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COMMISSION STAFF WORKING DOCUMENT

Monitoring Road Safety Progress in the EU - Austria

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, Austria **performed better than the EU average** (45) with 37 road fatalities per million inhabitants. Compared to 2019, a decrease of 16% in road fatalities was achieved. The number of seriously injured in road crashes, was 3% lower than the respective figure in 2019.

Compared to the EU average, the distribution of fatalities in Austria showed a high proportion of fatalities on roads outside urban areas and for cyclist fatalities inside urban areas. The share of motorcycle fatalities of all traffic fatalities on rural roads in Austria is also one of the highest in the EU.

In the Road Safety Strategy 2030 of Austria, **targets of halving the numbers of road fatalities and serious injuries by 2030** compared to 2019 have been set, as well as a **Vision Zero for child fatalities**. The long-term goal for Austria is a “Vision Zero” for fatalities and serious injuries in road traffic by 2050.

A total of **87 road safety measures**, divided in seven fields of action, are included in the road safety strategy of Austria. These measures are proposed as potential solutions to the challenges identified in each field of action in order to achieve the desired targets, as outlined in the strategy.

Regarding the progress of the implementation of the road safety actions foreseen in the national strategy for the period 2021-2024, there is a **smooth implementation flow without any particular gaps** being reported. Austria starts from a medium level in most examined road safety areas (13 out of 22). Based on the self-reported assessment, the baseline is assessed as high for 8 out of the 22 road safety areas and as low only in one.

In 2024, the **majority of the planned measures are on track**, while the implementation of the measures in 3 areas has been completed. Only the implementation of the measures related to the national road safety observatory has been delayed.

Examples of **best practices** are available for Austria, which cover various pillars. In relation to road safety management, the Austrian Road Safety Fund is highlighted. Several best practices concern the safe road user behaviour pillar, including educational programmes, campaigns and measures for cyclists. Also, stricter enforcement of speeding, dedicated campaigns against speeding and research projects for the monitoring of speeding are reported. Finally, new technical guidelines for bicycle traffic, revision of technical guidelines for interventions on rural roads and of the manual for road safety inspections are among the best practices of the safe roads pillar.

Based on the self-reported assessment, there are a few **challenges** in implementing the road safety strategy in Austria. Due to its federal system, road safety work in Austria falls under the responsibility of the state, federal governments and municipalities and therefore, a lot of coordination is needed for the implementation of individual measures. Thus, different budgets for road safety exist, however, there is not a comprehensive list. Austria also faces problems with speeding and for this reason an **action plan against speeding** with six main action lines and 20 measures has been developed. Accordingly, legislative changes in the Road Traffic Act include higher fines, higher disqualifications and the possibility to confiscate and dispose of the vehicles of high speeders. Speeding has reduced in line as a result, but continuous enforcement is necessary as well as awareness-raising actions.

The implementation progress of the foreseen actions appears broadly well on track, however, based on the latest available data, **Austria, in spite of some reasonable progress**, requires more actions to meet **the 2030 targets of halving road fatalities and serious injuries**. Based on the self-reported assessment, this is partly attributed to the fact that some of the measures to improve road safety that are expected to be more effective tend to be quite unpopular. It is difficult to reach agreement with all the relevant stakeholders on the implementation of these measures. The possible way could be by:

- better coordination among the relevant authorities and stakeholders,
- accelerating the implementation of the most effective measures
- exploring any other relevant activities.

2. Road Safety Strategy and Measures

2.1 Road Safety Strategy

The **Road Safety Strategy 2021-2030 of Austria** was developed by the Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology (BMK) aiming to take essential steps to reduce serious crashes on **Austria’s roads**. The strategy covers all areas of road safety work, from human behaviour to vehicle technology and infrastructure. It is implemented in close cooperation with the national, regional, and local stakeholders and is in accordance with the EU policy framework and the WHO, which is entrusted by the UN with global road safety agendas¹.

In accordance with the **Safe System approach**, the Austrian Road Safety Strategy for the period 2021–2030 aims at a paradigm shift from crash prevention to injury prevention. Also, the long-term goal for Austria is a “Vision Zero” for fatalities and serious injuries in road traffic by 2050. The strategy is accompanied by time- and topic-specific action plans to deal with current trends in a more targeted manner.

Table 1: National road safety strategy

Austria	
Timeframe	2021-2030
Lead Authority	Austrian Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation, and Technology (BMK), in cooperation with KFV (Austrian Road Safety Board) and FGM/AMOR (Austrian Mobility Research)
Link	https://www.bmk.gv.at/en/topics/transport/roads/safety/vss2030.html

2.2 Road Safety Governance

The Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology (BMK), other Federal Ministries, representatives from regional and local authorities, motorway operator, research Centres and Universities and Road Safety Organisations are responsible for the **formulation of the national road safety strategy**.

Also, the Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology (BMK) and Austrian Road Safety Advisory Council (Roads Task Force) are

¹ Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology. (2021). Road Safety Strategy 2030. Available at: <https://www.bmk.gv.at/en/topics/transport/roads/safety/vss2030.html>

responsible for the **monitoring of road safety developments** in the country.

2.3 Main Safety Issues

Despite the good road safety progress over the previous decade, a number of challenges remain for Austria, as data of 2015-2019 show²:

Pedestrians and Cyclists

- They account for 59% of all fatalities in **urban areas**.
- The majority of fatally injured (58% and 65% respectively) are **aged 60 years or older**, which is among the highest figures in the EU.
- Cyclists account for **one quarter of serious injuries** – an increasing trend.
- The presumed **main causes of crashes at both zebra crossings and cyclist crossings** are violation of the right of way, disregard for red lights and inattention / distraction.

Motorcyclists

- They account for **20%** of all fatalities and serious injuries, with less than 2% of the mileage.
- The share of motorcycle fatalities in all traffic fatalities on **rural roads** in Austria is one of the highest in the EU at 26%.
- About a quarter of motorcyclists in rural areas in Austria do not wear **full protective clothing**, and up to 80% in urban areas.

Rural Roads

- Two thirds of all fatalities occurred on **rural roads**, with only 35% of the mileage.
- More than 80% of them were killed in **cars or as motorcyclists**.

Speeding

- In the road sections with the **speed limit of 30 km/h**, only 27% of passenger cars adhere to it.
- The main cause for crashes on rural roads is **excessive speed**, which often leads to single-vehicle crashes.

Additional road safety critical factors are mentioned in the Austrian Road Safety Strategy.

2.4 Road Safety Targets

The following targets have been set at the National Road Safety Strategy 2021-2030 of Austria:

- By 2030, a **50% reduction in fatalities** compared to the average of 2017 to 2019
- By 2030, a **50% reduction in serious injuries** compared to the average 2017 to 2019
- **Vision Zero: No children killed** in road traffic by 2030

2.5 Road Safety Measures

A total of **87 road safety measures** divided in **seven fields of action** are included in the road

² Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology. (2021). Road Safety Strategy 2030. Available at: <https://www.bmk.gv.at/en/topics/transport/roads/safety/vss2030.html>

safety strategy of Austria³. These measures are proposed as potential solutions to the challenges identified in each field of action in order to achieve the desired targets, as outlined in the strategy.

Table 2: Road safety fields of actions and number of measures

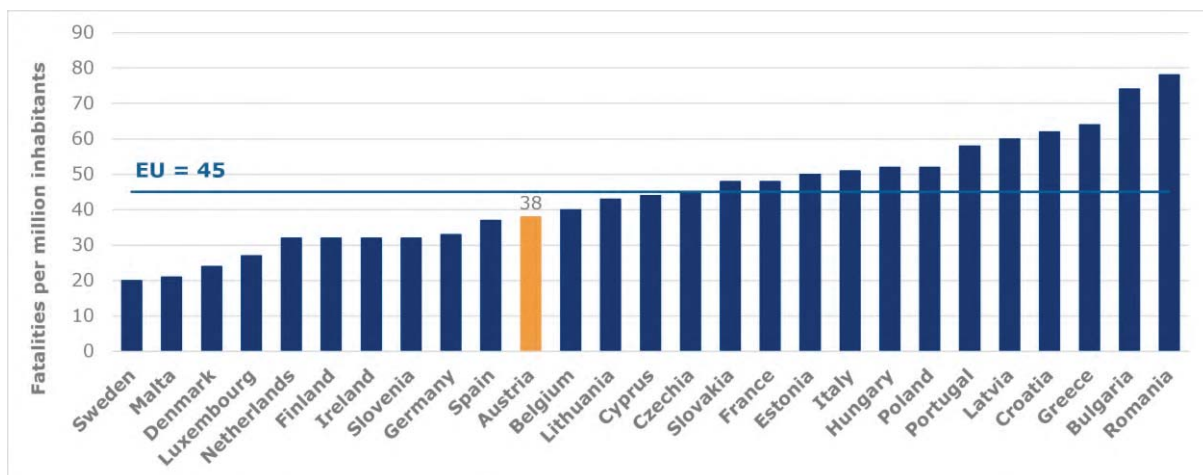
Field of Action	Measures
1. Active, safe, and climate-friendly mobility	17
2. Safe rural roads	12
3. Motorcycle safety	10
4. Car Safety	10
5. Fit and with full attention on the road	8
6. Effective raising of awareness, education, and training	12
7. Effective legislation, control activities, administration, and information processes	18
Total	87

3. Road Safety Progress

3.1 Road Safety Outcomes

Based on data for 2024, Austria ranked 11th out of the 27 EU countries in terms of the lowest numbers of fatalities per million inhabitants. In fact, **38 road fatalities per million inhabitants** were recorded that year, which is below the EU average (45).

Figure 1. Mortality rates by country, 2024



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

In 2024, the number of fatalities decreased by 16% compared to 2019⁴. In addition, the number

³ Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology. (2021). Road Safety Strategy 2030. Available at: <https://www.bmk.gv.at/en/topics/transport/roads/safety/vss2030.html>

⁴ For all Member States, 2019 has been used as the baseline year for the monitoring of 2030 targets in this report,

of serious injuries decreased by 3% over the period 2019-2023. Thus, Austria needs to do more to meet the 2030 target of halving the number of road fatalities and serious injuries.

Figure 2. Road fatalities and target 2030
(Source CARE database)⁵

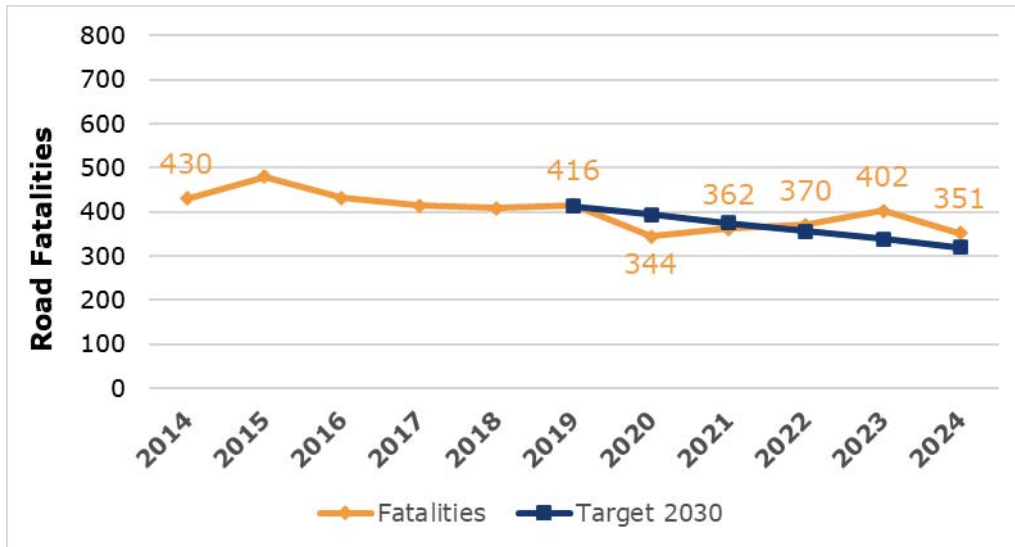
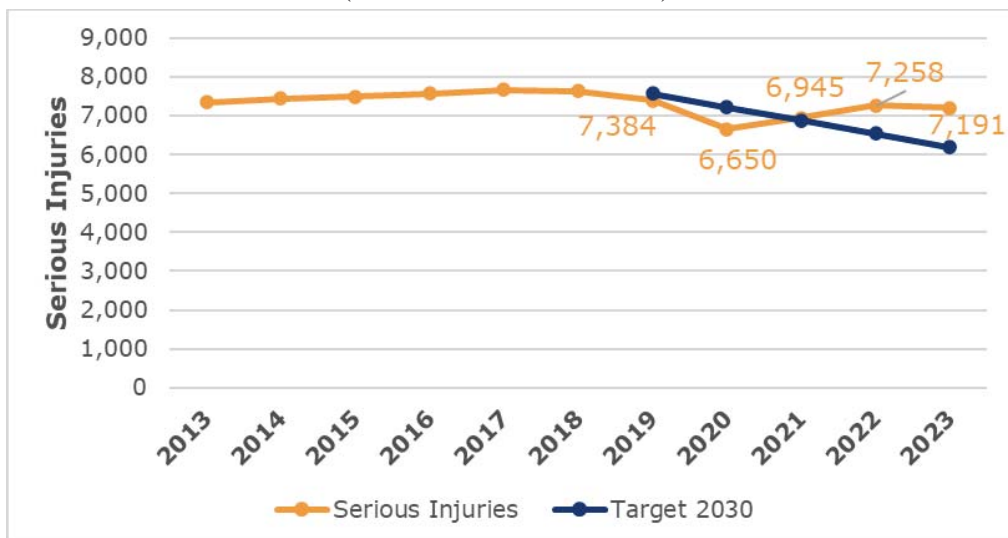


Figure 3. Serious road injuries
(Source: CARE database)⁵



Compared to the EU average, the distribution of fatalities in Austria showed a high proportion of fatalities occurred on roads outside urban areas and for cyclist fatalities inside urban areas⁶. In fact, 67% of fatalities occurred in rural areas in 2023. The share of cyclist fatalities was 10% and of serious injuries 30% in 2023.

which is used at EU level. Austria has set the average of 2017-2019 as the baseline.

⁵ 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.

⁶ European Commission (2023), Country Profile Austria. Road Safety Observatory. Brussels, European Commission, Directorate General for Transport.

An overview of the evolution of road crash fatalities and serious injuries for the years 2019 and 2023 (year with the latest available detailed crash data) is provided below for specific types of roads, crashes and road users. Overall, in Austria, **serious injuries declined** for all groups examined, except for cyclists and single-vehicle crashes. The decrease in seriously injured car occupants (18%) and pedestrians (16%) was considerably higher than the decrease in the total number of serious injuries (3%).

The total number of **road fatalities decreased** by 3% in 2023 compared to 2019. The highest decrease was recorded for pedestrians (25%), followed by passenger car occupants (11%). On the other hand, the number of fatalities on motorways and in single vehicle crashes increased (by 34% and 22% respectively), as well as the number of killed cyclists (27%).

Table 3: Evolution of road fatalities, 2019-2023

Road Crash Fatalities	2019	2023	% in 2023	% change 2019-2023
Total road fatalities	416	402	-	-3%
Inside urban areas	104	95	24%	-9%
Outside urban areas	283	268	67%	-5%
Motorways	29	39	10%	+34%
Single vehicle crashes	116	141	35%	+22%
Multi vehicle crashes	234	210	52%	-10%
Passenger cars	200	178	44%	-11%
PTWs	89	92	23%	+3%
Cycles	33	42	10%	+27%
Pedestrians	69	52	13%	-25%

Table 4: Evolution of serious injuries, 2019-2023

Serious Injuries	2019	2023	% in 2023	% change 2019-2023
Total serious injuries	7,384	7,191	-	-3%
Inside urban areas	3,795	3,738	52%	-2%
Outside urban areas	3,262	3,134	44%	-4%
Motorways	327	319	4%	-2%
Single vehicle crashes	2,905	3,161	44%	+9%
Multi vehicle crashes	3,632	3,307	46%	-9%
Passenger cars	2,150	1,759	24%	-18%
PTWs	2,086	1,921	27%	-8%
Cycles	2,004	2,184	30%	+9%
Pedestrians	787	662	9%	-16%

3.2 Road Safety Performance Indicators

Austria performs better than the EU average in relation to seat belt use, child restraint systems (CRS) and helmet use. Additionally, the average age of the passenger car fleet in Austria is lower than the EU average.

Table 5: Road Safety Performance Indicators, 2022 - 2025 (Source: ERSO, Country Profiles)

	Austria		EU	
	2022	2025	2022	2025
Speeding⁷				
% of passenger cars travelling within speed limits ^a				
Motorways	80.9	82.0	-	-
Rural Roads	88.9	90.0	-	-
Urban Roads	57.4	59.0	-	-
Seat belt & CRS use rates (%) ^{a,b}				
Front	98.4	99.0	93.1	92.4
Rear	87.9	91.2	75.3	69.9
Child restraint systems (roadside observations)	76.8	99.2	67.0	83.3
Child restraint systems (in-vehicle inspections)	/	/	-	-
Helmet use rates (%) ^a				
PTW driver	99.9	99.8	97.0	97.6
PTW passenger	100.0	99.9	94.4	97.0
Cyclist	35.5	38.3	37.8	34.5
DUI of Alcohol^c (self-reported)				
% of car drivers who have driven at least once in the last 30 days over the legal limit	12.5	-	11.8	-
Driver Distraction ^a				
% of drivers not using hand-held mobile device/phone while driving	96.4	97.1	94.8	94.5
Vehicle Safety				
% of new passenger cars rated with 4 EuroNCAP stars and above ^a	87.6	83.0	83.6	82.7
Average age of passenger car fleet (years) ^d	8.9	9.3	12.3	12.5

Sources: ^a Baseline and Trendline projects, ^b ETSC (2022), ^c ESRA3 project (2024), ^d ACEA (2024, 2025), Notes: *2025 data only for weekdays

⁷ An EU average is not available for speeding, due to different legal speed limits among countries, which does not allow for a straightforward comparison.

4. Monitoring Road Safety Strategy Implementation

4.1 Implementation Progress

Road Safety Management

Austria starts from a high level in two road safety areas related to **Road Safety Management**, the national road safety budget and road safety legislation. The baseline is self-assessed as low for the area of the national road safety observatory. The measures under this pillar concern two areas, the national road safety legislation and the road safety observatory. Measures in the first area are well on track, including specific amendments to the road traffic regulation. On the other hand, the implementation of the measures in the second area has been delayed.

Table 6: Self-reported assessment of implementation progress of measures related to road safety management

B1	Road Safety Management	Baseline Assessment (2021)	Progress (2021-2024)
1	National road safety authority	-	-
2	National road safety budget	high	not applicable
3	Road safety legislation	high	on track
4	National road safety observatory	not applicable	not applicable

Safe Road User Behaviour

In relation to the pillar of **Safe Road User Behaviour**, Austria starts from a high level in 2021 in the road safety areas of education, training of novice drivers and communication campaigns. It starts from a medium level in the areas of enforcement and vulnerable road users, while no measures are included in the strategy for professional drivers. Based on the self-reported assessment, in 2024, all measures are on track.

Table 7: Self-reported assessment of implementation progress of measures related to road user behaviour

B2	Safe Road User Behaviour	Baseline Assessment (2021)	Progress (2021-2024)
1	Enforcement	medium	on track
2	Education	high	on track
3	New drivers training	high	on track
4	Communication campaigns	high	on track
5	Measures for vulnerable road users	medium	on track
6	Measures for professional drivers	-	-

Enforcement measures include the 32nd amendment to the Austrian Vehicles Act, a stricter

ban on the use of mobile phones and higher penalties for using a mobile phone without a hands-free kit and disregarding the mandatory use of seat-belts.

Also, during this period, numerous **educational programmes** and **campaigns** were carried out by public authorities and NGOs.

Among the measures regarding the **training of novice drivers** are amendments to the Motor Vehicle Act implementing ordinance and reform of the training of driving instructors.

In addition, multiple measures were taken to **strengthen active mobility** with the 33rd amendment of the Austrian Road Traffic Act and thus, to improve the safety of VRUs. An action-plan for active, safe, and climate-friendly mobility is in progress.

Safe Speeds

Regarding the **Safe Speeds** pillar, Austria starts from a medium level in all related road safety areas. The implementation of the measures related to the monitoring of speeding has been completed, while all remaining measures are on track.

Table 8: Self-reported assessment of implementation progress of measures related to safe speeds

B3	Safe Speeds	Baseline Assessment (2021)	Progress (2021-2024)
1	Update of speed limits	medium	on track
2	Enforcing speed limits	medium	on track
3	Campaigns on speeding	medium	on track
4	Monitoring speeding	medium	completed

As part of the **new speed limit regulations**, municipalities will be able to implement simplified regulations for speed reduction in front of schools, kindergartens, etc.

Additionally, harsher **penalties** (higher fines, driving license revocation, vehicle confiscation) are issued for excessive speeding, and municipalities can now carry out radar speed checks by themselves.

A **campaign on speeding** was launched in 2023. Also, as regards the **monitoring of speeding**, KPIs were collected and evaluated in the context of the "Baseline" and "Trendline" projects. Social acceptance of speeding is still high. Therefore, the measures in this point continue to be a priority.

Safe Roads

Regarding the **Safe Roads** pillar, the self-reported assessment shows a medium baseline in all road safety areas, with the exception of motorways safety management and road safety audits and inspections. The baseline for these two areas is assessed as high and the implementation of the related measures has been completed. All remaining measures are well on track. Concerning the area of city mobility and safety plans, no measures have been planned at

national level, but different measures exist at regional and local level.

Table 9: Self-reported assessment of implementation progress of measures related to safe roads

B4 Safe Roads		Baseline Assessment (2021)	Progress (2021-2024)
1	City mobility & safety plans	medium	not applicable
2	Urban infrastructure for VRUs	medium	on track
3	Rural roads safety interventions	medium	on track
4	Motorways safety management	high	completed
5	Road design standards	medium	on track
6	Road safety audit and inspection	high	completed

The measures foreseen for this pillar include the revision of the technical guidelines on urban infrastructure for VRUs and the revision of the national technical guidelines on road design standards. Also, in regard to road safety audits and inspections, the Directives 2008/96/EC and 2019/1936 have been transposed into Austrian law and national guidelines. Regarding the area of motorways safety management, specifications according to the Directives 2008/96/EC and 2019/1936 have been implemented, while various national guidelines are in force.

Safe Vehicles

In relation to the pillar of **Safe Vehicles**, Austria starts from a medium level in all related areas, excluding the vehicle technical inspections, where the baseline is assessed as high. In 2024, all measures are well in progress. No measures are planned for this period regarding the area of fleet renewal.

Table 10: Self-reported assessment of implementation progress of measures related to safe vehicles

B5 Safe Vehicles		Baseline Assessment (2021)	Progress (2021-2024)
1	Fleet renewal	medium	not applicable
2	Promotion of ADAS	medium	on track
3	Technical vehicle inspection	high	on track
4	Automation preparation	medium	on track

Among the measures related to the **promotion of ADAS**, the promotion of truck turning assistants and the development of a platform to demonstrate the usage of the most common ADAS-Systems in Austria are included.

Also, the **periodic technical inspection (PTI)** is in force. All vehicle categories specified in the Directive 2014/45/EU are covered and the inspection interval is shorter than the minimum requirement. The EU minimum standards are also significantly exceeded for technical roadside inspections.

Measures on the **automation preparation** include the ongoing development of complex use cases, especially in urban areas and the establishment of a mandatory route analysis and risk management.

Post Crash Care

Regarding the **Post-Crash Care** pillar, no measures are included in the road safety strategy of Austria.

Table 11: Self-reported assessment of implementation progress of measures related to post crash care

B6	Post Crash Care	Baseline Assessment (2021)	Progress (2021-2024)
1	Reduce EMS reaction time	-	-
2	Support people injured	-	-

4.2 Best Practices

A series of best practices is available for Austria:

Road Safety Management

- **Austrian Road Safety Fund (VSF):** The VSF is set up within the Federal Ministry for Climate Protection, Environment, Energy, Mobility, Innovation and Technology (BMK). It receives its funds from the traffic safety contribution, which is payable when reserving a personalized license plate. The VSF funds the promotion of general measures and specific projects to improve road safety, as well as the following activities in the field of road safety: studies and research, communication on research results, and preparatory planning measures.

Safe Road User Behaviour

- **Educational programmes:** Educational material on road safety and safe behaviour is available on dedicated websites for students of all grades: [Network Mobility Education](#) and [Kids Police](#).
- **New driver training:** The theoretical driving test can now be conducted in more languages.
- **Embrace life, not speed:** This campaign video against speeding was published in Austria in June 2023.
- **Measures for vulnerable road users:** Minimum lateral distance when overtaking cyclists and protective riding next to children on the bicycle.

Safe Speeds

- **Enforcing speed limits:** The vehicle can be confiscated if the speed is 80 km/h over the speed limit in urban areas and 90 km/h over the speed limit outside urban areas.
- **Embrace life, not speed:** This campaign video against speeding was published in Austria in June 2023.
-

Safe Roads:

- **New technical guidelines for bicycle traffic:** This RVS (published in April 2022) is to be used for the new construction and redesign of all public traffic areas approved for bicycle traffic. Redesign implies changes to the alignment or modification of cross-sectional elements on an existing road that is expected to have a significant impact on

the use of that road (e.g., in terms of changed travel speeds, traffic volume and composition, or performance).

- **Rural Roads Safety Interventions:** Revision of several technical guidelines; treatment of crash hotspots.
- **Road design standards:** e.g. revised national guideline "RVS 03.03.31" - Cross-section-elements and envelopes of clearance" in February 2024.
- **Manual for Conducting Road Safety Inspections:** In 2010, a manual for conducting Road Safety Inspections (RSI) was published by the Federal Ministry. This manual has now been revised, taking into account the legal changes as part of the implementation of the EU Directive 2008/96/EC and the experience gained from the RSIs carried out in recent years.

Safe Vehicles

- **Promotion of ADAS:** An [information platform on the Smart Driver app, associating the monthly insurance with the driving behaviour is available; subsidy](#) for right-turn assistance systems for trucks.
- **Automation preparation:** Route analysis helps stakeholder to identify potential risks on a predefined area.

4.3 Gaps

Based on the self-reported assessment, there are a few challenges in implementing the road safety strategy in Austria. Due to its federal system, road safety work in Austria falls under the responsibility of the state, federal governments and municipalities. Therefore, a lot of **coordination is necessary for the implementation of individual measures** and political interests must be taken into account. Also, some measures have a long lead time.

As regards the national road safety budget, Austria has different budgets from the state, federal governments and municipalities. However, there is no **comprehensive list of road safety budgets**.

Also, concerning the update of speed limits, still there is no uniform approach of speed limit tolerances throughout the country, while problems with compliance with speed limits still exist. For this reason, an action plan on speeding^[50] was developed with six main action lines with a total of 20 measures. Each measure specification contains a brief description of the problem and the current state of knowledge, an estimate of the potential reduction in the number of serious injuries and fatalities, the associated options for action, the identification of key actors and the timeframe for implementation. For example: optimized speed monitoring, awareness raising, speed limits in line with road infrastructure, Road Safety Inspection (RSI) (off motorways), safety management for motorcycle roads.

5. Conclusions and Recommendations

In the road safety strategy for the decade 2021-2030 of Austria, the targets of **halving the numbers of fatalities and serious injuries** by 2030 compared to the average of 2017 to 2019 have been set. A total of 87 road safety measures divided in seven fields of action are included in the road safety strategy.

In 2024, Austria was below the EU average with 37 road fatalities per million inhabitants. Compared to the EU average, the distribution of fatalities in Austria shows a high proportion

of fatalities on roads outside urban areas and for cyclist fatalities inside urban areas.

Based on data between 2019 and 2024, a **decrease of 16% in road fatalities** was recorded. The number of serious injuries also decreased by 3% over the period 2019-2023.

Based on the detailed crash data between 2019 and 2023, road crash fatalities declined for all groups examined, except for cyclists, single-vehicle crashes and in crashes occurred on motorways. Similarly, serious injuries decreased for all groups, except for cyclists and single vehicle crashes.

Regarding the progress of the implementation of the road safety actions foreseen in the national road safety strategy for the period 2021-2024, based on the self-reported assessment, there is a **smooth implementation flow**. The majority of the planned measures are on track and the implementation of the measures in three areas has been completed. Also, Austria has numerous examples of best practices to show.

Finally, despite the fact that the implementation progress of the foreseen actions is well on track, and Austria has recorded a reduction in fatalities during the last years, more actions are needed involving public authorities at all levels, all road users, industry and civil society actors in order to meet the targets. Based on the self-reported assessment, this is partly attributed to the fact that some of the measures that are expected to improve road safety are quite unpopular and it is difficult to reach agreement with all the relevant stakeholders on the implementation of these measures. Possible ways to address this could be:

- better coordination among the relevant authorities and stakeholders,
- accelerating the implementation of the most effective measures or
- exploring any other relevant activities.