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COMMISSION STAFF WORKING DOCUMENT

Monitoring Road Safety Progress in the EU - Germany

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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Contents

Germany

1. Summary

In 2024, Germany was **among the better performing countries** in the EU with 33 fatalities per million inhabitants against the EU average of 45 per million. Between 2019-2024, the number of fatalities decreased by 9% while the number of serious injuries decreased by 22%. Compared to the EU average, the distribution of fatalities in Germany shows a relatively high proportion of cyclists, especially inside urban areas, and fatalities of those aged 65 and over.

In the Road Safety Strategy 2030 of Germany, the **target of reducing road fatalities in 2030** by 40% has been set. Also, there is a goal of a significant reduction of serious injuries in 2030, without setting a percentage target for this decline.

The Road Safety Strategy of Germany has defined a set of road safety priorities for the decade 2021-2030 based on the progress of the previous years and the future challenges. Considering these priorities, a wide range of over **150 measures** have been defined in the Road Safety Programme, assigned in **12 fields of actions**.

Regarding the progress of the implementation of the road safety actions foreseen in the national Road Safety Programme for the period 2021-2024, there is a **smooth implementation flow without any particular gaps** being reported. Based on the self-reported assessment, Germany starts from a high level in most examined road safety areas. The baseline is assessed as medium for 6 out of the 26 road safety areas: Vulnerable Road Users, Professional drivers, Monitoring speeding, City Mobility & Safety Plans, Urban infrastructure for VRUs and Rural Roads Safety Interventions.

In total **179 measures** (including 55 sub-measures) have been planned for the examined period, some of them being relevant to more than one pillar. In 2024, the majority of the planned measures is on track.

Examples of **best practices** are available for Germany, which cover all pillars. In relation to road safety management, Germany highlights the idea of the shared responsibility for road safety, with the Road Safety Pact being a good example. Legislative changes and the biennial monitoring report on road safety progress are also presented as best practices. Additionally, mFUND and Urban Traffic Research Programme (FoPS) are among the examples of best practice in promoting research and development projects for road safety purposes. With its interdisciplinary research programmes, the Federal Highway and Transport Research Institute (BASt) contributes to continuing the successful road safety work in Germany and to tapping into new safety potential.

A series of best practices focusses on the promotion of **safe cycling** in Germany. The National Cycling Plan 3.0 has been developed to further promote cycling in Germany, measures related to the provision of more attractive and safer infrastructure for bicycles have been considered, while virtual technology has been used in order to raise awareness in safety issues related to the road traffic between car drivers and cyclists.

New technologies are promoted and applied at all levels in Germany as well. Thus, best practices in the promotion of ADAS and the update of vehicle fleet, as well as for the

automation preparation are available. An innovative application in the field of connected and automated driving and intelligent infrastructure has been established, which paves the way for future developments, while intelligent connectivity is applied for the most efficient provision of post-crash care.

Furthermore, a series of **campaigns**, concerning speeding, young drivers and two-wheelers (motorised or not), are presented among the best practices in Germany.

The implementation of the foreseen actions appears well on track, however **the overall road safety performance (number of fatalities) is making slow progress towards the targets set for this period**. To address this issue, Germany is carrying out an analysis with a view to defining the focus areas for the future implementation of the Road Safety Programme.

2. Road Safety Strategy and Measures

2.1 Road Safety Strategy

The **Road Safety Strategy of Germany for the decade 2021-2030** was adopted by the Federal and State Governments at the Transport Ministers' Conference on October 14/15, 2020. The municipal associations also endorsed the Strategy with the resolution in the Alliance for Modern Mobility on November 18, 2020.

This joint strategy is based on the political commitment contained in the 2018 coalition agreement to introduce **"Vision Zero"** as a guiding principle for road safety work. It is also embedded in international and European activities and builds on the UN resolution "Improving global road safety", the Valletta Declaration on road safety and the EU policy framework for road safety for the period 2021 to 2030 - next steps towards the European Union's "Vision Zero Road Fatalities".

The Road Safety Programme 2021 to 2030 is the Federal Government's contribution to this strategy. It is highlighted that the programme has not been conceived as a rigid plan, but as **a living and learning process** that is to be continuously reviewed and adapted.

Table 12.1: National road safety programme

	Germany
Timeframe	2021-2030
Lead Authority	Ministry for Digital and Transport with assistance from BASt
Link	https://bmdv.bund.de/SharedDocs/DE/Anlage/StV/broschuere-verkehrssicherheitsprogramm-2021-bis-2030.pdf?__blob=publicationFile

2.2 Road Safety Governance

The Federal Ministry for Transport (BMV), former Federal Ministry for Digital and Transport (BMDV), is responsible for the **formulation of the national Road Safety Programme**.

Also, the BMV, the BASt and the Federal Statistical Office (StBA) are responsible for the **monitoring of road safety developments** in the country.

2.3 Main Safety Issues

Based on the progress achieved and the future challenges, a **series of priorities** have been set in the Road Safety Programme of Germany for the beginning of the decade 2021-2030. These priorities form the basis for the definition of road safety actions and measures for the next decade[1]:

- Automated and connected driving
- Market penetration and acceptance of driver systems
- Improving road infrastructure – in existing and new infrastructure
- Road safety in the context of cycling initiative
- Future-oriented development of the in-depth accident analysis
- Road Safety Programme – Living and Learning
- Cultural change in road traffic
- Correct behaviour in traffic – now and in the future
- Training and further education
- Common strategy and commitments
- Pedestrian traffic strategy
- Serious injuries in road traffic

2.4 Road Safety Targets

The following targets have been set at the National Road Safety Strategy 2030 of Germany:

- By 2030, a **40% reduction in fatalities**

- By 2030, a significant reduction in **serious injuries**

2.5 Road Safety Measures

A total of **179 federal road safety measures** (including 55 sub measures) divided in **twelve fields of actions** are included in the Road Safety Programme of Germany[1]. In practice, some of these measures are further divided into more detailed sub-measures.

Table 12.2: Road safety fields of actions and number of measures

Field of Actions		Measures
1.	Safe mobility - everyone bears Responsibility, everyone joins in	24
2.	Sustainable guidelines and regulations	15
3.	Improving the traffic climate	7
4.	Existing and effective measures: Promote, improve and implement them across the board	24
5.	Future technology, automation and digitalisation	26
6.	Freight transport and logistics	9

[1] Verkehrssicherheitsprogramm Der Bundesregierung 2021 bis 2030, Bundesministerium für Verkehr und digitale Infrastruktur, June 2021. Available at: https://bmdv.bund.de/SharedDocs/DE/Anlage/StV/broschuere-verkehrssicherheitsprogramm-2021-bis-2030.pdf?__blob=publicationFile

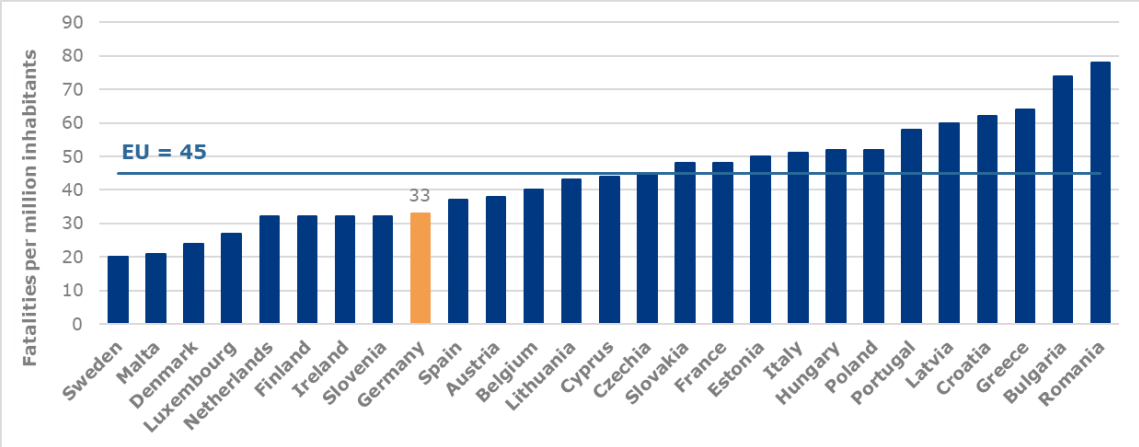
Field of Actions		Measures
7.	For safe cycling	15
8.	Mobility of children and young people	6
9.	Safe pedestrian traffic and participation for all	10
10.	Motorcycling	9
11.	Learning in a changing world of mobility	17
12.	Minimise the consequences of a crash	17
Total		**179**

3. Road Safety Progress

3.1 Road Safety Outcomes

In Germany, 2,770 people were killed and 50,601 people were seriously injured in road crashes in 2024. Based on data for 2024, Germany ranked **9th out of the 27 EU countries** in terms of the lowest numbers of fatalities per million inhabitants. In fact, 33 road fatalities per million inhabitants were recorded in 2024, which is well below the EU average (45).

Figure 12.1 Mortality rates by country, 2024



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

Compared to 2019, a decrease of 9% in road fatalities was recorded in 2024, meaning that Germany is **currently not on track for the 2030 target of reducing road fatalities.** Over the same period, the **number of serious injuries declined by 22%**.

Figure 12.2 Road fatalities and target 2030
(Source CARE database) [2]

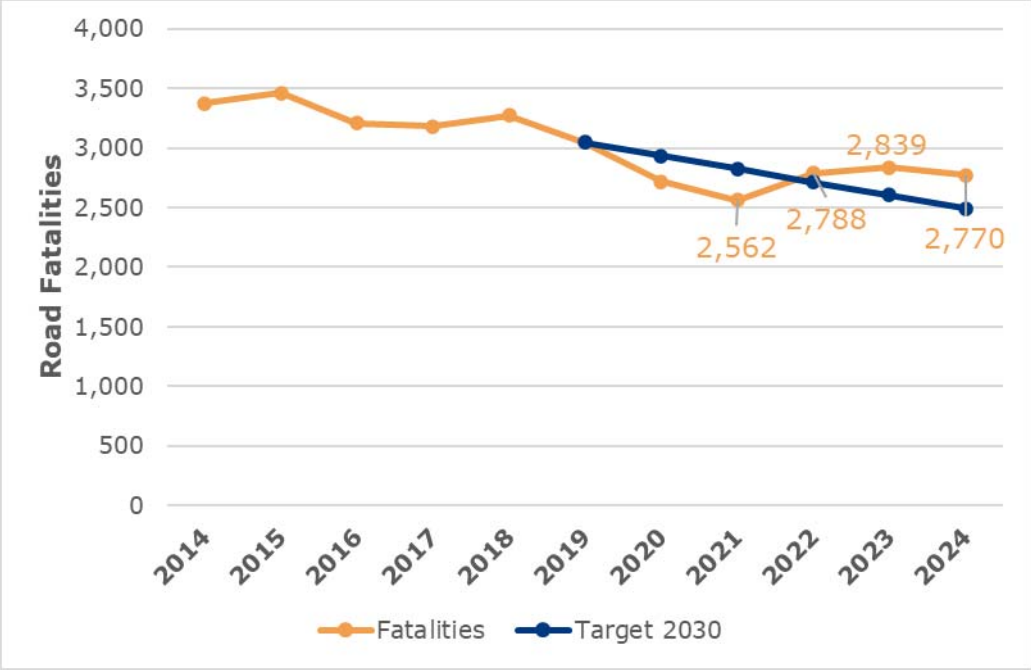
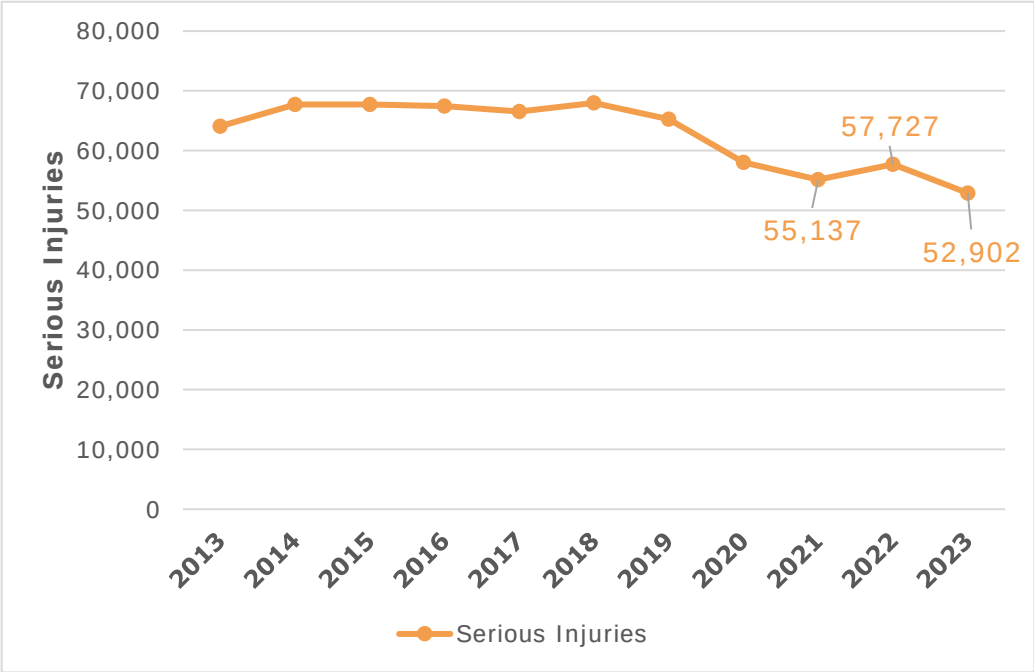


Figure 12.3 Serious road injuries
(Source: CARE database)



Compared to the EU average, the distribution of fatalities in Germany shows a relatively **high proportion of cyclists**, especially inside urban areas, and fatalities aged 65 and over[3]. In fact,

[2] 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.
[3] European Commission (2023), Country Profile Germany. Road Safety Observatory. Brussels, European Commission, Directorate General for Transport.

16% of killed people in road crashes were riding a bicycle in 2024.

An overview of the evolution of road fatalities and serious injuries during the period 2019-2024 is provided below for specific types of roads, crashes and road users. Overall, in Germany, road crash fatalities and serious injuries declined for almost all groups examined below. Only the number of killed **cyclists remained stable**.

It is also noted that the number of **seriously injured cyclists decreased to a lesser extent** compared to the other road user types (8% compared to 22% decrease in total serious injuries).

Table 12.3: Evolution of road fatalities, 2019-2024

Fatalities	2019	2024	% in 2024	% change 2019-2024
Total road fatalities	3,046	2,770	-	**-9%**
Inside urban areas	932	915	33%	**-2%**
Outside urban areas	1,758	1,517	57%	**-11%**
Motorways	356	284	10%	**-20%**
Single vehicle crashes	899	864	31%	**-4%**
Multi vehicle crashes	1,757	1,531	55%	**-13%**
Car occupants	1,364	1,165	42%	**-15%**
PTW riders	605	554	20%	**-8%**
Cyclists	445	445	16%	**0%**
Pedestrians	421	411	15%	**-2%**

Table 12.4: Evolution of serious injuries, 2019-2024

Serious Injuries	2019	2024	% in 2024	% change 2019-2024
Total serious injuries	65,244	50,601	-	**-22%**
Inside urban areas	34,103	27,357	54%	**-20%**
Outside urban areas	25,308	19,325	38%	**-24%**
Motorways	5,833	3,919	8%	**-33%**
Single vehicle crashes	19,405	17,354	34%	**-11%**
Multi vehicle crashes	38,632	27,932	55%	**-28%**
Car occupants	28,302	18,760	37%	**-34%**
PTW riders	11,773	9,498	19%	**-19%**
Cyclists	15,176	13,919	28%	**-8%**
Pedestrians	6,813	5,016	10%	**-26%**

3.2 Road Safety Performance Indicators

Germany performs better than the EU average in relation to seat belt use and driver distraction. Additionally, the average age of the passenger car fleet in Germany is lower than the EU average.

Table 12.5: Road Safety Performance Indicators, 2022 – 2025 (Source: ERSO, Country Profiles)

	Germany		EU	
	2022	2025	2022	2025
Speeding[4] % of passenger cars travelling within speed limits [a]				
Motorways	-	-	-	-
Rural Roads	-	-	-	-
Urban Roads	-	-	-	-
Seat belt & CRS use rates (%) [a*,b]				
Front	99.2	-	93.1	92.4
Rear	96.1	-	75.3	69.9
Child restraint systems (roadside observations)	98.7	-	67.0	83.3
Child restraint systems (in-vehicle inspections)	/	/	-	-
Helmet use rates (%) [a]				
PTW driver	99.5	-	97.0	97.6
PTW passenger	-	97.4	94.4	97.0
Cyclist	31.7	-	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	-	-	11.8	11.8
Driver Distraction [a]				
% of drivers not using hand-held mobile device/phone while driving	97.1	96.9	94.8	94.5
Vehicle Safety				
% of new passenger cars rated with 4 EuroNCAP stars and above [a]	-	88.0	83.6	82.7
Average age of passenger car fleet (years)[d]	10.0	10.3	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

4. Monitoring Road Safety Programme Implementation

4.1 Implementation Progress[5]

Road Safety Management

Germany starts from a self-reported high level in all road safety areas related to **Road Safety Management**. 100 of the ongoing or planned measures fall under this pillar. In 2024, most of the measures are in progress.

Table 12.6: Self-reported assessment of implementation progress of measures related to road

[4] An EU average is not available for speeding, due to different legal speed limits among countries, which does not allow for a straightforward comparison.
[5] It is noted that most of the federal road safety measures are relevant to more than one pillar.

safety management

B1	Road Safety Management	Baseline Assessment (2021)	Progress (2021-2024)
1	National road safety authority	high	on track
2	National road safety budget	high	on track
3	Road safety legislation	high	on track
4	National road safety observatory[6]	high	on track
5	Other	high	on track

Safe Road User Behaviour

In relation to the pillar of **Safe Road User Behaviour**, Germany starts from a high level in 2021 in the road safety areas of enforcement, education, training of novice drivers and communication campaigns. The baseline is assessed as medium in the areas of vulnerable road users and professional drivers.

Table 12.7: 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	high	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	medium	on track
7	Other	medium	on track

In total, 109 measures fall under the pillar of safe road user behaviour. In 2024, most of the relevant measures to this pillar are on track.

Safe Speeds

Regarding the **Safe Speeds** pillar, Germany starts from a self-reported high level in all related road safety areas, except monitoring of speeding, for which the baseline is assessed as medium. In this pillar, 21 measures are included. In 2024, most of the relevant measures to this pillar are in progress.

Table 12.8: Self-reported assessment of implementation progress of measures related to safe speeds

B3	Safe Speeds	Baseline Assessment (2021)	Progress (2021-2024)

[6] It is noted that there is no dedicated "National Road Safety Observatory" in Germany. Related tasks are shared between BMV, BASt and StBA.

1	Update of speed limits	high	on track
2	Enforcing speed limits	high	on track
3	Campaigns on speeding	high	on track
4	Monitoring speeding	medium	on track
5	Other	medium	on track

Safe Roads

Regarding the **Safe Roads** pillar, the self-reported baseline assessment is medium in three road safety areas: city mobility &safety plans, urban infrastructure for VRUs and rural roads safety interventions. The starting level in 2021 for the remaining road safety areas is assessed as high. In total, 101 measures are relevant to the pillar of safe roads, with most of them being on track in 2024.

Table 12.9: 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	on track
2	Urban infrastructure for VRUs	medium	on track
3	Rural roads safety interventions	medium	on track
4	Motorways safety management	high	on track
5	Road design standards	high	on track
6	Road safety audit and inspection	high	on track
7	Other	high	on track

Safe Vehicles

In relation to the pillar of **Safe Vehicles**, Germany starts from a high level in all related areas. 52 measures are relevant to the pillar of safe vehicles. In 2024, most of them are in progress.

Table 12.10: Self-reported assessment of implementation progress of measures related to safe vehicles

B5	Safe Vehicles	Baseline Assessment (2021)	Progress (2021-2024)
1	Fleet renewal	high	on track
2	Promotion of ADAS	high	on track
3	Technical vehicle inspection	high	on track
4	Automation preparation	high	on track
5	Other	high	on track

Post-Crash Care

Regarding the **Post-Crash Care** pillar, Germany also starts from a high level in 2021 in all key road safety areas. 8 measures fall under the pillar of post-crash care. In 2024, most of the relevant measures to this pillar are in progress.

Table 12.11: 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	high	on track
2	Support people injured	high	on track
3	Other	high	on track

4.2 Best Practices

Numerous best practices are available for Germany. The examples given below are limited to the Federal level. For best practices at the state, regional or local level see Road Safety Pact.

Road Safety Management:

- **Road Safety Pact**: In May 2021, the Federal Government has initiated the Road Safety Pact, together with federal states, local authorities as well as other partners, in the context that road safety is not just the responsibility of policymakers, but concerns society as a whole and must therefore be addressed by government and society in a joint effort. The BMV is responsible for the organization of road safety at the national level in Germany. With its own Road Safety Program, it defines the goals and sets the framework for road safety work in Germany. Each of the 16 German federal states (Länder) has its own Ministry of Transport. These can formulate road safety programmes independently and are responsible for improvements in road infrastructure at state level. Enforcement is the responsibility of each federal state. Additionally, municipalities can also develop specific road safety programmes. All these activities have an overarching national strategy, that is called “Road Safety Pact” with twelve fields/areas of action.
- **mFUND** promotes research and development projects related to digital data-based mobility applications. Also, it brings together stakeholders from government, the private sector and the research community through various networking formats and events. The initiative targets founders, start-ups, companies, higher education institutions, associations, public authorities and institutions with research and development tasks. Stakeholders from the EEA and Switzerland may also apply for funding.
- **Unauthorized use of an emergency lane**: With the amendment to the Schedule of Fines and Penalty Points Regulations that came into force on November 9, 2021, the unauthorized use of an emergency lane will now be prosecuted and punished in the same way as the failure to create an emergency lane. There is a risk of fines between 200 and 320 euros and a one-month driving ban. As a result of these sanctions, two points are required to be entered in the register of Driver fitness.

- **Accident Prevention Report**: This is a report of the Federal Government on measures related to road accident prevention of the previous two-year period. An analysis of the road accident statistics in the relevant reporting period is included and the diverse road safety activities and current road safety and research measures are presented, considering the 12 fields of actions of the Road Safety Pact. Every two years, this comprehensive account of ongoing activities in the field of road safety is submitted to the German Bundestag.

Safe Road User Behaviour:

- **Education**: The German Accident Prevention Organization (DVW) provides road safety activities in kindergartens with the "Children in Road Traffic" Programme using the learning by playing approach. Kindergartens are given professional and comprehensive support in their road safety activities by trained volunteers of the DVW. Additionally, the "Children and Traffic" by the German Road Safety Council (DVR) addresses parents to provide continuous road safety education. Children are also addressed directly – with the "Captain Blaubär" road safety primer, which is redesigned each year to cover topical issues from all fields of road safety and distributed to many kindergartens and primary schools in Germany.
- **Young Drivers**: The DVW has evolved the "Young Drivers Scheme", to counteract crashes involving young drivers, that occur in the nights from Friday to Saturday and from Saturday to Sunday. The events, which are held in schools under the new slogan "Young + Safe + Ready to go" as of 2021, are organized by the local crash prevention organizations. Also, the accompanied driving scheme from the age of 17 has been introduced.
- **Track & Safety Days**: The Track & Safety Days offer driving safety training courses and workshops with tuning experts designed especially for young people and young adults enthusiastic about tuning. The events take place at eight driving safety centres throughout Germany. In addition to the events, information on safe tuning and the safe use of the roads are provided via a website, social media, a 56-page tuning magazine as well as further print media.
- **Road safety on two wheels: bicycle, e-scooter, motorcycle:** At the safe cycling programme days (in German: Verkehrssicherheitstage FahrRad, … aber sicher!) of the DVW answers to safety issues of cyclists are given. The variety of topics is very diverse, ranging from the recommendation to wear a cycle helmet, useful motor skills exercises for adults and children, a graphic illustration of the dangers of the "blind spot", safe equipment of bicycles and the issue of drunk cycling. In practical exercises on the pedelec course or the electric scooter course, visitors are encouraged to train their motor skills as well as consider possible consequences of risky behaviour. The events are held within the framework of sport cycling events and bicycle fairs as well as at town fairs and cycle rallies. BMDV has drawn up a leaflet about the safe use of pedelecs. Besides the strong recommendation to only use pedelecs with a cycle helmet, the leaflet contains valuable advice on exercises to prepare yourself for riding a pedelec and tips for a safe participation in motorised road traffic. The BASt has published a brochure with tips on equipping and handling cargo bikes from the first test ride to everyday use. With its motto "Scooting without risks", the DVR, with support of the Ministry, is raising awareness of the dangers of rule infringements when riding an e-scooter. The most important rules can be seen, among other things, on stickers and signs on the handlebars of the vehicles of rental companies, which are directly in the field of vision of the driver.
- The Motorcycle Industry Association (Industrieverband Motorrad, IVM), with the

support of the Ministry, is reaching out to motorcyclists and drivers of motor scooters via social media. Through these campaign channels, not only safety-related content is provided to this target group, but also an active exchange with the community is established. Also, the collaboration with the "Motorcycling? Sure, but stay safe" VivaLaMoped online magazine is very successful. The number of fans of this page is even higher than the number of fans of well-known motorcycle magazines. Content on safe driving and vehicle safety is illustrated by means of GIFS (moving graphics), internet memes (internet in-jokes) or cinemagraphs (still photographs in which a movement repeats itself). .

- **Virtual Reality for VRUs**: In order to tap the potential of Virtual Reality (VR) for road safety work, "#AUGENBLICKWINKEL360" was created on behalf of the BASt. Embedded in a blended learning concept a VR application is used to raise awareness of dangers that can arise in road traffic between cyclists and car drivers. For this purpose, three 360° videos were shot on typical conflict situations between car drivers and cyclists. What they have in common is that the conflict situation is first experienced from the perspective of one party, then from the perspective of the other. Also, this technology is promoted among professional drivers in order to increase blind spot awareness.

Safe Speeds:

- **Campaign on speeding**: The road safety campaign "Slow Down" is aimed at all road users to raise awareness for the dangers caused by risky behaviour on the road. BMDV has launched a campaign against rural speeding.
- Increased use of traffic management systems, e.g. route control systems.
- Collaborative research and development efforts with OEMs in advancing driver assistance systems and automation.

Safe Roads:

- **Urban Traffic Research Programme**: The Urban Traffic Research Programme (FoPS) seeks to improve transport conditions in municipalities across the country and is part of the research portfolio of the Federal Ministry for Transport (BMV). Each Urban Traffic Research Programme lasts two years and finances academic research into traffic problems that typically occur in towns and cities. Ideally, the projects should address widespread problems, and their findings should be applicable across the country.
- **National Cycling Plan 3.0**: Under the auspices of the Federal Logistics and Mobility Office (BALM) as the BMV's central project developer for cycling promotion, the Federal Mobility Forum acts as a knowledge hub and information platform and actively contributes to the NCP 3.0's objective of making Germany a cycling nation by 2030. The National Cycling Plan 3.0 is the Federal Government's global strategy to promote cycling in Germany up to 2030. The overarching goal is to make cycling in Germany more attractive and safer and significantly increase the number of kilometres travelled by bicycle. It defines four pillars of cycling promotion: 'Politics', 'Infrastructure', 'People' and 'Business' as well as two cross-cutting areas: 'Digitalization' and 'Cities and Rural Areas'. On this basis, the NCP 3.0 specifies various qualitative and quantitative key objectives and gives extensive recommendations for action for the Federal Government, federal states, local authorities, associations and industry. In order to achieve the goals of the NCP 3.0, the Federal Ministry for Digital and Transport is comprehensively promoting cycling with various support and funding programmes, which are aimed at different needs for action.

- **Cycle Highways**: Cycle highways are cycle paths that are intended for fast, trouble-free traffic due to their independent traffic importance and special structural standards. This makes Cycle highways particularly interesting for urban areas and metropolitan regions with a high potential for cycling. They are used to increase commuter traffic by bicycle, to avoid traffic jams and to make traffic flow more smoothly. Cycle highways can thus reduce negative traffic consequences such as noise pollution and pollutant emissions and contribute to climate protection. Since 2017, the federal government has been funding the planning and construction of Cycle highways that are the responsibility of the federal states and municipalities (by 2030 with a total of around €390 million).
- **New guidelines for the design of rural roads (RAL)**: The aim is to standardise the design of rural roads and ensure that road users behave in the same way in comparable situations. As a result, a higher degree of road safety can be expected, especially in interactions between different road users. The basis for the intended standardisation of rural roads into a few road types is the definition of four design classes for rural roads.
- **Digital Motorway Test Bed**: To promote innovation, the Ministry established the Digital Motorway Test Bed in Bavaria in 2015 – as a technology-neutral offer to the industry and the research community. Innovative applications in the field of connected and automated driving and intelligent infrastructure (e.g. sensors, metering equipment, vehicle-to-vehicle or vehicle-to-infrastructure communication) are trialled in real world driving in what is referred to as a "laboratory with real-life conditions". The Digital Motorway Test Bed has established itself as an incubator for future developments.
- **Federal Highway Information System (BISStra)**: The Federal Highway Information System (BISStra) was developed to allow a coordinated use of all data related to federal trunk roads, bridges and tunnels (including their age, condition, loads exerted by traffic on roads and structures and number of people injured or killed in crashes) for planning, administration and research. BISStra supports the Federal Ministry for Transport, as well as the Federal Highway Research and Transport Institute in performing their diverse administrative and research tasks.
- **MAKAU – Catalogue of countermeasures against accident black spots:** MaKaU contains a list of possible countermeasures against accident black spots, and it has been designed as a learning tool for the accident commissions. New countermeasures can be added easily, and the effectiveness of old and new countermeasures can be updated continuously based on the results of the effectiveness reviews supported by MaKaU.

Safe Vehicles:

- **Promotion of ADAS:** The Federal Ministry for Transport (BMV) is supporting the installation of turn assist systems: The de minimis programme enters into a new round – Funding Programme to Promote Safety and Environmental Protection in Road Haulage Companies Operating Heavy Goods Vehicles. Measures funded under this programme will once again include the installation of turn assist systems for commercial vehicles of more than 7.5 tonnes. In 2024, new applications for vehicles with a permissible weight of more than 3.5 tons and buses with at least nine seats can be submitted again via the funding programme for the installation of turn assist systems. Based on the initiative of the Federal Ministry of Digital and Transport (BMDV) to set higher requirements for driver assistance systems in trucks and buses, new specifications for emergency brake assistance were adopted at UNECE level in July 2022. The specifications, which were previously drawn up by an international group of experts under German and Japanese leadership, take into account the improved state of the art of emergency braking systems, which were researched in a BASt study. The new

specifications will make emergency brake assistants even safer and more effective.

- **Vehicle Technical Inspections**: Requirements and specifications for ADAS are defined by the manufacturers and importers of vehicles, vehicle systems or components specifically for periodic technical inspection of vehicles and shall be evaluated by the central body agency on the basis of the information provided at the time of homologation or submission with the approval documents or after their approval in accordance with the provisions of Regulations (EC) No 715/2007 and (EC) No 692/2008, each as amended by Regulation (EC) No 566/2011, and Regulation (EC) No. 595/2009. These specifications are transmitted by the central body agency for its implementation and use during periodical technical inspection.
- **Automation Preparation**: The funding guidelines entitled 'Ensuring a Viable and Sustainable Mobility System through Automated Driving and Connectivity' are to contribute to developing approaches from the fields of automated and connected driving as a component of the mobility system of the future. They address in particular automated driving at higher automation levels, going as far as autonomous (driverless) driving, as well as connectivity in road transport including the consideration of interfaces with other modes of transport in complex use cases, also using Artificial Intelligence (AI) methods.

Post-crash Care:

- **AORTA**: It concerns automated emergency corridors in complex scenarios by intelligent connectivity to support emergency vehicles in arriving faster and safer and gain life-saving time, especially in cities.

5. Conclusions

In the road safety strategic plan of Germany for the decade 2021-2030, the target of **reducing the number of road fatalities in 2030 by 40%** has been set. Also, there is a goal of a significant reduction in serious injuries by 2030, without setting a percentage target for this decline. The road safety strategic plan comprises 179 measures grouped in twelve fields of actions.

In 2024, Germany was **among the better performing countries in the EU in terms of fatality rates** (9th with the lowest fatality rate). Compared to the EU average, the distribution of fatalities in Germany shows a relatively high proportion of cyclists, especially inside urban areas, and fatalities aged 65 and over.

Based on data, between 2019 and 2024, the number of fatalities decreased by 9% while the number of serious injuries decreased by 22%. Over the same period, road fatalities and serious injuries declined for almost all road user types. Only the number of killed cyclists remained stable.

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** without any particular gaps being reported. Also, Germany has numerous examples of best practices to show.

Despite the fact that the implementation of the foreseen actions is well on track, the overall road safety performance (number of fatalities) **is making slow progress towards the target set** for this period. To address this issue, Germany is carrying out an analysis with a view to

defining the focus areas for the future implementation of the Road Safety Programme.