Council of the European Union

Brussels, 19 February 2026
(OR. en)

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TRANS 86

COVER NOTE

From:	Secretary-General of the European Commission, signed by Ms Martine DEPREZ, Director
date of receipt:	13 February 2026
To:	Ms Thérèse BLANCHET, Secretary-General of the Council of the European Union
Subject:	COMMISSION STAFF WORKING DOCUMENT Monitoring Road Safety Progress in the EU - Denmark 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

Delegations will find attached document SWD(2026) 39 final.

Encl.: SWD(2026) 39 final

EUROPEAN
COMMISSION

Brussels, 13.2.2026
SWD(2026) 39 final

COMMISSION STAFF WORKING DOCUMENT

Monitoring Road Safety Progress in the EU - Denmark

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

{COM(2026) 77 final} - {SWD(2026) 33 final} - {SWD(2026) 34 final} - {SWD(2026) 35 final} - {SWD(2026) 36 final} - {SWD(2026) 37 final} - {SWD(2026) 38 final} - {SWD(2026) 40 final} - {SWD(2026) 41 final} - {SWD(2026) 42 final} - {SWD(2026) 43 final} - {SWD(2026) 44 final} - {SWD(2026) 45 final} - {SWD(2026) 46 final} - {SWD(2026) 47 final} - {SWD(2026) 48 final} - {SWD(2026) 49 final} - {SWD(2026) 50 final} - {SWD(2026) 51 final} - {SWD(2026) 52 final} - {SWD(2026) 53 final} - {SWD(2026) 54 final} - {SWD(2026) 55 final} - {SWD(2026) 56 final} - {SWD(2026) 57 final} - {SWD(2026) 58 final} - {SWD(2026) 59 final}

Contents

Denmark

1. Summary

In 2024, Denmark had the **3rd best road safety performance**, with 24 road fatalities per million inhabitants, well below the EU average of 45 per million. In total, Denmark achieved a decrease of 27% in road fatalities between 2019 and 2024. In 2024, 1,037 people were seriously injured in road crashes, which is 19% lower than the respective figure in 2019.

Compared to the EU average, the distribution of fatalities in Denmark shows a relatively high proportion of cyclist fatalities, especially inside urban areas. This should, however, be seen against the fact, that Denmark has one of the highest rates of bicycle use in the EU, especially in the cities.

In 2021, a large majority of the political parties represented in the Danish parliament agreed on the **"Infrastructure plan 2035"**, which is a full funded investment plan with regard to the transport area. As part of the plan, a fund of DKK 700 million was established for the period 2022-2035 to enhance road safety. The fund ensures long-term investments in traffic safety while remaining flexible to adapt to evolving priorities. This agility allows resources to be directed where they are most needed, ensuring the most effective improvements to road safety over time.

In 1986, the Danish government established the independent Danish Road Safety Commission. The Commission consists of representatives from the Danish Parliament and stakeholders. The scope of the Commission is to put forward proposals for road safety initiatives that can reduce the number of road traffic crashes. The Commission may also submit assessments and proposals in terms of new traffic legislation. In 2020, the Commission published its Action Plan for 2021-2030, which contains a **target of less than 90 fatalities and 900 seriously injured in 2030.** Also, an additional target of no more than 10,000 slight injuries in 2030 has been defined.

The **Danish government has not adopted the action plan nor the targets** regarding the maximum number of fatalities and injured in traffic in 2030. The action plan does, however, serve as inspiration when launching new road safety initiatives within the framework of the "Denmark Forward - Infrastructure plan 2035" and for other political agreements involving road safety.

In order to follow up on the development of traffic crashes in Denmark "The Danish Road Directorate" produces a monthly report on statistics of traffic crashes as well as yearly reports on traffic crashes.

Based on the latest available data, in 2024, Denmark **appears to be well on track to meet the 2030 target of reducing road fatalities** as stated in the independent Danish Road Safety Commission's Action Plan. On the other hand, Denmark **risks falling short of reaching the 2030 target of reducing serious injuries**.

Finally, it should be noted that for many decades the Danish governments and authorities have undertaken a great number of measures to improve road safety. These measures include road safety education as part of the school curriculum, road safety campaigns, police enforcement, road infrastructure investment and a focus on safety technology in vehicles.

2. Road Safety Strategy and Measures

2.1 Road Safety Strategy

As part of the fully funded investment plan 'Denmark Forward - Infrastructure Plan 2035'[1] a large majority of the political parties represented in the Danish Parliament established a fund of DKK 700 million for the period 2022-2035 to enhance road safety. The fund ensures long-term investments in traffic safety while remaining flexible by allowing resources to be directed where they are most needed. This flexibility enables the government to take the Danish Road Directorate's continuous road statistics into account ensuring that investments are targeted at the most critical areas.

In 2020, The independent Danish Road Safety Commission published its **Action Plan for the decade 2021-2030**. The commission consists of representatives from the Danish Parliament and stakeholders, and are appointed by the Minister of Transport. Every actor, who is represented in the Danish Road Safety Commission, had the opportunity to contribute to the Action Plan.

The Danish Road Safety Commission's action plan is based on the assumption that crashes can be prevented, and that the severity of injuries can be reduced through legislation and control, education and campaigns as well as road engineering and safety technology in the vehicles.

The action plan consists of two documents: the "Targets and Strategy" document describes the objective and the focus areas as well as some of the preconditions of the plan, while the specific measures to obtain the objective are described in the document "Recommended Actions"[2].

The Danish government has not adopted the action plan nor the targets regarding the maximum number of fatalities and injured in traffic in 2030. The action plan does, however, serve as inspiration when launching new road safety initiatives within the framework of the "Denmark Forward - Infrastructure plan 2035" and for other political agreements involving road safety.

Table 8.1: Danish road safety commission action plan 2021-2030

	Denmark
Timeframe	2021-2030
Lead Authority	Danish Road Safety Commission
Link	https://www.faerdselssikkerhedskommissionen.dk/media/eymfxr0n/fsk_resume_handlingsplaneng_2021-2030_final.pdf

Source: national sources

2.2 Road Safety Governance

Danish Road safety governance is characterized by a **broad range of stakeholders' shared interest** in improving road safety. These stakeholders include public authorities, interest groups, the media and private actors. The reduction in road fatalities is the result of targeted

[1] National sources: Aftale om infrastrukturplan 2035
[2] https://www.faerdselssikkerhedskommissionen.dk/media/eymfxr0n/fsk_resume_handlingsplaneng_2021-2030_final.pdf

efforts through various measures implemented by these actors. This multidisciplinary approach is a strength, fostering public acceptance of measures and encouraging an engaging debate on how to improve road safety for everyone. Along with road users' personal responsibility to act carefully and responsibly in traffic, a strong sense of community can reduce the number of crashes and create safe mobility on and around the road network.

An example of the multidisciplinary approach to road safety is the initiative to prevent right-turn crashes between cyclists and lorries. In this effort, many stakeholders collaborate on several initiatives aimed at vehicle safety, driver behaviour and road design. These stakeholders include the transport and logistics industry, trade unions, the Danish Cyclists' Association, the Danish Road Safety Council, the Danish Transport Authority, the police, municipalities, the Danish Road Directorate, and the Danish Road Accident Investigation Board (AIB).
Also, the Danish Road Directorate is responsible for the **monitoring of road safety developments** in the country. Each year the Danish Road Directorate publishes a statistical description of traffic crashes in Denmark, as well as an extended analysis, which contains a more thorough analysis of road fatalities in Denmark. The Danish Road Accident Investigation Board, reporting to the Minister for Transport, also conducts in-depth analyses of serious crashes, which have been done since 2001.

2.3 Main Safety Issues

The 2023 statistical report on traffic crashes, published by the Danish Road Directorate, shows the distribution of injury crashes by type of crash in 2019-2023 (Table 8.2).

Table 8.2: Distribution of injury crashes by type of crash, 2019-2023

Type of crash	Distribution of injury crashes
Crashes involving turning and crossing	39%
Single-vehicle crashes	18%
Pedestrian crashes	15%
Rear-end and merging collisions	14%
Head-on collisions	8%
Crashes with parked vehicles, animals, or objects	5%

The Danish Road Directorate also reveals the main crash factors related to fatal crashes in the yearly report about fatalities. The table below contains the top eight crash factors leading to fatal crashes in 2023.

Table 8.3: Distribution of fatal crashes by crash factor, 2023

Crash factor	Percentage of fatal crashes
Lack of/insufficient attention	45%
Lack of/insufficient orientation	35%
Under the influence of alcohol/drugs/medicine	25%
Lack of/incorrect reaction or manoeuvre	17%
Risky driving	17%
Speed relative to speed limit	14%
Inappropriate road design	13%
Incorrect positioning	10%

Based on these statistics, the following main safety issues arise, which are also mirrored in the Danish Road Safety Commission's focus areas:

- **Single vehicle crashes**: A large number of fatalities has been registered as single vehicle crashes on rural roads. Single vehicle crashes are usually a result of a vehicle driving off the road – e.g. because the driver falls asleep, is distracted, inattentive, drives too fast and / or loses control – or by the vehicle hitting a refuge, a signal mast or similar object on the road.

- **Head-on collisions**: The most serious head-on collisions are registered on ordinary roads with one lane in each direction in rural areas. Often, at least one of the vehicles has driven faster than the speed limit.

- **Crashes at intersections**: Over 70% of the injured at intersections in urban areas in the period 2015-2019 were vulnerable road users. Crashes at intersections often involve road user errors such as inadequate orientation, inattention or speeding.

- **Vulnerable road users:** Vulnerable road users in urban areas make up the vast majority of seriously injured, partly in crashes with cyclists and moped riders in intersections and partly in crashes with pedestrians. A large proportion of vulnerable road users are also killed on rural roads.

- **Young drivers:** Crashes where at least one driver was under 25 years old and driving either a passenger car or a van are consistently overrepresented in the statistics of fatalities and injuries.

2.4 Road Safety Targets

The independent Danish Road Safety Commission has set the following targets in their Road Safety Action Plan 2021-2030:

- In 2030, the number of **road traffic fatalities should be 90 or below**

- In 2030, the number of road traffic **seriously injured (in terms of the Danish definition) should be 900 or below**[3]

[3]The Danish definition does not correspond to the definition of seriously injured in the CARE database.

- In 2030, **no more than 10,000 persons** should be **slightly injured** in road traffic.

The target of less than 90 fatalities and 900 seriously injured in 2030 are based on police reported road crashes, which are the data used in national statistics. The additional target of no more than 10,000 slightly injured in 2030 is based on data from the Danish National Patient Registry.

2.5 Road Safety Measures

The independent Danish Road Safety Commission's Action Plan includes a total of **52 road safety recommendations** divided into **six main categories.**

Table 8.4: Main categories and number of actions in the independent Road Safety Commission's Action Plan

Main Category		Actions
1.	Teaching and communication	19
2.	Road design and traffic management	8
3.	Legislation, sanction and control	10
4.	Vehicles and safety equipment	3
5.	Accident data	4
6.	Research and cooperation	8
Total		**52**

Stakeholders, both at the national and the municipal levels and in both public and private sectors, may implement these recommendations when working with road safety improvements. The recommendations aim to achieve the overall objective of preventing accidents and reducing the severity of injuries if an accident does occur.

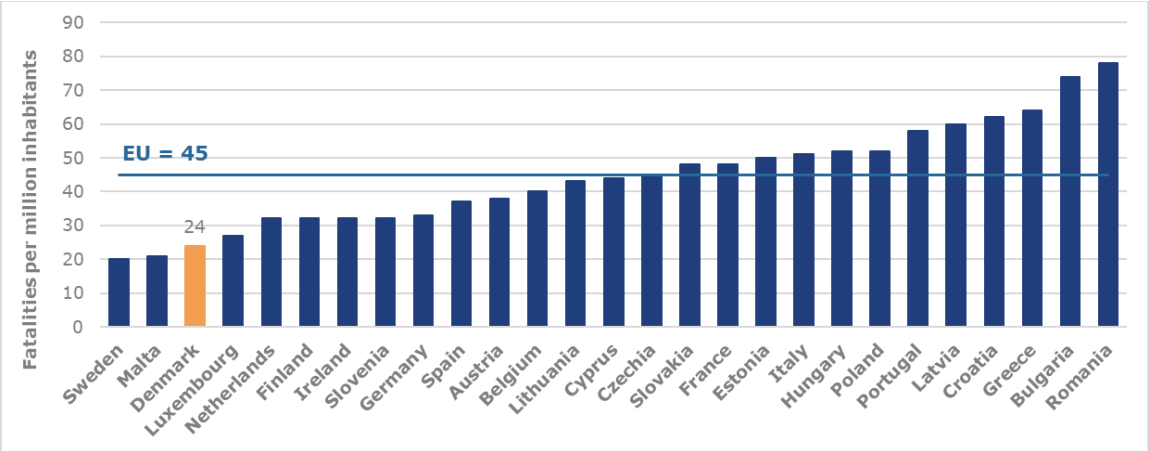
3. Road Safety Progress

3.1 Road Safety Outcomes

In Denmark, 145 people were killed and 1,037 people were seriously injured in road crashes in 2024[4]. Based on data for 2024 Denmark was 3rd out of the 27 EU countries in terms of the lowest numbers of fatalities per million inhabitants. In fact, 24 road fatalities per million inhabitants were recorded in 2024, which is well below the EU average (45).

[4] Number of seriously injured is based on national data and differs from data in CARE database due to different definitions used.

Figure 8.1 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 road fatalities decreased by 27% compared to 2019. Thus, Denmark appears to be **well on track to meet the 2030 target of reducing road fatalities to 90 or below** as stated in the independent Danish Road Safety Commission's Action Plan.

Also, according to national statistics, the number of serious injuries decreased by 8% in 2023 compared to 2019. Denmark therefore **risks falling short of reaching the 2030 target of reducing serious injuries** as stated in the independent Danish Road Safety Commission's Action Plan.

It should be noted that the independent Danish Road Safety Commission has set the average of 2017-2019 as the baseline. See the different baseline values below.

	DK Baseline: 2017-2019	EU Baseline: 2019
Fatalities	182	199
Serious injuries	1813	1822

However, in order to make better comparisons across the EU this report primarily use the EU baseline of 2019. This is also the baseline chosen in the graphs below comparing the number of fatalities (CARE database) and serious injuries (Danish national statistics) with the target stated in the independent Danish Road Safety Commission's Action Plan of 90 fatalities and 900 serious injuries in 2030.

Figure 8.2 Road crash fatalities and target 2030
(Source CARE database) [5]

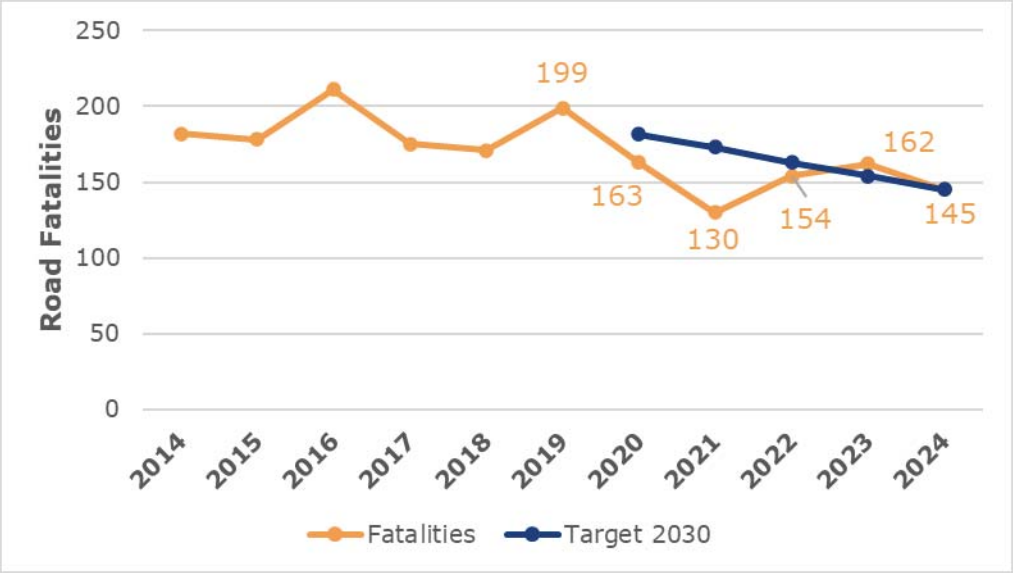
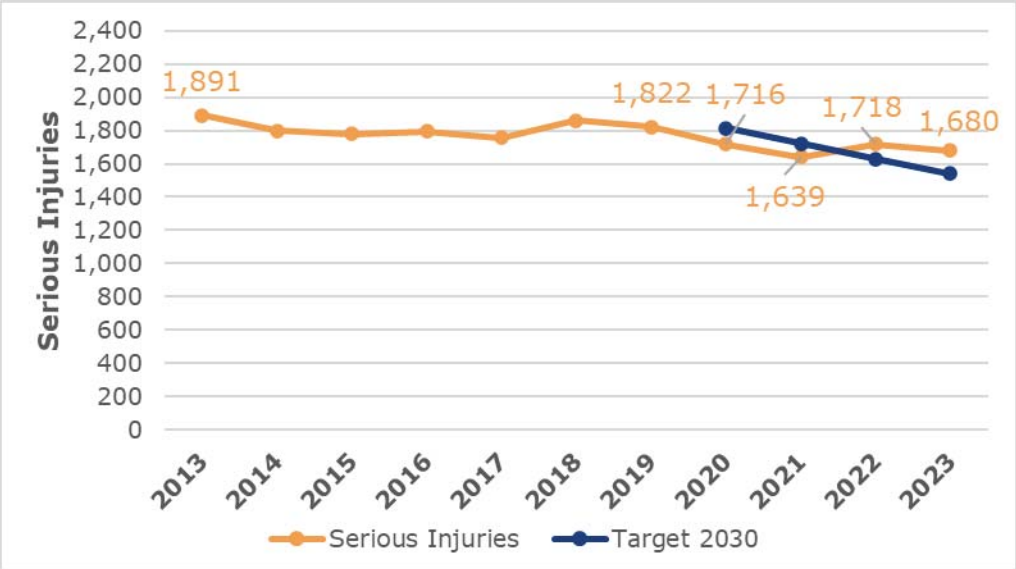


Figure 8.3 Serious road injuries
(Source: Trafikulykker for året 2023)[6]



Compared to the EU average, the distribution of fatalities in Denmark shows a relatively high proportion of cyclist fatalities, especially inside urban areas[7]. In fact, cyclists accounted for 15% of road fatalities in 2024 and 24% of serious injuries in 2023. This should be seen against

[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] National data on serious injuries differ from the CARE data, due to the different definition used.
[7] European Commission (2023), Country Profile Denmark. Road Safety Observatory. Brussels, European Commission, Directorate General for Transport.

the fact, that Denmark has one of the highest rates of bicycle use in the EU, especially in the cities.

An overview of the evolution of road crash fatalities during the period 2019-2024 is provided below for specific types of roads, crashes and road users. The data is provided from the CARE database and differ from national data. Overall, in Denmark, road crash fatalities declined for all groups examined below. The largest reduction was recorded in **PTW riders' fatalities** (53%).

Table 8.5: Evolution of road fatalities, 2019-2024

Road Crash Fatalities	2019	2024	% in 2024	% change 2019-2024
Total road fatalities	199	145	-	**-27%**
Inside urban areas	64	40	28%	**-38%**
Outside urban areas	121	94	65%	**-22%**
Motorways	14	11	8%	**-21%**
Single vehicle crashes	63	41	28%	**-35%**
Multi vehicle crashes	110	75	52%	**-32%**
Car occupants	87	69	48%	**-21%**
PTW riders	40	19	13%	**-53%**
Cyclists	31	22	15%	**-29%**
Pedestrians	30	29	20%	**-3%**

3.2 Road Safety Performance Indicators

The use rates of seat-belts among passenger car occupants are higher in Denmark compared to the average EU rates. Self-reported drink-driving is lower than the EU average. The age of the passenger car fleet is lower than the EU average.

Table 8.6: Road Safety Performance Indicators, 2022 or latest available year (Source: ERSO, Country Profiles)

	Denmark	EU
Speeding[8] % of passenger cars travelling within speed limits [a]		
Motorways		-
Speed limit 110km/h	45.4	
Speed limit 130km/h	80.4	
Rural Roads	60.6	-
Urban Roads (50km/h)		
Large towns & cities	58.3	
Small towns	53.2	
Seat belt & RS use rates (%) [a,b]		
Front	97.0	93.1
Rear	89.0	75.3
Child restraint systems (roadside observations)	/	67.0
Child restraint systems (in-vehicle inspections)	/	-
Helmet use rates (%) [a]		
PTW driver	/	97.0
PTW passenger	/	94.4
Cyclist[9]	/	37.8
Adults in city traffic	50.0	-
Children on the way to and from school	79.0	-
DUI of Alcohol[c] (self-reported)		
% of car drivers who have driven at least once in the last 30 days over the legal limit	10.6	11.8
Driver Distraction [a]		
% of drivers not using hand-held mobile device/phone while driving	/	94.8
Vehicle Safety		
% of new passenger cars rated with 4 EuroNCAP stars and above [a]	/	83.6
Average age of passenger car fleet (years)[d]	9.6	12.5

Sources: [a] Baseline project, [b] ETSC (2022), [c] ESRA3 project (2024), [d] ACEA (2025)

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

[9] The Danish Road Safety Council collects data on helmet use among cyclists, however, there is not one combined percentage for all cyclists.

4. Monitoring Road Safety Strategy Implementation

The Danish Road Directorate continually **follows and analyses crash data** to monitor road user behaviour, for example in the monthly traffic crash statistics. Additionally, The Danish Road Accident Investigation Board conducts yearly in-depth reports on specific traffic issues.

Furthermore, the Independent Danish Road Safety Commission conducts yearly monitoring reviews on Danish road safety statistics and 8 selected key Performance Indicators (KPI's):

1. Speed
2. Helmet use
3. Affected by alcohol, drugs and medicine
4. Distraction/inattention
5. Conditions of the car fleet
6. Use of seatbelt
7. Road safety education in primary school
8. Municipal road safety action plans

Twice during the planning period, a more **thorough status review** is to be carried out with regard to meeting the objective and implementing the 52 recommended actions. One of these more thorough status reviews was carried out in 2024.

4.1 Implementation Progress

The following section outlines central road safety progress areas in Denmark. The progress of road safety in Denmark is the result of a broad range of authorities and stakeholders sharing an interest in improving road safety for many decades.

Denmark also continually **gathers and analyses crash data** to monitor developments in road safety. For example, through a yearly statistical description of traffic crashes in Denmark, as well as an extended analysis of road fatalities in Denmark (both published by the Danish Road Directorate).

The Danish government has not adopted a national road safety policy nor an action plan, and therefore it has not been relevant to follow the common structure in this part of the chapter.

Safe Road User Behaviour

- In Denmark, **learning** about traffic and road user behaviour in primary school is mandatory. This has been mandatory for decades.
- When acquiring a **driver's license**, everyone must receive training in road safety behaviour.
- The Danish Road Safety Council is responsible for information and **targeted campaigns** directed to road users in all categories. All campaigns are available at: Kampagner|SikkerTrafik.dk. The Danish Road Directorate and several municipalities run their own campaigns as specific supplements to the nationwide campaigns from the Safety council.
- The police **enforce** speed limits, alcohol/drugs, awareness, and traffic behaviour in general.
- The Danish Road Directorate continually follows and **analyses crash data** amongst other

subjects to monitor road user behaviour.

Safe Speeds

- The Danish Road Safety Council is responsible for nationwide **campaigns**, where some of them are targeted at speed.
- In 2021, the legal order regarding **local speed limits** was changed. For a period of four years local road authorities have been given an easier access to lowering speed limits to 40 km per hour in certain urban areas.
- The police **enforce** speed limits.
- The Danish Road Directorate continually **monitors the development in speed** on the road network. The results are publicly available at: Trafikkens udvikling i tal|Vejdirektoratet at "Udvikling i hastigheder".

Safe Roads

- The Danish Road standards have a high degree of focus on **safe design of roads** for all road users and they are widely followed. Investigations regarding safe design are carried out and incorporated in standards and design recommendations are dispersed to local road authorities.
- Systematic **road safety audit** of new road infrastructure and redesign of existing roads is an important part of Danish practice in road design. An evaluation from 2013 showed a wide satisfaction with the system and a cost-benefit ratio of 1,25.
- Identification and **treatment of hazardous road locations** have been a major part of the Danish road safety work since the 1970's.
- In general, there is a focus on road safety in **everyday maintenance**, e.g. visibility of and audio effect from road markings and rumble strips.
- Different evaluations in later years:
    - Evaluation of design of bike lanes at signalized intersections. The evaluation showed truncated bike lanes as the safer alternative to full-length bike paths.
    - Evaluation of permanently mounted speed cameras
    - Road safety at road access points
    - Road safety at intersections with protected left-turn phase
    - Safety effect from rumble strips. Danish before-after study shows a decrease of 41% in crashes when implementing rumble strips in the middle of the road combined with rumble strips along the shoulder.
- The Danish Road Directorate publishes a catalogue with **safety effects from a number of traffic safety measures**.

Safe Vehicles

- Vehicles are to a large extent regulated by EU legislation. Denmark has pushed for the implementation of **safer truck designs** to reduce the risk of right turn crashes with cyclists.
- Efforts towards minimizing right-turning crashes with trucks over the last two decades are described in the following publication: Prevention of Right-Turn Accidents in Denmark
- In Denmark vehicles attend **periodic technical inspection**. Trucks attend every year. Vans and passenger cars attend every 2nd year after the age of four.
- Police **enforcement**
- An evaluation on Personal Light Electric Vehicles (PLEV) shows among other results a crash frequency for **e-scooters 7 times higher than for bikes**.

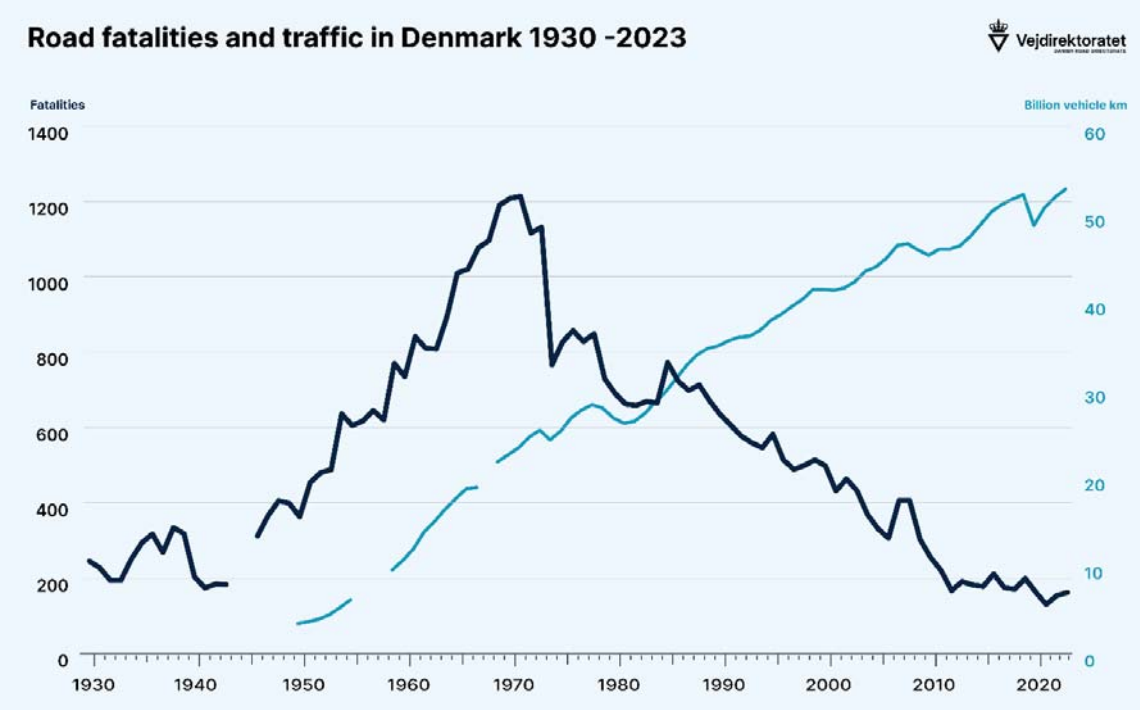
Post Crash Care

- There are political **targets for the time** it takes for ambulances to reach crash sites.
- The Accident Analysis Group at Odense University Hospital have specialized in trauma treatment and **publish results and recommendations**.
- In Denmark learning about traffic and first aid at traffic crashes in **primary school** is mandatory.
- When acquiring a **driver's license**, everyone must receive training in first aid.

4.2 Best practices

Best practice in Denmark can best be summarised as perseverance. Since the early 1970s, the number of fatalities has decreased, even though traffic volumes have increased significantly over the same period. This success is attributed to a determined multidisciplinary focus on ensuring safer cars, safer roads and safer road users. During this period, Denmark introduced several key road safety regulations such as seat belt requirements, a BAC limit of 0.5, general speed limits (both in and outside urban areas) and child restraint system in cars.

Figure 8.4 Road fatalities and traffic in Denmark 1930-2023.
(Source: Trafikulykker for året 2023)

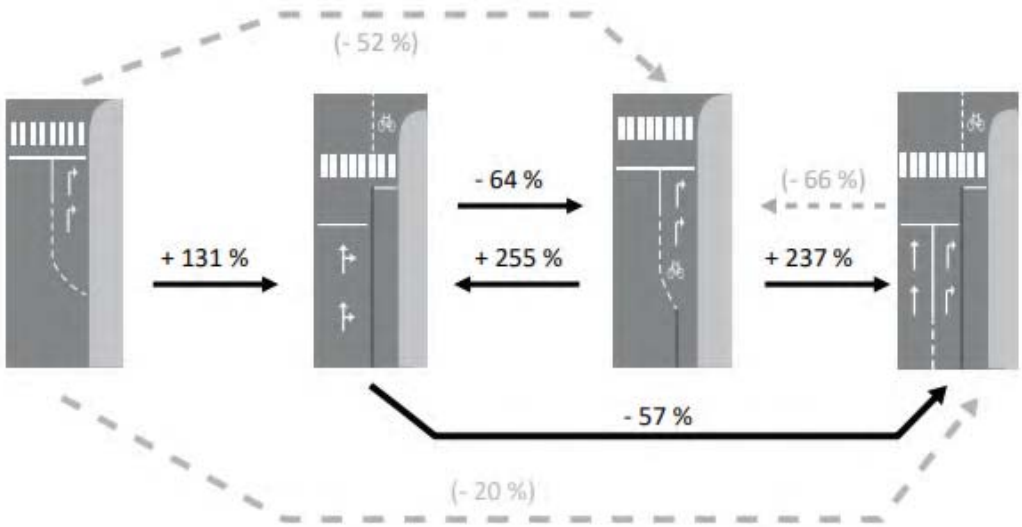


An important contributor to the decline in serious traffic crashes is the identification and improvement of hazardous road locations. This has been a major part of road safety work at both national and municipal level since the 1970s. This ongoing work is combined with an increasing focus on preventive road safety initiatives regarding infrastructure. The sector constantly updates its knowledge with regards to creating safe infrastructure.

In recent years, there has been focus on finding effective, safe solutions for infrastructure aimed at cyclists. A study conducted a before-and-after evaluation of 159 redesigned solutions for cyclists at signalised intersections in urban areas. The study found that the safest solution for

cyclists at urban intersections is when the cycle lane is shortened before the intersections and bicyclist share an area with right-turning vehicles. The results from the study are shown in figure 8.5.

Figure 8.5 Road safety for bicyclist at urban signalized intersections. Numbers in black are statistically significant results and numbers in grey are tentative results. Arrows indicate an intersection changed from one design to the other. Percentage indicate the decrease/increase in accidents.
(Source: Danish Road Directorate10)



To disseminate this knowledge to everyone working with infrastructure in Denmark, it is incorporated into the Danish Road Standards. This means that results from the before-and-after study on cycle solutions at urban intersections are incorporated in various road standards ensuring that new intersections and redesigns of existing intersections are based on the most up-to-date knowledge.

The Danish Road Standards are formulated in close cooperation with participants from various parts of the sector. Road standard groups are responsible for different aspects of the infrastructure, such as urban roads, intelligent transport system (ITS) and traffic safety. Moreover the effects of road safety measures are regularly published in an online catalogue: Effekthåndbog - Trafiksikkerhed og vejtekniske virkemidler (only in Danish).

Besides infrastructure improvements, Denmark has a long tradition for influencing safe road user behaviour through humorous campaigns. This is an ongoing work, with no expiry date; perseverance is the key. The Danish Road Safety Council is responsible for nationwide campaigns, and their material from recent years is available at sikkertrafik.dk/kampagner. Campaigns target main safety issues identified in accident statistics and align with focus areas identified in the Road Safety Action Plan 2021-2030 by the independent Danish Road Safety Commission.

An example of the multidisciplinary approach to road safety in Denmark is the initiative to

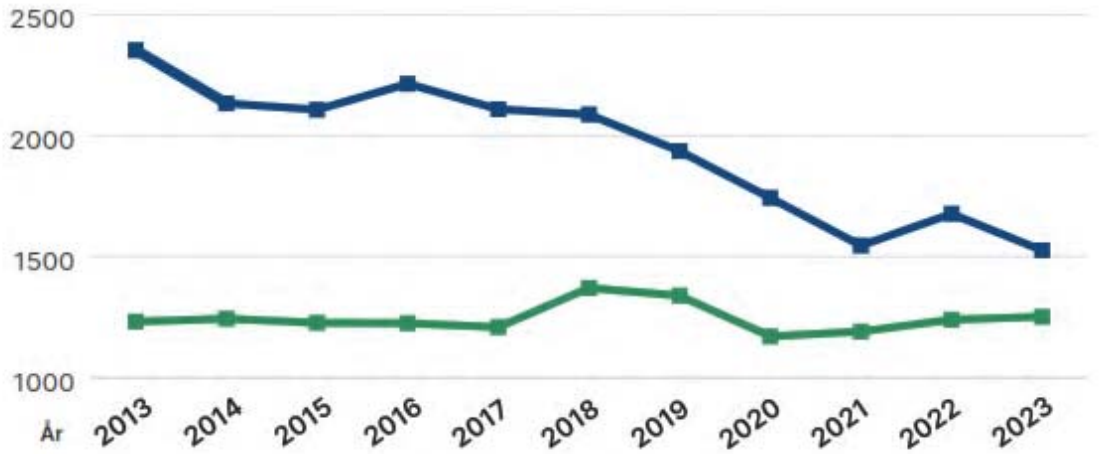
[10] Sikkerhed for cyklister i signalkryds med afkortede og fremførte cykelstier og i Rundkørsler i byer

prevent right-turn crashes between cyclists and lorries. In this effort, the transport and logistics industry, trade unions, the Danish Cyclists' Association, the Danish Road Safety Council, the Danish Transport Authority, the police, municipalities, the Danish Road Directorate, and the Danish Road Accident Investigation Board (AIB) collaborated on several initiatives aimed at vehicle safety, driver behaviour and road design. These initiatives have raised awareness among drivers and cyclists and contributed to a reduction in the number of right-turn crashes. The specific initiatives can be found in the following publication: Prevention of Right-Turn Accidents in Denmark.

4.3 Gaps

While the general development is positive for most road users the number of injured and killed vulnerable road users has stagnated.

Figure 8.6 Fatalities and injured
(Sources: Source: Trafikulykker for året 2023)



Number of fatalities and injured distributed between motor vehicles (blue line) and bicycles/pedestrians (Red line) in the period 2013-2023. The bicycle category includes regular bicycles, e-bikes, e-scooters, and mobility scooters.

Elderly road users constitute a significant portion of the statistics of killed and injured VRUs. Concurrently, demographic developments in Denmark indicate that elderly road users will constitute a larger proportion of road users in the future. As part of the investment plan "**Denmark Forward - Infrastructure plan 2035**" funds have been allocated in 2025 to enhance understanding of elderly (age 65+) road users and their behaviour in traffic.

In order to decrease fatalities and injuries among vulnerable road users, the Danish Road Directorate expects to invest in more research on this group. In 2025, the Danish Road Directorate plans to conduct two thematic reports on pedestrians and cyclists based on the Danish in-depth fatal accident analyses.

In addition, a new national cycling strategy is expected to be adopted in 2025. The strategy will have a focus on improving road safety for cyclists. The strategy is also a part of the investment plan "**Denmark Forward - Infrastructure plan 2035**", with a total investment of 3,5 billion DKK from 2021-2035 for new cycling infrastructure.

5. Conclusions and Recommendations

In 2021 a large majority of the political parties represented in the Danish Parliament adopted the fully funded investment plan "**Denmark Forward - Infrastructure plan 2035**". As part of the plan, a fund of DKK 700 million for the period 2022-2035 was established to enhance road safety. The fund ensures long-term investments in traffic safety while remaining flexible to adapt to evolving priorities. This agility allows resources to be directed where they are most needed, ensuring the most effective improvements to road safety over time.

The independent Danish Road Safety Commission, consisting of representatives from the Danish Parliament and stakeholders, have in their action plan for the decade 2021-2030, the targets of less than **90 road fatalities and 900 seriously injured** in 2030. Also, an additional target of no more than 10,000 slight injuries in 2030 has been defined. A total of 52 road safety recommended actions grouped into six main categories are included in the plan.

The **Danish government has not adopted the action plan nor the targets** regarding the maximum number of fatalities and injured in traffic in 2030. The action plan does, however, serve as inspiration when launching new road safety initiatives within the framework of the "Denmark Forward - Infrastructure plan 2035" and for other political agreements involving road safety.

In 2024, Denmark, with 24 road fatalities per million inhabitants, was **3rd of the 27 EU countries in terms of the lowest numbers of fatalities per population**. Compared to the EU average, the distribution of fatalities in Denmark shows a relatively high proportion of cyclists, especially inside urban areas. This should, however, be seen in a context where Denmark has one of the highest rates of bicycle use in the EU, especially in the cities.

Based on data, between 2019 and 2024, a decrease of 27% in road fatalities was recorded, indicating that Denmark is well on track to **meet the 2030 target of reducing road fatalities as stated in the independent Danish Road Safety Commission's Action Plan**. Also, according to national statistics, the number of serious injuries decreased by 8% in 2023 compared to 2019. However, despite this decrease, Denmark risks falling short of reaching the 2030 target of reducing serious injuries as stated in the independent Danish Road Safety Commission's Action Plan.

Finally, it should be noted that for many decades the Danish governments and authorities have undertaken a great number of measures to improve road safety. These measures include road safety education as part of the school curriculum, road safety campaigns, police enforcement, road infrastructure investment and a focus on safety technology in vehicles. Many parties contribute to the ongoing work with improving road safety in Denmark.