthen their road safety capacities and take concrete measures to establish a road safety coordination body, together with a lead road safety agency.

State of play for the Western Balkans

The 2024 data show mixed results across the Western Balkans.

- **Declines** were observed in: Albania (-8.9%), Bosnia and Herzegovina (-12.9%), Kosovo* (-8.5%) and Montenegro (-3.8%).
- **Increases** occurred in North Macedonia (+11.8%) and Serbia (+2.2%).

While four partners are moving in the right direction, the upticks in the other two highlight persistent vulnerabilities.

The region continues to operate above the EU standard of approximately 45 deaths per million inhabitants. It must contend with inconsistent data reporting quality, under-resourced enforcement, ageing vehicle stock, and high rates of speeding and non-use of seatbelts. The WBRSO's efforts to harmonise databases and align with the EU's CARE protocol remain critical.

Institutional reforms are underway: road safety agencies are in the process of being established or strengthened; infrastructure safety audits and inspections are being implemented; the national action plans are being aligned with the regional framework. However, the overall pace of implementation must accelerate if the region is to reach the 2030 target. Progress in transposing and enforcing EU-aligned legislation remains uneven, and sustained investment in safe infrastructure and protection for vulnerable road users is needed.

Vision Zero, the aim of which is to eliminate fatalities and serious injuries on roads by 2050, remains a valid policy in the European Union. Also, the intermediary target of a 50% reduction in road deaths and serious injuries by 2030 remains a key strategic document on road safety².

The European Commission's Directorate-General for Mobility and Transport, on 17 October 2025, [published](#)³ the latest road fatality figures for 2024, showing that 19,940 people lost their lives in road crashes across the EU, a 2% decline compared to 2023, which equates to 45 road deaths per million inhabitants. While this indicates steady progress, the current rate remains inadequate to reach the 2030 target, which aims for an average annual reduction of 4.5%.

With 45 deaths per million people, the European Union remains one of the safest road systems worldwide.

*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.

² This was set out in the European Commission's [Strategic Action Plan on Road Safety](#)² and [EU road safety policy framework 2021-2030](#)², which also laid out road safety plans aiming to reach zero road deaths by 2050 ('Vision Zero').

³ https://transport.ec.europa.eu/news-events/news/road-safety-statistics-2024-progress-continues-amid-persistent-challenges-2025-10-17_en

Following this approach, the Transport Community Permanent Secretariat annually compiles and publishes road fatality statistics for the Western Balkans and Observing Participants, ensuring consistency with EU methodology and providing data to support policymaking across the region.

The TCT Next Generation Action Plan on Road Safety outlines measures aligned with the Vision Zero goals, targeting a 25% reduction in serious injuries and fatalities by 2027, and a 50% reduction by 2030.

In 2024, the total number of fatalities in the Western Balkans decreased to 1,225, compared to 1,261 in 2023, a reduction of 36 lives lost, representing a 2.9% decline. This modest progress indicates continued improvement but underscores the need for accelerated action to achieve the regional goals: a 25% reduction by 2027 and a 50% reduction by 2030.

The table below represents data provided by each regional partner:

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

As for the Observing Participants of the Transport Community, the situation is similar to that of most Western Balkans partners, where both Georgia and Moldova reported an increase in road fatalities.

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 (available data)	758	694	703	647	639	↑ 653

While the Western Balkans collectively recorded a 2.9% decline, progress remained uneven.

Reductions were achieved in four regional partners:

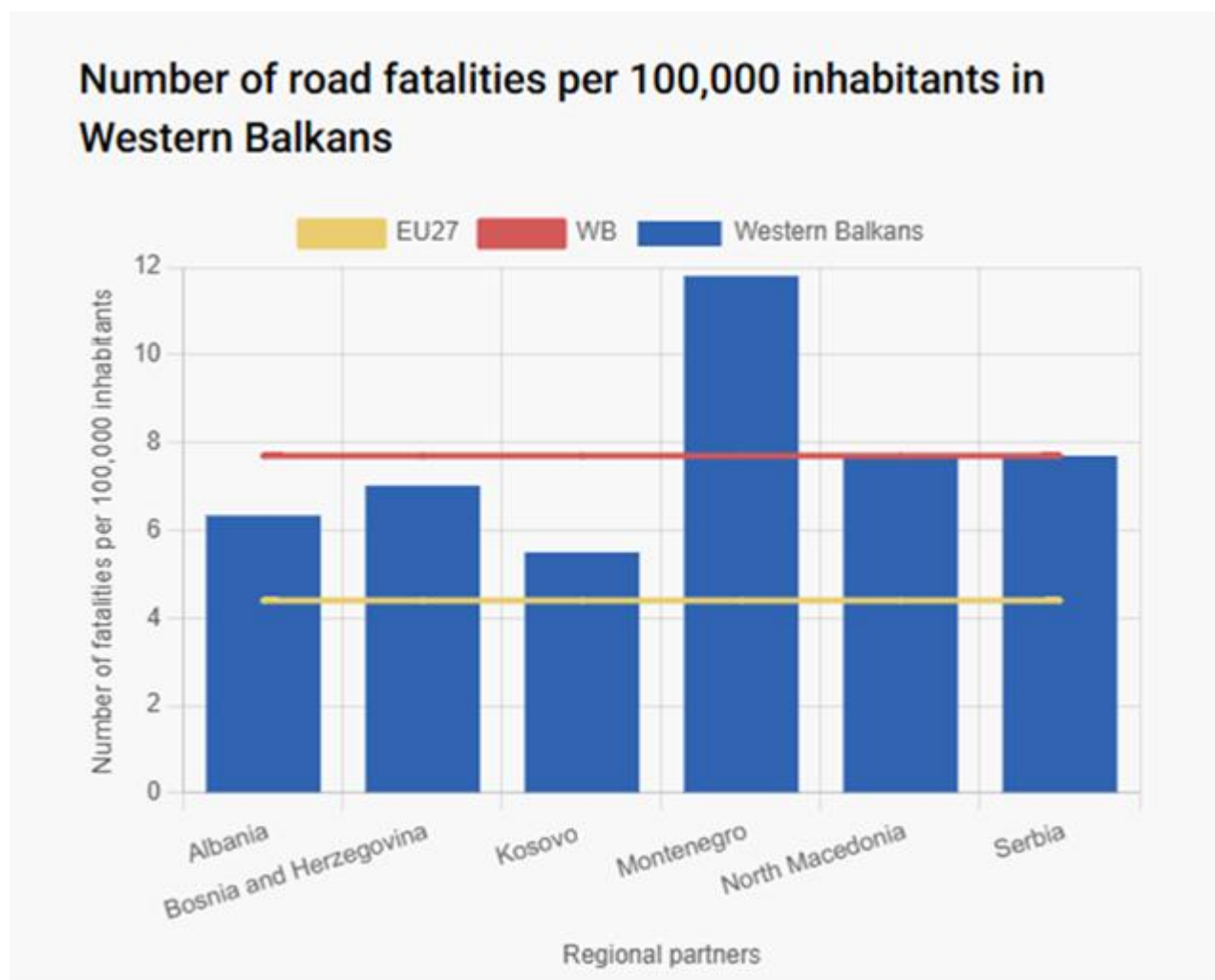
- Albania: - 8.9% (192 → 175)
- Bosnia and Herzegovina: -12.9% (255 → 222)
- Kosovo: - 8.5% (106 → 97)
- Montenegro: - 3.8% (78 → 75)

Increases were registered in:

- North Macedonia: +11.8%, (127 → 142) and
- Serbia: +2.2%, (503 → 514).

Despite these mixed results, the regional total continues to decline from the 2019 baseline (-6.8%), although the pace of improvement remains below the level required to meet the 2030 objective.

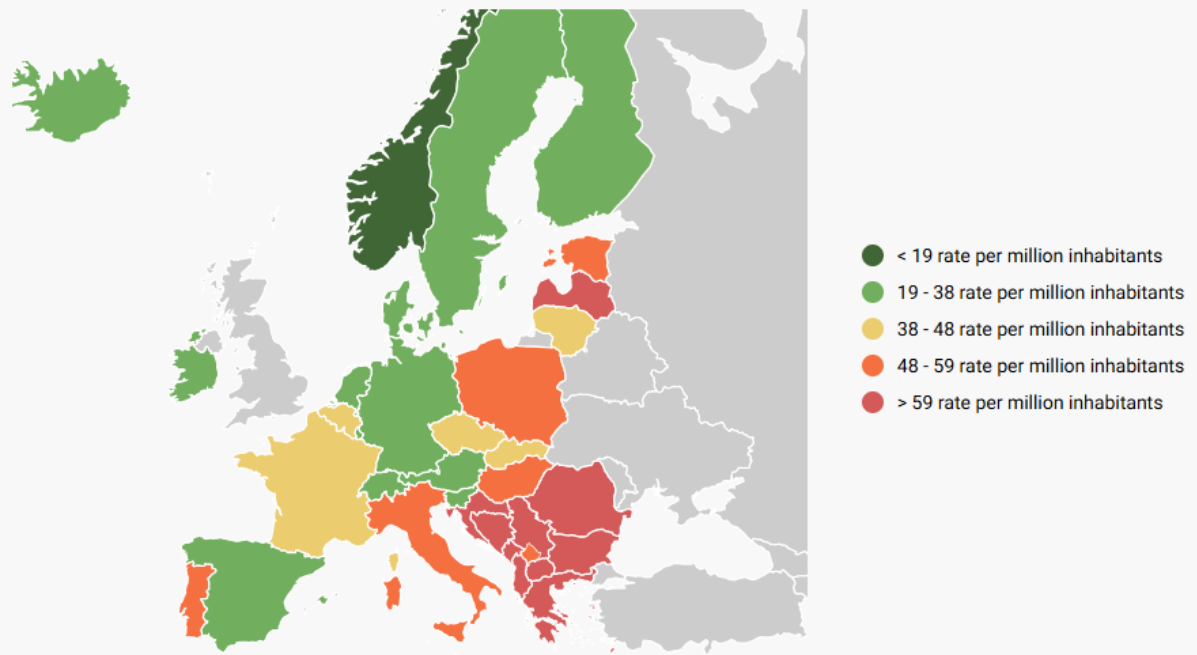
The chart below compares road fatality rates per 100,000 inhabitants for each regional partner in 2024. However, the Western Balkans partners are still facing challenges in reducing road fatalities compared to the EU27.



The map and chart below offer a visual comparison of road traffic fatality trends from 2019 to 2024. The data provided below is a comparison of the Regional Partners and EU Member States. Additionally, the map shows the distribution of road fatality rates per million people across the EU and Western Balkans in 2024⁴.

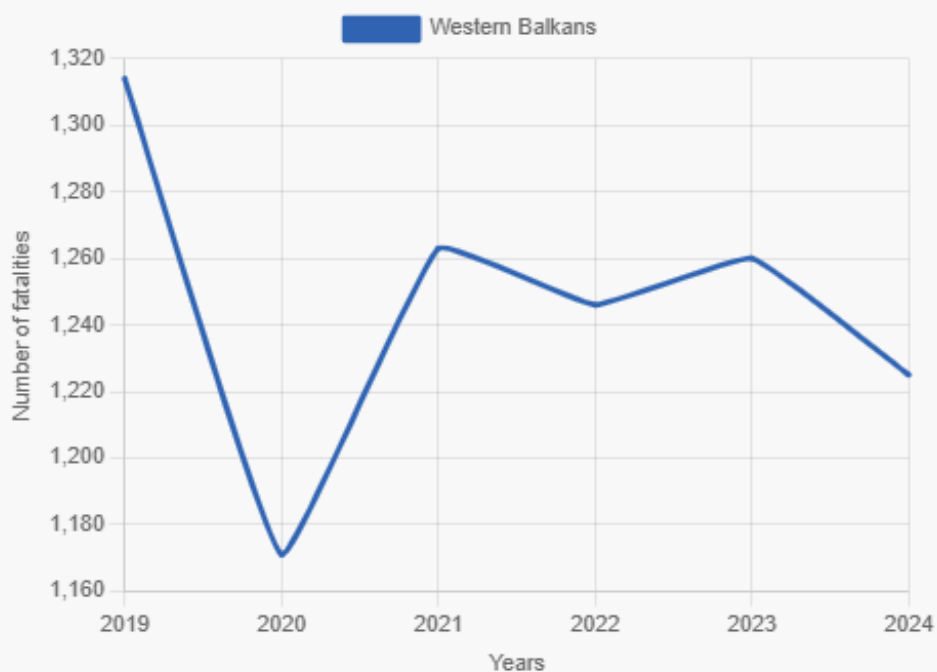
⁴ Source: WBRSo website: <https://wbrso.transport-community.org/>

Map of road fatalities per million inhabitants in Europe



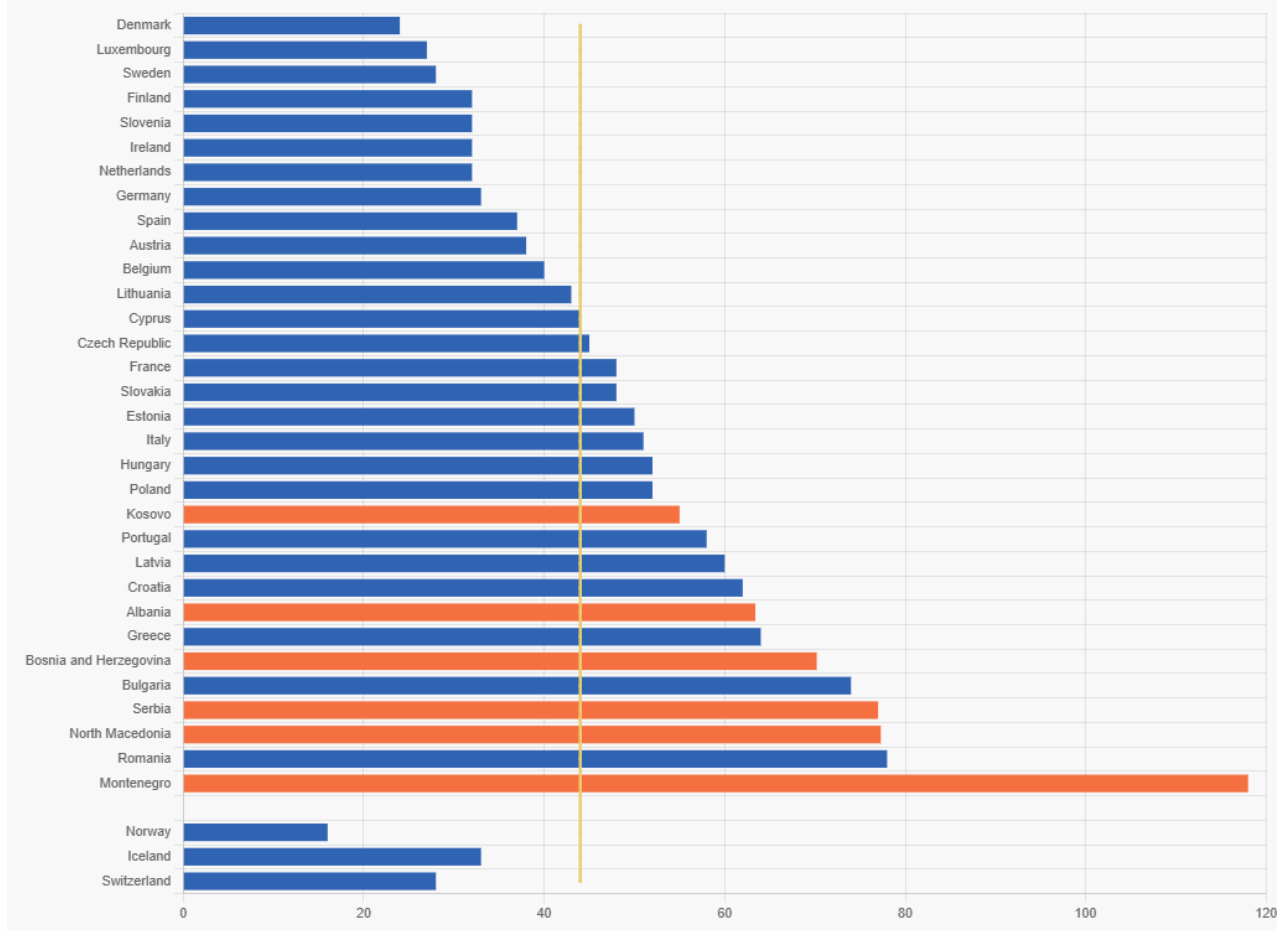
The following chart compares the trends of the average number of road traffic fatalities in the Western Balkans (WB) from 2019 to 2024⁵.

Trend in the number of road traffic fatalities (2019-2024)



⁵ <https://wbrso.transport-community.org/>

Number of deaths per million inhabitants



The data below provides additional insights into road fatalities, comparing the Western Balkans to the EU average. It includes statistics on population and registered vehicles, offering a more comprehensive understanding of the trends and some of the factors influencing road safety⁶:

⁶ **Disclaimer:** Official data are sent by the regional partners and the observing participants to the Transport Community Permanent Secretariat. Transport Community Permanent Secretariat accepts no responsibility or liability whatsoever for either the correctness, omissions and completeness of the data.

Facts and figures about Western Balkans	
Total population (Eurostat data for 2024)	16,187,616
Total fatalities (2024)	1,225
WB average fatalities per 100,000 inhabitants (2024)	7.6
EU average fatalities per 100,000 inhabitants (2024)	4.4
Reduction in fatalities 2010-2020	-34%
Number of registered vehicles (2024)	6,357,063
Fatalities per 10,000 registered vehicles (2019)	1.9
Motorisation rate	392.7vehicles/1,000pop.

Conclusions

Although the Western Balkans has reported a modest progress in reducing road fatalities in recent years, there is still room for improvement. The region remains behind the EU27 in road safety, emphasising the need for more effective strategies.

By adopting a comprehensive Safe System approach that prioritises safety across road safety management, road infrastructure, vehicle design, and road user behaviour, the region can significantly reduce fatal and serious road accidents.

Implementing the measures outlined in the Next Generation Road Safety Action Plan (2025-2027) for both Regional Partners and Observing Participants is a crucial step towards achieving the Vision Zero goal.

The 2.9% decline in fatalities in 2024 marks a small but positive step towards achieving the regional road safety targets. However, the pace of improvement remains insufficient. With an overall 55% implementation rate of the Next Generation Road Safety Action Plan, partners must intensify efforts to:

- operationalise coordination bodies and road safety agencies,
- align legislation and technical standards with EU directives,
- improve enforcement and data systems, and
- prioritise investment in safe road infrastructure.

Enhanced cooperation through the Western Balkans Road Safety Observatory (WBRSO) and alignment with the EU's Vision Zero will be crucial to sustaining progress and saving more lives on the region's roads.