

Road Safety Country Profile Argentina 2023



Overview

Argentina recorded 4 567 road deaths in 2022, a decrease of 14.4% compared to the average 2017-19. Since 2012, road deaths have fallen by 10%, even if no progress was recorded until 2018. However, between 2012 and 2022, only road deaths among car occupants fell. Argentina updated its road safety strategy in 2016, covering ten years. The strategy set a target of a 30% reduction in the number of people killed or seriously injured by 2026.

Population	45.9 million							
GDP per capita	USD 13 790							
Total number of motor vehicles	27.2 million							
Spood limits	Urban roads Rural roads Motorways							
Speed innits	40-60 km/h		110 km/h			120-130 km/h		
Limits on blood alcohol content	0.0 grams/litre (g/l)							
	4 567							
Road fatalities	Pedestrians	Cyclists		Car occupants	Motorised two- wheelers		Other unknown	and
	10%	4%	34%		41%		12%	
Road fatalities per 100 000 population	10							
Road fatalities per 10 000 vehicles	1.7							
Cost of road crashes	1.6% of GDP (2019)							

Quick facts: Argentina (all data from 2022, unless otherwise stated)

Short-term trends

Mobility and road safety in Argentina were significantly impacted by the Covid-19 pandemic that hit the world in 2020. Figure 1 illustrates the number of road deaths in 2020, 2021 and 2022 compared to the linear trend before the pandemic. It shows that road death figures for 2020 and 2021 were very much below the trend.

Due to the impact of the Covid-19 pandemic on mobility and road crashes, the data for 2020 and 2021 represent a poor reference point for benchmarking. Therefore, for short-term trends, this report compares data for 2022 and 2021 with the average for 2017-19.

In 2022, Argentina recorded 4 567 road deaths, a reduction of 14.4% compared to the average 2017-19 (Table 1).

The distance travelled did not recover to the pre-Covid-19 level. This was mainly due to the pandemic and the economic crisis. Many companies moved their offices to less central areas, while others, especially in the service and finance sectors, allowed remote work for many of their workers. This meant a sustained reduction in traffic and risk exposure.

	2017	2018	2019	Average 2017-19	2020	2021	2022	2022 compared with average 2017-19
January	495	497	394	462	431	404	399	-13.6%
February	467	482	365	438	376	333	343	-21.7%
March	446	522	431	466	278	343	374	-19.8%
April	412	480	376	423	147	336	414	-2.1%
May	433	468	363	421	200	296	416	-1.3%
June	448	443	381	424	213	293	325	-23.3%
July	453	516	419	463	242	370	398	-14.0%
August	473	386	424	428	271	368	381	-10.9%
September	469	431	419	440	275	339	364	-17.2%
October	498	339	423	420	314	419	399	-5.0%
November	469	415	403	429	340	358	347	-19.1%
December	548	514	456	506	426	470	405	-20.0%
Total	5 611	5 493	4 898	5 334	3 513	4 481	4 567	-14.4%

Table 1. Road fatalities in Argentina, 2017-2022

Motorcyclists are the road users with the highest number of fatalities (41% of the total), followed by car occupants (34%) (Figure 4). Improving the safety of motorcyclists is an extreme priority in Argentina.

In 2022, Argentina had a road mortality rate of 10 road deaths per 100 000 population and a fatality risk of 1.7 road deaths per 10 000 registered motor vehicles (Figures 2 and 3).



Figure 1. Road fatalities in Argentina in 2020, 2021 and 2022 compared to the linear trend since 2012

Note: data are not available in 2015.







Figure 3. Road fatalities per 10 000 registered vehicles in Argentina compared to other IRTAD countries, 2022

Note: in Belgium, Denmark, Germany and Hungary, registered vehicles do not include mopeds. * 2021 data.



Figure 4. Road fatalities in Argentina by user category, 2022





Road safety data 2012-22

Between 2012 and 2022, road deaths decreased by 10%. However, no progress was recorded until 2018. Road deaths slightly reduced in 2018 and 2019 and very significantly in 2020 due to the Covid-19 pandemic and its impact on mobility. The number of road deaths slightly increased in 2021 and 2022 but remains well below its pre-pandemic level.

Despite an overall decrease of 10% in road deaths between 2012 and 2022, road deaths only decreased for car occupants. The increase in road controls at the national, provincial and local levels, the improvement in road infrastructure, the incorporation of mandatory safety measures for new vehicles since 2015 (ABS, airbags for driver and passenger, stability control and head restraints for all occupants, automatic lighting of lights, impact crash tests) and the unification of the national driver's license with background checks and penalties have changed the conditions in the road safety scenario in Argentina.

The number of motorcyclists killed increased significantly (from 1 344 in 2012 to 1 873 in 2022). They represented 26% of road deaths in 2012 and 41% in 2022. The number of cyclists killed increased by 78.1% from 96 in 2012 to 171 in 2022. In recent years, the use of bicycles has increased significantly, especially in urban areas.

	2012	2020	2021	2022	Evolution 2012-22
Reported safety data					
Fatalities	5 074	3 513	4 481	4 567	-10.0%
Injury crashes	92 240	69 010			
Injured persons hospitalised		5 099			
Deaths per 100 000 population	12.3	7.7	9.8	10.0	-19.0%
Deaths per 10 000 registered vehicles		1.4	1.7	1.7	
Fatalities by road user					
Pedestrians	382	348	298	449	17.5%
Cyclists	96	156	142	171	78.1%
Motorised two-wheelers	1 344	1 634	1 555	1 873	39.4%
Passenger car occupants	2 778	1 020	1 031	1 546	-44.3%
Other road users	474	355	1 453	527	11.2%
Fatalities by age group					
0-14 years	317	124	133	196	-38.2%
15-17 years	369	119	117	104	-71.8%
18-20 years	367	253	228	276	-24.8%
21-24 years	481	412	357	492	2.3%
25-64 years	3 118	1 904	1 910	2 529	-18.9%
65-74 years		216	233	301	
≥ 75 years		149	114	190	
Fatalities by road type					
Urban roads	2 689	1 487	1 122	1 578	-41.3%
Rural roads		1 586	1 703	2 530	
Motorways		137	214	198	
Traffic data					
Registered vehicles (thousands)		25 699	26 413	27 175	
Registered vehicles per 1 000 population		566.3	576.6	592.2	

Table 2. Crash, casualty and traffic data in Argentina, 2012-22



Figure 6. Evolution of road fatalities, motorisation and GDP in Argentina, 2012-22 Index 2012 = 100

Figure 7. Evolution of road fatalities in Argentina by user category and age group, 2012-2022



Safety performance indicators

Speed

Local governments may administer speed limits as long as the speed limit is lower than that national law requires. The incorporation of exclusive bike lanes on streets and avenues in cities has been accompanied by reduced speed limits, going from 40 km/h to 30 km/h on streets and from 60 km/h to 50 km/h on avenues.

Table 3 summarises the main speed limits for passenger cars in Argentina.

	General speed mint
Urban roads	
Main roads	60 km/h
Residential streets	40 km/h
Interurban high speed roads	
Single carriageway	110 km/h
Expressway/motoway	120-130 km/h

Table 3. Passenger car speed limits by road type in Argentina, 2023

Concernal an and limit

Drink driving

Since 13 April 2023, the "Zero Alcohol at the Wheel" law has been in force and applies immediately on national routes in the country. 18 out of 24 provincial jurisdictions have adhered to this measure and have incorporated the limit of 0.0 g/l of alcohol in blood for all types of vehicles. Only the provinces of CABA, Corrientes, Misiones, Mendoza, San Juan and Santa Fe maintained the limits before national law (0.5 g/l for car drivers, 0.2 g/l for motorcyclists and 0.0 g/l for professional drivers).

Drugs and driving

The national traffic law prohibits driving after "having consumed illegal or legal drugs that reduce the ability to drive".

Since December 2020, a breathalyser control procedure has been carried out throughout Argentina, in which the provinces and some municipalities participate. This simultaneous control device has an individualised control recording system that allows one to know the profiles of the drivers controlled, the type of vehicle, etc. In this sense, it is interesting to show the evolution of positivity considering the continuity of the operation and the approval of the 0 Alcohol law in April 2023, which implies that any value above 0.0 g/l in blood is considered positive.

During 2023, a study was carried out on the consumption of alcohol and other psychoactive substances in road crashes. The profile of road crash patients is predominantly male (63.5%), under 35 years of age (65.4%) and motorcycle users (65%). 22.1% of the drivers who entered the

emergency room in the hospital due to road crashes reported having consumed alcohol in the 6 hours before the event, with this substance being the one with the highest declaration of consumption and slightly lower than the 2018 measurement (25.1%). 31.6% of the drivers involved in road crashes reported having consumed at least one psychoactive substance in the 6 hours before admission to the hospital. Among those who consumed more than one substance, it was evident that alcohol is mainly combined with marijuana (79.1%), anxiolytics with or without a medical prescription (37.2%) and cocaine (7%).

The prevalence of declarative alcohol consumption was higher among male (26.4%) and automobile (28.1%) drivers. Among drivers involved in road crashes, the presence of psychoactive substances caused more serious injuries.

Use of mobile phones while driving

National traffic law prohibits using hand-held mobile phones, electronic devices, DVD players, and similar devices while driving. In 2018, a nationwide observational study based on a sample of more than 95 000 cars and 38 000 motorcycles showed that 16.8% of car drivers and 10.5% of motorcycle drivers were distracted at any time. The percentage of distracted drivers increased compared to the 2016 survey (with distraction rates of 12.1% and 8.2% respectively). The main distracting factor was using mobile phones while driving a car (9.4%) and transporting objects when driving a motorcycle. There is no data on the share of crashes due to distracted driving.

Fatigue

The share of fatigue as a causal factor in crashes is especially challenging to detect but an important issue. National legislation requires professional drivers to rest eight hours after eight hours of driving. Surveillance measures focus heavily on professional drivers of long-distance public transport.

Seat belt and helmet use

Seat belt wearing in front and rear seats has been compulsory in Argentina since 1995. The wearing rate is still very low compared to most OECD countries despite some improvement since 2011. Observational surveys show that about 57% of drivers and 52% of front-seat passengers wore seatbelts in 2022. In the rear seats, only 13% of adult passengers wore seatbelts.

For motorcyclists, helmet wearing is the most effective passive safety habit. All riders of motorised two-wheelers are required to wear helmets in Argentina. In 2022, it was estimated that 58% of motorcycle riders and 34% of passengers wore helmets (considering only the first passenger). These results show a statistically significant decrease in helmet rate use by riders but a stagnation in helmet use by passengers compared with the last survey in 2016. These figures are still relatively low and suggest that many lives could be saved and serious injuries prevented if the use of helmets by all riders was nearer 100%.

The helmet is mandatory for cyclists. However, the police authorities are not controlling it.

Table 4. Seat belt and helmet wearing rates in Argentina

Percentages

	2018	2022
Front seats		
Driver	55	57
Passenger	42	52
Rear seats		
General	20	13
Helmet		
Riders of motorcycles	49	58
Passengers of motorcycles	42	37

Cost of road crashes

The cost of road crashes estimated in 2019 amounted to around USD 5.6 billion, or 1.6% of GDP. The methodology chosen to estimate crash costs combines the human capital approach with an estimate of the statistical value of life to take into consideration the grief and pain caused by premature death and serious injuries.

	Fatalities	Serious injuries	Slight injuries	Total cost
Medical costs	0.12	5.23	1.51	6.86
Property damage costs	0.57	1.31	7.81	9.69
Administrative costs	5.38	1.39	0.20	6.97
Productivity costs	366.28	13.20	1.49	380.97
Human costs	5 011.03	152.5	0.00	5 163.52
Total	5 383.38	173.62	11.01	5 568.02
Total as % of GDP				1.6%

Table 5. Cost of road crashes in Argentina, 2019

USD, millions

Road safety management and strategy

Governance of road safety

Responsibility for the organisation of road safety in Argentina primarily lies with the National Road Safety Agency (ANSV), created in 2008 under the Ministry of the Interior and Transport. The Agency has three councils and committees: a Federal Council, represented by one member of

each province; a Scientific Committee, composed of expert members, engineers, doctors, etc.; and a Consultative Committee, represented mainly by relatives of road safety victims.

Since its inception, the focus of the ANSV has been the creation of a national driver's licence, a national education plan, a national monitoring plan and the development of the National Road Safety Observatory. However, as Argentina is a federal country, provinces are empowered to accept or reject recommendations by the national government, as represented by the ANSV.

Road safety strategy

Argentina updated its road safety strategy in 2016, covering ten years. The strategy set a target of a 30% reduction in the number of people killed or seriously injured by 2026. The strategy focused on strengthened institutional co-ordination across the different levels of government, traffic law enforcement, education and road safety campaigns, safer vehicles and infrastructure, and post-crash response.

Latest road safety measures

In April 2023, the National Zero Alcohol Law set the BAC limit at 0.0 g/l for all motorised vehicle drivers.

Operational bases were set up in provinces with no ANSV presence. This expands and enhances the work dynamic, carried out throughout the year and not only seasonally. The agents are local, allowing them to know each region's particularities. This reinforces the federal nature of the controls. The result of this methodology is a constant and suitable coverage of each locality. 27 operational bases were opened in 4 years. Today, the ANSV has 39 locations, more than triple the number that opened between 2008 and 2019.

The Federal operation Alcohol ZERO has been carried out since December 2020. It consists of developing ethyl dosage controls for private and professional drivers in all jurisdictions at different points every week. Registrations are made with the results of all the operations compiled digitally to form a national statistical base that can be used to study the problem. The initiative covers all 23 provinces and the City of Buenos Aires and aims to show no alcohol behind the wheel.

The Federal Plan for Road Safety Education was prepared with each province in a personalised way, taking into account the needs of each province. All material included in the Federal Plan for Road Safety Education is available on the ANSV website, where the country's teachers can download it for free (<u>https://www.argentina.gob.ar/seguridadvial/educacionvial</u>).

The Law on the Promotion of Road Safety Education was implemented with educational programs aimed at each actor of the society and prevention campaigns all over the country.

54 000 teachers were trained at the three levels, giving them credits for their teaching performance.

Within the Law on National Education and Learning Centers Priority (NAP) framework, face-toface workshops and virtual courses for educators of all levels of teaching are provided. The purpose is to acquire tools to bring Road Safety Education to the classroom. The training consists of a face-to-face exhibition workshop and three virtual modules of thirty hours. This proposal provides the possibility of managing the teaching score and is subject to calls by the addresses of each province.

The virtual course "My First National Driver's License for Automobile and Motorcycle" is intended for young people aged 16 to 21 (half of the fatalities due to crashes are in this age group). The initiative aims to train people with basic technical knowledge of car and motorcycle driving and promote safe, responsible, and supportive conduct. The innovation lies in the fact that the applicant will be exempt from the theoretical training of the Licensing Centers (CELs) and can take the exam directly. The content has been adapted for this purpose.

Citizen complaint mechanisms were set up with audiovisual records of acts of road violence and risky manoeuvres. The provisional suspension of the licence is a measure that the ANSV created through provision 384/2020. It aims to take drivers who engage in risky behaviours off the streets and routes in the context of its re-evaluation by the transit authorities of each jurisdiction.

The procedural tool, "Friends of the Court", allows third parties outside the process to offer legal, technical or scientific arguments for road traffic offences. These participations can be given in those cases where the interest is compromised or in cases of institutional issues of relevance. Since January 2020, the National Security Agency has been using this tool to recommend actions to judges and make experts available regarding road safety and up-to-date regulations.

Motorcycle factories agreed to include Advanced Braking Systems. This measure will come into force for the new models marketed from 1 January 2024 and include all models sold after 1 January 2025.

147 new Compulsory Technical Inspection locations for motor vehicles throughout the country were created.

The assistance centre comprises highly trained interdisciplinary professional staff for specific attention to victims, providing guidance and answers free of charge.

Research and resources

Publications

Study on the consumption of alcohol and other psychoactive substances in road crashes (2023), https://www.argentina.gob.ar/sites/default/files/2018/12/ansv_ov_estudio_sonsumo_de_spa_en_vv_2023.pdf

Analysis of urban sections on national routes (2022), https://www.argentina.gob.ar/sites/default/files/2018/12/ansv_estudio_ov_tramos_urbanos_de_rutas_tomo1_2023.pdf

Cost of Medical Care for Head and Neck Trauma in Motorcyclists Involved Road Crashes in Argentina (2022),

https://www.argentina.gob.ar/sites/default/files/2018/12/ansv_costos_tx_cabeza_motociclistas_ nacion_2019.pdf Global Disease and Cost Car Study Social Events in Argentina (2019), https://www.argentina.gob.ar/sites/default/files/2018/12/ansvestudio_gbd_costos_argentina_2019.pdf

Other studies can be downloaded from: <u>https://www.argentina.gob.ar/seguridadvial/observatoriovialnacional/estudios</u>

Websites

National Road Safety Agency: https://www.argentina.gob.ar/seguridadvial

Definition, methodology, data collection

Term	Definition
Road death	Any person killed in a traffic crash or within 30 days of the crash due to injuries sustained in the crash.
Person seriously injured	Any non-fatal casualty who stayed more than 24 hours in hospital.
Person slightly injured	Any non-fatal casualty admitted to hospital for less than 24 hours.

The 24 Argentinean jurisdictions send monthly road crash data to the ANSV. There is a transition between the old statistic reporting tools and the new ones. This implies that the statistical yearbook is built by analysing data from different supports, ranging from an aggregated data sheet to a detailed database.

A new road safety statistical form (FEU) was implemented in 2010 to get more detailed road crash statistics. This form is mainly used with the online software SIGISVI, which enables the digitalisation and systematisation of information. In 2022, 19 of the 24 Argentinean provinces used this software to report detailed data on road crashes. One province still sends the statistical forms by post to ANSV, which digitalises them.

Figures obtained from this source of information often demonstrate a large amount of underreporting with the more advanced tool compared to the traditional reporting tools. Therefore, more effort is needed to improve the coverage of the detailed database.

The ANSV works closely with the 24 jurisdictions to improve their crash data collection process.

Although data collection has shown advances in many provinces, evidence-based decisionmaking remains challenging. An important gap needs to be narrowed between policy makers and technical teams.

Since 2010, the ANSV has been working with the Ministry of Health to link hospital records and the FEU Form data. Testing the connection between database records is in phase 1 of 3.

About the IRTAD Database

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

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

The data is provided in a common format based on definitions developed and agreed by the IRTAD Group. Selected data is available for free; full online access requires IRTAD membership.

Access the IRTAD Database via the OECD statistics portal:

https://stats.oecd.org/Index.aspx?DataSetCode=IRTAD_CASUAL_BY_AGE

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About the IRTAD Group

The International Traffic Safety Data and Analysis (IRTAD) Group is the ITF's permanent working group for road safety. It brings together road safety experts from national road administrations, road safety research institutes, international organisations, automobile associations, insurance companies, car manufacturers, etc. 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.

www.itf-oecd.org/irtad

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