

23rd Technical Community Meeting on Road Safety and the 11th Meeting of the Western Balkans Road Safety Observatory (WBRSO)

15 April 2026, Royal Olympic Hotel, Athens Greece

CONCLUSIONS

The 23rd Technical Committee on Road Safety and the 12th meeting of the Western Balkans Road Safety Observatory (WBRSO) was held on 15 April 2026 in Athens, Greece.

Mr Goran Temovski, Road Safety Desk officer of the Transport Community Permanent Secretariat, welcomed the participants and emphasised the importance of continued regional cooperation in achieving measurable reductions in road fatalities and serious injuries.

The outgoing Chair, Mr Desimir Desnica (Serbia), addressed the participants and concluded the chairmanship. The Committee welcomed the incoming Chair, Mr Bojan Mitovski (North Macedonia), who delivered his opening remarks.

Mr Darko Miceski, Road Safety and Road Desk Officer of the PIU, addressed to the participants online, welcoming the participants and noting the importance of data collection for the observing participants as well.

CONCLUSIONS:

1. The agenda of the meeting was adopted without comments.

Progress Report on the Next Generation Action Plan for Road Safety - State of Play

The Technical Committee, comprising representatives from all Regional Partners and Observing Participants, each separately contributed to the second progress report on the implementation of the Next Generation Action Plan for Road Safety 2025–2027.

The Committee noted that in general progress has been recorded in several areas, including:

- Adoption or drafting of national road safety strategies;
- Legislative alignment with the EU acquis, including ongoing reforms in road safety, roads, and vehicle legislation;
- Strengthening of coordination mechanisms and institutional frameworks;

- Initial steps towards implementation of EU requirements such as eCall and type-approval systems.

At the same time, the Committee observed that progress remains uneven across the region and highlighted key challenges, notably:

- Limited establishment of fully operational lead road safety agencies;
- Delays in implementation of the MAIS3+ definition for serious injuries;
- Partial alignment with CADaS and EU data collection standards;
- Insufficient integration of health sector data in road safety systems.

The Committee took note of specific national developments, including improvements in enforcement systems, ongoing legislative reforms, and progress in infrastructure safety management and data systems.

CONCLUSIONS:

2. All Regional Partners and Observing Participants are expected to submit written reports on progress across all pillars of the Action Plan, including short-term actions planned for 2026, and to clearly identify challenges and delays. It was agreed that all Regional Partners shall submit updated written progress reports within five days following the adoption of these conclusions.

WBRSO Data Collection for 2025 – Improving Regional Road Safety Statistics

The Committee reviewed the status of WBRSO data collection and emphasised the importance of reliable, complete, and comparable data across all sectors (transport, police, and health).

The Committee acknowledged progress made in data collection but noted the existence of gaps, inconsistencies, and technical issues affecting data quality.

CONCLUSIONS:

3. The WBRSO data collection cycle for 2025 is officially launched with the save the date email for this meeting, and all Regional Partners shall ensure timely and accurate data submission across all sectors and notify the Secretariat
4. All identified issues related to the WBRSO platform shall be communicated to the Secretariat for resolution with the maintenance provider. An online meeting shall be held for this purpose.

5. From the next reporting cycle, all Regional Partners shall provide serious injury data (MAIS3+) according to their possibilities and data from 2019 onwards shall be submitted to enable improved trend analysis and benchmarking.
6. The technical committee and the WBRSO focal points concluded that the preliminary 2025 fatality data report presented at the meeting can be published by the Permanent Secretariat.

Steps towards the CARE Data Model for the Western Balkans

The Committee discussed progress towards alignment with the EU CARE database and recognised the importance of harmonising national road safety data systems with EU standards.

The Committee welcomed presentations on developments by some regional partners and noted ongoing efforts to improve data collection systems, including digitalisation, database integration, and alignment with EU methodologies.

The Committee took note of ongoing efforts by certain Regional Partners to join or align with the EU CARE system and encouraged continued progress in this direction.

CONCLUSIONS:

7. Regional Partners representatives, when sending the written reports, shall provide their positions on initiating pilot projects, exemplified by the EU Trendline programme for KPI data collection. The regional partners are encouraged to collect data on KPIs on RP level and share the data with the Permanent Secretariat
8. Further efforts are required to align national systems with EU CARE requirements, including compliance with relevant EU legal acts. Continued improvements in data quality, interoperability, and institutional coordination remain a priority.

Next steps of the Technical Committee on Road Safety

The Road Safety Desk officer, Goran Temovski, presented the planned activities for 2026, including capacity-building initiatives, regional workshops, and awareness campaigns.

Mr Darko Miceski, Road and Road Safety Desk officer of the PIU, presented the planned activities for 2026, including capacity-building initiatives, trainings and workshops etc., especially pointing out the forthcoming two day Capacity Building event for MD and UA counterparts on RSA/RSI that will

be held on 28-29 April 2026 in Chişinău, Moldova, organised by the PIU/ within the Framework Contract.

The Committee underlined that progress in legislative transposition and implementation of road safety measures, including Road Safety Audits and Inspections on the TEN-T network sections, will be an important factor in determining eligibility for funding.

CONCLUSIONS:

9. It was agreed that each Regional partner representative would submit comments on the proposed TAEX application for the vehicle safety regional workshop, shared prior to this meeting, within five days of adopting these conclusions.
10. Further development and prioritisation within the Draft EU Care Roadmap, including the priority list for each activity in the roadmap (what are the immediate steps and the next timeline for each separate activity for their respective party). Submission of comments and proposed amendments by Regional Partners within five days after adoption of these conclusions;
11. Defining common regional priorities from the EU CARE road map will be adopted at the upcoming workshop on joining the EU CARE Data model for all regional partners
12. The Committee supported the organisation of:
 - Workshop on joining the EU CARE Data model for all regional partners
 - A joint event with ERSO, EaPRSO, and WBRSO;
 - A regional workshop on capacity building in vehicle safety and type approval;
 - Continued implementation of the regional seat belt campaign.
13. The Committee agreed to invite financial institutions and donors to participate in the workshop for joining the EU Care - next steps, to explore funding opportunities, prioritised under the Growth Plan and other relevant instruments.
14. The Committee welcomed proposals for capacity-building activities, including training on data systems such as eDAMIS, and supported the development of pilot projects, including potential open data platforms, subject to technical assistance.
15. The Permanent Secretariat continues to provide locally contracted experts for regional partners. The regional partners are invited to submit their requests through their Regional steering committee representatives.