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Monitoring Road Safety Progress in the EU - Malta

Accompanying the document

**COMMUNICATION FROM THE COMMISSION TO THE EUROPEAN
PARLIAMENT, THE COUNCIL, THE EUROPEAN ECONOMIC AND SOCIAL
COMMITTEE AND THE COMMITTEE OF THE REGIONS**

**Report on the Implementation of the EU Road Safety Policy Framework at the Mid-
Point**

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1. Summary

In 2024, Malta was well below the EU average (45), with 21 fatalities per million inhabitants. Compared to 2019, a decrease of 25% in road fatalities was achieved. In 2024, 373 people were seriously injured, which is 22% higher than the respective figure in 2019.

In Malta, the majority of fatalities and serious injuries result from crashes occurring on the arterial and distributor road network. Also, the majority of casualties were recorded in the 25-39 years old age group and a significant proportion of fatalities involves motorcyclists.

In the Road Safety Strategy of Malta, the **targets of halving road fatalities and reducing serious injuries by 30% in 2024** have been set. Also, an additional target of reducing slight injuries by 20% has been defined. Overall, 75 road safety actions are included in the strategy, which are grouped into five strategic areas.

Based on the latest available data, Malta is **on track to meet the 50% fatality target for 2030** even if it did not meet its own interim target for 2024¹.

2. Road Safety Strategy and Measures

2.1 Road Safety Strategy

The **National Road Safety Strategy for the decade 2014-2024** sets out a 10-year direction for a safer land transport system. In the development of the strategy, the detailed analysis of the statistics and past experience played a major role in identifying the key roads safety challenges and outlining the way forward.

An **action plan** is also included in the strategy, which aims to address road safety in a holistic manner, taking into account aspects related to Enforcement, Engineering, Education and Safer Vehicles.

The next ten-year strategy, covering the period 2025-2035, is under preparation.

Table 20.1: National road safety strategy

Malta	
Timeframe	2014-2024
Lead Authority	Ministry of Transport and Infrastructure
Link	https://www.transport.gov.mt/include/filestreaming.asp?fileid=8147

2.2 Road Safety Governance

The Ministry for Transport, Infrastructure and Public Works, Transport Malta, and the Malta Road Safety Council are responsible for the **formulation of the national road safety strategy**.

¹ The annual number of deaths in Malta are particularly small and, therefore, subject to substantial annual fluctuations.

Transport Malta and the Malta Road Safety Council are responsible for the **monitoring of road safety developments** in the country.

2.3 Main Safety Issues

According to the National Road Safety Strategy of Malta, and based on statistics up to 2012, the following main issues had arisen, which also formed some of the main road safety challenges to be addressed in the decade 2014-2024:

- The majority of fatalities and serious injuries result from crashes occurring on the **arterial and distributor road network**.
- The majority of casualties were recorded in the **25-39 years old** age group.
- A significant proportion of fatalities involves **motorcyclists**.
- The number of **roadside alcohol tests** carried out in Malta is considerably low, compared with other EU countries.

2.4 Road Safety Targets

The following general targets have been set at the Road Safety Strategy 2014-2024 of Malta:

- By 2024, a **50% reduction in fatalities**, compared to 2014.
- By 2024, a **30% reduction in serious injuries**, compared to 2014.
- By 2024, a **20% reduction in slight injuries**, compared to 2014.

2.5 Road Safety Measures

A total of **75 road safety actions** divided in **five strategic areas** are included in the road safety strategy 2014-2024 of Malta². For each strategic area, specific indicators have been defined to monitor progress.

² <https://www.transport.gov.mt/include/filestreaming.asp?fileid=8147>

Table 20.2: Road safety actions of the road safety strategy

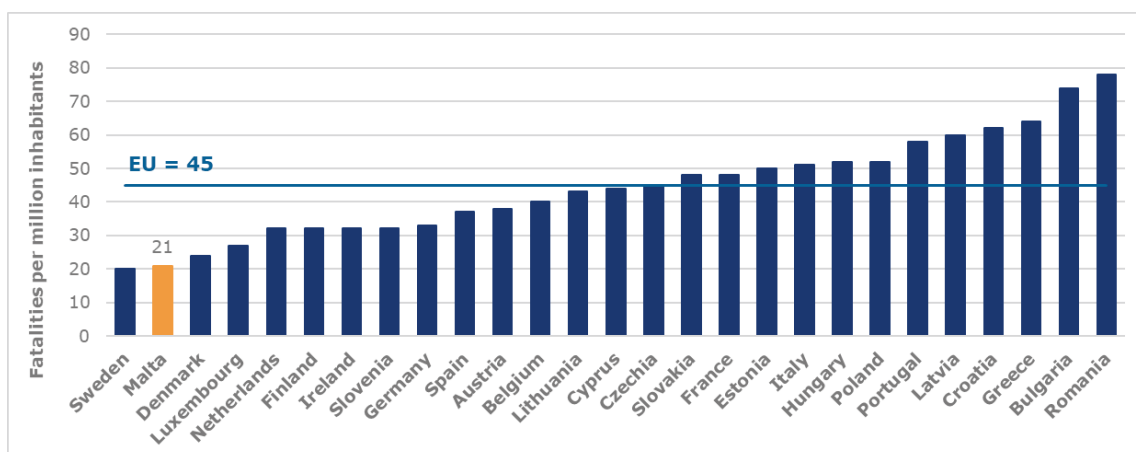
Strategic Area	Actions
1. Engineering	
- Safer Roads	11
- Safer Speeds	6
2. Enforcement	12
3. Safer Vehicles	7
4. Education	
- Safer Road Users	18
- Motorcyclists, Pedestrians, Children and the Elderly	14
5. Policy Implementation	7
Total	75

3. Road Safety Progress

3.1 Road Safety Outcomes

Based on data for 2024, Malta ranked 2nd out of the 27 EU countries in terms of the lowest numbers of fatalities per million inhabitants. In fact, 21 road fatalities per million inhabitants were recorded that year, which is well below the EU average (45). In 2024, 373 people were seriously injured in road crashes.

Figure 20.1 Mortality rates by country, 2024



Sources: CARE database on road crashes; population data from Eurostat (online data code [demo_pjan](#)).

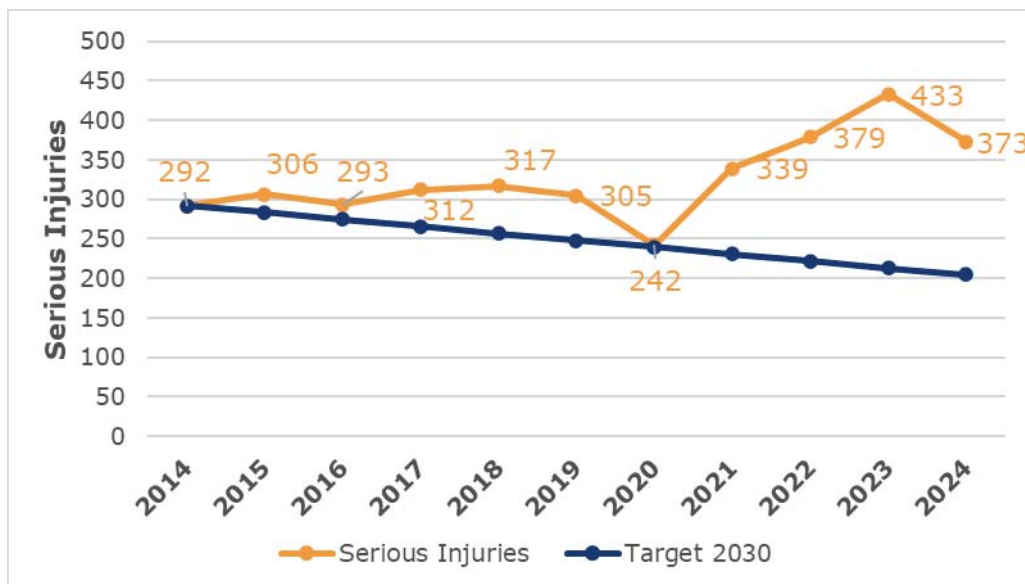
Compared to 2014, which is the baseline year for Malta, the number of fatalities increased by 20% in 2024 and the number of serious injuries increased by 28% in 2024. It should be noted that the actual numbers of road fatalities in Malta are small and therefore subject to substantial annual fluctuations.

Based on the latest available data, Malta is **on track to meeting the 50% fatality target for 2030** even if it did not meet its own interim target for 2024.

Figure 20.2 Road fatalities and target 2030
(Source CARE database) ³



Figure 20.3 Serious road injuries^{3,4}
(Source: CARE database)



³ It is noted that the global COVID-19 pandemic had an impact on the CARE data for 2020 and 2021 for many European countries. Traffic volumes dropped sharply during the pandemic due to traffic restrictions, which was associated with a significant drop in road traffic crashes and fatalities. Figures for 2024 were provided by the Maltese authorities.

⁴ Malta does not currently use the MAIS3+ system of classifying the severity of injuries from crashes. The national equivalent “Grievous Injury”, which is taken the legal definition in the Maltese criminal code, is broader in scope and includes certain types of injuries with severity less than MAIS3+.

An overview of the evolution of road crash fatalities and serious injuries during the period 2019-2024 (year with the latest available data) is provided below for specific types of roads, crashes and road users. Overall, in Malta, road crash fatalities decreased for most groups examined below. The total number of fatalities decreased by 25% (albeit based on small absolute numbers). The number of serious injuries however increased by 22%, showing an increase in most groups except for car occupants. The number of seriously injured riders of powered two-wheelers recorded the highest increase over this period.

Table 20.3: Evolution of road fatalities, 2019-2024

Fatalities	2019	2024	% in 2024	% change 2019-2024
Total road fatalities	16	12	-	-25%
Inside urban areas	-	-	-	-
Outside urban areas	-	-	-	-
Motorways	-	-	-	-
Single vehicle crashes	7	11	92%	+57%
Multi vehicle crashes	8	1	8%	-88%
Car occupants	7	3	25%	-57%
PTW riders	4	3	25%	-25%
Cyclists	0	0	0%	-
Pedestrians	5	4	33%	-20%

Table 20.4: Evolution of serious injuries, 2019-2024

Serious Injuries	2019	2024	% in 2024	% change 2019-2024
Total serious injuries	305	373	-	+22%
Inside urban areas	-	-	-	-
Outside urban areas	-	-	-	-
Motorways	-	-	-	-
Single vehicle crashes	157	203	54%	+29%
Multi vehicle crashes	128	170	46%	+33%
Car occupants	95	79	21%	-17%
PTW riders	101	165	44%	+63%
Cyclists	8	7	2%	-13%
Pedestrians	89	89	24%	0%

3.2 Road Safety Performance Indicators

Helmet use rates for cyclists in Malta are substantially higher than observed in the EU.

Table 20.5: Road Safety Performance Indicators, 2022 or latest available year (Source: ERSO, Country Profiles)

	Malta	EU
Speeding⁵		
% of passenger cars travelling within speed limits ^a		
Motorways ⁶	-	-
Rural Roads	74.0	-
Urban Roads	70.0	-
Seat belt & CRS use rates (%) ^{a,b}		
Front	-	93.1
Rear	-	75.3
Child restraint systems (roadside observations)	-	67.0
Child restraint systems (in-vehicle inspections)	-	-
Helmet use rates (%) ^a		
PTW driver	99.8	97.0
PTW passenger	97.0	94.4
Cyclist	80.9	37.8
DUI of Alcohol^c (self-reported)		
% of car drivers who have driven at least once in the last 30 days over the legal limit	-	11.8
Driver Distraction ^a		
% of drivers not using hand-held mobile device/phone while driving	93.0	94.8
Vehicle Safety		
% of new passenger cars rated with 4 EuroNCAP stars and above ^a	89.2	83.6
Average age of passenger car fleet (years) ^d	-	12.3

Sources: ^a Baseline and Trendline projects, ^b ETSC (2022), ^c ESRA3 project (2024), ^d ACEA (2024, 2025).

4. Conclusions and Recommendations

In the national road safety strategy for the decade 2014-2024 of Malta, the **targets of halving the number of road fatalities and reducing serious injuries by 30% in 2024**, compared to 2014, have been set. Also, an additional target of reducing slight serious injuries by 20% has been defined. A total of 75 road safety actions grouped into five strategic areas are included in the safety action plan, part of the strategy.

In 2024, Malta, with 21 road fatalities per million inhabitants, ranked **2nd out of the 27 EU countries in terms road mortality**. Between 2019 and 2024, a 25% decrease in road fatalities was achieved (albeit based on small absolute numbers), while serious injuries increased by 22% during the period 2019-2024. The number of seriously injured riders of powered two-wheelers recorded the highest increase over this period.

Compared to 2014, which is the baseline year in the road safety strategy, the number of fatalities increased by 20% in 2024 and the number of serious injuries increased by 28% in

⁵ An EU average is not available for speeding, due to different legal speed limits among countries, which does not allow for a straightforward comparison.

⁶ Malta has no motorways.

2024. Thus, while Malta did not meet its own interim target for 2024, it is **on track to meeting the 50% fatality target for 2030.**