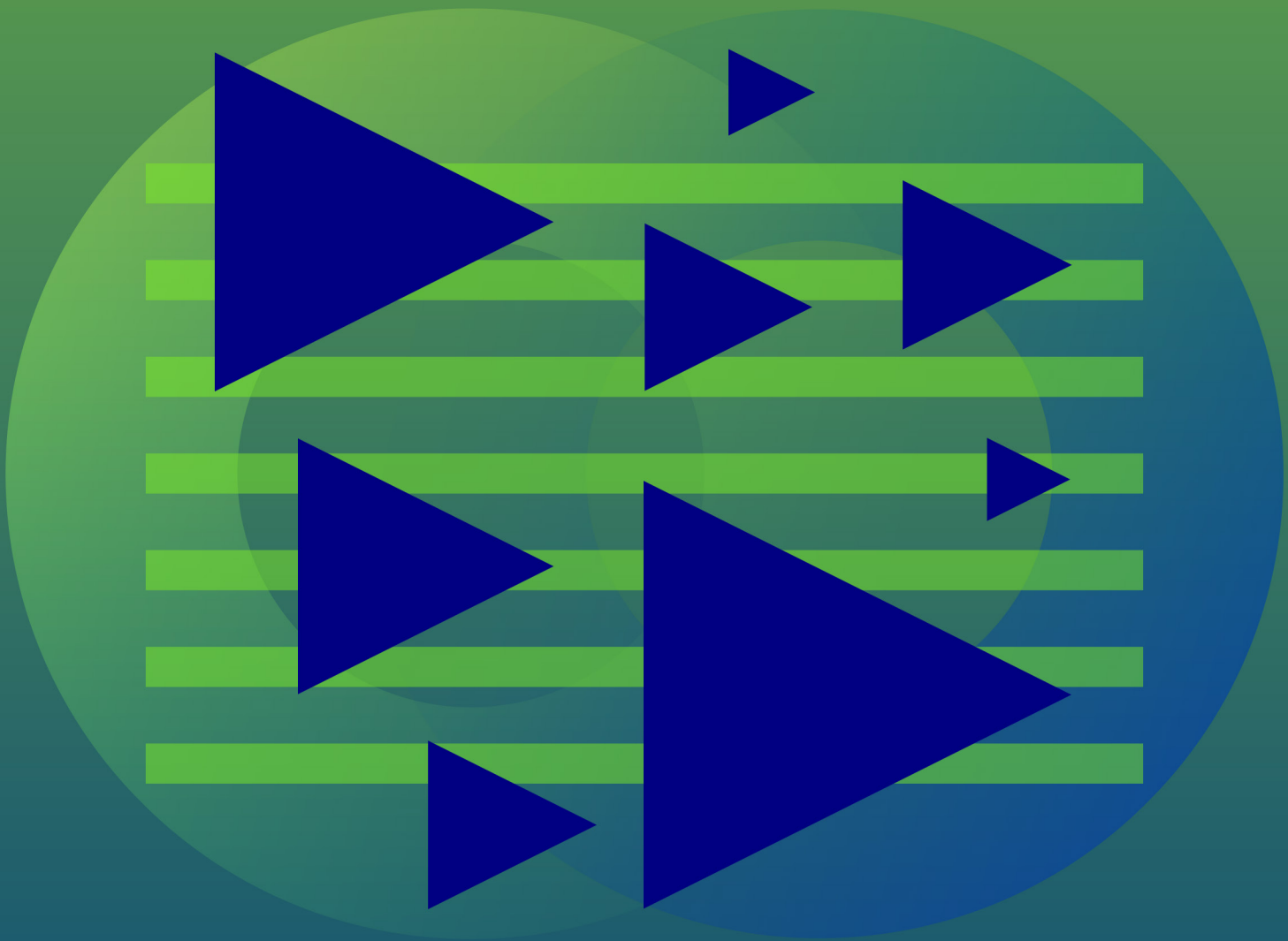
International Transport Forum

Road Safety
Annual Report 2024



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Road Safety
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International Traffic Safety
Data and Analysis Group

About this publication

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About the International Transport Forum

The International Transport Forum (ITF) is an intergovernmental organisation with 69 member countries that organises global dialogue for better transport. It acts as a think tank for transport policy and hosts the Annual Summit of transport ministers. The ITF is the only global body that covers all transport modes. The ITF is administratively integrated with the OECD, yet politically autonomous.

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About IRTAD

The International Traffic Safety Data and Analysis Group (IRTAD) is the permanent working group for road safety of the International Transport Forum. The IRTAD Group brings together road safety experts from national road administrations, road safety research institutes, international organisations, automobile associations, insurance companies, car manufacturers and others. With 80 members and observers from more than 40 countries, the IRTAD Group is a central force in promoting international co-operation on road crash data and its analysis.

About the IRTAD Database

The IRTAD Database includes road safety data, aggregated by country and year from 1970 onwards. It provides an empirical basis for international comparisons and more effective road safety policies.

The IRTAD Group validates data for quality before inclusion in the database. At present, the database includes validated data from 35 countries: Argentina, Australia, Austria, Belgium, Canada, Chile, Colombia, Costa Rica, Czechia, Denmark, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Israel, Italy, Japan, Korea, Lithuania, Luxembourg, the Netherlands, New Zealand, Norway, Poland, Portugal, Serbia, Slovenia, Spain, Sweden, Switzerland, the United Kingdom and the United States.

The data in this report are valid as of 3 December 2024. The data are provided in a common format based on definitions developed and agreed by the IRTAD Group.

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Foreword

I am pleased to present the ITF Road Safety Annual Report 2024, which offers the latest road safety data, including preliminary data for the first semester of 2024, as well as a detailed analysis of the road safety developments in 2023. I would like to take this opportunity to express my heartfelt thanks to the Members of the IRTAD Group for their work and dedication, which, under the leadership of their Chair, Dominique Mignot, makes the preparation of this report possible each year.

2025 will be a pivotal year for road safety, marking the mid-term of the Second Decade of Action for Road Safety. The 4th Global Ministerial Conference on Road Safety, being held in ITF member country Morocco from 18 to 20 February 2025, will provide an opportunity to review progress made so far. It is also expected to inspire renewed commitments from policy makers worldwide, setting the stage for more concrete actions during the second half of the decade to achieve the ambition of halving fatalities and serious injuries by 2030.

Meeting this goal is challenging: only seven IRTAD countries are currently on track. Nevertheless, all countries must persevere with their efforts, using data and evidence to prioritise road safety on the political agenda.

High quality data remains an essential tool for effective policymaking. The IRTAD Group's work in this domain serves as a model for many countries. Through their year-round collaboration, the IRTAD Group continues to lead the way on these critical issues. I extend my sincere gratitude to its members for leading progress in road safety data.

Young Tae Kim, ITF Secretary-General

Preface

As Chair of the International Traffic Safety Data and Analysis Group (IRTAD), I am pleased to present the Road Safety Annual Report 2024, reflecting both progress and challenges in our efforts to save lives on the roads.

2023 has brought a small but encouraging reduction in road deaths, with preliminary data for 2024 showing further positive signs in some countries. However, we must acknowledge the considerable journey ahead to achieve the global target of halving road deaths and serious injuries by 2030.

The IRTAD Group has been very active in 2024, with a varied programme of work. Throughout the year and during our two annual meetings, the Group has engaged in dynamic exchanges and discussions on key and emerging topics in road safety data collection and analysis, including:

- The role of artificial intelligence in bringing new perspectives on road safety and mobility data and their analysis.
- The challenges and opportunities presented by new mobility trends, including e-scooters.
- The growing popularity of cycling and its implications for infrastructure and safety.
- The evolution and electrification of the vehicle fleet.

Two sub-groups are also progressing in-depth exploration on:

- The Harmonisation of Road Safety Data Sub-group reviews differences in national definitions related to casualty data.
- The Serious Injury Data Sub-group, run in co-operation with the World Health Organization (WHO), has advanced efforts to support countries in collecting and analysing MAIS3+ data while exploring alternative methods to estimate the number of people seriously injured on the roads.

I am deeply grateful to the IRTAD members for their commitment and enthusiasm.

The IRTAD Group regularly organises meetings for the Secretariats of Regional Road Safety Observatories, fostering exchange of ideas and exploring synergies across various programmes of work.

The coming year will introduce new priorities, including a focus on work-related road safety and the role of employers. This aligns with the ongoing ITF/WHO initiative to develop a Global Road Safety Assessment Framework for Corporate Reporting and Action; a timely and crucial step towards broader engagement in road safety.

The ITF will release its Safe System Tool; a web-based tool developed with the contributions of many IRTAD members. This tool will provide guidance to countries, cities, the private sector and project managers in developing their Safe System journey and assist them in making progress.

Road safety data will also be an important topic for discussion at the forthcoming Ministerial Conference on Road Safety, to be held in Marrakech, Morocco, in February 2025. Several of our members will attend this important event.

I hope this report helps to save more lives.

Dominique MIGNOT, Chair, IRTAD Group

Short-term road safety trends

Preliminary 2024 road deaths data

This section presents data on short-term trends in road safety. It includes preliminary data for 2024 and mobility and road safety data for 2023.

Preliminary data for the first half of 2024, which covers 26 countries, show an improvement compared to the same period in 2023. Road fatalities decreased in 16 countries, while increasing in ten. On average, road deaths across these countries declined by 2% (see Table 1).

In the first semester of 2024, the number of road deaths decreased in Austria, Belgium, Chile, Colombia, Czechia, Denmark, Finland, Germany, Great Britain, Greece, Japan, Luxembourg, Portugal, Serbia, Slovenia, Spain and the United States. It increased in France, Hungary, Iceland, Ireland, Israel, Korea, Norway, Poland, Spain and Switzerland.

Road deaths decreased by 2% in the first half of 2024 compared to 2023.

Table 1:

Road deaths, first half of 2022-2024 Preliminary data

Country	2022	2023	2024	Evolution in 2024 compared to 2022	Evolution in 2024 compared to 2023
Austria	191	179	138	-	-
Belgium	289	226	198	-	-
Chile	950	909	876	-	-
Colombia	3 822	4 003	3925	+	-
Czechia	252	238	232	-	-
Denmark	64	77	62	-	-
Finland	85	83	76	-	-
France	1 536	1 393	1 506	-	+
Germany	1 271	1 303	1 258	-	-
Great Britain	835	756	736	-	-
Greece	288	297	284	-	-
Hungary	233	210	215	-	+
Iceland	4	1	11	+	+
Ireland	76	83	91	+	+
Israel	181	191	233	+	+
Japan	1 422	1 446	1 425	+	-
Korea	1 219	1 145	1 170	-	+
Luxembourg	13	13	9	-	-
Norway	54	46	51	-	+
Poland	893	815	896	+	+
Portugal	280	309	238	-	-
Serbia	240	220	214	-	-
Slovenia	51	38	27	-	-
Spain	805	823	..	-	+
Switzerland	119	99	116	-	+
United States	19 965	19 330	18 720	-	-

- indicates a decrease + indicates an increase

Mobility and road safety in 2023

This section presents data on mobility and road safety in 2023, covering traffic volumes, road deaths, mortality rates and fatality risks.

Traffic volumes in 2023

This report expresses the traffic volume in individual countries as the total distance travelled in vehicle-kilometres (vkm).

In 2023, traffic volumes, measured in millions of vkm, remained below 2017-19 levels, before the Covid-19 pandemic (see Table 2). This was the case for eight of the 13 countries with data on traffic volumes for 2023: Great Britain, Finland, France, Ireland, the Netherlands, Slovenia, Sweden and Norway. On average, traffic volumes in 2023 for the 13 countries were 0.5% below the level of 2017-19.

This trend can be explained by changes in mobility behaviour, such as the generalisation of teleworking and the increasing share of cycling and personal mobility devices.

Nevertheless, the distance travelled in 2023 increased compared to 2022. Traffic levels in 2023 exceeded 2022 levels, except in France and Ireland.

Traffic volumes in 2023 had not returned to pre-Covid levels, reflecting changes in mobility behaviour.

Table 2:

Traffic volumes in 2017-23 (millions vehicle-kilometres)

Country	Average 2017-19	2020	2021	2022	2023	% change in 2023 compared to av. 2017-19	% change in 2023 compared to 2020	% change in 2023 compared to 2022
Canada	399 148	378 046	409 920	414 889	417 000	4.5	10.3	0.5
Czechia	56 240	52 280	53 742	58 818	60 369	7.3	15.5	2.6
Denmark	54 540	51 527	53 538	54 913	55 591	1.9	7.9	1.2
Finland	50 349	48 543	48 305	47 695	47 755	-5.2	-1.6	0.1
France	626 908	517 938	567 461	614 318	604 354	-3.6	16.7	-1.6
Great Britain	539 298	427 914	478 874	520 908	532 365	-1.3	24.4	2.2
Iceland	3 981	3 800	3 942	4 010	4 032	1.3	6.1	0.5
Ireland	47 790	36 237	41 878	47 604	47 296	-1.0	30.5	-0.6
Israel	61 330	55 121	64 001	65 839	65 876	7.4	19.5	0.1
Netherlands	135 577	117 853	123 989	130 226	134 636	-0.7	14.2	3.4
Norway	45 836	43 406	44 968	45 404	45 699	-0.3	5.3	0.7
Slovenia	21 903	17 612	19 449	20 508	21 269	-2.9	20.8	3.7
Sweden	84 035	77 813	80 139	81 872	82 059	-2.4	5.5	0.2

Road deaths in 2023

On average, road deaths decreased by 2.7% in 2023 compared to 2022 across the 34 IRTAD countries with validated data. As the most populous country in the analysis, the United States had a significant statistical influence on the overall result, recording a notable decrease of 3.6%, which represents over 1 500 lives saved. Excluding the United States, the overall reduction in road deaths for 2023 is slightly smaller, at 1.8%.

In 2023, there were 2 338 less road deaths than in 2022.

Short-term evolution by country

The data on individual countries presents a varied picture of road safety. Among the 34 IRTAD countries, 21 reported a reduction in road fatalities in 2023 compared to 2022. In four of these countries, the decrease exceeded 10% (see Table 3). The most notable reductions were in Luxembourg (-27.8%, albeit based on small absolute numbers), Finland (-11.7%), Hungary (-11.2%), and Iceland (from 9 deaths to 8). As mentioned above, the number of road deaths decreased by 3.6% decrease in the United States, meaning more than 1500 less deaths than in 2022.

Thirteen countries experienced an increase in road fatalities in 2023 compared to 2022. Among them, two recorded a sharp rise of over 20%: Ireland (+20.3%) and Lithuania (+33.3%).

In Ireland and Lithuania, road deaths increased by over 20% in 2023.

Table 3:

2023 Road fatality data compared to 2022

Country	2023 road deaths	Data status	2022 road deaths	% change
Countries with validated data				
Argentina	4 403	provisional	4 712	-6.6
Australia			1 111	..
Austria	402	final	370	8.6
Belgium	501	final	540	-7.2
Canada	1 936	provisional	1 934	0.1
Chile	1 997	final	2 137	-6.6
Colombia	8 246	final	8 146	1.2
Costa Rica	875	provisional	835	4.8
Czechia	502	final	527	-4.7
Denmark	162	final	154	5.2
Finland	173	provisional	196	-11.7
France	3 167	final	3 267	-3.1
Germany	2 839	final	2 788	1.8
Greece	634	provisional	654	-3.1
Hungary	475	final	535	-11.2
Iceland	8	final	9	-11.1
Ireland	184	provisional	153	20.3
Israel	361	final	351	2.8
Italy	3 039	final	3 159	-3.8
Japan	3 263	final	3 216	1.5
Korea	2 551	final	2 735	-6.7
Lithuania	160	final	120	33.3
Luxembourg	26	final	36	-27.8
Netherlands *(a)*	684	final	745	-8.2
New Zealand	341	provisional	372	-8.3
Norway	110	final	116	-5.2
Poland	1 893	final	1 896	-0.2
Portugal	642	provisional	618	3.9
Serbia	503	final	553	-9.0
Slovenia	82	final	85	-3.5
Spain	1 806	final	1 746	3.4
Sweden	229	final	227	0.9
Switzerland	236	final	241	-2.1
United Kingdom	1 695	final	1 766	-4.0
United States	40 990	provisional	42 514	-3.6
Observers and accession countries *(b)*				
Mexico	16 662	provisional	15 986	4.2
Morocco	3 819	final	3 499	9.1
Uruguay	422	final	431	-2.1

(a) Real data (actual numbers instead of reported numbers reported by the police).
(b) Data as provided by the countries and not validated by IRTAD.

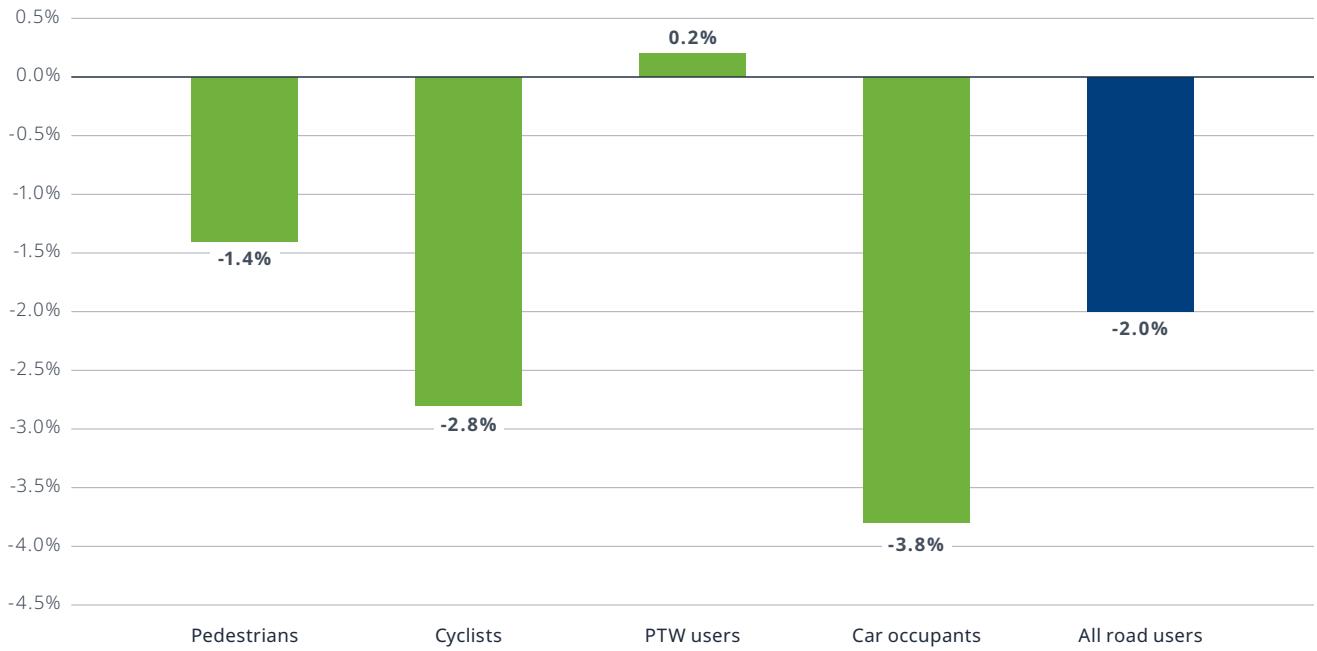
Short-term evolution by user group

Data on road user groups are available for 30 countries (see Figure 1). While these 30 countries collectively recorded an overall decline of 2% in road deaths in 2023 compared to 2022, all user categories saw reductions in fatalities, except for users of powered two-wheelers (PTW), which saw a slight increase (+0.2%). This trend echoes the situation in 2022, when road deaths also decreased for all user categories except powered two-wheeler users.

Road deaths decreased for all user groups in 2023, except for powered two-wheeler users.

Figure 1:

Evolution in road deaths by user category, 2023 compared to 2022



Note: Data include Argentina, Austria, Belgium, Chile, Colombia, Czechia, Denmark, Finland, France, Germany, Hungary, Iceland, Ireland, Israel, Italy, Japan, Korea, Lithuania, Luxembourg, Netherlands, New Zealand, Norway, Poland, Portugal, Serbia, Slovenia, Spain, Sweden, Switzerland, United Kingdom.

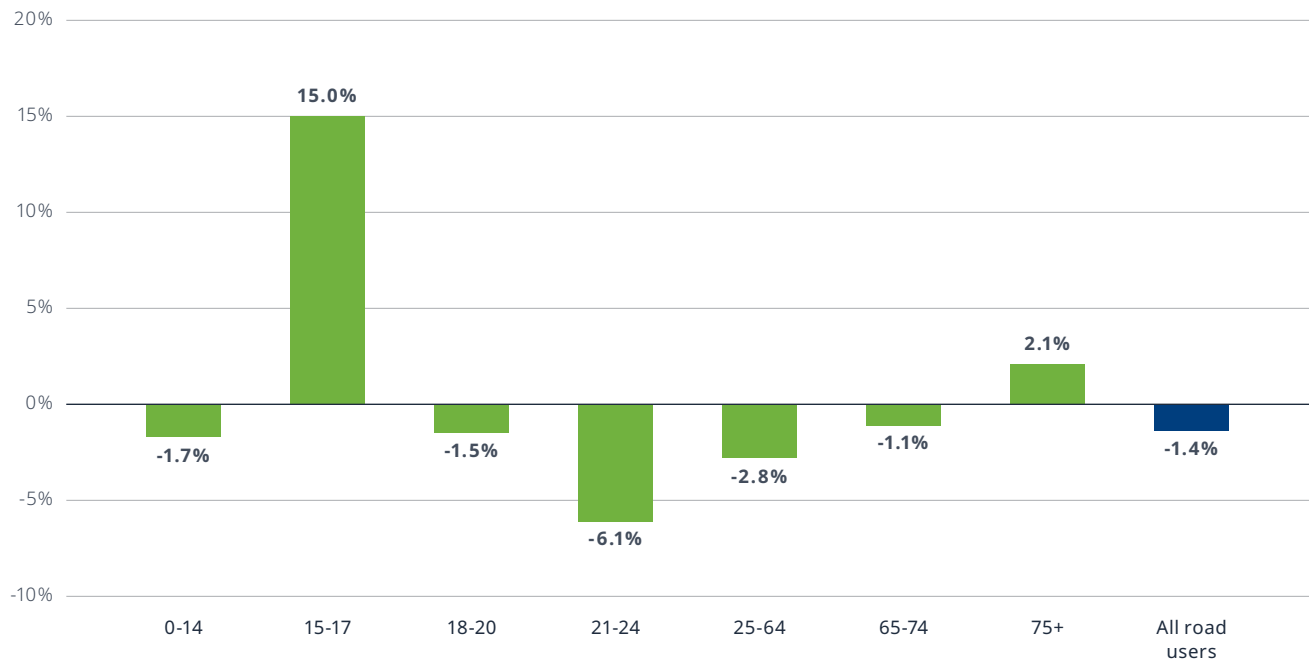
Short-term evolution by age group

Disaggregated data by age group are available for 28 countries (see Figure 2). On average, in these 28 countries, the number of road deaths increased sharply for teenagers aged 15 to 17 (15%), while overall road fatalities decreased by 1.4%. This increase in fatalities among teenagers was observed in 17 out of the 28 countries.

Road deaths increased by 15% among teenagers aged 15 to 17.

Figure 2:

Evolution in road deaths by age group, 2023 compared to 2022



Note: Data include Austria, Belgium, Chile, Colombia, Czechia, Denmark, Finland, France, Germany, Hungary, Iceland, Ireland, Israel, Italy, Japan, Korea, Lithuania, Luxembourg, Netherlands, Norway, Poland, Portugal, Serbia, Slovenia, Spain, Sweden, Switzerland, United Kingdom.

In most countries, young people aged 18 to 24 are the most at risk in road traffic (see Figure 3).

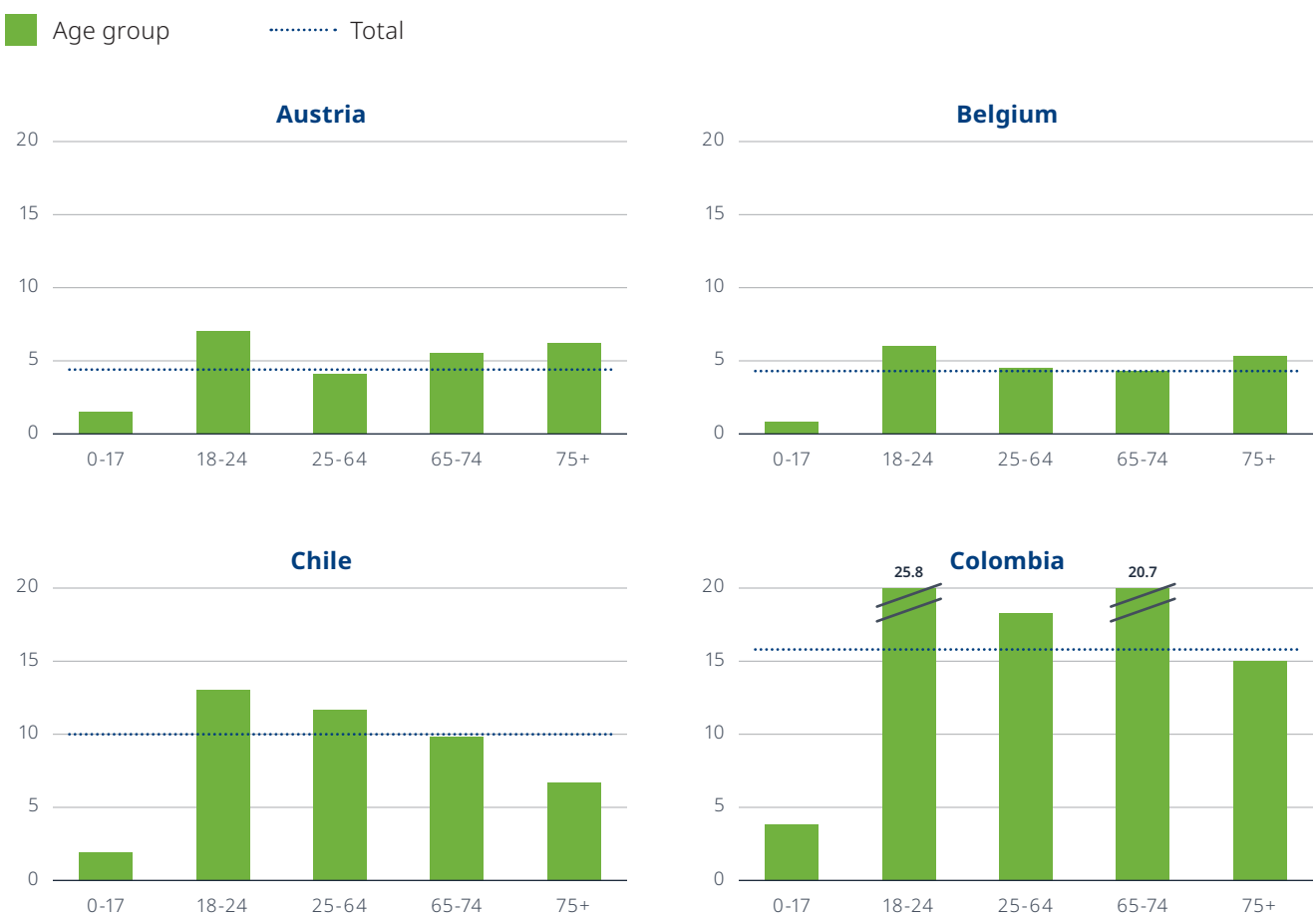
While older citizens – aged 75 – and above - were the most at risk in recent years, our 2023 analysis reveals young people now have the highest mortality rate, as was the case for many years. Mortality rates for those aged 18-24 are the highest of any age group in 19 of the 27 countries with data. In contrast, the mortality rate is the highest for those aged 75 and older in only six countries: Denmark, Germany, Japan, Netherlands, Switzerland and Sweden. This marks a significant shift from 2022, when nearly two-thirds of countries reported higher mortality rates for this older age group.

Further analysis is needed to understand the factors behind this shift, which may be related to changes in mobility patterns or riskier behaviour among young people.

Young people are the most at risk in traffic.

Figure 3:

Mortality rate by age group, 2023




Age group
Total
Czechia
Denmark
Finland
France
Germany
Hungary
Iceland
Ireland
20
15
10
5
0
0-17
18-24
25-64
65-74
75+

(a) Real data (actual numbers instead of reported numbers reported by the police).


Age group
Total
Poland
Portugal
Serbia
Slovenia
Spain
Sweden
Switzerland
United Kingdom
20
15
10
5
0
0-17
18-24
25-64
65-74
75+

Short-term evolution by road type

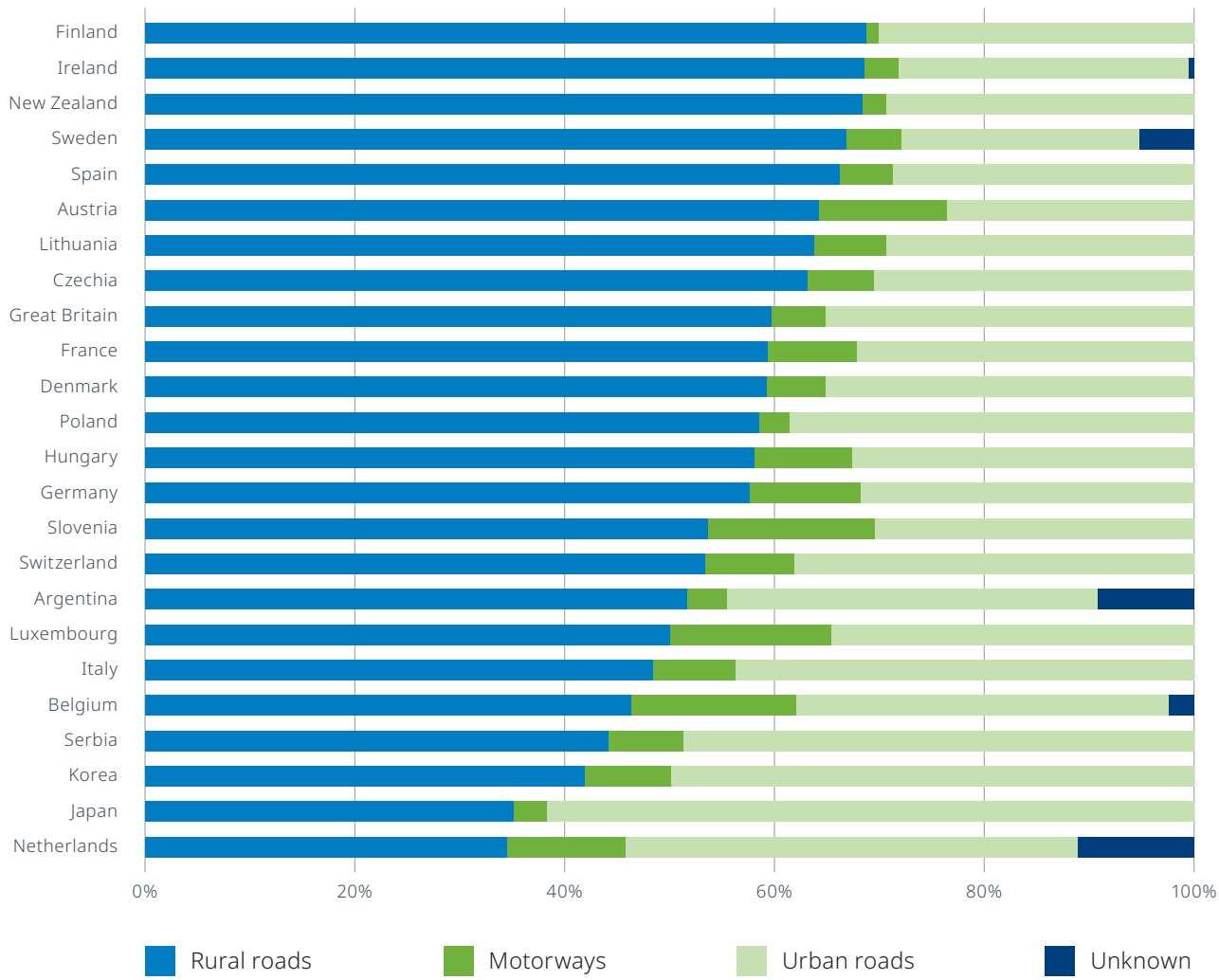
Data disaggregated by road type are available for 24 countries in 2023 (see Figure 4). Rural roads are the deadliest roads in almost all countries. In 18 countries, more than half of the road deaths occurred on rural roads. In Finland, Ireland, New Zealand, Sweden and Spain, rural roads accounted for more than two-thirds of road deaths in 2023. Urban roads are deadlier than other road types only in Japan, Korea, the Netherlands and Serbia.

The primary reasons for the high risk on rural roads stem from inadequate road infrastructure and inappropriate and excessive speeds. These roads often lack physical separation of lanes, have numerous intersections and are sometimes poorly maintained. In addition, drivers frequently exceed the speed limits on rural roads, largely due to limited enforcement.

Rural roads are the deadliest road type.

Figure 4:

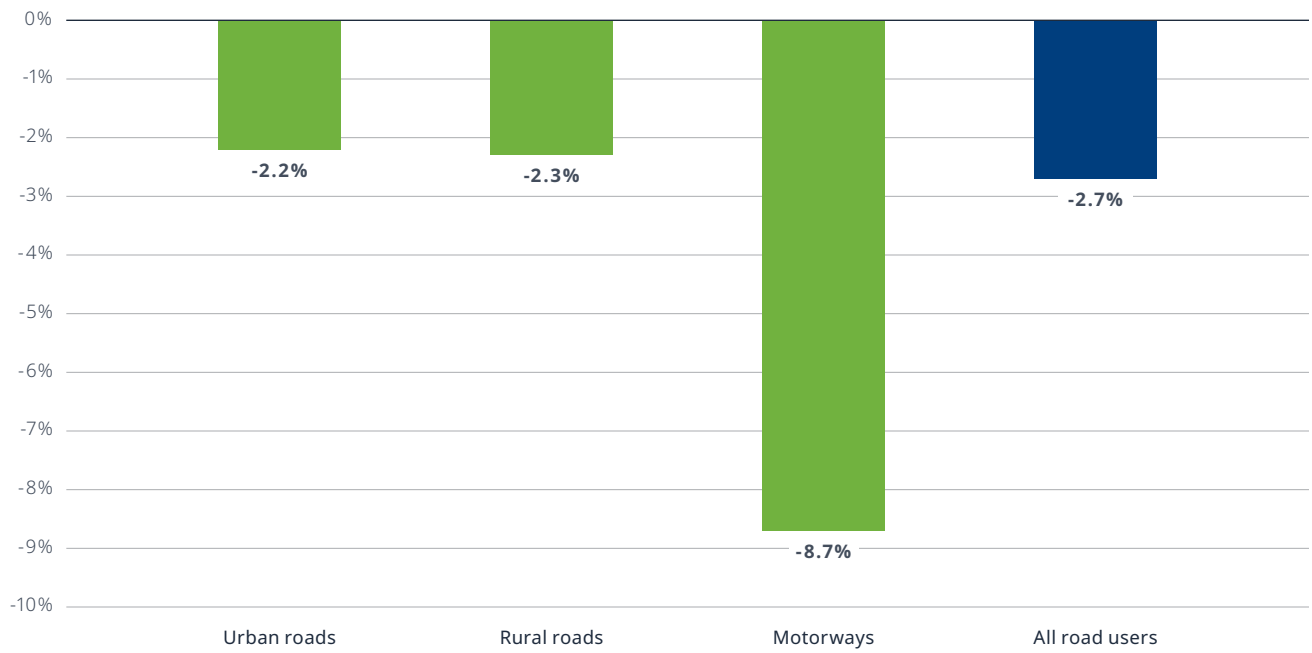
Road deaths by road type, 2023



In 2023, for the 23 countries with available data, road fatalities decreased by 2.7% compared to 2022 (see Figure 5). The most significant decline was observed in fatalities on motorways, which dropped by 8.7%. Meanwhile, the number of road deaths on urban and rural roads fell by 2.2% and 2.3%, respectively.

Figure 5:

Evolution in road deaths by road type, 2023 compared to 2022



Note: Data include Argentina, Austria, Belgium, Czechia, Denmark, Finland, France, Germany, Great Britain, Hungary, Ireland, Italy, Japan, Korea, Lithuania, Luxembourg, New Zealand, Poland, Serbia, Slovenia, Spain, Sweden, Switzerland.

Mortality rates and fatality risks in 2023

Three common indicators are used to measure road safety performance and compare safety levels across countries: 1) the number of road deaths per head of population, 2) the number of road deaths per motorised vehicle, and 3) the number of road deaths by distance travelled (see Box 1).

In 2023, the road mortality rate among IRTAD countries with validated data ranged from 2 to 17 fatalities per 100 000 inhabitants (see Figure 6). Norway recorded the lowest mortality rate, with just 2 fatalities per 100 000 inhabitants. This marked the ninth consecutive year that Norway achieved the lowest mortality rate among IRTAD countries, except in 2019 when Iceland, with 6 road deaths, had a mortality rate of 1.7.

Seven countries recorded a per capita mortality rate below 3 in 2023.

Box 1

Measuring risk and comparing countries

Three common indicators measure road safety performance and allow to compare safety levels across countries. Each has pros and cons; in all cases, interpret country comparisons with great care, especially between countries with different levels of motorisation.

First, the number of **fatalities per head of population** measures the mortality rate. The number of inhabitants (per 100 000 or million) is the most often-used denominator as this figure is readily available in most countries. This rate expresses the average citizen's overall risk of being killed in traffic, and allows for comparison with other causes of death (e.g. coronary diseases or HIV/AIDS). Using the fatalities per head indicator is useful when comparing risk between countries with similar levels of motorisation. This measure loses its meaning when comparing highly motorised countries with countries where the level of motorisation is low.

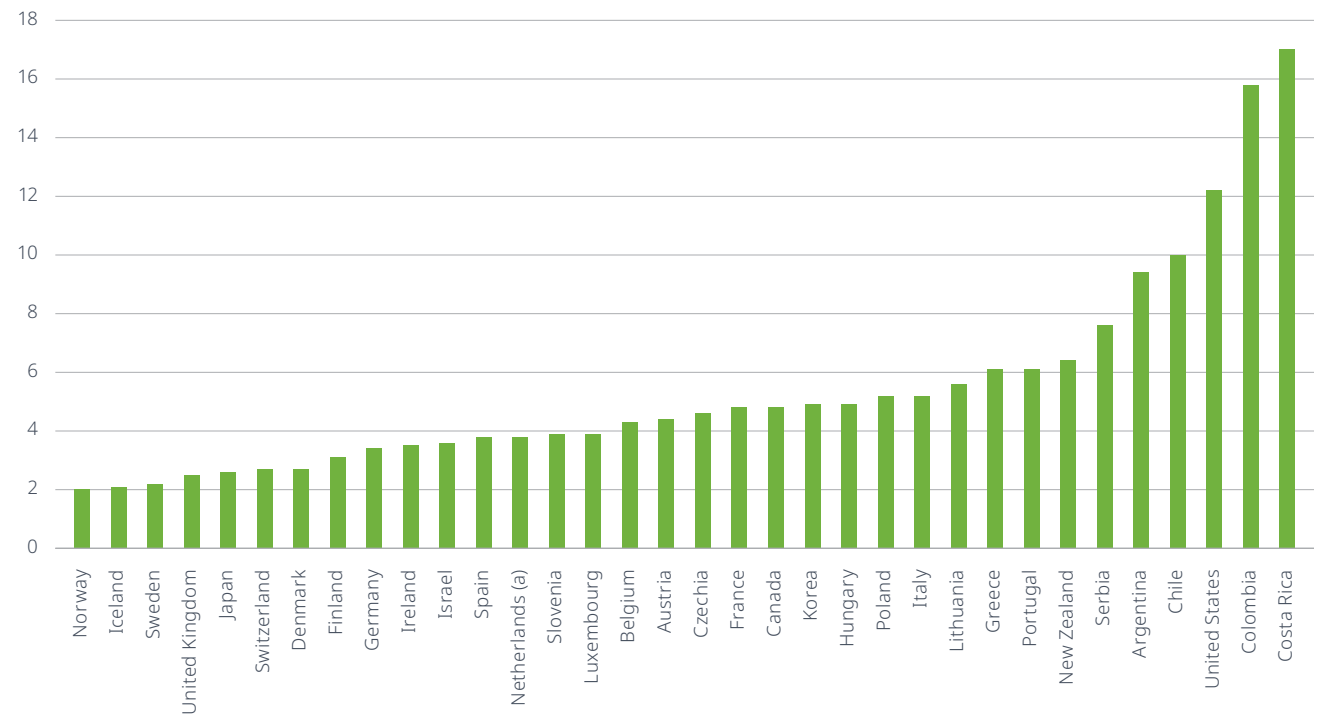
Second, the number of **fatalities per number of registered motorised vehicles** is an alternative to measuring fatalities per distance travelled, although it does not consider actual traffic volume. It is only useful for comparing the safety performance of countries with similar traffic and vehicle-use characteristics. It also requires reliable statistics on the number of vehicles. In some countries, scrapped vehicles are not systematically removed from registration databases, undermining the accuracy of this indicator. Moreover, this indicator does not consider non-motorised vehicles (e.g. bicycles), which represent a large part of the vehicle fleet (and fatality figures) in some countries. This indicator is usually expressed as the number of fatalities per 10 000 registered motorised vehicles.

Third, the number of **fatalities per distance travelled by motorised vehicles** measures fatality risk. This indicator describes the safety quality of road traffic. Theoretically, it is the best indicator to assess the level of risk of the road network. However, it does not take into account non-motorised vehicles (e.g. bicycles) which represent a large part of the vehicle fleet and of road fatalities in some countries. Furthermore, only a limited number of countries collect data on distance travelled. Fatality risk is usually expressed in road deaths per billion vehicle-kilometres.

In 2023, seven countries reported a mortality rate below 3 per 100 000 inhabitants: Norway, Iceland, Sweden, the United Kingdom, Japan, Switzerland and Denmark. A total of 24 IRTAD countries had a mortality rate between 3 and 10, while three countries reported rates exceeding 10 per 100 000 inhabitants: the United States, Colombia, and Costa Rica.

Figure 6:

Road fatalities per 100 000 inhabitants, 2023



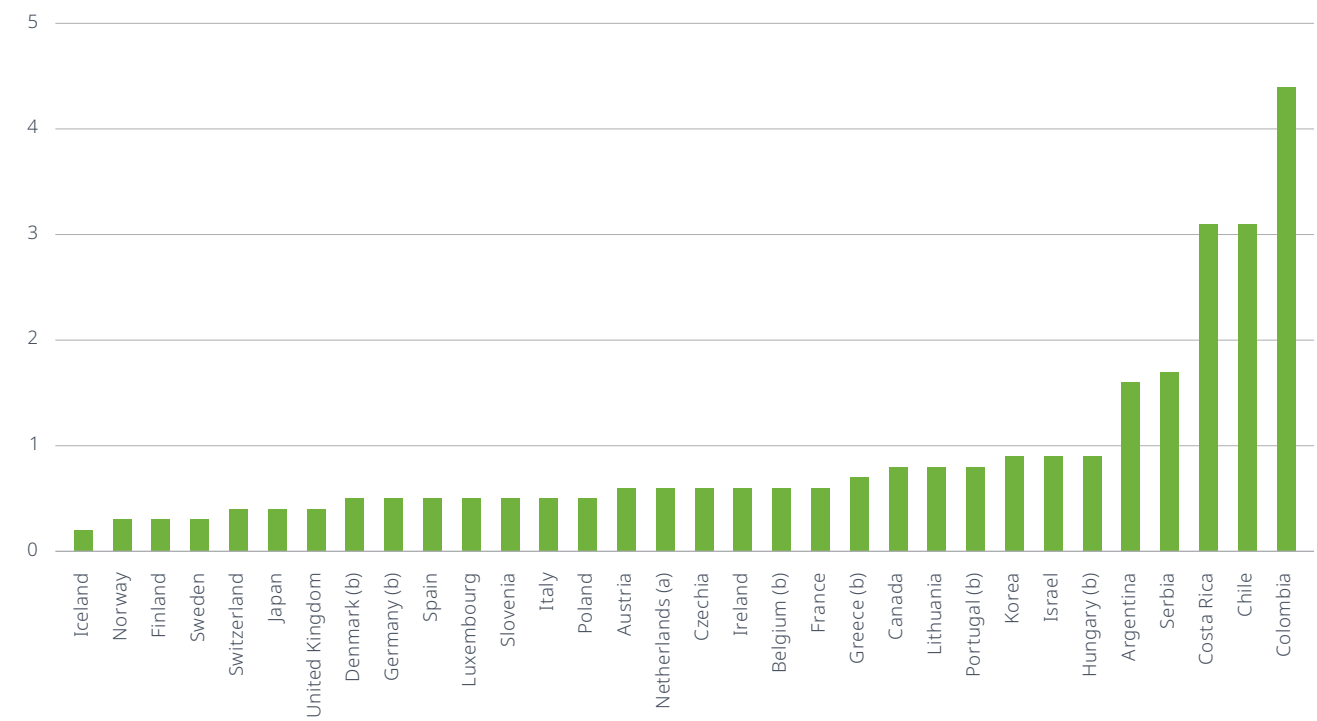
Note: (a) Real data (actual numbers instead of reported numbers by the police).

Fatality rates, measured against the number of motorised vehicles, ranged from 0.2 to 4.4 deaths per 10 000 motorised vehicles (see Figure 7) in 2023. Fourteen countries registered a fatality rate of less than 0.5. The fatality risk per 10 000 motor vehicles was highest in Costa Rica, Chile and Colombia with a rate of 3.1, 3.1 and 4.4.

Fourteen countries recorded a mortality rate per registered motor vehicle below 0.5.

Figure 7:

Road fatalities per 10 000 registered motor vehicles, 2023



Note: (a) Real data (actual numbers instead of reported numbers by the police).
(b) Mopeds are not included in the registered vehicles.

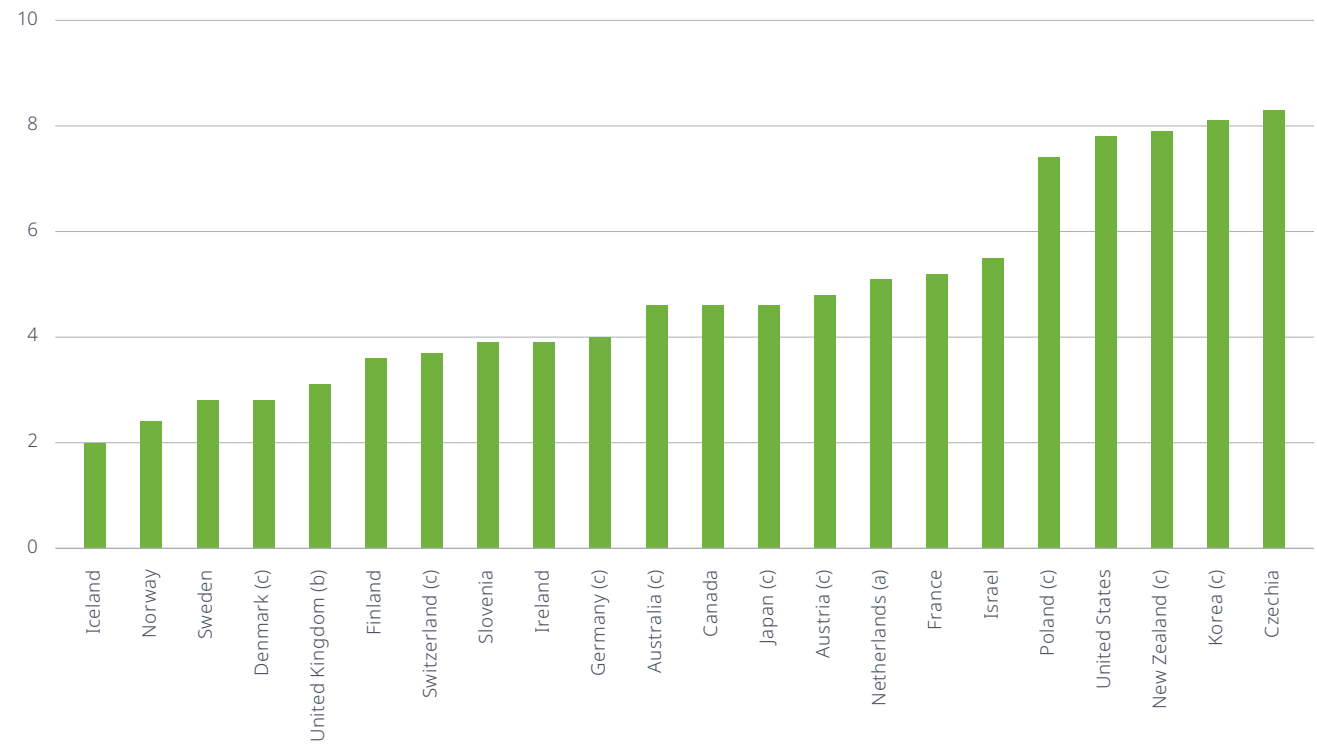
The fatality risk calculated by distance travelled is available for 22 countries in 2023. In 2023, the fatality risk ranged from 2 to 10.9 fatalities per billion vehicle-kilometres (see Figure 9).

Four countries reported less than 3 deaths per billion vehicle-kilometres: Iceland (2.0), Norway (2.4), Sweden (2.8), and Denmark (2.8). Two countries registered more than 8 deaths per billion vkm: Korea (8.1) and Czechia (8.3).

Four countries recorded a mortality rate per billion vehicle-kilometres below 3.

Figure 8:

Road fatalities per billion vehicle-kilometres, 2023 (or 2022)



Note: (a) Real data (actual numbers instead of reported numbers by the police).
(b) Data only for Great Britain.
(c) 2022 data.

Longer-term road safety trends
Monitoring the Second Decade of Action for Road Safety

This section presents current progress towards the main target of the Second Decade of Action for Road Safety. It also discusses the longer-term evolution of specific road safety indicators for the 2013-23 period. Data included in this section pertains to the total number of road deaths; and data disaggregated by user group, age group and road type. The IRTAD database also covers serious injuries. Details are provided in the accompanying country profiles.

The Second Decade of Action for Road Safety (2021-2030) was adopted in August 2020 by the United Nations General Assembly (Resolution A/RES/74/299). This Resolution set the ambitious target of reducing road traffic deaths and serious injuries by 50% by 2030.

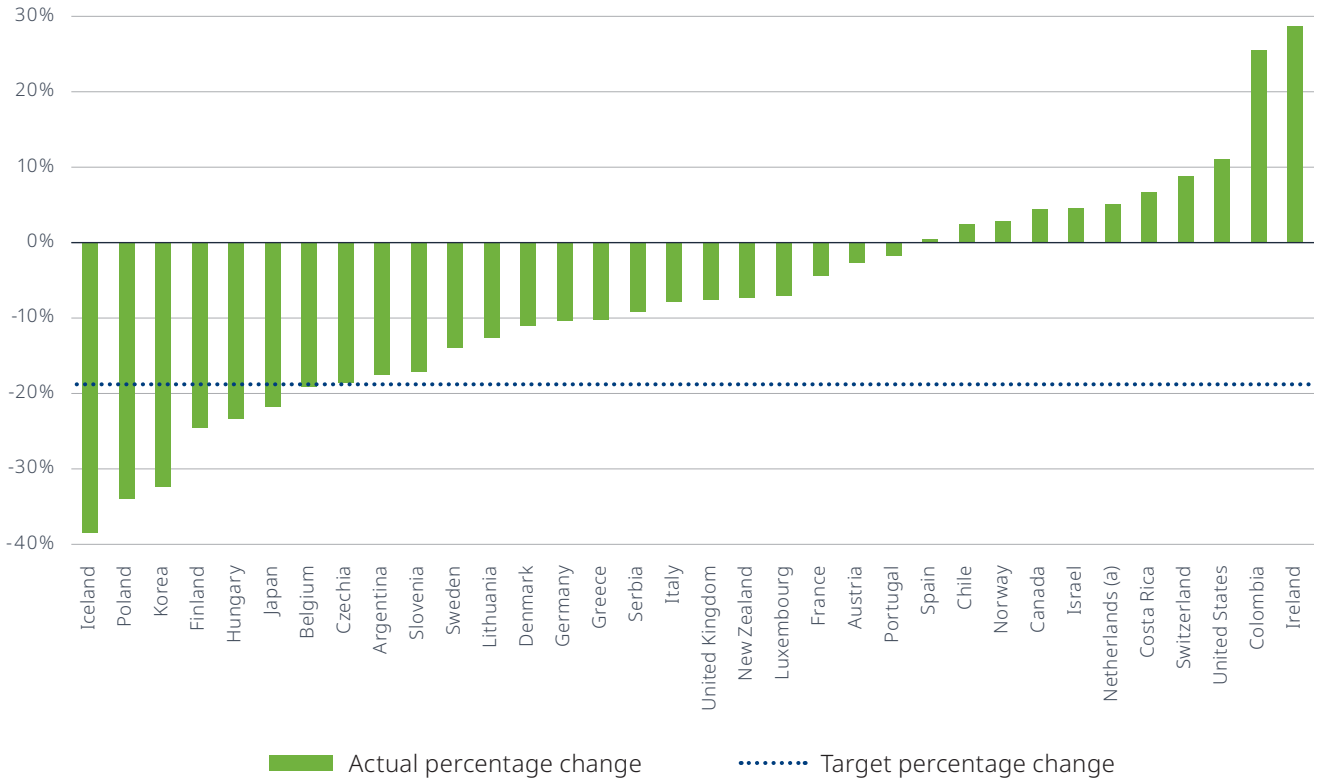
Figure 9 shows how IRTAD countries are progressing toward this target, using the average of road traffic deaths from 2017-2019 as the baseline. To meet the target, an average annual reduction of 6.7% in road traffic deaths is needed. By 2023, road traffic deaths should have decreased by 18.8% from the baseline to remain on track for the 50% reduction by 2030. Seven IRTAD countries are currently on track: Iceland, Poland, Korea, Finland, Hungary, Japan, Belgium, and Czechia. However, most countries are currently not on track to reach the target.

The resolution also calls for a 50% reduction in serious injuries. Since data on serious injuries are still not fully comparable across countries, these are not included in this report. However, when available, data on serious injuries are presented in the respective IRTAD country chapters.

Only seven IRTAD countries are currently on track to reach the UN target to halve the number of road deaths by 2030.

Figure 9:

Percentage change in the number of road deaths, 2023 compared to the average 2017-19



Note: (a) Real data (actual numbers instead of reported numbers by the police).

Evolution in the number of road deaths, 2013-23

To analyse the performance of IRTAD countries over a longer period, this report examines the trends between 2013 and 2023.

Over the last decade, road traffic deaths increased by 1.9% across the 34 countries with validated data. However, when excluding data from the United States, road deaths decreased by 12.8%. In 2023, road traffic deaths decreased below pre-COVID-19 levels.

Figure 10 illustrates the evolution of road traffic deaths from 2013 to 2023, both with and without data from the United States.

If US data are excluded, overall road deaths in IRTAD countries fell by 12.8%.

Figure 10:

Aggregate evolution in the number of road deaths in IRTAD countries, 2013-2023

Note: Data for Costa Rica in 2015 and 2016 are an estimate. Australia is not included.

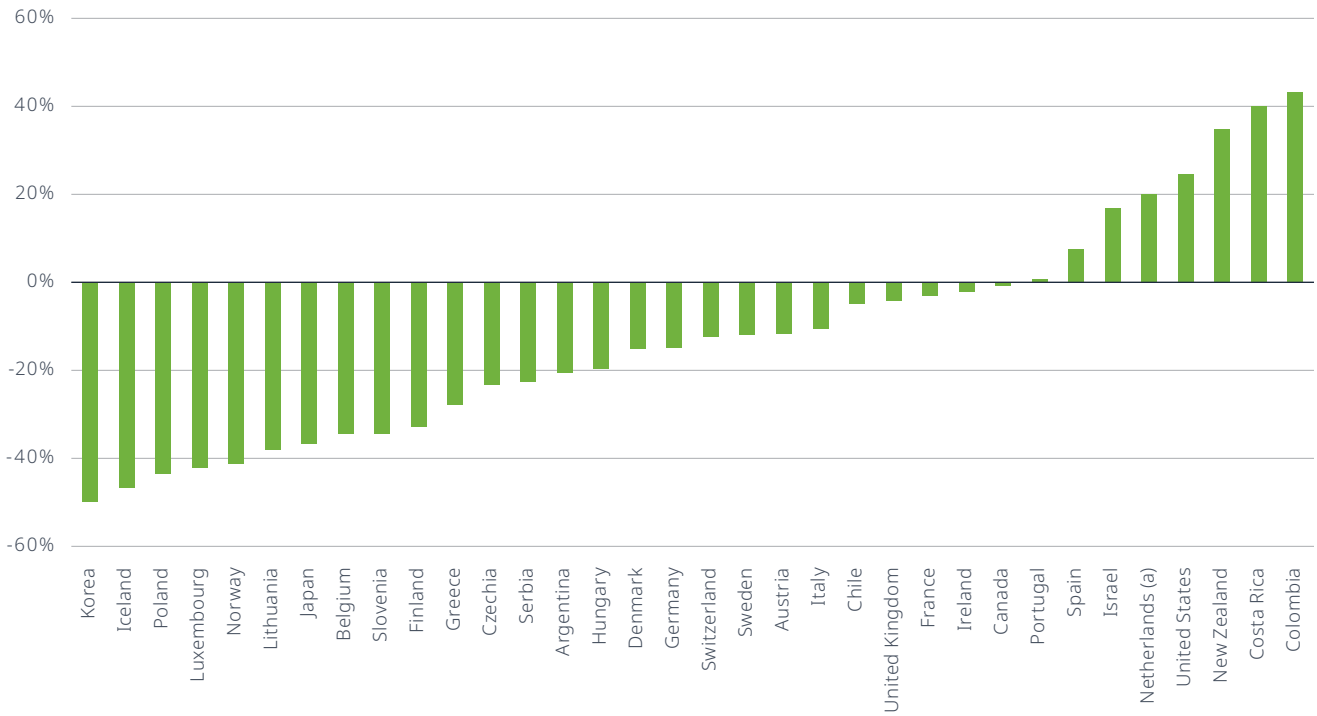
Between 2013 and 2023, road deaths decreased in 26 of the 34 IRTAD countries (see Figure 11 and Table 5). The largest reductions in road fatalities were observed in Korea (-49.9%), Iceland (-46.7% from 15 to 8 road deaths), Poland (-43.6%), Luxembourg (-42.2%) and Norway (-41.1%). Additionally, five other countries recorded a reduction of more than 30% in 2023 compared to 2013: Lithuania (-38%), Japan (-36.8%), Belgium (-34.4%); Slovenia (-34.4%) and Finland (-32.9%).

Road deaths increased in eight IRTAD countries and by more than 20% in five countries: Colombia (43.2%), Costa Rica (40%), New Zealand (34.8%), the United States (24.6%) and the Netherlands (20%).

In Korea, the number of road deaths halved.

Figure 11:

Percentage change in the number of road deaths, 2023 compared to 2013



Note: (a) Real data (actual numbers instead of reported numbers by the police).

Table 4:

Road fatality trends, 2013-23

Country	2013	2014	2015	2016	2017	2018	2019
Countries with validated data							
Argentina	5 537	4 809	4 934	5 582	5 611	5 493	4 898
Australia	1 185	1 151	1 205	1 295	1 223	1 135	1 187
Austria	455	430	479	432	414	409	416
Belgium	764	745	762	670	609	604	644
Canada	1 951	1 841	1 887	1 900	1 861	1 939	1 756
Chile	2 103	2 116	2 136	2 178	1 925	1 955	1 973
Colombia	5 757	6 118	6 406	6 936	6 505	6 629	6 577
Costa Rica	625	662			862	811	787
Czechia	654	688	734	611	577	658	617
Denmark	191	182	178	211	175	171	199
Finland	258	229	270	258	238	239	211
France	3 268	3 384	3 461	3 477	3 448	3 248	3 244
Germany	3 339	3 377	3 459	3 206	3 180	3 275	3 046
Greece	879	795	793	824	731	700	688
Hungary	591	626	644	607	625	633	602
Iceland	15	4	16	18	16	18	6
Ireland	188	192	162	182	154	134	140
Israel	309	319	356	377	364	316	355
Italy	3 401	3 381	3 428	3 283	3 378	3 334	3 173
Japan	5 165	4 838	4 885	4 698	4 431	4 166	3 920
Korea	5 092	4 762	4 621	4 292	4 185	3 781	3 349
Lithuania	258	267	239	188	191	173	186
Luxembourg	45	35	36	32	25	36	22
Netherlands *(b)*	570	570	621	629	613	678	661
New Zealand	253	292	317	327	377	378	349
Norway	187	147	117	135	106	108	108
Poland	3 357	3 202	2 938	3 026	2 831	2 862	2 909
Portugal	637	638	593	563	602	675	683
Serbia	650	536	599	607	579	548	534
Slovenia	125	108	120	130	104	91	102
Spain	1 680	1 688	1 689	1 810	1 830	1 806	1 755
Sweden	260	270	259	270	252	324	221
Switzerland	269	243	253	216	230	233	187
United Kingdom	1 770	1 854	1 804	1 860	1 856	1 839	1 808
United States	32 893	32 744	35 484	37 806	37 473	36 835	36 355
Observers and accession countries *(a)*							
Mexico	15 853	15 886	16 039	16 185	15 866	15 574	14 673
Morocco	3 832	3 489	3 776	3 785	3 726	3 736	3 622
Uruguay	567	538	506	446	470	528	422

(a) Data as provided by the countries and not validated by IRTAD.

(b) Real data (actual numbers instead of reported numbers by the police).

2020	2021	2022	2023	2023 % change from 2022	2023 % change from 2013	Annual average change 2013-22
3 513	4 483	4 712	4 403	-6.6	-20.5	-2.3
1 097	1 115	1 111		..	..	..
344	362	370	402	8.6	-11.6	-1.2
499	516	540	501	-7.2	-34.4	-4.1
1 746	1 768	1 934	1 936	0.1	-0.8	-0.1
1 794	2 052	2 137	1 997	-6.6	-5.0	-0.5
5 447	7 238	8 146	8 246	1.2	43.2	3.7
570	707	835	875	4.8	40.0	3.4
517	531	527	502	-4.7	-23.2	-2.6
163	130	154	162	5.2	-15.2	-1.6
223	225	196	173	-11.7	-32.9	-3.9
2 541	2 944	3 267	3 167	-3.1	-3.1	-0.3
2 719	2 562	2 788	2 839	1.8	-15.0	-1.6
584	624	654	634	-3.1	-27.9	-3.2
460	544	535	475	-11.2	-19.6	-2.2
8	9	9	8	-11.1	-46.7	-6.1
143	133	153	184	20.3	-2.1	-0.2
305	364	351	361	2.8	16.8	1.6
2 395	2 875	3 159	3 039	-3.8	-10.6	-1.1
3 416	3 205	3 216	3 263	1.5	-36.8	-4.5
3 081	2 916	2 735	2 551	-6.7	-49.9	-6.7
175	148	120	160	33.3	-38.0	-4.7
26	24	36	26	-27.8	-42.2	-5.3
610	582	745	684	-8.2	20.0	1.8
318	319	372	341	-8.3	34.8	3.0
93	80	116	110	-5.2	-41.2	-5.2
2 491	2 245	1 896	1 893	-0.2	-43.6	-5.6
535	561	618	642	3.9	0.8	0.1
492	521	553	503	-9.0	-22.6	-2.5
80	114	85	82	-3.5	-34.4	-4.1
1 370	1 533	1 746	1 806	3.4	7.5	0.7
204	210	227	229	0.9	-11.9	-1.3
227	200	241	236	-2.1	-12.3	-1.3
1 516	1 608	1 766	1 695	-4.0	-4.2	-0.4
39 007	43 230	42 514	40 990	-3.6	24.6	2.2
13 630	14 715	15 986	16 662	4.2	5.1	0.5
3 005	3 685	3 499	3 819	9.1	-0.3	0.0
391	434	431	422	-2.1	-25.6	-2.9

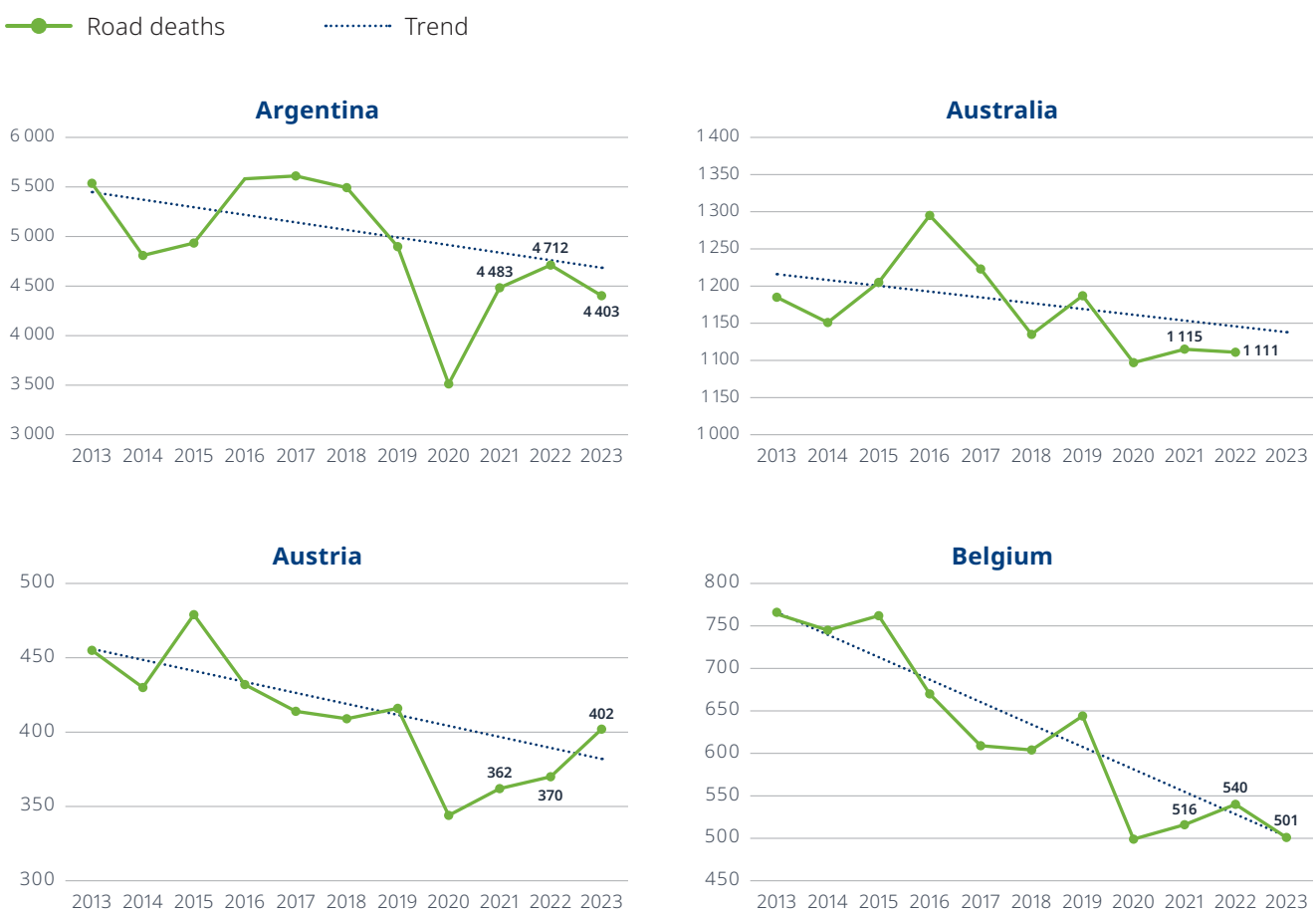
To understand the evolution in each country, Figure 12 illustrates the trends in road fatalities in 35 IRTAD countries since 2013 (excluding the data for 2020 and 2021 because of the heavy impact the Covid-19 pandemic had).

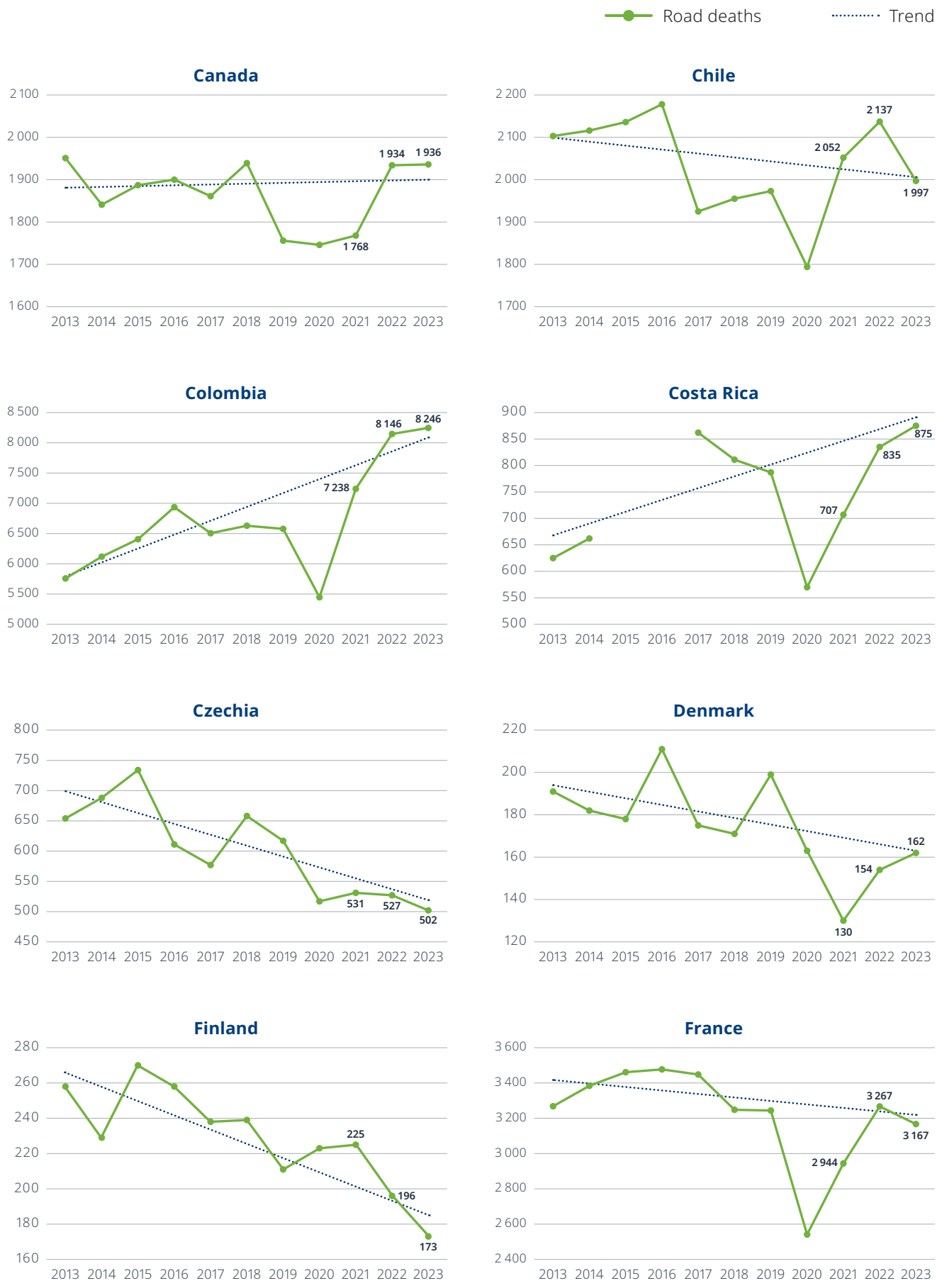
The trend in road deaths is increasing in nine out of the 35 countries: Canada, Colombia, Costa Rica, Israel, the Netherlands, New Zealand, Portugal, Spain and the United States.

In nine countries, the long-term trend in road traffic deaths is increasing.

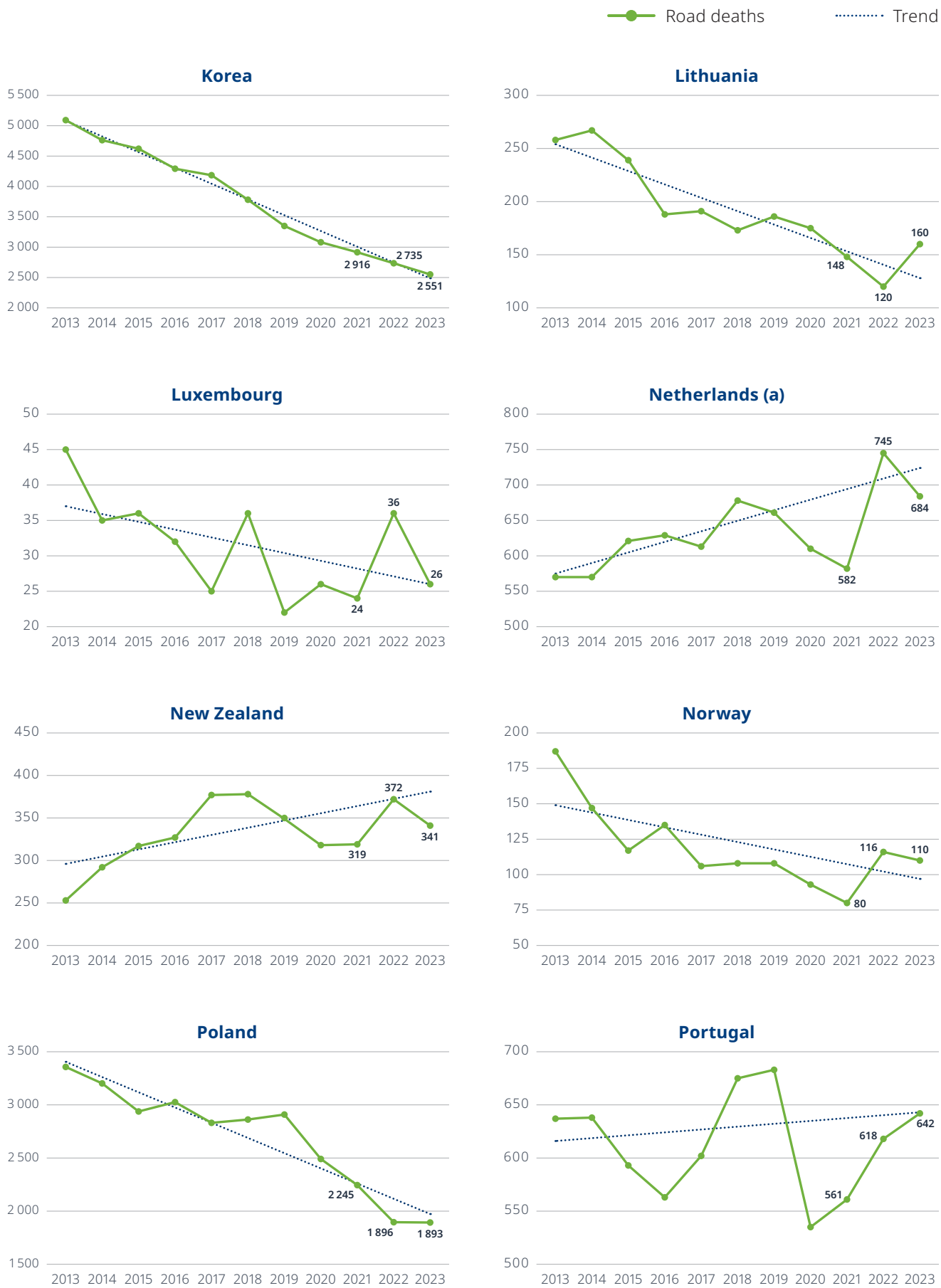
Figure 12:

Road deaths compared to the linear trend since 2013 (excluding 2020 and 2021)

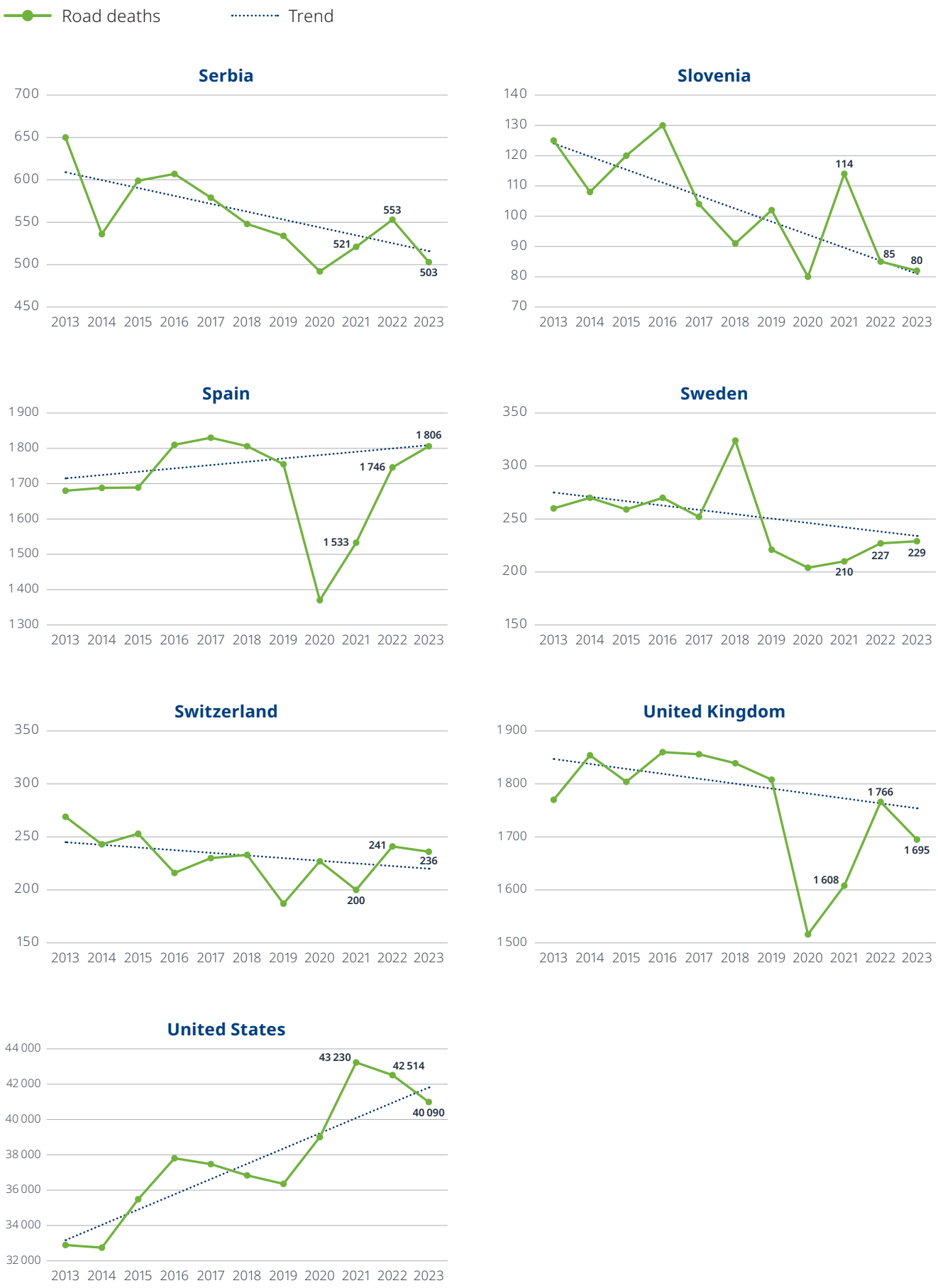



Road deaths
Trend
Canada
2 100
2 000
1 900
1 800
1 700
1 600
1 934
1 936
1 768
2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023
Chile
2 200
2 100
2 000
1 900
1 800
1 700
2 137
2 052
1 997
2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023
Colombia
8 500
8 000
7 500
7 000
6 500
6 000
5 500
5 000
8 146
8 246
7 238
2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023
Costa Rica
900
850
800
750
700
650
600
550
500
875
835
707
2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023
Czechia
800
750
700
650
600
550
500
450
531
527
502
2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023
Denmark
220
200
180
160
140
120
162
154
130
2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023
Finland
280
260
240
220
200
180
160
225
196
173
2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023
France
3 600
3 400
3 200
3 000
2 800
2 600
2 400
3 267
3 167
2 944
2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023


Road deaths
Trend
Germany
3 600
3 400
3 200
3 000
2 800
2 600
2 400
2 839
2 788
2 562
2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023
Greece
900
800
700
600
500
654
634
624
2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023
Hungary
650
600
550
500
450
544
535
475
2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023
Iceland
20
15
10
5
0
9
9
8
2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023
Ireland
200
180
160
140
120
184
153
133
2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023
Israel
380
360
340
320
300
364
361
351
2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023
Italy
3 600
3 400
3 200
3 000
2 800
2 600
2 400
2 200
3 159
3 039
2 875
2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023
Japan
5 500
5 000
4 500
4 000
3 500
3 000
3 263
3 205
3 216
2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023



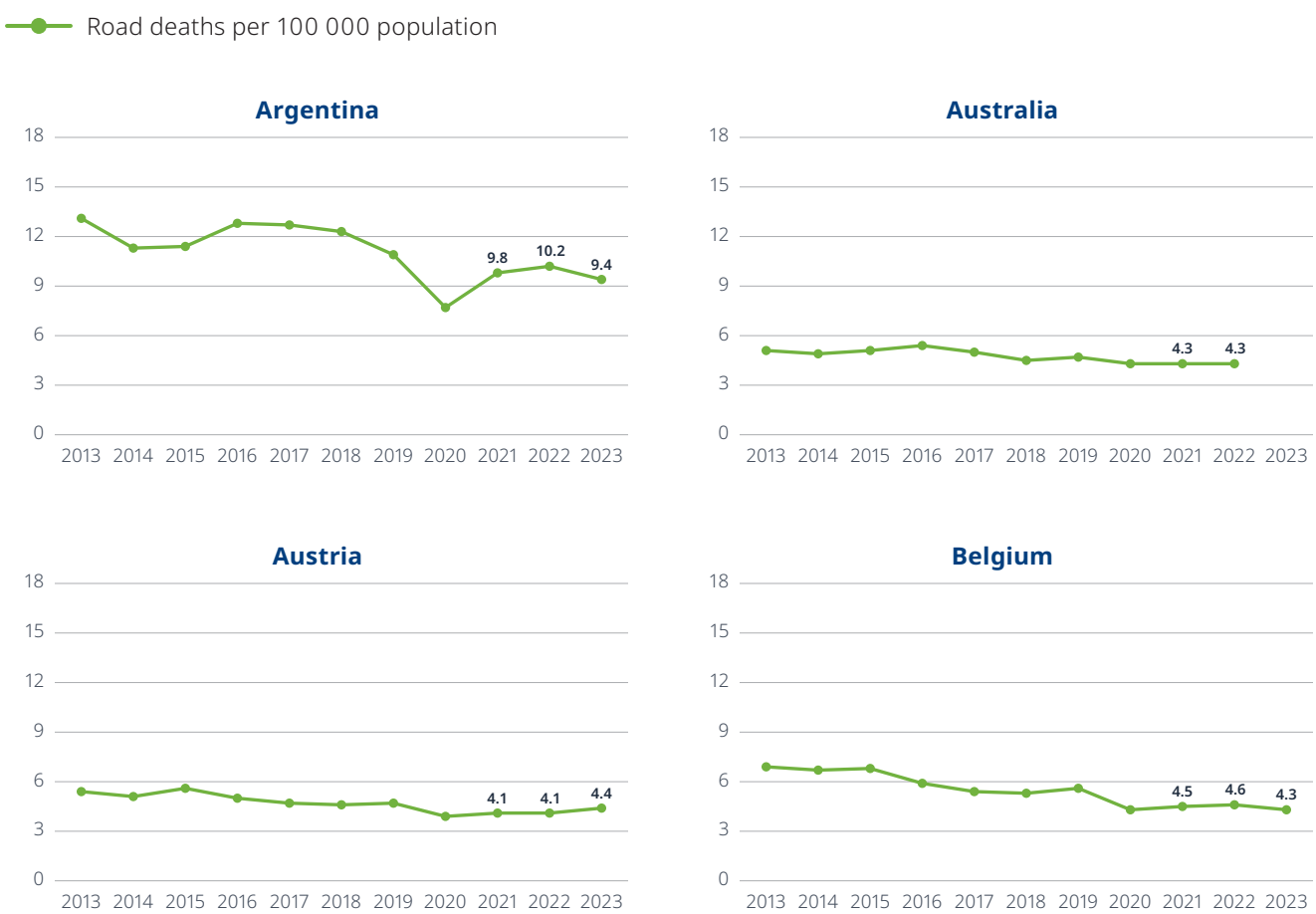
(a) Real data (actual numbers instead of reported numbers reported by the police).


Road deaths
Trend
Serbia
700
650
600
550
500
450
553
521
503
Slovenia
140
130
120
110
100
90
80
70
114
85
80
Spain
1 900
1 800
1 700
1 600
1 500
1 400
1 300
1 806
1 746
1 533
Sweden
350
300
250
200
150
227
229
210
Switzerland
350
300
250
200
150
241
236
200
United Kingdom
1 900
1 800
1 700
1 600
1 500
1 766
1 695
1 608
United States
44 000
42 000
40 000
38 000
36 000
34 000
32 000
43 230
42 514
40 090
2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023

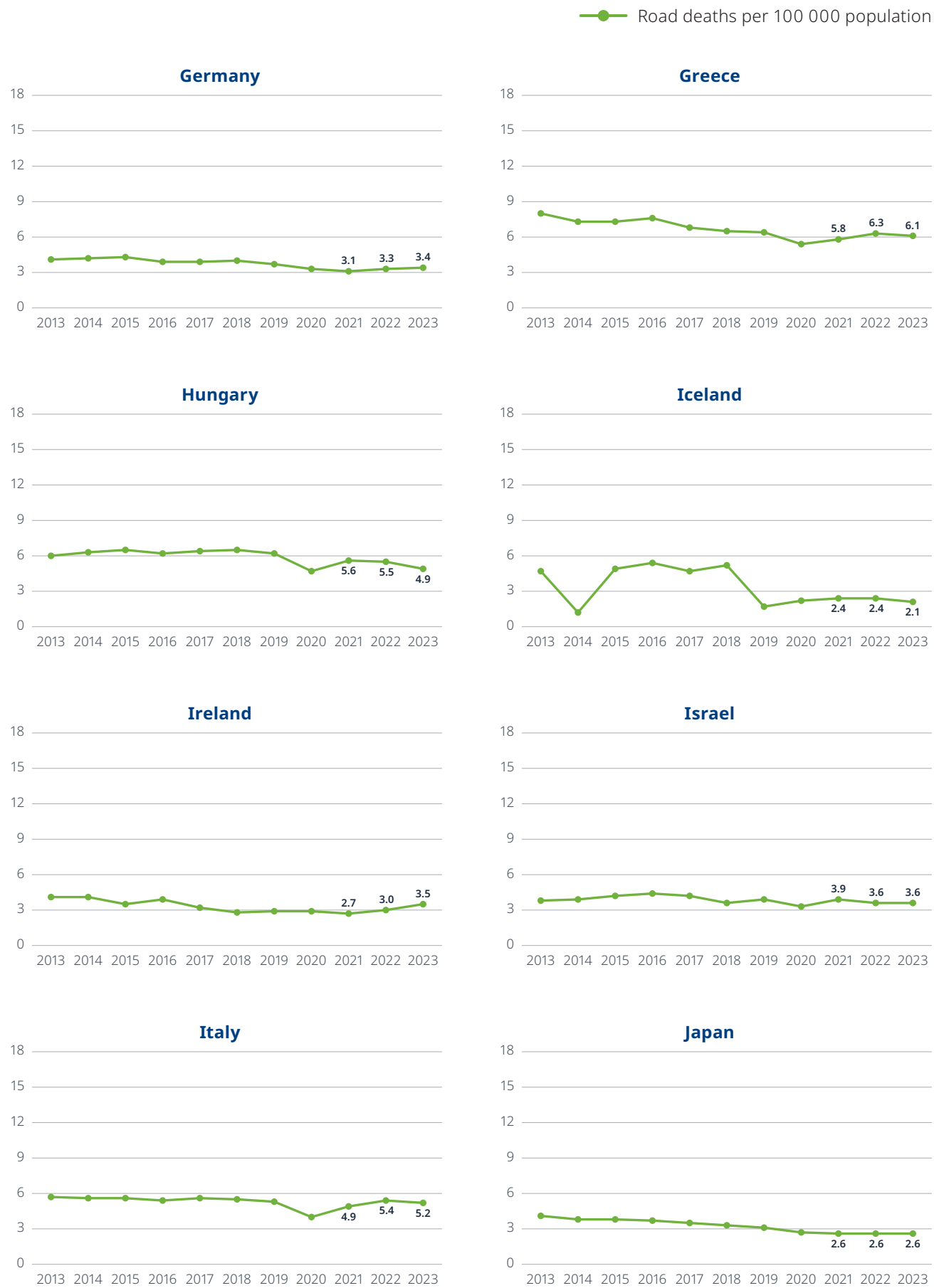
To complete the analysis of the evolution of road deaths since 2013, Figure 13 illustrates the evolution in the mortality rate per capita. Countries which have seen a significant increase in population (such as Colombia or Costa Rica) have a more moderate increase in their road mortality rate.

Figure 13:

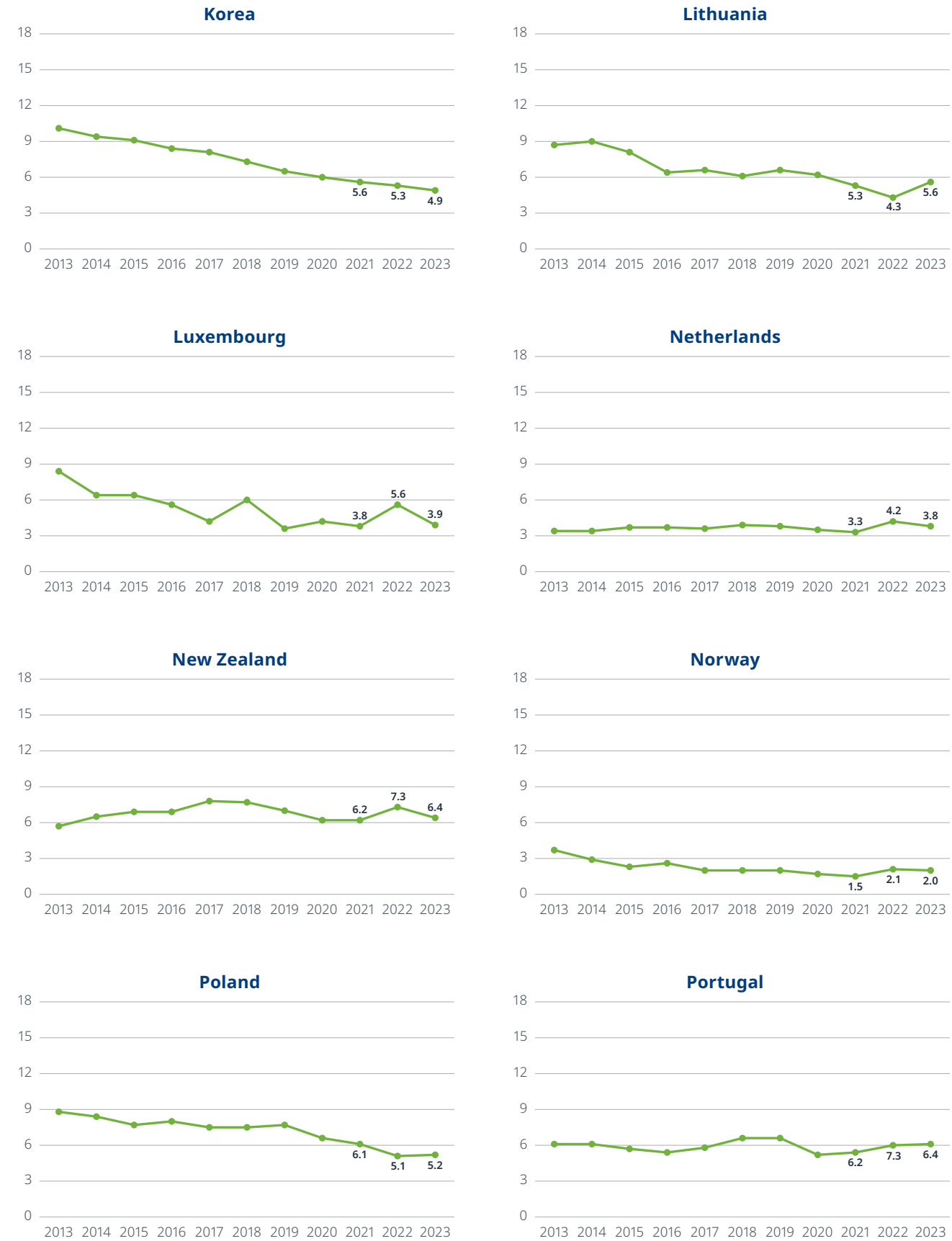
Mortality rate by country, 2013-23

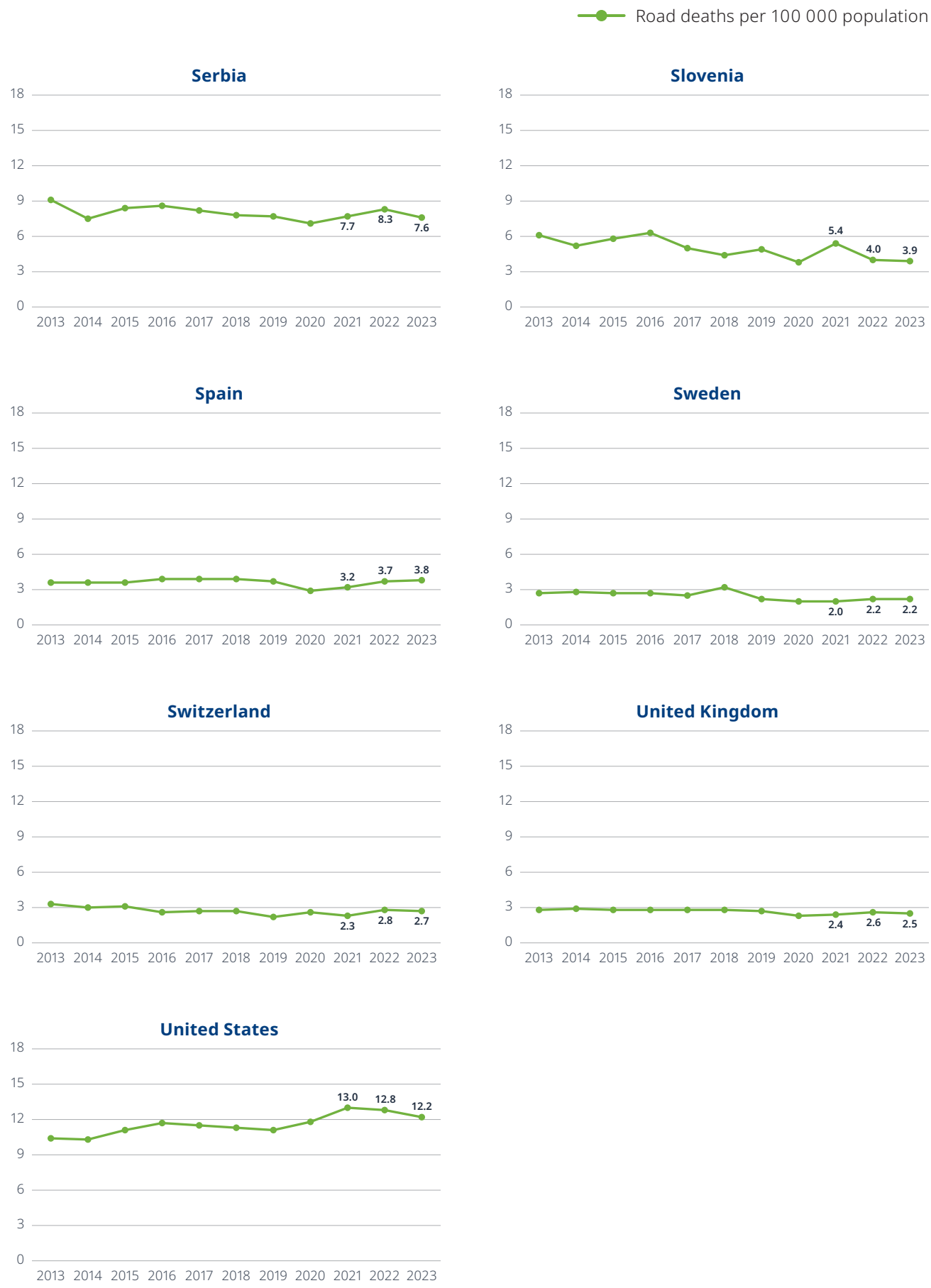


Road deaths per 100 000 population


Road deaths per 100 000 population
Germany
18
15
12
9
6
3
0
3.1
3.3
3.4
2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023
Greece
5.8
6.3
6.1
Hungary
5.6
5.5
4.9
Iceland
2.4
2.4
2.1
Ireland
2.7
3.0
3.5
Israel
3.9
3.6
3.6
Italy
4.9
5.4
5.2
Japan
2.6
2.6
2.6

Road deaths per 100 000 population



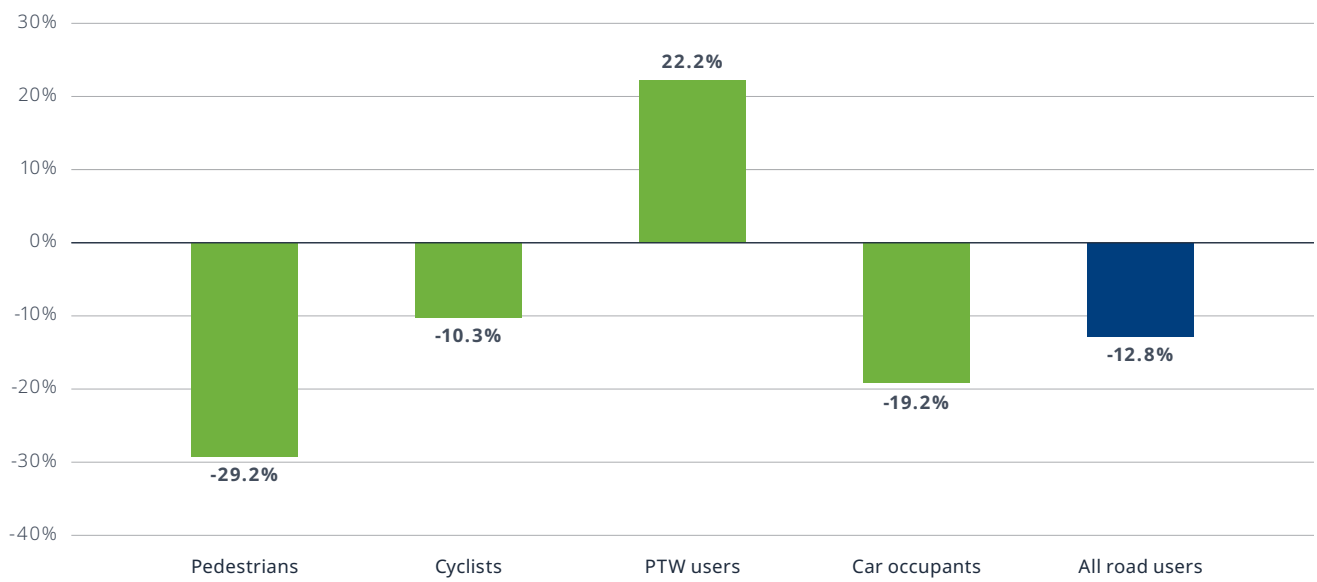

Road deaths per 100 000 population
Serbia
18
15
12
9
6
3
0
2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023
7.7
8.3
7.6
Slovenia
18
15
12
9
6
3
0
2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023
5.4
4.0
3.9
Spain
18
15
12
9
6
3
0
2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023
3.2
3.7
3.8
Sweden
18
15
12
9
6
3
0
2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023
2.0
2.2
2.2
Switzerland
18
15
12
9
6
3
0
2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023
2.3
2.8
2.7
United Kingdom
18
15
12
9
6
3
0
2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023
2.4
2.6
2.5
United States
18
15
12
9
6
3
0
2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023
13.0
12.8
12.2

Road deaths by user group

Disaggregated data by user category are available for 29 IRTAD countries (see Figure 14). In 2023, road fatalities in these countries decreased by 12.8% compared to 2013. When analysing the evolution by user category, pedestrian fatalities saw a notable reduction of nearly 30%. The number of car occupants and cyclists killed decreased by 19.2% and 10.3%, respectively. However, the number of fatalities among users of powered two-wheelers increased significantly by 22.2%.

Figure 14:

Evolution in road deaths by user category, 2023 compared to 2013



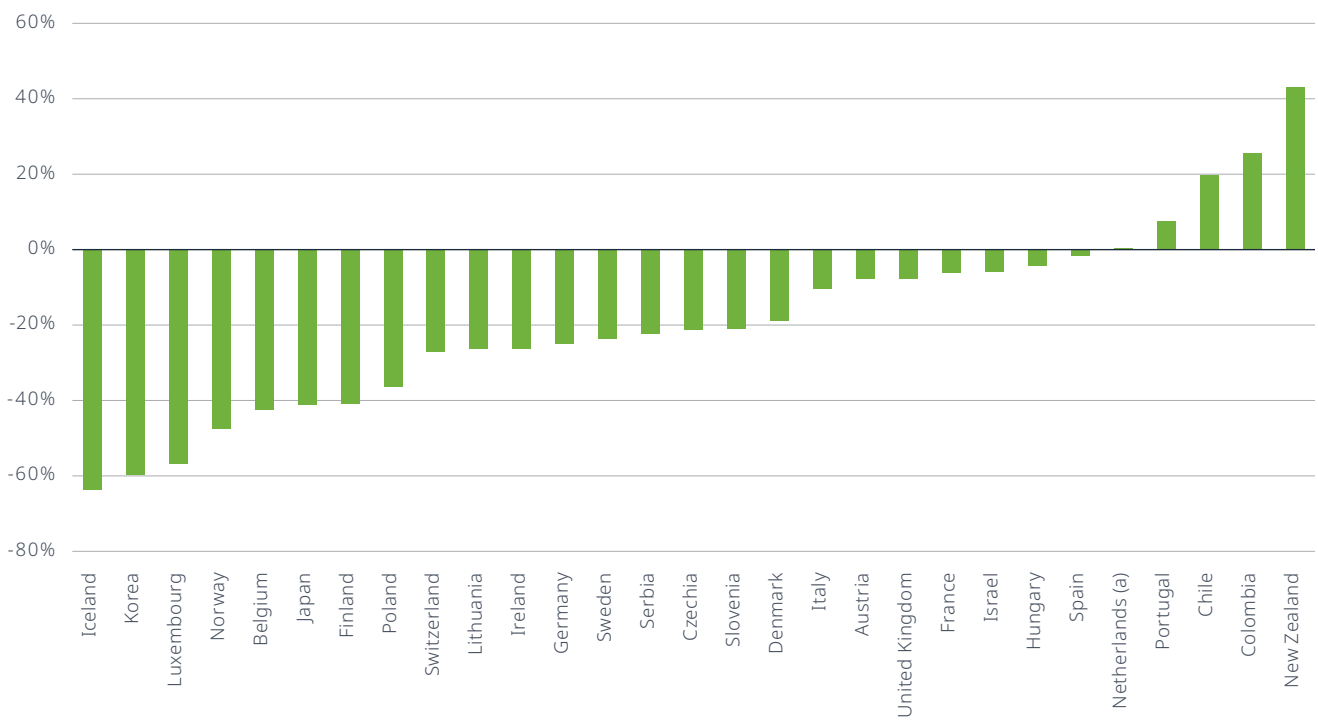
Note: Data include Austria, Belgium, Chile, Colombia, Czechia, Denmark, Finland, France, Germany, Hungary, Iceland, Ireland, Israel, Italy, Japan, Korea, Lithuania, Luxembourg, Netherlands, New Zealand, Norway, Poland, Portugal, Serbia, Slovenia, Spain, Sweden, Switzerland, United Kingdom.

Passenger car occupants

The safety of car occupants has improved across all countries, except in New Zealand, Colombia, Chile and Portugal. Among the 29 countries with available data, the number of passenger car occupants killed in road crashes declined by 19.2% between 2013 and 2023. Notably, Korea, and Luxembourg saw reductions exceeding 50% (see Figure 15). In contrast, New Zealand, Colombia and Chile recorded the largest increases in fatalities, with rises of 43%, 25.6% and 19.8%, respectively. For the two Latin American countries, this trend is closely linked to a sharp rise in motorisation rates, with a 50% increase in the number of cars , compared to just a 16% increase in the European Union.

Figure 15:

Percentage change in the number of passenger car occupants killed, 2023 compared to 2013



Note: (a) Real data (actual numbers instead of reported numbers by the police).

Pedestrians

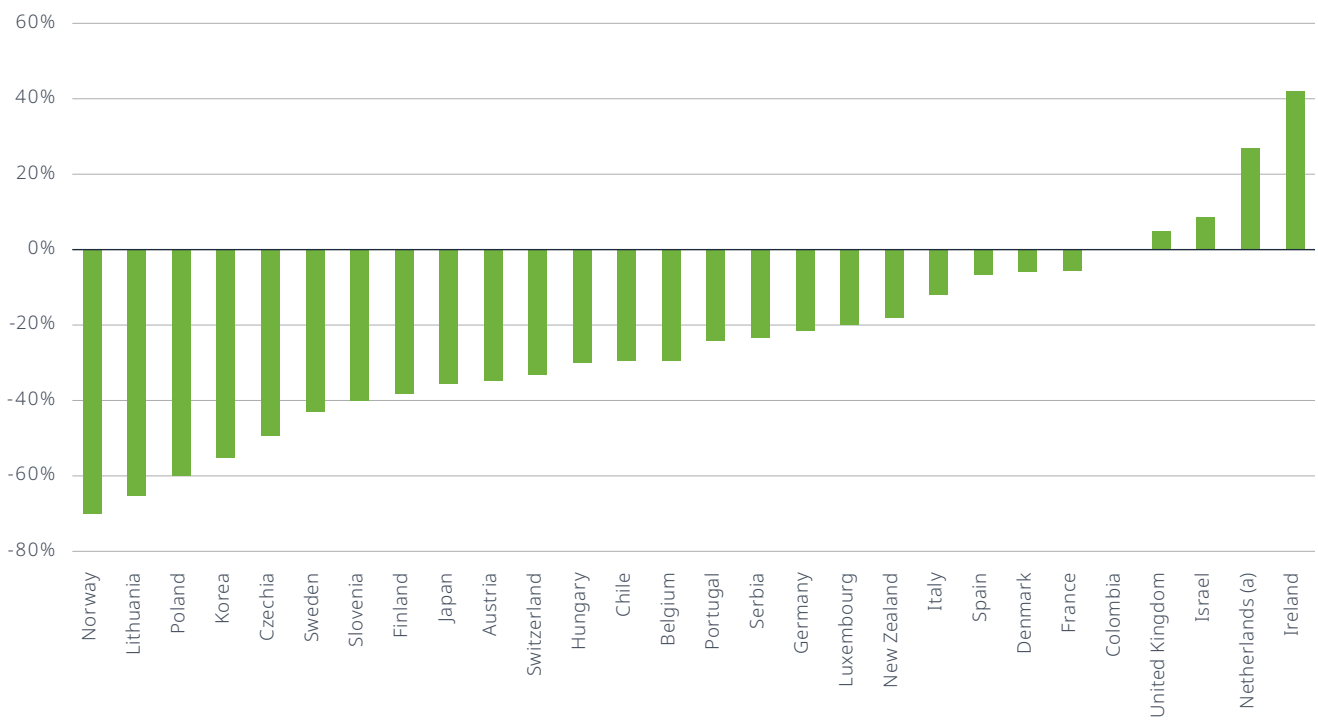
Between 2013 and 2023, the number of pedestrians killed in traffic decreased by 29.2% across the 29 countries with available data. Iceland recorded zero pedestrian fatalities. Three countries recorded a reduction of more than 60%: Norway (-70%), Lithuania (-65.3%) and Poland (-59.9%) (Figure 16). Conversely, pedestrian fatalities increased in four countries, with Ireland recording the largest increase at 41.9%, followed by the Netherlands with a 26.8% increase. Although data for the United States in 2023 are unavailable, between 2013 and 2022, the number of pedestrian fatalities rose by 2 750, a 56% increase.

Nevertheless, we lack data on pedestrian mobility to draw conclusions on whether the safety of pedestrians is increasing or if there has been a decline in pedestrian activity.

Far fewer pedestrians have been killed.

Figure 16:

Percentage change in the number of pedestrians killed, 2023 compared to 2013



Note: (a) Real data (actual numbers instead of reported numbers by the police).
Data from Iceland are not included in this figure, as percentage changes in small numbers distort trends.

Cyclists

Across the 29 countries with available data, the number of cyclists killed in traffic decreased by 10.3% in 2023 compared to 2013. However, trends varied significantly among countries. Seventeen countries recorded decreases in cyclist fatalities, with the largest reductions observed in Chile (-63.4%), Poland (-49.7%), Slovenia (-43.8%), Korea (-43.1%), and Norway (-40%) (Figure 17).

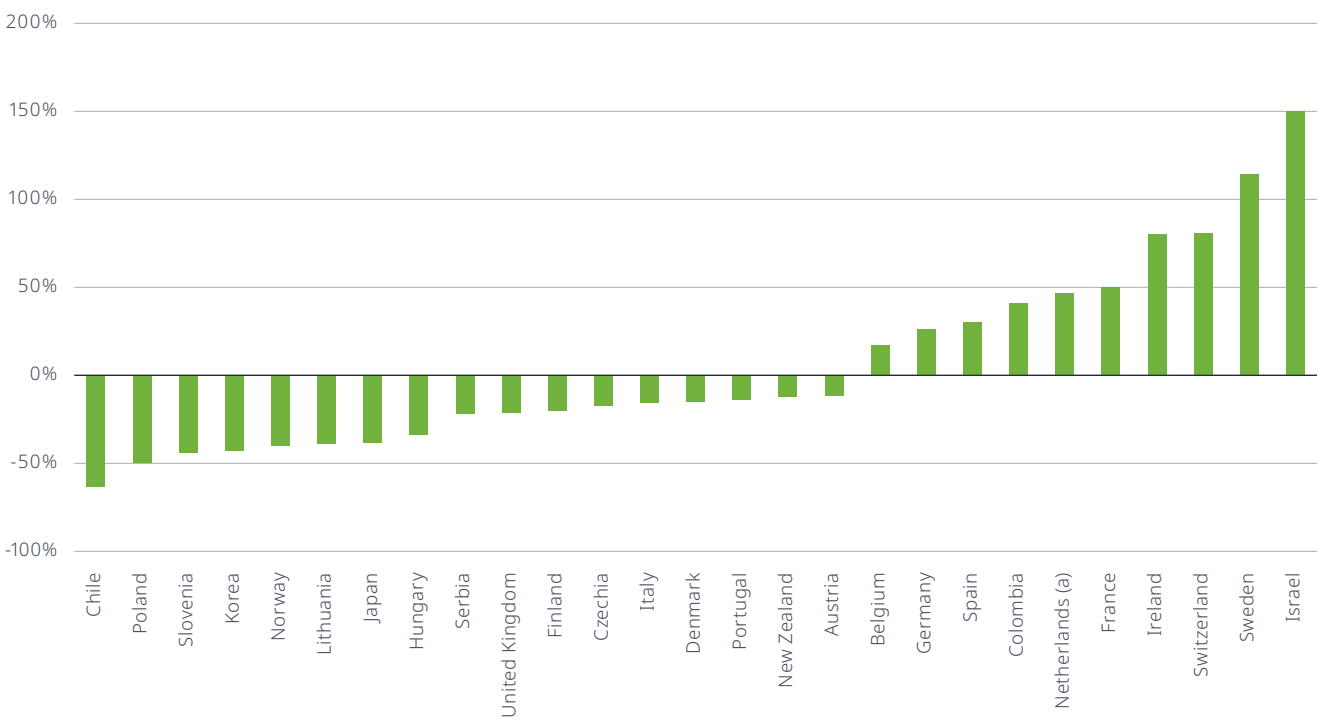
In contrast, cyclist fatalities increased in 10 countries, where they increased by over 15% (Iceland and Luxembourg are not taken into account; both countries registered zero cyclist deaths in 2013 and, respectively, one and two deaths in 2023). The number of cyclists killed in traffic increased by 150% in Israel (from 14 to 35), by 114.3% in Sweden (from 14 to 30), by 81% in Switzerland (from 31 to 38), by 80% in Ireland (from 5 to 9), by 50.3% in France (from 147 to 221), by 46.7% in the Netherlands (from 184 to 270), by 41.2% in Colombia (from 308 to 435), by 30.4% in Spain (from 69 to 90), by 26% in Germany (from 345 to 446) and by 16.9% in Belgium (from 83 to 97).

This upward trend in several countries can be partly attributed to the growing use of e-bikes. In 2023, e-bike fatalities accounted for 74% of cyclist deaths in Israel, 43% in Germany and 32% in Switzerland.

Numbers of cyclists killed dropped by over 10%.

Figure 17:

Percentage change in the number of cyclists killed, 2023 compared to 2013



Note: (a) Real data (actual numbers instead of reported numbers by the police).
Data from Iceland and Luxembourg are not included in this figure, as percentage changes in small numbers distort trends.

Powered two-wheelers

Motorcyclists are the only category of road users which recorded an increase in fatalities between 2013 and 2023. Again, the situation varies across countries. While in most countries, the number of powered two-wheeler (PTW) riders and passengers killed has decreased, the figures have risen sharply among a subset of countries with a very high number of motorcyclists, which contributes to the overall increase in fatalities.

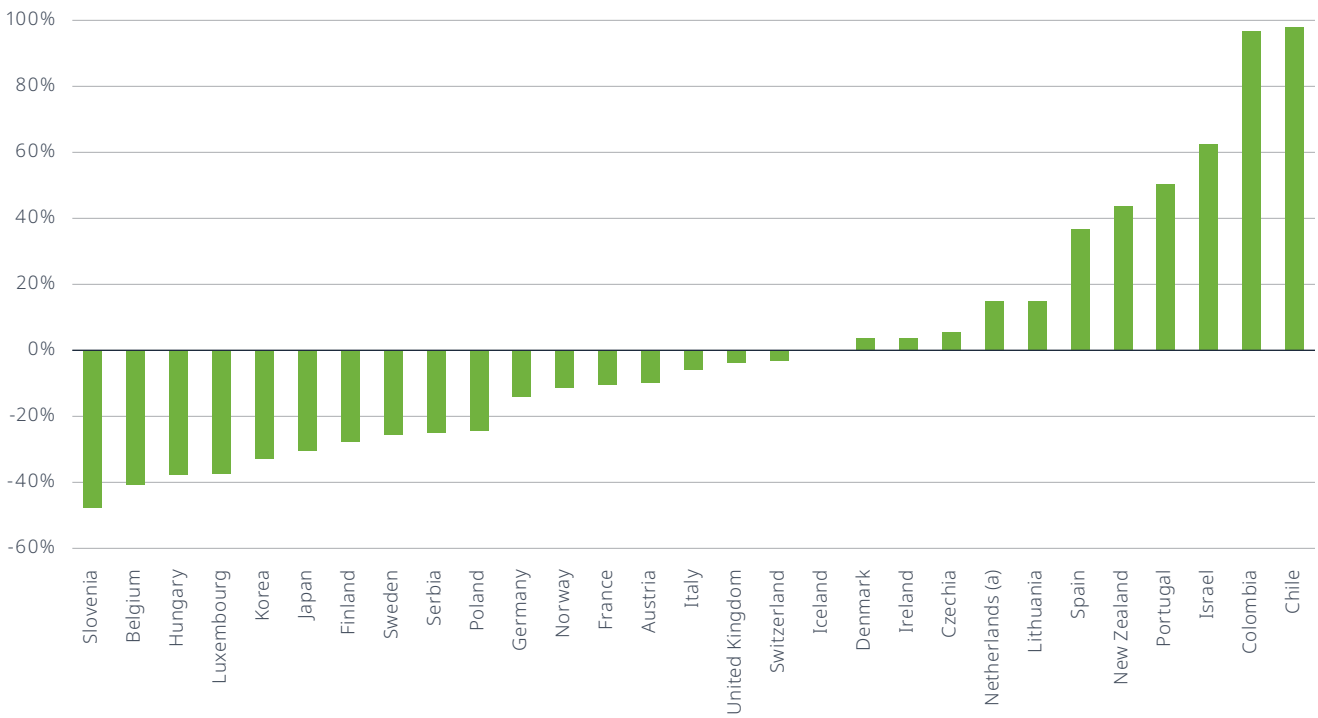
The number of PTW rider and passenger deaths decreased in seventeen countries, with the largest declines occurring in Slovenia and Belgium. In contrast, the number of PTW users killed increased in eleven countries, particularly in Chile and Colombia, where the figures doubled – from 146 to 289 in Chile and from 2 616 to 5 144 in Colombia (Figure 18).

While 2023 data for Costa Rica is not yet available, the number of fatalities among PTW users doubled between 2013 and 2022, highlighting the urgent need to address motorcycle safety in Latin America.

Motorcyclist deaths doubled in Colombia and Chile.

Figure 18:

Percentage change in the number of PTW killed, 2023 compared to 2013



Note: (a) Real data (actual numbers instead of reported numbers by the police).

Road deaths by age group

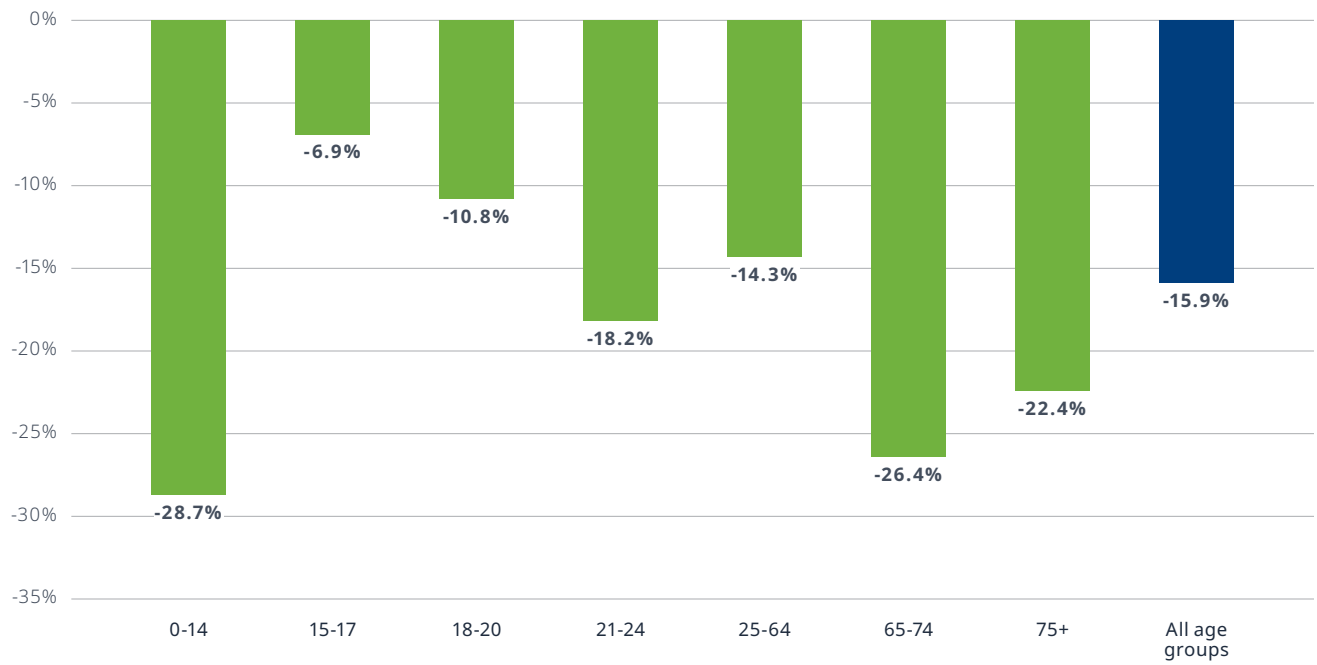
Disaggregated data by age group are available in 28 IRTAD countries. In these countries, road fatalities per 100 000 inhabitants in 2023 decreased by 15.9% compared to 2013 (see Figure 19). When looking at age cohorts, road mortality rates have decreased across all age groups, with the most significant reductions observed among the youngest and oldest age groups.

The mortality of children (0-14) in traffic reduced by 28.7%, while it decreased by 26.4% for people aged between 65 and 74 and by 22.4% for people of 75 and above.

In the last 10 years, 36% less children died in road crashes.

Figure 19:

Evolution in road mortality rate by age group, 2023 compared to 2013



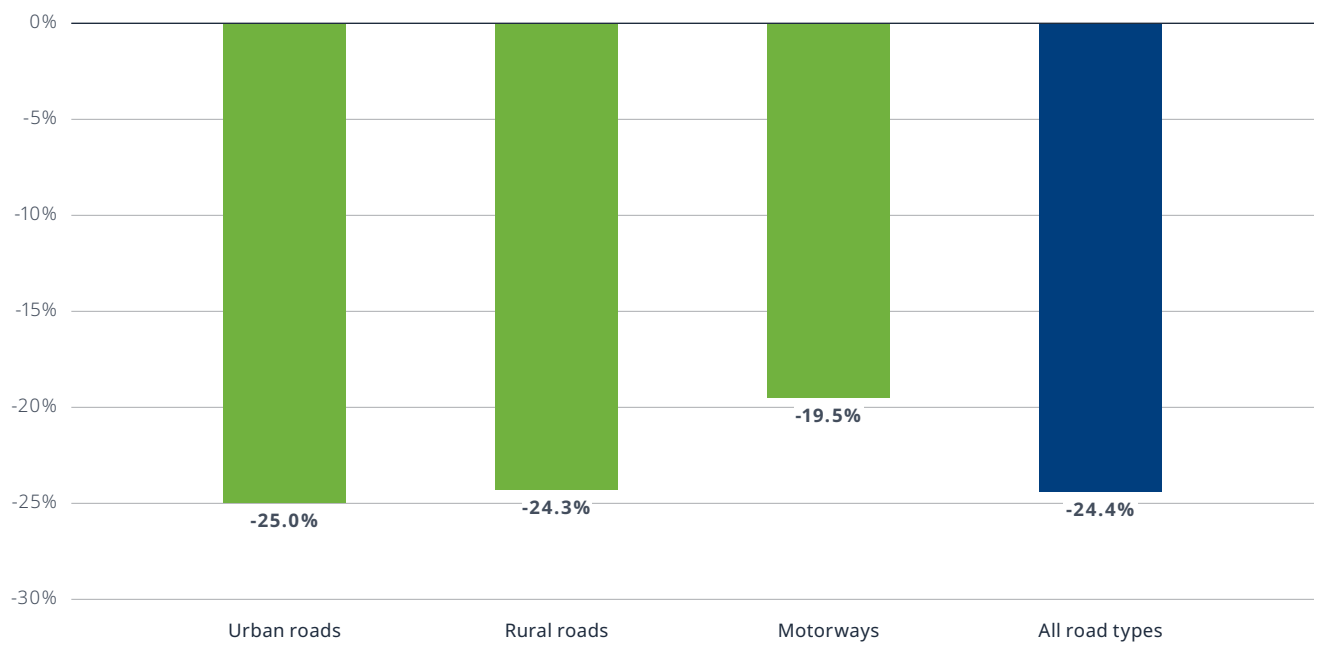
Note: Data include Austria, Belgium, Chile, Colombia, Czechia, Denmark, Finland, France, Germany, Hungary, Iceland, Ireland, Israel, Italy, Japan, Korea, Lithuania, Luxembourg, Netherlands, Norway, Poland, Portugal, Serbia, Slovenia, Spain, Sweden, Switzerland, United Kingdom.

Road deaths by road type

Data disaggregated by road type are available in 21 IRTAD countries. Overall, road fatalities decreased by 24.4% in 2023 compared to 2013 within these countries (see Figure 20). The decrease was similar for both urban and rural roads, at 24.4%. The reduction was slightly smaller on motorways (-19.8%).

Figure 20:

Evolution in road deaths by road type, 2023 compared to 2013



Note: Data include Austria, Belgium, Czechia, Denmark, Finland, France, Germany, Great Britain, Hungary, Ireland, Italy, Japan, Korea, Lithuania, Luxembourg, Poland, Serbia, Slovenia, Spain, Sweden, Switzerland.

National road safety strategies

Several countries have released new road safety strategies in response to the Global Plan for the Decade of Action for Road Safety 2021-30. The Annex presents the current road safety strategies and targets.

Among the 35 countries surveyed 33 of them either have a road safety strategy, typically until 2030, or have a shorter-term action plan.

Most countries (31 out of 35) have adopted targets to reduce road deaths, typically in alignment with the UN goal to reduce road deaths by 50% by 2030. Canada, Mexico, New Zealand and the United Kingdom have not presently defined a quantitative target.

The baseline for this target varies. The year 2020 would have been the natural baseline for the 2021-2030 decade. However, due to the Covid-19 pandemic, most countries' road deaths in 2020 were exceptionally low. Using 2020 data as the baseline would therefore make the 2030 target even more challenging. Most IRTAD countries have chosen either 2019 or the average for 2017-19 as a baseline for their 2030 targets. Several countries have set specific targets for specific road users (focusing, for example, on children, pedestrians or cyclists).

Reducing the number of people seriously injured in road traffic is at the core of the Safe System approach. Among the 35 countries covered, 26 have also set a target to reduce the number of people seriously injured in road crashes. This represents significant progress compared to the period coinciding with the First Decade of Action for Road Safety (2011-20), when very few countries addressed the issue of serious injuries.

Definitions

- E-bike: electrically assisted or electrically propelled bicycle-like vehicle.
- Powered two-wheelers: motorised vehicles with two wheels, such as motorcycles and mopeds. In IRTAD data, powered three-wheelers are considered as powered two-wheelers.
- Moped: two, three or four-wheeled road motor vehicle which is fitted with an engine having a cylinder capacity of less than 50cc and a maximum authorised design speed in accordance with national regulations.
- Motorcycle: Two-, three- or four-wheeled road motor vehicle not exceeding 400 kg of unladen weight. All such vehicles with a cylinder capacity of 50 cc or over are included, as are those under 50 cc which do not meet the definition of moped.
- Road death: person killed immediately or dying within 30 days as a result of a road crash, excluding suicides.

See more in the ITF/UNECE/EUROSTAT Glossary for Transport Statistics: https://www.itf-oecd.org/illustrated-glossary-transport-statistics.

Data tables

This section summarises the national data on prevailing speed limits for passenger cars, maximum authorised blood alcohol content levels, and legislation regarding seat belt and helmet use, as well as statistics on their usage. Detailed country profiles with data on deaths and injuries, crash risk exposure and road safety policies are available at www.itf-oecd.org/road-safety-annual-report-2024.

Table 5:

National speed limits on urban roads, rural roads and motorways, 2024

Country	Urban areas	Rural roads	Motorways
Argentina	40-60 (Buenos Aires City has a range of 20 to 70 km/h)	110	120-130
Australia	50 (default) 60-80 (arterial roads - increasing use of 40 km/h or lower limits in urban areas with high pedestrian activities)	100, 110	100 km/h default although often set to 110 km/h (130 km/h in the Northern Territory)
Austria	50 (sections with 40 or 30)	100	130
Belgium	30-50 20 for the "living streets" regime	70-90	120
Bosnia and Herzegovina	50	80, 100	130
Canada	40-70	80-90	100-110
Chile	50 (maximum default limit but can vary according to the type of road) 30 (school zones)	90 (rural buses, trucks and school transport) 100 (cars and interurban buses)	120 (maximum default speed limit but can vary in some sections of the road, according to the type of road can be lowered to 100)
Colombia	50	90	120
Costa Rica	40 (except when there is a 50 sign)	40-100 (60 when there is no signs)	No motorways
Czechia	50	90	130
Denmark	50 (sections with 30, 40 or 60)	80 (sections with 60, 70 or 90)	130 (110 for a large part of the motorway network)
Finland	30-60	80, 100	100, 120
France	50 by default 30 (some urban areas) 70 (exceptionally and under certain conditions)	80 or 90 (90 on dedicated passing slots), 110 on dual carriageways (100 in wet weather)	130 (110 in wet weather and for novice drivers)
Germany	50	100	None (130 recommended)
Greece	50	90	130
Hungary	50 (sections with 30, 40, 60 and 70)	90	130 (110 on "motor roads")
Iceland	50	90 (paved roads) 80 (gravel roads)	n.a.
Ireland	<=60 (can be 60 on arterial roads, 30 in built up areas)	80, 100	120
Israel	30- 50 70 (arterial roads)	80, 90	100, 110, 120
Italy	50	70-90 (110 on some main dual carriageways)	130 (110 km/h in wet weather, 100 for novice drivers. Motorway operator may increase speed limit up to 150 if stringent requirements are met)
Japan	40, 50, 60	50, 60	100

Country	Urban areas	Rural roads	Motorways
Korea	50	60-80	110 (100 in urban areas)
Latvia	50	90 (80 on gravel roads)	120 (110 in winter)
Luxembourg	50	90	130 (110 in wet weather)
Mexico	10-80 (20 in school zones, 30 on secondary and tertiary streets, 50 on primary avenues without controlled access, 80 in central lanes of controlled access avenues and 50 on state highways within urban areas)	60-110 (60 on collector road, 80 on state highways outside urban areas; 50 within urban areas; 110 on roads and motorways under federal jurisdiction)	110 (110 for car, 95 for buses and 80 for freight transport on roads and highways under federal jurisdiction)
Morocco	60 (30 in residential area)	80-100	120
Netherlands	30-50	60-80	100 between 6:00 and 19:00 100, 120, or 130 between 19:00 and 06:00
New Zealand	50 (sections may have higher or lower limits)	100 (specific sections may have lower limits)	100 (specific sections may have limits of 110 or 120)
Norway	50 (30 on residential streets)	80 (70 on roads with high risk and 90 on roads with very low traffic volumes)	90,100,110
Poland	50	90, 100 (120 on expressways)	140 (120 on expressways)
Portugal	50 (30 on some sections)	90	120
Serbia	50	80, 100	130
Slovenia	50	90	130 (110 on expressways)
Spain	20 (streets with a single carriageway and sidewalk platform) 30 (single lane streets in each direction) 50 (streets with two or more lanes in each direction)	90	120
Sweden	50 (sections with 30, 40)	60,70,80,90,100	110,120
Switzerland	50 (sections with 30)	80	120 (100 on expressways)
United Kingdom	48 (30 mph) (20 mph in Wales)	96, 113 (60, 70 mph)	113 (70 mph)
United States	Set by each state	Set by each state	88-129 (55-80 mph, set by each state)

Table 6:

Maximum authorised blood alcohol content levels, 2024, by country

Country	General BAC level (g/l)	Differentiated BAC level (g/l)
Argentina	0.0	0.0 for professional drivers 0.0 for motorcycle and moped riders
Australia	0.5	0.0 for novice drivers 0.2 for professional drivers
Austria	0.5	0.1 for moped drivers under 20; novice drivers (first three years), truck (>7.5 tons) and bus (>9 seats) drivers
Belgium	0.5	0.2 for professional drivers (since January 2015)
Bosnia and Herzegovina	0.3	0.0 for professional drivers, novice drivers, drivers who perform public transport, driving instructors, driving candidates, drivers under 21 or with less than 3 years of driving experience
Canada	0.8	administrative maximum level of 0.5 g/l or 0.4 g/l in most provinces 0.0 g/l administrative maximum level for novice and young (under 21) drivers in most provinces
Chile	0.3	-
Colombia	0.2	-
Costa Rica	0.5	0.2 for novice and professional drivers
Czechia	0.0	-
Denmark	0.5	-
Finland	0.5	-
France	0.5	0.2 for bus/coach drivers, novice drivers
Germany	0.5	0.0 for drivers under 21 and novice drivers, for professional drivers who transport passengers or hazardous goods Drivers with a BAC between 0.3-0.5 g/l can have their licenses suspended if their driving ability is impaired
Greece	0.5	0.2 for professional drivers, novice drivers, motorcycles and moped riders
Hungary	0.0	-
Iceland	0.2	Sanction starts from above 0.5-
Ireland	0.5	0.2 for learner, novice and professional drivers
Israel	0.5	0.1 for young (under 24), novice and professional drivers
Italy	0.5	0.0 for young (under 21), novice and professional drivers
Japan	0.3	-
Korea	0.3	-
Latvia	0.5	0.2 for leaner, novice and professional drivers
Lithuania	0.4	0.0 for novice, professional, moped and motorcycle drivers
Luxembourg	0.5	0.2 for novice and professional drivers
Mexico	0.5	0.0 for professional drivers
Morocco	0.2	0.2 for motorcycle drivers

Country	General BAC level (g/l)	Differentiated BAC level (g/l)
Netherlands	0.5 (including cyclists)	-
New Zealand	0.5	0.2 for novice drivers (first five years) and professional drivers
Norway	0.2	0.0 for drivers under 20 years
Poland	0.2	-
Portugal	0.5	-
Serbia	0.2	0.2 for novice (first three years) and professional drivers (since 1 January 2014)
Slovenia	0.5	0.0 for novice and professional drivers and for PTW operators
Spain	0.5	0.3 for novice and professional drivers 0.0 for drivers under 18
Sweden	0.2	-
Switzerland	0.5	0.0 for novice (first three years) and professional drivers
United Kingdom	0.8 (England, Wales, Northern Ireland) 0.5 (Scotland)	-
United States	0.8 (except for one state where it is 0.5)	0.4 for professional drivers 0.0 to 0.2 for drivers < 21

Table 7:

Seat-belt laws and wearing rates in front and rear seats of passenger cars, 2023 or latest available year

Country	Front seats		Rear seats	
	Date of application	Wearing rate (%) in 2023	Date of application	Wearing rate (%) in 2023
Argentina	1995	55 driver 43 passenger (urban areas), (2018)	1995	20 (urban areas) (2018)
Australia	1970s	97 (2018)	1970s	96 (2019)
Austria	1984	98 drivers, 98 passengers	1990	93
Belgium	1975	94 drivers, 92 passengers	1991	79
Bosnia and Herzegovina	2006		2006	
Canada	1976-1988	97.5 (2017)	1976-1988	95 (2015)
Chile	1985	86 drivers, 72 passengers (2021)	2002 (for vehicles manufactured from 2002)	21 (2021)
Colombia	2002	67 drivers; 49 passengers (2022)	2004	No official data
Costa Rica	2020	71 drivers, 63 passengers (2020, national roads)	2020	36 (2020)
Czechia	1966	96 drivers, 95 passengers	1975	88
Denmark	1970s	97.5 drivers (2022)	1980s	93 passengers above 15 years of age (2022)
Finland	1975	97 built-up areas 98 outside built-up areas	1987	91 (2022)
France	1973 (rural), 1975 (urban by night) 1979 (all times)	99 drivers, 97.5 passengers	1991	88
Germany	1976	99 drivers, 99 passengers	1984	95
Greece	1979	72 drivers and passengers (2022)	1993	56 (2022)
Hungary	1976	92 drivers, 90.5 passengers (2022)	1993 outside built up areas 2001 inside built-up areas	65 (2022)
Iceland		97 drivers and passengers		93
Ireland	1979	95 drivers, 94 passengers	1992	95
Israel	1975		1995	71 (2019)
Italy	1988	93 drivers, 91 passengers (2019)	2006	34.5 (2022)
Japan	1985	87 drivers, 84 passengers (2022)	2008	44
Korea	1990	99 drivers, 97 passengers	2008, on motorways only Since September 2018, on the whole road network	35
Latvia	1980s	85 drivers, 88 passengers	1980s	90 (2021)
Mexico	2022 (new law)	93 drivers, 95 passengers (2021)	2022 (new law)	46 (2017)

Country	Front seats		Rear seats	
	Date of application	Wearing rate (%) in 2023	Date of application	Wearing rate (%) in 2023
Morocco	1977 – rural areas	79 drivers, 65 general (2017)	2005 – rural areas	36 (2018)
Netherlands	2005 – urban areas	62 drivers, 57 passengers	1992	
New Zealand	1975	95	1979	92 (2014)
Norway	1972	97 drivers, 96 passengers (2023)	1985	96 (2014)
Poland	1975	98 drivers, 97 passengers	1991	90
Portugal	1983	96 drivers and passengers	1994	79 (2021), 92 child restraint systems front or rear (2021)
Serbia	1978	98 drivers (2021)	2009	17
Slovenia	1982		1998	78 adults (2018)
Spain	1974 outside urban areas 1992 inside urban areas	87 drivers, 83 passengers	1992	93 (2021)
Sweden	1975	97 drivers (2023)	1986; child restraint since 1988	94 (2017)
Switzerland	1981	96 drivers, 94 passengers	1994	85
United Kingdom	1983	98 drivers, 95 passengers (for England)	1989 (children); 1991 (adults)	92 (2021 for Great Britain)
United States	Primary law in 34 states and D.C., secondary law in 15 states. Not mandatory for adults in one state.	92 (2022)	Varies by State	82 (2022)

Table 8:

Helmet laws and wearing rates, 2023 or latest available year

Country	Powered two-wheelers		Cyclists	
	Helmet law	Wearing rate (%) in 2023	Helmet law	Wearing rate (%) in 2023
Argentina	Yes	69 riders, 42 first pass., 21 additional passengers (urban areas) (2018)	Yes	8 (2018)
Australia	Yes	99 riders (2018)	Yes	
Austria	Yes	99.8	Yes, for children to age 12	45 (86 for children)
Belgium	Yes	99.7 (2022)	No	25 (2022)
Bosnia and Herzegovina	Yes		Yes	
Canada	Yes		In some jurisdictions	
Chile	Yes	95 riders, 87 passengers (2021)	Yes in urban areas	67 (2019)
Colombia	Yes	79.2 motorcycle riders, 52.7 passengers (urban areas) (2022)	Yes, for children to age 18	22.4 (urban areas) (2022)
Costa Rica	Yes	97.2 riders, 90.1 passengers (2020)	No	
Czechia	Yes	100	Yes, for children to age 18	48 (89 for children)
Denmark	Yes	100 motorcycles (2022) 96 light mopeds (urban areas)	No Yes for escooters	51 (urban areas) 60 (e-bikes in urban areas) 81 (children on the way to school) 64.5 (e-scooters in urban areas)
Finland	Yes	99.7 (2019)	No	55
France	Yes, since 1973 for motorcyclists 1976 for moped riders outside built up areas 1980 for moped riders in urban areas	99 outside built up areas 96.5 in urban areas	Yes, for children under 12	Major cities: 34 weekdays, 40 weekends
Germany	Yes	99 riders and passengers	No	40 (inside urban areas including sport bicycles) 34 (inside urban areas excluding sport bicycles)
Greece	Yes, since 1977	80 riders, 65.5 passengers (2022)	No	
Hungary	Yes since 1965 for motorcyclists, 1997 for moped riders outside built up areas 1998 for moped riders in urban areas.	Motorcyclists: 100 drivers, 100 passengers Mopeds: 96 drivers and passengers	No	18
Iceland	Yes	no data	Yes, for children to age 15	84 (2022)
Ireland	Yes, since 1978	98	No	49
Israel	Yes	n.a.	Yes. Mandatory for all ages in non-urban roads. Mandatory for cyclists under 18 years in urban roads	21% (2015 observational survey among cyclists on urban roads)
Italy	Yes, for all since 2000 Since 1986 for motorcyclists and riders of moped under 18	96.5 (2022)	No	
Japan	Yes	100 (2021)	Yes, since 2023	17 (2024)

Country	Powered two-wheelers		Cyclists	
	Helmet law	Wearing rate (%) in 2023	Helmet law	Wearing rate (%) in 2023
Korea	Yes	94 (2022)	No	94 (2022)
Latvia	Yes	100 (2021)	Yes, for children to age 16	18 (2021)
Luxembourg	Yes, since 1976	100 (2021)	No	11 (2017)
Mexico	Yes	89 riders, 82 passengers (2021)	Yes on federal roads since 2012	
Morocco	Yes, since 1976	57 riders, 31 passengers (2022)	No	3 bikes, 8 e-bikes
Netherlands	Yes, motorcycles since 1972; mopeds since 1975. Not compulsory on slow mopeds (max. 25 km/h) until 2022 As of 1 Jan 2023 all riders of slow-mopeds (speed max 25 km./h) must wear a helmet	99 mopeds	No	94 (2015)
New Zealand	Yes, since 1956 when travelling above 30 mph Since 1973 at all speeds		Yes, since 1994	94 (2015)
Norway	Yes	100 (2021)	No	66.4 (all age groups) 65.2 (above 12) 78.3 (below 12) 2024 data
Poland	Yes, since 1997	100 (2021)	No	25
Portugal	Yes	100	No	48 (urban roads)
Serbia	Yes	Motorcyclists: 88 riders, 80 passengers Mopeds: 69 riders, 88 passengers	No	6
Slovenia	Yes	Motorcyclists: 99.8 riders, 99.2 passengers Mopeds: 67 riders, 96 passengers	Yes, for children under 18	Under 14: 90 14-18: 44 18-60: 45 Above 60: 36
Spain	Yes	99 riders, 96 passengers 99 in urban roads (2021) 100 in motorways and rural roads (2021)	Yes. Mandatory on non-urban roads for all. Mandatory on urban rods only for cyclists under 6	33 in urban roads 90 in rural roads (2022)
Sweden	Yes	98 mopeds (2021)	Yes, for children to age 15 (since 2015)	46 for all age groups 64 for children 42 for adults
Switzerland	Yes, motorcycles since 1981; mopeds since 1990	100 motorcycles 97 mopeds	No for regular bicycles Yes for e-bikes ≥ 25km/h	47 cyclists 64 e-bikes <25km/h 96 e-bikes ≥25km/h
United Kingdom	Yes, motorcycles 1973; mopeds since 1977		No	
United States	No national law.18 states, D.C. and PR require helmet use by all, 29 by specific users, 3 have no helmet law.	65 use of DOT-compliant helmets (2022)	Age-specific helmet laws in 21 states and D.C.	

Annex. Road safety strategies and targets in IRTAD countries

This Annex details national road safety strategies (Table A1) and national targets on road deaths and serious injuries (Table A2).

Table A1:

Road safety strategies in IRTAD countries

Country	Strategy
Australia	The **Australian National Road Safety Strategy 2021-30** was adopted in 2021 following consultation and review. The strategy continues Australia's commitment to the Safe System approach. The Australian National Road Safety Action Plan 2023-25 sets out the key actions all governments will undertake to 2025. **Link:** https://www.roadsafety.gov.au/nrss
Austria	The **Austrian Road Safety Strategy 2021-2030** refers to the Safe System. **Link:** https://www.bmk.gv.at/en/topics/transport/roads/safety/vss2030.html
Belgium	Belgium's federal road safety plan, the **Plan Fédéral de Sécurité Routière 2021-25**, is based on Vision Zero. There are also three regional plans and a federal strategy, known as "All for Zero". **Links:** https://all-for-zero.be/storage/minisites/plan-federal-securite-routiere.pdf https://all-for-zero.be/fr/all-for-zero/
Bosnia and Herzegovina	The **Framework Road Safety Strategy Development for Bosnia and Herzegovina (2024-2028)** is under preparation and has not yet been published. The strategy's vision is the **Road To Zero**.
Canada	**Canada's Road Safety Strategy 2025** (RSS 2025) was first published in 2016 and adopts the **Safe System approach**. Canada also has a long-term vision of zero fatalities and serious injuries on the roads (**Vision Zero**). **Link:** http://roadsafetystrategy.ca/en/
Chile	Chile's **Estrategia Nacional de Seguridad de Tránsito [National Road Safety Strategy] for 2021-30** was published in December 2020. It specifically refers to the **Safe System** and **Vision Zero** (**"Vision Zero for Chile"**). **Link:** https://www.conaset.cl/wp-content/uploads/2021/05/Estrategia-Nacional-de-Seguridad-de-Tr%C3%A1nsito_2021-2030.pdf
Colombia	Colombia's **National Road Safety Strategy** 2022-31 was adopted in July 2022. It officially adopted the Safe System approach. **Link:** https://www.ansv.gov.co
Czechia	Czechia's national road safety strategy for 2021-30 is titled **Road Safety is Everyone's Right and Responsibility**. Both **Vision Zero** and the **Safe System approach** are at its core. **Link:** https://besip.cz/getattachment/Pro-odborniky/Narodni-strategie-BESIP/Aktualni-strategie/Czech-Road-Traffic-Safety-Strategy-2021-30_11-11.pdf
Denmark	Denmark has adopted the **2021-2030 Action Plan**. The plan does not refer to Vision Zero or the Safe System. The current plan's vision is "Every accident is one too many", which dates back to earlier action plans created by the Commission. **Link:** https://www.faerdselssikkerhedskommissionen.dk/media/eymfxr0n/fsk_resume_handlingsplaneng_2021-2030_final.pdf

Country	Strategy
Finland	Finland's traffic safety strategy for **2022-2026** was published in March 2022 and was accompanied by a government resolution on traffic safety. It refers to both **Vision Zero** and the **Safe System**. **Link:** https://www.fintraffic.fi/en/fintraffic/strategy-2022-2026
France	**Driving safely and serenely on France's roads** is the road map agreed in July 2023 by the Interministerial Road Safety Committees (CISR), which brings together ministers under the leadership of the Prime Minister. France endorsed the target of halving the number of killed and seriously injured by 2030, and the concept of "Zero fatalities on the roads by 2050" set out in the EU's "Valetta declaration" of 2017. **Link:** https://www.onisr.securite-routiere.gouv.fr/en/road-safety-policy/interministerial-road-safety-committees
Germany	The German road safety strategy (known as **the Road Safety Pact**) covers the period 2021-30. It refers to **the Safe System**. **Link:** https://www.bmvi.de/SharedDocs/DE/Anlage/StV/road-safety-pact-en.pdf?__blob=publicationFile
Greece	Greece's **National Road Safety Strategic Plan** covers the period 2021-2030. It refers to both the **Safe System approach** and **Vision Zero**. **Links:** https://www.nrso.ntua.gr/nrss2030/?lang=en https://www.nrso.ntua.gr/nrss2030/wp-content/uploads/2022/10/NationalRoadSafetyStrategicPlan-eng.pdf
Hungary	In Hungary, road safety strategies are prepared for three-year periods. The current **Road Safety Action Plan** covers the period 2023-25. It is built on the concept of **Vision Zero** and the **Safe System** approach. **Link:** https://www.kti.hu
Iceland	The new **Traffic Safety Plan** covers the period 2024-38. **Link:** https://www.stjornarradid.is/library/01--Frettatengt---myndir-og-skrar/IRN/Frettatengd-skjol/Fylgiskjal%204%20-%20Umferðaröryggisáætlun.pdf
Ireland	Ireland's national road safety strategy for 2021-2030, **Our Journey Towards Vision Zero**, refers to both the **Safe System** and **Vision Zero**. The 2021-2030 strategy is supported by a Phase 1 Action Plan for 2021-24. The strategy and action plan focus on seven Safe System priority intervention areas, and commit to achieving Vision Zero in Ireland by 2050. **Links:** https://www.rsa.ie/about/safety-strategy-2021-2030 https://www.rsa.ie/docs/default-source/road-safety/action-plans/rsa_safety_strategy_action_plan_2021_2024_13th_jan2022_final_online.pdf?sfvrsn=67518e36_5
Italy	In April 2022, Italy's Interministerial Committee for Economic Planning and Sustainable Development approved the **National Road Safety Plan 2030**. The plan is based on the **Safe System approach**. **Link:** https://www.mit.gov.it/nfsmitgov/files/media/progetti/2022-09/20220916_Piano%20Nazionale%20Sicurezza%20Stradale_Def.pdf
Japan	The Japanese government released its **11th Traffic Safety Program** in March 2021. It covers the period 2021-25. It does not refer to either the Safe System or Vision Zero. **Link:** https://www8.cao.go.jp/koutu/kihon/keikaku11/index.html

Country	Strategy
Korea	Korea's **9th National Transport Safety Plan 2022-2026** has been approved by the Ministry of Land, Infrastructure and Transport. The Plan is based on **Vision Zero**. **Link:** http://molit.go.kr/viewer/skin/doc.html?fn=3f774e661393273f795b8c521c83a539&rs=/viewer/result/20220928
Latvia	Latvia's current **Road Traffic Safety Plan** covers the period 2021-2027. The plan aligns with the long-term objective of achieving zero deaths and zero serious injuries. **Link:** https://likumi.lv/ta/id/326640-par-celu-satiksmes-drosibas-planu-2021-2027-gadam
Luxembourg	Luxembourg is developing a **National Road Safety Plan** for 2024-2028. The plan aims to reduce the large number of serious injuries and fatalities on the roads in pursuit of the long-term goal of **zero deaths and zero serious injuries**.
Mexico	Mexico published the new Mobility and Road Safety Strategy (ENAMOV) 2023-2042 in June 2023. A new General Law of Mobility and Road Safety was published in the Official Gazette of the Federation on 17 May 2022. Its objective is to establish the basis for guaranteeing the right to safe mobility and inclusive accessibility. The law adopts a **Safe System approach**. **Links:** https://www.dof.gob.mx/nota_detalle.php?codigo=5596042&fecha=02/07/2020 https://www.diputados.gob.mx/LeyesBiblio/pdf/LGMSV.pdf https://www.gob.mx/cms/uploads/attachment/file/848141/ENAMOV_2023-2042.pdf
Morocco	Morocco's current **national road safety strategy** covers the period **2017-2026**. The strategy refers to the **Safe System** and is based on the five road safety pillars. **Link:** https://www.narsa.ma/fr
Netherlands	The Netherlands' road safety strategy is called **Door to Door Safety (2018-2030)**. The **Road Safety Strategic Plan 2030** is based on a joint vision on the approach to road safety policy. The strategy is based on the **Safe System approach** (named Sustainable Safety in the Netherlands). **Links:** https://www.kennisnetwerkspv.nl/getmedia/ce0099b7-ce77-4ce2-98c8-a7810662ef10/19-093-RO-SPV-Engels_v2.pdf.aspx https://open.overheid.nl/documenten/ronl-d55ff6bc0b5d564c03906bb54019eb485f83842e/pdf
New Zealand	The government released in October 2024 New Zealand's Road Safety Objectives, outlining a plan over the next three years for tackling the country's most challenging road safety issues. The Plan is based on the Safe System Approach. This replaces the previous strategy "Road to Zero". **Link:** https://www.transport.govt.nz/assets/24-EX-087-Road-Safety-Objectives-document_v2.4.pdf
Norway	**Vision Zero** was adopted by the Parliament for the first time in 2001 and is the base for all the following Road Safety Strategies. The existing strategy was adopted by the Parliament in 2021 as part of the **National Transport Plan 2022-2033**. The **National Plan of Action for Road Safety 2022-2025** was developed by the Norwegian Public Roads Administration in cooperation with a wide range of other national stakeholders. **Links:** https://www.vegvesen.no/globalassets/fag/fokusomrader/trafikksikkerhet/nasjonal-tiltaksplan-for-trafikksikkerhet-pa-vei-2022-2025.pdf https://www.vegvesen.no/globalassets/fag/fokusomrader/trafikksikkerhet/national-plan-of-action-for-road-safety-2022-2025---short-version-in-english.pdf

Country	Strategy
Poland	Poland published its **National Road Safety Programme 2021-2030** in December 2021. The document refers to both **Vision Zero** and the **Safe System approach**. **Link:** https://www.krbrd.gov.pl/wp-content/uploads/2021/12/Narodowy-Program-Bezpieczenstwa-Ruchu-Drogowego-2021-2030.pdf
Portugal	Portugal's national road safety strategy 2021-30, entitled "Vision Zero to 2030", is currently under development. It refers to **Vision Zero** and the **Safe System approach**. **Link:** https://visaozero2030.pt/en/
Serbia	Serbia adopted the **National Road Safety Strategy 2023-2030** in September 2023, along with the Action Plan 2023-2025. It refers to **Vision Zero** and the **Safe System approach**. **Link:** https://abs.gov.rs/rsc/strateska-dokumenta
Slovenia	The new Resolution on the National Road Safety Programme for the period 2023-2030 was approved by the Slovenia's National Assembly. The Programme is be based on **Vision Zero** and the **Safe System approach**. **Link:** https://www.avp-rs.si/management-varnosti-cestnega-prometa/nacionalni-program-2023-2030/
Spain	Spain's Road Safety Strategy 2030 (**Estrategia de Seguridad Vial 2030, ESV 2030**) was published and officially presented by the Minister of the Interior on 9 June 2022. The strategy is based on the **Safe System approach**. The main target is aligned with the WHO Plan for the Decade of Action as well as the European Union Framework 2021-2030, namely: a 50% reduction in deaths and serious injuries for 2030, and a long-term target of **Vision Zero by 2050**. **Links:** https://seguridadvial2030.dgt.es/inicio/ https://seguridadvial2030.dgt.es/export/sites/sv2030/.galleries/descargas/Road_Safety_Strategy_2030_Summary_EN.pdf
Sweden	Sweden released the updated **2022-30 road safety strategy** in 2023. The strategy is based on **Vision Zero**. The Action Plan 2022-2025, developed by the Swedish Transport Administration, also describes commitments from a wide range of stakeholders. **Links:** https://urn.kb.se/resolve?urn=urn:nbn:se:trafikverket:diva-16002 https://bransch.trafikverket.se/for-dig-i-branschen/samarbete-med-branschen/Samarbeten-for-trafiksakerhet/tillsammans-for-nollvisionen/gemensam-aktionsplan-for-saker-vagtrafik-2022-2025/
Switzerland	In 2016 the Swiss Federal Roads Office (FEDRO) published a strategy that set targets for fatalities and serious injuries on Swiss roads to be met by 2030. The **sub-strategy on road safety, published in 2020**, specifies the need for action and concrete measures. It does not refer either to Vision Zero or the Safe System approach. **Links:** https://www.astra.admin.ch/dam/astra/fr/dokumente/abteilung_direktionsgeschaefteallgemein/strategie/strategie-broschuere.pdf.download.pdf/Strat%C3%A9gie_OFROU_fr.pdf https://www.astra.admin.ch/dam/astra/fr/dokumente/direktion/teilstrategie-verkehrssicherheit.pdf.download.pdf/Strat%C3%A9gie partielle s%C3%A9curit%C3%A9 routi%C3%A8re.pdf

Country	Strategy
United Kingdom	The United Kingdom is the process of developing a new Road Safety Strategic Framework (RSSF) which will be published. It is likely to be based on a Safe System approach. **Link:** https://www.gov.uk/government/publications/strategic-framework-for-road-safety
United States	In January 2022, the US Department of Transportation released a **National Roadway Safety Strategy (NRSS)**. At the core of this strategy is a Department-wide adoption of the **Safe System approach**. This is the first step in working towards an ambitious long-term goal of reaching zero roadway fatalities. **Links:** https://www.transportation.gov/NRSS https://www.transportation.gov/sites/dot.gov/files/2022-04/US_DOT_FY2022-26_Strategic_Plan.pdf DOT NRSS Action Tracking Dashboard 2023 Progress Report on the National Roadway Safety Strategy

Table A2:

Targets on road deaths and serious injuries in IRTAD countries

Country	Target	Baseline year(s)
Australia	• Reduce fatalities by 50% by 2030 • Reduce serious injuries by 30% by 2030. As part of demonstrating a commitment to the 2050 Vision Zero target, the strategy will target by 2030: • Zero deaths for children 7 years and under • Zero deaths in city central business district (CBD) areas • Zero deaths on National highways and on high-speed roads covering 80% of travel across the network. There are no interim targets, however, the 2030 Target of a 30 per cent reduction in serious injuries by 2030 will be assessed as part of the mid-term review of the Strategy.	Average for 2018-20 for fatalities. 3-year average of hospital cases for 2017-18 and 2018-19 and estimates for 2019-20, for serious injuries.
Austria	• Reduce road deaths and serious injuries by 50% by 2030. Austria also has a Vision Zero for child fatalities.	Average for 2017-19
Belgium	• Reduce road deaths by 50% by 2030 • Reduce serious injuries, as defined by a maximum abbreviated injury score of three or above (MAIS3+), by 50% by 2030 • Reduce road deaths by 100% by 2050 • Reduce serious injuries (MAIS3+) by 90% by 2050.	2019
Bosnia & Herzegovina	• Reduction of 50% in the number of deaths and serious injuries by 2030.	
Canada	No hard quantitative targets.	
Chile	• Reduce road traffic fatalities by 30% by 2030. There are specific additional targets: • Reduce the share of vulnerable road users in road deaths from 49% to 35% of all deaths • Reduce the mortality rate of young people (15 29) from 2.2 in 2019 to 1.5 deaths per 100 000 inhabitants in 2030. • Reduce the mortality rate of elderly people (+60) from 1.9 in 2019 to 1.3 deaths per 100 000 inhabitants in 2030.	Average for 2011-19
Colombia	• Reduce by 50% the road mortality from 14.6 road deaths per 100 000 population in 2021 to 7.3 in 2030. The strategy also includes three specific targets: • Reduce by 47% (from 4 526 in 2021 to 2 421 in 2030) the number of motorcyclists killed in road crashes • Reduce by 44% (from 1 590 in 2021 to 891 in 2030) the number of pedestrians killed in road crashes • Reduce by 37% (from 483 in 2021 to 302 in 2030) the number of cyclists killed in road crashes.	2021
Czechia	• Reduce road deaths and serious injuries by 50% by 2030.	Average for 2017-19

Country	Target	Baseline year(s)
Denmark	• Reduce the number road deaths to 90 or below (data from policy registry) • Reduce the number of serious injuries to 900 or below (data from the police registry) • Reduce the number of slight injures to 10 000 or below (data from the Danish national patient register). These figures correspond to an approximate 50% reduction of the average for 2017-19, which is 182 killed and 1 813 seriously injured persons per year. There are no specific targets, but five focus areas have been pointed out and will be monitored: single vehicle crashes, head-on collisions, crashes at intersections, vulnerable road users and young car drivers.	
Finland	• Reduce by 50% the number of road deaths and serious injuries by 2030. The long-term vision is zero road deaths in 2050.	2020
France	France endorsed the road safety targets, decided at the European Union level in Valetta in March 2017, to reduce by 50% the number of fatalities and severe injuries on European roads by 2030. France reiterated its commitment at the February 2020 Global Ministerial Meeting on Road Safety in Stockholm, which concluded that these same targets should be achieved globally by 2030. The baseline year is 2019 since the year 2020 cannot be considered as a reference, due to the Covid-19 pandemic. France has also endorsed the concept of zero fatalities on the roads by 2050.	2019
Germany	• Reduce by 40 % the number of road deaths by 2030. • "Significantly" reduce the number of serious injuries by 2030.	2021
Greece	• Reduce by 50% road deaths and serious injuries by 2030. Additional specific targets: • 66% reduction in motorcyclists killed by 2030 • 60% reduction in road fatalities on Greek islands by 2030 • No deaths on motorways by 2030 • 35% reduction in deaths in single vehicles crashes by 2030 • Zero fatalities in 49 cities with a population between 50 000 and 100 000 inhabitants • Being ranked 13th among EU countries regarding deaths per 100 000 population. There is an interim target to reduce by 30% deaths and serious injuries by 2025.	2019
Hungary	Long-term targets: • Reduce by 50% the number of road deaths by 2030 from 460 to 230 • Reduce by 50% the number of serious injuries by 2030 from 4 655 to 2 327 Short-term targets: • Reach the EU average in terms of road fatalities per million inhabitants by 2025 • Proportional reduction of the number of fatalities and serious injuries to reach the 2030 target (345 fatalities and 3 491 seriously injuries by 2025)	2020

Country	Target	Baseline year(s)
Iceland	The 2024-38 Traffic Safety Plan includes three main targets: • Iceland should rank among the top five European countries in terms of fatalities per capita, based on a five-year average. • The number of fatalities and serious injuries should decrease by 5% annually. • The cost of road crashes per kilometer driven should decrease by 5% annually, excluding inflation. The Plan also includes several sub targets as well as targets on key safety performance indicators, for example on: • Speeding • Driving under the influence of alcohol • Use of seatbelt and safety equipment • Use of smartphone while driving • Safer infrastructure • Safer vehicles	Average for 2015-19
Ireland	• Reduce by 50% the number of road deaths by 2030 from 144 to 72 or lower • Reduce by 50% the number of serious injuries by 2030, from 1 259 to 630 or lower. The strategy is divided into three phases (Phase 1 = 2021-24, Phase 2 = 2025-27, Phase 3 = 2028-30) and the targets for the end of Phase 1 are to: • Reduce by 15% the number of road deaths, from 144 to 122 or lower • Reduce by 10% the number of serious injuries from 1 259 to 1 133 or lower. The strategy commits to achieving Vision Zero in Ireland by 2050.	Average for 2017-19
Italy	• Reduce by 50 % the number of road deaths and serious injuries by 2030. A linear decrease in both deaths and serious injuries is hypothesised over the decade, with interim monitoring in 2024 and 2027. Specific targets in terms of reduction of the total number of fatalities have been set for some road users: children, young drivers, motorcyclists, cyclists, pedestrians and people over 65.	2019
Japan	• Fewer than 2 000 road deaths (within 24 hours) by 2025 (corresponding to a reduction by 30% compared to 2020) • Fewer than 22 000 serious injuries by 2025.	
Korea	• Reach less than 1 800 road deaths, is a 38% reduction from the number in 2021. The target is in line with the United Nations goal to halve road deaths by 2030.	
Latvia	• Fewer than 50 deaths annually by 2030 (there were 141 road deaths in 2021)	
Luxembourg	• Reduce road fatalities and serious injuries by 50% by 2030. This target follows the objectives of the European Commission's Decade of Action 2021-2030 as well as the United Nations target for the same period.	
Mexico	Not yet defined.	
Morocco	• Reduce by 50% road deaths by 2026. There are specific targets for pedestrians, powered two- and three-wheelers, children, single-vehicle crashes and commercial transport.	2015

Country	Target	Baseline year(s)
Netherlands	The 2030 road safety strategy in general aims at zero fatalities and injuries by 2050. At this moment politicians are debating an intermediate goal of a reduction of 50% in serious injuries and fatalities by 2030 as well as the reference year.	
New Zealand	New Zealand has no quantitative target.	
Norway	In 2030, the number of killed or seriously injured in road traffic should be maximum 350, with no more than 50 fatalities. There should be zero fatality from road traffic crashes in 2050.	
Poland	• To reduce by 50% the number of road deaths and serious injuries by 2030. There are specific targets for vulnerable road users (pedestrians, cyclists, moped and motorcyclists riders) and alcohol-related fatalities. There are also interim targets for each year of the programme.	2019
Portugal	• Reduce by 50% the number of road deaths by 2030. • Reduce by 50% the number of MAIS3+ serious injuries by 2030	2019
Serbia	• Reduce by 50% the number of road deaths and serious injuries by 2030. • 0 children killed in traffic from 2030. There are specific targets per pillar, as well as interim targets for specific year before 2030.	2019
Slovenia	• Reduce by 50% the number of road deaths and serious injuries by 2030.	
Spain	• Reduce by 50% the number of road deaths and serious injuries by 2030. There is a long-term target of zero road deaths and serious injuries by 2050. No intermediate targets are explicitly set, but a linear reduction up to the final target is implicitly used as reference value for the year to year decrease in the figures. There are specific targets in terms of reduction of the total number of deaths and serious injuries, for the different road users, types of roads, and age groups.	2019
Sweden	• Reduce by 50% the number of road deaths by 2030, with a maximum of 133 road deaths in 2030 • Reduce by 25% the number of serious injuries by 2030. There are some more specific targets: • 25% reduction in seriously injured pedestrians falling (single) by 2030 • 25% reduction in seriously injured cyclists in single crashes by 2030 A quantification of the target to reduce road deaths due to suicides (including jumping from bridges) may come at a later stage.	Average for 2017-19
Switzerland	• Maximum 100 fatalities and 2 500 seriously injured per year by 2030 on Swiss roads. • Maximum 25 fatalities and 500 seriously injured among human-powered forms of mobility per year by 2030 on Swiss roads (e.g. pedestrians, bicycles and e-bikes, scooters and e-scooters, inline skates or skateboards).	
United Kingdom	Targets not yet defined.	
United States	The 2022-26 Strategic Plan includes the target to reduce by 66% motor vehicle-related fatalities by 2040 to demonstrate progress to achieve zero roadway fatalities. The national strategy includes a summary of the key actions the Department will take over the next three years to work towards the ambitious long-term goal of reaching zero roadway fatalities.	

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IRTAD members

More than 80 institutes worldwide are members of the IRTAD Group, representing an extensive range of public and private organisations with a direct interest in road safety.

IRTAD Group Chair: Dominique Mignot (France)

Argentina	National Road Safety Agency (ANSV)
Australia	Department of Infrastructure, Transport, Regional Development, Communications and the Arts
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Belgium	Vias Institute
Bosnia and Herzegovina	Ministry of Communications and Transport
Canada	Transport Canada
Chile	Ministry of Transport and Telecommunications, Comisión Nacional de Seguridad de Tránsito
Colombia	National Road Safety Agency (ANSV)
Costa Rica	National Road Safety Council (COSEVI)
Czech Republic	Transport Research Centre (CDV)
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Greece	National Technical University of Athens
Hungary	Institute for Transport Sciences (KTI)
Iceland	Icelandic Road and Coastal Administration

Ireland	Road Safety Authority
Israel	National Road Safety Authority
Italy	Centre for Transport and Logistics (CTL) Italian Automobile Club (ACI) Fred Engineering
Japan	National Police Agency Institute for Traffic Research and Data Analysis National Research Institute for Police Science Kansai University
Korea	Korea Road Traffic Authority (KoROAD) Korea Expressway Corporation Korea Transportation Safety Authority (KOTSA) Korea Transport Institute (KOTI)
Latvia	Ministry of Transport
Mexico	Mexican Institute of Transportation (IMT)
Morocco	National Road Safety Agency (NARSA)
Netherlands	Ministry of Infrastructure and Water Management SWOV Institute for Road Safety Research VIA Software
New Zealand	Ministry of Transport
Norway	Norwegian Public Road Administration
Poland	Motor Transport Institute (ITS)
Portugal	National Road Safety Authority (ANSR)
Serbia	Road Traffic Safety Agency TRSD Ltd
Slovenia	Slovenian Traffic Safety Agency
Spain	General Traffic Directorate
Sweden	Swedish Transport Agency Swedish Transport Administration Swedish Road and Transport Research Institute (VTI)

Switzerland	Federal Roads Office (FEDRO) Swiss Council for Accident Prevention (BfU)
United Kingdom	Department for Transport Agilysis Transport Research Laboratory
United States	National Highway Traffic Safety Administration
International organisations	European Commission European Transport Safety Council (ETSC) Fédération Internationale de l'Automobile (FIA) FIA Foundation International Motorcycle Manufacturers Association (IMMA) The Motorcycle Industry in Europe (ACEM) Towards Zero Foundation World Bank World Health Organization (WHO)

International Transport Forum

Road Safety
Annual Report 2024

The Road Safety Annual Report 2024 provides an overview of road safety performance for the 40 countries participating in the International Transport Forum's permanent working group on road safety, known as IRTAD. Based on the latest data, the report describes recent road safety developments in these countries and compares their performance against the main road safety indicators.

Online country profiles complement this report: www.itf-oecd.org/road-safety-annual-report-2024.

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