TRANSPORT COMMUNITY

2025 ROAD SAFETY STATISTICS IN THE WESTERN BALKANS

Fatalities and reported serious injuries



Overview

In 2025, 1,287 people lost their lives on Western Balkan roads, 62 more than in 2024. The 5.1% increase reversed the previous year's reduction and left fatalities only 2.1% below the 2019 baseline. The region has yet to establish the sustained decline needed to meet its road safety targets.[1]

Indicator	2025	Change from 2024	Change from 2019
Road fatalities	1,287	+5.1%	−2.1%
Reported seriously injured persons	8,162	+0.1%	+10.8%

For the first time, this annual report presents the regional series of reported serious road injuries for 2019–2025. The 8,162 persons recorded in 2025 highlight the substantial burden beyond deaths. Reported serious injuries were almost unchanged from 2024 and higher than in 2019.

The figures use the definitions established under each Regional Partner's relevant legislation, as confirmed by authority representatives. They are not a harmonised MAIS3+ series; the implications for comparison are explained alongside the injury results on pages 6 and 7.

The WBRSO facts and figures panel records approximately 78 road deaths per million inhabitants, compared with 43 in the EU. The regional rate is about 1.8 times the EU average. The report also places the Western Balkans alongside all five neighbouring EU Member States and presents the fatality series for Georgia and the Republic of Moldova.[2]

[1] Official Regional Partner fatality data, validated through the Road Safety Technical Committee and WBRSO meetings in Brussels in 2026. The annual series follows the TCT preliminary 2025 report. TCT preliminary 2025 report Brussels meetings

[2] WB6 aggregate population and vehicle figures: WBRSO dashboard, 2025 facts and figures. EU benchmark: European Commission, release of 27 October 2026. WBRSO dashboard EU final 2025 statistics

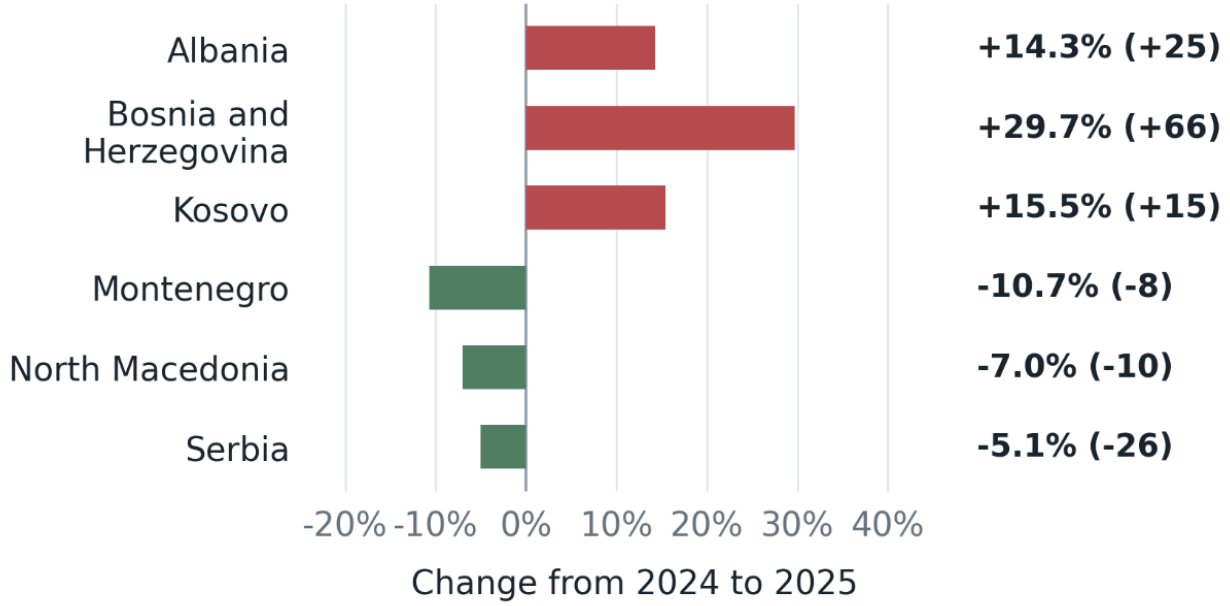
Road fatalities in 2025

Three regional partners recorded fewer deaths than in 2024 other three recorded increases. The regional total rose because the additional deaths in Albania, Bosnia and Herzegovina and Kosovo* outweighed the reductions elsewhere.

Table 1 Road fatalities by Regional Partner 2019–2025

Regional Partner	2019	2020	2021	2022	2023	2024	2025
Albania	227	181	197	164	192	175	200
Bosnia and Herzegovina	261	244	255	222	255	222	288
Kosovo	113	81	111	106	106	97	112
Montenegro	47	48	55	77	78	75	67
North Macedonia	132	125	116	124	127	142	132
Serbia	534	492	521	553	503	514	488
Western Balkans	**1,314**	**1,171**	**1,255**	**1,246**	**1,261**	**1,225**	**1,287**

Figure 1 Change in fatalities from 2024 to 2025



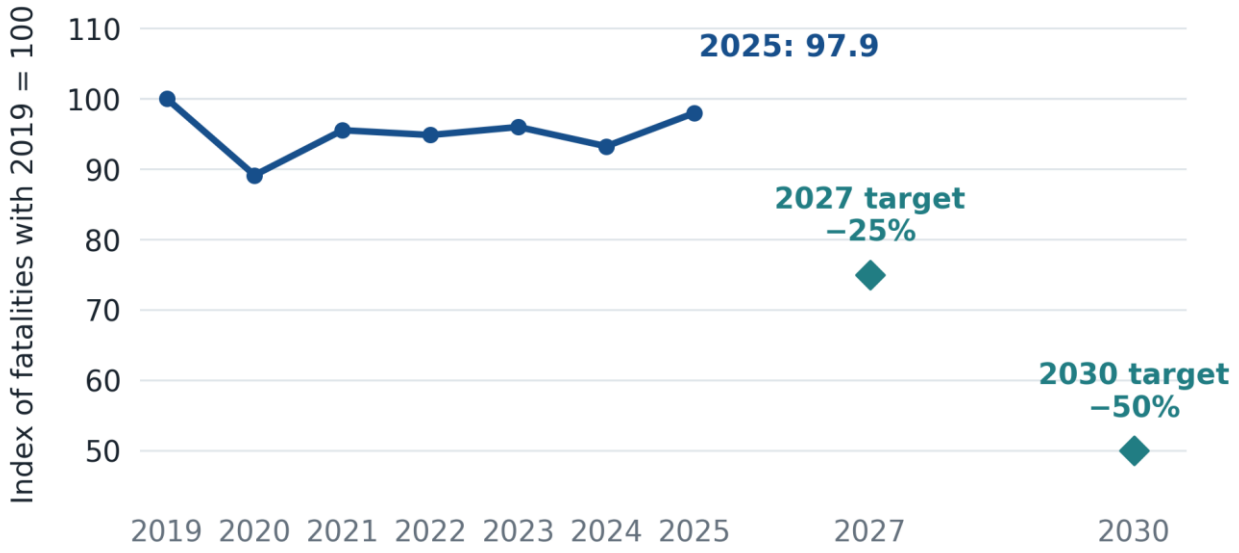
The largest rise was in Bosnia and Herzegovina, with 66 additional deaths (+29.7%). Serbia recorded the largest absolute reduction, with 26 fewer deaths (−5.1%). Montenegro recorded the largest percentage reduction (−10.7%).

* 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.

Progress towards the regional targets

Against the 2019 baseline, the region recorded 27 fewer fatalities in 2025, a 2.1% reduction. The regional objectives remain a 25% reduction by 2027 and a 50% reduction by 2030, within the longer-term Vision Zero ambition by 2050.

Figure 2 Fatalities since 2019 and the regional target benchmarks in percentages



Note: The target markers are benchmarks against 2019. They are not forecasts or estimates of future fatalities.

Table 2 The remaining reduction needed to halve fatalities by 2030

Regional Partner	Change 2019–2025	Further reduction from 2025 needed
Albania	-11.9%	43.2%
Bosnia and Herzegovina	+10.3%	54.7%
Kosovo	-0.9%	49.6%
Montenegro	+42.6%	64.9%
North Macedonia	0.0%	50.0%
Serbia	-8.6%	45.3%
Western Balkans	**−2.1%**	**49.0%**

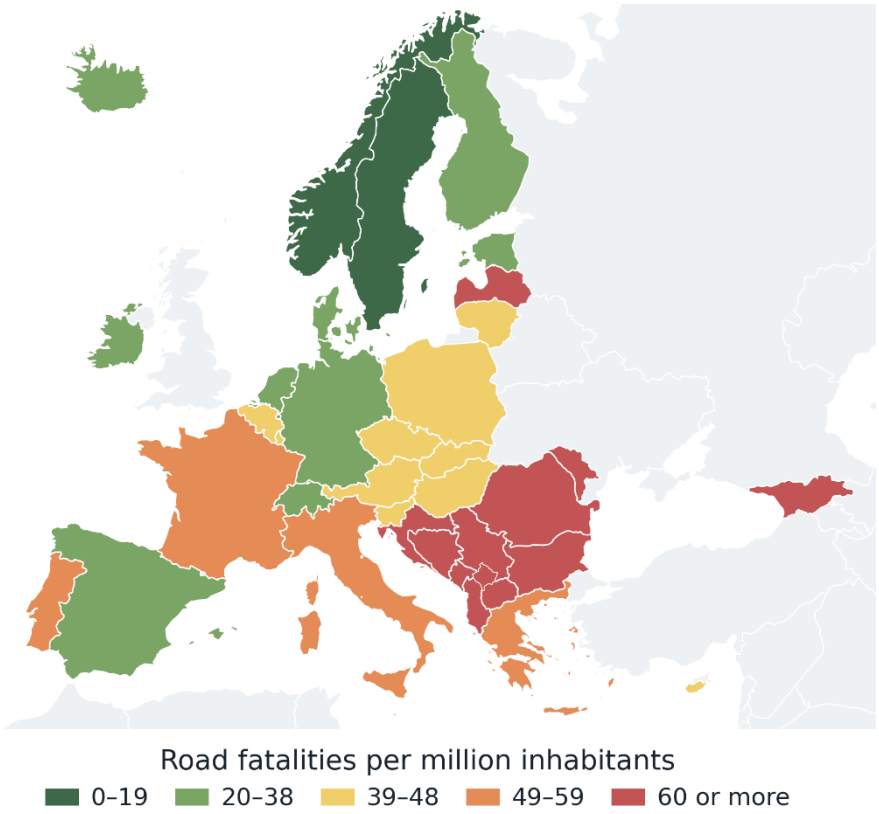
The 2030 benchmark is 657 fatalities, compared with 1,287 recorded in 2025. Reaching it would require a further 49.0% reduction over five years, equivalent to an average annual reduction of about 12.6% if the decline followed a constant proportional path. This calculation describes the scale of the remaining task; it does not predict future performance.[4]

[4] Calculations use the 2019 baseline applied in TCT annual fatality reporting. The remaining reduction is 1 − (0.5 × 2019 fatalities / 2025 fatalities). Regional targets are set out in the Next Generation Road Safety Action Plan. TCT baseline series Road Safety Action Plan 2025–2027

Road fatality rates across Europe

The map places the regional partners and the observing participants within the wider European distribution of road accident fatalities in 2025. The Western Balkans regional partners and the observing participants, Georgia (119) and Moldova (78), fall within the highest per million rate band shown below. This comparison provides geographical context alongside the more detailed neighbouring-country comparison on the following page.

Figure 3 Road fatalities per million inhabitants in Europe 2025



The European Commission reports 19,350 road deaths in the EU in 2025, a 3% reduction from 2024 and a 15% reduction from 2019. Over the same periods, the Western Balkan fatalities increased by 5.1% and decreased by 2.1%, respectively.

Several neighbouring EU Member States are in the high-rate red band. Their inclusion shows that the gap is narrower against some nearby countries than against the EU average, while the region's overall rate remains higher than that of each of the five EU land neighbours.[5]

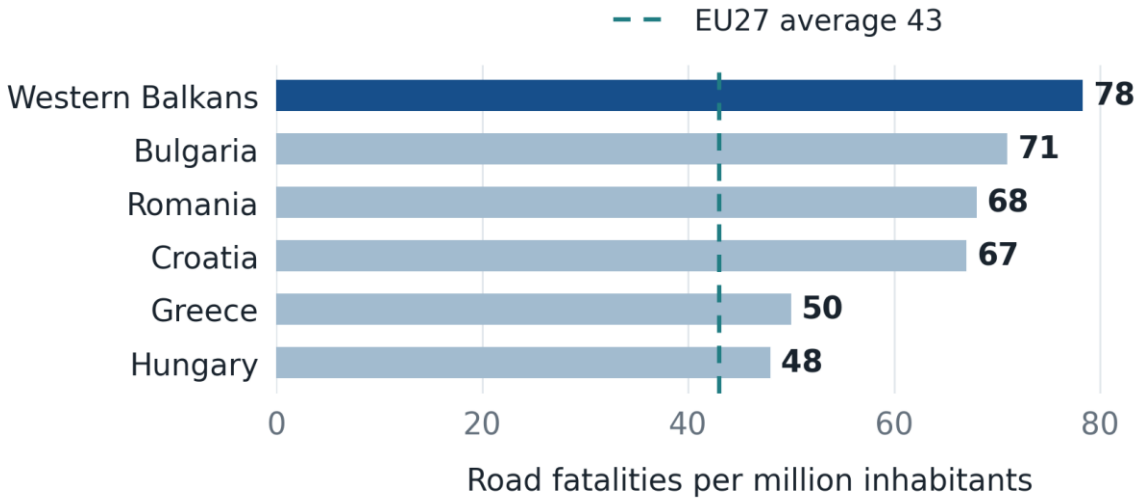
[5] EU and EFTA rates: European Commission, final 2025 table of 27 October 2026. WBRSO rate bands and base map: The updated WBRSO aggregate population is used for the regional rate on page 5. European Commission

Regional facts and the EU neighbourhood

Table 3 Western Balkans facts and figures for 2025

Indicator	Value
Total population	16,437,875
Road fatalities	1,287
Fatalities per million inhabitants	78.3
EU27 fatalities per million inhabitants	43
Registered vehicles	6,454,937
Fatalities per 10,000 registered vehicles	2.0
Registered vehicles per 1,000 inhabitants	392.7

Figure 4 WB6 compared with the five neighbouring EU Member States in 2025



The Western Balkans rate is closer to Bulgaria (71), Romania (68) and Croatia (67) than to the EU average (43). The gap is larger against Greece (50) and Hungary (48). Including all five EU Member States with a land border with the Western Balkans provides a balanced comparison of the region's immediate EU neighbourhood.

Population-based road fatalities measure the burden on society. The vehicle-based indicator adds context about the registered fleet, while motorisation describes its size relative to the population. These indicators complement one another; registered vehicles do not measure distance travelled or traffic exposure.[6]

[6] Population and vehicle totals: WBRSO dashboard, 2025 facts and figures. Rates are calculated from those totals. Figure 4 rounds the WB6 rate to 78; EU Member State rates follow the Commission's table and accompanying chart. WBRSO dashboard EU 2025 statistics

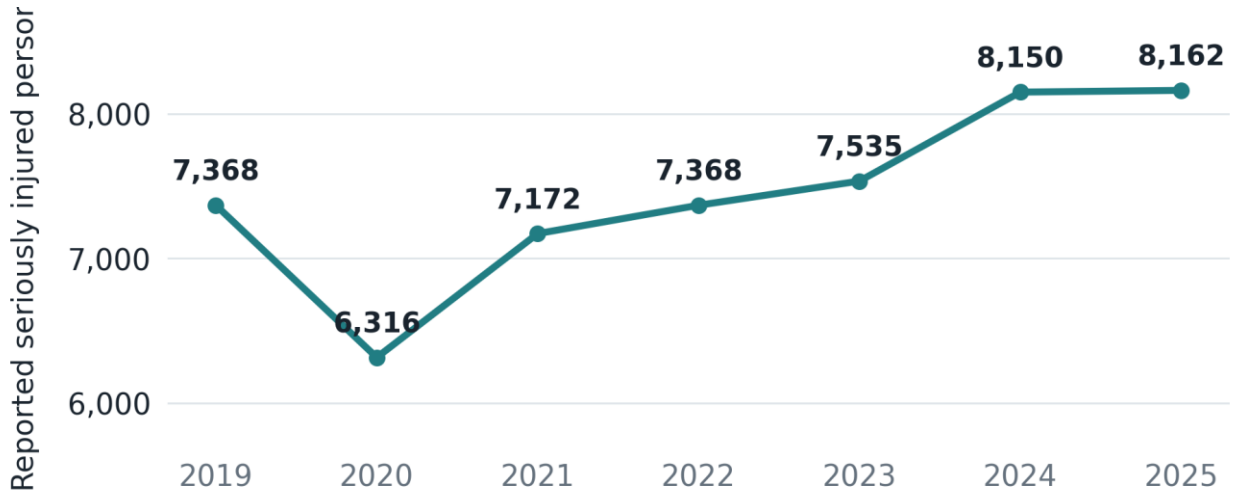
First publication of serious injury statistics

In 2025, the regional partners reported 8,162 seriously injured persons, compared with 8,150 in 2024. This is an increase of 12 persons (+0.1%) and the highest total in the reported 2019–2025 series. The figures extend annual monitoring beyond fatalities.

Table 4 Reported seriously injured persons by Regional Partner 2019–2025

Regional Partner	2019	2020	2021	2022	2023	2024	2025
Albania	422	315	311	294	328	310	231
Bosnia and Herzegovina	1,666	1,268	1,471	1,554	1,695	1,842	1,810
Kosovo	559	591	772	807	713	598	654
Montenegro	462	380	474	548	576	598	685
North Macedonia	937	801	792	858	826	1,085	1,010
Serbia	3,322	2,961	3,352	3,307	3,397	3,717	3,772
Western Balkans	**7,368**	**6,316**	**7,172**	**7,368**	**7,535**	**8,150**	**8,162**

Figure 5 Reported serious injuries in the Western Balkans 2019–2025



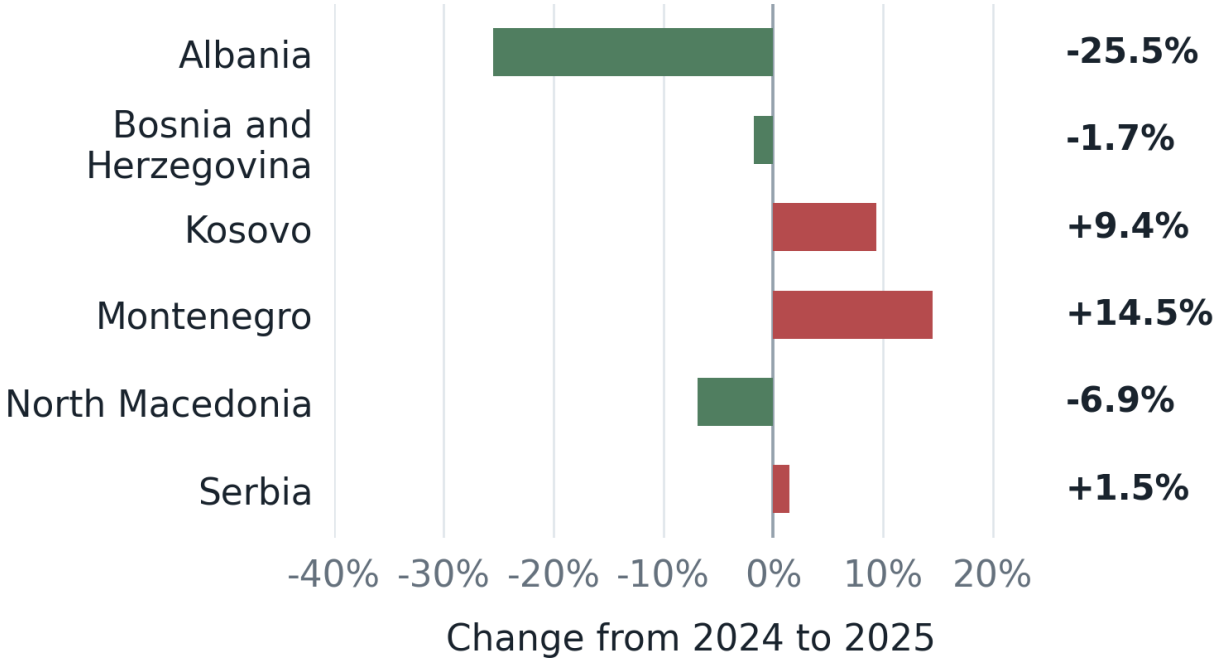
The 2025 regional total was 794 higher than in 2019 (+10.8%). Fatalities and serious injuries therefore show different changes over the period: deaths were slightly below their 2019 level, while reported serious injuries were above it. Both outcomes need to be monitored when assessing progress towards the regional targets.[7]

[7] Source: Regional partner authorities, serious injury data for 2019–2025 supplied to WBRSO and validated at the Brussels meetings in 2026. Definitions follow relevant legislation, as confirmed by the authorities' representatives; these are not harmonised MAIS3+ figures. WBRSO

Interpreting serious injury trends

Reductions in Albania, Bosnia and Herzegovina and North Macedonia almost offset increases in Montenegro, Kosovo and Serbia. The small regional change therefore conceals substantial differences in the partners' reported results.

Figure 6 Change in reported serious injuries from 2024 to 2025



Montenegro reported 87 additional seriously injured persons (+14.5%), Kosovo 56 (+9.4%) and Serbia 55 (+1.5%). Albania reported 79 fewer (−25.5%), North Macedonia 75 fewer (−6.9%) and Bosnia and Herzegovina 32 fewer (−1.7%).

Compared with 2019, reported serious injuries increased in five of the six regional partners. Albania was the exception, with a 45.3% reduction—the direction of the recorded trend matters within each regional partner's reporting system.

Regional Partners' definitions and comparability

Serious injury figures reflect the definitions and classification criteria established under each regional partner's relevant legislation, as confirmed by their representatives. Regional totals aggregate these nationally defined figures. They are not aligned with the EU's serious injury definition (MAIS3+), limiting comparisons across regional partners and with EU statistics. Publishing these figures supports monitoring and underscores the need to harmonise classifications and records. Regional partners should prioritise the 2025–2027 Road Safety Action Plan measure to improve serious injury data, establish trauma registries and introduce MAIS3+.[8]

[8] The methodological basis for the WB6 figures is the statement of each Regional Partner's authorities. For the common EU MAIS3+ definition and hospital-based collection methods, see the European Commission's serious injury guidance. European Commission serious injury definitions

Observing Participants

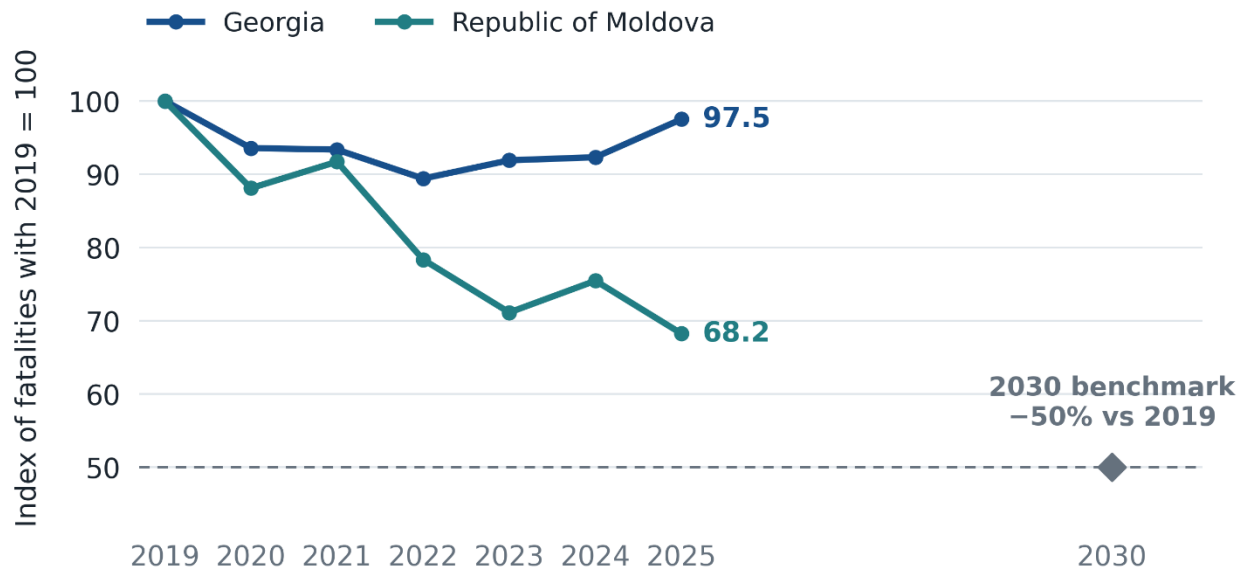
The report retains the fatality series for Georgia and the Republic of Moldova. The 2025 figures used in TCT's preliminary report are corroborated by the official national sources cited below.

Table 5 Road fatalities in Georgia and the Republic of Moldova 2019–2025

Observing Participant	2019	2020	2021	2022	2023	2024	2025
Georgia	481	450	449	430	442	444	469
Republic of Moldova	277	244	254	217	197	209	189

Georgia recorded 469 fatalities in 2025, 25 more than in 2024 (+5.6%). This is a 2.5% reduction compared with 481 fatalities in 2019. The Republic of Moldova recorded 189 fatalities in 2025, 20 fewer than in 2024 (−9.6%). This is a 31.8% reduction compared with 277 fatalities in 2019. The per million inhabitants road fatality rates are 119 deaths in Georgia[9] and 78 in the Republic of Moldova, as illustrated in Figure 3 of this report. Ukraine is excluded from this edition's statistical series due to the lack of data submission resulting from the ongoing war that affects data collection, as noted in the preliminary report.

Figure 7 Fatality trends in the two Observing Participants[10],



Note: The target markers are benchmarks against 2019. They are not forecasts or estimates of future fatalities.

[9] For official information on Georgia's population figures by year, please refer to the following link: https://www.geostat.ge/en/modules/categories/41/population

[10] Calculations use the fatality series in Table 5. The further reduction is calculated as 100 × [1 − (0.5 × 2019 fatalities ÷ 2025 fatalities)]. The 2030 marker is a comparison benchmark, not a forecast.

Table 6 — Remaining reduction needed to halve fatalities by 2030

Observing Participant	Change 2019–2025	Further reduction from 2025 needed
Georgia	−2.5%	**48.7%**
Republic of Moldova	−31.8%	**26.7%**

Against the common 2019 baseline, Georgia would need to reduce fatalities by a further 48.7% from its 2025 level to reach the 50% reduction benchmark by 2030. The corresponding reduction for the Republic of Moldova is 26.7%. Moldova is therefore closer to the benchmark, while Georgia needs to accelerate substantially.

Regarding data collection on seriously injured persons, the data from Moldova and Georgia indicate that road traffic injury reporting remains at different stages of development. Moldova reported 778 seriously injured persons in 2025 (currently no data available for previous years), while Georgia reported 8,191 injured persons in 2025, noting that the MAIS3+ serious injury classification is still being introduced. As a result, the figures are not directly comparable, highlighting the need for further alignment with EU serious injury reporting standards.

Conclusions and priorities

The 2025 results show that the Western Balkans needs a sustained change in road safety performance. Fatalities rose by 5.1%, and the 2.1% reduction since 2019 leaves the region far from the agreed targets. The first published serious injury series adds a second measure of the burden: 8,162 persons were reported seriously injured in 2025, 10.8% more than in 2019.

The Safe System approach should guide the response. It recognises that people make mistakes and that the road system must limit their consequences. Responsibility is shared across those who design, operate and regulate roads and vehicles, provide emergency care and use the system. Safer speeds, forgiving roads and roadsides, safer vehicles, safer road use and effective post-crash care need to work together.[11]

Globally, an estimated 1.19 million people died in road crashes in 2021, compared with 458,000 victims of intentional homicide: about 2.6 road deaths for every homicide. This comparison highlights the scale of preventable road deaths.[12] Protecting life on the roads should be a core public safety priority, receiving sustained political and institutional attention comparable to that devoted to the prevention and investigation of serious violent crime, including intentional homicide. Governments should increase and secure dedicated multiannual funding, strengthen specialist traffic policing and expand evidence-based enforcement, prevention and other Safe System measures. Budget and staffing decisions should reflect the burden of deaths and serious injuries when implementing the Road Safety Action Plan.[13]

Priorities for implementation

- Maintain functioning coordination structures and review whether staffing, enforcement capacity and budgets match the road fatality and serious injury burden. Publish resource allocations and responsibilities for delivering the Next Generation Road Safety Action Plan.
- Turn road safety audits and inspections into funded remedial programmes. Combine infrastructure improvements with appropriate speed limits and effective enforcement.
- Strengthen vehicle roadworthiness and type-approval arrangements, and support consistent seat belt and child restraint use through enforcement and prevention activities.
- Improve emergency response through 112 and interoperable eCall services, alongside cooperation between police, transport and health authorities.
- Use the EU CARE Roadmap to improve crash data and develop harmonised serious injury reporting. Track progress in casualties and the implementation of measures.
- Use the TCT Secretariat's "A Moment for Life" campaign[14] to catalyse sustained measures to increase seat belt use in every seat across the Western Balkans. Regional partners should

[11] Safe System principles and recommended interventions are set out in the WHO and United Nations Regional Commissions Global Plan for the Decade of Action for Road Safety 2021–2030. Global Plan

[12] Global estimates for 2021: WHO, Global status report on road safety 2023; UNODC, reported in UN document A/78/264, para. 1. Ratio: 1,190,000 ÷ 458,000 ≈ 2.6. WHO report · UNODC estimate

[13] https://cdn.who.int/media/docs/default-source/documents/health-topics/road-traffic-injuries/global-plan-for-road-safety.pdf?utm

[14] A Moment for Life" regional road safety campaign

translate awareness into action through targeted police checks, consistent enforcement, and ongoing public education, supported by regular observational surveys to measure improvements in seat belt-wearing rates.

These priorities follow the regional Action Plan. The EU CARE Roadmap provides a framework for the next steps in data alignment. Annual reporting should use a consistent reference series and explain revisions so that changes in road safety performance can be assessed over time.[15]

Data sources and calculations

This report is based on information supplied by the regional partners and the observing participants. The regional dataset was validated at the Road Safety Technical Committee and WBRSO meetings. Changes are calculated from casualty counts. Regional mortality and motorisation indicators use the aggregate population and vehicle totals displayed in the 2025 WBRSO facts and figures panel. Figures are rounded after calculation. Source links are provided in the footnotes.

[15] Transport Community, Next Generation Road Safety Action Plan 2025–2027 and Brussels meeting outcomes of 30 September–1 October 2026. Regional Action Plan EU CARE Roadmap technical adoption