



AUSTRALIA

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Based on provisional data, Australia recorded 1 184 road fatalities in 2019, representing a 4.2% increase compared to 2018. Australian progress towards the target established under the National Road Safety Strategy (NRSS) 2011-2020 (at least 30% reductions in fatalities and serious injuries) has been slower than anticipated, in part as a result of the increases in road fatalities in 2015 and 2016. An independent inquiry into the effectiveness of the NRSS was completed in 2018 and all levels of government are working to implement the findings. The Australian Government has established a new Office of Road Safety in the Department of Infrastructure, Transport, Regional Development and Communications. The Office of Road Safety commenced operations on 1 July 2019, delivering the Government's new and existing road safety programs, engaging with road safety stakeholders, co-ordinating performance monitoring and reporting on the current National Road Safety Strategy, as well as leading the preparation of a new Strategy for 2021-2030.

Impact of covid-19

In response to the covid-19 pandemic, most Australian state and territory governments introduced social distancing and lockdown measures from the last week of March 2020, which affected the movement of people and goods on the road and, in turn, the exposure to road crashes.

Compared with the average for 2017-19, in April 2020 traffic volume decreased by 38.5%, while the number of road deaths decreased by 16.7%.

Table 1. Road fatalities by month

	Average 2017-19	2020	% change
January	105	87	-17.1
February	82	94	+14.6
March	106	103	-2.8
April	96	80	-16.7
May	98	85	-13.3
June	92	83	-9.8
July	97	95	-2.1
August	105	102	-2.9
September	98	84	-14.3
October	90	113	+25.6
November	98	..	..
December	114	..	..

Table 2. Road motor vehicle traffic by month

	Average 2017-19	2020	% change
January	21.38	20.70	-3.2%
February	21.33	21.46	0.6%
March	22.52	18.79	-16.6%
April	21.59	13.27	-38.5%
May	22.57	17.48	-22.6%
June	21.62	20.11	-7.0%
July	22.13	21.02	-5.0%
August	22.17	19.48	-12.1%
September	21.48	19.88	-7.4%
October	22.42	21.19	-5.5%
November	22.72	..	..
December	22.38	..	..

Note: Motor vehicle kilometres travelled are estimates.

Trends

Australia registered an overall **increase in the number of road deaths in 2019**. According to the latest provisional data, 1 184 persons lost their lives in traffic crashes in Australia in 2019. This represents a 4.2% increase on 2018. In 2018, 1 136 road deaths were reported, a 7.3% decrease on 2017.

The **longer-term trend for road deaths** in Australia continues to be downwards trending. Between 2000 and 2019, the number of annual road fatalities fell by 34%.

The number of **traffic deaths per 100 000 inhabitants** in Australia has fallen by 51% between 2000 and 2019. In 2019, 4.7 traffic deaths per 100 000 inhabitants were recorded, compared to 9.5 in 2000. By way of comparison the average in the European Union was 5.1 deaths per 100 000 inhabitants in 2019.

Measured as **traffic deaths per billion vehicle-kilometres** (vkm) driven, the road safety performance of Australia shows an encouraging long-term trend. In 2019 this metric stood at 4.6, a decrease of 54% from 2000.

Country profile

Population in 2019: 25.3 million

GDP per capita in 2019: 53 366 USD

Cost of road crashes: 1.8% of GDP (2006)

Road network: in 2019: 1 027 545 kilometres (urban roads 14.6%)

Registered motor vehicles in 2019: 19.5 million (cars 75%; goods vehicles 20%; motorised two-wheelers 5%)

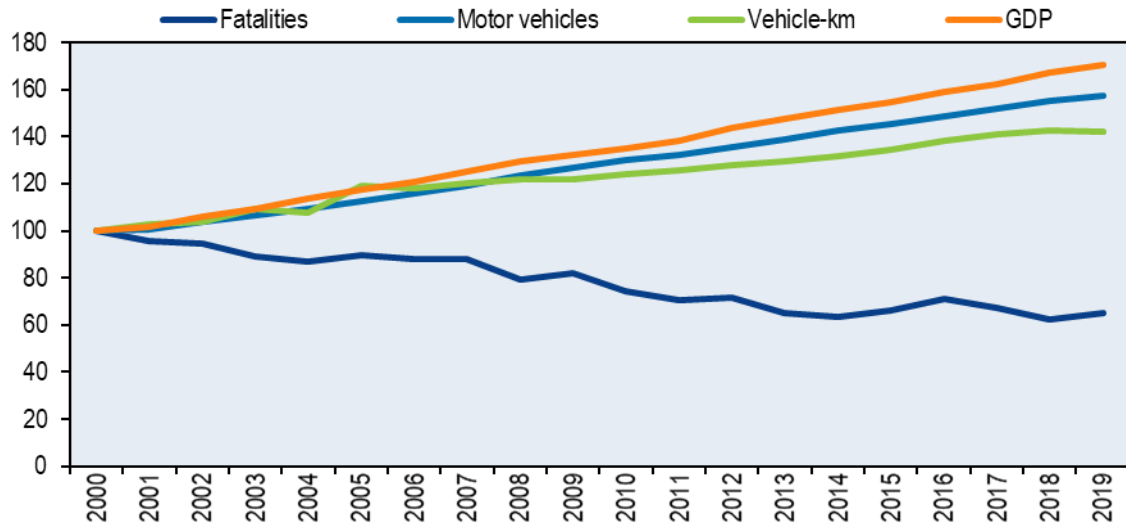
Volume of traffic: +42% between 2000 and 2019

Speed limits: 50 km/h on urban roads (increasing use of 40 km/h or lower limits in urban areas with high pedestrian activities); 60-80 km/h on arterial roads; 100 km/h on rural roads; 110 km/h on motorways

Limits on Blood Alcohol Content: 0.5 g/l for general drivers; 0.0 g/l for professional and novice drivers

Australia recorded 0.6 **road fatalities per 10 000 registered vehicles** in 2019. This represents a 58% decrease with respect to 2010, when the rate of deaths relative to registered vehicles stood at 1.5.

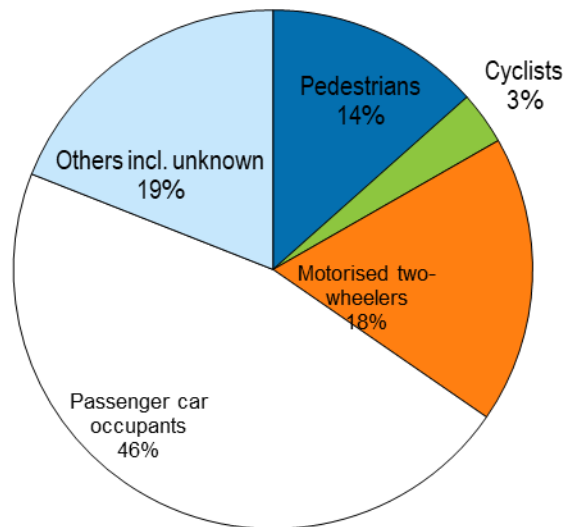
Figure 1. Road safety, vehicle stock, traffic and GDP trends
Index 2000 = 100



The data for **fatalities by road user groups** show that passenger car occupants continue to comprise the greatest share of road fatalities. In 2019, passenger car occupants represented 46% of the total fatalities. They were followed by users of motorised two-wheelers at 18%, pedestrians at 14% and cyclists at 3% of total fatalities.

All road user groups saw their number of road fatalities increase in 2019 with the exception of pedestrians. Cyclists experienced the largest yearly increase in fatalities (11.4%) in 2019 compared to 2018, increasing from 35 to 39 deaths. Users of motorised two-wheelers registered an increase of 11% in fatalities from the year prior. Likewise, passenger car occupants experienced year-on-year increase of 3% in 2018. On the contrary, pedestrians registered 19 less fatalities (-10.7%) compared to 2018.

The long-term trend shows that traffic in Australia has grown safer for all road user groups with the exception of cyclists. Namely, the number of fatalities occurring to cyclists increased from 31 to 39 in the period 2000-19 representing an increase of 26%. On the contrary, during this time period the number of annual fatalities occurring to passenger car occupants was reduced by 58% and those occurring to pedestrians saw a reduction of 45%.

Figure 2. Road fatalities by road user group in percentage of total, 2019

Road deaths by age group in 2019 show a significant decrease for young persons aged 15-17 (-30%) compared to 2018 and for older people aged 65-74 (-7.9%). All the other age groups experienced an increase in fatalities.

The long-term trend, since 2000, is encouraging. All age groups registered a decrease in the number of annual road deaths. The strongest reductions occurred for youths under 20 who collectively registered 274 fewer deaths (-65%) in this time period.

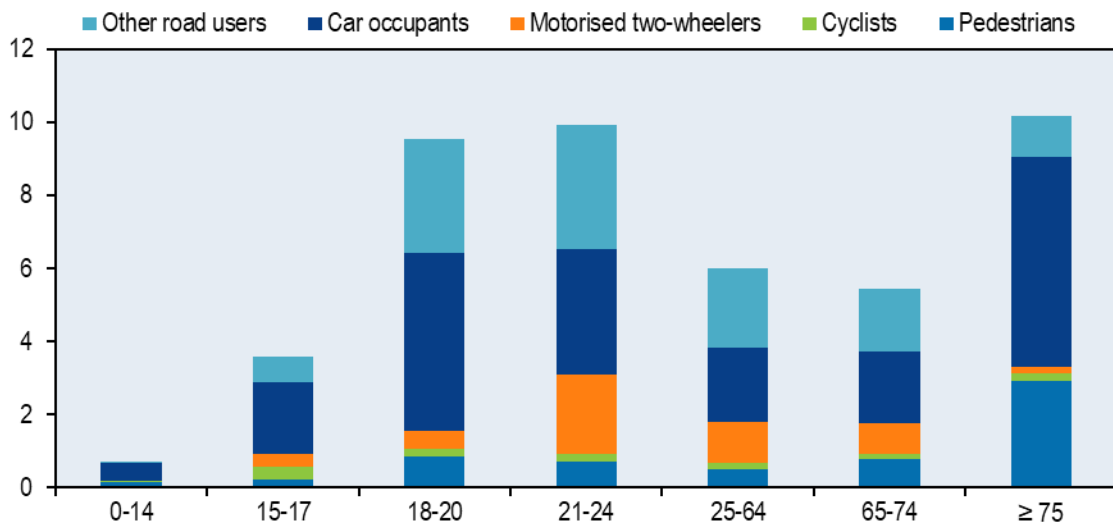
The perspective changes slightly for the elderly when changes since 2010 are considered. Between 2010 and 2019 people aged 65-74 saw the number of annual road fatalities rise by 9% while those over 75 saw an uptick of 39%.

Despite recent improvements, young people continue to have a mortality rate significantly above the average. In 2019, road mortality rates of 9.0 for 18-20 year-olds and 7.8 for 21-24 year-olds were recorded per 100 000 persons compared to an average of 4.7 for the entire population.

Figure 3. Road fatality rates by age group, 2010-19
Deaths per 100 000 population in a given age group



Figure 4. Road fatality rate by age and road user group, 2019
Fatalities per 100 000 population



Analysis of **fatalities by road type** in Australia shows that in 2019 64% of road deaths occurred on roads outside urban areas. This proportion has remained relatively stable in recent years.

In 2019, in comparison to 2018, the number of road deaths increased by 2.4% on urban roads and by 5.5% on roads outside urban areas.

Figure 5. Road fatalities by road type

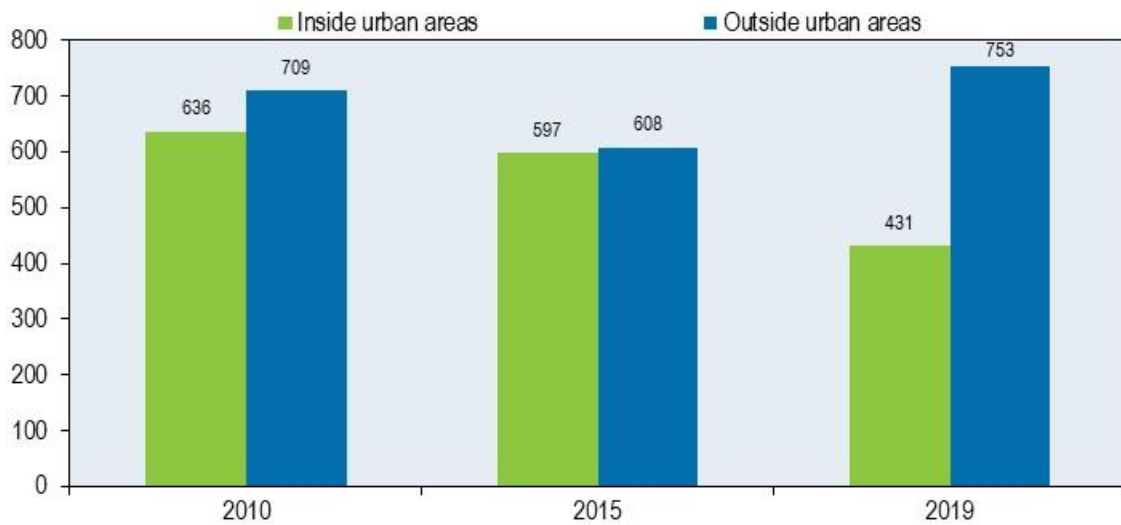
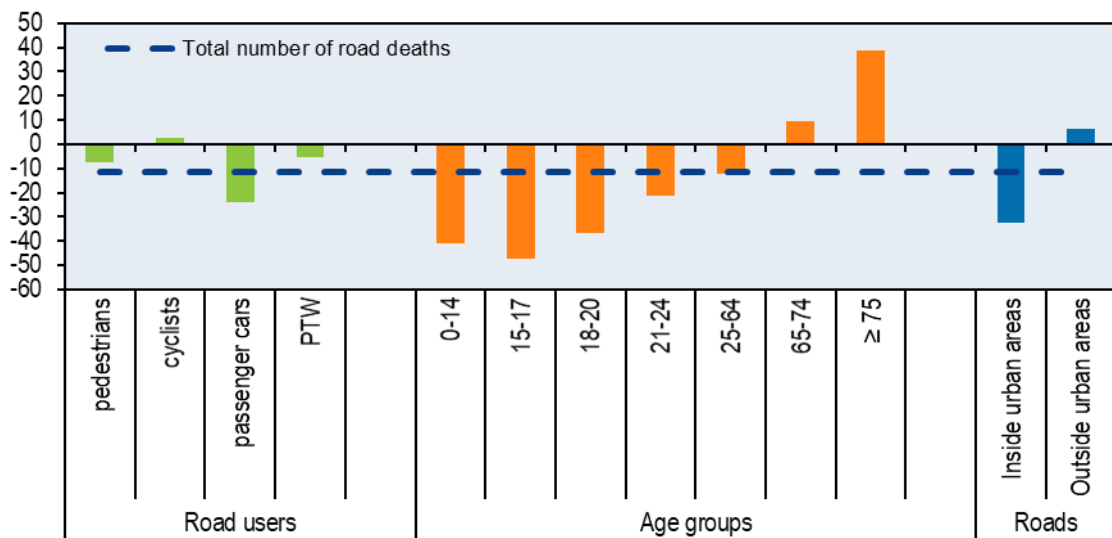


Figure 6. Evolution of road deaths by user category, age group and road type, 2010-19



Fatality data are essential to understanding road safety issues, but hardly sufficient. Information on **serious injuries from crashes** is also critically important. Yet injury data are much more difficult to obtain, validate and - where available - compare. Although the NRSS established a 30% reduction target for serious injuries as well as fatalities, Australia does not yet have systems in place at the national level to reliably measure serious, non-fatal injuries from road crashes, due to jurisdictional differences in injury definitions and reporting arrangements.

The National Road Safety Action Plan 2018-2020 seeks to address this by establishing a national matched injuries series using a commonly accepted "serious injury" definition. The Australian Government and state and territory governments, in conjunction with

Austrroads, are tasked with the responsibility of bringing the data series to fruition, and strong progress has been made. An initial report published in March 2019 documents the first stage of the pilot project, in which the 2014 crash, hospital, and National Death Index data for five jurisdictions were successfully linked. The second stage report is expected in mid-2021.

Road injuries that result in hospitalisation are recorded using the National Hospital Morbidity Database operated by the Australian Institute of Health and Welfare. In 2016, the latest year for which figures are available, 38 945 road-related hospitalised injuries were recorded in Australia. See a summary of the traffic hospitalised injury series at: https://www.bitre.gov.au/publications/ongoing/files/Hospitalised_Injury_Publication_April_2019.xlsm.

More information on this topic can be found via the following link: <https://www.roadsafety.gov.au/performance/serious-injuries.aspx>.

Economic costs of road crashes

The annual economic cost of road crashes in Australia is an estimated AUD 27 billion per year, based on 2006 data. This estimate is equivalent to 1.8% of national GDP in 2006. A willingness-to-pay methodology was used to value the human losses from road crashes.

The estimated cost includes non-reported crashes and injuries.

Table 3. Costs of road crashes, 2006

	Total [AUD]
Fatalities	9.9 billion
Injury and disability	10.3 billion
Property damage and other costs	6.9 billion
Total	27.1 billion
Total as % of GDP	1.8

Source: BITRE (2010); BITRE (2014).

Behaviour

The behaviour of road users is an important determinant of a country's road safety performance. Australia does not have reliable national data on the contribution of **speed** to serious crashes. Police crash reports have suggested that excessive speed is a factor in about a third of all fatal crashes, though this is likely to be underestimated.

Statistical series and other evaluation studies in individual jurisdictions indicate that speed management measures have made an important contribution to reducing road fatalities and injuries. Between 1997 and 2003, all Australian jurisdictions, with the exception of the Northern Territory, lowered their urban default speed limit from 60 km/h to 50 km/h. The evaluation study carried out in New South Wales showed that the mean

speed decreased by 0.5 km/h, while the total number of crashes decreased by 25.3% and the number of persons injured by 22.3% (ITF/OECD, 2018).

National data on speed distributions are not available. Obtaining such data has been identified as a priority to support the effective monitoring of progress under the National Road Safety Strategy.

Under Australia's National Road Safety Strategy, there have been moves to better align posted speed limits with the objective risk profiles of roads. This has led, for example, to an expansion of lower urban speed zones (typically 40 km/h) in areas with high levels of pedestrian and cycling activity. The National Road Safety Action Plan 2018-2020 stressed the importance of reviewing speed limits on high-risk regional and remote roads.

Over the last 10 years, most Australian jurisdictions have taken steps to strengthen speed enforcement programmes, particularly through increased use of mobile and fixed cameras; in recent years several jurisdictions have introduced, or planned to introduce, point-to-point camera systems to measure average speed, though generally only a modest scale.

The National Road Safety Action Plan recommended increasing the deployment of point-to-point and mobile cameras to detect speed in all jurisdictions. It also set as a critical action the development of a national speed enforcement strategy and a greater use of technology for a range of enforcement outcomes.

The table below summarises the main speed limits in Australia. It should be noted that speed limits are state-based, but there is broad consistency across jurisdictions.

Table 4. Passenger car speed limits by road type, 2020

	General speed limit	Comments
Urban roads (not arterial)	(Default) 50 km/h	Increasing use of 40 km/h limits in urban areas with high pedestrian activities
Urban roads (arterial)	60-80 km/h	
Rural roads (undivided)	100 km/h	
Rural roads (divided)	100-110 km/h	
Motorways	(Default) 100 km/h	Often set to 110 km/h (130 km/h in the Northern Territory)

Driving under the influence of alcohol is another major cause of road crashes in Australia, as in most IRTAD countries. In 2019, 17.6% of fatalities were attributed to drink-driving (where data are available). This figure may underestimate the extent to which alcohol affects Australian road safety as fatality counts for these measures use lower-bound estimates due to a substantial number of cases with unknown values.

In Australia, it is illegal to drive a motor vehicle with a blood alcohol content (BAC) of 0.5 g/l or higher. Lower BAC limits apply to truck, bus and taxi drivers (typically 0.2 g/l) and to novice drivers (0.0 g/l). To define drink-driving crashes, Australia uses the same definition as the one recommended by the European Union project SafetyNet: any crash in which any active participant has a BAC level above the legal limit.

All jurisdictions have had considerable success in reducing the contribution of alcohol to road trauma, largely attributable to the combination of intensive random breath-testing programmes and ongoing public education campaigns. While absolute numbers of alcohol-related fatalities have continued to decline over the past decade, the involvement of alcohol in fatalities remains significant (17.6% of fatalities in 2019).

All states and territories have mandatory alcohol interlock programmes for high range drink-drivers and repeat offenders, and continue to review and adjust these to improve their effectiveness in addressing drink-driving. They maintain highly visible random breath testing including car-based operations on the rural network, to complement larger operations elsewhere.

The confluence of **drug use and driving** is a concern in Australia. According to official statistics, in 2019, 106 persons (19.7% of road deaths where data were available) were killed in a crash when at least one of the drivers tested positive for drugs. It has been estimated that in 2016 the proportion of road deaths from crashes involving drug-impaired drivers or motorcycle riders increased 47% since 2012 in five jurisdictions.

As part of the National Road Safety Action Plan 2018-2020, Australia listed "increasing roadside drug testing significantly in all states and territories" as a Priority Action, and state and territory road authorities have been working together with police through a National Drug Driving Working Group to develop a national best practice approach to reducing drug driving. Individual jurisdictions are aiming for a 50% to 100% increase in roadside testing.

With increased reliance on, and use of, mobile phones and other devices, **distracted driving** is recognised as a concerning and potentially growing problem in Australia. However, there is no official definition as to what constitutes "distracted driving" for national statistical collection. Mobile phone use is of particular concern, with self-report surveys consistently finding that about 60% of drivers use a mobile phone while driving, and a significant minority of drivers admitting to reading (32%) or sending (18%) text messages. Data from naturalistic driving studies suggest that up to 22% of car crashes may involve distraction as a contributing factor (not specific to Australian cases) (CARRS-Q, 2017).

Across Australia, it is illegal to use a hand-held phone while driving. Learner and provisional licence holders in some jurisdictions are subject to further restrictions, including a total ban on phone use while driving. Breaches attract fines and licence demerit points. In recent years, state governments have undertaken promotional campaigns to warn of the dangers of distracted driving.

There is no definitive measure for **fatigue** involvement in crashes. Approximately 20% of all fatal crashes in Victoria have been estimated to involve driver fatigue, while estimates in Queensland are that sleepiness contributes to 20-30% of all deaths and serious injuries on the road. Fatigue is four times more likely to contribute to impairment than drugs or alcohol.

Seat-belt use has been compulsory in Australia since the 1970s. In most states there are licence demerit point penalties as well as fines for unbelted drivers, and in some states demerit points apply to drivers with unbelted passengers (in addition to fines for unbelted adult passengers).

Children 7 years of age and under must be seated in a rear seat (if available) and be adequately restrained in an appropriate child restraint or booster seat, taking into account their weight and height.

Objective nationwide data on use rates are not available, but non-national observational surveys and self-report data from national surveys indicate that wearing rates for both front and rear-seat occupants are now in excess of 95%.

Despite generally high wearing rates, the rate of non-use among fatally injured vehicle occupants was 12% in 2019. Analysis indicates that this high figure is the result of a high crash involvement rate among those who do not wear belts, as well as the fact that they are more likely to be killed if involved in a crash.

Table 5. Seat belt and helmet wearing rates
Percentages

	2000	2016	2018
Front seats			
General (driver and passenger)	96	97	97
Urban roads (driver)	..	97	97
Rural roads (driver)	..	97	97
Rear seats			
General	89	95	95
Helmet			
Riders of motorised two-wheelers	..	99	99

Helmets are compulsory for motorcycle and moped riders and cyclists. Approximately 1 in 12 motorcyclists and 1 in 6 cyclists killed in road crashes were not wearing a helmet. There is no national data on general helmet use rates.

Road safety management and strategies

There are several **factors of influence on Australia's road safety performance** as captured by the above indicators. The number of road deaths peaked in 1970 with 3 708 reported road fatalities. Since 1970, the number of road deaths has steadily decreased with some yearly fluctuations. Improvement was particularly marked in the early 1990s. More recently, the decrease in the number of fatalities has continued but at a much slower pace.

Key measures contributing to the reduction in the number of road deaths, particularly over the last decade, have been the implementation of intensive speed compliance measures, progressive introduction of graduated licencing restrictions, targeted safety investment in road infrastructure and continuous vehicle safety improvements.

In Australia's federal system, government **responsibilities for road safety** vary across jurisdictions. The Australian Government is responsible for regulating safety standards for new vehicles and for allocating infrastructure resources, including for safety, across the national highway and local road networks.

State and territory governments are responsible for funding, planning, designing and operating the road network; managing vehicle registration and driver licensing systems; and regulating and enforcing road user behaviour. Local governments have responsibilities for funding, planning, designing and operating the road networks in their local areas.

The Department of Infrastructure, Transport, Regional Development and Communications has a range of functions that support the Australian Government's role in road safety. These include administering vehicle safety standards for new vehicles, administering the National Black Spot Program and other road funding, administering the *keys2drive* programme, producing national road safety statistics, and co-ordinating the *National Road Safety Strategy 2011-2020*.

The Australian Government has established a new Office of Road Safety in the Department of Infrastructure, Transport, Regional Development and Communications. The Office of Road Safety commenced operations on 1 July 2019, delivering the Government's new and existing road safety programmes, engaging with road safety stakeholders, co-ordinating performance monitoring and reporting on the National Road Safety Strategy and leading the preparation of a new Strategy for 2021-2030.

The current National Road Safety Strategy (NRSS) 2011-2020 is an initiative of the former Transport and Infrastructure Council, comprised of Ministers responsible for transport and infrastructure issues from Australian Government, states, territories and New Zealand.

State, territory and Federal transport Ministers established the first National Road Safety Strategy in 1992. The *Safe System* approach utilised by other OECD member countries was adopted during the period of the subsequent 2000-2010 National Road Safety Strategy, which had the aim of reducing the rate of road fatalities relative to population by 40% in the stated time period. An actual reduction in the road fatality rate of 34% was achieved over the period.

The current **National Road Safety Strategy 2011–2020** is based on Safe System principles and is framed by the guiding vision that no person should be killed or seriously injured on Australia's roads. As a step towards this long-term vision, the strategy presents a 10-year plan to reduce the annual number of both deaths and serious injuries on Australian roads by at least 30%.

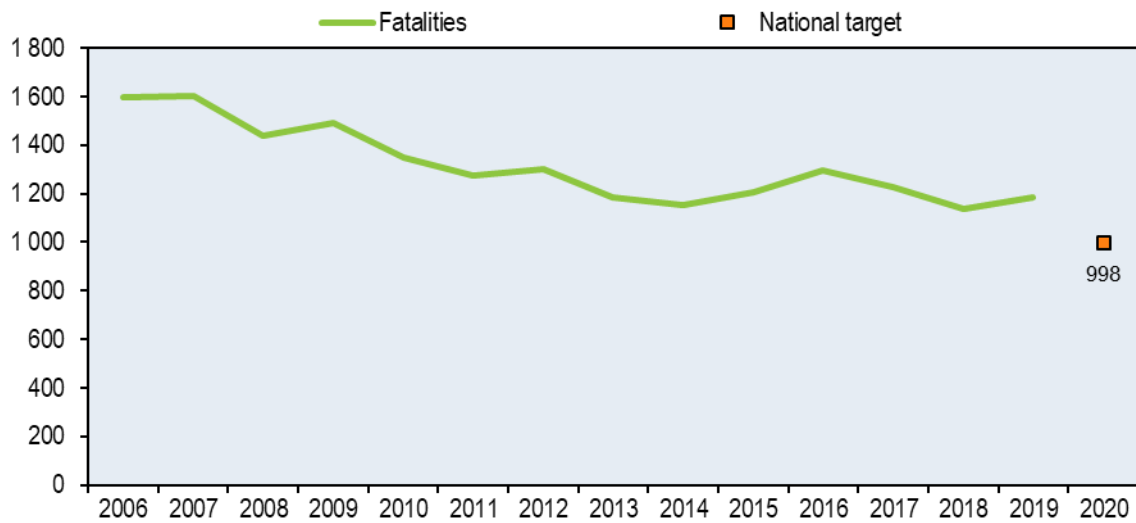
In September 2018 the Australian Government received the results of an independent inquiry into the effectiveness of the NRSS, initiated in response to slower than expected progress in reducing road trauma, and it subsequently undertook a review of national road safety governance arrangements, working with all levels of government. More information about the inquiry and the review can be found at: <https://www.roadsafety.gov.au/nrss>.

The Governance review mapped out roles, responsibilities and accountabilities held across agencies and considered changes to improve Australia's road safety governance structure in order to support the effective design and delivery of interventions to deliver safe roads. The Government has now established the Office of Road Safety to deliver its road safety programmes and take a national leadership role in road safety. More information can be found at: <https://www.officeofroadsafety.gov.au>.

The Office of Road Safety is leading the development of a new National Road Safety Strategy for 2021-2030 and a supporting five-year rolling National Road Safety Action Plan, which are expected to be endorsed by federal, state and territory Infrastructure and Transport Ministers in early 2021.

Ministers have previously agreed that the new Strategy will position Australia to achieve a vision zero target by 2050, meaning no person would be killed or seriously injured in a road crash. The new Strategy will focus on three key themes: Safe Roads, Safe Vehicles and Safe Road Use, with speed to be considered within each of these themes.

The primary measure of success for the current 2011-2020 strategy is determined by the actual reduction in the number of deaths and serious injuries from road crashes. Intermediate progress is assessed annually using the high-level outcome indicators established when the strategy commenced, as well as the Safety Performance Indicators (SPIs) that have been developed for detailed progress monitoring. These indicators include rate of road fatalities per population, per motor vehicle and per distance travelled. Development of additional SPIs and associated data collection arrangements will continue.

Figure 7. Trends in road fatalities towards national target

Measures

In Australia's federal system, all levels of government implement a range of measures to reduce deaths and serious injuries, within their specific areas of responsibility. The National Road Safety Action Plan 2018-2020 contains nine Priority Actions across the Safe System that all jurisdictions have agreed must be implemented and will assist to meet the NRSS targets for road trauma reduction. The Action Plan also identifies a series of Other Critical Actions representing either extensions of existing national efforts or supporting actions that are important to continue in addition to the key national priority list.

The nine Priority Actions for 2018-2020 are (https://www.roadsafety.gov.au/action-plan/files/National_Road_Safety_Action_Plan_2018_2020.pdf):

1. Review speed limits on high-risk regional and remote roads, in consultation with the community.
2. Target infrastructure funding towards safety-focused initiatives to reduce trauma on regional roads.
3. Implement safety treatments to reduce trauma from crashes at urban intersections.
4. Increase deployment of Autonomous Emergency Braking (AEB) in both heavy and light vehicles.
5. Increase roadside drug testing significantly in all states and territories.
6. Reduce speed limits to 40 km/h or lower in pedestrian and cyclist places.
7. Increase deployment of point-to-point and mobile cameras to achieve safe travel on Australia's road network.

8. Improve heavy vehicle safety through improvements to licensing arrangements and fatigue laws.
9. Increase the market uptake of safer new and used vehicles and emerging vehicle technologies with high safety benefits.

Definitions, methodology, data collection

Key definitions:

- Road fatality: a person who died immediately or within 30 days of a crash.
- Seriously/slightly injured: Australia does not have systems in place to reliably measure national indicators of injuries from road crashes, in part due to jurisdictional differences in injury definitions and reporting arrangements.
- The current agreed definition of a serious injury for national reporting is confirmed admitted to hospital, irrespective of length of stay or medical severity rating.

A national pilot project undertaken to link hospital and crash datasets successfully completed in April 2019, with a second stage underway to extend linkage to all jurisdictions and produce historical linked series. This second stage will provide baseline data for the next National Road Safety Strategy and inform future consideration of a national definition of what constitutes a serious injury. Following completion of this second stage in mid-2021, the establishment of an ongoing monitoring process may then become possible.

In Australia, crash data are collected and validated by the police and transport agencies in each of the eight states and territories.

A national crash database of casualty crashes, managed by the federal Department of Infrastructure, Transport, Regional Development and Communications, is used for reporting against the National Road Safety Strategy 2011-2020 fatality targets. This database is the source of the fatality data included in this report. It is not possible to use this database for national reporting of injury road crash data as there are substantial differences in the injury definitions adopted by the Australian states and territories.

Resources

Recent research

Australian cycling safety: https://bitre.gov.au/publications/2015/is_071.aspx.

Austrroads manages an ongoing programme of nationally co-ordinated road safety research work: <https://austrroads.com.au/projects>.

Motorcycling safety:

https://bitre.gov.au/publications/2017/files/IS89%20Motorcycling%20Safety_rev.pdf.

Websites

Department of Infrastructure, Transport, Regional Development and Communications: <https://infrastructure.gov.au/roads/safety/>.

Office of Road Safety: <https://officeofroadsafety.gov.au>.

Bureau of Infrastructure, Transport and Regional Economics: <https://bitre.gov.au/>.

Road safety statistics: <https://bitre.gov.au/statistics/safety/>.

National Road Safety Strategy 2011-2020: <https://www.roadsafety.gov.au/nrss/>.

National Road Safety Action Plan 2018-2020: <https://www.roadsafety.gov.au/action-plan/2018-2020/>.

Road safety performance: <http://roadsafety.gov.au/performance/>.

2018 Inquiry into the National Road Safety Strategy: <https://www.roadsafety.gov.au/nrss/inquiry.aspx>.

2019 Review into National Road Safety Governance Arrangements: <https://www.roadsafety.gov.au/nrss/2019-governance-review.aspx>.

Austrroads: <http://www.austrroads.com.au/>.

ARRB (Australian Road Research Board): <https://www.arrb.com.au/>.

Monash University Accident Research Centre: <https://www.monash.edu/muarc/research/research-areas/transport-safety>.

References

BITRE (2010), *Cost of Road Crashes in Australia 2006*, Research Report 188, Department of Infrastructure, Transport, Regional Development and Local Government, Canberra, https://bitre.gov.au/publications/2010/files/report_118.pdf.

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CARRS-Q (2017), *Mobile phone use and distraction*, Centre for Accident Research and Road Safety – Queensland, <https://research.qut.edu.au/carrsq/wp-content/uploads/sites/45/2017/12/Mobile-phone-distraction-email.pdf>.

ITF/OECD (2018), *Speed and crash risk*, Research Report, <https://www.itf-oecd.org/sites/default/files/docs/speed-crash-risk.pdf>.

Road safety and traffic data

	1990	2000	2010	2017	2018	2019	2018 % change over			
							2017	2010	2000	1990
Reported safety data										
Fatalities	2 331	1 817	1 350	1 225	1 136	1 184	4.2%	-12.3%	-34.8%	-49.2%
Injured persons hospitalised	25 008	26 963	32 775				..	..	..	..
Deaths per 100,000 population	13.7	9.5	6.1	5.0	4.5	4.7	2.7%	-23.8%	-51.1%	-65.8%
Deaths per 10,000 registered vehicles	2.3	1.5	0.8	0.7	0.6	0.6	2.5%	-27.8%	-58.7%	-73.7%
Deaths per billion vehicle kilometres	14.4	9.8	5.9	4.7	4.3	4.5	4.8%	-23.5%	-54.1%	-68.5%
Fatalities by road user										
Pedestrians	420	287	172	167	178	159	-10.7%	-7.6%	-44.6%	-62.1%
Cyclists	80	31	38	39	35	39	11.4%	2.6%	25.8%	-51.3%
Motorised two-wheelers	262	191	224	212	191	212	11.0%	-5.4%	11.0%	-19.1%
Passenger car occupants	1 569	1 302	722	583	533	549	3.0%	-24.0%	-57.8%	-65.0%
Other road users	0	6	194	224	199	225	13.1%	16.0%	3650.0%	..
Fatalities by age group										
0-14 years	184	114	56	32	35	33	-5.7%	-41.1%	-71.1%	-82.1%
15-17 years	129	104	53	35	40	28	-30.0%	-47.2%	-73.1%	-78.3%
18-20 years	340	204	138	91	85	87	2.4%	-37.0%	-57.4%	-74.4%
21-24 years	278	178	141	112	96	111	15.6%	-21.3%	-37.6%	-60.1%
25-64 years	1 046	923	743	650	635	650	2.4%	-12.5%	-29.6%	-37.9%
65-74 years	..	127	96	121	114	105	-7.9%	9.4%	-17.3%	..
≥ 75 years	..	167	122	182	130	169	30.0%	38.5%	1.2%	..
Fatalities by road type										
Urban roads	..	..	636	586	421	431	2.4%	-32.2%	..	..
Outside urban areas	..	..	709	633	714	753	5.5%	6.2%	..	..
Traffic data										
Registered vehicles (thousands)	10 081	12 373	16 061	18 781	19 173	19 505	1.7%	21.4%	57.6%	93.5%
Vehicle kilometres (millions)	162 233	184 593	228 532	260 193	263 408	261 948	-0.6%	14.6%	41.9%	61.5%
Registered vehicles per 1,000 population	590.7	650.2	729.0	763.4	767.5	769.0	0.2%	5.5%	18.3%	30.2%

Note: Until 2010 it was not possible to make the distinction between car occupants and other motor vehicle occupants.