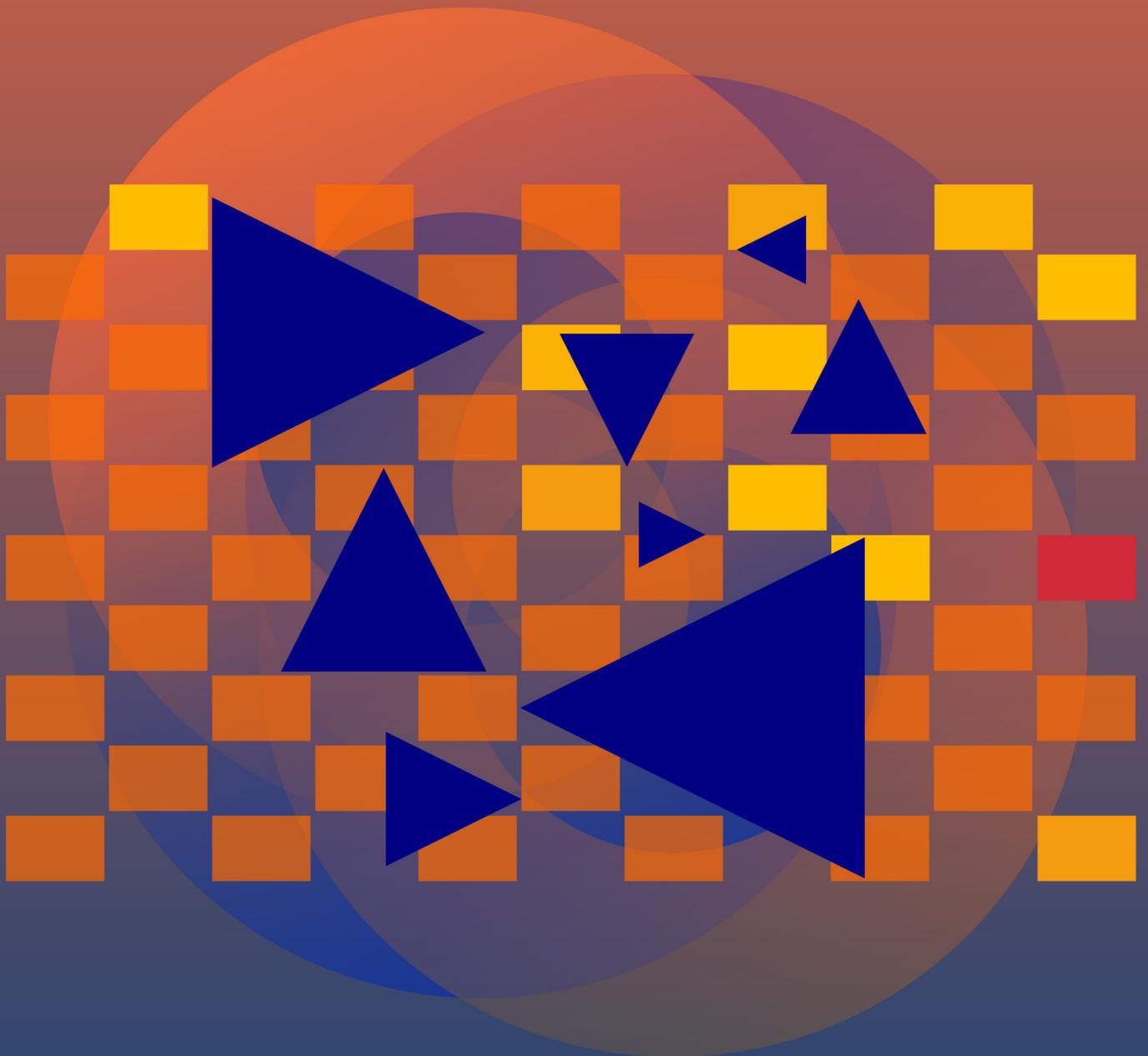


# Road Safety

## Annual Report 2025







# Road Safety

## Annual Report 2025

## About this publication

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Where data in this report has not been independently validated by IRTAD, this is indicated. Additional information on individual countries is provided online at [www.itf-oecd.org/irtad](http://www.itf-oecd.org/irtad).

Cite this work as: ITF (2025), *Road Safety Annual Report 2025*, OECD Publishing, Paris.

## 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 36 countries: Argentina, Australia, Austria, Belgium, Canada, Chile, Colombia, Costa Rica, Czechia, Denmark, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Israel, Italy, Japan, Korea, Latvia, 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 12 December 2025. The data are provided in a common format based on definitions developed and agreed by the IRTAD Group.

Definitions can be found in the ITF/UNECE/EUROSTAT Glossary for Transport Statistics , [www.itf-oecd.org/illustrated-glossary-transport-statistics](http://www.itf-oecd.org/illustrated-glossary-transport-statistics).

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# Foreword

The ITF is pleased to present the Road Safety Annual Report 2025, prepared by the IRTAD Group, featuring the latest data on road safety developments. I would like to take this opportunity to warmly thank all members of the IRTAD Group for their dedication and continuous support, which make this work possible, as well as for the Group's dynamism and the richness of its exchanges throughout the year.

The IRTAD report is one of the ITF's flagship publications, demonstrating the central importance of road safety for our member countries. In 2025, the ITF published for the first time in many years a set of policy recommendations, including the Recommendation on Comprehensive Road Safety Policy, which was adopted by all 69 ITF member countries. This Recommendation calls, among other things, for road safety policies to be built on data and evidence, and for interventions to be prioritised where the greatest number of lives can be saved. This is, of course, at the core of IRTAD activities, which will become even more essential for monitoring progress across IRTAD member countries.

The year 2025 was also a milestone for global road safety, with the 4th Global Ministerial Conference on Road Safety, held in Marrakech in February. The resulting Declaration called on United Nations Member States to strengthen data collection and to define and monitor key road safety performance indicators, once again highlighting the crucial role of the IRTAD Group in promoting good practices in road safety data collection and analysis worldwide. On the occasion of the Ministerial Conference, the ITF also launched the ITF Safe System Tool, a user-friendly online platform designed to visualise progress in implementing the Safe System approach (<https://safesystemtool.itf-oecd.org/en/>).

Together, these developments underline the importance of high-quality data and evidence for effective road safety action. I hope you find the information presented in this report insightful and valuable.

**Young Tae KIM**  
**Secretary-General**  
**International Transport Forum**

# Preface

I am pleased to present the 2025 edition of the ITF Road Safety Report, prepared by the IRTAD Group.

This year's publication presents provisional figures for the first half of 2025, along with a detailed review of road safety trends in 2024 and an assessment of progress made over the past decade. A major novelty in this edition is the inclusion of an analysis of road fatality collision matrices. This tool provides a visual overview of collision types that bring the most fatalities. It opens new avenues for understanding risk patterns and shaping effective road safety strategies. Notably, the matrices underscore the substantial share of deaths in single-vehicle crashes.

Recent developments in road safety present a mixed picture. While 2024 saw a decline in road fatalities and the first half of 2025 shows encouraging signs, the annual toll remains heavy: 80 000 lives lost across IRTAD countries. Except for seven countries, most countries are not currently on track to meet the United Nations target of halving road deaths and serious injuries by 2030.

The year 2025 has been particularly active and fruitful for IRTAD. We are delighted to welcome four new members: the Ministry of Interior of the United Arab Emirates, the Ministry of Mobility and Public Works of Luxembourg, Veiligheid NL and Honda Motor.

The Group played an important role in preparing the 4th Global Ministerial Conference on Road Safety, held in Marrakech, Morocco, in February 2025, contributing a whole session dedicated to road safety data and co-organising, with the World Health Organization, a side event focused on serious-injury data.

We also launched a new subgroup on methodologies to assess the safety footprint of corporations and continued the work of the subgroup on serious-injury data. This ongoing effort will lead to the release, in 2026, of a practical guide to support collaboration with hospitals on the collection of serious-injury data.

2026 promises to be an equally dynamic. In particular, IRTAD will host its 8th International Conference on Road Safety Data in Athens, Greece, on 15–17 April 2026. This event will provide a great opportunity for road safety experts worldwide to exchange knowledge and discuss advances in road safety data collection and analysis methodologies.

I hope readers will find this report a valuable resource to support robust road safety analysis and effective policy development.

**Dominique MIGNOT**  
**Chair**  
**IRTAD Group**

# Executive Summary

Road deaths fell by 5% compared with the same period in 2024, according to preliminary data for the first half of 2025 covering 31 countries. This overall improvement is driven by the United States where road deaths declined by 8%.

For 2024, validated data are available for 35 countries and road fatalities declined by 2.8% compared with 2023. However, road crashes still claimed nearly 80 000 lives across these countries, underlining the continued magnitude of the road safety challenge.

Road mortality rates in 2024 varied significantly among IRTAD countries, ranging from 1.6 to 15.4 fatalities per 100 000 inhabitants. Norway recorded the lowest rate at 1.6, maintaining its position as the top-performing country.

Progress towards the United Nation's 2030 road safety target – which strives for a 50% reduction in road traffic deaths during the 2021-30 decade – remains insufficient in most countries. While the majority of IRTAD countries have adopted national road safety strategies or action plans with quantitative targets aligned with this goal, demonstrating strong political commitment, only seven countries currently meet or surpass the required pace of reduction. Accelerated implementation and stronger results are needed.

Over the last decade (2014–2024), road traffic deaths across the 35 countries with validated data increased by 1.5%. However, this result is heavily influenced by the United States: excluding the United States, road deaths across the remaining countries declined by 11.8%.

A major novelty of the 2025 annual report is the addition of collision matrices which offer a complementary way to analyse road safety data and highlight the most common types of collisions leading to deaths. This data reveals that single-vehicle crashes are a significant safety concern, accounting for nearly one-third of all road fatalities.



## Short-term road safety trends

### Preliminary 2025 road deaths data

This section presents data on short-term trends in road safety. It includes preliminary data for the year 2025 and mobility and road safety data for the year 2024.

Preliminary data for the first half of 2025, available for the 31 countries with validated data, show a 5% decrease compared to the same period in 2024. This downward trend is largely attributable to the 8% decline in road deaths observed in the United States.

Overall, road fatalities decreased in 18 countries, while increasing or stabilising in 13 (see Table 1).

In the first semester of 2025, the number of road deaths decreased in Czechia, France, Greece, Hungary, Iceland, Ireland, Israel, Italy, Japan, Korea, Norway, Poland, Portugal, Spain, Sweden, Switzerland, the United Kingdom (Great Britain) and the United States. It increased in Australia, Austria, Chile, Colombia, Denmark, Finland, Germany, Luxembourg, Netherlands, New Zealand, Serbia and Slovenia.

Several countries cautioned that first-semester data may not reflect the full-year picture for 2025.

In 2025 road deaths fell by 5% in countries with validated data, driven primarily by an 8% decline in the United States in the first half of the year.

Table 1:

**Road deaths, first half of 2024 and 2025**

Country	2024	2025	% change in 2025 compared to 2024
<b>Countries with validated data</b>			
Australia	618	658	+
Austria	138	170	+
Chile	729	802	+
Colombia <sup>(a)</sup>	3 919	3 982	+
Czechia	228	196	-
Denmark	62	67	+
Finland <sup>(a)</sup>	76	83	+
France	1 499	1 458	-
Germany	1 297	1 312	+
Greece	284	248	-
Hungary	219	210	-
Iceland	11	6	-
Ireland	84	78	-
Israel	233	223	-
Italy	1 406	1 310	-
Japan	1 428	1 415	-
Korea	1 168	1 137	-
Latvia	50	50	=
Luxembourg	9	12	+
Netherlands			+
New Zealand	142	159	+
Norway	51	49	-
Poland <sup>(a)</sup>	896	727	-
Portugal	277	240	-
Serbia	215	228	+
Slovenia	27	34	+
Spain (a)	712	687	-
Sweden	91	83	-
Switzerland	115	92	-
United Kingdom <sup>(a)</sup>	756	733	-
United States	18 680	17 140	-
<b>Observers and accession countries<sup>(c)</sup></b>			
Morocco <sup>(a)</sup>	1 659	2 036	+

- indicates a decrease      + indicates an increase

<sup>(a)</sup> 2024 data are provisional to make it comparable with 2025.

<sup>(b)</sup> Data refer to Great Britain only.

<sup>(c)</sup> Data as provided by the countries and not validated by IRTAD.

# Mobility and road safety in 2024

This section presents 2024 data on motorised traffic volumes, road deaths, mortality rates and fatality risks.

## Motorised traffic volumes in 2024

Traffic volume is measured as the total distance travelled in motor vehicle-kilometres (vkm). Data for 2024 are available for 14 countries.

Traffic volume increased in 12 of the 14 countries between 2023 and 2024, declining only in Finland and Norway. On average, 2024 traffic levels match those of the pre-Covid period (average 2017–19). However, traffic volume remains below pre-pandemic levels in six countries. This appears to reflect lasting changes in mobility patterns, particularly increased cycling and the widespread adoption of teleworking.

Table 2:

**Motorised traffic volumes in 2017-24 (millions motor vehicle-kilometres)**

Country	Average 2017-19	2020	2023	2024	% change in 2024 compared to av. 2017-19	% change in 2024 compared to 2020	% change in 2024 compared to 2023
<b>Czechia</b>	56 240	52 280	60 339	63 047	12.1	20.6	4.5
<b>Finland</b>	50 349	48 543	47 755	47 720	-5.2	-1.7	-0.1
<b>France</b>	626 490	519 770	606 724	607 912	-3.0	17.0	0.2
<b>Germany</b>	751 900	681 800	718 500	732 000	-2.6	7.4	1.9
<b>Hungary</b>	45 374	41 854	49 261	50 855	12.1	21.5	3.2
<b>Iceland</b>	3 981	3 800	4 032	4 075	2.4	7.2	1.1
<b>Israel</b>	61 330	55 121	65 876	67 504	10.1	22.5	2.5
<b>Korea</b>	325 499	332 024	335 460	343 127	5.4	3.3	2.3
<b>Netherlands</b>	135 577	117 853	134 636	137 509	1.4	16.7	2.1
<b>New Zealand</b>	47 327	45 657	49 298	49 737	5.1	8.9	0.9
<b>Norway</b>	45 836	43 406	45 699	45 599	-0.5	5.1	-0.2
<b>Slovenia</b>	21 903	19 625	21 270	21 835	-0.3	11.3	2.7
<b>Sweden</b>	84 017	77 737	82 059	82 929	-1.3	6.7	1.1
<b>United Kingdom<sup>(a)</sup></b>	539 298	427 914	532 365	541 024	0.3	26.4	1.6

<sup>(a)</sup> Data refer to Great Britain only.

## Road deaths in 2024

Validated data for 2024 are available for 35 countries. Across these countries, the number of road fatalities fell by 2.8% compared with 2023. Nevertheless, road crashes claimed almost 80 000 lives (79 840) in 2024 in these 35 countries.

### Short-term evolution by country

For countries with validated data, road deaths fell in 25 of the 35 countries between 2023 and 2024. The largest decreases were recorded in Luxembourg (-31%), Lithuania (-22%), and Norway (-21%). Road deaths rose in ten countries, with Israel seeing the sharpest increase (+22%). In Iceland, the number of road deaths increased from 8 to 13.

Road deaths decreased in two-thirds of IRTAD countries in 2024.

Table 3:

**Road deaths, 2023-24**

Country	2024 road deaths	Data status	2023 road deaths	% change
<b>Countries with validated data</b>				
Australia	1 292	provisional	1 256	2.9
Austria	351	final	402	-12.7
Belgium	470	final	501	-6.2
Canada	2 078	provisional	2 000	3.9
Chile	1 757	final	1 997	-12.0
Colombia	8 102	final	8 246	-1.7
Costa Rica	790	provisional	884	-10.6
Czech Republic	494	final	502	-1.6
Denmark	145	final	162	-10.5
Finland	170	provisional	185	-8.1
France	3 193	final	3 167	0.8
Germany	2 770	final	2 839	-2.4
Greece	665	final	646	2.9
Hungary	500	final	475	5.3
Iceland	13	final	8	62.5
Ireland	171	provisional	179	-4.5
Israel	439	final	361	21.6
Italy	3 030	final	3 039	-0.3
Japan	3 221	final	3 263	-1.3
Korea	2 521	final	2 551	-1.2
Latvia	112	final	138	-18.8
Lithuania	124	final	159	-22.0
Luxembourg	18	final	26	-30.8
Netherlands <sup>(a)</sup>	675	final	684	-1.3
New Zealand	292	provisional	342	-14.6
Norway	87	final	110	-20.9
Poland	1 896	final	1 893	0.2
Portugal	618	final	642	-3.7
Serbia	514	final	503	2.2
Slovenia	68	final	82	-17.1
Spain	1 785	final	1 806	-1.2
Sweden	213	final	229	-7.0
Switzerland	250	final	236	5.9
United Kingdom	1 671	final	1 695	-1.4
United States	39 345	provisional	40 901	-3.8
<b>Observers and accession countries<sup>(b)</sup></b>				
Mexico	16 654	provisional	16 772	-0.7
Morocco	4 024	final	3 819	5.4
Uruguay	434	final	422	2.8

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

### Short-term evolution by user group

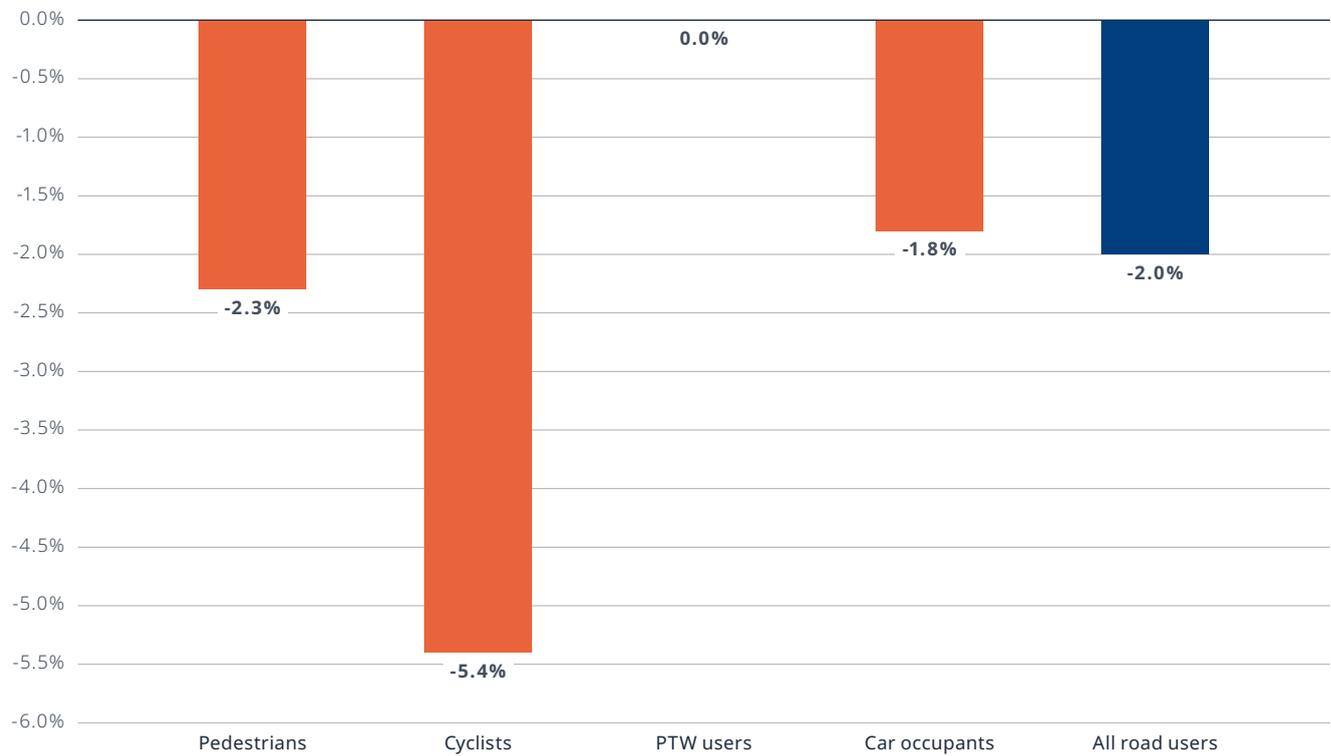
Data on road user groups are available for 28 countries (see Figure 1). Taken together, these countries recorded an overall 2% decrease in road deaths in 2024 compared with 2023. Fatalities declined across nearly all user categories, with the strongest decrease among cyclists, whose fatalities fell by 5.4%. This is an encouraging trend, particularly since cycling is gaining popularity in many countries. Road deaths also fell by 2.3% among pedestrians, and by 1.8% among car occupants. They remained unchanged for users of powered two-wheelers (PTWs), marking a shift given that recent IRTAD reports had consistently observed an increase in PTW deaths.

Road deaths decreased for all user groups in 2024.

Cyclists recorded the strongest decrease, with fatalities falling by 5.4%.

Figure 1:

### Change in road deaths by user group (%), 2023-24



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

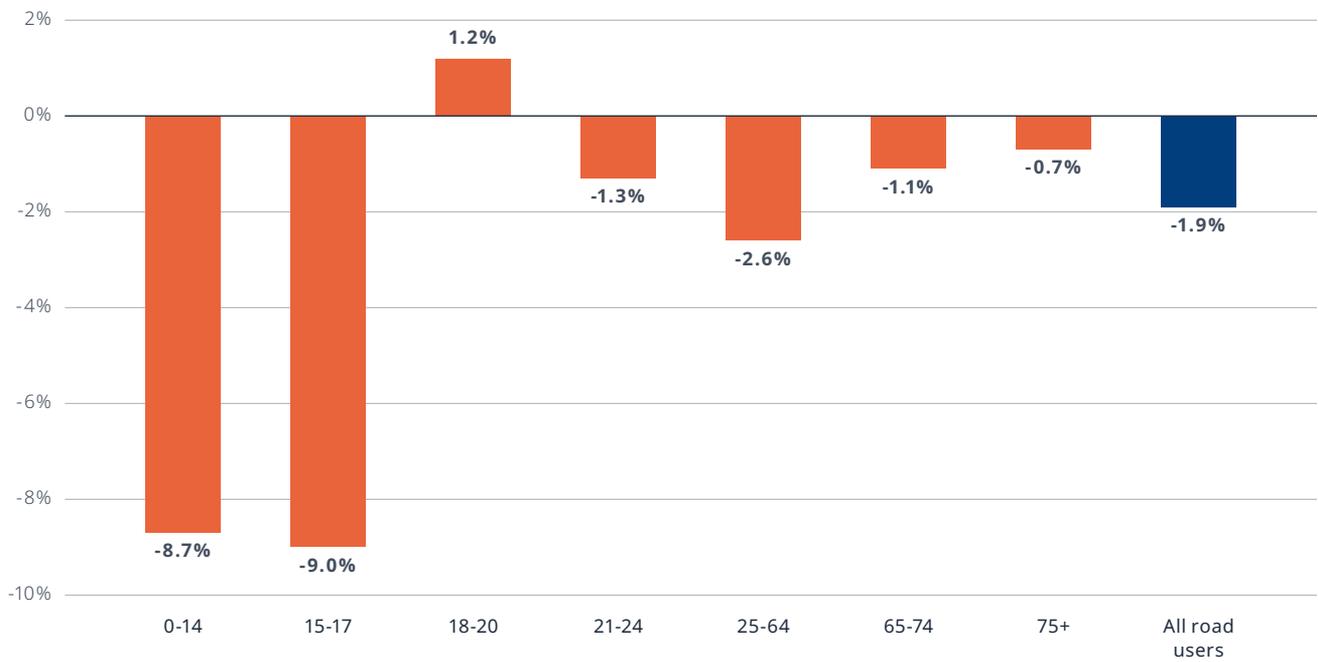
### Short-term evolution by age group

Disaggregated data by age group are available for 28 countries (see Figure 2). Across these countries, road deaths fell by an average of 1.9% in 2024. Road deaths declined across all age groups except 18- to 20-year-olds. The sharpest decreases were observed among teenagers aged 15 to 17 (-9%) and children (-8.7%). Road deaths increased by 1.2% among 18- to 20-year-olds, a concerning increase given that this age group is among the most at risk in traffic in many countries.

Road deaths rose among 18- to 20-year-olds, the only age group to see an increase in 2024.

Figure 2:

**Change in road deaths by age group (%), 2023-24**



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

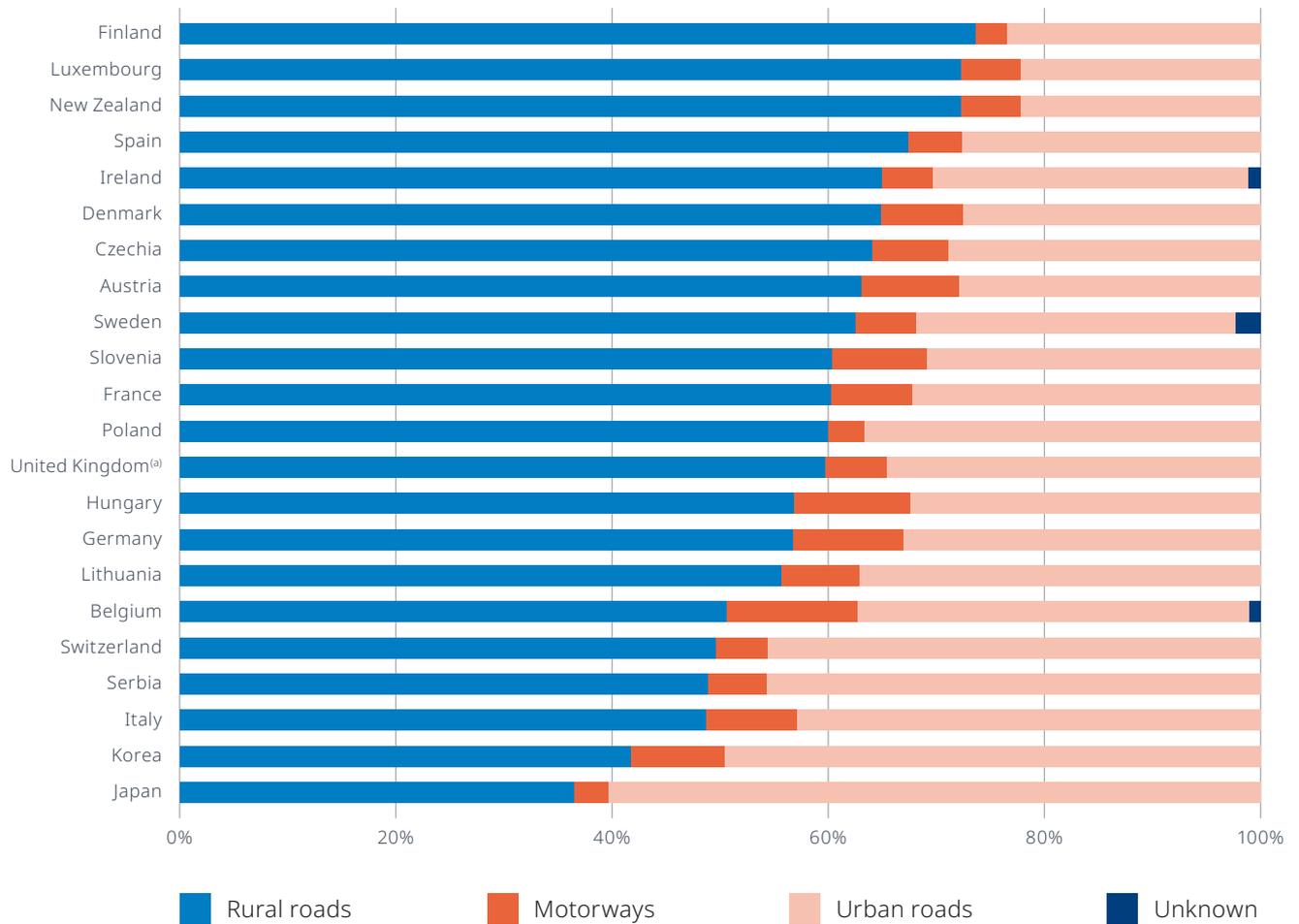
Data disaggregated by road type are available for 22 countries in 2024 (see Figure 3). In most countries (16 out of 22), more than half of road deaths occur on rural roads. On average, 53% of road deaths occur on rural roads, 39% on urban roads, and 6% on motorways.

Nevertheless, patterns vary considerably across countries. Japan and Korea are notable exceptions, with over half of road deaths occurring on urban roads, where pedestrians account for a notably high share of fatalities.

Rural roads claim more lives than urban roads and motorways combined.

Figure 3:

**Share of road deaths by road type, 2024**



Note: <sup>(a)</sup> Data refer to Great Britain only.

# Mortality rates and fatality risks in 2024

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

In 2024, the road mortality rate among IRTAD countries with validated data ranged from 1.6 to 15.4 fatalities per 100 000 inhabitants (see Figure 4). Norway recorded the lowest mortality rate, with 1.6 fatalities per 100 000 inhabitants. Norway has maintained the lowest rate among IRTAD countries for ten consecutive years – except in 2019, when Iceland recorded only six road deaths and a mortality rate of 1.2 – except in 2019, when Iceland recorded only six road deaths and a mortality rate of 1.2.

Norway continues to record the lowest road mortality rate.

Box 1

## Measuring risk and comparing countries

Three indicators are commonly used to measure road safety performance and compare safety levels across countries. Each safety indicator features strengths and limitations. Country comparisons should be interpreted with care, particularly between countries with different motorisation levels.

### 1. Mortality rate: Road deaths per head of population

This indicator measures the average citizen's overall risk of dying in traffic, typically expressed per 100 000 or 1 000 000 inhabitants.

*Strengths:* Population data are readily available in most countries. The rate is comparable to other causes of death (e.g. coronary disease or HIV/AIDS) and useful for comparing countries with similar motorisation levels.

*Limitations:* Comparisons between highly motorised and less motorised countries can be misleading.

### 2. Road deaths per registered vehicle

This indicator serves as a proxy for risk per distance travelled, expressed as road deaths per 10 000 registered motorised vehicles.

*Strengths:* Provides an alternative when distance-travelled data are unavailable.

*Limitations:* Does not reflect actual traffic volume or vehicle-use patterns. Only meaningful for comparing countries with similar traffic characteristics. Accuracy depends on reliable vehicle registration databases; in some countries, scrapped vehicles remain in the database. Excludes non-motorised

vehicles (e.g. bicycles), which represent a significant share of the vehicle fleet and road deaths in some countries.

### 3. Fatality risk: Road deaths per distance travelled

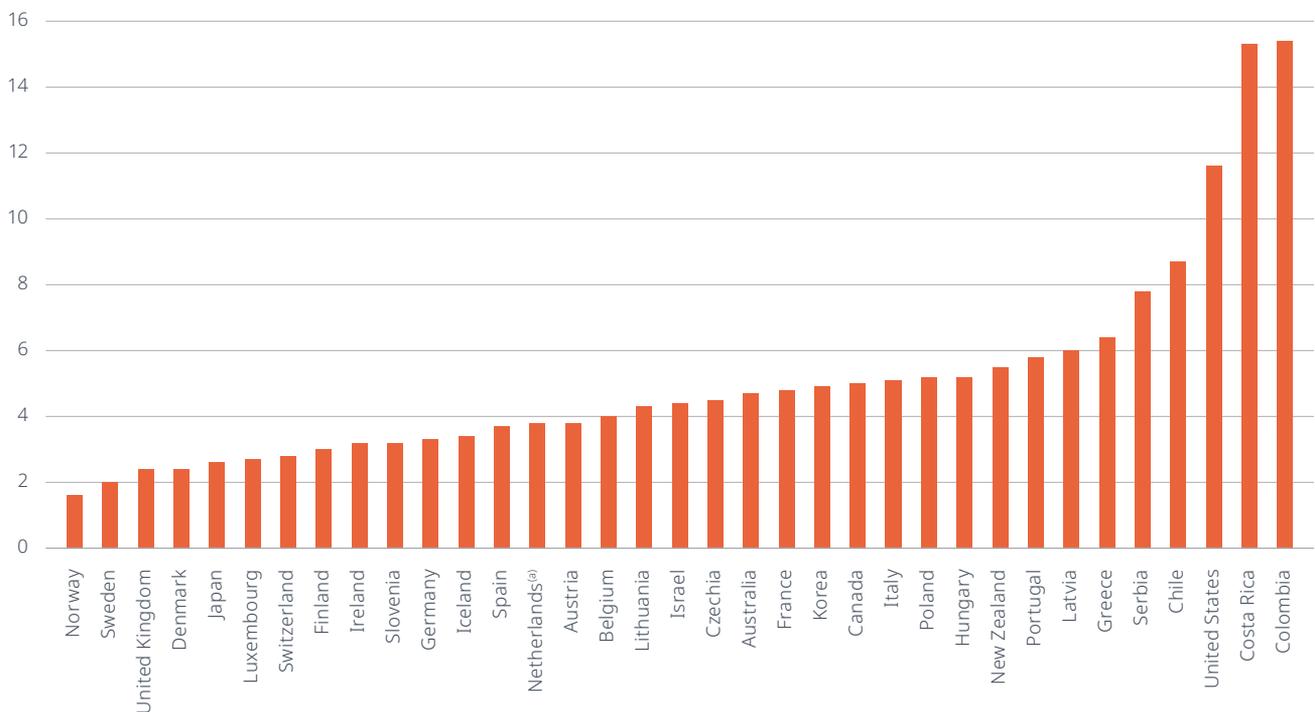
This indicator measures the safety quality of road traffic, typically expressed as road deaths per billion vehicle-kilometres.

*Strengths:* Theoretically, the best indicator for assessing road network safety levels, as it directly measures exposure.

*Limitations:* Only a limited number of countries collect distance-travelled data. It excludes non-motorised vehicles (such as bicycles), which account for a growing proportion of the vehicle fleet and road deaths in some countries.

Seven countries reported a mortality rate below 3 per 100 000 inhabitants: Norway (1.6), Sweden (2.0), the United Kingdom (2.4), Denmark (2.4), Japan (2.6), Luxembourg (2.7), and Switzerland (2.8). Twenty-four IRTAD countries recorded rates between 3 and 10, while three countries exceeded 10: the United States (11.6), Costa Rica (15.3) and Colombia (15.4).

Figure 4:  
**Road fatalities per 100 000 inhabitants, 2024**

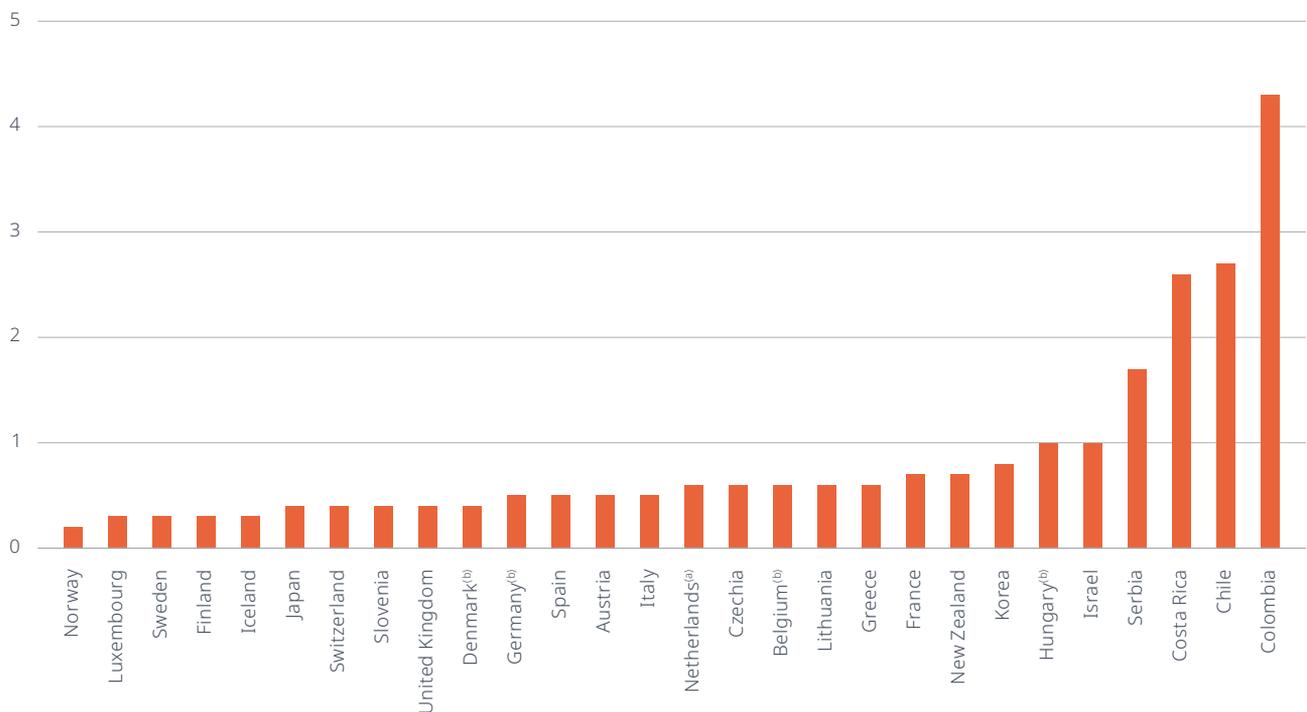


Note: <sup>(a)</sup> Real data (actual numbers instead of reported numbers by the police).

Road deaths per motorised vehicles, ranged from 0.2 to 4.3 deaths per 10 000 registered motor vehicles in 2024 (see Figure 5). Eight countries registered a fatality rate below 0.4: Norway, Luxembourg, Sweden, Finland, Iceland, Japan, Switzerland and Slovenia. Rates were highest in three Latin American countries: Colombia (4.3), Chile (2.7) and Costa Rica (2.6).

Latin American countries feature the highest fatality risk among IRTAD countries.

Figure 5:  
**Road deaths per 10 000 registered motor vehicles, 2024**



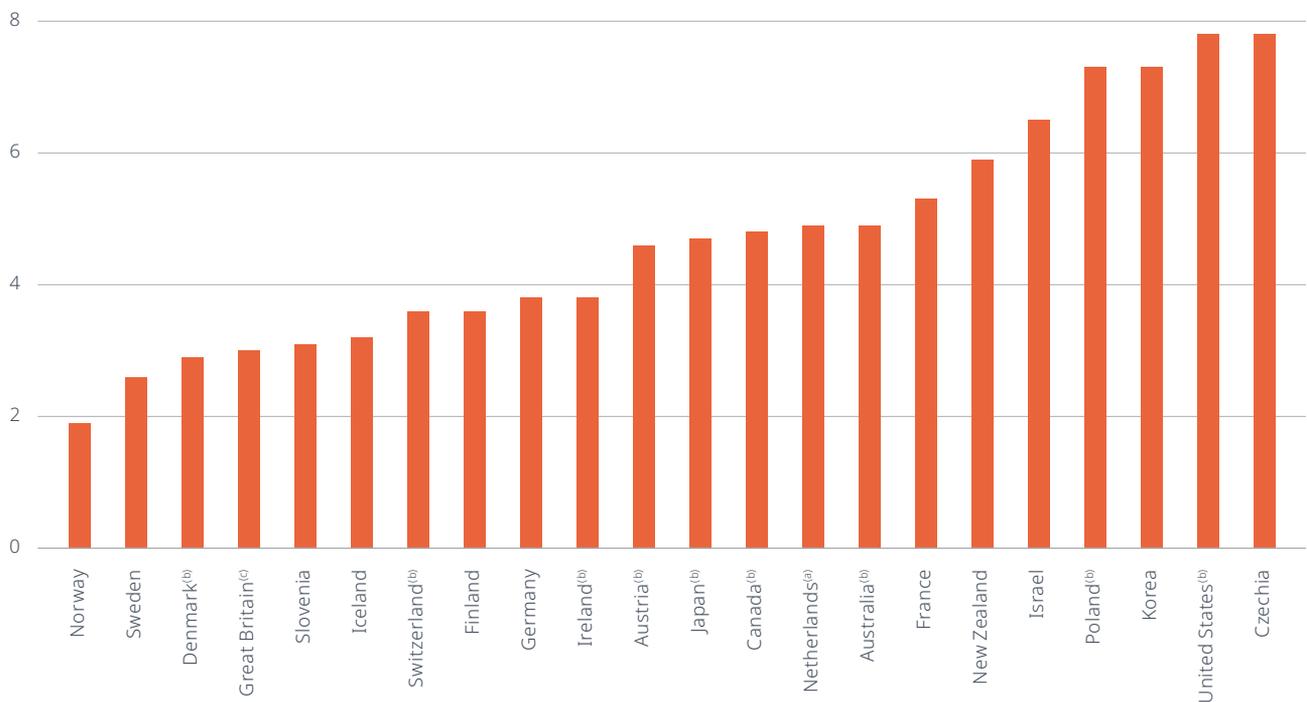
Note: <sup>(a)</sup> Real data (actual numbers instead of reported numbers by the police).  
<sup>(b)</sup> Mopeds are not included in the registered vehicles.

Fatality risk per distance travelled is available for 22 countries. In 2024 or 2023, the fatality risk ranged from 1.9 to 7.8 fatalities per billion vehicle-kilometres (see Figure 6).

Three countries reported fewer than 3 road deaths per billion vehicle-kilometres: Norway (1.9), Sweden (2.6) and Denmark (2.9). Four countries recorded more than 7 deaths per billion vehicle kilometres: Czechia (7.8), the United States (7.8), Korea (7.3) and Poland (7.3).

Three countries achieved a fatality risk below 3 per billion vehicle-kilometres.

Figure 6:  
**Road deaths per billion vehicle-kilometres, 2024**



Note: <sup>(a)</sup> Real data (actual numbers instead of reported numbers by the police).  
<sup>(b)</sup> 2023 data.  
<sup>(c)</sup> Data refer to Great Britain only.

## Longer-term road safety trends

# Monitoring the Second Decade of Action for Road Safety

This section examines progress toward the main target of 2030 set in the Second Decade of Action for Road Safety of the United Nations. It also reviews the longer-term evolution of key road safety indicators over the period 2014–2024, covering total road deaths and deaths disaggregated by user group, age group and road type.

The Second Decade of Action for Road Safety (2021–30) was adopted in August 2020 by the United Nations General Assembly (Resolution A/RES/74/299), which sets the ambitious target of reducing road deaths and serious injuries by 50% by 2030.

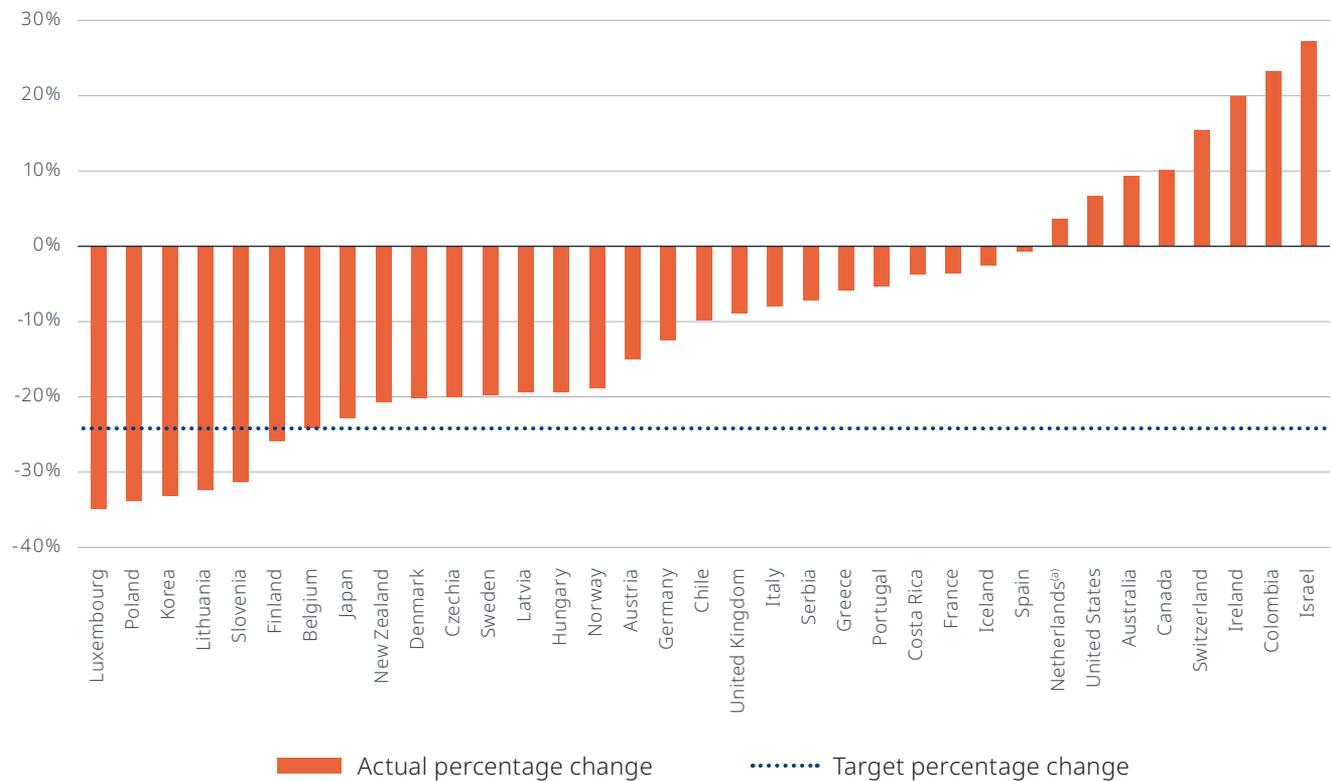
Figure 7 illustrates progress among IRTAD countries toward this target, using the average road traffic deaths from 2017–19 as the baseline. Achieving the 2030 goal requires an average annual reduction of 6.7%. To remain on track, road deaths should have fallen by 24% from the baseline by 2024. Seven IRTAD countries currently meet or exceed this trajectory: Belgium, Finland, Korea, Lithuania, Luxembourg, Poland and Slovenia. However, many countries remain far from the required pace.

The resolution also calls for a 50% reduction in serious injuries. However, because serious injury data are not fully comparable across countries, they are not included in this analysis. When available, country-specific data on serious injuries are provided in the respective IRTAD country chapters.

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

Figure 7:

**Progress towards UN target: change in road deaths (%), 2024 compared to 2017-19 average**



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

## Evolution in the number of road deaths, 2014-24

To analyse road safety trends across IRTAD countries over a longer period, this section examines trends from 2014 to 2024.

Across the 35 countries with available and validated data, road traffic deaths increased by 1.5% during this period. However, excluding the United States – the most populous country, which strongly influences the overall total – road deaths declined by 11.8%. Figure 8 illustrates the evolution of road traffic deaths from 2014 to 2024, both including and excluding data from the United States.

The number of road deaths is higher in 2024 than in 2014.

Figure 8:  
**Evolution of aggregate road deaths in IRTAD countries, 2014-24**

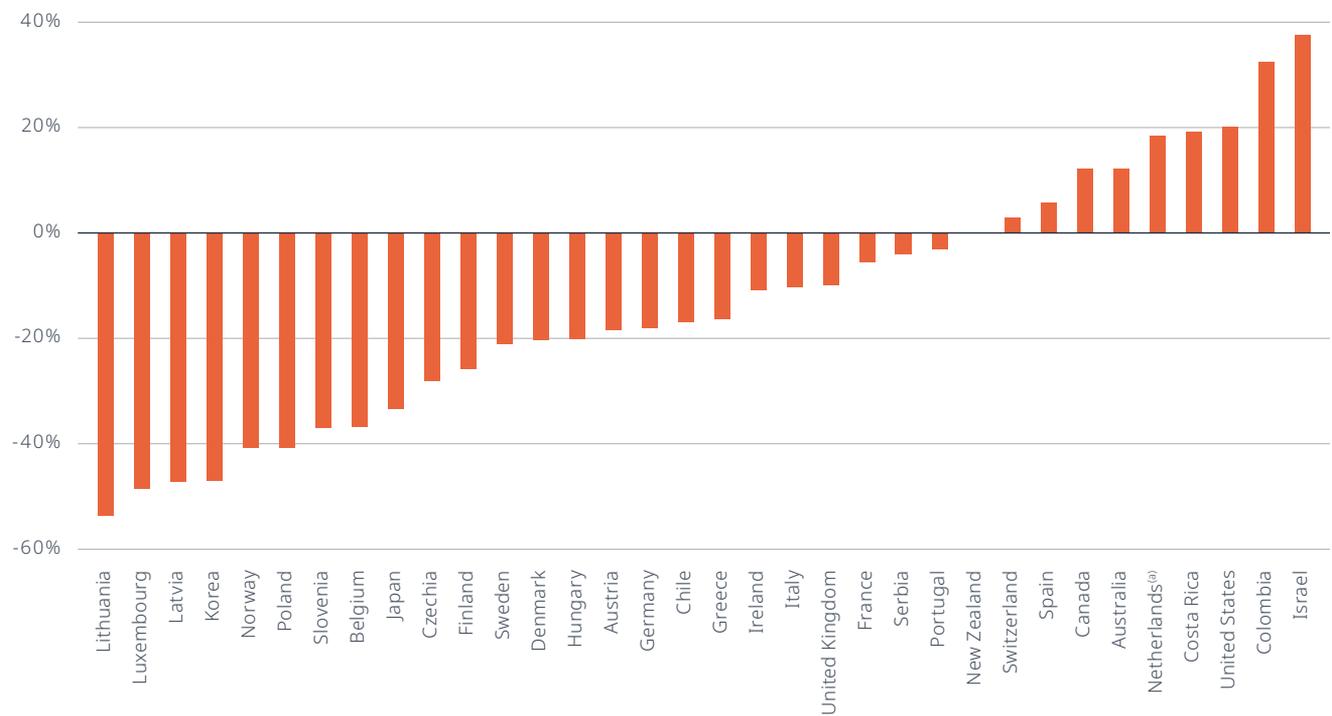


Note: Data for Costa Rica in 2015 and 2016 are an estimate. Argentina is not included.

Between 2014 and 2024, road deaths decreased in 24 of the 35 IRTAD countries (see Figure 9 and Table 5). The largest reductions were observed in Lithuania (-54%), Luxembourg (-49%), Korea (-47%), Norway (-40%) and Poland (-40%). However, road deaths increased in ten IRTAD countries and with increases exceeding 20% in the United States, Colombia and Israel.

Road deaths in Lithuania more than halved.

Figure 9:  
**Change in road deaths by country (%), 2014-24**



Note: <sup>(a)</sup> Real data (actual numbers instead of reported numbers by the police).  
 Data from Iceland are not included in this figure, as its small number of road deaths results in percentage changes that are not comparable with other countries.

Table 4:

**Annual road deaths by country, 2014-24**

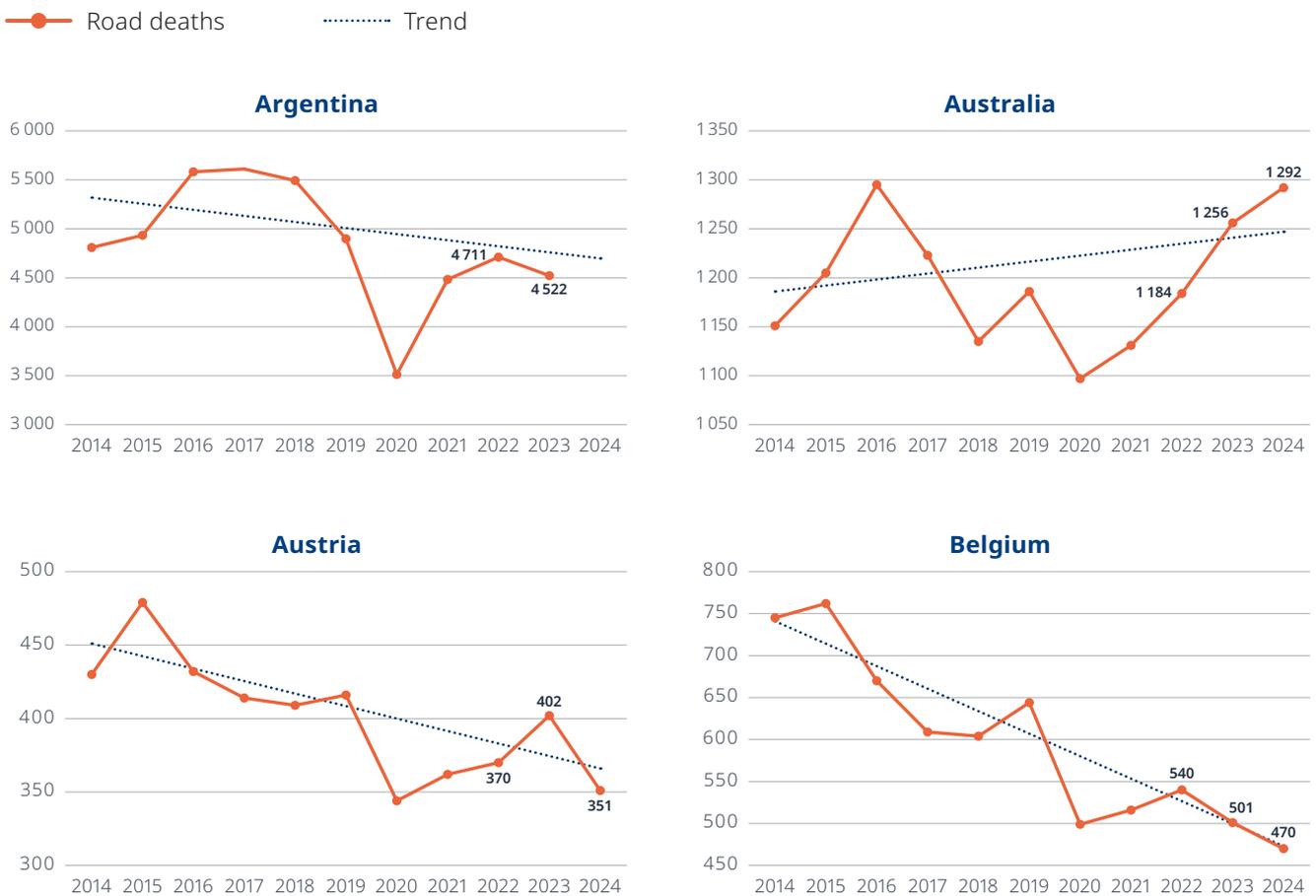
Country	2014	2015	2016	2017	2018	2019	2020
<b>Countries with validated data</b>							
Argentina	4 809	4 934	5 582	5 611	5 493	4 898	3 513
Australia	1 151	1 205	1 295	1 223	1 135	1 186	1 097
Austria	430	479	432	414	409	416	344
Belgium	745	762	670	609	604	644	499
Canada	1 852	1 895	1 916	1 899	1 976	1 786	1 716
Chile	2 116	2 136	2 178	1 925	1 955	1 973	1 794
Colombia	6 118	6 406	6 936	6 505	6 629	6 577	5 447
Costa Rica	662	..	..	862	811	787	570
Czechia	688	734	611	577	658	617	517
Denmark	182	178	211	175	171	199	163
Finland	229	270	258	238	239	211	223
France	3 384	3 461	3 477	3 448	3 248	3 244	2 541
Germany	3 377	3 459	3 206	3 180	3 275	3 046	2 719
Greece	795	793	824	731	700	688	584
Hungary	626	644	607	625	633	602	460
Iceland	4	16	18	16	18	6	8
Ireland	192	162	182	154	134	140	141
Israel	319	356	377	364	316	355	305
Italy	3 381	3 428	3 283	3 378	3 334	3 173	2 395
Japan	4 838	4 885	4 698	4 431	4 166	3 920	3 416
Korea	4 762	4 621	4 292	4 185	3 781	3 349	3 081
Latvia	212	188	158	136	148	132	139
Lithuania	267	239	188	191	173	186	175
Luxembourg	35	36	32	25	36	22	26
Netherlands <sup>(b)</sup>	570	621	629	613	678	661	610
New Zealand	292	317	327	377	378	350	318
Norway	147	117	135	106	108	108	93
Poland	3 202	2 938	3 026	2 831	2 862	2 909	2 491
Portugal	638	593	563	602	675	683	535
Serbia	536	599	607	579	548	534	492
Slovenia	108	120	130	104	91	102	80
Spain	1 688	1 689	1 810	1 830	1 806	1 755	1 370
Sweden	270	259	270	252	324	221	204
Switzerland	243	253	216	230	233	187	227
United Kingdom	1 854	1 804	1 860	1 856	1 839	1 808	1 516
United States	32 744	35 484	37 806	37 473	36 835	36 355	39 007
<b>Observers and accession countries<sup>(a)</sup></b>							
Mexico	15 886	16 039	16 185	15 866	15 574	14 673	13 630
Morocco	3 489	3 776	3 785	3 726	3 736	3 622	3 005
Uruguay	538	506	446	470	528	422	391

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

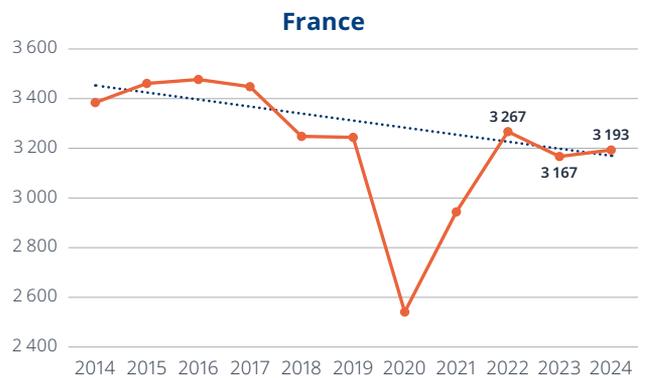
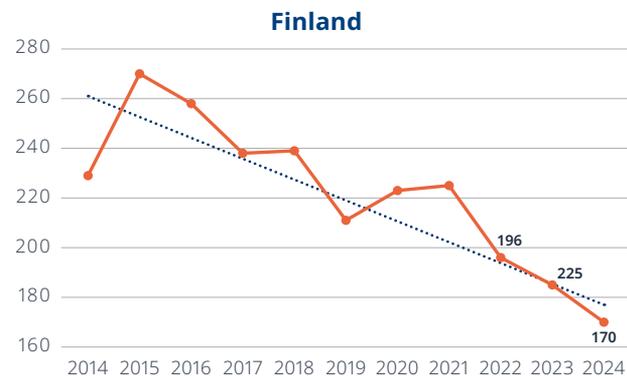
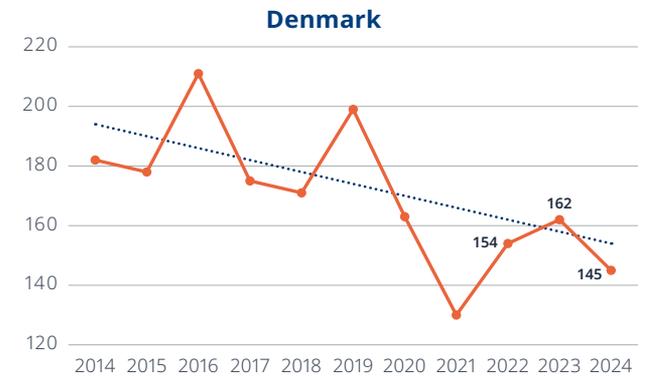
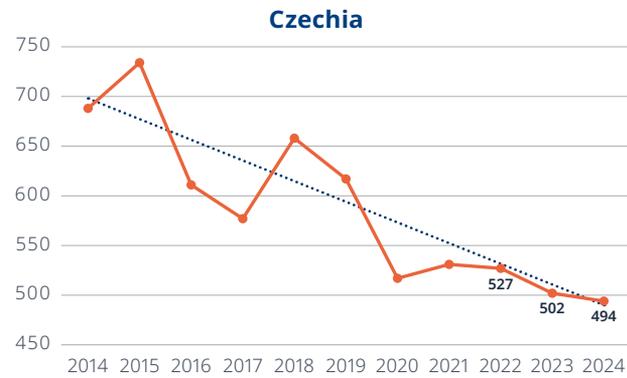
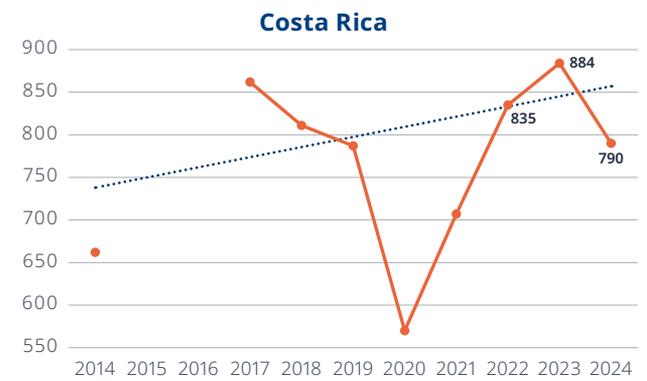
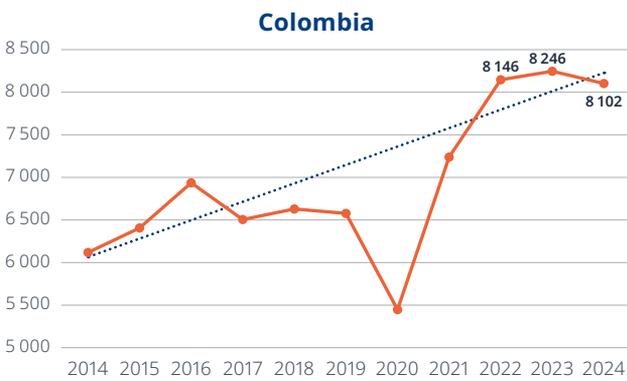
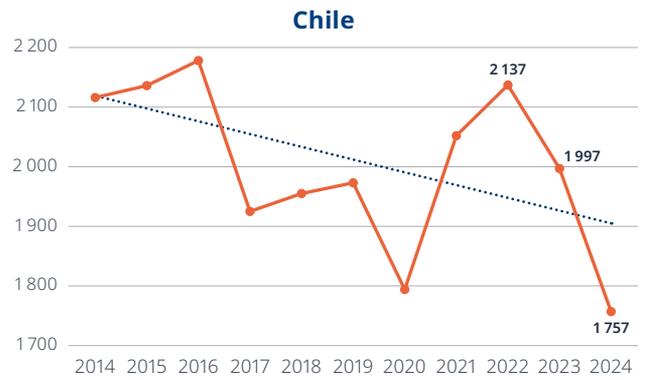
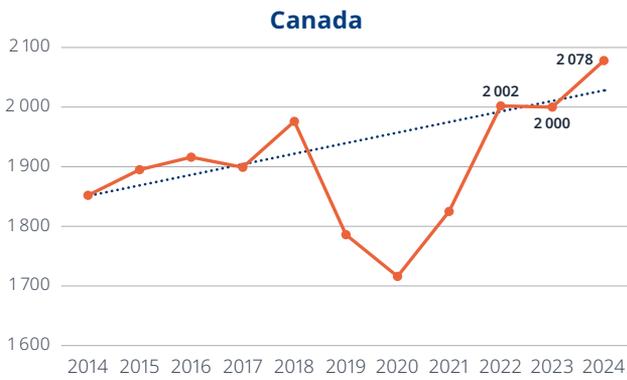
2021	2022	2023	2024	2024 % change from 2023	2024 % change from 2014	Annual average change 2014-24
4 483	4 711	4 522	..	..	..	..
1 131	1 184	1 256	1 292	2.9	12.3	1.2
362	370	402	351	-12.7	-18.4	-2.0
516	540	501	470	-6.2	-36.9	-4.5
1 825	2 002	2 000	2 078	3.9	12.2	1.2
2 052	2 137	1 997	1 757	-12.0	-17.0	-1.8
7 238	8 146	8 246	8 102	-1.7	32.4	2.8
707	835	884	790	-10.6	19.3	1.8
531	527	502	494	-1.6	-28.2	-3.3
130	154	162	145	-10.5	-20.3	-2.2
225	196	185	170	-8.1	-25.8	-2.9
2 944	3 267	3 167	3 193	0.8	-5.6	-0.6
2 562	2 788	2 839	2 770	-2.4	-18.0	-2.0
624	654	646	665	2.9	-16.4	-1.8
544	535	475	500	5.3	-20.1	-2.2
9	9	8	13	62.5	225.0	12.5
132	152	179	171	-4.5	-10.9	-1.2
364	351	361	439	21.6	37.6	3.2
2 875	3 159	3 039	3 030	-0.3	-10.4	-1.1
3 205	3 216	3 263	3 221	-1.3	-33.4	-4.0
2 916	2 735	2 551	2 521	-1.2	-47.1	-6.2
151	115	138	112	-18.8	-47.2	-6.2
148	120	159	124	-22.0	-53.6	-7.4
24	36	26	18	-30.8	-48.6	-6.4
582	745	684	675	-1.3	18.4	1.7
319	371	342	292	-14.6	0.0	0.0
80	116	110	87	-20.9	-40.8	-5.1
2 245	1 896	1 893	1 896	0.2	-40.8	-5.1
561	618	642	618	-3.7	-3.1	-0.3
521	553	503	514	2.2	-4.1	-0.4
114	85	82	68	-17.1	-37.0	-4.5
1 533	1 746	1 806	1 785	-1.2	5.7	0.6
210	227	229	213	-7.0	-21.1	-2.3
200	241	236	250	5.9	2.9	0.3
1 608	1 766	1 695	1 671	-1.4	-9.9	-1.0
43 230	42 721	40 901	39 345	-3.8	20.2	1.9
14 715	15 986	16 772	16 654	-0.7	4.8	0.5
3 685	3 499	3 819	4 024	5.4	15.3	1.4
434	431	422	434	2.8	-19.3	-2.1

Figure 10 shows road death trends in 36 IRTAD countries from 2014 to 2024. Data for 2020 and 2021 are excluded from the linear trend, as Covid-19 restrictions significantly affected road deaths in most countries during this period.

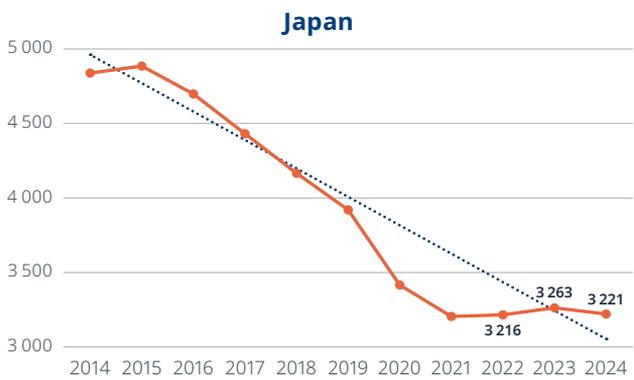
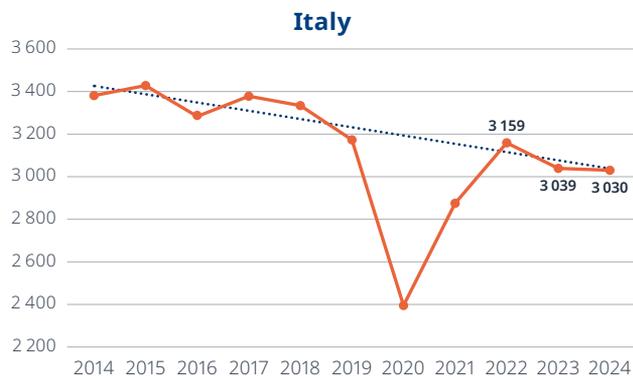
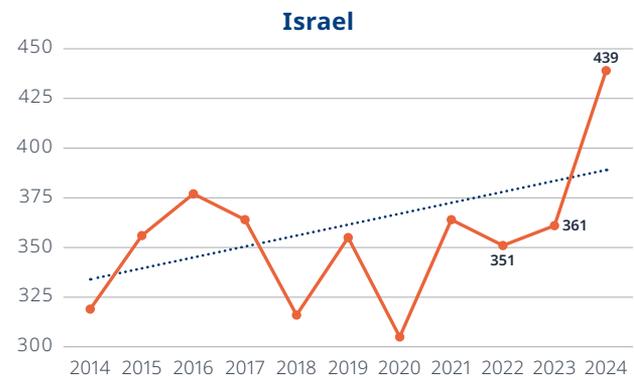
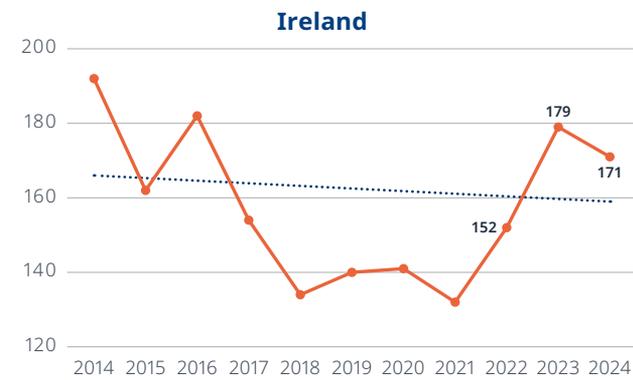
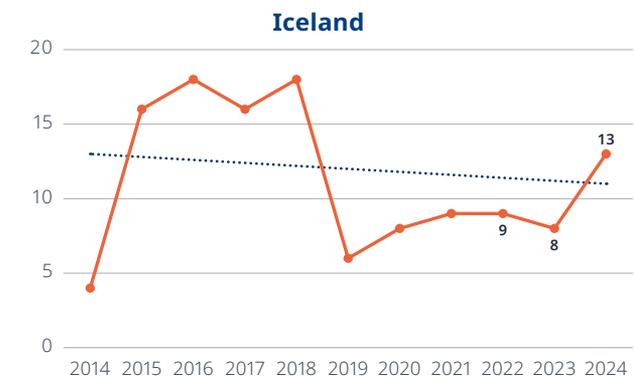
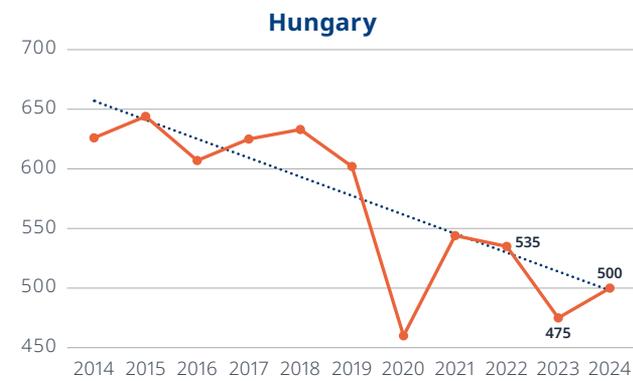
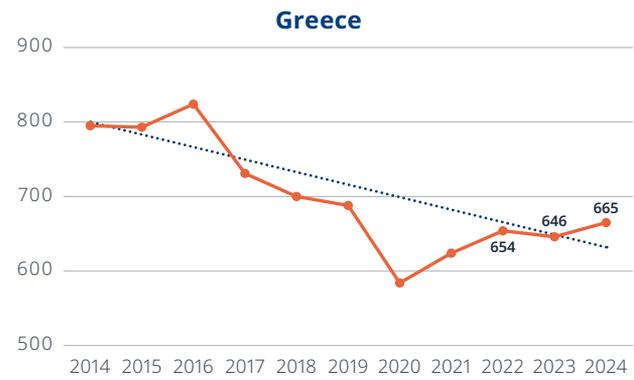
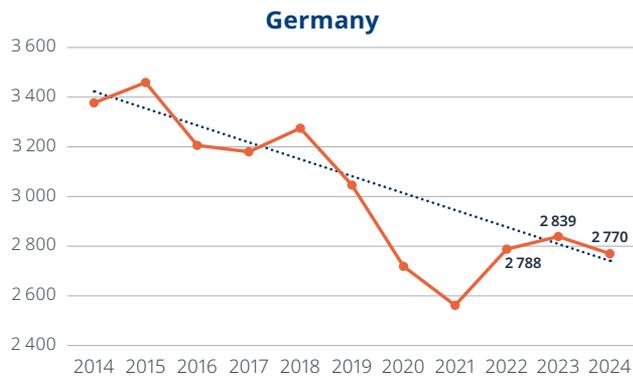
Figure 10:  
**Road deaths compared to the linear trend since 2014 (excluding 2020 and 2021)**



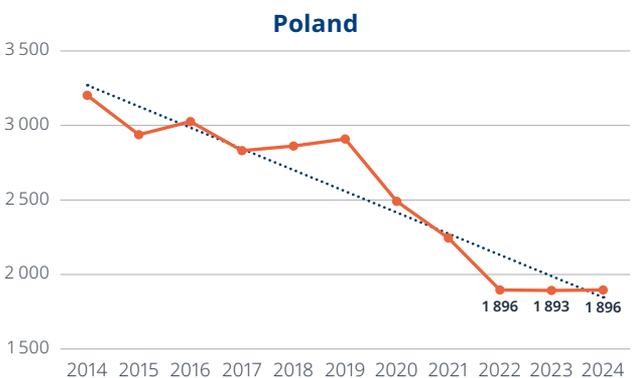
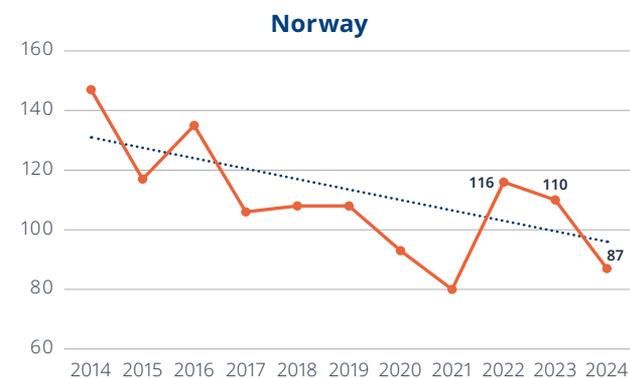
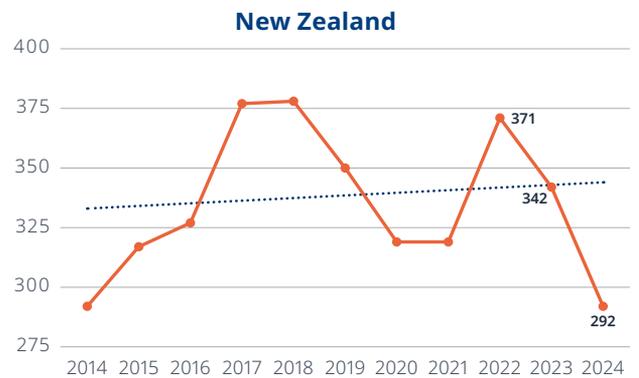
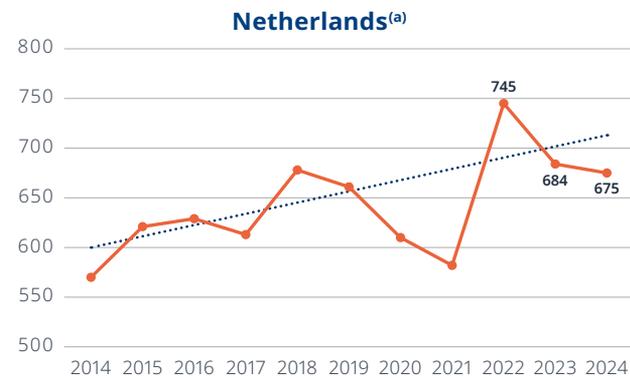
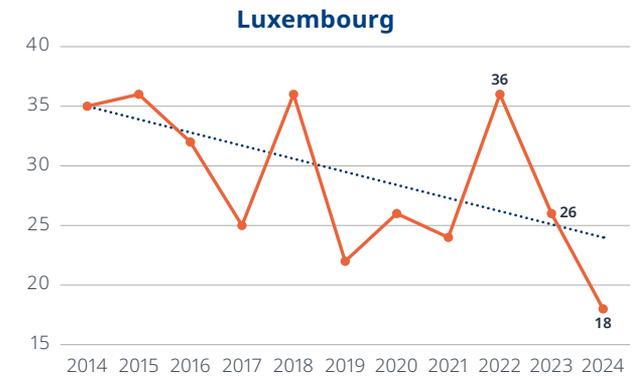
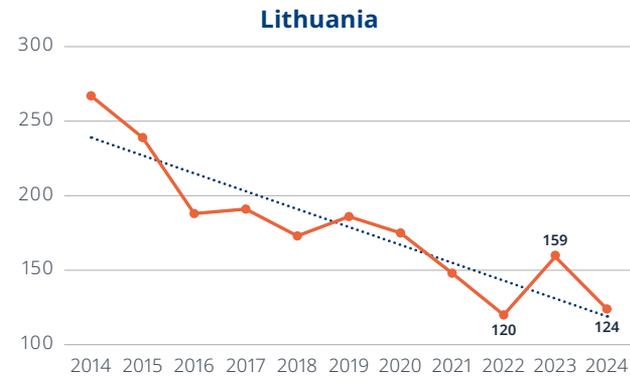
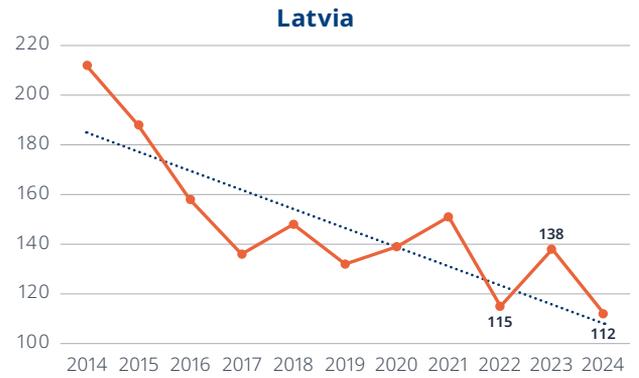
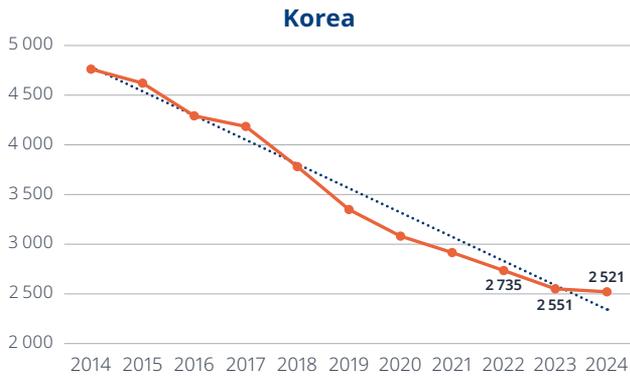
—●— Road deaths      ..... Trend



● Road deaths      - - - - - Trend

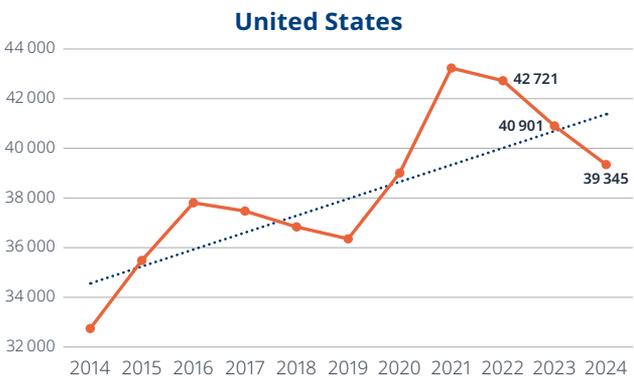
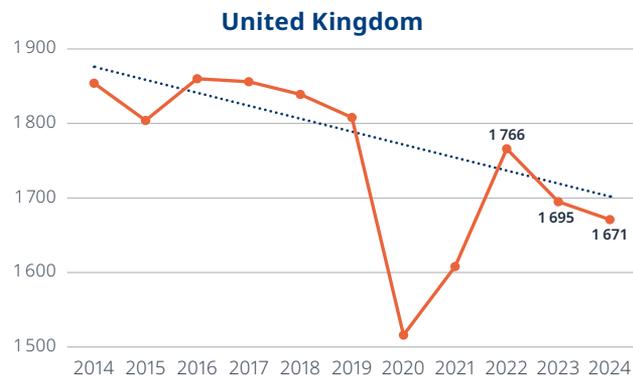
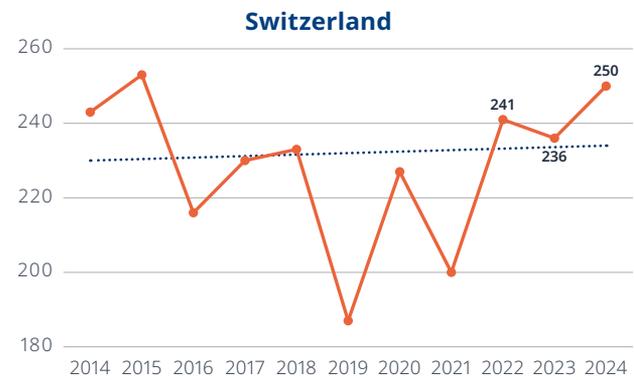
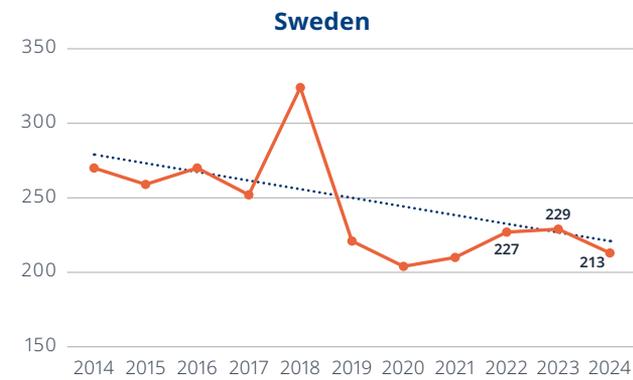
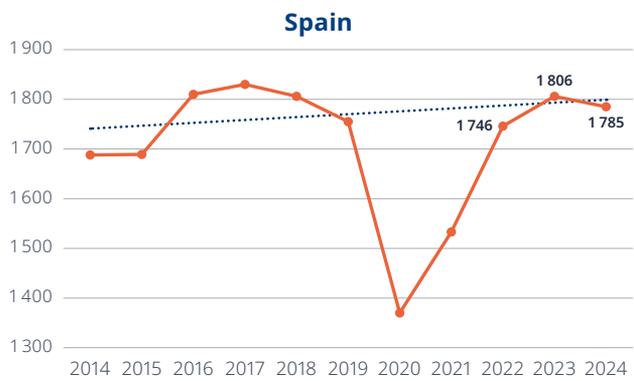
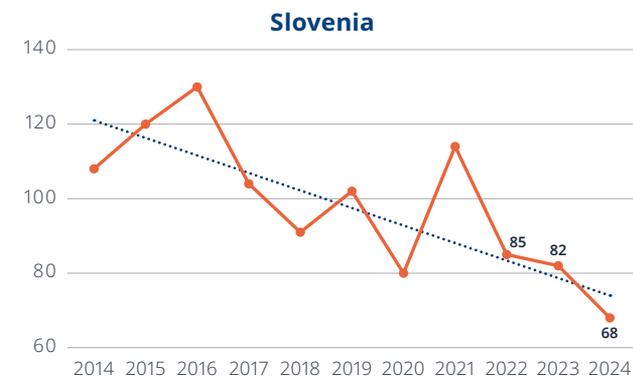
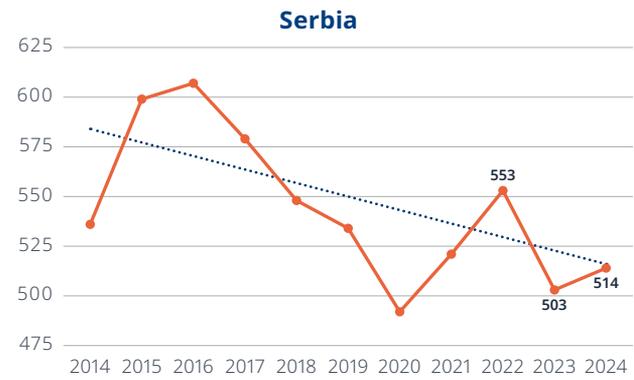
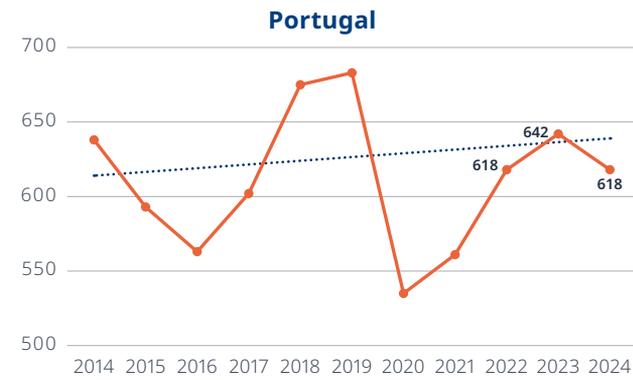


—●— Road deaths      ..... Trend



<sup>(a)</sup> Real data (actual numbers instead of numbers reported by the police).

● Road deaths      - - - - - Trend

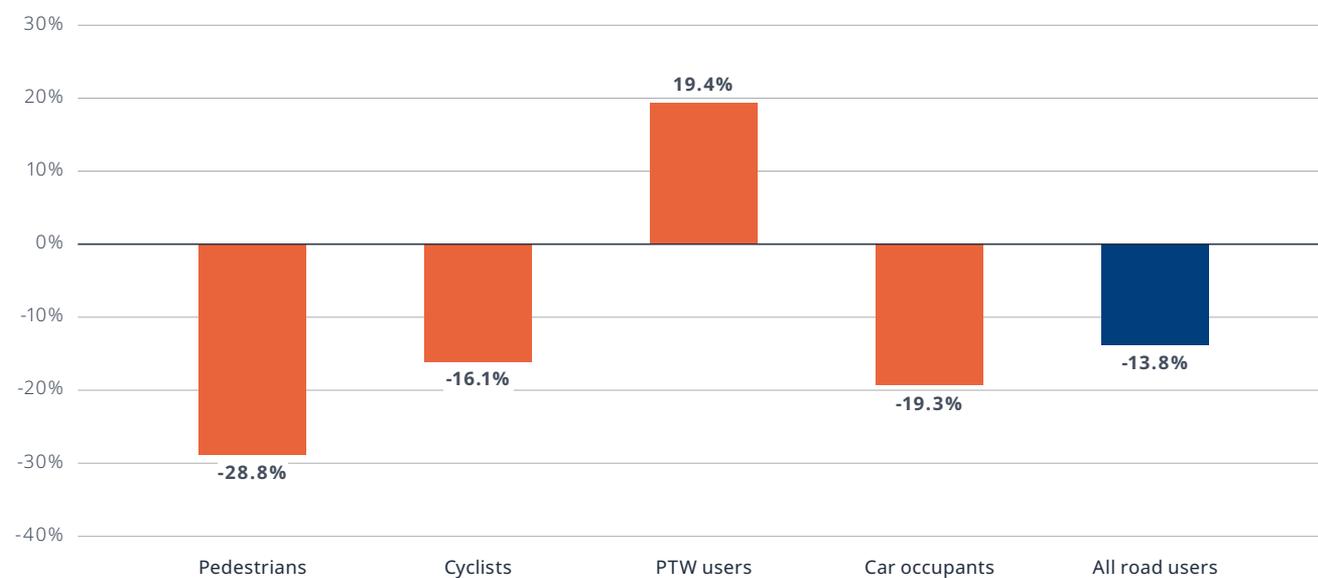


## Road deaths by user group

Data disaggregated by user group are available for 29 countries (Figure 11). In 2024, road fatalities in these countries fell by 13.8% compared with 2014. Pedestrian deaths declined most, falling by 28.8%. Deaths among car occupants and cyclists also fell, by 19.3% and 16.1%, respectively. In contrast, fatalities among powered two-wheeler users rose sharply, increasing by 19.4%.

Figure 11:

### Change in road deaths by user group (%), 2014-24



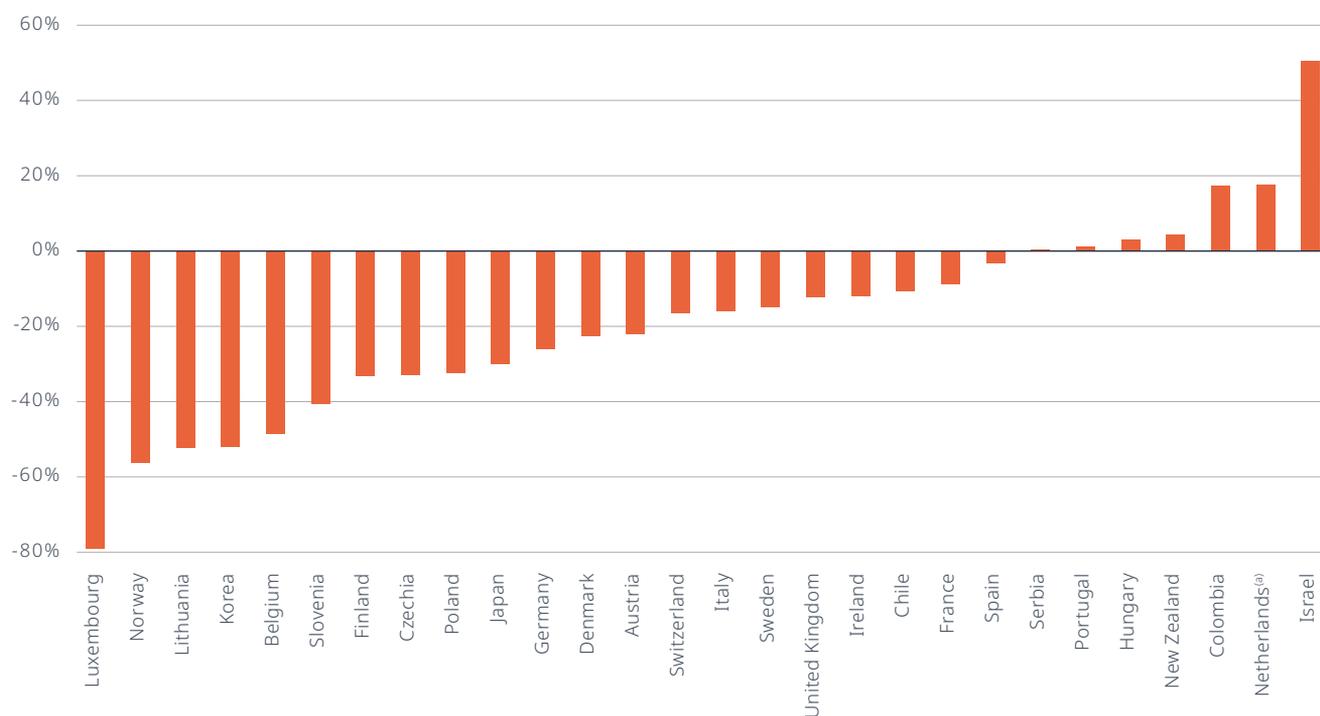
Note: Data include Austria, Belgium, Chile, Colombia, Czechia, Denmark, Finland, France, Germany, Hungary, Iceland, Ireland, Israel, Italy, Japan, Korea, Lithuania, Luxembourg, Netherlands, New Zealand, Norway, Poland, Portugal, Serbia, Slovenia, Spain, Sweden, Switzerland, United Kingdom.

## Passenger car occupants

Car occupant deaths declined in the majority of IRTAD countries over the past decade. Deaths fell by an average of 19.3% between 2014 and 2024 across 29 countries, though seven countries recorded increases: Colombia, Hungary, Iceland, Israel, the Netherlands, Portugal and Serbia. As shown in Figure 12, fatalities among car occupants more than halved in four countries: Luxembourg (-79%), Norway (-56%), Lithuania (-52%), and Korea (-52%). In contrast, Israel experienced the largest increase, with car occupant fatalities rising by 50%.

Figure 12:

### Change in car occupant deaths (%), 2014-24



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

Data from Iceland are not included in this figure, as its small number of car occupant deaths results in percentage changes that are not comparable with other countries.

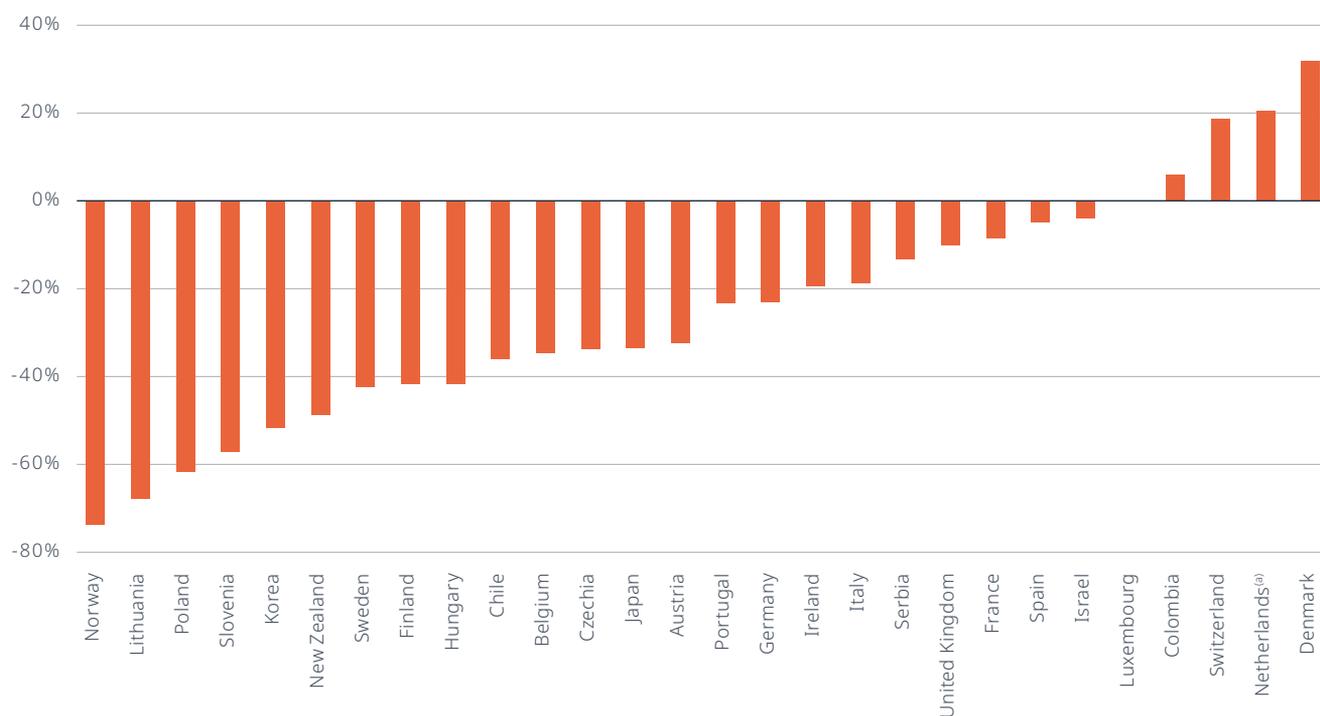
## Pedestrians

Between 2014 and 2024, the number of pedestrians killed in traffic decreased by 28.8% across the 29 countries with available data. Three countries recorded a reduction of more than 60%: Norway (-74%), Lithuania (-68%) and Poland (-62%) (Figure 13). Conversely, pedestrian fatalities increased in four countries, with Denmark recording the largest increase at 32%, followed by the Netherlands with a 20% increase. Although data for the United States in 2024 are unavailable, between 2014 and 2023, the number of pedestrian fatalities rose by 2 404, a 49% increase.

The number of pedestrians killed decreased by over 60% in Norway, Lithuania and Poland.

Figure 13:

### Change in pedestrian deaths (%), 2014-24



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

Data from Iceland are not included in this figure, as its small number of pedestrian deaths results in percentage changes that are not comparable with other countries.

## Cyclists

Across the 29 countries with available data, cyclist deaths decreased by 16.1% in 2024 compared with 2014. However, trends varied significantly across countries (Figure 14). Cyclist fatalities fell in 20 countries and more than halved in five of them: Lithuania (-63%), Slovenia (-61.5%), Chile (-59.2%), Hungary (-53%), and Norway (-50%). Japan recorded the largest absolute decrease, with 267 fewer cyclists killed. Notably, not a single cyclist was killed on Luxembourg's roads in 2024.

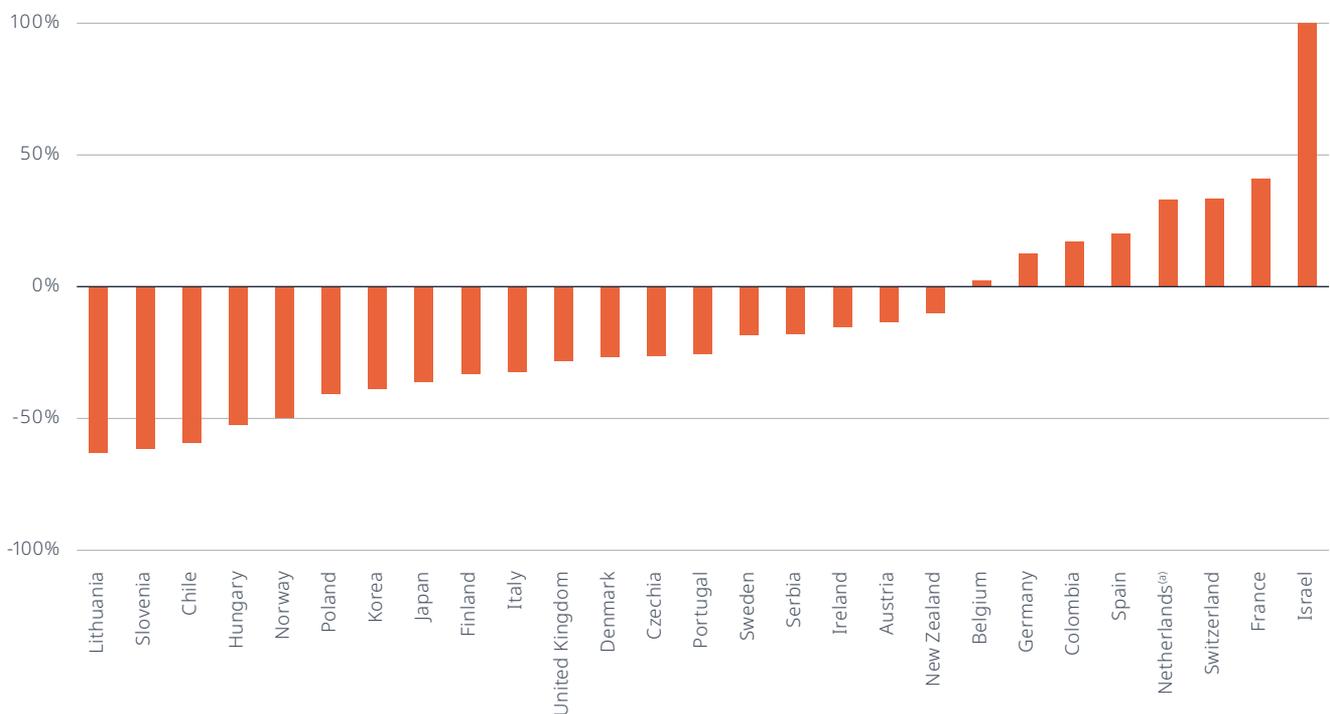
In contrast, cyclist deaths increased in eight countries, with rises exceeding 12% in all of them except Belgium. The number of cyclists killed doubled in Israel (from 10 to 20) and increased by 41% in France, 33% in the Netherlands and Switzerland, 22% in Spain, 17% in Colombia, and 12% in Germany.

The IRTAD database differentiates between e-bikes (pedelecs) and non-electric bicycles, though not all countries currently provide such disaggregated data. However, in countries where data are available, e-bike users account for a growing proportion of cyclist deaths. For example, in 2024, e-bike riders accounted for 55% of cyclist deaths in Switzerland and 44% in Germany.

Cyclist deaths fell by 16% across IRTAD countries.

Figure 14:

### Change in cyclist deaths (%), 2014-24



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

Data for Iceland are not shown, as percentage changes from small numbers are not comparable with other countries.

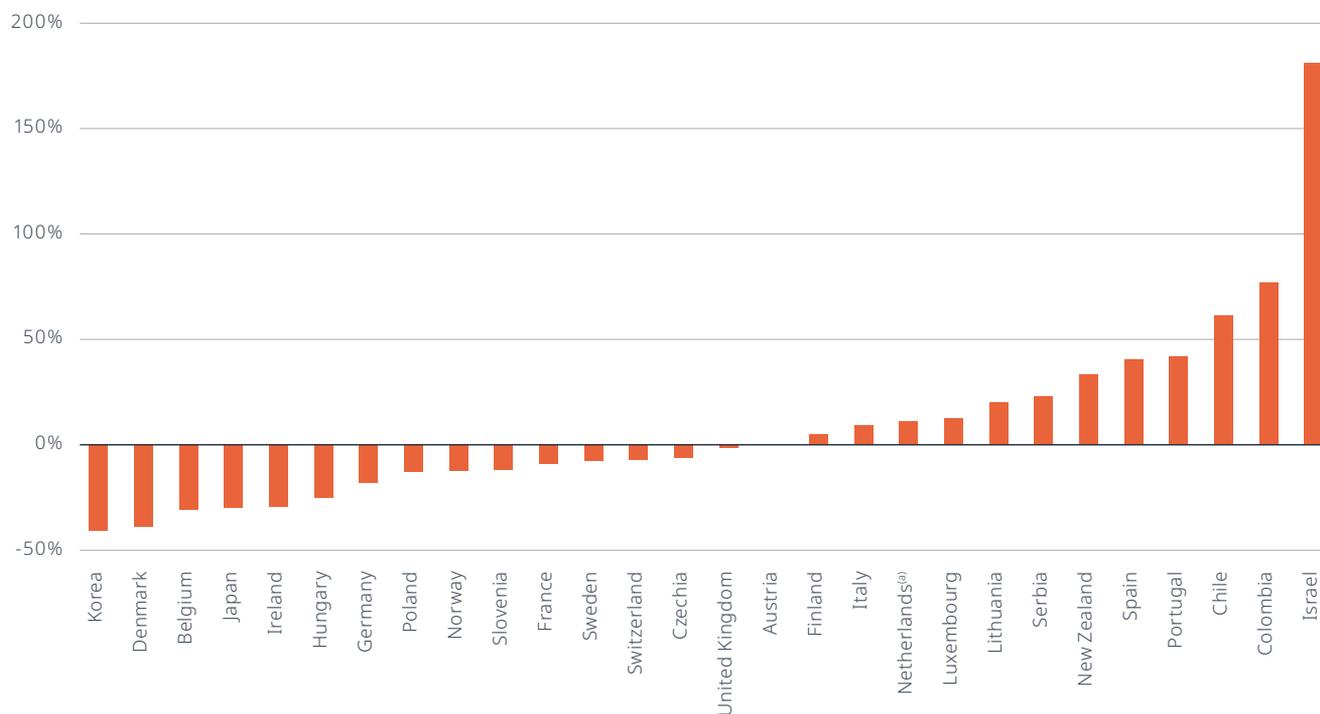
## Powered two-wheelers

Users of powered two-wheelers (PTW), such as mopeds and motorcycles, are the only category of road users who did not record a decrease in deaths between 2014 and 2024, although the situation varies widely across countries (Figure 15). On average, PTW deaths increased by 19.4%. PTW deaths, in particular, saw sharp increases in some countries: In Israel, they nearly tripled, rising from 37 in 2014 to 104 in 2024. In absolute numbers, Colombia recorded the highest number of deaths, which increased by 77% to 5 019 in 2024 – representing nearly half of all PTW deaths among the 29 IRTAD countries with available data.

Colombia accounts for nearly half of powered two-wheeler deaths among IRTAD countries in 2024.

Figure 15:

### Change in PTW deaths (%), 2014-24



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

Data for Iceland are not shown, as percentage changes from small numbers are not comparable with other countries.

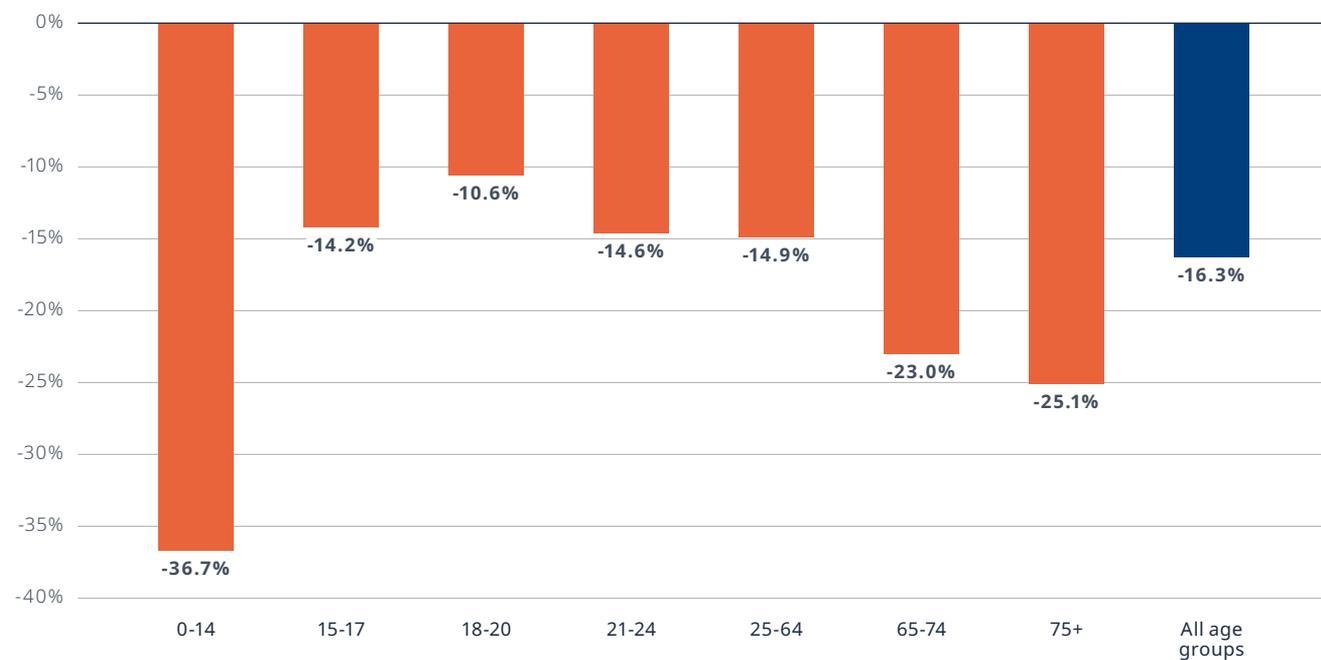
## Road deaths by age group

Disaggregated data by age group are available for 28 IRTAD countries. Road deaths per 100 000 inhabitants decreased by 16.3% between 2014 and 2024 (see Figure 16). Road mortality rates decreased across all age groups, with the largest decline among children aged 0-14 (-36.7%).

Children saw the largest decline in mortality.

Figure 16:

### Change in road mortality rate by age group (%), 2014-24



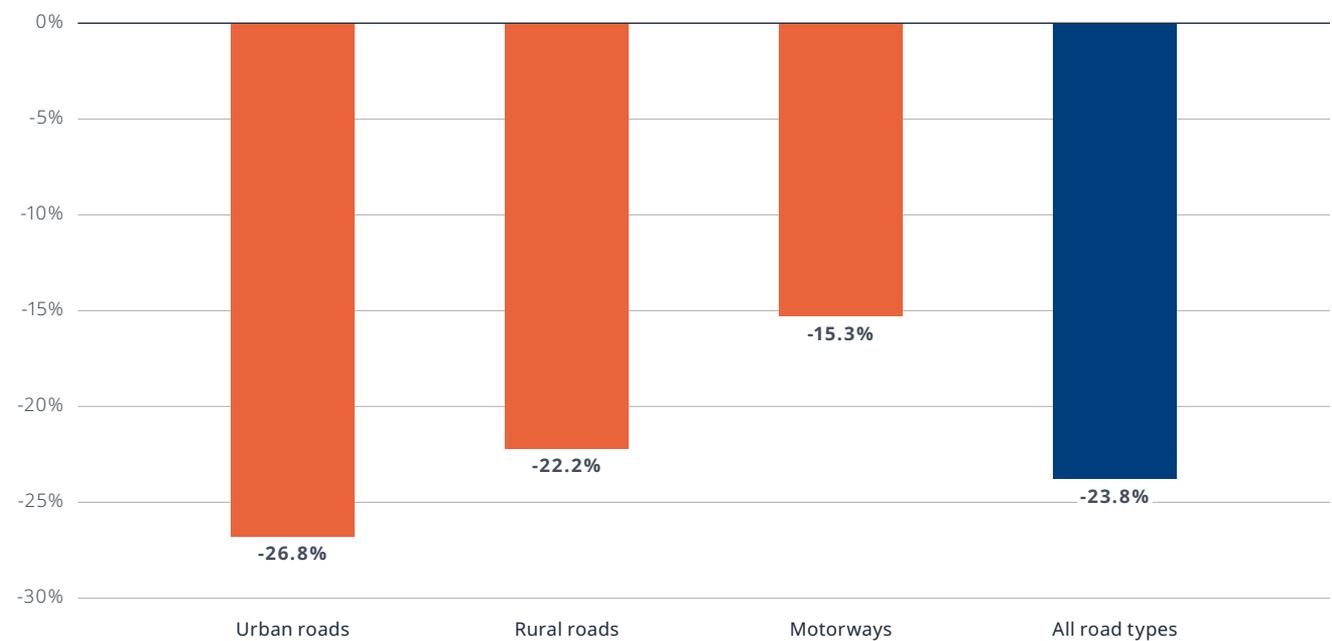
Note: Data include Austria, Belgium, Chile, Colombia, Czechia, Denmark, Finland, France, Germany, Hungary, Iceland, Ireland, Israel, Italy, Japan, Korea, Lithuania, Luxembourg, Netherlands, Norway, Poland, Portugal, Serbia, Slovenia, Spain, Sweden, Switzerland, United Kingdom.

## Road deaths by road type

Data disaggregated by road type are available for 22 IRTAD countries. In these countries, overall road fatalities fell by 23.8% between 2014 and 2024 (see Figure 17). On average, the largest reductions were recorded on urban roads (-26.8%), followed by rural roads (-22.2%).

Figure 17:

### Change in road deaths by road type (%), 2014-24



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

# Analysis of road fatality collision matrices

## What is a road fatality collision matrix?

A road fatality collision matrix is a tool used to visualise the distribution of road deaths for each road transport mode in collisions with other modes, providing valuable insights for road safety management. It illustrates, in particular, the risks faced by vulnerable users, as represented in Figure 18, in the top three rows.

## How to read the matrix

Each fatality is classified according to two dimensions:

- **Rows:** The type of road user killed (pedestrian, cyclist, car occupant, etc.)
- **Columns:** The type of “main opponent” involved in the crash

The value in each cell represents both the number of fatalities for that combination and their share of total fatalities. For example, the yellow cell in Figure 18 shows cyclists killed in a crash where a car is the main opponent.

Figure 18:

### How to read a road fatality collision matrix

Fatalities	In a collision against...												Total
	Pedestrian	Motorised micro-mobility device	Bicycle	Moped	Motorcycle	Car	LGV (< 3.5t)	Heavy good vehicles	Bus or coach	Other / Unknown	no other traffic unit		
Pedestrians	1 211	0	7	7	28	179	247	99	6	38	0	1 211	
Users of a motorised micro-mobility device	0	0	0	0	0	0	0	0	0	0	0	0	
Cyclists	1	0	3	1	1	6	87	69	3	4	120	500	
Moped riders	0	0	0	2	2	60	26	27	1	2	42	162	
Motorcyclists	0	0	1	0	19	167	58	45	4	2	137	433	
Car occupants	0	0	0	1	1	267	23	73	3	0	665	635	
LGV (< 3.5t) occupants	0	0	0	0	0	46	37	30	2	2	109	226	
Heavy good vehicle occupants	0	0	0	0	0	2	1	18	2	0	27	50	
Bus or coach occupants	0	0	0	0	0	0	0	4	0	0	0	4	
Other / Unknown	0	0	0	0	0	11	3	2	0	0	26	42	
<b>Total</b>	1	0	11	11	54	1540	482	367	21	56	720	3263	
	0%	0%	0.3%	0.3%	1.7%	47.2%	14.8%	11.2%	0.6%	1.7%	22.1%	100%	

Example: The yellow cell contains cyclists killed in a crash where a car is the main opponent.  
The red cell contains car occupants (drivers and passengers) killed in a crash where no other traffic unit is involved.

### Defining the “main opponent”

The “main opponent” is the other road user type involved in the fatal crash. When only two road users are involved, this is straightforward. When more than two road users are involved, the main opponent is determined using a standardised hierarchy, as the order in which vehicles collided is often unclear.

Both pedestrians and passengers are considered traffic units for classification purposes.

### Example: Multi-vehicle crash

If a pedestrian, a car, and a heavy goods vehicle (HGV) are involved in a crash, fatalities are classified as follows:

- A fatality in the **HGV** is counted as a fatality against a **car**
- A fatality in the **car** is counted as a fatality against an **HGV**
- A **pedestrian** killed is counted as a fatality against an **HGV**

## Single-vehicle crashes

Fatalities from single-vehicle crashes are included in the column labelled “no other traffic unit”. These are crashes where a single traffic unit collided with an obstacle (such as a tree or pole) or did not collide with anything but, for example, rolled over or ran into water.

## Data sources and methodology

This approach follows the methodology developed for the European Union’s collision matrix, which was first published in 2021<sup>1</sup>.

Collision matrices from 30 countries are included in this analysis. For EU countries, data were downloaded from the European Commission’s CARE database in April 2025 and then confirmed or amended by their representatives at IRTAD. For non-EU countries, data were collected through a survey among IRTAD members in April 2025.

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<sup>1</sup> [https://road-safety.transport.ec.europa.eu/european-road-safety-observatory/data-and-analysis/collision-matrix\\_en](https://road-safety.transport.ec.europa.eu/european-road-safety-observatory/data-and-analysis/collision-matrix_en)

## The cumulative collision matrix

The collision matrix (see Figure 19) represents the aggregate data from the 30 countries with available data. Separate collision matrices for each country are presented later in the document.

Each cell is coloured according to its share of total fatalities, from grey for the less frequent pairs to red for the most frequent. The darker orange and red cells depict the most frequent types of collisions.

The total number of fatalities in the 30 countries is 41 974. Total quantities per row show that the most frequent fatalities are passenger car occupants (13 331 fatalities; 31.8 %), followed by motorcycle users (11 956; 28.5 %) and pedestrians (8 331; 19.8 %).

Total quantities per column indicate that the main opponents of 13 893 fatalities (33.1 %) are passenger cars, followed by single vehicle crashes (29.2%).

Figure 19:

**Cumulative collision matrix for 30 IRTAD countries****All 30 respondent countries**

Year 2023 \*\*

	In a collision against...											
	Pedestrian	Motorised micro-mobility device	Bicycle	Moped	Motorcycle	Car	LGV (< 3.5t)	Heavy good vehicles	Bus or coach	Other / Unknown	no other traffic unit	Total
<b>Fatalities</b>												
Pedestrians	7 *	54 *	21 *	971 *	4 419	945 *	917	319	678 *		8 331	
	0.0%	0.1%	0.1%	2.3%	10.5%	2.3%	2.2%	0.8%	1.6%		19.8%	
Users of a motorised micro-mobility device	1 *	0 *	1 *	0 *	2 *	54 *	8 *	11 *	3 *	21 *	48 *	149
	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.1%	0.1%	0.4%
Cyclists	13 *	3 *	56 *	10 *	181 *	1 313	281 *	400	102 *	169	691 *	3 219
	0.0%	0.0%	0.1%	0.0%	0.4%	3.1%	0.7%	1.0%	0.2%	0.4%	1.6%	7.7%
Moped riders	2 *	1 *	1 *	14 *	8 *	274 *	63 *	57 *	7 *	38 *	218 *	683
	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	0.2%	0.1%	0.0%	0.1%	0.5%	1.6%
Motorcyclists	25 *	3 *	37 *	3 *	1 096	3 283	602 *	1 401	358 *	1 042 *	4 106 *	11 956
	0.1%	0.0%	0.1%	0.0%	2.6%	7.8%	1.4%	3.3%	0.9%	2.5%	9.8%	28.5%
Car occupants	12 *	2 *	24	15 *	111	3 999	709 *	1 908	236	697	5 618 *	13 331
	0.0%	0.0%	0.1%	0.0%	0.3%	9.5%	1.7%	4.5%	0.6%	1.7%	13.4%	31.8%
LGV (< 3.5t) occupants	2 *	1 *	7 *	0 *	40 *	264 *	311 *	325 *	24 *	195 *	604 *	1 773
	0.0%	0.0%	0.0%	0.0%	0.1%	0.6%	0.7%	0.8%	0.1%	0.5%	1.4%	4.2%
Heavy good vehicle occupants	1 *	1 *	7 *	1 *	11 *	74	24 *	263 *	19 *	71 *	398 *	870
	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.1%	0.6%	0.0%	0.2%	0.9%	2.1%
Bus or coach occupants	0 *	0 *	3 *	1 *	13 *	60	42 *	70 *	21 *	89 *	145 *	444
	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.2%	0.1%	0.2%	0.3%	1.1%
Other / Unknown	1 *	0 *	0 *	1 *	9 *	153 *	64 *	85 *	9 *	480 *	416 *	1 218
	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.2%	0.2%	0.0%	1.1%	1.0%	2.9%
<b>Total</b>	<b>57</b>	<b>18</b>	<b>190</b>	<b>66</b>	<b>2 442</b>	<b>13 893</b>	<b>3 049</b>	<b>5 437</b>	<b>1 098</b>	<b>3 480</b>	<b>12 244</b>	<b>41 974</b>
	0.1%	0.0%	0.5%	0.2%	5.8%	33.1%	7.3%	13.0%	2.6%	8.3%	29.2%	100%

Countries included: Argentina, Australia, Austria, Belgium, Canada, Colombia, Czechia, Denmark, Finland, France, Germany, Great Britain, Greece, Hungary, Iceland, Ireland, Italy, Japan, Latvia, Luxembourg, Netherlands, Norway, Poland, Portugal, Serbia, Slovenia, Korea, Spain, Sweden, Switzerland

LGV: Light good vehicles

Canada: LGVs < 4.536 tons

\* Some countries did not provide data for this cell

\*\* Except Norway (2024), Argentina (2022) & Australia (2022)

## Fatalities from single-vehicle crashes

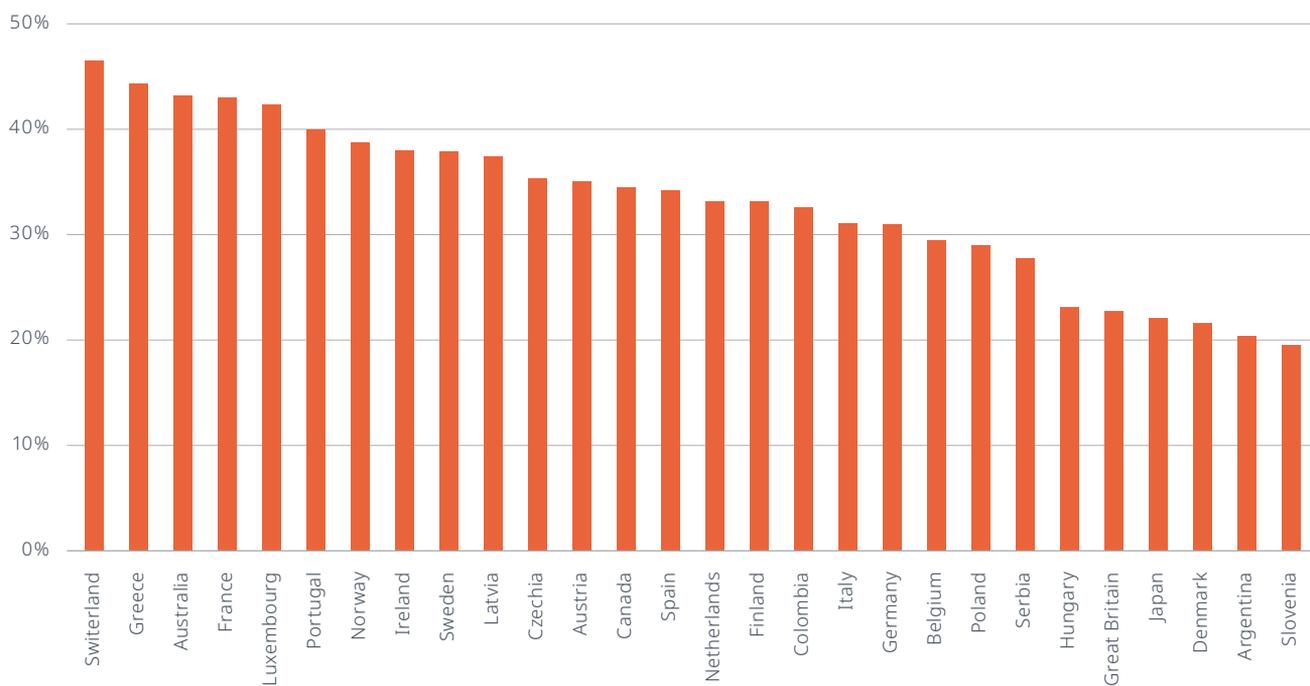
Fatalities from single-vehicle crashes account for almost one third of all fatalities (no other traffic unit involved: 12 244; 29.2 %). The shares of single-traffic-unit crashes range from 20% in Slovenia to 46% in Switzerland<sup>2</sup> (see Figure 20).

Two thirds of these fatalities involve car occupants (5 618) or motorcycle users (4 106).

2 In Iceland, 4 fatalities out of 8 occurred in single-vehicle crashes.

Figure 20:

### Share of fatalities in single-vehicle crashes

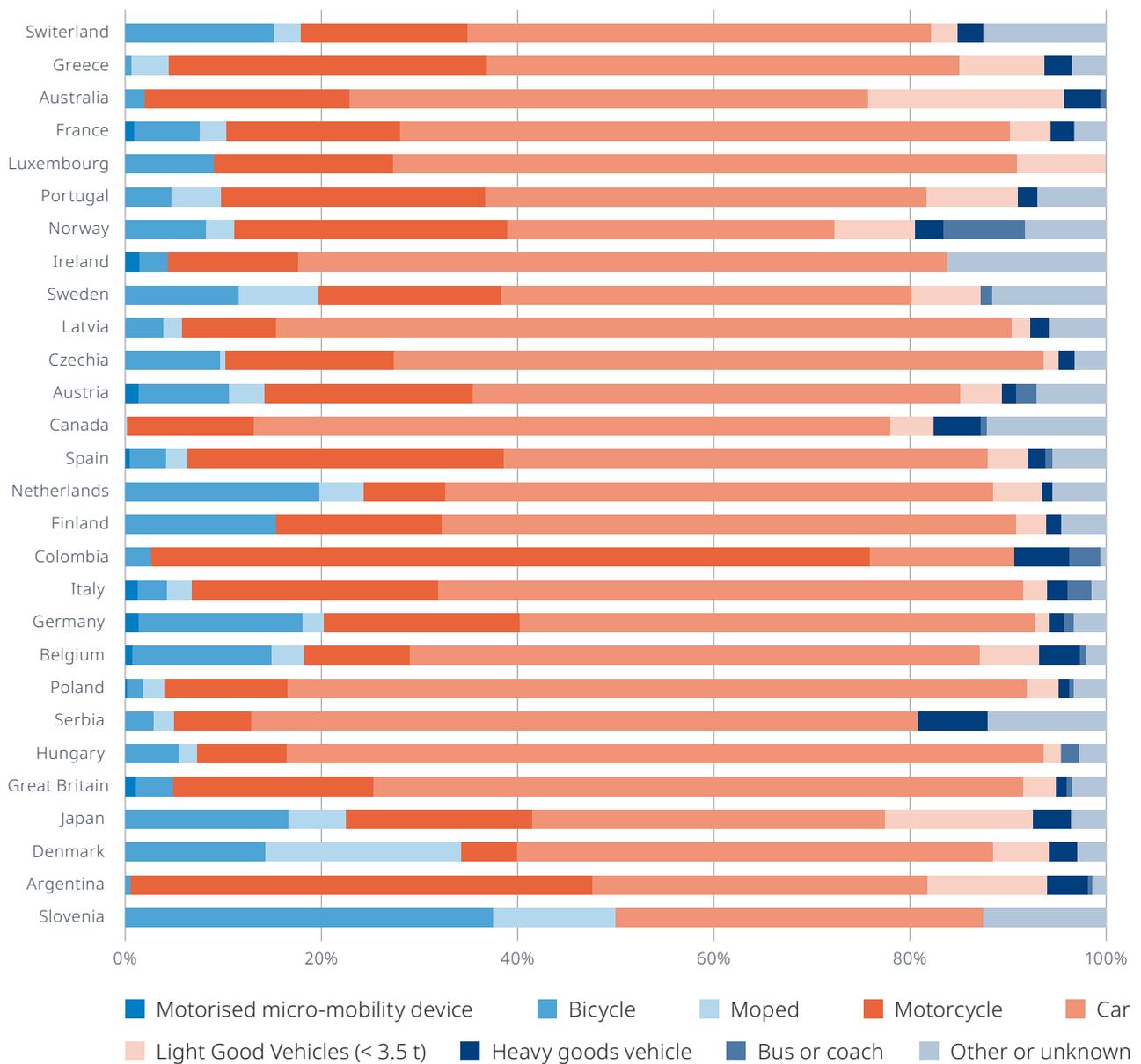


At 13.4%, car occupant fatalities in single-traffic-unit crashes represent the largest share of all fatalities. This holds across nearly all 30 countries.

Motorcycle user fatalities in single-traffic-unit crashes represent nearly 10% of the overall fatalities across the 30 countries. However, almost half of these occurred in one country: Colombia, with 1 968 fatalities. This type of fatality accounts for 24% of the country's total, compared to 10–12% in Greece, Norway, Portugal, and Spain, and less than 10% in any other country. As Colombia has the highest total number of fatalities of all 30 countries, this has a strong impact on the cumulative matrix. Figure 21 illustrates, for each country, the distribution of single-vehicle crashes by mode.

Figure 21:

**Share of fatalities in single-vehicle crashes by mode**



## Most frequent types of conflicts for fatalities in multi-party collisions

**Pedestrians killed in a collision with a car** are the largest group of fatalities in multi-party collisions, accounting for 10.5% of all fatalities (4 419). Cars are the opponents of more than half the pedestrians killed (53 %) and pedestrians represent one third of the fatalities in a collision with a car (32 %).

In Japan, Korea and Slovenia, pedestrians killed in a collision with a car represent the largest share of all fatalities (respectively, 24 %, 20 % and 12%).

Across almost every country studied, pedestrians hit by cars rank among the top four shares of fatalities.

**Car occupants killed in a collision with another car** are the second largest group of fatalities in multi-party collisions accounting for 9.5% of all fatalities (3 999). However, this share varies significantly between countries: from less than 1% in Colombia and 5 % in Slovenia to more than 15 % in Belgium, Canada, Great Britain, Hungary, Italy and Luxembourg. These variations are mainly explained by the characteristics of each country's transport system, particularly regarding modes of transport other than cars.

**Motorcycle users killed in a collision with a car** are the third largest group of fatalities in multi-party collisions, accounting for 7.8 % of all fatalities (3 283).

# Individual countries' collision matrix

This section presents the road fatality collision matrix for each country. Blank cells indicate that the country did not provide data for that type of collision. A value of 0 indicates that the country specifically reported no fatalities for that type of collision.

Figure 22:

## Fatal collision matrix by country

### Argentina

Year 2022

Fatalities	In a collision against...											Total
	Pedestrian	Motorised micro-mobility device	Bicycle	Moped	Motorcycle	Car	LGV (< 3.5t)	Heavy good vehicles	Bus or coach	Other / Unknown	no other traffic unit	
Pedestrians	0	0	1		42	126	60	49	15	230		523
	0.0%	0.0%	0.0%		0.9%	2.7%	1.3%	1.0%	0.3%	4.9%		11.1%
Users of a motorised micro-mobility device	0	0	0		0	0	0	0	0	2	0	2
	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%
Cyclists	2	0	0		23	50	19	30	5	39	6	174
	0.0%	0.0%	0.0%		0.5%	1.1%	0.4%	0.6%	0.1%	0.8%	0.1%	3.7%
Moped riders												0
Motorcyclists	13	0	8		193	338	211	201	56	458	454	1 932
	0.3%	0.0%	0.2%		4.1%	7.2%	4.5%	4.3%	1.2%	9.7%	9.6%	41%
Car occupants	2	0	1		3	283	105	167	32	253	329	1 175
	0.0%	0.0%	0.0%		0.1%	6.0%	2.2%	3.5%	0.7%	5.4%	7.0%	24.9%
LGV (< 3.5t) occupants	1	0	0		4	10	103	60	4	60	117	359
	0.0%	0.0%	0.0%		0.1%	0.2%	2.2%	1.3%	0.1%	1.3%	2.5%	7.6%
Heavy good vehicle occupants	1	0	0		1	1	2	25	6	45	40	121
	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.5%	0.1%	1.0%	0.8%	2.6%
Bus or coach occupants	0	0	0		0	2	0	5	8	13	4	32
	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.1%	0.2%	0.3%	0.1%	0.7%
Other / Unknown	0	0	0		0	1	4	8	0	367	13	393
	0.0%	0.0%	0.0%		0.0%	0.0%	0.1%	0.2%	0.0%	7.8%	0.3%	8.3%
<b>Total</b>	<b>19</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>266</b>	<b>811</b>	<b>504</b>	<b>545</b>	<b>126</b>	<b>1 467</b>	<b>963</b>	<b>4 711</b>
	0.4%		0.2%		5.6%	17.2%	10.7%	11.6%	2.7%	31.1%	20.4%	100%

## Australia

Year 2022

### In a collision against...

	Pedestrian	Motorised micro-mobility device	Bicycle	Moped	Motorcycle	Car	LGV (< 3.5t)	Heavy good vehicles	Bus or coach	Other / Unknown	no other traffic unit	Total
<b>Fatalities</b>												
Pedestrians			1 0.1%		4 0.3%	95 8.0%	34 2.9%	11 0.9%	6 0.5%	11 0.9%		162 13.7%
Users of a motorised micro-mobility device												0
Cyclists	0 0.0%		0 0.0%		0 0.0%	10 0.8%	5 0.4%	9 0.8%	0 0.0%	1 0.1%	10 0.8%	35 3%
Moped riders												0
Motorcyclists	0 0.0%		1 0.1%		4 0.3%	70 5.9%	27 2.3%	21 1.8%	3 0.3%	7 0.6%	107 9.0%	240 20.2%
Car occupants	0 0.0%		0 0.0%		0 0.0%	104 8.8%	63 5.3%	74 6.2%	3 0.3%	1 0.1%	271 22.8%	516 43.5%
LGV (< 3.5t) occupants	0 0.0%		0 0.0%		0 0.0%	9 0.8%	23 1.9%	22 1.9%	2 0.2%	3 0.3%	102 8.6%	161 13.6%
Heavy good vehicle occupants	0 0.0%		0 0.0%		0 0.0%	1 0.1%	1 0.1%	15 1.3%	1 0.1%	3 0.3%	19 1.6%	40 3.4%
Bus or coach occupants	0 0.0%		0 0.0%		0 0.0%	1 0.1%	0 0.0%	2 0.2%	0 0.0%	0 0.0%	3 0.3%	6 0.5%
Other / Unknown	0 0.0%		0 0.0%		0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	26 2.2%	0 0.0%	26 2.2%
<b>Total</b>	<b>0</b>	<b>0</b>	<b>2</b> 0.2%	<b>0</b>	<b>8</b> 0.7%	<b>290</b> 24.5%	<b>153</b> 12.9%	<b>154</b> 13%	<b>15</b> 1.3%	<b>52</b> 4.4%	<b>512</b> 43.2%	<b>1 186</b> 100%

## Austria

Year 2023

### In a collision against...

	Pedestrian	Motorised micro-mobility device	Bicycle	Moped	Motorcycle	Car	LGV (< 3.5t)	Heavy good vehicles	Bus or coach	Other / Unknown	no other traffic unit	Total
<b>Fatalities</b>												
Pedestrians		0 0.0%	1 0.2%	0 0.0%	1 0.2%	29 7.2%	4 1.0%	9 2.2%	3 0.7%	5 1.2%		52 12.9%
Users of a motorised micro-mobility device	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 0.2%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	2 0.5%	3 0.7%
Cyclists	1 0.2%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	13 3.2%	1 0.2%	7 1.7%	1 0.2%	6 1.5%	13 3.2%	42 10.4%
Moped riders	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	5 1.2%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	5 1.2%	10 2.5%
Motorcyclists	0 0.0%	0 0.0%	0 0.0%	0 0.0%	2 0.5%	40 10.0%	2 0.5%	5 1.2%	2 0.5%	1 0.2%	30 7.5%	82 20.4%
Car occupants	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	46 11.4%	11 2.7%	36 9.0%	4 1.0%	11 2.7%	70 17.4%	178 44.3%
LGV (< 3.5t) occupants	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	3 0.7%	1 0.2%	4 1.0%	0 0.0%	0 0.0%	6 1.5%	14 3.5%
Heavy good vehicle occupants	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 0.2%	0 0.0%	0 0.0%	2 0.5%	3 0.7%
Bus or coach occupants	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	3 0.7%	3 0.7%
Other / Unknown	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	2 0.5%	1 0.2%	1 0.2%	0 0.0%	1 0.2%	10 2.5%	15 3.7%
<b>Total</b>	<b>1</b> 0.2%	<b>0</b>	<b>1</b> 0.2%	<b>0</b>	<b>3</b> 0.7%	<b>139</b> 34.6%	<b>20</b> 5%	<b>63</b> 15.7%	<b>10</b> 2.5%	<b>24</b> 6%	<b>141</b> 35.1%	<b>402</b> 100%

## Belgium

Year 2023

### In a collision against...

Fatalities	Pedestrian	Motorised micro-mobility device	Bicycle	Moped	Motorcycle	Car	LGV (< 3.5t)	Heavy good vehicles	Bus or coach	Other / Unknown	no other traffic unit	Total
Pedestrians	0	0	1	0	0	43	6	15	4	8	0	77
	0.0%	0.0%	0.2%	0.0%	0.0%	8.6%	1.2%	3.0%	0.8%	1.6%	0.0%	15.4%
Users of a motorised micro-mobility device	0	0	0	0	0	1	0	0	0	0	1	2
	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.2%	0.4%
Cyclists	0	0	6	1	2	36	12	18	1	4	21	101
	0.0%	0.0%	1.2%	0.2%	0.4%	7.2%	2.4%	3.6%	0.2%	0.8%	4.2%	20.2%
Moped riders	0	0	0	1	0	6	1	3	0	0	5	16
	0.0%	0.0%	0.0%	0.2%	0.0%	1.2%	0.2%	0.6%	0.0%	0.0%	1.0%	3.2%
Motorcyclists	0	0	2	0	2	22	3	4	2	0	16	51
	0.0%	0.0%	0.4%	0.0%	0.4%	4.4%	0.6%	0.8%	0.4%	0.0%	3.2%	10.2%
Car occupants	0	0	1	0	0	83	10	25	2	4	86	211
	0.0%	0.0%	0.2%	0.0%	0.0%	16.6%	2.0%	5.0%	0.4%	0.8%	17.2%	42.1%
LGV (< 3.5t) occupants	1	0	0	0	0	5	3	7	0	1	9	26
	0.2%	0.0%	0.0%	0.0%	0.0%	1.0%	0.6%	1.4%	0.0%	0.2%	1.8%	5.2%
Heavy good vehicle occupants	0	0	0	0	0	0	1	1	0	0	6	8
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.2%	0.0%	0.0%	1.2%	1.6%
Bus or coach occupants	0	0	0	0	0	0	0	0	1	0	1	2
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.2%	0.4%
Other / Unknown	0	0	0	0	0	1	0	0	0	3	3	7
	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.6%	0.6%	1.4%
<b>Total</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>2</b>	<b>4</b>	<b>197</b>	<b>36</b>	<b>73</b>	<b>10</b>	<b>20</b>	<b>148</b>	<b>501</b>
	0.2%	0.0%	2%	0.4%	0.8%	39.3%	7.2%	14.6%	2%	4%	29.5%	100%

## Canada

Year 2023

### In a collision against...

Fatalities	Pedestrian	Motorised micro-mobility device	Bicycle	Moped	Motorcycle	Car	LGV (< 3.5t)	Heavy good vehicles	Bus or coach	Other / Unknown	no other traffic unit	Total
Pedestrians	0	0	0	0	3	203	22	35	7	48	0	318
	0.0%	0.0%	0.0%	0.0%	0.2%	10.2%	1.1%	1.8%	0.4%	2.4%	0.0%	15.9%
Users of a motorised micro-mobility device	0	0	0	0	0	0	0	0	0	0	0	0
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cyclists	0	0	0	0	0	31	2	8	1	4	0	46
	0.0%	0.0%	0.0%	0.0%	0.0%	1.6%	0.1%	0.4%	0.1%	0.2%	0.0%	2.3%
Moped riders	0	0	0	0	2	0	0	0	0	0	1	3
	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.2%
Motorcyclists	0	0	1	0	4	90	8	12	3	17	89	224
	0.0%	0.0%	0.1%	0.0%	0.2%	4.5%	0.4%	0.6%	0.2%	0.9%	4.5%	11.2%
Car occupants	2	0	1	0	3	408	8	152	10	27	448	1 059
	0.1%	0.0%	0.1%	0.0%	0.2%	20.4%	0.4%	7.6%	0.5%	1.4%	22.4%	53%
LGV (< 3.5t) occupants	0	0	0	0	0	1	5	14	0	0	30	50
	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.3%	0.7%	0.0%	0.0%	1.5%	2.5%
Heavy good vehicle occupants	0	0	0	0	0	9	2	23	0	0	33	67
	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.1%	1.2%	0.0%	0.0%	1.7%	3.4%
Bus or coach occupants	0	0	0	0	0	1	0	15	0	0	4	20
	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.8%	0.0%	0.0%	0.2%	1%
Other / Unknown	0	0	0	0	0	23	30	30	1	45	84	213
	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	1.5%	1.5%	0.1%	2.3%	4.2%	10.7%
<b>Total</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>768</b>	<b>77</b>	<b>289</b>	<b>22</b>	<b>141</b>	<b>689</b>	<b>2 000</b>
	0.1%	0.0%	0.1%	0.0%	0.5%	38.4%	3.9%	14.5%	1.1%	7.1%	34.5%	100%

## Colombia

Year 2023

### In a collision against...

Fatalities	Pedestrian	Motorised micro-mobility device	Bicycle	Moped	Motorcycle	Car	LGV (< 3.5t)	Heavy good vehicles	Bus or coach	Other / Unknown	no other traffic unit	Total
Pedestrians			11 0.1%		762 9.2%	444 5.4%		216 2.6%	96 1.2%	184 2.2%		1 713 20.8%
Users of a motorised micro-mobility device												0
Cyclists			3 0.0%		118 1.4%	98 1.2%		90 1.1%	37 0.4%	18 0.2%	71 0.9%	435 5.3%
Moped riders												0
Motorcyclists			16 0.2%		755 9.2%	921 11.2%		930 11.3%	245 3.0%	309 3.7%	1 968 23.9%	5 144 62.4%
Car occupants			0 0.0%		13 0.2%	67 0.8%		89 1.1%	20 0.2%	7 0.1%	398 4.8%	594 7.2%
LGV (< 3.5t) occupants												0
Heavy good vehicle occupants			1 0.0%		3 0.0%	7 0.1%		29 0.4%	3 0.0%	5 0.1%	151 1.8%	199 2.4%
Bus or coach occupants			0 0.0%		3 0.0%	0 0.0%		27 0.3%	2 0.0%	0 0.0%	83 1.0%	115 1.4%
Other / Unknown			0 0.0%		5 0.1%	5 0.1%		8 0.1%	3 0.0%	9 0.1%	16 0.2%	46 0.6%
<b>Total</b>	<b>0</b>	<b>0</b>	<b>31</b> 0.4%	<b>0</b>	<b>1 659</b> 20.1%	<b>1 542</b> 18.7%	<b>0</b>	<b>1 389</b> 16.8%	<b>406</b> 4.9%	<b>532</b> 6.5%	<b>2 687</b> 32.6%	<b>8 246</b> 100%

## Czechia

Year 2023

### In a collision against...

Fatalities	Pedestrian	Motorised micro-mobility device	Bicycle	Moped	Motorcycle	Car	LGV (< 3.5t)	Heavy good vehicles	Bus or coach	Other / Unknown	no other traffic unit	Total
Pedestrians			0 0.0%	1 0.2%	1 0.2%	45 8.5%	8 1.5%	15 2.8%	3 0.6%	13 2.5%		86 16.3%
Users of a motorised micro-mobility device												0
Cyclists	1 0.2%		0 0.0%	0 0.0%	2 0.4%	23 4.4%	3 0.6%	4 0.8%	1 0.2%	2 0.4%	18 3.4%	54 10.2%
Moped riders	0 0.0%		0 0.0%	0 0.0%		2 0.4%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 0.2%	3 0.6%
Motorcyclists	0 0.0%		0 0.0%		2 0.4%	30 5.7%	1 0.2%	5 0.9%	0 0.0%	1 0.2%	32 6.1%	71 13.5%
Car occupants	0 0.0%		1 0.2%	0 0.0%	0 0.0%	68 12.9%	14 2.7%	57 10.8%	3 0.6%	11 2.1%	123 23.3%	277 52.6%
LGV (< 3.5t) occupants	0 0.0%		0 0.0%	0 0.0%	0 0.0%	6 1.1%	2 0.4%	4 0.8%	0 0.0%	4 0.8%	3 0.6%	19 3.6%
Heavy good vehicle occupants	0 0.0%		0 0.0%	0 0.0%	0 0.0%	1 0.2%	1 0.2%	3 0.6%	0 0.0%	0 0.0%	3 0.6%	8 1.5%
Bus or coach occupants	0 0.0%		0 0.0%	0 0.0%	0 0.0%	2 0.4%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	2 0.4%
Other / Unknown	0 0.0%		0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 0.2%	6 1.1%	7 1.3%
<b>Total</b>	<b>1</b> 0.2%	<b>0</b>	<b>1</b> 0.2%	<b>1</b> 0.2%	<b>5</b> 0.9%	<b>177</b> 33.6%	<b>29</b> 5.5%	<b>88</b> 16.7%	<b>7</b> 1.3%	<b>32</b> 6.1%	<b>186</b> 35.3%	<b>527</b> 100%

## In a collision against...

	Pedestrian	Motorised micro-mobility device	Bicycle	Moped	Motorcycle	Car	LGV (< 3.5t)	Heavy good vehicles	Bus or coach	Other / Unknown	no other traffic unit	Total
<b>Fatalities</b>												
Pedestrians	0	0	1	0	0	19	3	6	1	2	0	32
	0.0%	0.0%	0.6%	0.0%	0.0%	11.7%	1.9%	3.7%	0.6%	1.2%	0.0%	19.8%
Users of a motorised micro-mobility device	0	0	0	0	0	1	0	0	0	0	0	1
	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%
Cyclists	0	0	2	0	0	13	0	7	1	0	5	28
	0.0%	0.0%	1.2%	0.0%	0.0%	8.0%	0.0%	4.3%	0.6%	0.0%	3.1%	17.3%
Moped riders	0	0	0	0	0	4	2	1	0	0	7	14
	0.0%	0.0%	0.0%	0.0%	0.0%	2.5%	1.2%	0.6%	0.0%	0.0%	4.3%	8.6%
Motorcyclists	0	0	0	0	0	10	0	0	0	1	2	13
	0.0%	0.0%	0.0%	0.0%	0.0%	6.2%	0.0%	0.0%	0.0%	0.6%	1.2%	8%
Car occupants	0	0	0	0	0	20	7	20	0	0	17	64
	0.0%	0.0%	0.0%	0.0%	0.0%	12.3%	4.3%	12.3%	0.0%	0.0%	10.5%	39.5%
LGV (< 3.5t) occupants	0	0	0	0	0	1	0	3	0	0	2	6
	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	0.0%	1.9%	0.0%	0.0%	1.2%	3.7%
Heavy good vehicle occupants	0	0	0	0	0	0	0	2	0	0	1	3
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	0.0%	0.0%	0.6%	1.9%
Bus or coach occupants	0	0	0	0	0	0	0	0	0	0	0	0
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Other / Unknown	0	0	0	0	0	0	0	0	0	0	1	1
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	0.6%
<b>Total</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>12</b>	<b>39</b>	<b>2</b>	<b>3</b>	<b>35</b>	<b>162</b>
			1.9%			42%	7.4%	24.1%	1.2%	1.9%	21.6%	100%

## Finland

## In a collision against...

	Pedestrian	Motorised micro-mobility device	Bicycle	Moped	Motorcycle	Car	LGV (< 3.5t)	Heavy good vehicles	Bus or coach	Other / Unknown	no other traffic unit	Total
<b>Fatalities</b>												
Pedestrians	0	0	1	1	0	14	2	4	1	4	0	27
	0.0%	0.0%	0.5%	0.5%	0.0%	7.1%	1.0%	2.0%	0.5%	2.0%	0.0%	13.8%
Users of a motorised micro-mobility device	0	0	0	0	0	0	0	0	0	0	0	0
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cyclists	0	0	2	0	1	4	0	1	0	0	10	18
	0.0%	0.0%	1.0%	0.0%	0.5%	2.0%	0.0%	0.5%	0.0%	0.0%	5.1%	9.2%
Moped riders	0	0	0	0	0	1	0	0	0	0	0	1
	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%
Motorcyclists	0	0	0	0	1	6	0	2	0	1	11	21
	0.0%	0.0%	0.0%	0.0%	0.5%	3.1%	0.0%	1.0%	0.0%	0.5%	5.6%	10.7%
Car occupants	0	0	0	0	0	20	2	56	2	2	38	120
	0.0%	0.0%	0.0%	0.0%	0.0%	10.2%	1.0%	28.6%	1.0%	1.0%	19.4%	61.2%
LGV (< 3.5t) occupants	0	0	0	0	0	0	0	0	0	0	2	2
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	1%
Heavy good vehicle occupants	0	0	0	0	0	1	0	1	0	0	1	3
	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.5%	0.0%	0.0%	0.5%	1.5%
Bus or coach occupants	0	0	0	0	0	0	0	0	0	0	0	0
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Other / Unknown	0	0	0	0	0	1	0	0	0	0	3	4
	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	1.5%	2%
<b>Total</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>47</b>	<b>4</b>	<b>64</b>	<b>3</b>	<b>7</b>	<b>65</b>	<b>196</b>
			1.5%	0.5%	1%	24%	2%	32.7%	1.5%	3.6%	33.2%	100%

In a collision against...

Fatalities	Pedestrian	Motorised micro-mobility device	Bicycle	Moped	Motorcycle	Car	LGV (< 3.5t)	Heavy good vehicles	Bus or coach	Other / Unknown	no other traffic unit	Total
Pedestrians	0	0	0	1	13	246	69	60	21	16		426
	0.0%	0.0%	0.0%	0.0%	0.4%	7.8%	2.2%	1.9%	0.7%	0.5%		13.5%
Users of a motorised micro-mobility device	1	0	0	0	0	20	4	3	2	2	12	44
	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	0.1%	0.1%	0.1%	0.1%	0.4%	1.4%
Cyclists	0	0	2	0	3	83	15	17	2	8	91	221
	0.0%	0.0%	0.1%	0.0%	0.1%	2.6%	0.5%	0.5%	0.1%	0.3%	2.9%	7%
Moped riders	0	0	0	2	1	37	8	8	0	2	37	95
	0.0%	0.0%	0.0%	0.1%	0.0%	1.2%	0.3%	0.3%	0.0%	0.1%	1.2%	3%
Motorcyclists	0	2	0	1	17	250	48	32	5	16	240	611
	0.0%	0.1%	0.0%	0.0%	0.5%	7.9%	1.5%	1.0%	0.2%	0.5%	7.6%	19.4%
Car occupants	2	0	0	0	2	386	64	181	21	13	843	1 512
	0.1%	0.0%	0.0%	0.0%	0.1%	12.2%	2.0%	5.7%	0.7%	0.4%	26.7%	47.9%
LGV (< 3.5t) occupants	0	0	0	0	0	17	7	38	1	5	57	125
	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.2%	1.2%	0.0%	0.2%	1.8%	4%
Heavy good vehicle occupants	0	0	0	0	0	2	2	10	0	0	31	45
	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.3%	0.0%	0.0%	1.0%	1.4%
Bus or coach occupants	0	0	0	0	0	3	0	1	0	0	1	5
	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%
Other / Unknown	0	0	0	0	1	13	9	2	0	1	44	70
	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.3%	0.1%	0.0%	0.0%	1.4%	2.2%
<b>Total</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>37</b>	<b>1 057</b>	<b>226</b>	<b>352</b>	<b>52</b>	<b>63</b>	<b>1 356</b>	<b>3 154</b>
	0.1%	0.1%	0.1%	0.1%	1.2%	33.5%	7.2%	11.2%	1.6%	2%	43%	100%

In a collision against...

Fatalities	Pedestrian	Motorised micro-mobility device	Bicycle	Moped	Motorcycle	Car	LGV (< 3.5t)	Heavy good vehicles	Bus or coach	Other / Unknown	no other traffic unit	Total
Pedestrians	0	8	0	9	259	28	69	26	43			442
	0.0%	0.3%	0.0%	0.3%	9.1%	1.0%	2.4%	0.9%	1.5%			15.6%
Users of a motorised micro-mobility device	0	0	0	0	0	8	0	0	0	1	12	21
	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.4%	0.7%
Cyclists	6	1	16	0	7	191	16	39	4	19	147	446
	0.2%	0.0%	0.6%	0.0%	0.2%	6.7%	0.6%	1.4%	0.1%	0.7%	5.2%	15.7%
Moped riders	0	0	1	0	0	26	1	5	0	1	19	53
	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	0.0%	0.2%	0.0%	0.0%	0.7%	1.9%
Motorcyclists	2	0	1	0	14	236	19	26	3	20	176	497
	0.1%	0.0%	0.0%	0.0%	0.5%	8.3%	0.7%	0.9%	0.1%	0.7%	6.2%	17.5%
Car occupants	1	0	0	0	2	427	43	215	13	29	462	1 192
	0.0%	0.0%	0.0%	0.0%	0.1%	15.0%	1.5%	7.6%	0.5%	1.0%	16.3%	42%
LGV (< 3.5t) occupants	0	0	0	0	0	6	1	34	0	0	13	54
	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	1.2%	0.0%	0.0%	0.5%	1.9%
Heavy good vehicle occupants	0	0	0	0	0	7	0	38	0	3	13	61
	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	1.3%	0.0%	0.1%	0.5%	2.1%
Bus or coach occupants	0	0	0	0	0	4	0	2	1	0	9	16
	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.3%	0.6%
Other / Unknown	0	0	0	0	0	17	0	5	0	6	29	57
	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	0.0%	0.2%	0.0%	0.2%	1.0%	2%
<b>Total</b>	<b>9</b>	<b>1</b>	<b>26</b>	<b>0</b>	<b>32</b>	<b>1 181</b>	<b>108</b>	<b>433</b>	<b>47</b>	<b>122</b>	<b>880</b>	<b>2 839</b>
	0.3%	0%	0.9%	0	1.1%	41.6%	3.8%	15.3%	1.7%	4.3%	31%	100%

Great Britain

Year 2023

In a collision against...

Fatalities	Pedestrian	Motorised micro-mobility device	Bicycle	Moped	Motorcycle	Car	LGV (< 3.5t)	Heavy good vehicles	Bus or coach	Other / Unknown	no other traffic unit	Total
Pedestrians	0	0	4	0	13	258	51	42	29	8	0	405
	0.0%	0.0%	0.2%	0.0%	0.8%	15.9%	3.1%	2.6%	1.8%	0.5%	0.0%	24.9%
Users of a motorised micro-mobility device	0	0	0	0	0	2	0	0	0	0	4	6
	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.2%	0.4%
Cyclists	0	0	0	0	1	45	10	9	2	6	14	87
	0.0%	0.0%	0.0%	0.0%	0.1%	2.8%	0.6%	0.6%	0.1%	0.4%	0.9%	5.4%
Moped riders	0	0	0	0	0	2	0	0	0	0	0	2
	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%
Motorcyclists	2	0	0	0	12	157	25	20	4	10	75	305
	0.1%	0.0%	0.0%	0.0%	0.7%	9.7%	1.5%	1.2%	0.2%	0.6%	4.6%	18.8%
Car occupants	3	0	0	0	1	309	54	89	18	7	244	725
	0.2%	0.0%	0.0%	0.0%	0.1%	19.0%	3.3%	5.5%	1.1%	0.4%	15.0%	44.6%
LGV (< 3.5t) occupants	0	0	0	0	0	12	2	12	0	0	12	38
	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	0.1%	0.7%	0.0%	0.0%	0.7%	2.3%
Heavy good vehicle occupants	0	0	0	0	0	5	0	5	0	0	4	14
	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	0.3%	0.0%	0.0%	0.2%	0.9%
Bus or coach occupants	0	0	0	0	0	0	1	0	0	1	2	4
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.1%	0.1%	0.2%
Other / Unknown	0	0	0	0	3	15	4	2	0	1	13	38
	0.0%	0.0%	0.0%	0.0%	0.2%	0.9%	0.2%	0.1%	0.0%	0.1%	0.8%	2.3%
<b>Total</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>30</b>	<b>805</b>	<b>147</b>	<b>179</b>	<b>53</b>	<b>33</b>	<b>368</b>	<b>1 624</b>
	0.3%	0.0%	0.2%	0.0%	1.8%	49.6%	9.1%	11%	3.3%	2%	22.7%	100%

Greece

Year 2023

In a collision against...

Fatalities	Pedestrian	Motorised micro-mobility device	Bicycle	Moped	Motorcycle	Car	LGV (< 3.5t)	Heavy good vehicles	Bus or coach	Other / Unknown	no other traffic unit	Total
Pedestrians	0	0	0	1	17	71	11	8	1	3	0	112
	0.0%	0.0%	0.0%	0.2%	2.6%	10.9%	1.7%	1.2%	0.2%	0.5%	0.0%	17.1%
Users of a motorised micro-mobility device	0	0	0	0	0	0	0	0	0	0	0	0
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cyclists	0	0	1	0	2	4	4	0	0	0	2	13
	0.0%	0.0%	0.2%	0.0%	0.3%	0.6%	0.6%	0.0%	0.0%	0.0%	0.3%	2%
Moped riders	0	0	0	2	0	6	1	1	0	0	11	21
	0.0%	0.0%	0.0%	0.3%	0.0%	0.9%	0.2%	0.2%	0.0%	0.0%	1.7%	3.2%
Motorcyclists	0	0	0	0	5	66	15	5	2	3	94	190
	0.0%	0.0%	0.0%	0.0%	0.8%	10.1%	2.3%	0.8%	0.3%	0.5%	14.4%	29.1%
Car occupants	0	0	0	0	2	68	12	31	6	2	140	261
	0.0%	0.0%	0.0%	0.0%	0.3%	10.4%	1.8%	4.7%	0.9%	0.3%	21.4%	39.9%
LGV (< 3.5t) occupants	0	0	0	0	0	6	1	3	0	1	25	36
	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	0.2%	0.5%	0.0%	0.2%	3.8%	5.5%
Heavy good vehicle occupants	0	0	0	0	0	0	0	0	0	0	8	8
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	1.2%
Bus or coach occupants	0	0	0	0	0	0	0	0	0	0	0	0
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Other / Unknown	0	0	0	0	0	3	0	0	0	0	10	13
	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	1.5%	2%
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>26</b>	<b>224</b>	<b>44</b>	<b>48</b>	<b>9</b>	<b>9</b>	<b>290</b>	<b>654</b>
	0.0%	0.0%	0.2%	0.5%	4%	34.3%	6.7%	7.3%	1.4%	1.4%	44.3%	100%

## Hungary

Year 2023

### In a collision against...

	Pedestrian	Motorised micro-mobility device	Bicycle	Moped	Motorcycle	Car	LGV (< 3.5t)	Heavy good vehicles	Bus or coach	Other / Unknown	no other traffic unit	Total
<b>Fatalities</b>												
Pedestrians	0	0	0	1	1	62	21	12	4	2	0	103
	0.0%	0.0%	0.0%	0.2%	0.2%	13.1%	4.4%	2.5%	0.8%	0.4%	0.0%	21.8%
Users of a motorised micro-mobility device	0	0	0	0	0	0	0	0	0	0	0	0
Cyclists	0	1	0	1	20	8	2	3	2	6	43	
	0.0%	0.2%	0.0%	0.2%	4.2%	1.7%	0.4%	0.6%	0.4%	1.3%	9.1%	
Moped riders	0	0	0	0	6	1	2	1	0	2	12	
	0.0%	0.0%	0.0%	0.0%	1.3%	0.2%	0.4%	0.2%	0.0%	0.4%	2.5%	
Motorcyclists	0	1	0	0	16	2	5	2	3	10	39	
	0.0%	0.2%	0.0%	0.0%	3.4%	0.4%	1.1%	0.4%	0.6%	2.1%	8.3%	
Car occupants	0	0	0	0	86	23	31	7	9	84	240	
	0.0%	0.0%	0.0%	0.0%	18.2%	4.9%	6.6%	1.5%	1.9%	17.8%	50.8%	
LGV (< 3.5t) occupants	0	0	0	0	2	2	10	0	1	2	17	
	0.0%	0.0%	0.0%	0.0%	0.4%	0.4%	2.1%	0.0%	0.2%	0.4%	3.6%	
Heavy good vehicle occupants	0	0	0	0	1	0	7	0	2	0	10	
	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	1.5%	0.0%	0.4%	0.0%	2.1%	
Bus or coach occupants	0	0	0	0	0	0	0	0	0	2	2	
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.4%	
Other / Unknown	0	0	0	0	2	1	0	0	0	3	6	
	0.0%	0.0%	0.0%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.6%	1.3%	
<b>Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>195</b>	<b>58</b>	<b>69</b>	<b>17</b>	<b>19</b>	<b>109</b>	<b>472</b>
			0.4%	0.2%	0.4%	41.3%	12.3%	14.6%	3.6%	4%	23.1%	100%

## Iceland

Year 2023

### In a collision against...

	Pedestrian	Motorised micro-mobility device	Bicycle	Moped	Motorcycle	Car	LGV (< 3.5t)	Heavy good vehicles	Bus or coach	Other / Unknown	no other traffic unit	Total
<b>Fatalities</b>												
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Users of a motorised micro-mobility device	0	0	0	0	0	0	0	0	0	0	0	0
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cyclists	0	0	0	0	0	0	1	0	0	0	1	
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%	0.0%	12.5%	
Moped riders	0	0	0	0	0	0	0	0	0	0	0	
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Motorcyclists	0	0	0	0	0	0	0	0	0	1	1	
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	12.5%	
Car occupants	0	0	0	0	0	2	0	0	0	2	4	
	0.0%	0.0%	0.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	25.0%	50%	
LGV (< 3.5t) occupants	0	0	0	0	0	0	0	0	1	1	2	
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	12.5%	25%	
Heavy good vehicle occupants	0	0	0	0	0	0	0	0	0	0	0	
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Bus or coach occupants	0	0	0	0	0	0	0	0	0	0	0	
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Other / Unknown	0	0	0	0	0	0	0	0	0	0	0	
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>8</b>
						25%		12.5%		12.5%	50%	100%

## Ireland

Year 2023

### In a collision against...

Fatalities	Pedestrian	Motorised micro-mobility device	Bicycle	Moped	Motorcycle	Car	LGV (< 3.5t)	Heavy good vehicles	Bus or coach	Other / Unknown	no other traffic unit	Total
Pedestrians	0	1	0	0	0	27	0	9	2	4	0	43
	0.0%	0.6%	0.0%	0.0%	0.0%	15.1%	0.0%	5.0%	1.1%	2.2%	0.0%	24%
Users of a motorised micro-mobility device	0	0	0	0	0	1	0	0	0	1	1	3
	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.6%	0.6%	1.7%
Cyclists	0	0	1	0	0	4	0	1	0	1	2	9
	0.0%	0.0%	0.6%	0.0%	0.0%	2.2%	0.0%	0.6%	0.0%	0.6%	1.1%	5%
Moped riders	0	0	0	0	0	0	0	0	0	0	0	0
Motorcyclists	0	0	0	0	0	11	0	1	0	4	9	25
	0.0%	0.0%	0.0%	0.0%	0.0%	6.1%	0.0%	0.6%	0.0%	2.2%	5.0%	14%
Car occupants	0	0	0	0	0	17	0	12	1	10	45	85
	0.0%	0.0%	0.0%	0.0%	0.0%	9.5%	0.0%	6.7%	0.6%	5.6%	25.1%	47.5%
LGV (< 3.5t) occupants	0	0	0	0	0	0	0	0	0	0	0	0
Heavy good vehicle occupants	0	0	0	0	0	0	0	1	0	0	0	1
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.6%
Bus or coach occupants	0	0	0	0	0	0	0	0	0	0	0	0
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Other / Unknown	0	0	0	0	0	1	0	1	0	0	11	13
	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	0.0%	0.6%	0.0%	0.0%	6.1%	7.3%
<b>Total</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>0</b>	<b>25</b>	<b>3</b>	<b>20</b>	<b>68</b>	<b>179</b>
		0.6%	0.6%			34.1%		14%	1.7%	11.2%	38%	100%

## Italy

Year 2023

### In a collision against...

Fatalities	Pedestrian	Motorised micro-mobility device	Bicycle	Moped	Motorcycle	Car	LGV (< 3.5t)	Heavy good vehicles	Bus or coach	Other / Unknown	no other traffic unit	Total
Pedestrians	0	0	6	4	31	352	44	24	14	10	0	485
	0.0%	0.0%	0.2%	0.1%	1.0%	11.6%	1.4%	0.8%	0.5%	0.3%	0.0%	16%
Users of a motorised micro-mobility device	0	0	0	0	2	6	0	1	0	0	12	21
	0.0%	0.0%	0.0%	0.0%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.4%	0.7%
Cyclists	0	0	2	1	10	125	22	13	4	7	28	212
	0.0%	0.0%	0.1%	0.0%	0.3%	4.1%	0.7%	0.4%	0.1%	0.2%	0.9%	7%
Moped riders	1	0	0	3	0	32	4	1	0	3	24	68
	0.0%	0.0%	0.0%	0.1%	0.0%	1.1%	0.1%	0.0%	0.0%	0.1%	0.8%	2.2%
Motorcyclists	3	1	1	0	25	371	58	26	8	4	237	734
	0.1%	0.0%	0.0%	0.0%	0.8%	12.2%	1.9%	0.9%	0.3%	0.1%	7.8%	24.2%
Car occupants	1	0	1	4	4	515	79	138	19	7	564	1 332
	0.0%	0.0%	0.0%	0.1%	0.1%	16.9%	2.6%	4.5%	0.6%	0.2%	18.6%	43.8%
LGV (< 3.5t) occupants	0	0	0	0	0	9	6	10	8	0	23	56
	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.2%	0.3%	0.3%	0.0%	0.8%	1.8%
Heavy good vehicle occupants	0	0	0	0	0	6	0	28	2	0	20	56
	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.9%	0.1%	0.0%	0.7%	1.8%
Bus or coach occupants	0	0	0	0	0	0	1	4	0	0	23	28
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.8%	0.9%
Other / Unknown	0	0	0	0	0	18	3	12	0	0	14	47
	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	0.1%	0.4%	0.0%	0.0%	0.5%	1.5%
<b>Total</b>	<b>5</b>	<b>1</b>	<b>10</b>	<b>12</b>	<b>72</b>	<b>1 434</b>	<b>217</b>	<b>257</b>	<b>55</b>	<b>31</b>	<b>945</b>	<b>3 039</b>
	0.2%	0%	0.3%	0.4%	2.4%	47.2%	7.1%	8.5%	1.8%	1%	31.1%	100%

In a collision against...

Fatalities	Pedestrian	Motorised micro-mobility device	Bicycle	Moped	Motorcycle	Car	LGV (< 3.5t)	Heavy good vehicles	Bus or coach	Other / Unknown	no other traffic unit	Total
Pedestrians	0	0	7	7	28	779	247	99	6	38	0	1 211
	0.0%	0.0%	0.2%	0.2%	0.9%	23.9%	7.6%	3.0%	0.2%	1.2%	0.0%	37.1%
Users of a motorised micro-mobility device	0	0	0	0	0	0	0	0	0	0	0	0
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cyclists	1	0	3	1	4	208	87	69	3	4	120	500
	0.0%	0.0%	0.1%	0.0%	0.1%	6.4%	2.7%	2.1%	0.1%	0.1%	3.7%	15.3%
Moped riders	0	0	0	2	2	60	26	27	1	2	42	162
	0.0%	0.0%	0.0%	0.1%	0.1%	1.8%	0.8%	0.8%	0.0%	0.1%	1.3%	5%
Motorcyclists	0	0	1	0	19	167	58	45	4	2	137	433
	0.0%	0.0%	0.0%	0.0%	0.6%	5.1%	1.8%	1.4%	0.1%	0.1%	4.2%	13.3%
Car occupants	0	0	0	1	1	267	23	73	3	8	259	635
	0.0%	0.0%	0.0%	0.0%	0.0%	8.2%	0.7%	2.2%	0.1%	0.2%	7.9%	19.5%
LGV (< 3.5t) occupants	0	0	0	0	0	46	37	30	2	2	109	226
	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%	1.1%	0.9%	0.1%	0.1%	3.3%	6.9%
Heavy good vehicle occupants	0	0	0	0	0	2	1	18	2	0	27	50
	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.6%	0.1%	0.0%	0.8%	1.5%
Bus or coach occupants	0	0	0	0	0	0	0	4	0	0	0	4
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.1%
Other / Unknown	0	0	0	0	0	11	3	2	0	0	26	42
	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.1%	0.1%	0.0%	0.0%	0.8%	1.3%
<b>Total</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>11</b>	<b>54</b>	<b>1 540</b>	<b>482</b>	<b>367</b>	<b>21</b>	<b>56</b>	<b>720</b>	<b>3 263</b>
	0%	0%	0.3%	0.3%	1.7%	47.2%	14.8%	11.2%	0.6%	1.7%	22.1%	100%

In a collision against...

Fatalities	Pedestrian	Motorised micro-mobility device	Bicycle	Moped	Motorcycle	Car	LGV (< 3.5t)	Heavy good vehicles	Bus or coach	Other / Unknown	no other traffic unit	Total
Pedestrians	0	3	4	1	28	512	198	77	36	0	0	859
	0.0%	0.1%	0.2%	0.0%	1.1%	20.1%	7.8%	3.0%	1.4%	0.0%	0.0%	33.7%
Users of a motorised micro-mobility device	0	0	0	0	0	10	3	4	1	15	0	33
	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.1%	0.2%	0.0%	0.6%	0.0%	1.3%
Cyclists	0	1	1	0	0	47	27	10	15	23	0	124
	0.0%	0.0%	0.0%	0.0%	0.0%	1.8%	1.1%	0.4%	0.6%	0.9%	0.0%	4.9%
Moped riders	0	1	0	1	0	20	7	0	5	22	0	56
	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	0.3%	0.0%	0.2%	0.9%	0.0%	2.2%
Motorcyclists	0	0	2	0	13	88	51	10	7	163	0	334
	0.0%	0.0%	0.1%	0.0%	0.5%	3.4%	2.0%	0.4%	0.3%	6.4%	0.0%	13.1%
Car occupants	0	2	18	10	70	136	41	6	15	230	0	528
	0.0%	0.1%	0.7%	0.4%	2.7%	5.3%	1.6%	0.2%	0.6%	9.0%	0.0%	20.7%
LGV (< 3.5t) occupants	0	1	7	0	36	91	103	8	6	112	0	364
	0.0%	0.0%	0.3%	0.0%	1.4%	3.6%	4.0%	0.3%	0.2%	4.4%	0.0%	14.3%
Heavy good vehicle occupants	0	1	6	1	7	22	13	5	2	10	0	67
	0.0%	0.0%	0.2%	0.0%	0.3%	0.9%	0.5%	0.2%	0.1%	0.4%	0.0%	2.6%
Bus or coach occupants	0	0	3	1	10	44	40	6	8	74	0	186
	0.0%	0.0%	0.1%	0.0%	0.4%	1.7%	1.6%	0.2%	0.3%	2.9%	0.0%	7.3%
Other / Unknown	0	0	0	0	0	0	0	0	0	0	0	0
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Total</b>	<b>0</b>	<b>9</b>	<b>41</b>	<b>14</b>	<b>164</b>	<b>970</b>	<b>483</b>	<b>126</b>	<b>95</b>	<b>649</b>	<b>0</b>	<b>2 551</b>
	0%	0.4%	1.6%	0.5%	6.4%	38%	18.9%	4.9%	3.7%	25.4%	0%	100%

Latvia

Year 2023

In a collision against...

Fatalities	Pedestrian	Motorised micro-mobility device	Bicycle	Moped	Motorcycle	Car	LGV (< 3.5t)	Heavy good vehicles	Bus or coach	Other / Unknown	no other traffic unit	Total
Pedestrians	X		0 0.0%	0 0.0%	0 0.0%	27 19.4%	4 2.9%	6 4.3%	2 1.4%	4 2.9%	X	43 30.9%
Users of a motorised micro-mobility device												0
Cyclists	0 0.0%		0 0.0%	0 0.0%	0 0.0%	6 4.3%	1 0.7%	6 4.3%	2 1.4%	0 0.0%	2 1.4%	17 12.2%
Moped riders	0 0.0%		0 0.0%		0 0.0%	1 0.7%	0 0.0%		0 0.0%	0 0.0%	1 0.7%	2 1.4%
Motorcyclists	0 0.0%		0 0.0%	0 0.0%	0 0.0%	1 0.7%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	5 3.6%	6 4.3%
Car occupants	0 0.0%		0 0.0%	0 0.0%	0 0.0%	8 5.8%	1 0.7%	16 11.5%	0 0.0%	0 0.0%	39 28.1%	64 46%
LGV (< 3.5t) occupants	0 0.0%		0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 0.7%	1 0.7%
Heavy good vehicle occupants	0 0.0%		0 0.0%		0 0.0%	1 0.7%	0 0.0%	1 0.7%		0 0.0%	1 0.7%	3 2.2%
Bus or coach occupants	0 0.0%		0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%		0 0.0%		0 0.0%	0
Other / Unknown	0 0.0%		0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%		0 0.0%	3 2.2%	3 2.2%
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b> 31.7%	<b>6</b> 4.3%	<b>29</b> 20.9%	<b>4</b> 2.9%	<b>4</b> 2.9%	<b>52</b> 37.4%	<b>139</b> 100%

Luxembourg

Year 2023

In a collision against...

Fatalities	Pedestrian	Motorised micro-mobility device	Bicycle	Moped	Motorcycle	Car	LGV (< 3.5t)	Heavy good vehicles	Bus or coach	Other / Unknown	no other traffic unit	Total
Pedestrians	X	0 0.0%	0 0.0%			3 11.5%	0 0.0%	1 3.8%	0 0.0%	0 0.0%	X	4 15.4%
Users of a motorised micro-mobility device	0 0.0%		0 0.0%			0 0.0%	0 0.0%				0 0.0%	0
Cyclists	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 3.8%		0 0.0%	0 0.0%	0 0.0%	1 3.8%	2 7.7%
Moped riders			0 0.0%			0 0.0%	0 0.0%				0 0.0%	0
Motorcyclists			1 3.8%		0 0.0%	2 7.7%	0 0.0%	0 0.0%	0 0.0%		2 7.7%	5 19.2%
Car occupants	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	5 19.2%	0 0.0%	1 3.8%	0 0.0%	0 0.0%	7 26.9%	13 50%
LGV (< 3.5t) occupants	0 0.0%	0 0.0%		0 0.0%	0 0.0%	0 0.0%	0 0.0%	1 3.8%	0 0.0%		1 3.8%	2 7.7%
Heavy good vehicle occupants	0 0.0%		0 0.0%		0 0.0%	0 0.0%	0 0.0%	0 0.0%			0 0.0%	0
Bus or coach occupants	0 0.0%		0 0.0%		0 0.0%	0 0.0%	0 0.0%		0 0.0%		0 0.0%	0
Other / Unknown	0 0.0%		0 0.0%		0 0.0%	0 0.0%	0 0.0%			0 0.0%	0 0.0%	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b> 3.8%	<b>0</b>	<b>0</b>	<b>11</b> 42.3%	<b>0</b>	<b>3</b> 11.5%	<b>0</b>	<b>0</b>	<b>11</b> 42.3%	<b>26</b> 100%

## Netherlands

Year 2023

### In a collision against...

	Pedestrian	Motorised micro-mobility device	Bicycle	Moped	Motorcycle	Car	LGV (< 3.5t)	Heavy good vehicles	Bus or coach	Other / Unknown	no other traffic unit	Total
<b>Fatalities</b>												
Pedestrians	0	0	0	1	0	47	10	5	1	9	0	73
	0.0%	0.0%	0.0%	0.2%	0.0%	7.7%	1.6%	0.8%	0.2%	1.5%	0.0%	12%
Users of a motorised micro-mobility device	0	0	0	0	0	0	0	0	0	0	0	0
Cyclists	2	12	7	0	94	18	16	8	11	40	208	
	0.3%	2.0%	1.2%	0.0%	15.5%	3.0%	2.6%	1.3%	1.8%	6.6%	34.2%	
Moped riders	0	0	1	0	14	7	1	0	1	9	33	
	0.0%	0.0%	0.2%	0.0%	2.3%	1.2%	0.2%	0.0%	0.2%	1.5%	5.4%	
Motorcyclists	0	1	1	3	17	5	2	0	0	17	46	
	0.0%	0.2%	0.2%	0.5%	2.8%	0.8%	0.3%	0.0%	0.0%	2.8%	7.6%	
Car occupants	0	0	0	1	46	13	26	1	0	113	200	
	0.0%	0.0%	0.0%	0.2%	7.6%	2.1%	4.3%	0.2%	0.0%	18.6%	32.9%	
LGV (< 3.5t) occupants	0	0	0	0	2	1	4	0	0	10	17	
	0.0%	0.0%	0.0%	0.0%	0.3%	0.2%	0.7%	0.0%	0.0%	1.6%	2.8%	
Heavy good vehicle occupants	0	0	0	0	0	0	0	0	0	2	2	
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.3%	
Bus or coach occupants	0	0	0	0	0	0	0	0	0	0	0	
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Other / Unknown	0	0	0	0	14	1	2	0	1	11	29	
	0.0%	0.0%	0.0%	0.0%	2.3%	0.2%	0.3%	0.0%	0.2%	1.8%	4.8%	
<b>Total</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>10</b>	<b>4</b>	<b>234</b>	<b>55</b>	<b>56</b>	<b>10</b>	<b>22</b>	<b>202</b>	<b>608</b>
	0.3%	0.0%	2.1%	1.6%	0.7%	38.5%	9%	9.2%	1.6%	3.6%	33.2%	100%

## Norway

Year 2024

### In a collision against...

	Pedestrian	Motorised micro-mobility device	Bicycle	Moped	Motorcycle	Car	LGV (< 3.5t)	Heavy good vehicles	Bus or coach	Other / Unknown	no other traffic unit	Total
<b>Fatalities</b>												
Pedestrians	0	0	0	0	0	2	0	3	1	0	0	6
	0.0%	0.0%	0.0%	0.0%	0.0%	2.2%	0.0%	3.2%	1.1%	0.0%	0.0%	6.5%
Users of a motorised micro-mobility device	0	0	0	0	0	0	0	0	0	0	0	0
Cyclists	0	0	0	0	0	2	1	0	0	0	3	6
	0.0%	0.0%	0.0%	0.0%	0.0%	2.2%	1.1%	0.0%	0.0%	0.0%	3.2%	6.5%
Moped riders	0	0	0	0	0	0	0	0	0	0	1	1
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%	1.1%
Motorcyclists	0	0	0	0	0	8	1	1	0	0	10	20
	0.0%	0.0%	0.0%	0.0%	0.0%	8.6%	1.1%	1.1%	0.0%	0.0%	10.8%	21.5%
Car occupants	0	0	0	0	0	8	2	8	4	2	12	36
	0.0%	0.0%	0.0%	0.0%	0.0%	8.6%	2.2%	8.6%	4.3%	2.2%	12.9%	38.7%
LGV (< 3.5t) occupants	0	0	0	0	0	2	0	4	1	1	3	11
	0.0%	0.0%	0.0%	0.0%	0.0%	2.2%	0.0%	4.3%	1.1%	1.1%	3.2%	11.8%
Heavy good vehicle occupants	0	0	0	0	0	0	0	1	1	0	1	3
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%	1.1%	0.0%	1.1%	3.2%
Bus or coach occupants	0	0	0	0	0	0	0	0	0	0	3	3
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.2%	3.2%
Other / Unknown	0	0	0	0	0	2	0	0	0	2	3	7
	0.0%	0.0%	0.0%	0.0%	0.0%	2.2%	0.0%	0.0%	0.0%	2.2%	3.2%	7.5%
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>4</b>	<b>17</b>	<b>7</b>	<b>5</b>	<b>36</b>	<b>93</b>
	0.0%	0.0%	0.0%	0.0%	0.0%	25.8%	4.3%	18.3%	7.5%	5.4%	38.7%	100%

Poland

Year 2023

In a collision against...

Fatalities	Pedestrian	Motorised micro-mobility device	Bicycle	Moped	Motorcycle	Car	LGV (< 3.5t)	Heavy good vehicles	Bus or coach	Other / Unknown	no other traffic unit	Total
Pedestrians	0	1	1	1	1	324	47	53	19	11	0	458
	0.0%	0.1%	0.1%	0.1%	0.1%	17.1%	2.5%	2.8%	1.0%	0.6%	0.0%	24.2%
Users of a motorised micro-mobility device	0	0	0	0	0	2	0	0	0	0	1	3
	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%	0.2%
Cyclists	0	0	2	0	4	97	14	18	6	4	9	154
	0.0%	0.0%	0.1%	0.0%	0.2%	5.1%	0.7%	1.0%	0.3%	0.2%	0.5%	8.1%
Moped riders	1	0	0	0	1	23	0	3	0	2	12	42
	0.1%	0.0%	0.0%	0.0%	0.1%	1.2%	0.0%	0.2%	0.0%	0.1%	0.6%	2.2%
Motorcyclists	1	0	1	0	1	101	10	8	1	4	69	196
	0.1%	0.0%	0.1%	0.0%	0.1%	5.3%	0.5%	0.4%	0.1%	0.2%	3.6%	10.4%
Car occupants	0	0	0	0	3	237	52	165	20	32	413	922
	0.0%	0.0%	0.0%	0.0%	0.2%	12.5%	2.7%	8.7%	1.1%	1.7%	21.8%	48.7%
LGV (< 3.5t) occupants	0	0	0	0	0	7	7	30	0	1	18	63
	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.4%	1.6%	0.0%	0.1%	1.0%	3.3%
Heavy good vehicle occupants	0	0	0	0	0	1	0	13	1	2	6	23
	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.7%	0.1%	0.1%	0.3%	1.2%
Bus or coach occupants	0	0	0	0	0	1	0	3	1	1	2	8
	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.2%	0.1%	0.1%	0.1%	0.4%
Other / Unknown	0	0	0	1	0	3	0	1	1	0	18	24
	0.0%	0.0%	0.0%	0.1%	0.0%	0.2%	0.0%	0.1%	0.1%	0.0%	1.0%	1.3%
<b>Total</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>10</b>	<b>796</b>	<b>130</b>	<b>294</b>	<b>49</b>	<b>57</b>	<b>548</b>	<b>1 893</b>
	0.1%	0.1%	0.2%	0.1%	0.5%	42%	6.9%	15.5%	2.6%	3%	28.9%	100%

Portugal

Year 2023

In a collision against...

Fatalities	Pedestrian	Motorised micro-mobility device	Bicycle	Moped	Motorcycle	Car	LGV (< 3.5t)	Heavy good vehicles	Bus or coach	Other / Unknown	no other traffic unit	Total
Pedestrians	0	0	1	0	2	68	24	8	1	5	0	109
	0.0%	0.0%	0.2%	0.0%	0.3%	10.6%	3.7%	1.2%	0.2%	0.8%	0.0%	17%
Users of a motorised micro-mobility device	0	0	0	0	0	15	4	2	0	0	12	33
	0.0%	0.0%	0.0%	0.0%	0.0%	2.3%	0.6%	0.3%	0.0%	0.0%	1.9%	5.1%
Cyclists	0	0	0	0	2	7	4	0	0	3	13	29
	0.0%	0.0%	0.0%	0.0%	0.3%	1.1%	0.6%	0.0%	0.0%	0.5%	2.0%	4.5%
Moped riders	0	0	0	2	8	58	18	4	2	5	69	165
	0.0%	0.0%	0.0%	0.3%	1.2%	9.0%	2.8%	0.6%	0.3%	0.8%	10.7%	25.7%
Motorcyclists	1	0	0	0	4	48	30	28	2	2	116	230
	0.2%	0.0%	0.0%	0.0%	0.6%	7.5%	4.7%	4.4%	0.3%	0.3%	18.1%	35.8%
Car occupants	0	0	0	0	0	10	5	3	0	3	24	45
	0.0%	0.0%	0.0%	0.0%	0.0%	1.6%	0.8%	0.5%	0.0%	0.5%	3.7%	7%
LGV (< 3.5t) occupants	0	0	0	0	0	1	0	2	0	0	5	8
	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.3%	0.0%	0.0%	0.8%	1.2%
Heavy good vehicle occupants	0	0	0	0	0	0	0	0	0	0	0	0
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bus or coach occupants	0	0	0	0	0	3	1	1	0	0	18	23
	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.2%	0.2%	0.0%	0.0%	2.8%	3.6%
Other / Unknown	1	0	1	0	16	209	87	48	5	18	257	642
	0.2%	0.0%	0.2%	0.0%	2.5%	32.6%	13.6%	7.5%	0.8%	2.8%	40%	100%

## In a collision against...

Fatalities	Pedestrian	Motorised micro-mobility device	Bicycle	Moped	Motorcycle	Car	LGV (< 3.5t)	Heavy good vehicles	Bus or coach	Other / Unknown	no other traffic unit	Total
Pedestrians	0	0	0	0	3	93	0	29	5	4	0	134
	0.0%	0.0%	0.0%	0.0%	0.6%	18.5%	0.0%	5.8%	1.0%	0.8%	0.0%	26.6%
Users of a motorised micro-mobility device	0	0	0	0	0	0	0	0	0	0	0	0
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cyclists	0	0	0	0	0	32	0	8	1	1	4	46
	0.0%	0.0%	0.0%	0.0%	0.0%	6.4%	0.0%	1.6%	0.2%	0.2%	0.8%	9.1%
Moped riders	0	0	0	2	0	5	0	0	0	0	3	10
	0.0%	0.0%	0.0%	0.4%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.6%	2%
Motorcyclists	0	0	0	0	0	16	0	3	1	1	11	32
	0.0%	0.0%	0.0%	0.0%	0.0%	3.2%	0.0%	0.6%	0.2%	0.2%	2.2%	6.4%
Car occupants	0	0	1	0	0	64	0	55	10	8	95	233
	0.0%	0.0%	0.2%	0.0%	0.0%	12.7%	0.0%	10.9%	2.0%	1.6%	18.9%	46.3%
LGV (< 3.5t) occupants	0	0	0	0	0	0	0	0	0	0	0	0
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Heavy good vehicle occupants	0	0	0	0	0	0	0	7	1	0	10	18
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%	0.2%	0.0%	2.0%	3.6%
Bus or coach occupants	0	0	0	0	0	0	0	0	0	0	0	0
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Other / Unknown	0	0	0	0	0	1	0	2	0	10	17	30
	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.4%	0.0%	2.0%	3.4%	6%
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>211</b>	<b>0</b>	<b>104</b>	<b>18</b>	<b>24</b>	<b>140</b>	<b>503</b>
			0.2%	0.4%	0.6%	41.9%		20.7%	3.6%	4.8%	27.8%	100%

## Slovenia

## In a collision against...

Fatalities	Pedestrian	Motorised micro-mobility device	Bicycle	Moped	Motorcycle	Car	LGV (< 3.5t)	Heavy good vehicles	Bus or coach	Other / Unknown	no other traffic unit	Total
Pedestrians	0	0	0	0	0	10	0	1	1	0	0	12
	0.0%	0.0%	0.0%	0.0%	0.0%	12.2%	0.0%	1.2%	1.2%	0.0%	0.0%	14.6%
Users of a motorised micro-mobility device	0	0	0	0	0	0	0	0	0	0	0	0
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cyclists	0	0	0	0	0	1	0	0	0	2	6	9
	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	2.4%	7.3%	11%
Moped riders	0	0	0	0	0	1	0	0	0	0	2	3
	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	0.0%	2.4%	3.7%
Motorcyclists	0	0	0	0	0	3	2	1	0	2	0	8
	0.0%	0.0%	0.0%	0.0%	0.0%	3.7%	2.4%	1.2%	0.0%	2.4%	0.0%	9.8%
Car occupants	0	0	0	0	0	3	3	8	1	7	6	28
	0.0%	0.0%	0.0%	0.0%	0.0%	3.7%	3.7%	9.8%	1.2%	8.5%	7.3%	34.1%
LGV (< 3.5t) occupants	0	0	0	0	0	0	0	1	0	0	0	1
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	1.2%
Heavy good vehicle occupants	0	0	0	0	0	0	0	1	0	0	0	1
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	1.2%
Bus or coach occupants	0	0	0	0	0	0	0	0	0	0	0	0
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Other / Unknown	0	0	0	0	0	6	3	3	3	3	2	20
	0.0%	0.0%	0.0%	0.0%	0.0%	7.3%	3.7%	3.7%	3.7%	3.7%	2.4%	24.4%
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>8</b>	<b>15</b>	<b>5</b>	<b>14</b>	<b>16</b>	<b>82</b>
						29.3%	9.8%	18.3%	6.1%	17.1%	19.5%	100%

## In a collision against...

Fatalities	Pedestrian	Motorised micro-mobility device	Bicycle	Moped	Motorcycle	Car	LGV (< 3.5t)	Heavy good vehicles	Bus or coach	Other / Unknown	no other traffic unit	Total
Pedestrians	0	2	4	2	12	225	47	41	11	9	0	353
	0.0%	0.1%	0.2%	0.1%	0.7%	12.5%	2.6%	2.3%	0.6%	0.5%	0.0%	19.5%
Users of a motorised micro-mobility device	0	0	1	0	0	2	1	3	0	0	3	10
	0.0%	0.0%	0.1%	0.0%	0.0%	0.1%	0.1%	0.2%	0.0%	0.0%	0.2%	0.6%
Cyclists	0	1	0	0	2	41	11	6	2	4	23	90
	0.0%	0.1%	0.0%	0.0%	0.1%	2.3%	0.6%	0.3%	0.1%	0.2%	1.3%	5%
Moped riders	0	0	0	0	2	10	0	3	0	2	13	30
	0.0%	0.0%	0.0%	0.0%	0.1%	0.6%	0.0%	0.2%	0.0%	0.1%	0.7%	1.7%
Motorcyclists	3	0	0	1	13	161	38	25	6	8	200	455
	0.2%	0.0%	0.0%	0.1%	0.7%	8.9%	2.1%	1.4%	0.3%	0.4%	11.1%	25.2%
Car occupants	1	0	0	0	2	221	41	110	10	13	305	703
	0.1%	0.0%	0.0%	0.0%	0.1%	12.2%	2.3%	6.1%	0.6%	0.7%	16.9%	38.9%
LGV (< 3.5t) occupants	0	0	0	0	0	19	2	17	0	0	25	63
	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%	0.1%	0.9%	0.0%	0.0%	1.4%	3.5%
Heavy good vehicle occupants	0	0	0	0	0	6	0	24	0	1	11	42
	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	1.3%	0.0%	0.1%	0.6%	2.3%
Bus or coach occupants	0	0	0	0	0	1	0	1	0	0	4	6
	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.2%	0.3%
Other / Unknown	1	0	0	0	0	9	3	3	1	3	34	54
	0.1%	0.0%	0.0%	0.0%	0.0%	0.5%	0.2%	0.2%	0.1%	0.2%	1.9%	3%
<b>Total</b>	<b>5</b>	<b>3</b>	<b>5</b>	<b>3</b>	<b>31</b>	<b>695</b>	<b>143</b>	<b>233</b>	<b>30</b>	<b>40</b>	<b>618</b>	<b>1 806</b>
	0.3%	0.2%	0.3%	0.2%	1.7%	38.5%	7.9%	12.9%	1.7%	2.2%	34.2%	100%

## Sweden

## In a collision against...

Fatalities	Pedestrian	Motorised micro-mobility device	Bicycle	Moped	Motorcycle	Car	LGV (< 3.5t)	Heavy good vehicles	Bus or coach	Other / Unknown	no other traffic unit	Total
Pedestrians	0	0	2	0	0	14	1	6	2	2	0	27
	0.0%	0.0%	0.9%	0.0%	0.0%	6.2%	0.4%	2.6%	0.9%	0.9%	0.0%	11.9%
Users of a motorised micro-mobility device	0	0	0	0	0	5	1	5	1	1	10	23
	0.0%	0.0%	0.0%	0.0%	0.0%	2.2%	0.4%	2.2%	0.4%	0.4%	4.4%	10.1%
Cyclists	0	0	0	0	0	2	1	1	0	0	7	11
	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	0.4%	0.4%	0.0%	0.0%	3.1%	4.8%
Moped riders	0	0	0	0	0	7	0	5	2	0	16	30
	0.0%	0.0%	0.0%	0.0%	0.0%	3.1%	0.0%	2.2%	0.9%	0.0%	7.0%	13.2%
Motorcyclists	0	0	0	0	0	31	4	28	6	2	36	107
	0.0%	0.0%	0.0%	0.0%	0.0%	13.7%	1.8%	12.3%	2.6%	0.9%	15.9%	47.1%
Car occupants	0	0	0	0	0	0	0	6	0	0	6	12
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.6%	0.0%	0.0%	2.6%	5.3%
LGV (< 3.5t) occupants	0	0	0	0	0	0	0	2	0	0	0	2
	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	0.0%	0.0%	0.0%	0.9%
Heavy good vehicle occupants	0	0	0	0	0	1	0	0	0	0	1	2
	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.4%	0.9%
Bus or coach occupants	0	0	0	0	0	1	0	2	0	0	10	13
	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.9%	0.0%	0.0%	4.4%	5.7%
Other / Unknown	0	0	2	0	0	61	7	55	11	5	86	227
	0.0%	0.0%	0.9%	0.0%	0.0%	26.9%	3.1%	24.2%	4.8%	2.2%	37.9%	100%
<b>Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>7</b>	<b>55</b>	<b>11</b>	<b>5</b>	<b>86</b>	<b>227</b>
	0.0%	0.0%	0.9%	0.0%	0.0%	26.9%	3.1%	24.2%	4.8%	2.2%	37.9%	100%

In a collision against...

	Pedestrian	Motorised micro-mobility device	Bicycle	Moped	Motorcycle	Car	LGV (< 3.5t)	Heavy good vehicles	Bus or coach	Other / Unknown	no other traffic unit	Total
<b>Fatalities</b>												
Pedestrians			0 0.0%	0 0.0%	0 0.0%	22 9.1%	4 1.7%	4 1.7%	1 0.4%	5 2.1%		36 14.9%
Users of a motorised micro-mobility device												0
Cyclists	0 0.0%		2 0.8%	0 0.0%	1 0.4%	14 5.8%	0 0.0%	4 1.7%	2 0.8%	2 0.8%	17 7.1%	42 17.4%
Moped riders	0 0.0%		0 0.0%	0 0.0%	0 0.0%	2 0.8%	0 0.0%	1 0.4%	0 0.0%	0 0.0%	3 1.2%	6 2.5%
Motorcyclists	0 0.0%		0 0.0%	0 0.0%	3 1.2%	20 8.3%	0 0.0%	2 0.8%	0 0.0%	2 0.8%	19 7.9%	46 19.1%
Car occupants	0 0.0%		0 0.0%	0 0.0%	0 0.0%	16 6.6%	4 1.7%	11 4.6%	3 1.2%	0 0.0%	53 22.0%	87 36.1%
LGV (< 3.5t) occupants	0 0.0%		0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	3 1.2%	3 1.2%
Heavy good vehicle occupants	0 0.0%		0 0.0%	0 0.0%	0 0.0%	1 0.4%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	3 1.2%	4 1.7%
Bus or coach occupants	0 0.0%		0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0
Other / Unknown	0 0.0%		0 0.0%	0 0.0%	0 0.0%	1 0.4%	1 0.4%	0 0.0%	0 0.0%	1 0.4%	14 5.8%	17 7.1%
<b>Total</b>	<b>0</b>	<b>0</b>	<b>2</b> 0.8%	<b>0</b>	<b>4</b> 1.7%	<b>76</b> 31.5%	<b>9</b> 3.7%	<b>22</b> 9.1%	<b>6</b> 2.5%	<b>10</b> 4.1%	<b>112</b> 46.5%	<b>241</b> 100%

# National road safety strategies

Several countries have released 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.

This section provides information for 38 countries. Most countries have either a road safety strategy, often aimed towards 2030, or a shorter-term action plan. Most countries have adopted targets to reduce road deaths, typically in alignment with the UN goal to reduce road deaths by 50% by 2030.

The baseline for this target varies. 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).

## 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 [www.itf-oecd.org/road-safety-annual-report-2025](http://www.itf-oecd.org/road-safety-annual-report-2025).

Table 5:

**National speed limits on urban roads, rural roads and motorways, 2025**

Country	Urban areas	Rural roads	Motorways
<b>Argentina</b>	40-60 (Buenos Aires City has a range of 20 to 70 km/h)	110	120-130
<b>Australia</b>	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)
<b>Austria</b>	50 (sections with 40 or 30)	100	130
<b>Belgium</b>	30-50 20 for the "living streets" regime	70-90	120
<b>Bosnia and Herzegovina</b>	50	80, 100	130
<b>Canada</b>	40-70	80-90	100-110
<b>Chile</b>	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)
<b>Colombia</b>	50	90	120
<b>Costa Rica</b>	40-80 (50 where there is no sign)	40-100 (60 where there is no sign)	No motorways
<b>Czechia</b>	50	90	130
<b>Denmark</b>	50 (sections with 30, 40 or 60)	80 (sections with 60, 70 or 90)	130 (110 for a large part of the motorway network)
<b>Finland</b>	30-60	80, 100	100, 120
<b>France</b>	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)
<b>Germany</b>	50	100	None (130 recommended)
<b>Greece</b>	50 As of 1 January 2026, 30 km/h in all urban streets of one or two directions with a single lane per direction	90	130
<b>Hungary</b>	50 (sections with 30, 40, 60 and 70)	90	130 (110 on "motor roads")
<b>Iceland</b>	50 (30 is very common in residential areas)	90 (paved roads) 80 (gravel roads)	n.a.
<b>Ireland</b>	<=60 (can be 60 on arterial roads, 30 in built up areas) not including L roads in rural areas.	60 on local roads in rural areas, 80, 100	120

Country	Urban areas	Rural roads	Motorways
<b>Israel</b>	30- 50 70 (arterial roads)	80, 90	100, 110, 120
<b>Italy</b>	50 (unless otherwise indicated, such as 30 km/h in some residential areas)	70-90 (110 on some main dual carriageways)	130 (110 km/h in wet weather, 100 for novice drivers. Motorway operators may increase speed limit up to 150 if stringent requirements are met)
<b>Japan</b>	60	60	100
<b>Korea</b>	30-50 (30 in school zones and residential areas)	60-80	110 (100 in urban areas)
<b>Latvia</b>	50	90 (80 on gravel roads)	120 (90 in winter)
<b>Luxembourg</b>	50	90	130 (110 in wet weather)
<b>Mexico</b>	10-80 (20 in school zones, hospital areas, nursing homes, shelters, and group homes, 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
<b>Morocco</b>	60 (30 in residential area)	80-100	120
<b>Netherlands</b>	30-50	60-80	100 between 6:00 and 19:00 100, 120, or 130 between 19:00 and 06:00
<b>New Zealand</b>	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)
<b>Norway</b>	50 (30 on residential streets)	80 (70 on roads with high risk and 90 on roads with very low traffic volumes)	90,100,110
<b>Poland</b>	50	90, 100 (120 on expressways)	140 (120 on expressways)
<b>Portugal</b>	50 (30 on some sections)	90	120
<b>Serbia</b>	50	80, 100	130
<b>Slovenia</b>	50	90	130 (110 on expressways)
<b>Spain</b>	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
<b>Sweden</b>	50 (sections with 30, 40)	60,70,80,90,100	110,120
<b>Switzerland</b>	50 (sections with 30)	80	120 (100 on expressways)

Country	Urban areas	Rural roads	Motorways
<b>United Arab Emirates</b>			
<b>United Kingdom</b>	48 (30 mph) (20 mph in Wales)	96, 113 (60, 70 mph)	113 (70 mph)
<b>United States</b>	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 by country, 2025**

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 riders under 20; learner drivers and teachers, novice drivers (first three years), lorry (>7.5 tons) and bus (>9 seats) drivers, school transport 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	0.2 for novice drivers (first three years)
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 learner, novice and professional drivers
Luxembourg	0.5	0.2 for novice and professional drivers
Mexico	0.5	0.0 for professional drivers 0.2 for motorcycle drivers
Morocco	0.2	-

Country	General BAC level (g/l)	Differentiated BAC level (g/l)
<b>Netherlands</b>	0.5 (including cyclists)	0.2 for novice drivers (first five years) and professional drivers
<b>New Zealand</b>	0.5	0.0 for drivers under 20 years
<b>Norway</b>	0.2	-
<b>Poland</b>	0.2	-
<b>Portugal</b>	0.5	0.2 for novice (first three years) and professional drivers (since 1 January 2014)
<b>Serbia</b>	0.2	0.0 for novice and professional drivers and for PTW operators
<b>Slovenia</b>	0.5	0.0 for novice (first three years) and professional drivers
<b>Spain</b>	0.5	0.3 for novice and professional drivers 0.0 for drivers under 18
<b>Sweden</b>	0.2	-
<b>Switzerland</b>	0.5	0.0 for novice (first three years) and professional drivers
<b>United Arab Emirates</b>	0.0	
<b>United Kingdom</b>	0.8 (England, Wales, Northern Ireland) 0.5 (Scotland)	-
<b>United States</b>	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, 2025 or latest available year**

Country	Front seats		Rear seats	
	Date of application	Wearing rate (%) in 2025 (or latest available year)	Date of application	Wearing rate (%) in 2025 (or latest available year)
<b>Argentina</b>	1995	55 driver 43 passenger (urban areas), (2018)	1995	20 (urban areas) (2018)
<b>Australia</b>	1970s	97 (2018)	1970s	96 (2019)
<b>Austria</b>	1984	98 drivers, 98 passengers	1990	95
<b>Belgium</b>	1975	94 drivers, 92 passengers (2024)	1991	79 (2024)
<b>Bosnia and Herzegovina</b>	2006	Urban Roads: 58 drivers, 64 passengers, Rural Roads: 71 drivers, 74 passengers	2006	Urban roads: 24 adult passengers Rural roads: 34 adult passengers Motorways: 15 adult passengers
<b>Canada</b>	1976-1988	97.5 (2017)	1976-1988	95 (2015)
<b>Chile</b>	1985	88 drivers, 78 passengers (2024)	2002 (for vehicles manufactured from 2002)	57 (2024)
<b>Colombia</b>	2002	67 drivers; 49 passengers (2022)	2004	No official data
<b>Costa Rica</b>	2014	77 drivers, 70 passengers (2023, national roads)	2014	42 (2023, national roads)
<b>Czechia</b>	1966	95 drivers, 93 passengers (2024)	1975	85 (2024)
<b>Denmark</b>	1970s	98 drivers (2024)	1980s	94.5 passengers above 15 years of age (2024)
<b>Finland</b>	1975	97 built-up areas 98 outside built-up areas (2024)	1987	91 built-up areas (2024)
<b>France</b>	1973 (rural), 1975 (urban by night) 1979 (all times)	99 drivers, 97.5 passengers	1991	91
<b>Germany</b>	1976	98,5 drivers, 98,5 passengers	1984	93,5 adults, 99 children (2024)
<b>Greece</b>	1979	72 drivers, 69 passengers	1993	57
<b>Hungary</b>	1976	92 drivers, 90 passengers (2024, Trendline)	1993 outside built up areas 2001 inside built-up areas	64 (2024, Trendline)
<b>Iceland</b>		97 drivers and passengers (2024)		93 (2024)
<b>Ireland</b>	1979	97 drivers, 96 passengers	1992	96
<b>Israel</b>	1975	93 drivers, 91 passengers (2019)	1995	71 (2019)
<b>Italy</b>	1988	88 drivers, 83 passengers (2024)	2006	25 (2024)
<b>Japan</b>	1985	98 drivers, 97 passengers (2024)	2008	72 (2024)

Country	Front seats		Rear seats	
	Date of application	Wearing rate (%) in 2025 (or latest available year)	Date of application	Wearing rate (%) in 2025 (or latest available year)
<b>Korea</b>	1990	85 drivers, 88 passengers (2024)	2008, on motorways only Since September 2018, on the whole road network	37 (2024)
<b>Latvia</b>	1980s	96 drivers, 88 passengers	1980s	79
<b>Luxembourg</b>	1975	93 drivers, 86 passengers (2015)	1992	76 (2015)
<b>Mexico</b>	2022 (new law)	79 drivers, 65 general (2017)	2022 (new law)	46 (2017)
<b>Morocco</b>	1977 – rural areas 2005 – urban areas	62 drivers, 57 passengers (2024)	2005 – rural areas	36 (2018)
<b>Netherlands</b>	1975	99 (2024)	1992	98 (2024)
<b>New Zealand</b>	1972	97 drivers, 96 passengers (2023)	1979	92 (2014)
<b>Norway</b>	1975	Urban roads: 98 drivers, 95 passengers Rural roads: 96 drivers, 93 passengers (2024)	1985	
<b>Poland</b>	1983	96 drivers and passengers (2024)	1991	90 (2024)
<b>Portugal</b>	1978	99 drivers, 98 passengers (2024)	1994	77 all, 92 child restraint systems front or rear (2024)
<b>Serbia</b>	1982	87 drivers, 84 passengers (2024)	2009	21 (2024)
<b>Slovenia</b>	1977	96 drivers, 96 passengers (2018)	1998	86 adults (2018)
<b>Spain</b>	1974 outside urban areas 1992 inside urban areas	98 drivers and passengers (2023)	1992	99 (2023)
<b>Sweden</b>	1975	97 drivers (2023)	1986; child restraint since 1988	94 (2017)
<b>Switzerland</b>	1981	96 drivers (2024), 95 passengers (2024)	1994	92 (2024)
<b>United Arab Emirates</b>				
<b>United Kingdom</b>	1983	98 drivers, 95 passengers (for England)	1989 (children); 1991 (adults)	92 (2021 for Great Britain)
<b>United States</b>	Primary law in 34 states and D.C., secondary law in 15 states. Not mandatory for adults in one state.	91 (2024)	Varies by State	80 (2023)

Table 8:

**Helmet laws and wearing rates, 2025 or latest available year**

Country	Powered two-wheelers		Cyclists	
	Helmet law	Wearing rate (%) in 2025 (or latest available year)	Helmet law	Wearing rate (%) in 2023 (or latest available year)
<b>Argentina</b>	Yes	69 riders, 42 first pass., 21 additional passengers (urban areas) (2018)	Yes	8 (2018)
<b>Australia</b>	Yes	99 riders (2018)	Yes	
<b>Austria</b>	Yes	99.9	Yes, for children to age 12	50 (90 for children)
<b>Belgium</b>	Yes	99.7 (2022)	No	32 (2024)
<b>Bosnia and Herzegovina</b>	Yes		Yes	
<b>Canada</b>	Yes		In some jurisdictions	
<b>Chile</b>	Yes		Yes in urban areas	67 (2019)
<b>Colombia</b>	Yes	97 riders, 94 passengers (2024)	Yes, for children to age 18	68 (2024)
<b>Costa Rica</b>	Yes	79 riders, 53 passengers (urban areas) (2022)	Yes	45 (estimation)
<b>Czechia</b>	Yes	91 riders, 78 passengers (2023, national roads)	Yes, for children to age 18	48 (89 for children) (2024)
<b>Denmark</b>	Yes	100 motorcycles (2024) 93 light mopeds (urban areas) (2024)	No Yes for scooters	51 (urban areas) 61 (e-bikes in urban areas) 82 (children on the way to school) 69 (e-scooters in urban areas) (2024)
<b>Finland</b>	Yes	99.7 (2019)	No	58 (2024)
<b>France</b>	Yes, since 1973 for motorcyclists 1976 for moped riders outside built up areas 1980 for moped riders in urban areas	98.4 outside built up areas 99.7 in urban areas	Yes, for children under 12	Major cities: 50 weekdays, 44 weekends
<b>Germany</b>	Yes	99.3 riders, 99.5 passengers (2024)	No	43 (inside urban areas including sport bicycles) 40 (inside urban areas excluding sport bicycles)
<b>Greece</b>	Yes, since 1977	86 riders, 59 passengers	No	
<b>Hungary</b>	Yes since 1965 for motorcyclists, 1997 for moped riders outside built up areas 1998 for moped riders in urban areas.	Motorcycles: 99.8 drivers, 99.1 passengers Mopeds: 92 drivers (2024, source: Trendline)	No	16 (2024, source: Trendline)
<b>Iceland</b>	Yes	no data	Yes, for children to age 15	84 (2022)
<b>Ireland</b>	Yes, since 1978	99	No	57
<b>Israel</b>	Yes		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)
<b>Italy</b>	Yes, for all since 2000 Since 1986 for motorcyclists and riders of moped under 18	97 (2024)	No	

Country	Powered two-wheelers		Cyclists	
	Helmet law	Wearing rate (%) in 2025 (or latest available year)	Helmet law	Wearing rate (%) in 2023 (or latest available year)
<b>Japan</b>	Yes	98 (2024)	Yes, since 2023	15 (2024)
<b>Korea</b>	Yes	96 (2024)	Yes	96 (2024)
<b>Latvia</b>	Yes	99.9	Yes, for children to age 16	24.5; 58 for children
<b>Luxembourg</b>	Yes, since 1976	100 (2021)	No	
<b>Mexico</b>	Yes	84 riders, 59 passengers (2022)	Yes on federal roads since 2012	11 (2017)
<b>Morocco</b>	Yes, since 1976	57 riders, 31 passengers (2022)	No	
<b>Netherlands</b>	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 (2024)	No	3 bikes, 6 e-bikes, 1 fatbikes, 80 Speedpedelec, 42 MTB/racebike (2024)
<b>New Zealand</b>	Yes, since 1956 when travelling above 30 mph. Since 1973 at all speeds	100 (2021)	Yes, since 1994	94 (2015)
<b>Norway</b>	Yes	100 (2021)	No	66.4 (all age groups) 65.2 (above 12) 78.3 (below 12) (2024)
<b>Poland</b>	Yes, since 1997	100	No	25
<b>Portugal</b>	Yes	100 riders and passengers (2024)	No	38 (urban roads) (2024)
<b>Serbia</b>	Yes	Motorcycles: 83 riders, 69 passengers Mopeds: 58 riders, 50 passengers (2024)	No	6 (2024)
<b>Slovenia</b>	Yes	Motorcycles: 100 riders, 99 passengers Mopeds: 97 riders, 96 passengers	Yes, for children under 18	Under 14: 90 14-18: 44 18-60: 45 Above 60: 36
<b>Spain</b>	Yes	99 riders, 97 passengers 99 urban roads 99 rural roads (2023)	Yes. Mandatory on non-urban roads for all. Mandatory on urban roads only for cyclists under 6	32 urban roads 82 rural roads (2023)
<b>Sweden</b>	Yes	98 mopeds (2021)	Yes, for children to age 15 (since 2015)	46 for all age groups 64 for children 42 for adults (2023)
<b>Switzerland</b>	Yes, motorcycles since 1981; mopeds since 1990	100 motorcycles (2024)	No for regular bicycles Yes for e-bikes $\geq 25$ km/h	59 cyclists (2024) 70 e-bikes $< 25$ km/h (2024) 86 e-bikes $\geq 25$ km/h (2024)
<b>United Kingdom</b>	Yes, motorcycles 1973; mopeds since 1977		No	
<b>United States</b>	No national law. 17 states, D.C. and PR require helmet use by all, 30 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
<b>Argentina</b>	<p>Strategic Road Safety Plan 2024-27.</p> <p><b>Link:</b>  <a href="https://www.argentina.gob.ar/sites/default/files/plan_estrategico_sv_2025_-_pdf">https://www.argentina.gob.ar/sites/default/files/plan_estrategico_sv_2025_-_pdf</a></p>
<b>Australia</b>	<p>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.</p> <p>The Australian National Road Safety Action Plan 2023-25 sets out the key actions all governments will undertake to 2025.</p> <p><b>Link:</b>  <a href="https://www.roadsafety.gov.au/nrss">https://www.roadsafety.gov.au/nrss</a></p>
<b>Austria</b>	<p>The Austrian Road Safety Strategy 2021-2030 refers to the Safe System.</p> <p><b>Links:</b>  <a href="https://www.bmk.gv.at/en/topics/transport/roads/safety/vss2030.html">https://www.bmk.gv.at/en/topics/transport/roads/safety/vss2030.html</a></p>
<b>Belgium</b>	<p>Belgium's federal road safety plan, the <b>Plan Fédéral de Sécurité Routière 2021-25</b>, is based on Vision Zero.</p> <p>There are also three regional plans and a federal strategy, known as "All for Zero".</p> <p><b>Link:</b>  <a href="https://all-for-zero.be/fr/all-for-zero/">https://all-for-zero.be/fr/all-for-zero/</a></p>
<b>Bosnia and Herzegovina</b>	Under development.
<b>Canada</b>	<p>Canada's Road Safety Strategy 2025 (RSS 2025) was first published in 2016 and adopts the Safe System approach.</p> <p>Canada also has a long-term vision of zero fatalities and serious injuries on the roads (Vision Zero).</p> <p><b>Link:</b>  <a href="http://roadsafetystrategy.ca/en/">http://roadsafetystrategy.ca/en/</a></p>
<b>Chile</b>	<p>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").</p> <p><b>Link:</b>  <a href="https://www.conaset.cl/wp-content/uploads/2021/05/Estrategia-Nacional-de-Seguridad-de-Tránsito_2021-2030.pdf">https://www.conaset.cl/wp-content/uploads/2021/05/Estrategia-Nacional-de-Seguridad-de-Tránsito_2021-2030.pdf</a></p>
<b>Colombia</b>	<p>Colombia's National Road Safety Strategy 2022-31 was adopted in July 2022. It officially adopted the Safe System approach.</p> <p><b>Link:</b>  <a href="https://www.ansv.gov.co">https://www.ansv.gov.co</a></p>
<b>Costa Rica</b>	Costa Rica has developed a Strategic institutional plan for road safety for 2023–2030.
<b>Czechia</b>	<p>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.</p> <p><b>Link:</b>  <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></p>
<b>Denmark</b>	<p>Denmark has adopted the 2021-2030 Action Plan. The plan does not refer to Vision Zero or the Safe System.</p> <p>The current plan's vision is "Every accident is one too many", which dates back to earlier action plans created by the Commission.</p> <p><b>Link:</b>  <a href="https://www.faelrdseilssikkerhedskommissionen.dk/media/eymfxr0n/fsk_resume_handlingsplaneng_2021-2030_final.pdf">https://www.faelrdseilssikkerhedskommissionen.dk/media/eymfxr0n/fsk_resume_handlingsplaneng_2021-2030_final.pdf</a></p>

Country	Strategy
<b>Finland</b>	<p>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.</p> <p><b>Link:</b>  <a href="https://julkaisut.valtioneuvosto.fi/items/c9c49c87-4dda-44f7-b950-d898bd7a8148">https://julkaisut.valtioneuvosto.fi/items/c9c49c87-4dda-44f7-b950-d898bd7a8148</a>  <a href="https://lvm.fi/en/-/transport-safety-strategy-update-to-be-launched-aiming-for-zero-traffic-fatalities-by-2050">https://lvm.fi/en/-/transport-safety-strategy-update-to-be-launched-aiming-for-zero-traffic-fatalities-by-2050</a></p>
<b>France</b>	<p>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.</p> <p>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.</p> <p><b>Links:</b>  <a href="https://www.onisr.securite-routiere.gouv.fr/en/road-safety-policy/interministerial-road-safety-committees">https://www.onisr.securite-routiere.gouv.fr/en/road-safety-policy/interministerial-road-safety-committees</a></p>
<b>Germany</b>	<p>The German road safety strategy (known as the Road Safety Pact) covers the period 2021-30. It refers to the Safe System.</p> <p><b>Link:</b>  <a href="https://www.bmvi.de/SharedDocs/DE/Anlage/StV/road-safety-pact-en.pdf?__blob=publicationFile">https://www.bmvi.de/SharedDocs/DE/Anlage/StV/road-safety-pact-en.pdf?__blob=publicationFile</a></p>
<b>Greece</b>	<p>Greece's National Road Safety Strategic Plan covers the period 2021-2030. It refers to both the Safe System approach and Vision Zero.</p> <p><b>Link:</b>  <a href="https://www.nrso.ntua.gr/nrss2030/?lang=en">https://www.nrso.ntua.gr/nrss2030/?lang=en</a>  <a href="https://www.nrso.ntua.gr/nrss2030/wp-content/uploads/2022/10/NationalRoadSafetyStrategicPlan-eng.pdf">https://www.nrso.ntua.gr/nrss2030/wp-content/uploads/2022/10/NationalRoadSafetyStrategicPlan-eng.pdf</a></p>
<b>Hungary</b>	<p>In Hungary, road safety strategies are prepared for three-year periods. The current <b>Road Safety Action Plan</b> covers the period 2023-25. It is built on the concept of <b>Vision Zero</b> and the <b>Safe System</b> approach.</p> <p><b>Links:</b>  <a href="https://cdn.kormany.hu/uploads/sheets/b/b0/b07/b07194806d15e5558f1701d622dda9c.pdf">https://cdn.kormany.hu/uploads/sheets/b/b0/b07/b07194806d15e5558f1701d622dda9c.pdf</a></p>
<b>Iceland</b>	<p>The current Traffic Safety Plan covers the period 2024-38.</p> <p><b>Link:</b>  <a href="https://www.stjornarradid.is/library/01--Frettatengt--myndir-og-skrar/IRN/Frettatengd-skjol/Fylgiskjal%204%20-%20Umfer%C3%B0ar%C3%B6ryggis%C3%A1%C3%A6tlun.pdf">https://www.stjornarradid.is/library/01--Frettatengt--myndir-og-skrar/IRN/Frettatengd-skjol/Fylgiskjal%204%20-%20Umfer%C3%B0ar%C3%B6ryggis%C3%A1%C3%A6tlun.pdf</a></p>
<b>Ireland</b>	<p>Ireland's national road safety strategy for 2021-2030, Our Journey Towards Vision Zero, refers to both the Safe System and Vision Zero.</p> <p>The 2021-2030 strategy is supported by a Phase 1 Action Plan for 2021-24 and a Phase 2 Action Plan for 2025-2027.</p> <p>The strategy and action plan focus on seven Safe System priority intervention areas, and commit to achieving Vision Zero in Ireland by 2050.</p> <p><b>Link:</b>  <a href="https://www.rsa.ie/about/safety-strategy-2021-2030">https://www.rsa.ie/about/safety-strategy-2021-2030</a>  <a href="https://www.rsa.ie/docs/default-source/road-safety/action-plans/rsa_safety_strategy_action_plan_2021_2024_13th_jan2022_final_online.pdf">https://www.rsa.ie/docs/default-source/road-safety/action-plans/rsa_safety_strategy_action_plan_2021_2024_13th_jan2022_final_online.pdf</a></p>
<b>Israel</b>	<p>Israel's national road-safety strategy for the period 2026-30 is currently in its final stages of preparation and approval.</p>
<b>Italy</b>	<p>In April 2022, Italy's Interministerial Committee for Economic Planning and Sustainable Development approved the National Road Safety Plan 2030.</p> <p>The plan is based on the Safe System approach.</p> <p><b>Link:</b>  <a href="https://www.mit.gov.it/nfsmitgov/files/media/progetti/2022-09/20220916_Piano%20Nazionale%20Sicurezza%20Stradale_Def.pdf">https://www.mit.gov.it/nfsmitgov/files/media/progetti/2022-09/20220916_Piano%20Nazionale%20Sicurezza%20Stradale_Def.pdf</a></p>

Country	Strategy
<b>Japan</b>	<p>The Japanese government released its 11<sup>th</sup> Traffic Safety Program in March 2021. It covers the period 2021-25. It does not refer to either the Safe System or Vision Zero.</p> <p><b>Link:</b>  <a href="https://www8.cao.go.jp/koutu/kihon/keikaku11/index.html">https://www8.cao.go.jp/koutu/kihon/keikaku11/index.html</a></p>
<b>Korea</b>	<p>Korea's 9<sup>th</sup> National Transport Safety Plan 2022-2026 has been approved by the Ministry of Land, Infrastructure and Transport. The Plan is based on Vision Zero.</p> <p><b>Links:</b>  <a href="http://molit.go.kr/viewer/skin/doc.html?fn=3f774e661393273f795b8c521c83a539&amp;rs=/viewer/result/20220928">http://molit.go.kr/viewer/skin/doc.html?fn=3f774e661393273f795b8c521c83a539&amp;rs=/viewer/result/20220928</a></p>
<b>Latvia</b>	<p>Latvia's current Road Traffic Safety Plan covers the period 2021-2027.</p> <p>The plan aligns with the long-term objective of achieving zero deaths and zero serious injuries.</p> <p><b>Link:</b>  <a href="https://likumi.lv/ta/id/326640-par-celu-satiksmes-drosibas-planu-2021-2027-gadam">https://likumi.lv/ta/id/326640-par-celu-satiksmes-drosibas-planu-2021-2027-gadam</a></p>
<b>Luxembourg</b>	<p>The government of Luxembourg approved the National Road Safety Plan for 2024–2028 in November 2024, aiming to reduce the high number of serious injuries and fatalities on its roads and advance towards its long-term vision of zero deaths and zero serious injuries.</p> <p><b>Links:</b>  <a href="https://www.granderegion.net/wp-content/uploads/2025/03/Plan-national-securite-routiere-Luxembourg.pdf">https://www.granderegion.net/wp-content/uploads/2025/03/Plan-national-securite-routiere-Luxembourg.pdf</a></p>
<b>Mexico</b>	<p>Mexico published the new Mobility and Road Safety Strategy (ENAMOV) 2023-2042 in June 2023.</p> <p>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.</p> <p><b>Link:</b>  <a href="https://www.dof.gob.mx/nota_detalle.php?codigo=5596042&amp;fecha=02/07/2020">https://www.dof.gob.mx/nota_detalle.php?codigo=5596042&amp;fecha=02/07/2020</a>  <a href="https://www.gob.mx/sedatu/documentos/estrategia-nacional-de-movilidad-y-seguridad-vial?state=published">https://www.gob.mx/sedatu/documentos/estrategia-nacional-de-movilidad-y-seguridad-vial?state=published</a></p>
<b>Morocco</b>	<p>Morocco's national road safety strategy covers the period 2017-2026.</p> <p>The strategy refers to the Safe System and is based on the five road safety pillars.</p> <p>The strategy is currently under review for an extension to 2030, with a target of reducing fatalities by 50% by 2030, using 2024 as the baseline year.</p> <p><b>Links:</b>  <a href="https://www.narsa.ma/fr">https://www.narsa.ma/fr</a></p>
<b>Netherlands</b>	<p>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.</p> <p>The strategy is based on the Safe System approach (named Sustainable Safety in the Netherlands).</p> <p><b>Link:</b>  <a href="https://www.kennisnetwerkspv.nl/getmedia/ce0099b7-ce77-4ce2-98c8-a7810662ef10/19-093-RO-SPV-Engels_v2.pdf.aspx">https://www.kennisnetwerkspv.nl/getmedia/ce0099b7-ce77-4ce2-98c8-a7810662ef10/19-093-RO-SPV-Engels_v2.pdf.aspx</a></p>
<b>New Zealand</b>	<p>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".</p> <p><b>Link:</b>  <a href="https://www.transport.govt.nz/assets/24-EX-087-Road-Safety-Objectives-document_v2.4.pdf">https://www.transport.govt.nz/assets/24-EX-087-Road-Safety-Objectives-document_v2.4.pdf</a></p>

Country	Strategy
<p><b>Norway</b></p>	<p>Vision Zero was adopted by the Parliament for the first time in 2001 and is the base for all the following Road Safety Strategies.</p> <p>The existing strategy was adopted by the Parliament in 2021 as part of the National Transport Plan 2022-2033.</p> <p>The National Plan of Action for Road Safety 2022-2025 was developed by the Norwegian Public Roads Administration in co-operation with a wide range of other national stakeholders.</p> <p><b>Link:</b>  <a href="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/nasjonal-tiltaksplan-for-trafikksikkerhet-pa-vei-2022-2025.pdf</a>  <a href="https://www.vegvesen.no/globalassets/fag/fokusomrader/trafikksikkerhet/national-plan-of-action-for-road-safety-2022-2025---short-version-in-english.pdf">https://www.vegvesen.no/globalassets/fag/fokusomrader/trafikksikkerhet/national-plan-of-action-for-road-safety-2022-2025---short-version-in-english.pdf</a></p>
<p><b>Poland</b></p>	<p>Poland published its National Road Safety Programme 2021-2030 in December 2021. The document refers to both Vision Zero and the Safe System approach.</p> <p><b>Link:</b>  <a href="https://www.krbrd.gov.pl/wp-content/uploads/2021/12/Narodowy-Program-Bezpieczenstwa-Ruchu-Drogowego-2021-2030.pdf">https://www.krbrd.gov.pl/wp-content/uploads/2021/12/Narodowy-Program-Bezpieczenstwa-Ruchu-Drogowego-2021-2030.pdf</a></p>
<p><b>Portugal</b></p>	<p>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.</p> <p><b>Links:</b>  <a href="https://visazero2030.pt/en/">https://visazero2030.pt/en/</a></p>
<p><b>Serbia</b></p>	<p>Serbia adopted the National Road Safety Strategy 2023-2030 in September 2023, along with the Action Plan 2023-2025.</p> <p>It refers to Vision Zero and the Safe System approach.</p> <p><b>Links:</b>  <a href="https://abs.gov.rs/rsc/strateska-dokumenta">https://abs.gov.rs/rsc/strateska-dokumenta</a></p>
<p><b>Slovenia</b></p>	<p>The Resolution on the National Road Safety Programme for the period 2023-2030 was approved by the Slovenia's National Assembly in November 2023. The Programme is based on Vision Zero and the Safe System approach.</p> <p><b>Links:</b>  <a href="https://www.avp-rs.si/management-varnosti-cestnega-prometa/nacionalni-program-2023-2030/">https://www.avp-rs.si/management-varnosti-cestnega-prometa/nacionalni-program-2023-2030/</a>  <a href="https://www.avp-rs.si/wp-content/uploads/2024/08/resolucija_final_ang_splet.pdf">https://www.avp-rs.si/wp-content/uploads/2024/08/resolucija_final_ang_splet.pdf</a></p>
<p><b>Spain</b></p>	<p>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.</p> <p>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.</p> <p><b>Links:</b>  <a href="https://seguridadvial2030.dgt.es/inicio/">https://seguridadvial2030.dgt.es/inicio/</a>  <a href="https://seguridadvial2030.dgt.es/export/sites/sv2030/galleries/descargas/Road_Safety_Strategy_2030_Summary_EN.pdf">https://seguridadvial2030.dgt.es/export/sites/sv2030/galleries/descargas/Road_Safety_Strategy_2030_Summary_EN.pdf</a></p>
<p><b>Sweden</b></p>	<p>Sweden released the updated 2024–2030 road safety strategy in 2025. The strategy is based on <b>Vision Zero</b>.</p> <p>The road safety Action Plan 2022-2025, released in 2022, describes commitments from a wide range of stakeholders.</p> <p><b>Links:</b>  <a href="https://urn.kb.se/resolve?urn=urn:nbn:se:trafikverket:diva-21055">https://urn.kb.se/resolve?urn=urn:nbn:se:trafikverket:diva-21055</a>  <a href="https://bransch.trafikverket.se/for-dig-i-branschen/samarbete-med-branschen/Samarbeten-for-trafiksakerhet/tillsammans-for-nollvisionen/gemensam-aktionsplan-for-saker-vagtrafik-2022-2025/">https://bransch.trafikverket.se/for-dig-i-branschen/samarbete-med-branschen/Samarbeten-for-trafiksakerhet/tillsammans-for-nollvisionen/gemensam-aktionsplan-for-saker-vagtrafik-2022-2025/</a></p>

Country	Strategy
<b>Switzerland</b>	<p>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.</p> <p>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.</p> <p>The strategy and sub-strategy were updated in 2024. The target values for fatalities and serious injuries remained unchanged.</p> <p><b>Links:</b></p> <p><a href="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/abteilung_direktionsgeschaefteallgemein/strategie/strategie-broschuere.pdf.download.pdf/Strat%C3%A9gie_OFROU_fr.pdf</a></p> <p><a href="https://www.astra.admin.ch/dam/astra/fr/dokumente/direktion/teilstrategie-verkehrssicherheit.pdf.download.pdf/Strat%C3%A9gie%20partielle%20s%C3%A9curit%C3%A9%20routi%C3%A8re.pdf">https://www.astra.admin.ch/dam/astra/fr/dokumente/direktion/teilstrategie-verkehrssicherheit.pdf.download.pdf/Strat%C3%A9gie%20partielle%20s%C3%A9curit%C3%A9%20routi%C3%A8re.pdf</a></p>
<b>United Kingdom</b>	<p>On 7 January 2026 the UK government published a new Road Safety Strategy, setting out its vision for a safer future on its roads for all. The Strategy sets an ambitious target to reduce the number of people killed or seriously injured on British roads by 65% by 2035.</p> <p><b>Link:</b></p> <p><a href="https://www.gov.uk/government/publications/road-safety-strategy">https://www.gov.uk/government/publications/road-safety-strategy</a></p>
<b>United States</b>	<p>The US Department of Transportation continues to pursue actions informed by the Safe System Approach.</p>

Table A2:

**Targets for road deaths and serious injuries in IRTAD countries**

Country	Target	Baseline year(s)
<b>Australia</b>	<ul style="list-style-type: none"> <li>Reduce fatalities by 50% by 2030</li> <li>Reduce serious injuries by 30% by 2030</li> </ul> <p>As part of demonstrating a commitment to the 2050 Vision Zero target, the strategy will target by 2030:</p> <ul style="list-style-type: none"> <li>Zero deaths for children aged 7 and under</li> <li>Zero deaths in city central business district (CBD) areas</li> <li>Zero deaths on National highways and on high-speed roads covering 80% of travel across the network.</li> </ul> <p>There are no interim targets, however, the 2030 Target of a 30% reduction in serious injuries by 2030 will be assessed as part of the mid-term review of the Strategy.</p>	<p>Average for 2018-20 for fatalities.</p> <p>3-year average of hospital cases for 2017-18 and 2018-19 and estimates for 2019-20, for serious injuries.</p>
<b>Austria</b>	<ul style="list-style-type: none"> <li>Reduce road deaths and serious injuries by 50% by 2030</li> <li>Zero child fatalities by 2030</li> </ul>	Average for 2017-19
<b>Belgium</b>	<ul style="list-style-type: none"> <li>Reduce road deaths by 50% by 2030</li> <li>Reduce serious injuries, as defined by a maximum abbreviated injury score of three or above (MAIS3+), by 50% by 2030</li> <li>Reduce road deaths by 100% by 2050</li> <li>Reduce serious injuries (MAIS3+) by 90% by 2050</li> </ul>	2019
<b>Bosnia &amp; Herzegovina</b>	<ul style="list-style-type: none"> <li>50% reduction of deaths and serious injuries by 2030</li> </ul>	
<b>Canada</b>	No hard quantitative targets.	
<b>Chile</b>	<ul style="list-style-type: none"> <li>Reduce road deaths by 30% by 2030</li> </ul> <p>There are specific additional targets:</p> <ul style="list-style-type: none"> <li>Reduce the share of vulnerable road users in road deaths from 49% to 35% of all deaths</li> <li>Reduce the mortality rate of young people (aged 15-29) from 2.2 in 2019 to 1.5 deaths per 100 000 inhabitants by 2030</li> <li>Reduce the mortality rate of elderly people (aged 60 and over) from 1.9 in 2019 to 1.3 deaths per 100 000 inhabitants by 2030</li> </ul>	Average for 2011-19
<b>Colombia</b>	<ul style="list-style-type: none"> <li>Reduce road deaths by 50%, from 14.6 road deaths per 100 000 inhabitants in 2021 to 7.3 by 2030</li> </ul> <p>The strategy also includes three specific targets:</p> <ul style="list-style-type: none"> <li>Reduce the number of motorcyclists killed in road crashes by 47% (from 4 526 in 2021 to 2 421 by 2030)</li> <li>Reduce the number of pedestrians killed in road crashes by 44% (from 1 590 in 2021 to 891 by 2030)</li> <li>Reduce the number of cyclists killed in road crashes by 37% (from 483 in 2021 to 302 by 2030)</li> </ul>	2021
<b>Costa Rica</b>	<ul style="list-style-type: none"> <li>Reduce road deaths by 100 between 2019 and 2026 (from 802 to 702 or less)</li> </ul>	2019
<b>Czechia</b>	<ul style="list-style-type: none"> <li>Reduce road deaths and serious injuries by 50% by 2030</li> </ul>	Average for 2017-19

Country	Target	Baseline year(s)
<b>Denmark</b>	<ul style="list-style-type: none"> <li>Reduce the number of road deaths to 90 or below (data from policy registry)</li> <li>Reduce the number of serious injuries to 900 or below (data from the police registry)</li> <li>Reduce the number of slight injures to 10 000 or below (data from the Danish national patient register)</li> </ul> <p>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.</p> <p>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.</p>	
<b>Finland</b>	<ul style="list-style-type: none"> <li>Reduce the number of road deaths and serious injuries by 50% by 2030</li> </ul> <p>The long-term vision is zero road deaths by 2050.</p>	2020
<b>France</b>	<p>France endorsed the road safety targets, decided at the European Union level in Valetta in March 2017, to reduce the number of fatalities and severe injuries by 50% on European roads by 2030.</p> <p>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.</p> <p>The baseline year is 2019 since the year 2020 cannot be considered as a reference, due to the Covid-19 pandemic.</p> <p>France has also endorsed the concept of zero fatalities on the roads by 2050.</p>	2019
<b>Germany</b>	<ul style="list-style-type: none"> <li>Reduce the number of road deaths by 40 % by 2030</li> <li>“Significantly” reduce the number of serious injuries by 2030</li> </ul>	2019
<b>Greece</b>	<ul style="list-style-type: none"> <li>Reduce road deaths and serious injuries by 50% by 2030</li> </ul> <p>Additional specific targets:</p> <ul style="list-style-type: none"> <li>Reduce motorcyclist deaths by 66% by 2030</li> <li>Reduce road fatalities on Greek islands by 60% by 2030</li> <li>Achieve zero deaths on motorways by 2030</li> <li>Reduce deaths in single vehicles crashes by 35% by 2030</li> <li>Achieve zero fatalities in 49 cities with 50 000-100 000 inhabitants</li> <li>Become ranked 13<sup>th</sup> among EU countries regarding deaths per 100 000 inhabitants.</li> </ul> <p>There is an interim target to reduce deaths and serious injuries by 30% by 2025.</p>	2019
<b>Hungary</b>	<p>Long-term targets:</p> <ul style="list-style-type: none"> <li>Reduce the number of road deaths by 50% by 2030, from 460 to 230</li> <li>Reduce the number of serious injuries by 50% by 2030, from 4 655 to 2 327</li> </ul> <p>Short-term targets:</p> <ul style="list-style-type: none"> <li>Reach the EU average in terms of road fatalities per million inhabitants by 2025</li> <li>Proportional reduction of the number of fatalities and serious injuries to reach the 2030 target (345 fatalities and 3 491 serious injuries by 2025)</li> </ul>	2020

Country	Target	Baseline year(s)
<b>Iceland</b>	<p>The 2024-38 Traffic Safety Plan includes three main targets:</p> <ul style="list-style-type: none"> <li>• Iceland should rank among the top five European countries in terms of fatalities per capita, based on a five-year average</li> <li>• The number of fatalities and serious injuries should decrease by 5% annually</li> <li>• The cost of road crashes per kilometer driven should decrease by 5% annually, excluding inflation.</li> </ul> <p>The Plan also includes several sub targets as well as targets on key safety performance indicators, for example on:</p> <ul style="list-style-type: none"> <li>• Speeding</li> <li>• Driving under the influence of alcohol</li> <li>• Use of seatbelt and safety equipment</li> <li>• Use of a smartphone while driving</li> <li>• Safer infrastructure</li> <li>• Safer vehicles</li> </ul>	Average for 2015-19
<b>Ireland</b>	<ul style="list-style-type: none"> <li>• Reduce the number of road deaths by 50% by 2030 from 144 to 72 or lower</li> <li>• Reduce the number of serious injuries by 50% by 2030, from 1 259 to 630 or lower</li> </ul> <p>The strategy is divided into three phases (Phase 1: 2021-24, Phase 2: 2025-27, Phase 3: 2028-30). The targets for the end of Phase 1 are to:</p> <ul style="list-style-type: none"> <li>• Reduce the number of road deaths by 15%, from 144 to 122 or lower</li> <li>• Reduce the number of serious injuries by 10% , from 1 259 to 1 133 or lower</li> </ul> <p>The strategy commits to achieving Vision Zero in Ireland by 2050.</p>	Average for 2017-19
<b>Israel</b>	<p>Short-term target:</p> <ul style="list-style-type: none"> <li>• Reduce the road-fatality rate per 100 000 inhabitants, from 4.2 in 2024 to 3.7 in 2025</li> </ul>	
<b>Italy</b>	<ul style="list-style-type: none"> <li>• Reduce the number of road deaths and serious injuries by 50% by 2030</li> </ul> <p>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 aged over 65.</p>	2019
<b>Japan</b>	<ul style="list-style-type: none"> <li>• Fewer than 2 000 road deaths (within 24 hours) by 2025 (corresponding to a reduction by 30% compared to 2020)</li> <li>• Fewer than 22 000 serious injuries by 2025</li> </ul>	
<b>Korea</b>	<ul style="list-style-type: none"> <li>• Reach less than 1 800 road deaths, representing a 38% reduction from the 2021 baseline</li> </ul> <p>The target aligns with the United Nations goal to halve road deaths by 2030.</p>	
<b>Latvia</b>	<ul style="list-style-type: none"> <li>• Fewer than 70 deaths annually by 2030 (112 road deaths in 2024)</li> </ul>	
<b>Luxembourg</b>	<ul style="list-style-type: none"> <li>• Reduce road fatalities and serious injuries by 50% by 2030</li> </ul> <p>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.</p>	
<b>Mexico</b>	<ul style="list-style-type: none"> <li>• Systematic reduction of deaths and injuries caused by road traffic crashes</li> </ul>	
<b>Morocco</b>	<ul style="list-style-type: none"> <li>• Reduce road deaths by 50% by 2026</li> <li>• Reduce road deaths by 50% by 2030</li> </ul> <p>These include specific targets for pedestrians, powered two- and three-wheelers, children, single-vehicle crashes and commercial transport.</p>	2015 2024

Country	Target	Baseline year(s)
<b>Netherlands</b>	The 2030 road safety strategy aims to achieve zero fatalities and injuries by 2050. Currently, politicians are debating an intermediate goal of a 50% reduction in serious injuries and fatalities by 2030 as well as the baseline year.	
<b>New Zealand</b>	New Zealand has no quantitative target.	
<b>Norway</b>	<ul style="list-style-type: none"> <li>By 2030, the number of killed or seriously injured in road traffic should not exceed 350, with no more than 50 fatalities</li> <li>Achieve zero fatalities from road traffic crashes by 2050</li> </ul>	
<b>Poland</b>	<ul style="list-style-type: none"> <li>To reduce by 50% the number of road deaths and serious injuries by 2030</li> </ul> <p>There are specific targets for vulnerable road users (pedestrians, cyclists, moped and motorcycle riders) and alcohol-related fatalities.</p> <p>The programme also includes yearly interim targets.</p>	2019
<b>Portugal</b>	<ul style="list-style-type: none"> <li>Reduce road deaths by 50% by 2030</li> <li>Reduce MAIS3+ serious injuries by 50% by 2030</li> </ul>	2019
<b>Serbia</b>	<ul style="list-style-type: none"> <li>Reduce road deaths and serious injuries by 50% by 2030</li> <li>Achieve zero children killed in traffic from 2030</li> </ul> <p>Specific targets are included, as well as interim targets for specific years before 2030.</p>	2019
<b>Slovenia</b>	<ul style="list-style-type: none"> <li>Reduce road deaths and serious injuries by 50% by 2030</li> </ul>	
<b>Spain</b>	<ul style="list-style-type: none"> <li>Reduce of road deaths and serious injuries by 50% by 2030</li> </ul> <p>There is a long-term target of zero road deaths and serious injuries by 2050.</p> <p>No intermediate targets are explicitly set, but a linear reduction up to the final target is implicitly used as a reference value for the year-to-year decrease in the figures.</p> <p>Different targets are set for reducing the total number of deaths and serious injuries across various road users, road types, and age groups.</p>	2019
<b>Sweden</b>	<ul style="list-style-type: none"> <li>Reduce road deaths by 50% by 2030, with a maximum of 133 road deaths in 2030</li> <li>Reduce serious injuries by 25% by 2030</li> </ul> <p>There are some more specific targets:</p> <ul style="list-style-type: none"> <li>25% reduction in seriously injured pedestrians falling (single) by 2030</li> <li>25% reduction in seriously injured cyclists in single crashes by 2030</li> </ul> <p>A quantification of the target to reduce road deaths due to suicides (including jumping from bridges) may come at a later stage.</p>	Average for 2017-19
<b>Switzerland</b>	<ul style="list-style-type: none"> <li>Achieve a maximum 100 fatalities and 2 500 seriously injured per year by 2030 on Swiss roads</li> <li>Achieve a maximum of 25 fatalities and 500 seriously injured across 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)</li> </ul>	
<b>United Kingdom</b>	Great Britain: <ul style="list-style-type: none"> <li>Reduce the number of people killed or seriously injured on roads in Great Britain by 65% by 2035</li> <li>Reduce the number of children (under 16s) killed or seriously injured by 70% by 2035</li> </ul>	Average 2022-24
<b>United States</b>	Under review	

# Acknowledgements

- Authors: Véronique Feypell, Rachele Poggi (ITF) and Claire Bazerque (France)
- Editors: Camille Larmanou and Ronan Mac Erlaine (ITF)
- Designer: Renaud Madignier

The ITF is grateful to all the members of the IRTAD Group for their contributions to this report.

## 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)

<b>Argentina</b>	National Road Safety Agency (ANSV)
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<b>Poland</b>	Motor Transport Institute (ITS)
<b>Portugal</b>	National Road Safety Authority (ANSR)
<b>Serbia</b>	Road Traffic Safety Agency TRSD Ltd
<b>Slovenia</b>	Slovenian Traffic Safety Agency
<b>Spain</b>	General Traffic Directorate

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# Road Safety Annual Report 2025

The Road Safety Annual Report 2025 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-2025](http://www.itf-oecd.org/road-safety-annual-report-2025).

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