

Brussels, 19 February 2026  
(OR. en)

6516/26  
ADD 6

TRANS 86

**COVER NOTE**

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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

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Subject: COMMISSION STAFF WORKING DOCUMENT Monitoring Road Safety Progress in the EU - Czechia 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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Delegations will find attached document SWD(2026) 38 final.

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Encl.: SWD(2026) 38 final



Brussels, 13.2.2026  
SWD(2026) 38 final

## **COMMISSION STAFF WORKING DOCUMENT**

### **Monitoring Road Safety Progress in the EU - Czechia**

*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) 39 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}

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# Czechia

## 1. Summary

In 2024, Czechia matched the EU average, with 45 road fatalities per million inhabitants. Compared to 2019, a decrease of 20% in road fatalities was achieved. In 2023, 1,712 people were seriously injured in road crashes, which is 17% lower than the respective figure in 2019. Compared to the EU average, the distribution of fatalities in Czechia shows a relatively high proportion of fatalities on rural roads.

In the Road Traffic Safety Strategy of Czechia, the **targets of halving the numbers of road fatalities and serious injuries by 2030** have been set. The average of the 2017-2019 figures for fatalities and serious injuries are used as target baselines. In addition, 45 road safety activities were included in the first road safety action plan of the period 2021-2022, which are grouped into four strategic pillars.

Based on the latest available data, Czechia **appears to be close to meeting the 2030 target of halving the number of road fatalities**, with a 20% decrease since 2019. In addition, Czechia appears to be **on track to meet the 2030 target of halving the number of serious injuries**.

Regarding the progress of the implementation of the road safety actions foreseen in the national strategy for the period 2021-2024, 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 fleet renewal has been delayed. Czechia starts from a medium level in most examined road safety areas (15 out of 24). Based on the self-assessment, there are some gaps in the implementation of the road safety strategy, related to insufficient cooperation with regional authorities and traffic police, which leads to different performances between regions in certain areas.

Overall, the implementation progress of the actions appears well on track, which is also reflected in the evolution of road casualties over this period. In order to maintain a good level of performance, better cooperation with regional authorities and the traffic police is recommended, in order to better coordinate their activities, facilitate the exchange of data and information and thus, achieve a common level of efficiency in all regions.

## 2. Road Safety Strategy and Measures

### 2.1 Road Safety Strategy

The **Road Traffic Safety Strategy for the decade 2021-2030** was prepared by the Ministry of Transport and approved by the Government of the Czech Republic. It adopts the objectives set by the EU and UN Member States. The Strategy is a tool to move towards the common long-term goal of Vision Zero in 2050.

Also, for Czechia, the need to transfer the Strategy from the national level to the regional and local levels was highlighted in order to better address unique road safety issues. In this context, in 2020, the Czech Ministry of Transport approved the Methodology for the Development of Local Road Safety Strategies, and, in 2021, the Methodological Recommendations for the

Implementation of Local Road Safety Strategies was completed.

Also, the Road Traffic Safety Strategy included the first road safety action plan for the period 2021-2022.

**Table 7.1:** National road safety action plan

Czechia	
Timeframe	2021-2030
Lead Authority	Road Safety Department of the Ministry of Transport
Link	<a href="https://www.ibesip.cz/getattachment/Pro-odborniky/Narodni-strategie-BESIP/Aktualni-strategie/Czech-Road-Traffic-Safety-Strategy-2021-30_11-11.pdf">https://www.ibesip.cz/getattachment/Pro-odborniky/Narodni-strategie-BESIP/Aktualni-strategie/Czech-Road-Traffic-Safety-Strategy-2021-30_11-11.pdf</a>

## 2.2 Road Safety Governance

The Ministry of Transport and the Czech Governmental Council for Road Safety are responsible for the **formulation of the national road safety strategy**.

The Ministry of Transport is responsible for the **monitoring of road safety developments** in the country.

## 2.3 Main Safety Issues

According to the Road Traffic Safety Strategy of Czechia, and based on the crash statistics of the period 2011-2019, the following main issues arise, which also form some of the priority areas for the decade 2021-2030:

- **Speed:** Between 2011 and 2019, excessive speed was responsible for 40% of deaths and 32% of serious injuries on Czech roads.
- **Young drivers:** Motor vehicle drivers aged 18–24 caused 18% of deaths and 17% of serious injuries in road traffic crashes.
- **Trouble spots:** More than 40% of all crashes were recorded in road clusters<sup>1</sup> that accounted for less than 3% of the overall road network.

## 2.4 Road Safety Targets

The following general targets have been set at the Road Safety Action Plan 2021-2030 of Czechia:

- By 2030, a **50% reduction in fatalities**, compared to the average value of the period 2017-2019.
- By 2030, a **50% reduction in serious injuries**, compared to the average value of the period 2017-2019.

<sup>1</sup> On the basis of the KDE+ analysis (<http://kdeplus.cz/>)

## 2.5 Road Safety Measures

A total of **45 road safety activities** divided in **four strategic pillars** are included in the road safety action plan 2021-2022 of Czechia<sup>2</sup>. In each strategic pillar, priority areas are also defined. The priority areas are the ones with the greatest potential for reducing the number and severity of road crashes.

Two-year action plans set activities for the following period. The action plan 2023-2024 included 40 measures. In the 2025-2026 action plan priority areas of the Strategy were updated to Speed, Fitness to drive, Vulnerable Road Users and Effective Enforcement.

**Table 7.2:** Road safety pillars and number of activities in the action plan 2021-2022

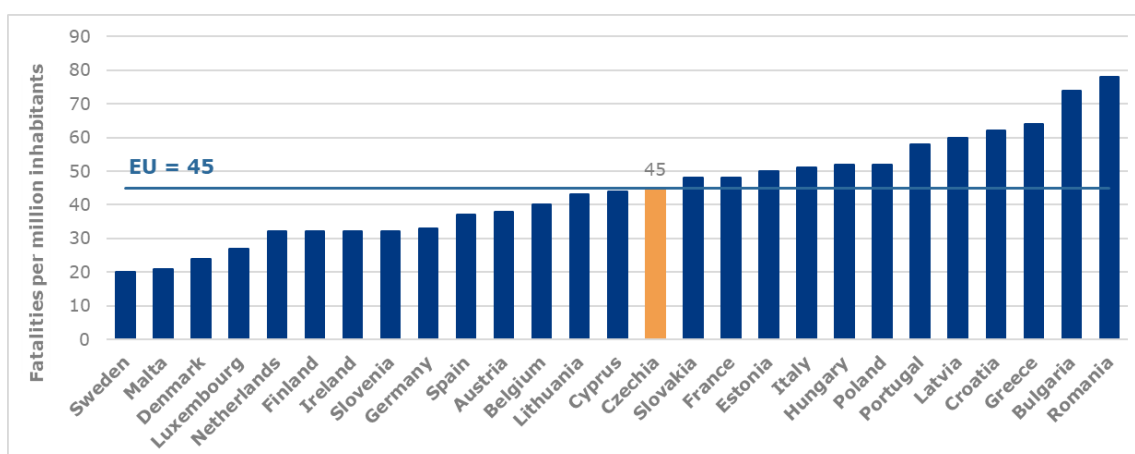
Strategic Pillar	Activities
1. Traffic participants	18
2. Infrastructure	15
3. Vehicles and technology	2
4. Systemic measures	10
<b>Total</b>	<b>45</b>

## 3. Road Safety Progress

### 3.1 Road Safety Outcomes

Based on data for 2024, Czechia was 15<sup>th</sup> out of the 27 EU countries in terms of the lowest numbers of fatalities per million inhabitants. In fact, 45 road fatalities per million inhabitants were recorded that year, which is equal to the EU average.

**Figure 7.1** Mortality rates by country, 2024

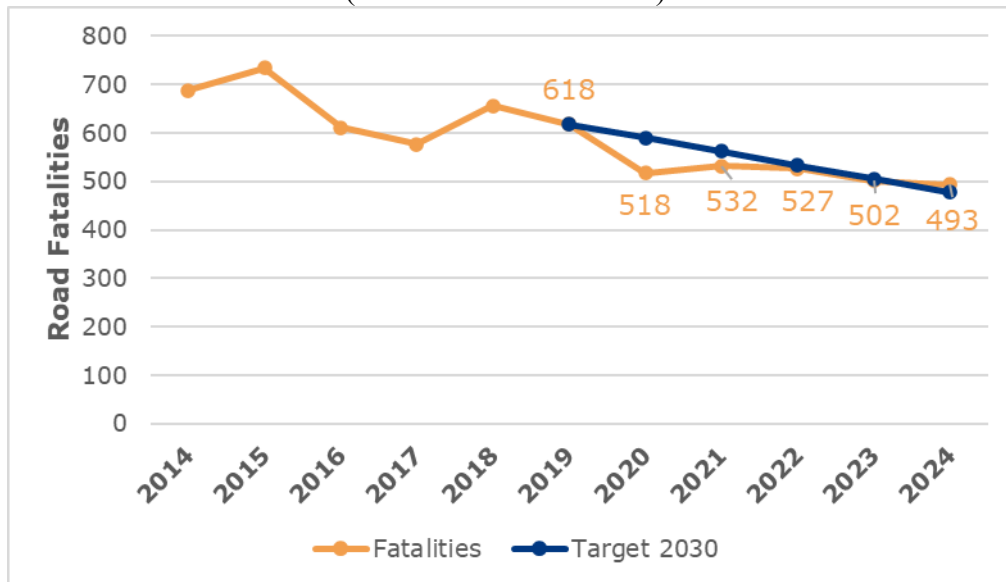


Sources: CARE database on road crashes; population data from Eurostat (online data code [demo\\_pjan](#)).

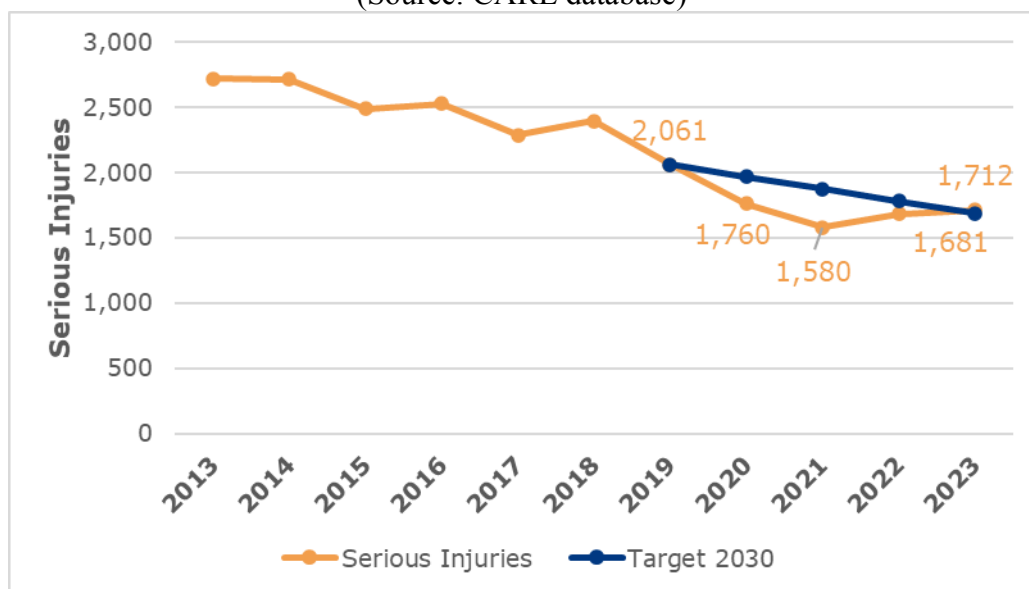
<sup>2</sup><https://besip.gov.cz/getattachment/Pro-odborniky/Narodni-strategie-BESIP/Aktualni-strategie/Action-Plan-for-Czech-Road-Traffic-Safety-Strategy-2021%E2%80%932022-specifically-for-2021%E2%80%932022.pdf?lang=cs-CZ>

In 2024, the number of fatalities decreased by 20% compared to 2019<sup>3</sup>. Thus, Czechia appears to be **close to meeting the 2030 target of halving the number of road fatalities**. Compared to the baseline year of 2019, the number of serious injuries decreased by 18% in 2023. Thus, based on the latest available data, Czechia appears to be **on track to meet the 2030 target of halving the number of serious injuries**.

**Figure 7.2 Road fatalities and target 2030**  
(Source CARE database)<sup>4</sup>



**Figure 7.3 Serious road injuries**  
(Source: CARE database)<sup>4</sup>



<sup>3</sup> For all Member States, 2019 has been used as the baseline year for the monitoring of 2030 targets in this report, which is used at EU level. Czechia has set the average of 2017-2019 as the baseline.

<sup>4</sup> 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.

Compared to the EU average, the distribution of fatalities in Czechia shows a relatively high proportion fatalities on rural roads<sup>5</sup>. In fact, fatalities on rural roads account for 63% of all road fatalities in 2023.

An overview of the evolution of road crash fatalities and serious injuries during the period 2019-2023 (year with the latest available data) is provided below for specific types of roads, crashes and road users. Overall, in Czechia, road crash fatalities and serious injuries declined for almost all groups examined below, except fatalities on motorways and for cyclists.

The largest reduction in road fatalities was recorded for pedestrians and for the car occupants (26%). Also, the highest reductions in serious injuries were recorded for pedestrians (26%) and car occupants (23%).

**Table 7.3:** Evolution of road fatalities, 2019-2023

Fatalities	2019	2023	% in 2023	% change 2019-2023
Total road fatalities	618	502	-	-19%
Inside urban areas	187	154	31%	-18%
Outside urban areas	400	317	63%	-21%
Motorways	31	31	6%	0%
Single vehicle crashes	202	/	-	-
Multi vehicle crashes	308	/	-	-
Car occupants	329	242	48%	-26%
PTW riders	86	76	15%	-12%
Cyclists	53	55	11%	+4%
Pedestrians	111	82	16%	-26%

**Table 7.4:** Evolution of serious injuries, 2019-2023

Serious Injuries	2019	2023	% in 2023	% change 2019-2023
Total serious injuries	2,061	1,712	-	-17%
Inside urban areas	1,029	839	49%	-18%
Outside urban areas	949	748	44%	-21%
Motorways	83	125	7%	+51%
Single vehicle crashes	617	/	-	-
Multi vehicle crashes	1,018	/	-	-
Car occupants	781	603	35%	-23%
PTW riders	405	362	21%	-11%
Cyclists	297	239	14%	-20%
Pedestrians	429	319	19%	-26%

<sup>5</sup> European Commission (2023), Country Profile Czechia. Road Safety Observatory. Brussels, European Commission, Directorate General for Transport.

## 3.2 Road Safety Performance Indicators

The use rates of seat-belts among car occupants are higher in Czechia than the EU average, whilst the use of child restraint systems (CRS) is lower. Self-reported drink-driving is lower than the EU average. Also, Czechia has an older passenger car fleet compared to the EU average.

**Table 7.5:** Road Safety Performance Indicators, 2022 – 2025 (Source: ERSO, Country Profiles)

	Czechia		EU	
	2022	2025	2022	2025
<b>Speeding<sup>6</sup></b>				
% of passenger cars travelling within speed limits <sup>a</sup>				
Motorways	39.8	53.0	-	-
Rural Roads	54.5	67.0	-	-
Urban Roads	57.3	70.0	-	-
<b>Seat belt &amp; CRS use rates (%) <sup>a*,b</sup></b>				
Front	95.8	92.1	93.1	92.4
Rear	86.2	73.8	75.3	69.9
Child restraint systems (roadside observations)	36.9	100.0	67.0	83.3
Child restraint systems (in-vehicle inspections)	/	/	-	-
<b>Helmet use rates (%) <sup>a</sup></b>				
PTW driver	99.5	100.0	97.0	97.6
PTW passenger	100.0	100.0	94.4	97.0
Cyclist	50.3	46.2	37.8	34.5
<b>DUI of Alcohol<sup>c</sup></b> (self-reported)				
% of car drivers who have driven at least once in the last 30 days over the legal limit	7.0	-	11.8	11.8
<b>Driver Distraction <sup>a</sup></b>				
% of drivers not using hand-held mobile device/phone while driving	97.2	97.7	94.8	94.5
<b>Vehicle Safety</b>				
% of new passenger cars rated with 4 EuroNCAP stars and above <sup>a</sup>	85.1	-	83.6	82.7
Average age of passenger car fleet (years) <sup>d</sup>	15.9	16.2	12.3	12.5

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

## 4. Monitoring Road Safety Strategy Implementation

### 4.1 Implementation Progress

#### *Road Safety Management*

Czechia starts from a high level in two road safety areas related to **Road Safety Management**, the national road safety authority and road safety observatory. The baseline is self-assessed as

<sup>6</sup> An EU average is not available for speeding, due to different legal speed limits among countries, which does not allow for a straightforward comparison.

medium for the areas of the national road safety budget and road safety legislation.

The measures related to the road safety budget and legislation are on track, while the implementation of the remaining two areas has been completed.

**Table 7.7:** 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	high	completed
2	National road safety budget	medium	on track
3	Road safety legislation	medium	on track
4	National road safety observatory	high	completed

Specifically, in Czechia, the Road Safety Council is comprised of Ministries, representatives of regions, municipalities and non-governmental actors. The Council is presided by the Minister of transport and the Road Safety Department of the Ministry of transport operates as the secretariat of the Council.

There is no National Road Safety Budget in Czechia. Road Safety measures are financed from the separate budgets of governmental and regional bodies. There is, however, a specific financial program on the reduction of crash locations and safe infrastructure in cities under the State Infrastructure Fund. In addition, there is a specific fund supporting the equipment needed in rescue efforts, traffic police and road safety prevention activities, such as awareness raising campaigns. The financial source of this fund is 3% of car insurance revenue.

Road safety legislation, which is currently in place, includes the compulsory use of cycle helmets for children up to 18 years, 1.5 m safe distance from cyclists, probationary driving licence for the first 2 years, driving with an accompanied person from 17 years old, etc. Work is now under way to define the proper safe distance between cars.

Regarding the road safety observatory, a broad set of KPIs, including Baseline project KPIs, have been defined and are monitored by the Transport Research Centre. These KPIs are related directly to the Road Safety Strategy. A report on road safety developments is published every 3 months, and a special web site of the Road Safety Observatory is available.

### *Safe Road User Behaviour*

In relation to the pillar of **Safe Road User Behaviour**, Czechia starts from a medium level in 2021 in all road safety areas, except communication campaigns, for which the baseline is assessed as high. Based on the self-reported assessment, in 2025, all planned measures are on track, while the implementation of measures related to communication campaigns has been completed.

**Table 7.8:** 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	medium	on track
3	New drivers training	medium	-
4	Communication campaigns	high	completed

Emphasis has been placed on enforcement of speed limits in Czechia. Road safety education is included in school curricula and 75% of children aged 9-11 years old take part in road safety education programmes for cyclists and pedestrians (theory and practice at driving playground). In addition, there is a systemic approach to awareness raising campaigns, based on the evaluation of the national and EU KPIs. The priority areas of the communication campaigns are linked to specific measures outlined by the two-year action plans of the road safety strategy.

### *Safe Speeds*

Regarding the **Safe Speeds** pillar, Czechia starts from a medium level in two road safety areas: update of speed limits and enforcing speed limits. The baseline is self-assessed as high for the remaining two areas. The measures related to enforcement of speed limits and monitoring speeding are on track.

**Table 7.9:** 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	-
2	Enforcing speed limits	medium	on track
3	Campaigns on speeding	high	-
4	Monitoring speeding	high	on track

At national level, there has been no update of the speed limits in the legislation. Local authorities decide on speed limits at county level, but these are not reported to the state authorities.

Enforcement of speed limits has increased in Czechia. The traffic police increased the speed measurement hours by 5% in 2021 and by 10% in 2022, compared to 2020, which is in line with the specific target of the two-year action plan. In 2024, the state police increased speed measurement hours by 18% compared to 2022.

A comprehensive national speeding awareness campaign was carried out in 2020-2021. The campaign was awarded by a silver lion at the Cannes International Festival of creativity/marketing. A campaign called ‘National Day Without a Rush’ is run every year to promote safe speeds.

Speeding is monitored, through the collection of the relevant KPIs under the Baseline and

Trendline projects, as well as through the collection of various KPIs at national level.

### *Safe Roads*

Regarding the **Safe Roads** pillar, the self-reported assessment shows a medium baseline in all road safety areas, with the exception of road design standards and road safety audits and inspections. The baseline for these two areas is assessed as high. The implementation of the measures related to road design standards has been completed. All remaining measures are well on track.

**Table 7.10:** 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	medium	on track
5	Road design standards	high	completed
6	Road safety audit and inspection	high	on track

Not all cities have included road safety plans within their city mobility plans. The Ministry of Transport together with the Transport Research Centre have developed a manual for creating and implementing road safety strategic plans at municipal level and communicated it to city authorities. However, it has not been implemented at a large scale so far.

The level of urban infrastructure varies among municipalities. Effort is still needed to achieve a satisfactory level of urban infrastructure for the safety of VRUs. Recently a mixed traffic area with 20 km/speed was implemented into Czech legislation. Technical requirements for urban infrastructure regarding VRUs needs have been updated. However, these tools have to be tested in practice at municipal level.

Safety on motorways is satisfactory in terms of infrastructure. More progress is needed regarding the management of traffic flow and intelligent signs warning for traffic congestions and other incidents.

According to the national legislation, road safety audits and inspections are obligatory on motorways, first-class roads and second-class roads financed by EU funds. They are implemented also on lower class roads.

### *Safe Vehicles*

In relation to the pillar of **Safe Vehicles**, Czechia starts from a medium level in all related areas, excluding the fleet renewal, where the baseline is assessed as low. In 2024, all measures are well in progress, while the implementation of measures regarding the area of fleet renewal has been delayed.

**Table 7.11:** Self-reported assessment of implementation progress of measures related to safe vehicles

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

Despite the fact that the passenger car fleet of Czechia is much older than the EU average (15 years), no incentives to renew the fleet have been provided. Only some incentives have been given to promote the use of electric cars.

ADAS are promoted by a communication project funded by the Damage Prevention Fund. The Automotive promotes ADAS in its communication campaigns. However, these communication efforts do not have a significant impact on drivers/car owners.

In 2024, an amendment of the traffic code was adopted, which allows Level 3 automated vehicles to drive fully autonomously on motorways in accordance with the requirements of UN standards. This applies to motorway sections where the car manufacturers guarantee the safety of their automated systems.

#### *Post Crash Care*

Regarding the **Post-Crash Care** pillar, the baseline is self-assessed as high for the area of reduction of EMS reaction time and medium for the area of supporting people injured. All measures are on track.

A new website and communication project was launched in 2024 to unify standards of post-crash care and offer victims of road crashes and their relatives access to psychological and other necessary support.

**Table 7.12:** 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	medium	on track

## 4.2 Best Practices

### Road Safety Management

- The Road Safety Council develops 2-year action plans for the implementation of the road safety strategy, based on the assessment of KPIs, and monitors the performance of the action plan activities. 90% of measures of the action plan 2021-2022 were completed.

### Safe Road User Behaviour

- 75% of children at the age of 9-10 years old participate in a state road safety program for pedestrians and cyclists with practical rides at a special area simulating real traffic situations

### 4.3 Gaps

Based on the self-reported assessment, there are a few gaps in implementing the road safety strategy in Czechia. The Council can only recommend actions to regional governments and regional road authorities. However, regional authorities are not active in the Council.

There are weaknesses in traffic law enforcement. Some sanctions are too soft to effectively deter road traffic offences. Furthermore, the information provided by the police is not sufficient. There is no clear data on the effort of the traffic police (number of hours of police enforcement). Also, traffic violations are dealt with at municipal level, while in some regions the process of issuing fines is very slow, taking weeks or months, and offenders have many options to obstruct and delay the process.

## 5. Conclusions and Recommendations

In the road traffic safety strategy for the decade 2021-2030 of Czechia, the **targets of halving the numbers of road fatalities and serious injuries by 2030**, compared to the average value of the period 2017-2019, have been set. Two-year action plans set activities for the following period. A total of 45 road safety activities grouped into four strategic pillars are included in the first road safety action plan for the period 2021-2022.

In 2024, Czechia, with 45 road fatalities per million inhabitants, was at the EU average and ranked **15<sup>th</sup> out 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 Czechia shows a relatively high proportion of fatalities on rural roads.

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. This is also reflected in the progress on road casualties made over this period, with Czechia being broadly on track to meet 2030 targets. Based on data between 2019 and 2024, a decrease of 20% in road fatalities was recorded, and the number of serious injuries decreased by 17% in 2023. In order to maintain a good level of performance, better cooperation with regional authorities and the traffic police is recommended, in order to better coordinate their activities, facilitate the exchange of data and information and thus, achieve a common level of efficiency in all regions.