

ROAD SAFETY ANNUAL REPORT 2022





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ABOUT THE INTERNATIONAL TRANSPORT FORUM

The International Transport Forum (ITF) is an intergovernmental organisation with 64 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.

International Transport Forum

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ABOUT IRTAD

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

ABOUT THE IRTAD DATABASE

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

The IRTAD Group validates data for quality before inclusion in the database. At present, the database includes validated data from 35 countries: Argentina, Australia, Austria, Belgium, Canada, Chile, Colombia, Costa Rica, Czech Republic, 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.

Data for the most recently added country (Costa Rica) are not included in the main analysis for this edition, as the validation process was not completed until after the finalisation of the report.

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 database via the OECD statistics portal:

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

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INTRODUCTION

In August 2020, the United Nations General Assembly adopted Resolution 74/299, declaring 2021-30 the Second Decade of Action for Road Safety (UN, 2020). In October 2021, the World Health Organization (WHO) officially launched the Second Decade of Action with the publication of the Global Plan for the Decade of Action for Road Safety 2021-30 (WHO, 2021).

The Second Decade of Action aims to reduce road traffic deaths and serious injuries by at least 50% between 2021 and 2030 (UN, 2020: 5). Working towards this ambitious target requires sustained efforts by all countries.

In particular, countries need to monitor road crashes, casualties and road safety performance indicators to help design adequate road safety strategies and implement measures to substantially reduce deaths and serious injuries.

Importantly, countries also need to assess their efforts regularly and adjust their actions for results. The International Traffic Safety Data and Analysis Group (IRTAD) plays a crucial role in this assessment activity and works to improve the collection and analysis of road safety data.

IRTAD held its seventh international conference in Lyon in September 2022 (ITF, 2022a). The meeting concluded with the Lyon Declaration (see Box 1), which includes 14 recommendations focused on better road safety data for better road safety outcomes.

This report examines the development of road safety in the year 2021, the first year of the Second Decade of Action. The analysis draws on road safety data from 34 IRTAD member countries. It outlines short-term trends for the year 2021 and long-term trends for the period 2010-19. The report also presents provisional data on road deaths for the first semester of 2022 (January to June).

As detailed in the previous IRTAD annual report (ITF, 2021), the year 2020 saw an unprecedented reduction in road casualties, predominantly due to the Coronavirus (Covid-19) global pandemic and associated travel restrictions. At the same time, a more significant reduction could have been expected, given the considerable reduction in mobility recorded throughout the year.

While 2021 was also significantly disrupted by the pandemic, the data for 2020 represent a poor reference point for benchmarking progress through the Second Decade of Action (2021-30). Therefore, this report compares the 2021 data on short-term trends to averages for the period 2017-19.

Similarly, for the analysis of the longer-term trends, comparing the year 2021, which was still very much disrupted by the pandemic, with previous years could lead to misleading conclusions on road safety performance. For this reason, the analysis of longer-term trends considers the evolution of road safety data between 2010 and 2019.

As in previous editions, this year's report summarises prevailing speed limits, national legislation on legal maximums for blood-alcohol concentration, and seat-belt and helmet use. It also reviews national road safety strategies in IRTAD countries and current road safety targets (see Annex).

BOX 1. THE 14 RECOMMENDATIONS OF THE LYON DECLARATION

- 1.** Monitor progress towards the goals of the Second Decade of Action for Road Safety with good-quality data.
- 2.** Use guidelines developed by ITF IRTAD and the World Bank to conduct reviews of road safety data and collection systems where crash-data systems need improving
- 3.** Harmonise the definition and collection of serious injury data
- 4.** Use quantitative interim targets to monitor progress in cutting deaths and injuries
- 5.** Base targets for reductions in deaths and serious injuries on absolute figures not just rates
- 6.** Use safety performance indicators to assess progress in implementing road safety policies
- 7.** Use the indicators developed by the European Commission and the World Health Organization as a guide for developing systematic safety performance indicators
- 8.** Consider developing additional performance indicators suited to assessing implementation of the Safe System approach to preventing deaths and serious injuries
- 9.** Use crash-risk-exposure data to assess safety and benchmark progress
- 10.** Consider using novel data sources, including mobile phone applications, to collect exposure data
- 11.** Collect data to support a shift to more active and sustainable mobility
- 12.** Allocate resources to collecting and analysing new data on new modes of mobility
- 13.** Develop in-depth crash investigation systems
- 14.** Co-operate in the development of regional road safety observatories to foster the development of harmonised crash data systems.

Source: ITF, Declaration from the 7th IRTAD Conference, "Better Road Safety Data for Better Safety Outcomes", Lyon, 27-28 September 2022, www.itf-oecd.org/7th-irtad-conference-better-road-safety-data-better-safety-outcomes.

SHORT-TERM ROAD SAFETY TRENDS

This section presents data on short-term trends in road safety. It includes preliminary data for the year 2022 and mobility and road safety data for the year 2021.

PRELIMINARY 2022 DATA

Preliminary data for the first six months of 2022 present a mixed picture. Among the 20 countries that provided data, 14 reported an increase in the number of road deaths compared to the first six months of 2021.

However, for most of the 20 countries, the total number of road deaths recorded in the first half of 2022 was still lower than the totals recorded in the years before the Covid-19 pandemic (see Table 1).

When comparing to the average for the first half of each year in the period 2017-19, there were 12% fewer deaths in the first half of 2022 than before the pandemic.

At the same time, 2022 data for 14 IRTAD members, including several with large populations, were unavailable at the time of writing. Including this data in future reports will influence the overall trend.

Road deaths increased in 2022 but are still below levels prevailing before the Covid-19 pandemic

Table 1. Road deaths, first half of 2017-22*Provisional data*

Country	Jan-Jun 17-19 (average)	Jan-Jun 2020	Jan-Jun 2021	Jan-Jun 2022	% change in 2022 over 2021	% change in 2022 over 2020	% change in 2022 over 2017-19
Austria	189	153	151	189	25%	24%	0.0%
Belgium	286	236	226	231	2%	-2%	-19%
Chile	811	801	751	929	24%	16%	15%
Czech Republic	265	250	220	247	12%	-1%	-7%
Denmark	84	68	46	62	35%	-9%	-26%
Finland	107	110	91	75	-18%	-32%	-30%
France	1 557	1 153	1 253	1 553	24%	35%	-0.2%
Germany	1 502	1 290	1 107	1 267	14%	-2%	-16%
Greece	309	245	251	282	12%	15%	-9%
Hungary	267	171	207	216	4%	26%	-19%
Iceland	7	4	4	4	0%	0%	-45%
Israel	168	138	183	181	-1%	31%	8%
Japan	1 869	1 617	1 442	1 413	-2%	-13%	-24%
Lithuania	80	71	61	48	-21%	-32%	-40%
Luxembourg	13	10	6	13	117%	30%	0.0%
Netherlands	271	278	232	300	29%	8%	11%
New Zealand	192	145	173	186	8%	28%	-3%
Poland	1 225	1 087	983	891	-9%	-18%	-27%
Serbia	234	213	203	240	18%	13%	3%
Slovenia	51	45	48	51	6%	13%	1%
TOTAL	9 488	8 085	7 638	8 378	10%	4%	-12%

MOBILITY AND ROAD SAFETY IN 2021

Data on mobility and road safety in 2021 relate to traffic volumes, road deaths, mortality rates and fatality risks.

TRAFFIC VOLUME IN 2021

This report expresses the traffic volume in individual countries as the total distance travelled in vehicle-kilometres (vkm). Traffic volumes increased in 2021 compared to 2020 but were still lower than in 2019, in the pre-Covid period.

This was the case in all ten countries that provided data on traffic volume up to 2021. In France and Germany, for example, traffic volumes in 2021 were 9% below their respective 2019 levels.

As was the case in 2020, the year 2021 can be considered an “abnormal” year. Several IRTAD member countries were still in lockdown or curfew for part of the year due to the pandemic. The resulting restrictions on movement impacted traffic volumes and the number of road crashes.

Traffic volumes are also on the rise – but still not at pre-pandemic levels

Table 2. Traffic volumes in 2017-21 (millions vehicle-kilometers)

Country	2017	2018	2019	2020	2021	% change 2021 over 2019	% change 2021 over 2020	% change 2020 over 2019
Australia	255 862	259 413	259 332	245 930	249 188	-4%	1%	-5%
Canada	389 758	394 623	407 997	373 160	398 805	-2%	7%	-9%
Czech Republic	54 784	56 450	57 485	52 280	53 742	-7%	3%	-9%
Finland	50 225	50 436	50 387	48 543	48 305	-4%	0%	-4%
France	619 839	620 142	616 700	524 483	562 443	-9%	7%	-15%
Germany	749 600	751 100	755 000	683 000	686 000	-9%	0%	-10%
Iceland	3 938	4 008	3 998	3 800	3 942	-1%	4%	-5%
Norway	45 283	46 000	46 226	43 406	44 968	-3%	4%	-6%
Slovenia	21 346	21 886	22 477	17 612	19 449	-13%	10%	-22%
Sweden	83 896	84 433	83 723	77 737	80 163	-4%	3%	-7%

ROAD DEATHS IN 2021

Overall, road deaths slightly increased in 2021

On average, for the 34 IRTAD countries with validated data, road deaths increased by 0.1% in 2021 compared to the average for 2017-19 (see Table 3).

But road deaths in the United States increased by more than 16% in 2021

However, the overall average includes a substantial increase of 16.3% in road deaths in the United States, the most populous IRTAD member country. The increase recorded in the United States, therefore, significantly impacts the overall average.

If US data is excluded, overall road deaths in IRTAD member countries fell by over 12%

When setting aside US data, road deaths decreased by 12.4% in 2021 compared to the average for 2017-19. This finding points to a considerable reduction, considering that the average annual reduction during the period 2010-19 was 2%.

Individual countries recording large reductions in road deaths compared to the 2017-19 average in 2021 included Argentina (27.4%), Japan (23.2%) and Korea (22.7%).

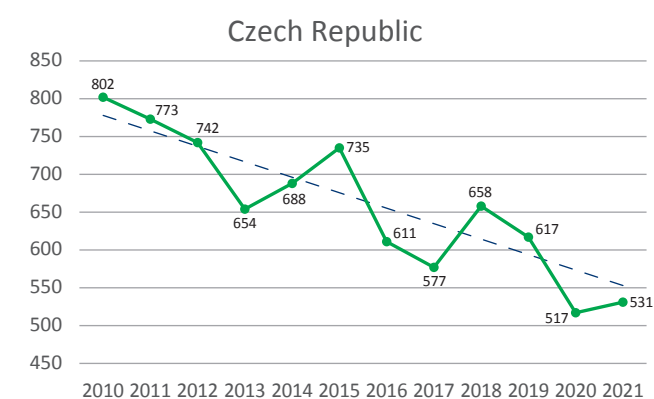
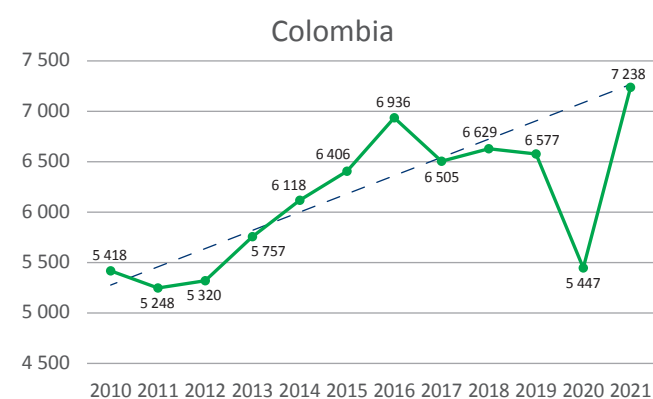
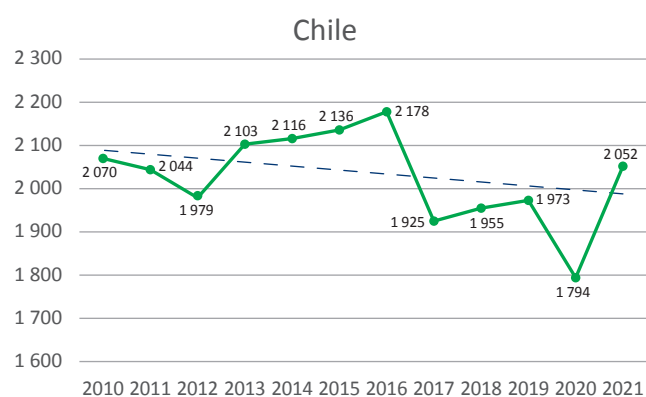
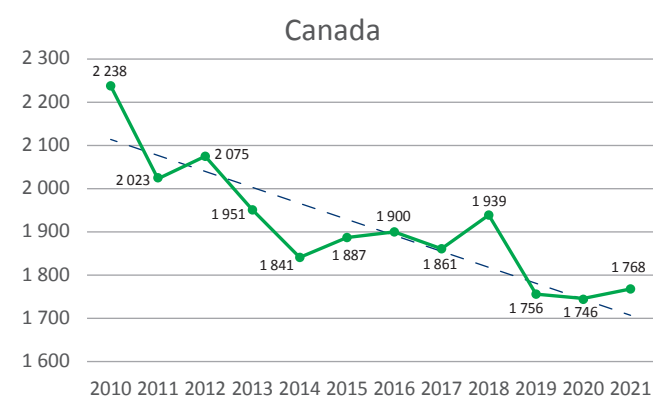
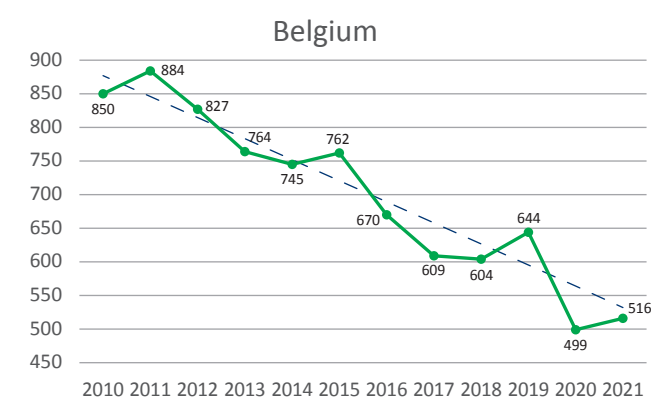
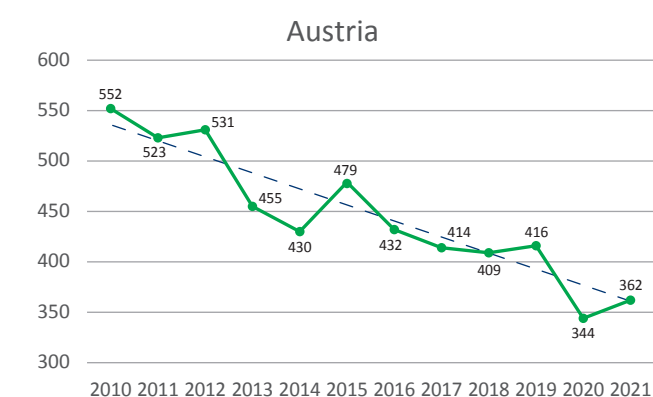
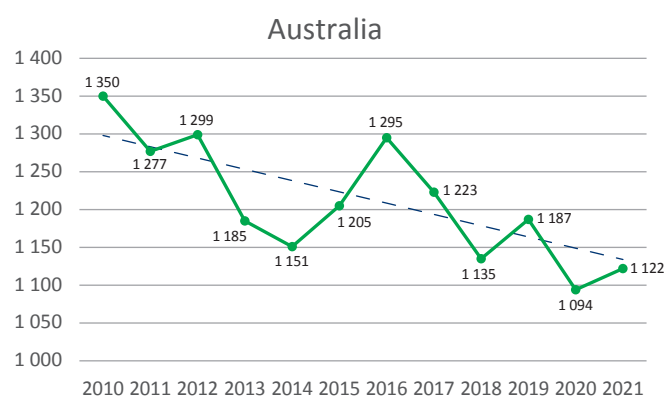
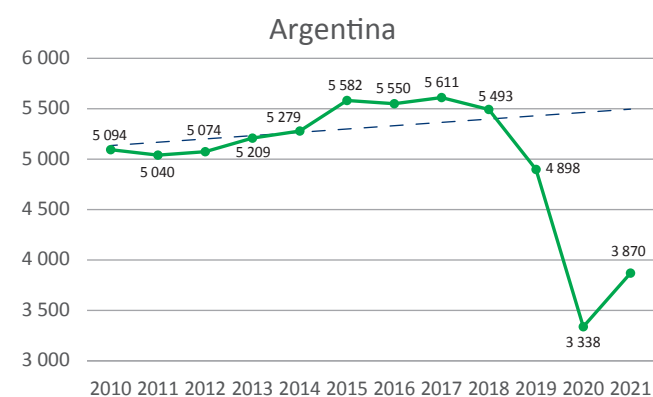
Table 3. 2021 road fatality data compared to the 2017-19 average

Country	2021 road deaths	Data status	2017-19 road deaths	% change
Countries with validated data				
Argentina	3 870	provisional	5 334	-27.4
Australia	1 122	provisional	1 182	-5.1
Austria	362	final	413	-12.3
Belgium	516	final	619	-16.6
Canada	1 768	final	1 852	-4.5
Chile	2 052	final	1 951	5.2
Colombia	7 238	provisional	6 570	10.2
Czech Republic	531	final	617	-13.9
Denmark	130	final	182	-28.6
Finland	223	provisional	229	-2.6
France	2 944	final	3 313	-11.1
Germany	2 562	final	3 167	-19.1
Greece	613	provisional	706	-13.2
Hungary	544	final	620	-12.3
Iceland	9	final	13	-30.8
Ireland	138	provisional	143	-3.5
Israel	364	final	345	5.5
Italy	2 875	final	3 295	-12.7
Japan	3 205	final	4 172	-23.2
Korea	2 916	final	3 772	-22.7
Lithuania	148	final	183	-19.1
Luxembourg	24	final	28	-14.3
Netherlands	582	final	651	-10.6
New Zealand	318	provisional	369	-13.8
Norway	80	final	107	-25.2
Poland	2 245	final	2 867	-21.7
Portugal	561	final	631	-11.1
Serbia	521	final	554	-6.0
Slovenia	114	final	99	15.2
Spain	1 533	final	1 797	-14.7
Sweden	201	final	266	-24.4
Switzerland	200	final	217	-7.8
United Kingdom	1 608	final	1 834	-12.3
United States	42 915	final	36 888	16.3
Observers and accession countries (a)				
Costa Rica	689	provisional	820	-16.0
Morocco	3 685	final	3 695	-0.3

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

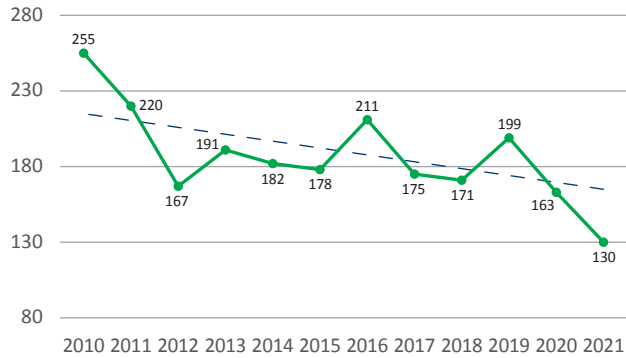
Figure 1. Road deaths in 2020 and 2021 compared to the linear trend since 2010

—●— Road deaths - - - Trend 2010-19

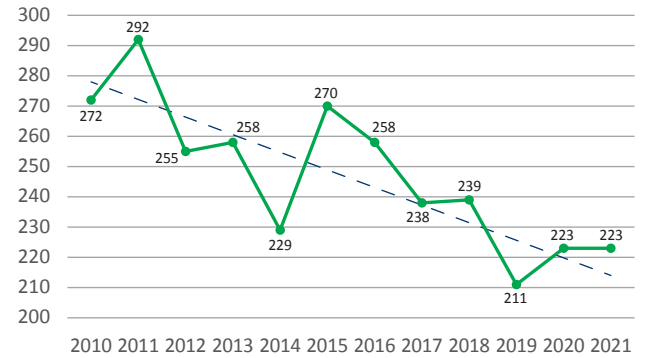


● Road deaths - - - Trend 2010-19

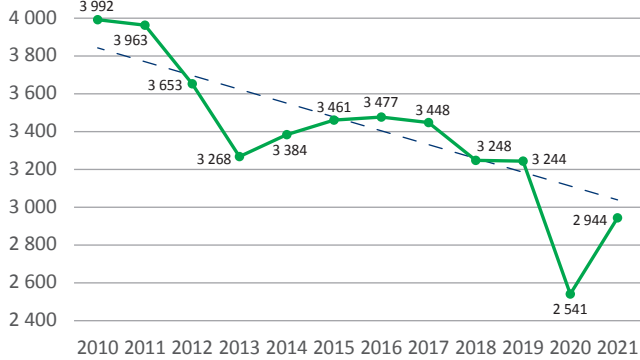
Denmark



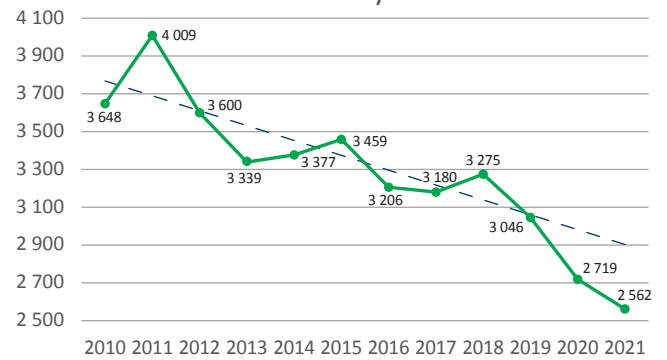
Finland



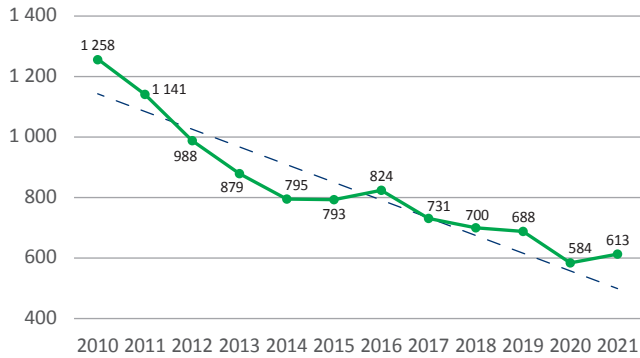
France



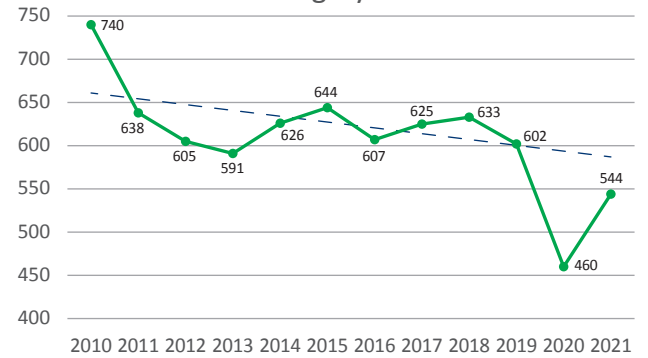
Germany



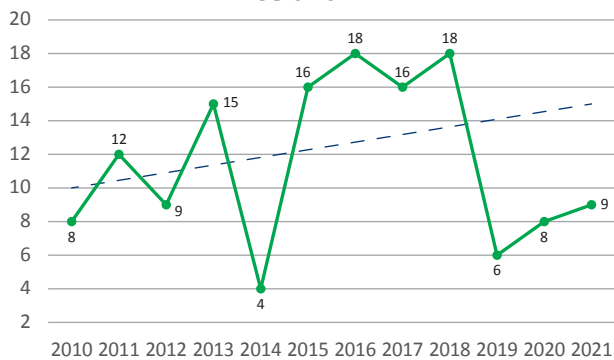
Greece



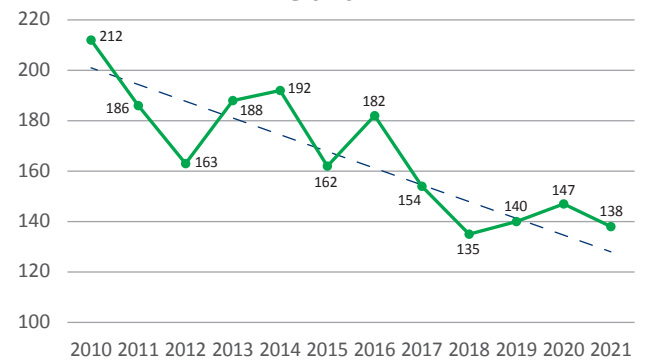
Hungary



Iceland

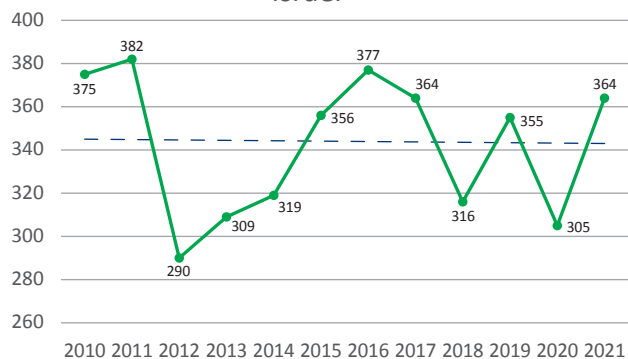


Ireland



● Road deaths - - - Trend 2010-19

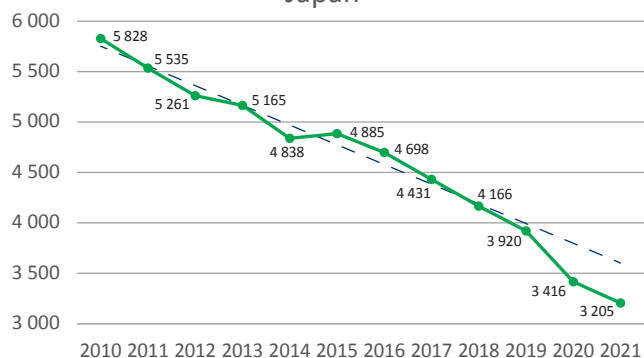
Israel



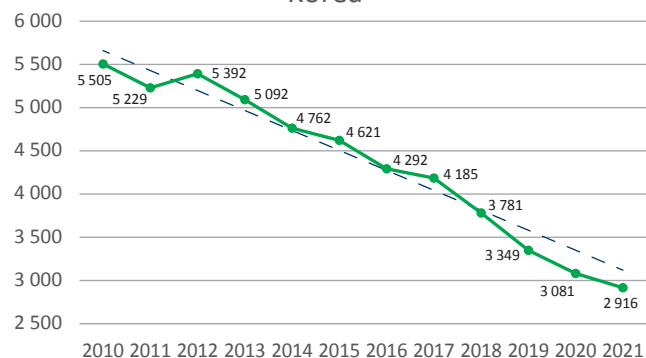
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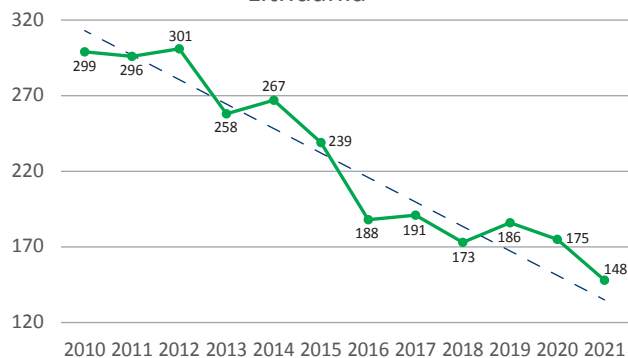
Japan



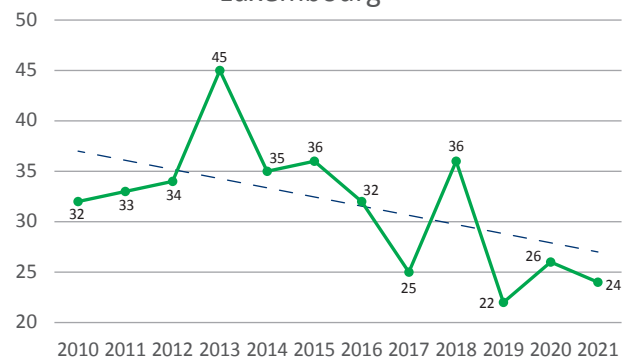
Korea



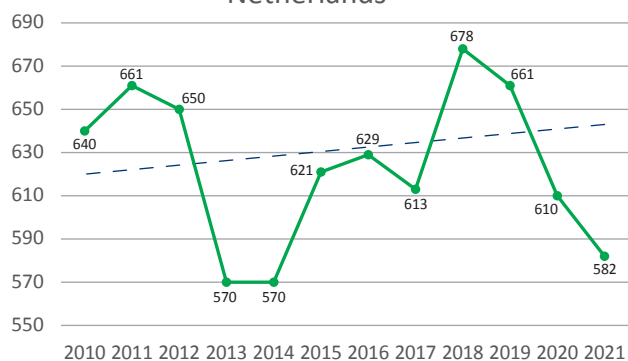
Lithuania



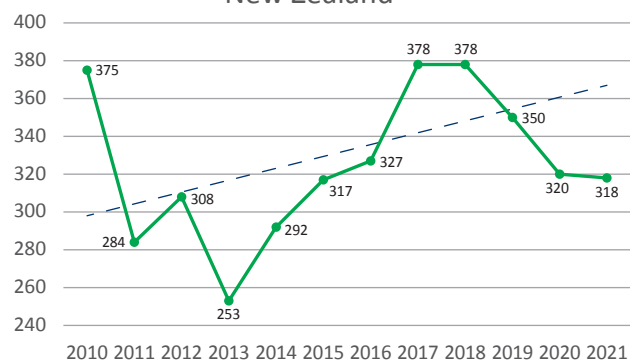
Luxembourg



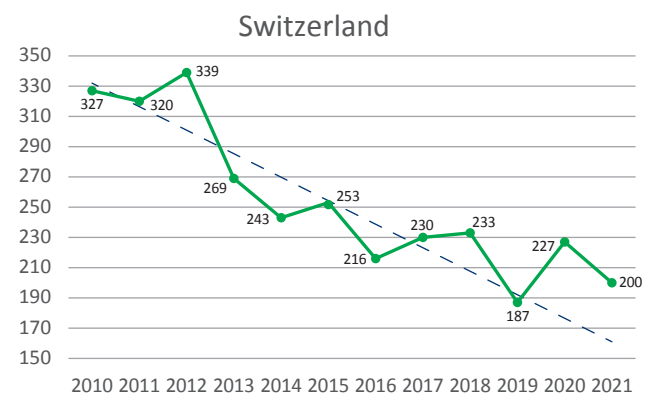
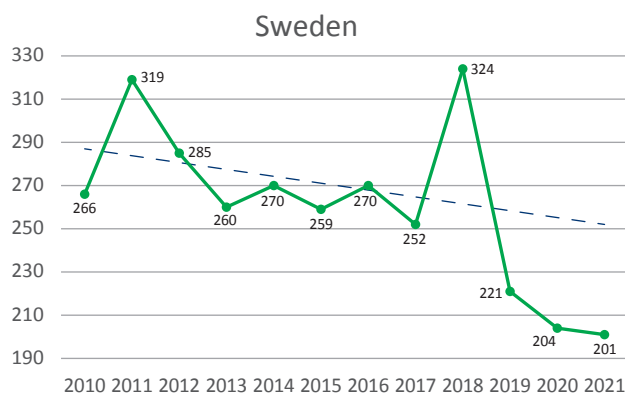
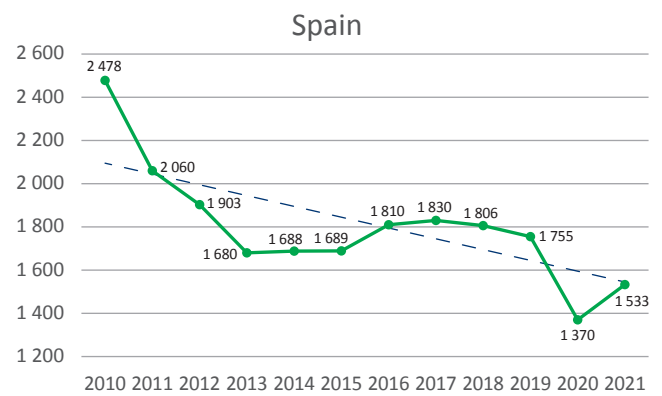
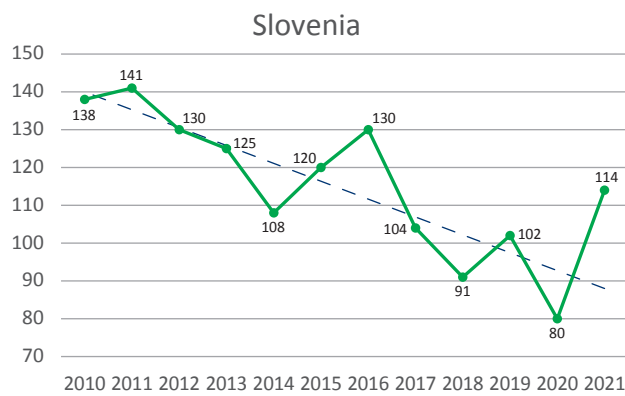
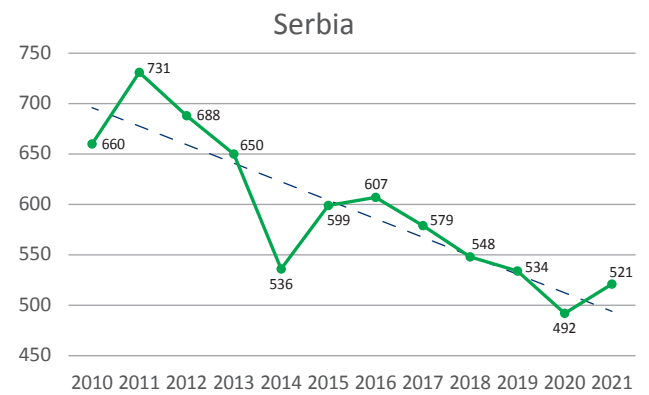
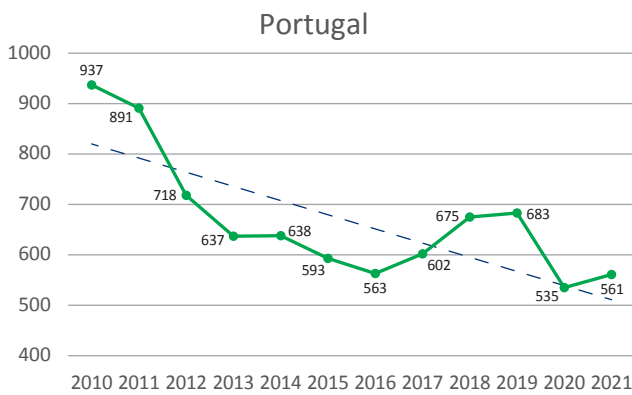
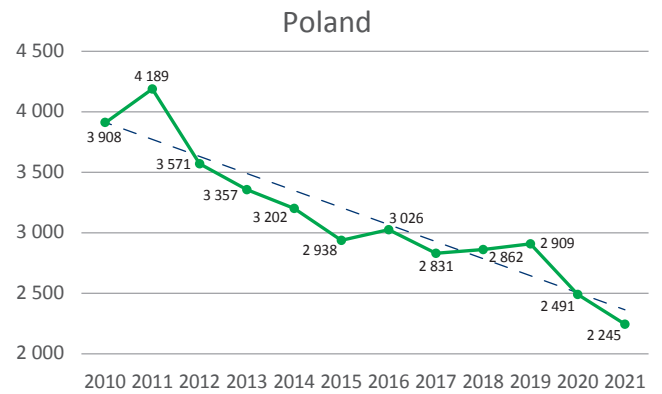
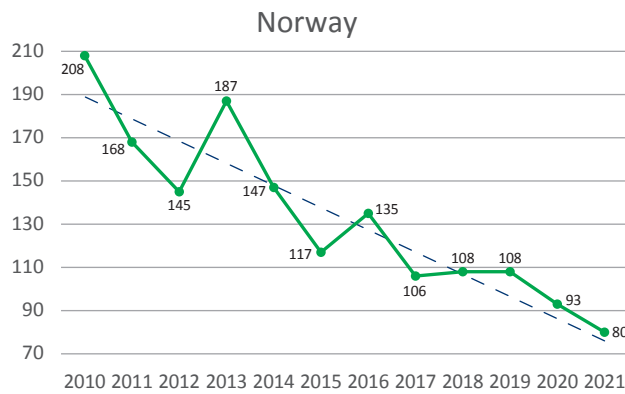
Netherlands

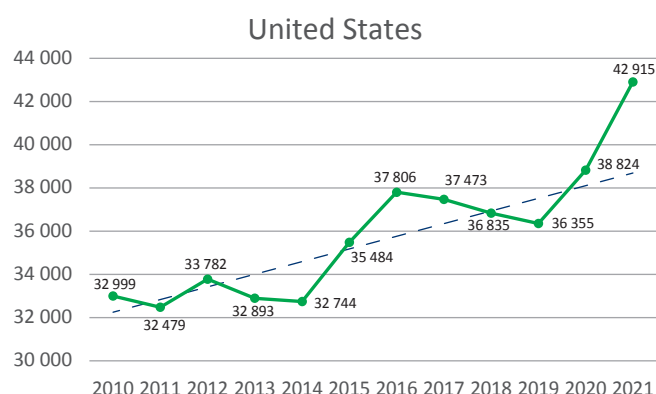
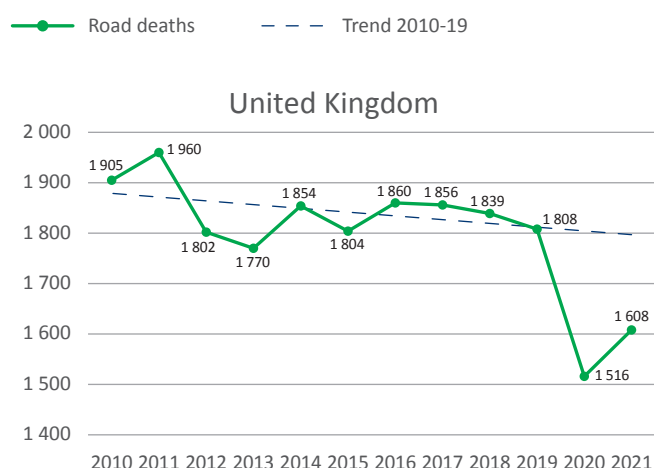


New Zealand



● Road deaths - - - Trend 2010-19





Road fatalities for 2020 and 2021 were below the longer-term trend

Figure 1 illustrates trends in road fatalities in IRTAD member countries since 2010. It includes expected values for 2020 and 2021 had the trend continued without the Covid-19 pandemic. The figure shows that, for most countries, road fatalities for 2020 and 2021 are below the trend.

The decrease in road deaths partly results from changes

in mobility due to Covid-19 pandemic. But for some countries, total road-crash deaths in 2020 and 2021 were above the forecast values. For a more in-depth analysis of the reasons for this variation at the country level, see the individual country reports on the ITF website.

When distance travelled is considered, the risk of being killed in traffic (deaths per

billion vehicle kilometres) was lower in 2021 than in 2019 for six of the ten countries with 2021 data on distance travelled. This finding suggests that the risk decreased in those countries. Meanwhile, in the four remaining countries for which 2021 data on this indicator is available, the number of deaths decreased, mainly due to the decrease in traffic (see Table 4).

Table 4. Fatality risk, 2019-21: Road deaths per billion vehicle-kilometres

Country	2019	2020	2021
Australia	4.6	4.4	4.5
Canada	4.3	4.7	4.4
Czech Republic	10.7	9.9	9.9
Finland	4.2	4.6	4.6
France	5.3	4.8	5.2
Germany	4.0	4.0	3.7
Iceland	1.5	2.1	2.3
Norway	2.3	2.1	1.8
Slovenia	4.5	4.5	5.9
Sweden	2.6	2.6	2.5

29 countries recorded a decrease in road-crash deaths in 2021

Among the 34 IRTAD countries, 29 recorded a reduction in road deaths in 2021 compared to the average for 2017-19. In 23 countries, this reduction was greater than 10%.

The strongest decreases (not considering Iceland, with a

very low absolute number of road deaths) were recorded in Denmark (-28.6%), Argentina (-27.4%) and Norway (-25.2%).

Denmark, Germany, Japan, Korea, Lithuania, Norway, Poland and Sweden recorded their lowest-ever number of

road deaths since systematic records began.

The number of road deaths increased, however, in five countries: Chile (+5.2%), Israel (+5.5%), Colombia (+10.2%), Slovenia (+15.2%) and the United States (+16.3%).

Road deaths fell for all user groups in 2021, except for users of powered two-wheelers

While the most recent user group data is unavailable for Australia, Greece and the United States, the number of road deaths decreased in 2021 for all road users in the remaining 31 countries that provided data. The exception is road deaths among users of powered two-wheelers (PTWs), which increased

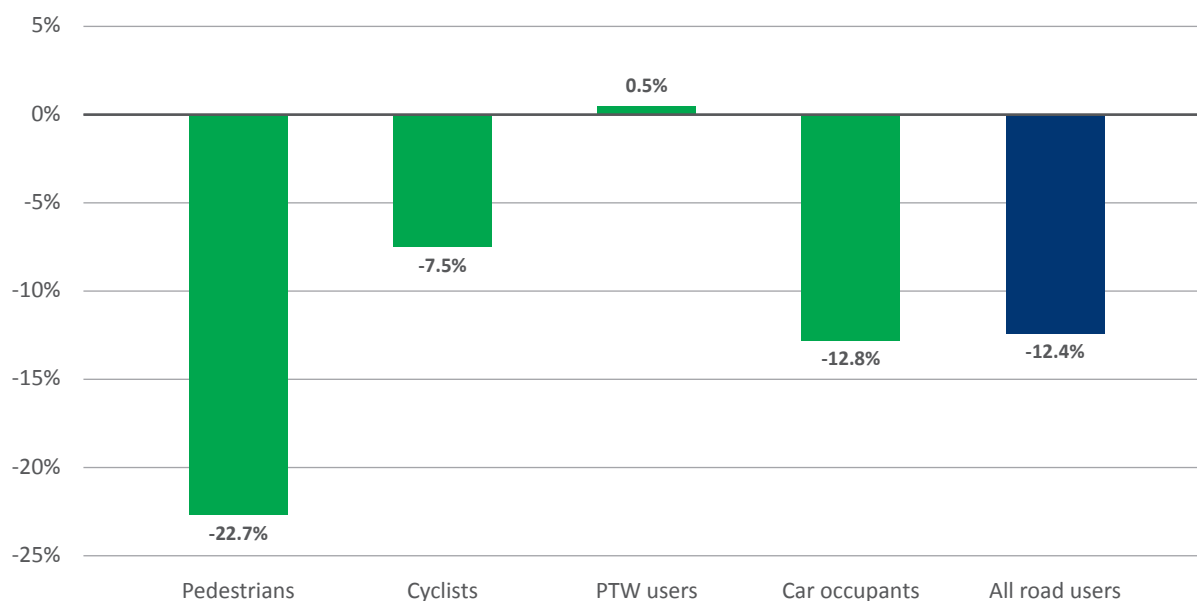
by 0.5% (see Figure 2).

The 31 countries with 2021 data disaggregated by user group experienced an average reduction of 12.6% in the number of road fatalities in 2021 compared to 2017-19. The number of pedestrian road deaths decreased by 22.7%, while car-occupant deaths fell

by 12.8% and cyclist deaths dropped by 7.5%.

The 0.5% increase in road deaths among PTW users in 2021 was mainly due to a 27% rise in Colombia. PTW deaths in the other 30 countries surveyed decreased by 10%.

Figure 2. Evolution in road deaths by road user, 2021 compared to average for 2017-19



Note: Data in this table represents an aggregate of 31 countries.

MORTALITY RATES AND FATALITY RISKS IN 2021

Three common indicators used to measure road safety performance and compare safety levels across countries are 1) the number of deaths per population, 2) the number of deaths per distance travelled, and 3) the number of deaths per motorised vehicle (see Box 2). This section explores the 2021 data for the first two indicators and 2020 data for the latter.

Road traffic-related mortality rates (measured in terms of the number of fatalities per 100 000 inhabitants) differ widely between countries. For example, the mortality rates in the United States and Colombia are about nine times higher than in Norway. The mortality rate among the 34 countries with validated data for 2021 ranged from 1.5 to 14.2 deaths per 100 000 inhabitants.

Eight countries achieved per-capita mortality rates below three in 2021

BOX 2. MEASURING RISK AND COMPARING COUNTRIES

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

First, the number of **fatalities per head of population** measures the mortality rate. The number of inhabitants (per 100 000 or million) is the most often-used denominator as this figure is readily available in most countries. This rate expresses the average citizen's overall risk of being killed in traffic. It is comparable to other causes of death (e.g. coronary diseases or HIV/AIDS). It is also useful when comparing risk in countries with similar levels of motorisation. It is not very meaningful to compare safety levels between highly motorised countries and countries where the level of motorisation is low.

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

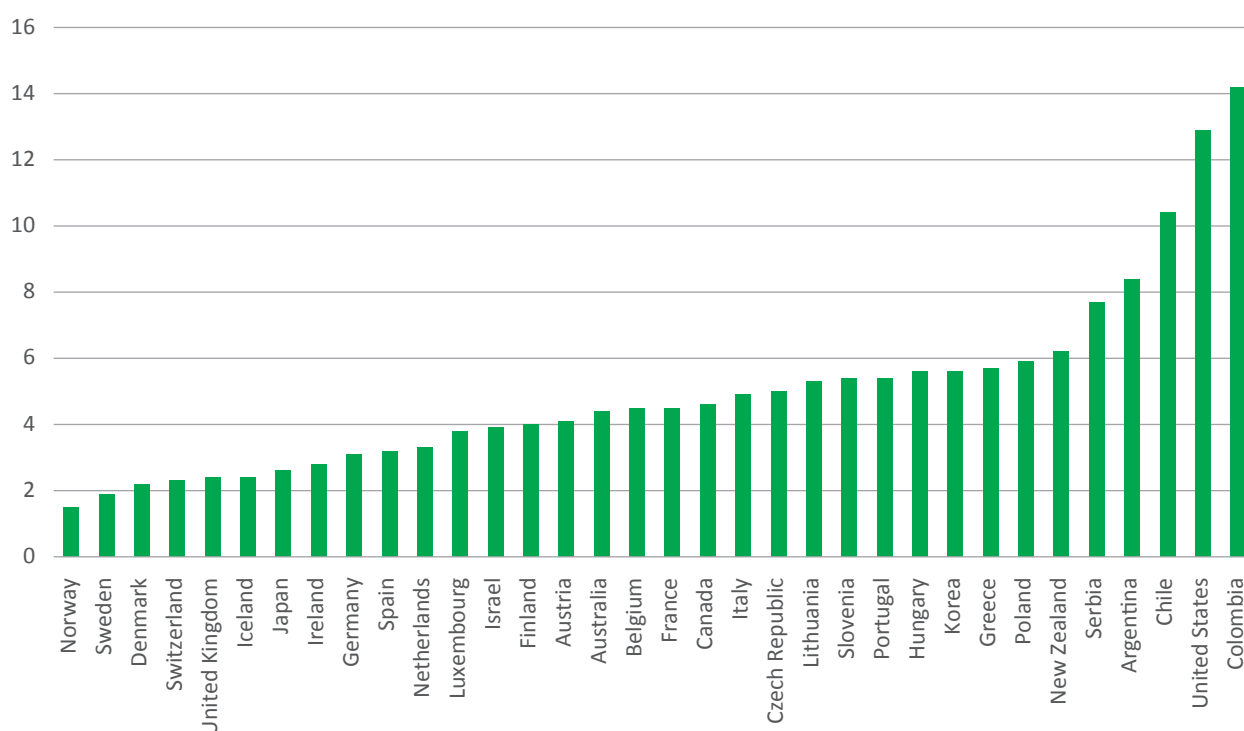
Third, the number of **fatalities per number of registered motorised vehicles** is an alternative to measuring fatalities per distance travelled, although it does not consider actual traffic volume. It is only useful for comparing the safety performance of countries with similar traffic and vehicle-use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

Norway again recorded the lowest death rate among ITF countries

Norway recorded the lowest death rate in recent decades among IRTAD member countries, with 1.5 deaths per 100 000 inhabitants in 2021 (see Figure 3). The last time an IRTAD country achieved a lower mortality rate was in 2014, when Iceland recorded a mortality rate of 1.2.

Eight countries had mortality rates below three in 2021: Norway (1.5), Sweden (1.9), Denmark (2.2), Switzerland (2.3), the United Kingdom (2.4), Iceland (2.4), Japan (2.6) and Ireland (2.8).

Figure 3. Road fatalities per 100 000 inhabitants, 2021



A further 23 countries had rates of between 3 and 9 road traffic-related deaths per 100 000 inhabitants. Three countries had mortality rates above 10: Chile (10.4), the United States (12.9) and Colombia (14.2).

Mortality rates also vary across regions and between countries not included in the IRTAD database. For example, the WHO's *Global Status Report on Road Safety* (2018) reported an average mortality rate of 26 deaths per 100 000 inhabitants in Africa, although that data was for 2016. The next release of the WHO's worldwide data, scheduled for 2023, will be based on 2021 data.

The three countries with the highest mortality rates in 2021 are all in the Americas

Fatality rates per registered vehicle followed a similar pattern

Fatality rates, measured against the number of motorised vehicles in the fleet, ranged from 0.2 to 4.3 deaths per 10 000 registered vehicles in 2021 across countries with validated data (see Figure 4).

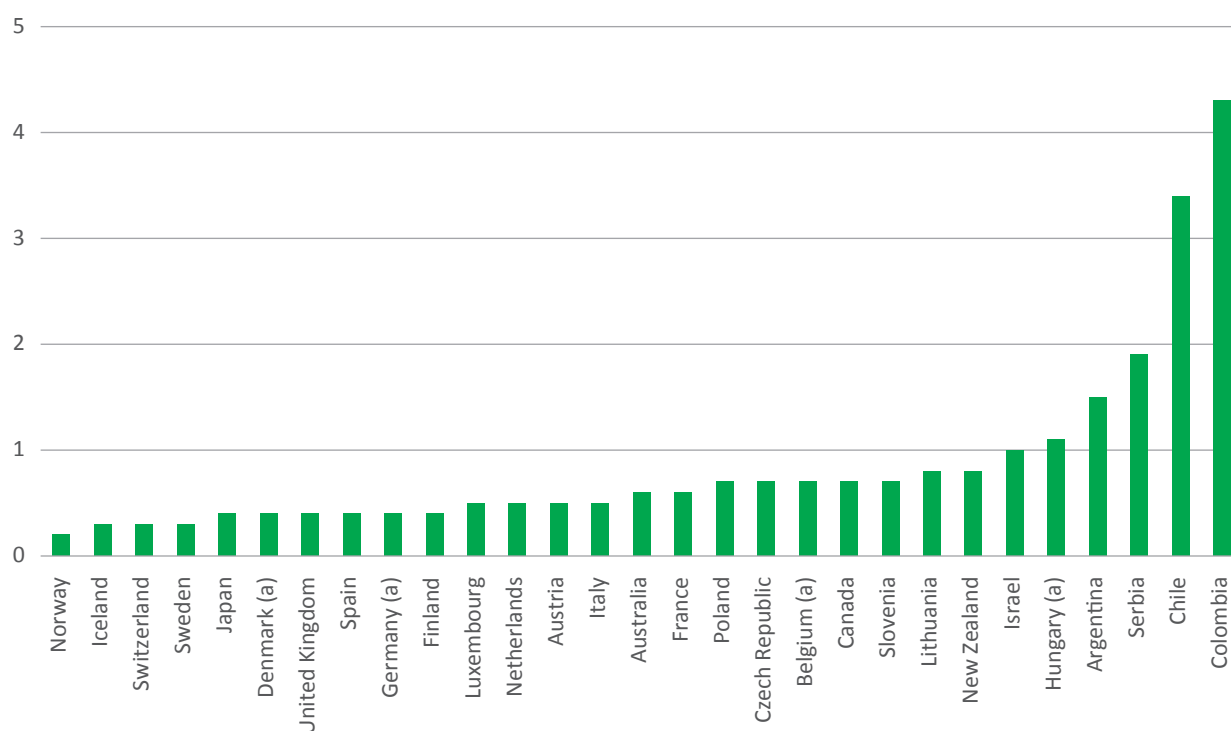
A total of 12 countries registered rates below 0.5: Norway, Iceland, Switzerland, Sweden, Japan, Denmark, the UK, Spain, Germany, Finland, Luxembourg and the Netherlands.

The fatality risk in 2021 was highest in Colombia and Chile (with 4.3 and 3.4 road deaths per 10 000 motorised vehicles, respectively). As measured by this metric, the fatal crash risk is 22 times higher in Colombia than in Norway.

The risk of death in a road crash is 22 times higher in Colombia than in Norway

A number of other countries greatly exceed the risk level of Colombia but lack validated data.

Figure 4. Road fatalities per 10 000 registered vehicles, 2021



Note: (a) Mopeds are not included in data on the number of registered vehicles in these countries.

The top-performing countries perform consistently well across all road safety indicators

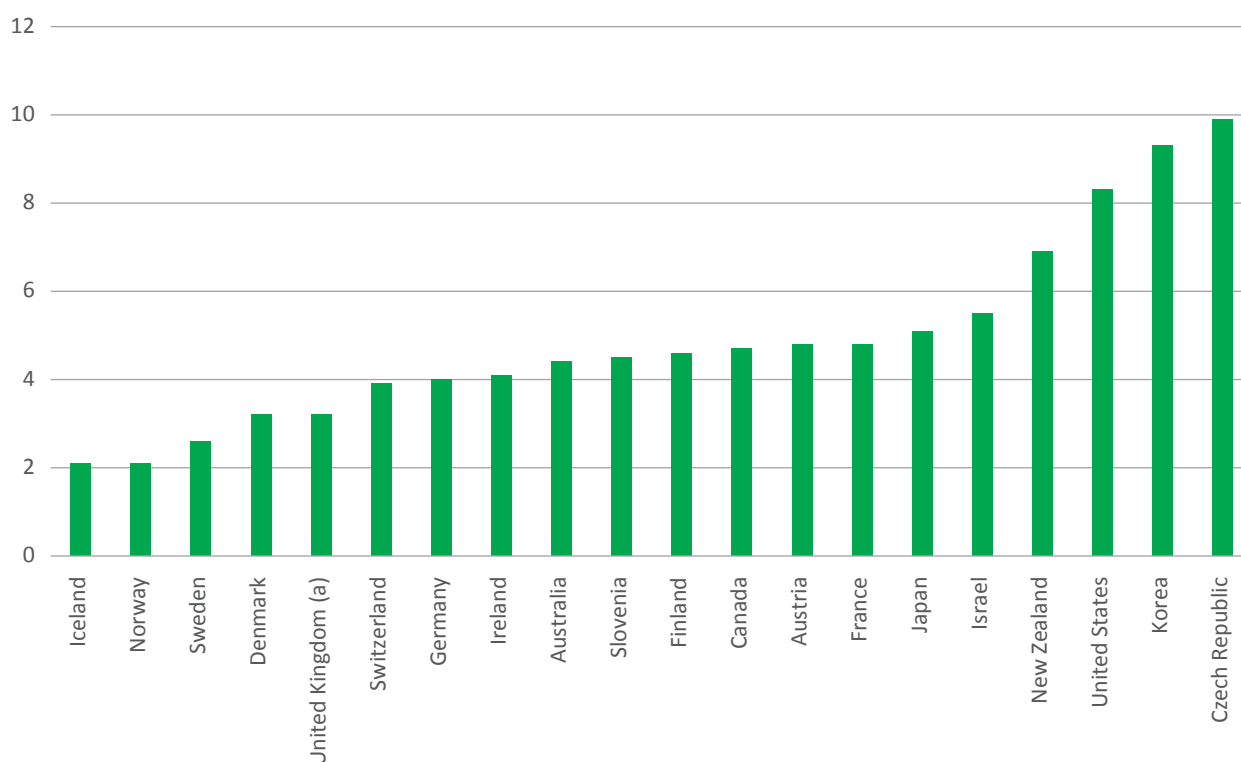
The 2021 data on fatality risk measured by distance travelled is only available for six of the 20 countries that provide data on this indicator. In 2020, for these 20 countries, the fatality risk ranged from 2.1 to 9.9 road deaths

per billion vehicle-kilometres (see Figure 5).

Three countries recorded a risk of fewer than three deaths per billion vehicle-kilometres travelled: Norway, Iceland and Sweden.

Two countries recorded a risk of more than nine deaths per billion vehicle-kilometres travelled: Korea and the Czech Republic.

Figure 5. Road fatalities per billion vehicle-kilometers, 2020



Note: (a) Data for the United Kingdom in this figure excludes Northern Ireland.

LONGER-TERM ROAD SAFETY TRENDS

This section discusses the longer-term evolution of specific road safety indicators for the period 2010-19. The Covid-19 pandemic led to widespread and significant disruptions, including greatly reduced traffic levels worldwide. Therefore, the years 2020 and 2021 provide less reliable and meaningful data from a longer-term perspective. Comparing the number of road deaths in 2010 and 2020, for example, could produce misleading conclusions on the evolution of road safety.

This section refers to two broad sets of data: data on the total number of road deaths; and data on road deaths disaggregated by user group, age group and road type. The IRTAD database also covers serious injuries; details are provided in the accompanying country chapters.

EVOLUTION IN THE NUMBER OF ROAD DEATHS, 2010-19

In the decade before Covid-19, road deaths fell by 8% among IRTAD countries: far short of the 50% reduction envisaged in the first UN Decade of Action

Between 2010 and 2019, the number of people killed in road crashes decreased by 7.7%, on average. Setting aside the data from the United States (see previous section), the overall reduction was 18%.

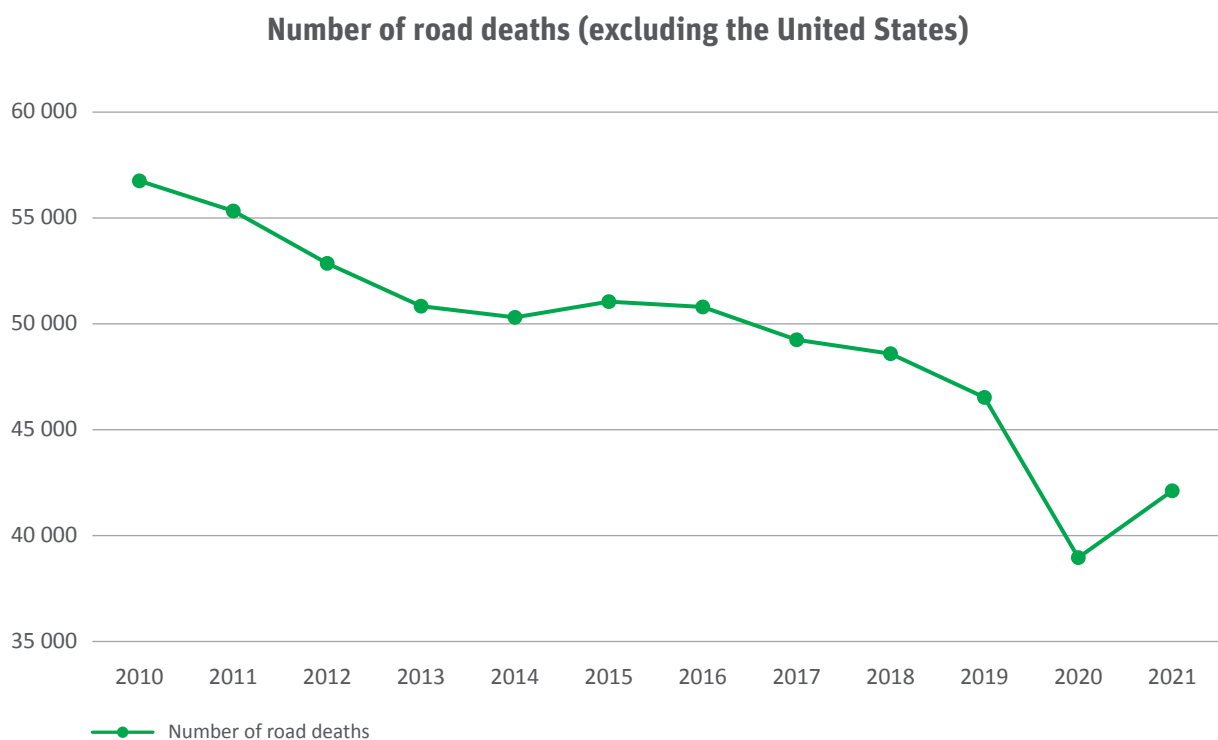
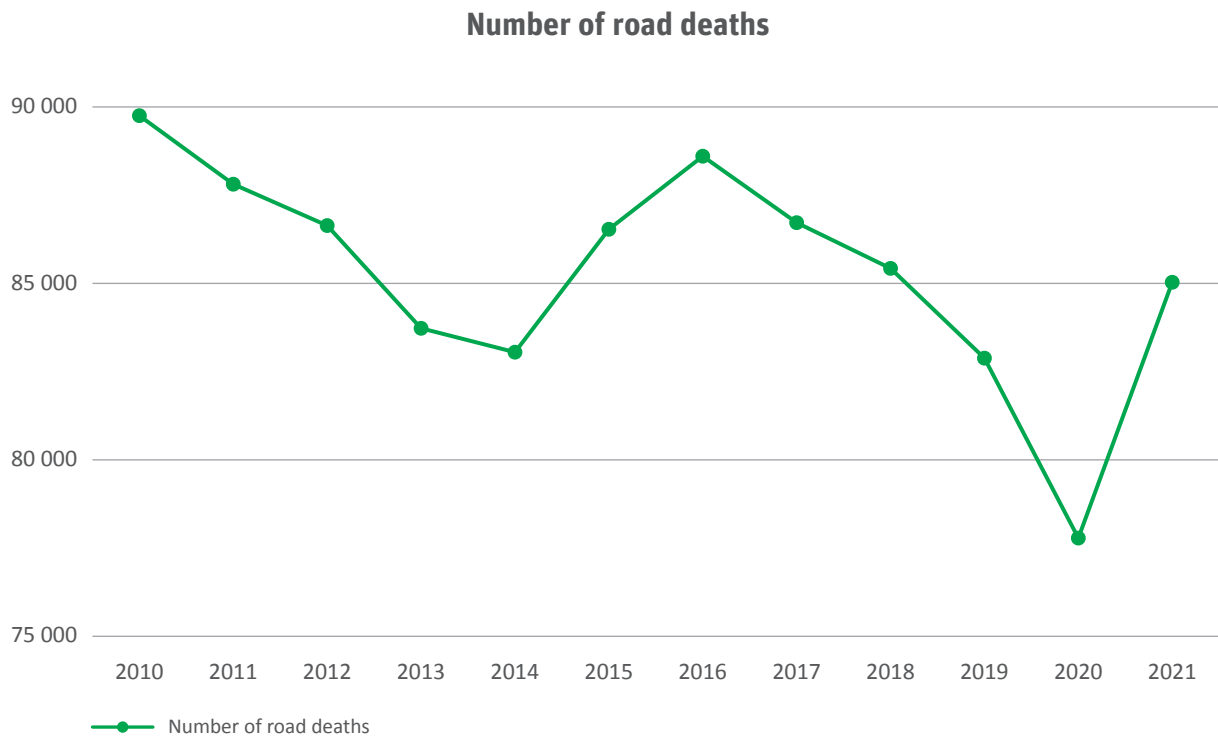
This reduction was far less than

the 50% reduction target set for the First Decade of Action for Road Safety 2011-20 (UN, 2010; WHO, 2011).

Figure 6 summarises the evolution in the number of road deaths in the period 2010-21, with and without US data. It

shows an overall decrease between 2010 and 2019, followed by a sharp pandemic-related decrease in 2020 and an increase in 2021. As explained in the section on short-term trends, the 2021 total is still below the level of the pre-pandemic period (average 2017-19).

Figure 6. Aggregate evolution in the number of road deaths in IRTAD countries, 2010-2021



Norway, Greece and Switzerland have achieved large drops in road fatalities since 2010

The global figures for 2010-19 in this report do not reflect disparities between countries regarding their longer-term road safety development. Benchmarked against 2010 data, the number of traffic deaths fell in 31 out of 34 IRTAD member countries in 2019.

Road deaths fell most markedly in Norway (-48%), Greece (-45%) and Switzerland (-43%). The success of Norway is particularly noteworthy, given that it already has the lowest mortality rate and fatality risk among IRTAD countries.

An additional group of five countries (Korea, Lithuania, Ireland, Japan and Luxembourg) saw a reduction in fatalities of over 30%.

At the same time, three countries registered an increase in the number of road deaths in the period 2010-19: Colombia (+21%), the United States (+10%) and the Netherlands (+3%).

Figure 7. Percentage change in the number of road deaths, 2010-19



Table 5. Road deaths, 2010-21

Country	Road fatalities				
	2010	2011	2012	2013	2014
Countries with validated data					
Argentina	5 094	5 040	5 074	5 209	5 279
Australia	1 350	1 277	1 299	1 185	1 151
Austria	552	523	531	455	430
Belgium	850	884	827	764	745
Canada	2 238	2 023	2 075	1 951	1 841
Chile	2 070	2 044	1 979	2 103	2 116
Colombia	5 418	5 248	5 320	5 757	6 118
Costa Rica	574	576	655	625	662
Czech Republic	802	773	742	654	688
Denmark	255	220	167	191	182
Finland	272	292	255	258	229
France	3 992	3 963	3 653	3 268	3 384
Germany	3 648	4 009	3 600	3 339	3 377
Greece	1 258	1 141	988	879	795
Hungary	740	638	605	591	626
Iceland	8	12	9	15	4
Ireland	212	186	163	188	192
Israel	375	382	290	309	319
Italy	4 114	3 860	3 753	3 401	3 381
Japan	5 828	5 535	5 261	5 165	4 838
Korea	5 505	5 229	5 392	5 092	4 762
Lithuania	299	296	301	258	267
Luxembourg	32	33	34	45	35
Netherlands (b)	640	661	650	570	570
New Zealand	375	284	308	253	292
Norway	208	168	145	187	147
Poland	3 908	4 189	3 571	3 357	3 202
Portugal	937	891	718	637	638
Serbia	660	731	688	650	536
Slovenia	138	141	130	125	108
Spain	2 478	2 060	1 903	1 680	1 688
Sweden	266	319	285	260	270
Switzerland	327	320	339	269	243
United Kingdom	1 905	1 960	1 802	1 770	1 854
United States	32 999	32 479	33 782	32 893	32 744
Observers and accession countries (a)					
Mexico	16 559	16 615	17 102	15 853	15 886
Moldova	452	433	441	326	324
Morocco	3 778	4 222	4 167	3 832	3 489
South Africa	13 967	13 954	12 211	11 844	12 702
Uruguay	556	572	510	567	538

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

Road fatalities						
2015	2016	2017	2018	2019	2020	2021
5 582	5 550	5 611	5 493	4 898	3 338	3 870
1 205	1 295	1 223	1 135	1 187	1 094	1 122
479	432	414	409	416	344	362
762	670	609	604	644	499	516
1 887	1 900	1 861	1 939	1 756	1 746	1 768
2 136	2 178	1 925	1 955	1 973	1 794	2 052
6 406	6 936	6 505	6 629	6 577	5 447	7 238
..	..	862	811	787	570	689
735	611	577	658	617	517	531
178	211	175	171	199	163	130
270	258	238	239	211	223	223
3 461	3 477	3 448	3 248	3 244	2 541	2 944
3 459	3 206	3 180	3 275	3 046	2 719	2 562
793	824	731	700	688	584	613
644	607	625	633	602	460	544
16	18	16	18	6	8	9
162	182	154	135	140	147	138
356	377	364	316	355	305	364
3 428	3 283	3 378	3 334	3 173	2 395	2 875
4 885	4 698	4 431	4 166	3 920	3 416	3 205
4 621	4 292	4 185	3 781	3 349	3 081	2 916
239	188	191	173	186	175	148
36	32	25	36	22	26	24
621	629	613	678	661	610	582
317	327	378	378	350	320	318
117	135	106	108	108	93	80
2 938	3 026	2 831	2 862	2 909	2 491	2 245
593	563	602	675	683	535	561
599	607	579	548	534	492	521
120	130	104	91	102	80	114
1 689	1 810	1 830	1 806	1 755	1 370	1 533
259	270	252	324	221	204	201
253	216	230	233	187	227	200
1 804	1 860	1 856	1 839	1 808	1 516	1 608
35 484	37 806	37 473	36 835	36 355	38 824	42 915
16 039	16 185	15 865	15 574	14 673	13 630	..
300	311	302	274	277	245	..
3 776	3 785	3 726	3 736	3 622	3 005	3 685
12 944	14 071	14 050	12 921	12 503
506	446	470	528	422	391	..

ROAD DEATHS BY USER GROUP, 2010-19

Vehicle occupants experience more of the benefits of road safety

For the 34 countries with validated data, road deaths fell by 7.7% overall in the period 2010-19. When disaggregating by user group,

the results are more nuanced.

Vehicle occupants continue to see the strongest reduction in deaths among the different

user groups. Pedestrian and cyclist deaths have declined at lower rates, while the number of PTW user deaths is increasing.

Fatalities among users of powered two-wheelers rose

Over the same period, the number of car occupants killed in traffic fell by 19%, while the fatality-reduction rates for pedestrians (3%) and cyclists (1%) were much lower. However, the number of

fatalities among users of PTWs increased by 7% in the same period.

It should be noted that the US data strongly influences these results, as detailed in the

following sections. Figure 8 summarises the overall evolution in road deaths between 2010 and 2019, by age group and road user category, with and without including US data.

Figure 8. Evolution in road deaths by road user compared to total, 2010-19



CAR OCCUPANTS

Greece, Norway and Korea have achieved substantial reductions in car occupant road deaths

Between 2010 and 2019, the number of car occupants killed in traffic decreased on average by 19%. This figure rose to 29% when excluding US data. All countries except for Chile saw a reduction (see Figure 9).

Three countries achieved a

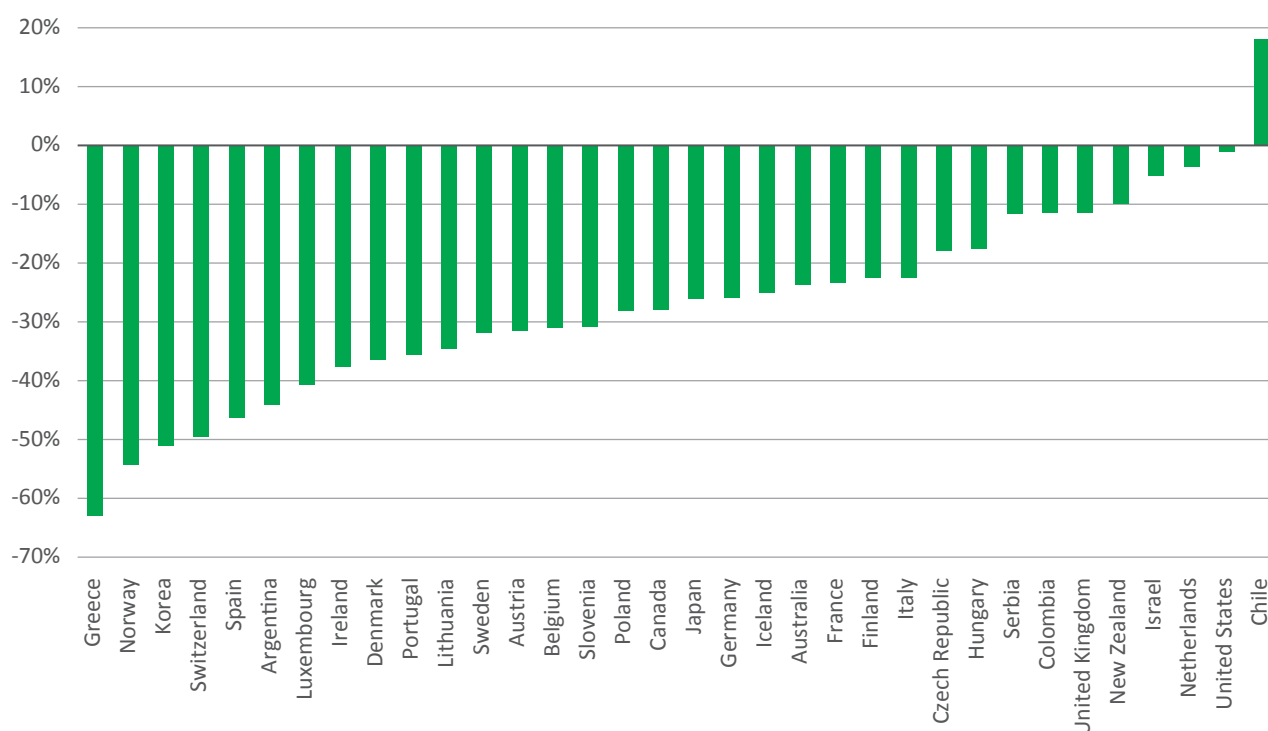
50% reduction in car-occupant fatalities in 2010-19: Greece (-63%), Norway (-54%) and Korea (-51%).

An additional 13 countries (Switzerland, Spain, Argentina, Luxembourg, Ireland, Denmark, Portugal,

Lithuania, Sweden, Australia, Belgium and Slovenia) recorded reductions above 30%.

The reduction in fatalities was lowest in Israel (-5%), the Netherlands (-4%) and the United States (-1%).

Figure 9. Percentage change in the number of car occupants killed, 2010-19



PEDESTRIANS

Pedestrian fatalities as a result of road crashes rose in the United States, the United Kingdom and Argentina but dropped elsewhere

The number of pedestrians killed decreased on average by 3% in 2010-19 for the 34 IRTAD countries. Setting aside data for the United States, the overall reduction was 20%.

During this period, the number of pedestrians killed on the roads of the United States increased by 46% (from 4 429 to 6 470). The number of pedestrian fatalities also increased by 17% in the UK

and 54% in Argentina.

The number of pedestrians killed decreased in all other countries and more than halved in Finland and Switzerland (see Figure 10).

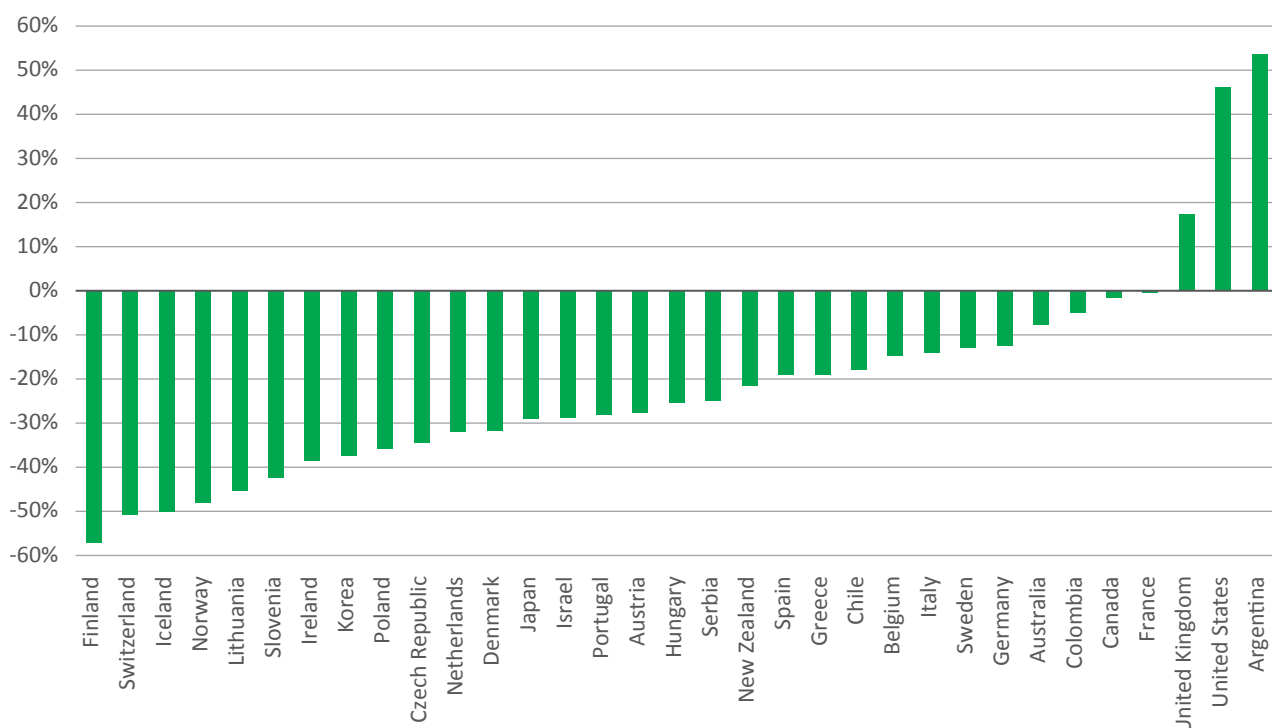
Fatalities among users of e-scooters may be on the rise but improved classification is needed

Several countries report a growing concern with the involvement of new mobility devices (including e-scooters) in crashes. National data systems have traditionally

classified users of these devices as pedestrians, although this classification is now changing in some jurisdictions (see ITF, 2020).

Changes to the taxonomy of the IRTAD database should allow for analysis of this specific group of users in the coming years.

Figure 10. Percentage change in the number of pedestrians killed, 2010-19



CYCLISTS

Overall, cyclist fatalities dropped slightly but they rose in 15 countries

The number of cyclists killed on the roads fell by only 1% overall between 2010 and 2019 for the 34 IRTAD countries.

The number of cyclists killed increased in 15 of 34 countries, partly reflecting the growing popularity of cycling in many contexts.

At the individual country level, the number of cyclists

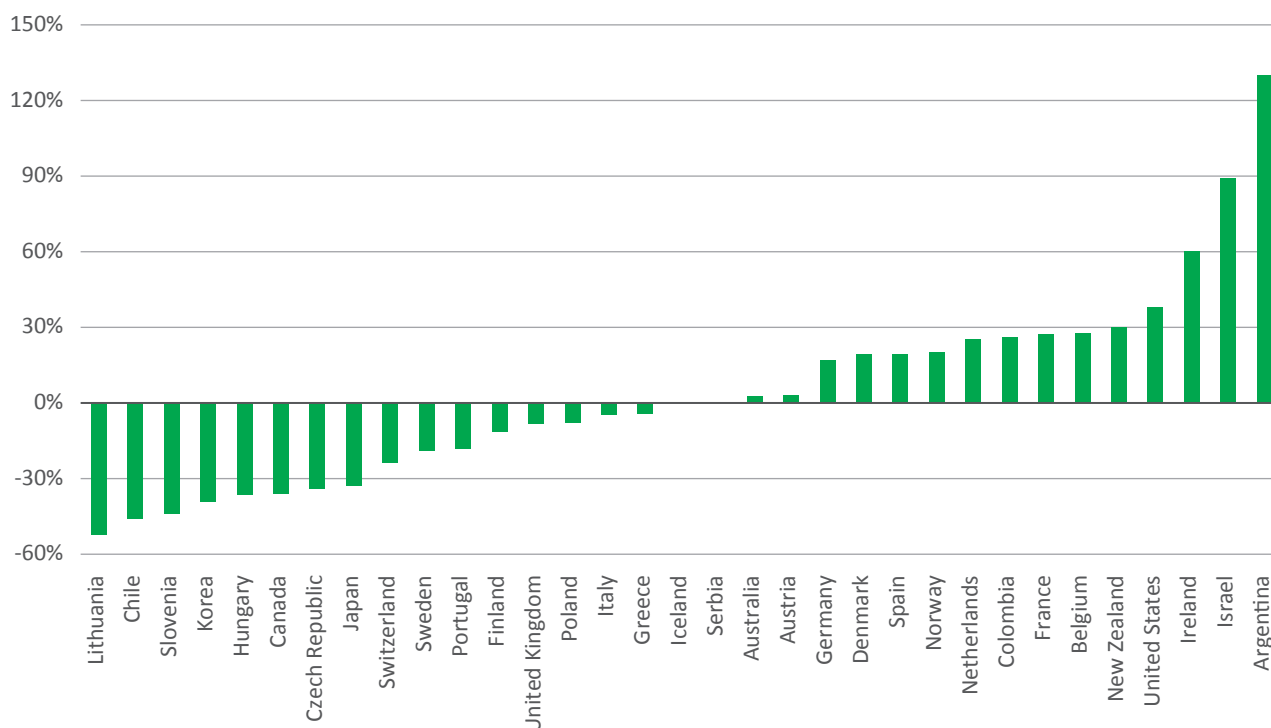
increased by 130% in Argentina (from 77 to 177 fatalities), 90% in Israel (from 18 to 34) and 60% in Ireland (from 5 to 8).

In Lithuania, the number of cyclists killed decreased by more than half (-52.2%). Fatality rates dropped by more than 30% in Japan, the Czech Republic, Canada, Hungary, Korea and Slovenia.

Luxembourg recorded zero cyclist deaths in 2019 and three fatalities in 2018.

Data on cyclists' exposure (not available in the IRTAD database) are needed to assess whether safety conditions for cyclists are improving or deteriorating. For data on cyclist safety in individual cities with a population of 500 000 or more, see ITF (2022d).

Figure 11. Percentage change in the number of cyclists killed, 2010-19



Note: Data from Luxembourg is not included in this figure, as percentage changes in small numbers distort trends.

Data from the seven countries reporting disaggregated numbers show that the share of e-bike users in cycling fatality statistics is growing

Several countries mention that the share of e-bikes in cycling volume and among cycling casualties is growing fast. Data from the seven IRTAD countries that provide differentiated numbers for e-bike users confirm this trend (see Table 6).

At the national level, in 2021, users of e-bikes accounted for 52% of cyclist deaths in Israel. Belgium (47%), Switzerland (41%) and Germany (35%) reported similar figures.

The share of e-bike users in cyclist deaths is growing. For example, in Germany, e-bike users represented 9% of cyclist deaths in 2015. This figure rose to 35% in 2021.

Table 6. Share of e-bikes in cyclist fatalities, 2015-21

Country	2015	2016	2017	2018	2019	2020	2021
Belgium	16%	16%	29%	24%	28%	35%	47%
Denmark				21%	32%	32%	12%
France					8%	9%	11%
Germany	9%	16%	18%	20%	27%	33%	35%
Israel					47%	81%	52%
Japan	6%	9%	7%	9%	12%	12%	13%
Switzerland	32%	25%	19%	29%	38%	31%	41%

POWERED TWO-WHEELERS

Motorcyclist fatalities soared in Latin America

On average, the number of PTW users killed in traffic increased by 7% between 2010 and 2019 in the 34 countries with validated data.

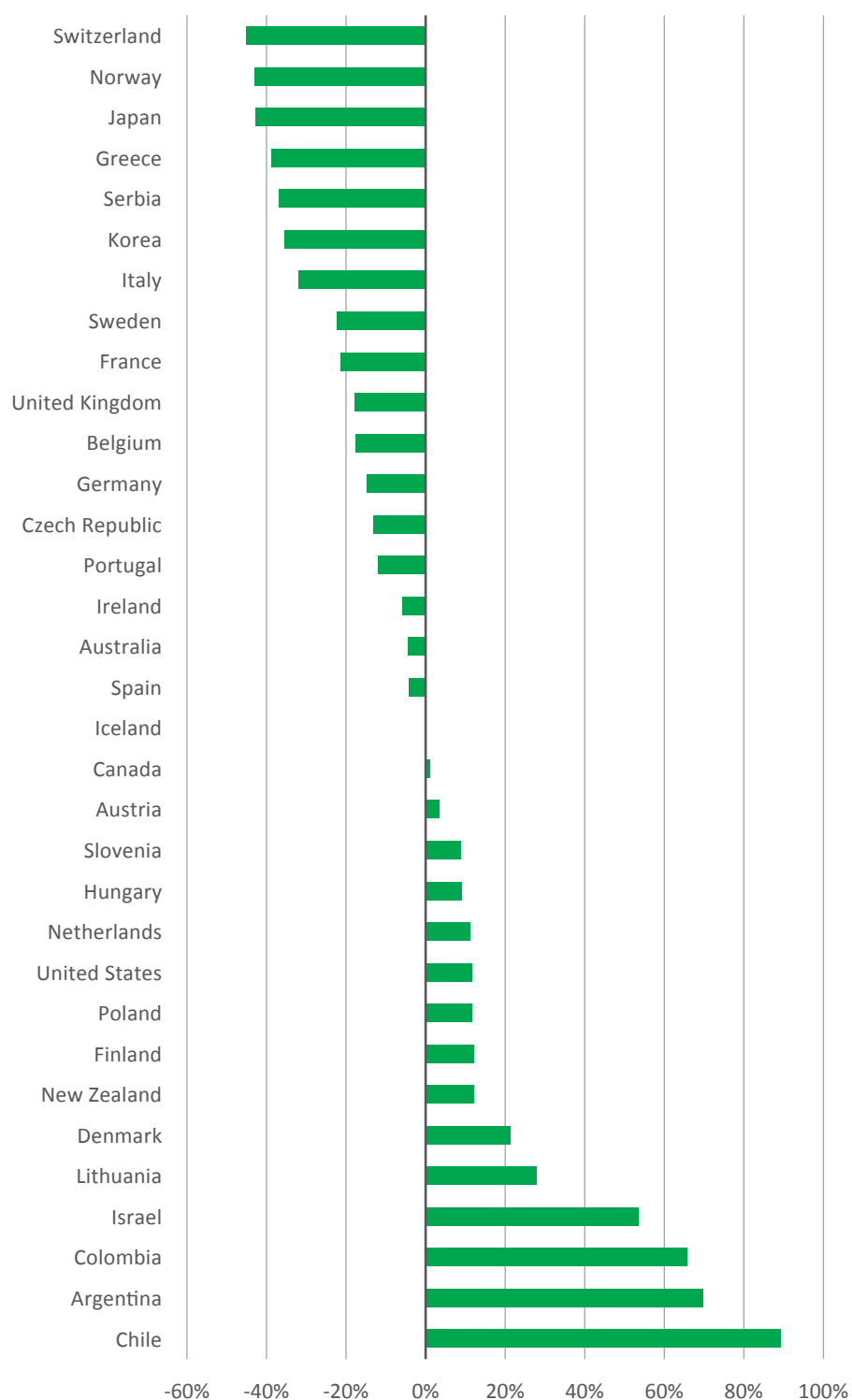
The number of motorcyclists killed in traffic soared in the three Latin American countries covered in the IRTAD database: Chile (+89%), Argentina (+70%) and Colombia (+66%).

The safety of motorcyclists (see ITF, 2022c) is very worrying in these countries, where PTWs represent a large share of the vehicle fleet.

The number of fatalities among PTW users also increased in 13 other IRTAD countries (see Figure 12).

Fatalities stagnated or decreased in 18 countries, with the most substantial reductions in Switzerland (-45%), Norway (-43%) and Japan (-43%).

Figure 12. Percentage change in the number of users of powered two-wheelers killed, 2010-19



Note: Data from Luxembourg is not included in this figure, as percentage changes in small numbers distort trends.

ROAD DEATHS BY AGE GROUP

Fewer children and young people are dying in road crashes

The IRTAD database disaggregates road fatality data by age group for 33 countries. On average, between 2010 and 2019, road deaths for the population as a whole fell by 7.7% (see Figure 13).

The data also indicates that road fatalities decreased the most for children and young people but increased for the senior population.

The decrease in road deaths among children over the period was around four times as great as for the general population. It amounted to -31% for the 0-14 age group and -36% for the 15-17 age group.

It is, of course, good news that fewer children lose their lives on the roads. However, data on the mobility of children is lacking. It is not possible to assess whether

the reduction in child road deaths is mainly due to safer road environments for children or to less exposure to traffic.

The decrease in road deaths among young people was slightly lower than for children but still more than double the overall reduction over 2010-19. It amounted to -27% for the 18-20 age group and -19% for young people aged 21-24 years.

But road fatalities among senior citizens are increasing

While the number of road deaths decreased by 6% for adults aged 25-64, it increased for the senior population. This increase amounted to 7% for seniors aged 65-74 and 6% for seniors aged 75 and over.

Even after setting aside the data from the United States, the situation is about the same. Removing the US data reveals a large decrease for children and young people. It also shows a reduction around the average for adults aged 25-64, a reduction much lower than the average for adults

aged 65-74 and an increase in the number of road deaths among seniors over 75.

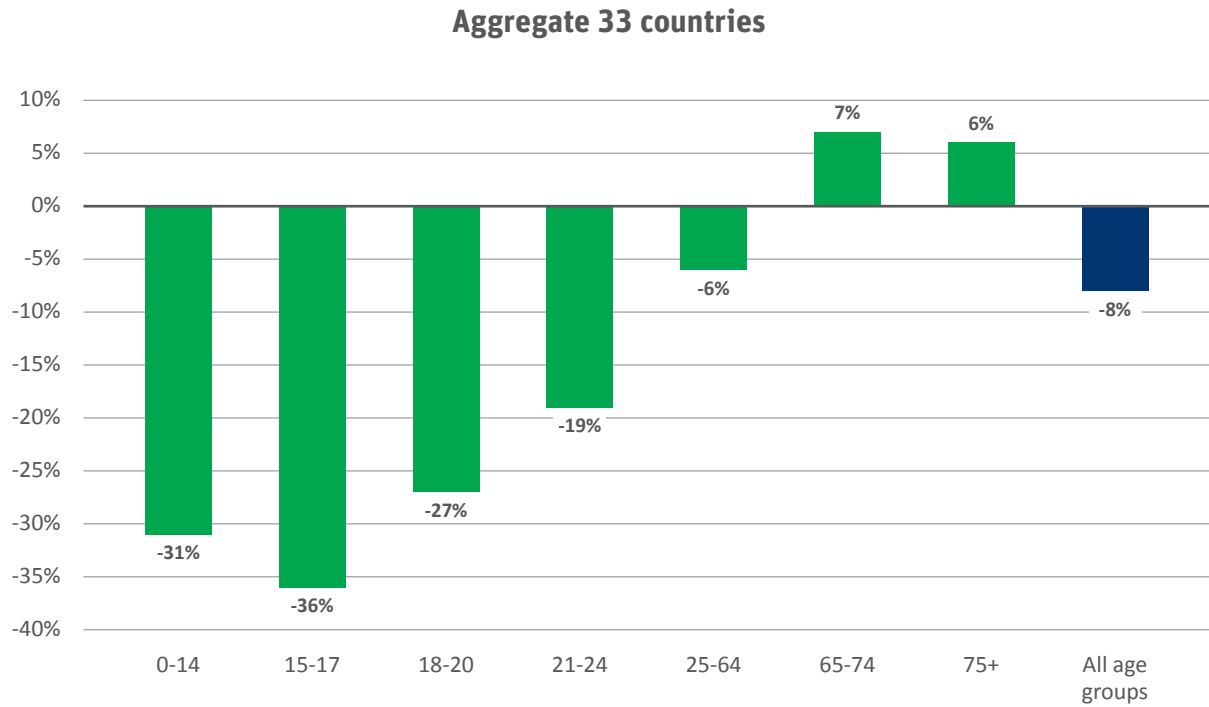
In terms of mortality rates, young people (aged 18-20 and 21-24) have long been the most at-risk in traffic. However, in several countries seniors aged 75 and over now constitute the age group with the highest road mortality rate.

This trend is particularly visible in Korea. There, people aged 75 and above have a mortality rate of 27.2 per

100 000, four times higher than the average population (see Figure 14).

The reasons for this change relate to several factors. One is demographic evolution, with an ageing population in most countries, and increasingly mobile senior citizens. Another is successful measures to improve the safety of young people (e.g. accompanied driving programmes). The fact that young people in some countries tend to start driving later when they are more mature may also play a role.

Figure 13. Road deaths by age group, 2010-19



Note: This figure does not include data for the Netherlands.

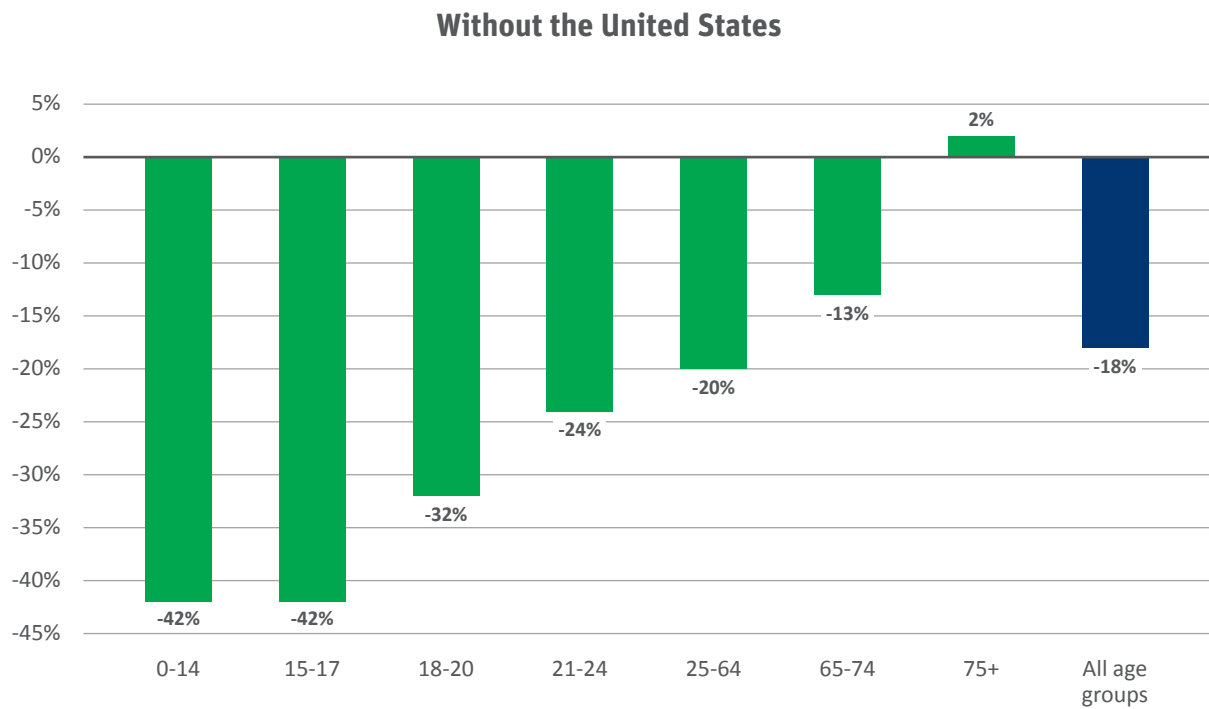
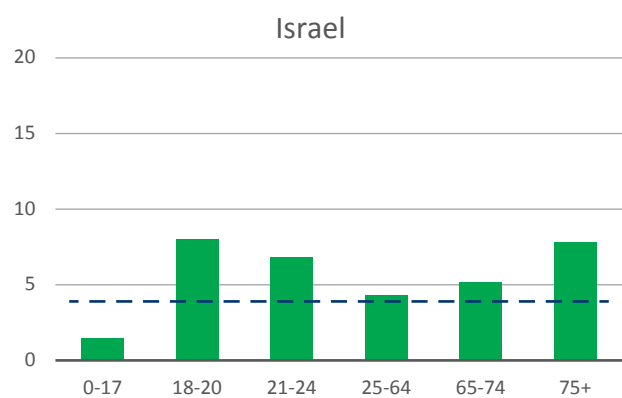
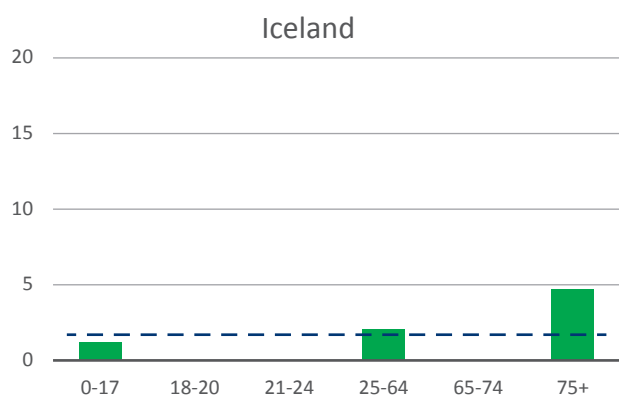
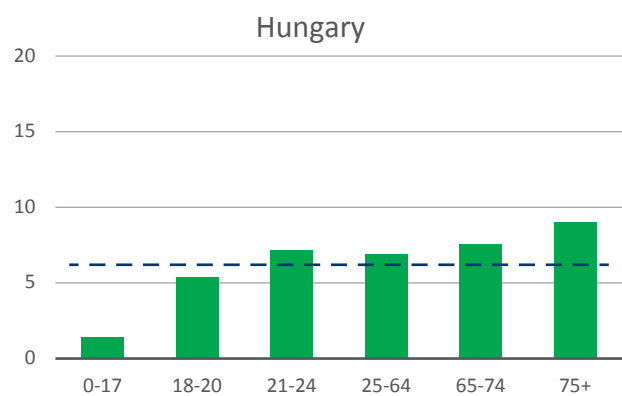
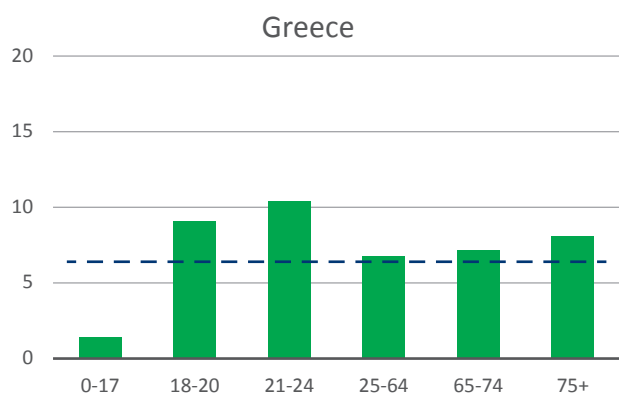
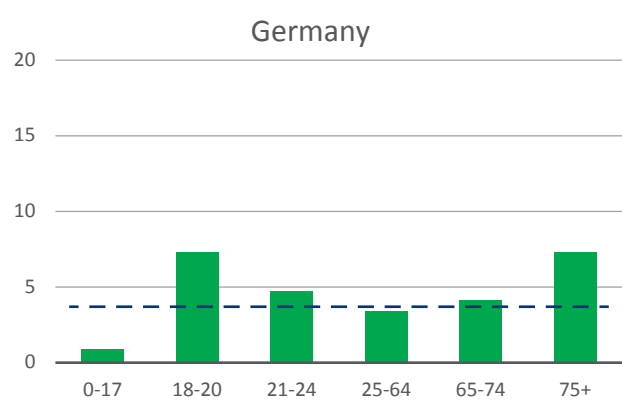
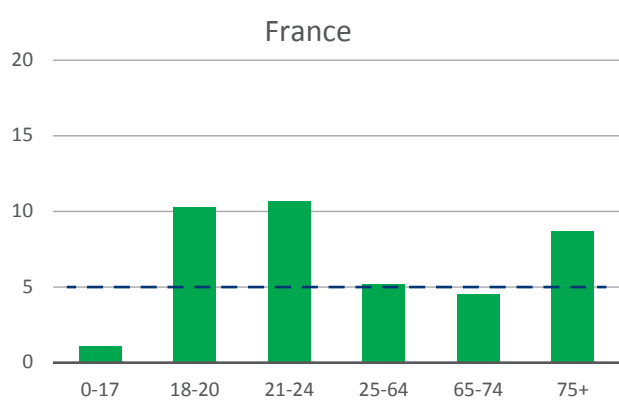
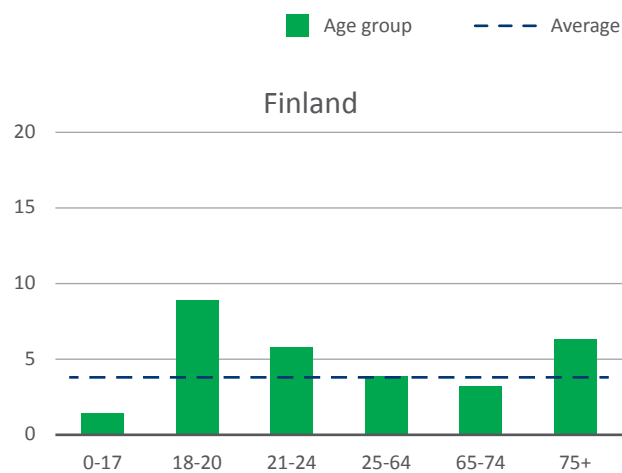
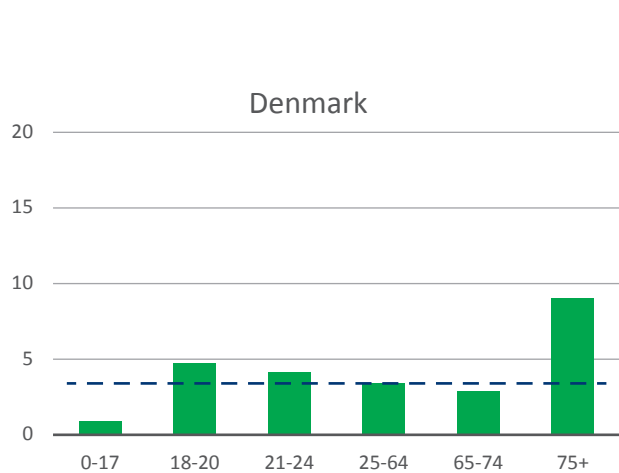
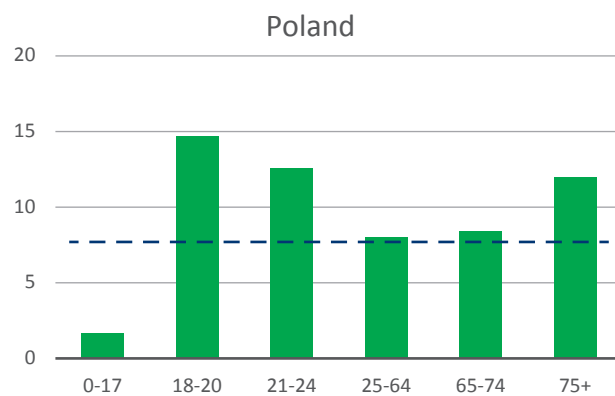
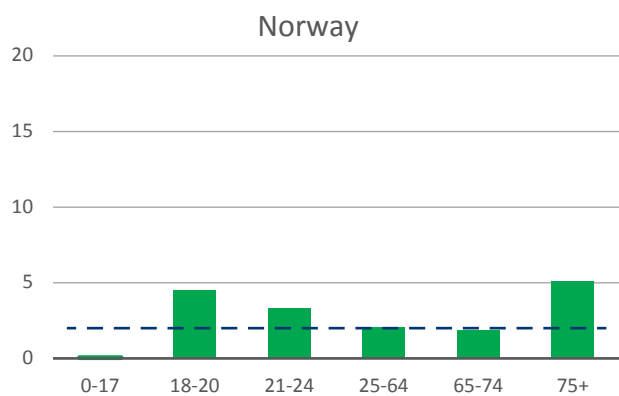
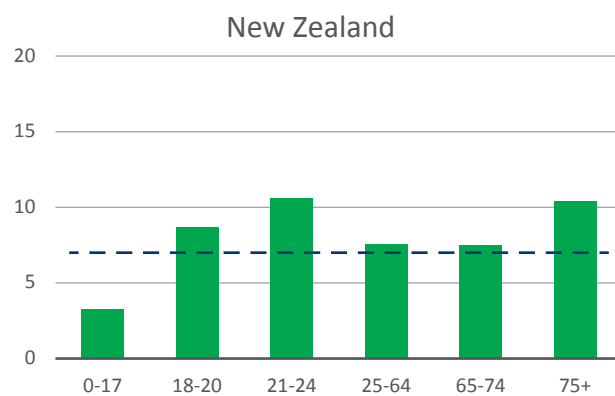
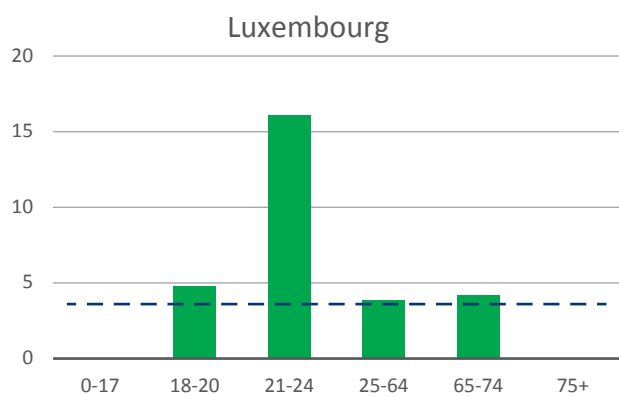
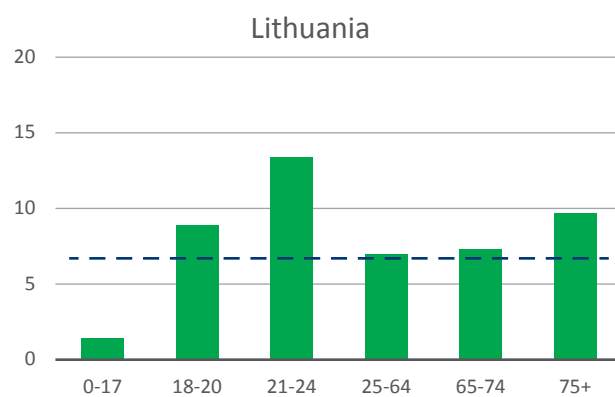
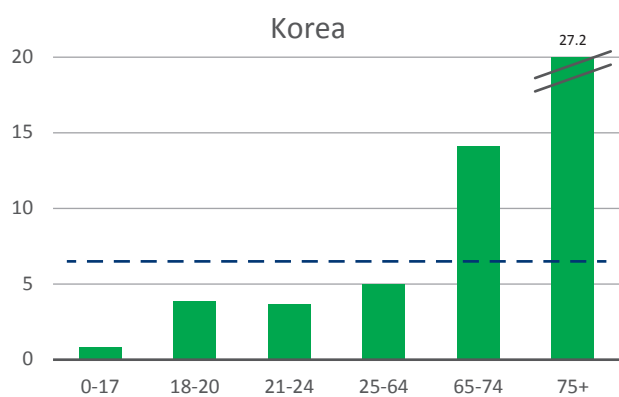
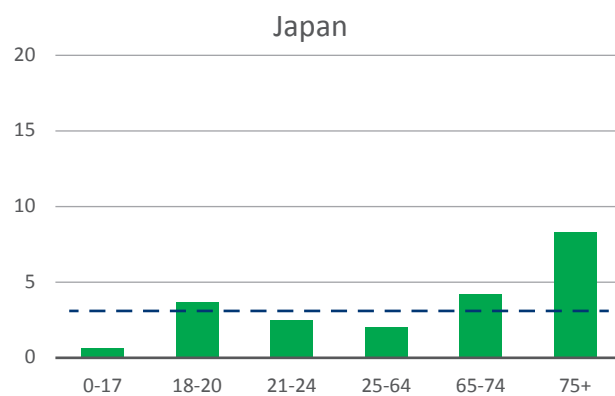
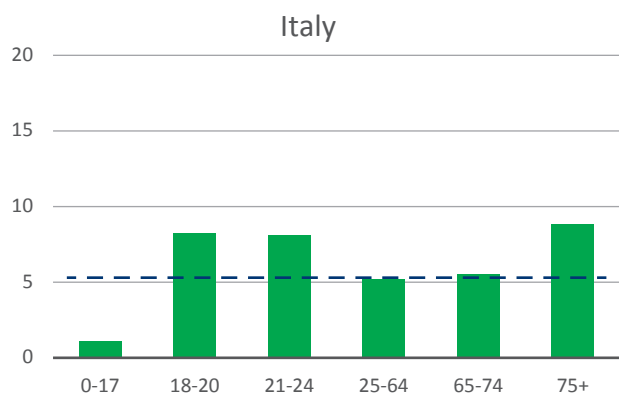


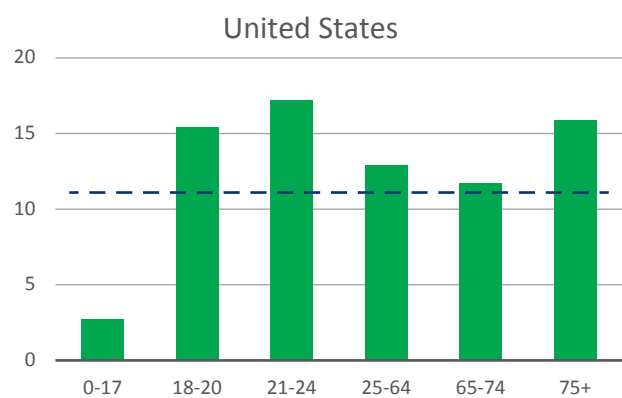
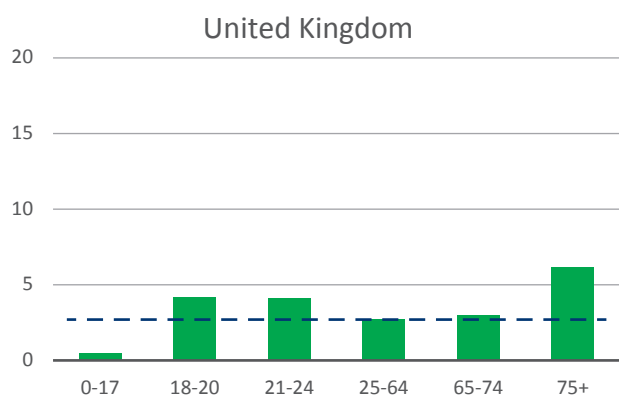
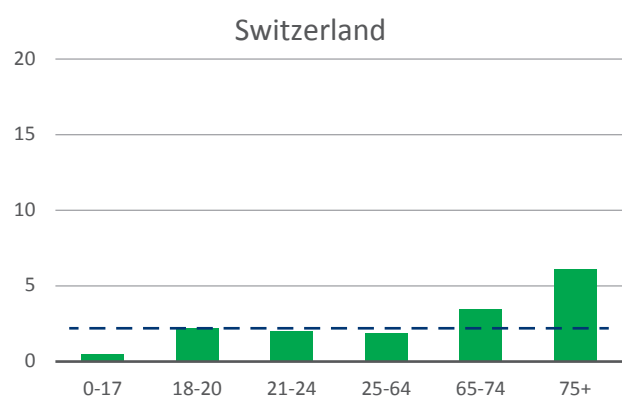
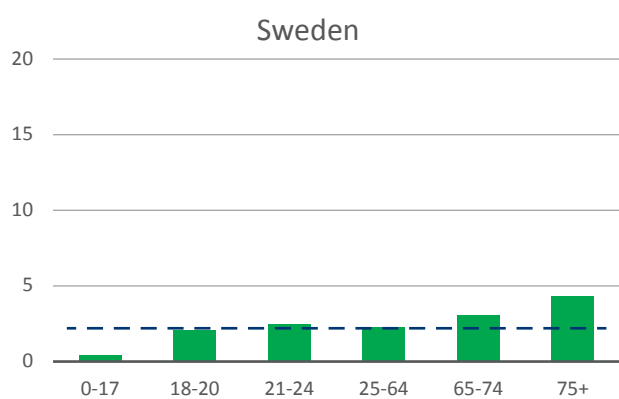
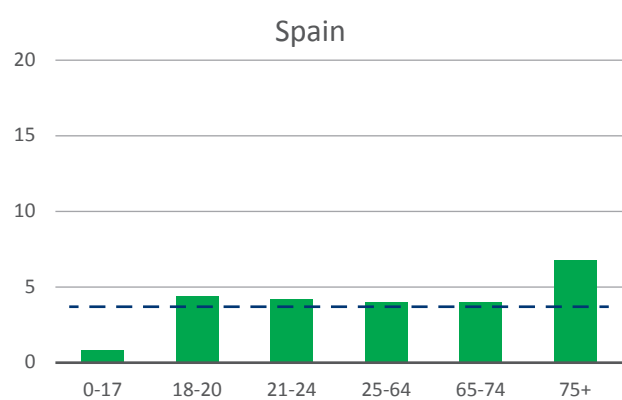
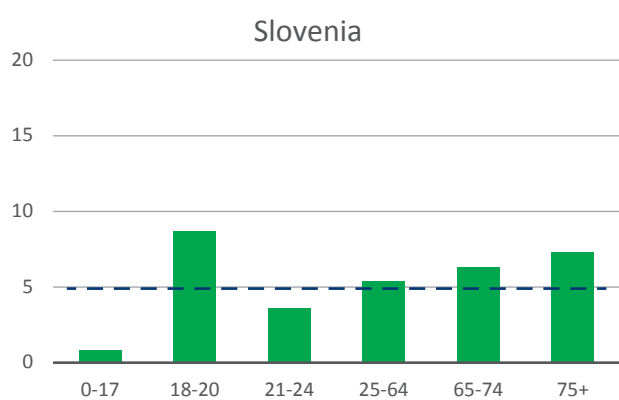
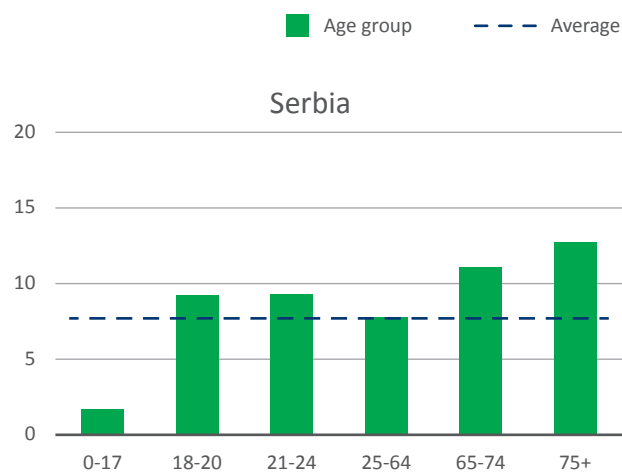
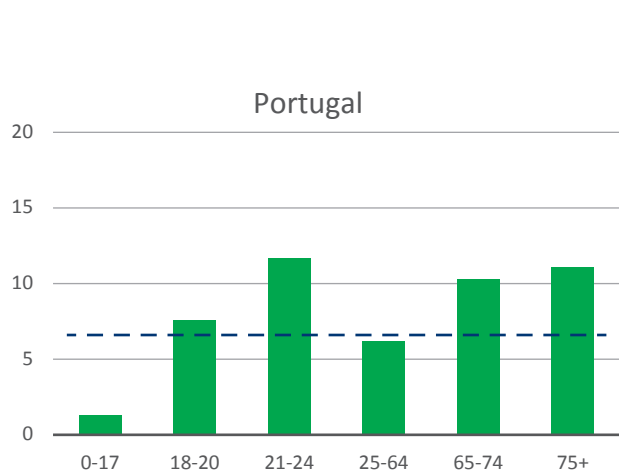
Figure 14. Road deaths per 100 000 inhabitants by age group, 2019





■ Age group - - - Average





ROAD DEATHS BY ROAD TYPE

Rural roads are deadlier than other road types, although rural road deaths are decreasing

Data disaggregated by road type is available for 26 countries (see Figure 15). In 2019, rural roads were the deadliest in 15 of these 26 countries.

In Denmark, Slovenia, France, Sweden, the Czech Republic, Spain, Austria, Ireland, Luxembourg, New Zealand and Finland, more than 60%

of road deaths occurred on rural roads.

Inappropriate and relatively high speeds occur on many rural roads. The absence of physical separation of lanes, numerous intersections, sometimes poorly maintained roadsides, and mixed traffic (including vulnerable road users) increase the occurrence

and severity of crashes on rural roads.

Nevertheless, between 2010 and 2019, for the 25 countries for which data disaggregated by road type are consistently available (namely, the 26 countries in Figure 15, minus Argentina), the number of road deaths decreased by 23% on rural roads.

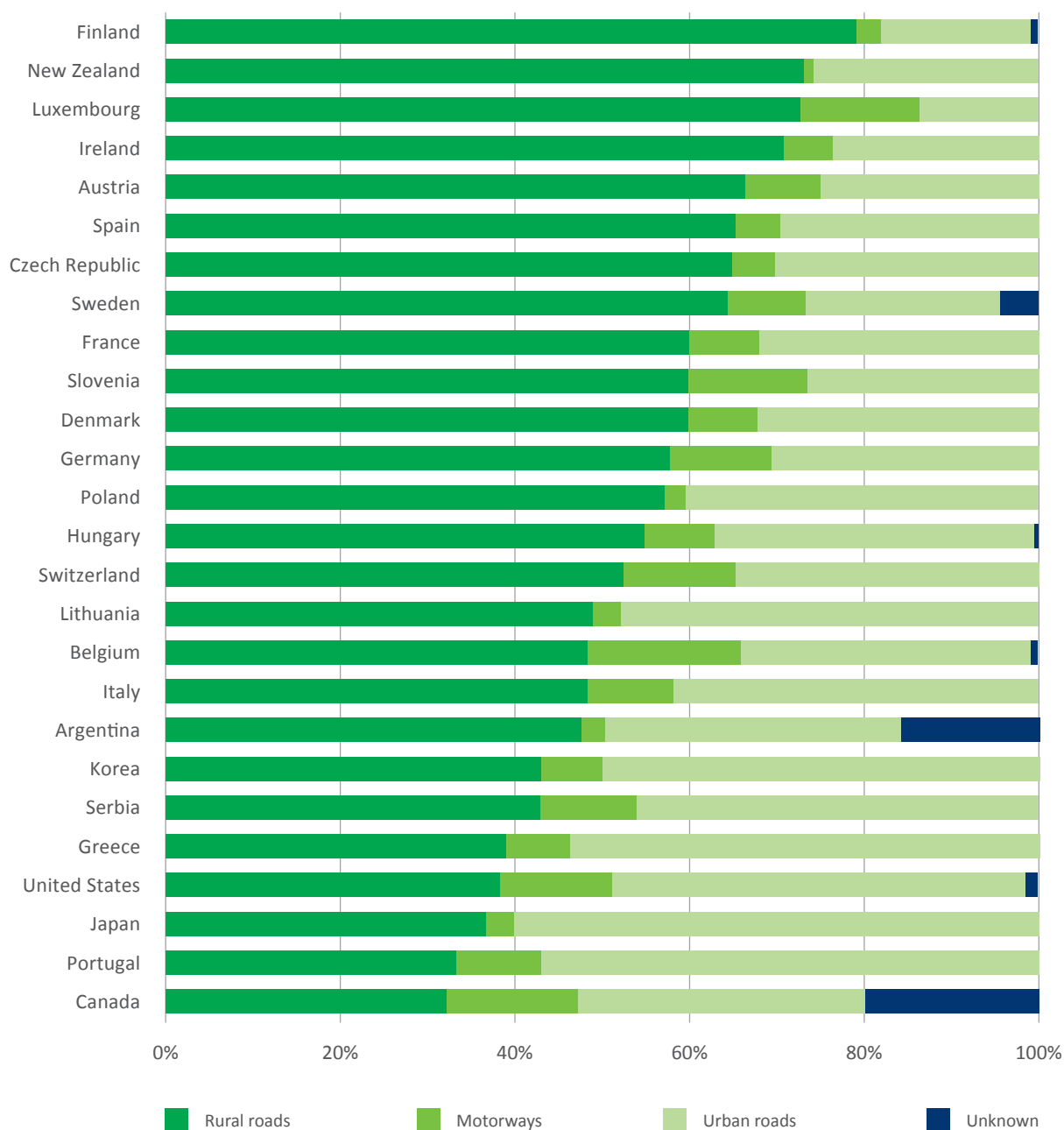
Rising death rates on US urban roads contrast with decreases elsewhere

At the same time, the number of deaths on urban roads increased by 3%. This increase was driven mainly by US data. In the

United States, the number of people killed on urban roads increased by 37% (from 12 535 to 17 213) between 2010 and 2019.

The number of road deaths on urban roads decreased by 24% for the 24 remaining countries.

Figure 15. Road deaths by road type, 2019



Note: Data for Argentina in 2010 is not available.

NATIONAL ROAD SAFETY STRATEGIES

Several countries have recently released new road safety strategies in response to the Global Plan for the Decade of Action for Road Safety 2021-30. In 2022, the IRTAD Group conducted a survey of its members on their current road safety strategies and targets (see Annex).

Among the 33 countries surveyed, 23 have either adopted a new strategy for 2030 or are working on it. The text of the national road safety strategies of 28 of the 33 countries surveyed explicitly mention the Safe System approach or Vision Zero.

The ITF has long promoted the Safe System approach as the best way to improve road safety. This approach is based on the ethical perspective that no one should be killed or seriously injured in road traffic. The Safe System approach includes four principles (ITF, 2016), to which a recent ITF Working Group added a fifth (ITF, 2022b). The Safe System approach is also at the core of the Global Plan.

Most countries have adopted targets to reduce the number of road deaths. Among the 33 countries surveyed, 19 have a target aligned with the UN goal to reduce by 50% the number of road deaths by 2030.

The baseline for this target varies. The year 2020 would have been the natural baseline for the 2021-2030 decade. However, due to the Covid-19 pandemic, most countries' road deaths in 2020 were exceptionally low. Using 2020 data as the baseline would therefore make the 2030 target even more challenging.

Most IRTAD countries have chosen either 2019 or the average for 2017-19 as a baseline for their 2030 targets. Several countries have set specific targets for specific road users (focusing, for example, on children, pedestrians or cyclists).

Seven countries (Australia, Belgium, Finland, Ireland, the Netherlands, New Zealand and Spain) have explicitly referred to the long-term target of zero road deaths by 2050 in

their strategies. In 2020 the European Union adopted its "Road Safety Policy Framework 2021-30" (EC, 2020), which aims to halve the number of fatalities and serious injuries on European roads by 2030. This aim acts as a milestone on the path towards zero fatalities and serious injuries by 2050.

Reducing the number of people seriously injured in road traffic is at the core of the Safe System approach. Among the 33 countries surveyed, 21 have also set a target to reduce the number of people seriously injured in road crashes. This represents significant progress compared to the period coinciding with the First Decade of Action for Road Safety (2011-20), when very few countries addressed the issue of serious injuries.

A total of 14 of the countries surveyed have adopted a target of halving the number of serious injuries by 2030. Four countries have a slightly less ambitious reduction target of 20-40%. Three countries set their targets in absolute numbers.

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DATA TABLES

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

Table 7. National speed limits on urban roads, rural roads and motorways, 2022 passenger vehicles (km/h)

Country	Urban areas	Rural roads	Motorways
Argentina	40-60 (Buenos Aires City has a range of 20 to 70 km/h)	110	120-130
Australia	50 (default) 60-80 (arterial roads - increasing use of 40 km/h or lower limits in urban areas with high pedestrian activities)	100, 110	100 km/h default although often set to 110 km/h (130 km/h in the Northern Territory)
Austria	50	100	130
Belgium	30-50	70-90	120
Bosnia and Herzegovina	50	80, 100	130
Cambodia	30-40 (motorcycles, tricycles) 40 (passenger cars, trucks)	60-70 (motorcycles) 90	No motorways
Canada	40-70	80-90	100-110
Chile	50 (maximum default limit but can vary according to the type of road) 30 (school zones)	90 (rural buses, trucks and school transport) 100 (cars and interurban buses)	120 (maximum default speed limit but can vary in some sections of the road, according to the type of road can be lowered to 100)
Colombia	50	90	120
Costa Rica	40 (except when there is a 50 sign)	40-100 (60 when there is no sign)	No motorways
Czech Republic	50	90	130
Denmark	50 (sections with 30, 40 or 60)	70, 80 (90 for specific sections)	110, 130
Finland	30-60	80, 100	100, 120
France	50	80 or 90 (90 on dedicated passing slots), 110 on dual carriageways	130 (110 in wet weather and for novice drivers)
Germany	50	100	None (130 recommended)
Greece	50	90	130
Hungary	50 (sections with 30, 40, 60 and 70)	90	130 (110 on "motor roads")
Iceland	50	90 (paved roads) 80 (gravel roads)	n.a.
Ireland	<=60 (can be 60 on arterial roads, 30 in built up areas)	80, 100	120

Country	Urban areas	Rural roads	Motorways
Israel	30- 50 70 (arterial roads)	80, 90	100, 110, 120
Italy	50	70-90 (110 on some main dual carriageways)	130 (110 km/h in wet weather, 100 for novice drivers. Motorway operator may increase speed limit up to 150 if stringent requirements are met)
Japan	40, 50, 60	50, 60	100
Korea	50	60-80	110 (100 in urban areas)
Lithuania	50	90 (70 on gravel roads and for novice drivers)	120,130 (110 in winter, 90 for novice drivers)
Luxembourg	50	90	130 (110 in wet weather)
Mexico	10-80 (20 in school zones, 30 on secondary and tertiary streets, 50 on primary avenues without controlled access, 80 in central lanes of controlled access avenues and 50 on state highways within urban areas)	60-110 (60 on collector road, 80 on state highways outside urban areas; 50 within urban areas; 110 on roads and motorways under federal jurisdiction)	110
Moldova, Republic of	50 30 in school zones, near hospitals, parks and historical centre 5 in pedestrian areas	90	No motorways
Morocco	60 (30 in residential areas)	70, 80, 90, 100 (depending on vehicle type)	120 (maximum speed, it varies by vehicle type)
Netherlands	30-50	60-80	100 between 6:00 and 19:00 100, 120, or 130 between 19:00 and 06:00
New Zealand	50 (sections may have higher or lower limits)	100 (specific sections may have lower limits)	100 (specific sections may have limits of 110)
Norway	50 (30 on residential streets)	80	90, 100, 110
Poland	50	90, 100 (120 on expressways)	140 (120 on expressways)
Portugal	50	90	120
Serbia	50	80, 100	130
Slovenia	50	90	130 (110 on expressways)
South Africa	60	100	120
Spain	20 (streets with a single carriageway and sidewalk platform) 30 (single lane streets in each direction) 50 (streets with two or more lanes in each direction)	90, 80	120
Sweden	30, 40, 50	60, 70, 80, 90, 100	110, 120
Switzerland	50	80	120 (100 on expressways)
United Kingdom	48 (30 mph)	96, 113 (60, 70 mph)	113 (70 mph)
United States	Set by each state	Set by each state	88-129 (55-80 mph, set by each state)

Table 8. Maximum authorised blood alcohol content levels, 2022, by country

Country	General BAC level (g/l)	Differentiated BAC level (g/l)
Argentina	0.5	0.0 for professional drivers 0.2 for motorcycle and moped riders
Australia	0.5	0.0 for novice drivers 0.2 for professional drivers
Austria	0.5	0.1 for moped drivers under 20; novice drivers (first three years), truck (>7.5 tons) and bus (>9 seats) drivers
Belgium	0.5	0.2 for professional drivers (since January 2015)
Bosnia and Herzegovina	0.3	0.0 for professional drivers, novice drivers, drivers who perform public transport, driving instructors, driving candidates, drivers under 21 or with less than 3 years of driving experience
Cambodia	0.5	-
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	-
Czech Republic	0.0	-
Denmark	0.5	-
Finland	0.5	-
France	0.5	0.2 for bus/coach drivers, novice drivers
Germany	0.5 (Drivers with a BAC between 0.3-0.5 g/l can have their licenses suspended if their driving ability is impaired)	0.0 for drivers under 21 and novice drivers, for professional drivers who transport passengers or hazardous goods
Greece	0.5	0.2 for professional drivers, novice drivers, motorcycles and moped riders
Hungary	0.0	-
Iceland	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

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

Table 9. Seat-belt laws and wearing rates in front and rear seats of passenger cars, 2021 or latest available year

Country	Front seats		Rear seats	
	Date of application	Wearing rate (%) in 2021	Date of application	Wearing rate (%) in 2021
Argentina	1995	55 driver (2018)	1995	20 (2018)
Australia	1970s	97 (2018)	1970s	96
Austria	1984	98 drivers, 99 passengers	1990	93
Belgium	1975	95 drivers, 94 passengers (2022)	1991	81 (2022)
Bosnia and Herzegovina	2006		2006	
Cambodia	2007	28 (2016)	Law in preparation	
Canada	1976-1988	97.5 (2017)	1976-1988	95 (2015)
Chile	1985	86 drivers, 72 passengers	2002 (for vehicles manufactured from 2002)	21
Colombia	2002	67 drivers, 49 passengers (2022)	2004	No official data
Costa Rica	2014	71 drivers, 63 passengers (2020, national roads)	2014	36 (2020)
Czech Republic	1966	96	1975	88
Denmark	1970s	97 (2020)	1980s	89 (2020)
Finland	1975	97 drivers and passengers	1987	90
France	1973 (rural), 1975 (urban by night) 1979 (all times)	98.7 outside built up areas 98.6 for small cities, 99.1 for major cities	1991	Motorways: 92 (adults), 97 (children) Major cities: 90 (adults), 96 (children)
Germany	1976	98 drivers and passengers	1984	96
Greece	1979	72 passengers (2022)	1993	56 (2022)
Hungary	1976	89 drivers, 95 passengers (2019)	1993 outside built up areas 2001 inside built up areas	40 (2019)
Iceland		91 urban roads, 96 rural roads		86
Ireland	1979	99 drivers, 98 passengers	1992	93
Israel	1975	93 drivers, 91 passengers (2019)	1995	71 (2019)
Italy	1988	87 drivers, 84 passengers (first 6 months 2022)	1994	32 (first 6 months 2022)
Japan	1985	99 drivers, 76 passengers	2008	43
Korea	1990	96 drivers on motorways, 86 passengers on motorways (2020)	2008, on motorways only Since September 2018, on the whole road network	37 on motorways (2020)

Country	Front seats		Rear seats	
	Date of application	Wearing rate (%) in 2021	Date of application	Wearing rate (%) in 2021
Lithuania		98		62
Luxembourg	1975	90 (2015)	1992	76 (2015)
Mexico	2020 (new law)	72 drivers, 66 general (urban roads)	2020 (new law)	44 (urban roads)
Moldova, Republic of	2009	No official data >90 (estimation)	2009	No official data
Morocco	1977 – rural areas 2005 – urban areas	69 drivers on motorways 59-73 drivers urban/rural roads 55-65 pass. on urban/rural roads (2018)	2005 – rural areas	36 (2018)
Netherlands	1975	96	1992	82 (2010)
New Zealand	1972	97 drivers, 96 passengers (2016)	1979	92 (2014)
Norway	1975	98 drivers, 96 passengers (2019)	1985	96 (2014)
Poland	1983	96	1991	90
Portugal	1978	96 drivers and passengers (2017)	1994	77 (2017)
Serbia	1982	86 drivers, 82 passengers	2009	20
Slovenia	1977	95 drivers, 96 passengers (2018)	1998	78 adults (2018)
South Africa	2005 , vehicles registered after 1 January 2006	4.5 drivers, 5 passengers (estimation 2010)	2005, vehicles registered after 1 January 2006	
Spain	1974 outside urban areas 1992 inside urban areas	90 (2012)	1992	81 (2012)
Sweden	1975	96	1986; child restraint since 1988	94 (2017)
Switzerland	1981	97 drivers, 96 passengers	1994	90
United Kingdom	1983	97 drivers, 97 passengers (for Great Britain)	1989 (children); 1991 (adults)	92 (for Great Britain)
United States	Primary law in 34 states and D.C., secondary law in 15 states. Not mandatory for adults in one state.	91 drivers, 90 passengers	Varies by State	78

Table 10. Helmet laws and wearing rates, 2021 or latest available year

Country	Powered two-wheelers		Cyclists	
	Helmet law	Wearing rate (%) in 2021	Helmet law	Wearing rate (%) in 2021
Argentina	Yes	69 riders, 42 first pass., 21 additional passengers (2018)	Yes	8 (2018)
Australia	Yes	99 riders (estimate)	Yes	
Austria	Yes	99.8	Yes, for children to age 12	40 (87 for children)
Belgium	Yes	99.9 (2022)	No	measured in 2022 but not yet available
Bosnia and Herzegovina	Yes		Yes	
Cambodia	Yes, motorcycles from 50 cc, motorcycles with trailers, motorised tricycles (riders and passengers)	Low (no precise data)	No	
Canada	Yes		In some jurisdictions	
Chile	Yes	95 riders, 87 passengers	Yes in urban areas	67.3 (2019)
Colombia	Yes	79.2 motorcycle riders, 52.7 passengers (urban areas) (2022)	Yes, for children to age 18	22.4 (urban areas) (2022)
Costa Rica	Yes	97.2 riders, 90.1 passengers (2020 national roads)	No	
Czech Republic	Yes	100 (approx.)	Yes, for children to age 18	46 (79 for children)
Denmark	Yes	100 motorcycles (2020) 95 light moped in urban areas (2020)	No	48 in urban areas 80 in school traffic
Finland	Yes	over 99 (2019)	No	50
France	Yes, since 1973 for motorcyclists 1976 for moped riders outside built up areas 1980 for moped riders in urban areas	97 outside built up area 98 in urban areas	Yes, for children under 12	Major cities: 27 weekdays, 36 weekends

Country	Powered two-wheelers		Cyclists	
	Helmet law	Wearing rate (%) in 2021	Helmet law	Wearing rate (%) in 2021
Germany	Yes	99.5 riders, 99 passengers (inside urban areas)	No	22.8 (inside urban areas)
Greece	Yes, since 1977	80.3 riders, 65.5 passengers (2022)	No	
Hungary	Yes since 1965 for motorcyclists, 1997 for moped riders outside built up areas 1998 for moped riders in urban areas.	99 Budapest area (2019) 97 Rural areas (2019)	No	18 Budapest area (2019) 4.5 Rural areas (2019)
Iceland	Yes	n.a	Yes, for children to age 14	
Ireland	Yes, since 1978	99.8 (approx.)	No	53
Israel	Yes	100 (approx.)	Yes. Mandatory for all ages in non-urban roads. Mandatory for cyclists under 18 years in urban roads	n.a.
Italy	Yes, for all since 2000 Since 1986 for motorcyclists and riders of moped under 18	95 (first 6 months 2022)	No	
Japan	Yes	100 (approx.)	No	
Korea	Yes	84	No	
Lithuania	Yes		Yes, for children to age 18	
Luxembourg	Yes, since 1976	100 (estimate)		
Mexico	Yes	76 riders, 46 passengers (2020, urban roads)	No	11 (2017)
Moldova, Republic of	Yes	No national data	Yes on road sections with a speed limit above 50 km/h	
Morocco	Yes, since 1976	60 riders, 35 passengers (2018)	No	

Country	Powered two-wheelers		Cyclists	
	Helmet law	Wearing rate (%) in 2021	Helmet law	Wearing rate (%) in 2021
Netherlands	Yes, motorcycles since 1972; mopeds since 1975. Not compulsory on slow mopeds (max. 25 km/h) until 2022 As of 1 Jan 2023 all riders of slow-mopeds must wear a helmet	100 motorcyclists (approx.) 96 moped riders (2008)	No	
New Zealand	Yes, since 1956 when travelling above 30 mph Since 1973 at all speeds	100 (approx.)	Yes, since 1994	94 (2015)
Norway	Yes	100 (approx.)	No	59 (all age groups) 57 (above 12) 79 (below 12)
Poland	Yes, since 1997	100 (approx.)	No	25
Portugal	Yes	Motorcyclists: 97.6 riders, 100 passengers Mopeds: 94 riders, 92 passengers (2013)	No	
Serbia	Yes	Motorcyclists: 90.9 riders, 73.4 passengers Mopeds: 58.3 riders, 46.6 passengers	No	3.7
Slovenia	Yes		Yes, for children and youngster under 18	21 67 (children) 27 (young) (2022)
South Africa	Yes		Yes	
Spain	Yes	98 (2012)	Yes. Mandatory on non-urban roads for all. Mandatory on urban roads only for cyclists under 6	

Country	Powered two-wheelers		Cyclists	
	Helmet law	Wearing rate (%) in 2021	Helmet law	Wearing rate (%) in 2021
Sweden	Yes	98 for mopeds	Yes, for children to age 15 (since 2015)	46 for all age groups 64 for children 42 for adults
Switzerland	Yes, motorcycles since 1981; mopeds since 1990	100 (approx.) 96 mopeds	No for regular bicycles Yes for e-bikes > 25km/h	57 cyclists 70 e-bikes <25km/h 93 e-bikes >25km/h
United Kingdom	Yes, motorcycles 1973; mopeds since 1977		No	
United States	No national law. 19 states and D.C. require helmet use by all, 29 by some users, 3 have no helmet law.	65 use of DOT-compliant helmets	Age-specific helmet laws in 21 states and D.C.	

ANNEX ROAD SAFETY STRATEGIES AND TARGETS IN IRTAD COUNTRIES

In 2022, the IRTAD Group surveyed its members on their current road safety strategies and targets. A total of 33 countries responded to the survey. This Annex summarises these responses, detailing national road safety strategies (Table A1) and national targets on road deaths and serious injuries (Table A2). All data in this Annex were accurate as of 1 December 2022.

Table A1. Road safety strategies in IRTAD countries

Country	Strategy
Australia	<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 Federal Department of Infrastructure, Transport, Regional Development and Communications (through the Office of Road Safety) developed the strategy with the eight state and territory governments and the Australian Local Government Association. The Office of Road Safety also held targeted consultations with over 50 road safety stakeholders.</p> <p>The Australian National Road Safety Action Plan 2021-25 is currently under review and further consultation with stakeholders and state/territory jurisdictions.</p> <p>Links: www.roadsafety.gov.au/nrss</p>
Austria	<p>The Austrian Road Safety Strategy 2021-2030 refers to the Safe System.</p> <p>The Austrian Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation, and Technology (BMK) prepared the strategy in co-operation with the Austrian Road Safety Board (KFV) and Austrian Mobility Research (FGM/AMOR).</p> <p>The strategy was developed on the basis of a comprehensive fundamental analysis of the main Austrian road safety issues and with the involvement of many Austrian stakeholders in the field of road safety and advocates the promotion of active mobility from childhood onwards.</p> <p>The strategy deals with seven different fields of action:</p> <ol style="list-style-type: none"> 1. Active, safe and climate-friendly mobility 2. Safe rural roads 3. Motorcycle safety 4. Car safety 5. Fit and with full attention on the road 6. Effective raising of awareness, education, and training 7. Effective legislation, control activities, administration, and information processes. <p>Links: www.bmk.gv.at/en/topics/transport/roads/safety/vss2030.html</p>
Belgium	<p>Belgium's federal road safety plan, the Plan Fédéral de Sécurité Routière 2021-25, is based on Vision Zero.</p> <p>There are also three regional plans and a federal strategy, known as "All for Zero".</p> <p>The Federal Service Mobility and Transport developed the federal strategy together with the Federal Ministry of Transport, regional authorities and the Vias Institute.</p> <p>Links: https://all-for-zero.be/storage/minisites/plan-federal-securite-routiere.pdf https://all-for-zero.be/fr/all-for-zero/</p>
Bosnia and Herzegovina	<p>The Framework Road Safety Strategy Development for Bosnia and Herzegovina (2021-2025) is under preparation and has not yet been published. The strategy's vision is the Road To Zero.</p> <p>It is being prepared via a Memorandum of Understanding between the Ministry of Communications and Transport of Bosnia and Herzegovina and the United Nations Development Programme.</p>
Canada	<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>The RSS 2025 was a collaborative initiative developed by the federal and provincial/territorial departments of Transportation and Highway Safety along with the Canadian Council of Motor Transport Administrators. The Council acts as the custodian of the national strategy.</p> <p>Efforts will begin in the near future to develop a successor plan that continues beyond 2025.</p> <p>Links: http://roadsafetystrategy.ca/en/</p>

Country	Strategy
Chile	<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>The National Road Safety Commission (CONASET) developed the strategy, which was inspired by the Global Plan for the Decade of Action for Road Safety 2011-2020 and its road safety pillars. The strategy also refers to the UN's 2030 Agenda for Sustainable Development (the 2030 Agenda).</p> <p>Links: https://conaset.cl/wp-content/uploads/2021/05/Estrategia-Nacional-de-Seguridad-de-Tr%C3%A1nsito_2021-2030.pdf</p>
Colombia	<p>Colombia's National Road Safety Strategy will cover the period 2022-31 and should be released by the end of 2022.</p> <p>The National Road Safety Agency (ANSV) is preparing the strategy, which will officially adopt the Safe System approach.</p> <p>The strategy will address eight sets of actions:</p> <ol style="list-style-type: none"> 1. Promote safe speeds 2. Move towards safe vehicle technologies for new vehicles and increase the safety conditions of vehicles currently in operation 3. Protect road users' lives through the design, construction, improvement, conservation, and operation of road infrastructure 4. Encourage safe behavior by road users 5. Raise compliance with traffic regulations 6. Strengthen the public policy of comprehensive care, recovery, rehabilitation, and support for victims of road accidents 7. Implement governance principles and strengthen the implementation of territorial public policies for road safety management under the Safe System approach 8. Consolidate a knowledge management system on road accidents as the basis for defining, planning, and executing road safety policies and priorities. <p>Links: www.ansv.gov.co</p>
Czech Republic	<p>The Czech Republic'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>The Road Safety Department of the Ministry of Transport developed the strategy.</p> <p>Links: www.ibesip.cz/getattachment/Pro-odborniky/Narodni-strategie-BESIP/Aktualni-strategie/Czech-Road-Traffic-Safety-Strategy-2021-30_11-11.pdf</p>
Denmark	<p>Denmark has adopted a new 2021-2030 Action Plan. The plan does not refer to Vision Zero or the Safe System.</p> <p>The Danish Road Safety Commission – an advisory body with wide representation among road safety actors including policy makers, professional bodies and non-governmental organisations – developed the current strategy and has elaborated and presented successive plans since 1988.</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>Links: www.faelrdselssikkerhedskommissionen.dk/media/eymfxr0n/fsk_resume_handlingsplaneng_2021-2030_final.pdf</p>

Country	Strategy
Finland	<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>The Ministry of Transport and Communication is responsible for the strategy but it is a result of extensive, cross-administrative co-operation. A total of 53 different parties were consulted during its preparation.</p> <p>In addition to road traffic, the strategy covers non-commercial boating and aviation, train-pedestrian collisions and railway level-crossing accidents.</p> <p>Links: www.fintraffic.fi/en/fintraffic/strategy-2022-2026</p>
France	<p>France does not publish a road safety strategy in the usual sense. The French approach is to define a very active and proactive policy, dealing with all aspects that can help to improve road safety.</p> <p>French road safety policy is decided by the Prime Minister, who chairs the Interministerial Committee for Road Safety. Some road safety measures are the result of discussions within the National Road Safety Council, which makes recommendations.</p> <p>Once decisions are taken, the Interministerial Delegation for Road Safety implements them under the authority of the Ministry of the Interior.</p> <p>Like all other Member States of the European Union, France endorsed the concept of "Zero fatalities on the roads by 2050" set out in the EU's "White paper on transport".</p> <p>Links: www.securite-routiere.gouv.fr/ https://data.europa.eu/doi/10.2832/30955</p>
Germany	<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>It is based on a common strategy developed by the federal government and the 16 federal states, which aims to involve all stakeholders in road safety activities.</p> <p>The Ministry for Digital and Transport initiated and developed the pact with assistance from the German Federal Highway Research Institute (BAST). It is an agreement and a joint strategy in which various stakeholders are actively involved.</p> <p>Other ministries, the governments of the federal states and municipalities and other national, regional and municipal stakeholders have dedicated themselves to the strategy and provided input.</p> <p>Links: www.bmvi.de/SharedDocs/DE/Anlage/StV/road-safety-pact-en.pdf?__blob=publicationFile</p>
Greece	<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>The Hellenic Ministry of Infrastructure and Transport developed the Strategic Plan, with the scientific support of the Department of Transportation Planning and Engineering of the National Technical University of Athens.</p> <p>Links: www.nrso.ntua.gr/nrss2030/?lang=en www.nrso.ntua.gr/nrss2030/wp-content/uploads/2022/10/NationalRoadSafetyStrategicPlan-eng.pdf</p>

Country	Strategy
Hungary	<p>In Hungary, road safety strategies are prepared for three-year periods. The current Road Safety Action Plan covers the period 2020-2022. It is built on the concept of Vision Zero and the Safe System approach.</p> <p>The Road Safety Action Plan is developed by the Ministry of Innovation and Technology and the Ministry of the Interior, with the co-operation of other organisations involved in road safety, such as the Transport Research Institute (KTI), the national police, road operators, academia and non-governmental organisations.</p> <p>The next Road Safety Action Plan for 2023-2025 is under development.</p> <p>Links: www.kti.hu</p>
Ireland	<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.</p> <p>The Road Safety Authority (RSA) developed the strategy, in consultation with key Irish road safety stakeholders and the Irish public, and in line with international best practice.</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>The seven priority areas are:</p> <ol style="list-style-type: none"> 1. Safe Roads and Roadsides 2. Safe Speeds 3. Safe Vehicles 4. Safe Road Use 5. Post-Crash Response 6. Safe and Healthy Modes of Travel 7. Safe Work-Related Road Use. <p>Links: www.rsa.ie/about/safety-strategy-2021-2030 www.rsa.ie/docs/default-source/road-safety/action-plans/rsa_safety_strategy_action_plan_2021_2024_13th_jan2022_final_online.pdf?sfvrsn=67518e36_5</p>
Italy	<p>In April 2022, Italy's Interministerial Committee for Economic Planning and Sustainable Development approved the National Road Safety Plan 2030.</p> <p>The General Directorate for Road Safety at the Ministry of Infrastructure and Sustainable Mobility developed the plan in co-operation with the University of Rome La Sapienza and Roma Tre, the University of Brescia, the University of Cagliari and the University of Florence.</p> <p>The plan is based on the Safe System approach and defines general strategic lines of action on road safety management, infrastructure, vehicles and behaviour, and specific strategic lines for the highest-risk road user groups, namely:</p> <ul style="list-style-type: none"> • Children • Young drivers • Motorcyclists • Cyclists • Pedestrians • People over 65. <p>Links: www.mit.gov.it/nfsmitgov/files/media/progetti/2022-09/20220916_Piano%20Nazionale%20Sicurezza%20Stradale_Def.pdf</p>

Country	Strategy
Japan	<p>The Japanese government released its 11th Traffic Safety Program in March 2021. It covers the period 2021-25. It does not refer to either the Safe System or Vision Zero.</p> <p>The Cabinet Office developed the programme, whose main focus is on elderly people and children.</p> <p>Links: www8.cao.go.jp/koutu/kihon/keikaku11/index.html</p>
Korea	<p>Korea's 9th National Transport Safety Plan 2022-2026 has been approved by the Ministry of Land, Infrastructure and Transport. The Plan is based on Vision Zero.</p> <p>The plan identifies a number of vulnerable focus groups (including pedestrians, older people and motorcyclists). It sets out targets and action plans for these groups and focuses specifically on:</p> <ul style="list-style-type: none"> • speed management • facilities to protect pedestrians • improvement of vehicle safety standards • road safety education • improvement of post-crash response. <p>Links: www.kotsa.or.kr/eng/engMain.do</p>
Luxembourg	<p>Luxembourg has put in place a National Road Safety Action Plan for 2019-2023 with 11 goals targeted by 31 measures. These measures are preventive on one hand and repressive on the other, targeting all road users, road infrastructures and vehicle types.</p> <p>The plan aims to reduce the large number of serious injuries and fatalities on the roads in pursuit of the long-term goal of zero deaths and zero serious injuries.</p> <p>Links: https://gouvernement.lu/dam-assets/documents/actualites/2019/05-mai/Plan-d-action-securite-routiere.pdf</p>
Mexico	<p>Mexico has not yet released a road safety strategy for the 2021-30 period to follow on from the 2011-20 strategy.</p> <p>However, 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 and establishes a National Road Safety Coordination System to ensure implementation by national and state authorities chaired in alternate years by the Federal Ministry of Urban and Rural Development and the Federal Ministry of Infrastructure and Transport. This system will be responsible for renewing the national road safety strategy. The law also sets speed limits by road category.</p> <p>Road safety is also included in Mexico's National Development Plan 2019-24. Its first priority is: "Contribute to social welfare through the construction, modernization and maintenance of accessible, safe, efficient and sustainable road infrastructure, connecting people of any condition, with a vision of regional and intermodal development."</p> <p>In addition, the Sector Program of the Ministry of Health 2019-24 considers road safety as it emphasises guaranteeing health in its priority objective.</p> <p>Links: www.dof.gob.mx/nota_detalle.php?codigo=5596042&fecha=02/07/2020 www.diputados.gob.mx/LeyesBiblio/pdf/LGMSV.pdf</p>

Country	Strategy
Moldova	<p>Moldova is currently developing a new road safety strategy to replace the previous strategy covering the period 2011-20.</p> <p>The Ministry of Infrastructure and Regional Development and the Ministry of Internal Affairs are responsible for developing the new strategy.</p> <p>In January 2020, the Moldovan government approved a Road Safety Action Plan for the period 2020-21. The plan referred to Vision Zero and the five road safety pillars.</p> <p>Links: www.legis.md/cautare/getResults?doc_id=120102&lang=ro</p>
Morocco	<p>Morocco's current 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 Ministry of Transport and Logistics developed the strategy in collaboration with road safety stakeholders.</p> <p>Links: www.narsa.ma/fr</p>
Netherlands	<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>The Ministry of Infrastructure and Water Management developed the strategy in close co-operation with provinces, municipalities and other relevant stakeholders.</p> <p>Links: www.kennisnetwerksnv.nl/getmedia/ce0099b7-ce77-4ce2-98c8-a7810662ef10/19-093-RO-SPV-Engels_v2.pdf.aspx</p>
New Zealand	<p>New Zealand's road safety strategy for 2020-30 is titled Road to Zero and is based on Vision Zero and the Safe System approach.</p> <p>The Te Manatū Waka Ministry of Transport developed the strategy in close co-operation with the New Zealand Transport Agency and the New Zealand Police.</p> <p>It focuses on 15 priority areas:</p> <ol style="list-style-type: none"> 1. Invest in safety treatments and infrastructure improvements 2. Introduce a new approach to tackling unsafe speeds 3. Review infrastructure standards and guidelines 4. Enhance safety and accessibility of footpaths, bike lanes and cycleways 5. Raise safety standards for vehicles entering the fleet 6. Increase understanding of vehicle safety 7. Implement mandatory anti-lock braking systems (ABS) for motorcycles 8. Support best practice for work-related travel 9. Strengthen the regulation of commercial transport services 10. Prioritise road policing 11. Enhance drug driver testing 12. Increase access to driver licensing and training 13. Support motorcycle safety 14. Review road safety penalties 15. Strengthen system leadership, support and co-ordination. <p>Links: www.transport.govt.nz/assets/Uploads/Report/Road-to-Zero-strategy_final.pdf</p>

Country	Strategy
Poland	<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. The National Road Safety Council developed the programme.</p> <p>Links: www.krbrd.gov.pl/wp-content/uploads/2021/12/Narodowy-Program-Bezpieczenstwa-Ruchu-Drogowego-2021-2030.pdf</p>
Portugal	<p>Portugal's national road safety strategy 2021-30, entitled "Vision Zero to 2030", is currently under development.</p> <p>It refers to Vision Zero and the Safe System approach.</p> <p>The National Road Safety Authority (ANSR) has developed the strategy with scientific support from the National Laboratory for Civil Engineering (LNEC) and international road safety experts.</p> <p>Links: https://visaozero2030.pt/en/</p>
Slovenia	<p>Slovenia's road safety programme for 2013–2022 refers to Vision Zero and sustainable mobility. The Slovenian Traffic Safety Agency prepared the programme together with experts from an Interministerial working group.</p> <p>The new national programme for the period 2023-30 is under preparation. It will be based on Vision Zero and the Safe System approach. It will focus on the following areas:</p> <ul style="list-style-type: none"> • Multimodality and spatial planning • Safe road infrastructure • Safe vehicles • Safe road use • Emergency response • Micromobility • Alcohol driving • Speeding • Children under 14 • Older road users • Pedestrians, cyclists, motorcyclists/mopedists • Use of new technologies. <p>Links: www.avp-rs.si/management-varnosti-cestnega-prometa/nacionalni-program-2013-2022/#nacionalniprogram</p>
South Africa	<p>South Africa's National Road Safety Strategy 2016-2030 refers to Vision Zero and the Safe System approach.</p> <p>The National Department of Transport and Road Traffic Management Corporation developed the strategy with input from all relevant transport authorities.</p> <p>Links: www.gov.za/sites/default/files/gcis_document/201708/strategicplansnationalroadsafetystrategy2016to2030.pdf</p>

Country	Strategy
Spain	<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 Directorate-General for Traffic (DGT), the national road safety authority, led the development of the strategy. Competent authorities in matters of mobility and road safety at the national, regional and local levels participated in this process, as did civil society organisations.</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>It is a cross-cutting national strategy that will be the framework for all road safety policies up to 2030. It aims to respond to the safety needs of all groups of users and strategic themes, through 125 Lines of Action, grouped into nine Strategic Areas:</p> <ol style="list-style-type: none"> 1. Trained and competent individuals 2. Zero tolerance for risky behaviours 3. Safe cities 4. Safe roads 5. Safe and connected vehicles 6. Effective and fair responses to accidents 7. Data and knowledge for risk-based management 8. Safe administrations, companies and organisations 9. Integrated policies and international co-operation. <p>Links: https://seguridadvial2030.dgt.es/inicio/ https://seguridadvial2030.dgt.es/export/sites/sv2030/.galleries/descargas/Road_Safety_Strategy_2030_Summary_EN.pdf</p>
Sweden	<p>Sweden released its 2021-30 road safety strategy in 2022. The strategy is based on Vision Zero. The Action Plan 2022-2025, developed by the Swedish Transport Administration, also describes commitments from a wide range of stakeholders.</p> <p>Links: http://trafikverket.diva-portal.org/smash/record.jsf?pid=diva2%3A1657137&dswid=2597 https://bransch.trafikverket.se/for-dig-i-branschen/samarbete-med-branschen/Samarbeten-for-trafiksakerhet/tillsammans-for-nollvisionen/gemensam-aktionsplan-for-saker-vagtrafik-2022-2025/</p>
Switzerland	<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 <i>does not</i> refer either to Vision Zero or the Safe System approach.</p> <p>The documents (strategy, sub-strategy on road safety) are available in German, French and Italian. The links to the documents refer to the French version:</p> <p>Links: www.astra.admin.ch/dam/astra/fr/dokumente/direktion/strategische-ausrichtung.pdf.download.pdf/Orientation%20strat%C3%A9gique%20de%20l'OFROU.pdf www.astra.admin.ch/dam/astra/fr/dokumente/direktion/teilstrategie-verkehrssicherheit.pdf.download.pdf/Strat%C3%A9gie%20partielle%20s%C3%A9curit%C3%A9%20 routi%C3%A8re.pdf</p>

Country	Strategy
United Kingdom	<p>The United Kingdom is the process of developing a new Road Safety Strategic Framework (RSSF) which will be published by March 2023. It is likely to be based on a Safe System approach. The Department for Transport is developing the RSSF.</p> <p>Links: www.gov.uk/government/publications/strategic-framework-for-road-safety</p>
United States	<p>In January 2022, the US Department of Transportation released a National Roadway Safety Strategy (NRSS). At the core of this strategy is a Department-wide adoption of the Safe System approach. This is the first step in working towards an ambitious long-term goal of reaching zero roadway fatalities.</p> <p>The NRSS is a collaborative effort between the Office of the Secretary of Transportation and the Operating Administrations whose roles and responsibilities include roadway safety:</p> <ul style="list-style-type: none"> • Federal Highway Administration (FHWA) • Federal Motor Carrier Safety Administration (FMCSA) • Federal Railroad Administration (FRA) • Federal Transit Administration (FTA) • National Highway Traffic Safety Administration (NHTSA) • Pipeline and Hazardous Materials Safety Administration (PHMSA) <p>Links: www.transportation.gov/NRSS www.transportation.gov/sites/dot.gov/files/2022-04/US_DOT_FY2022-26_Strategic_Plan.pdf</p>

Table A2. Targets on road deaths and serious injuries in IRTAD countries

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

Country	Target	Baseline year(s)
Denmark	<ul style="list-style-type: none"> • Reduce the number road deaths to 90 or below (data from policy registry) • Reduce the number of serious injuries to 900 or below (data from the police registry) • Reduce the number of slight injures to 10 000 or below (data from the Danish national patient register). <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>	
Finland	<ul style="list-style-type: none"> • Reduce by 50% the number of road deaths and serious injuries by 2030. <p>The long-term vision is zero road deaths in 2050.</p>	2020
France	<p>France endorsed the road safety targets, decided at the European Union level in Valetta in March 2017, to reduce by 50% the number of fatalities and severe injuries on European roads by 2030.</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
Germany	<ul style="list-style-type: none"> • Reduce by 40 % the number of road deaths by 2030. • “Significantly” reduce the number of serious injuries by 2030. 	2021
Greece	<ul style="list-style-type: none"> • Reduce by 50% road deaths and serious injuries by 2030. <p>Additional specific targets:</p> <ul style="list-style-type: none"> • 66% reduction in motorcyclists killed by 2030 • 60% reduction in road fatalities on Greek islands by 2030 • No deaths on motorways by 2030 • 35% reduction in deaths in single vehicles crashes by 2030 • Zero fatalities in 49 cities with a population between 50 000 and 100 000 inhabitants • Being ranked 13th among EU countries regarding deaths per 100 000 population. <p>There is an interim target to reduce by 30% deaths and serious injuries by 2025.</p>	2019
Hungary	<p>There are no numerical targets in the Road Safety Action Plan 2020-22. According to the draft Road Safety Action Plan 2023-2025 (not yet finalised), the numerical target will be to halve both the number of fatalities and serious injuries between by 2030.</p> <p>There are intermediate targets for each year for both road deaths and serious injuries.</p>	2020 (unconfirmed)

Country	Target	Baseline year(s)
Ireland	<ul style="list-style-type: none"> Reduce by 50% the number of road deaths by 2030 from 144 to 72 or lower Reduce by 50% the number of serious injuries by 2030, from 1 259 to 630 or lower. <p>The strategy is divided into three phases (Phase 1 = 2021-24, Phase 2 = 2025-27, Phase 3 = 2028-30) and the targets for the end of Phase 1 are to:</p> <ul style="list-style-type: none"> Reduce by 15% the number of road deaths by 2020, from 144 to 122 or lower Reduce by 10% the number of serious injuries from 1 259 to 1 133 or lower. <p>The strategy commits to achieving Vision Zero in Ireland by 2050.</p>	Average for 2017-19
Italy	<ul style="list-style-type: none"> Reduce by 50 % the number of road deaths and serious injuries by 2030. <p>A linear decrease in both deaths and serious injuries is hypothesised over the decade, with interim monitoring in 2024 and 2027.</p> <p>Specific targets in terms of reduction of the total number of fatalities have been set for some road users: children, young drivers, motorcyclists, cyclists, pedestrians and people over 65.</p>	2019
Japan	<ul style="list-style-type: none"> Fewer than 2 000 road deaths (within 24 hours) by 2025 (corresponding to a reduction by 30% compared to 2020) Fewer than 22 000 serious injuries by 2025. 	
Korea	<ul style="list-style-type: none"> Reach less than 1 800 road deaths, is a 38% reduction from the number in 2021. <p>The target is in line with the United Nations goal to halve road deaths by 2030.</p>	
Luxembourg	<ul style="list-style-type: none"> Reduce road fatalities and serious injuries by 50% by 2030. <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>	
Mexico	Not yet defined.	
Moldova	Not yet defined.	
Morocco	<ul style="list-style-type: none"> Reduce by 50% road deaths by 2026. <p>There are specific targets for pedestrians, powered two- and three-wheelers, children, single-vehicle crashes and commercial transport.</p>	2015
Netherlands	<p>The 2030 road safety strategy in general aims at zero fatalities and injuries by 2050.</p> <p>At this moment politicians are debating an intermediate goal of a reduction of 50% in serious injuries and fatalities by 2030 as well as the reference year.</p>	

Country	Target	Baseline year(s)
New Zealand	<ul style="list-style-type: none"> A 40 % reduction in killed and serious injuries by 2030. <p>The long-term vision of the strategy is to achieve zero deaths and serious injuries on the roads by 2050.</p>	2018
Poland	<ul style="list-style-type: none"> To reduce by 50% the number of road deaths and serious injuries by 2030. <p>There are specific targets for vulnerable road users (pedestrians, cyclists, moped and motorcyclists riders) and alcohol-related fatalities. There are also interim targets for each year of the programme.</p>	2019
Portugal	<ul style="list-style-type: none"> Reduce by 50% the number of road deaths by 2030. Reduce by 50% the number of MAIS3+ serious injuries by 2030 	2019
Slovenia	<ul style="list-style-type: none"> Reduce by 50% the number of road deaths and serious injuries by 2030. 	
South Africa	<ul style="list-style-type: none"> Reduce by 50% the number of road deaths by 2030. 	2010
Spain	<ul style="list-style-type: none"> Reduce by 50% the number of road deaths and serious injuries by 2030. <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 reference value for the year to year decrease in the figures.</p> <p>There are specific targets in terms of reduction of the total number of deaths and serious injuries, for the different road users, types of roads, and age groups.</p>	2019
Sweden	<ul style="list-style-type: none"> Reduce by 50% the number of road deaths by 2030, with a maximum of 133 road deaths in 2030 Reduce by 25% the number of serious injuries by 2030, with a maximum of 3 100 seriously injured in 2030. <p>There are some more specific targets:</p> <ul style="list-style-type: none"> 25% reduction in seriously injured pedestrians falling (single) by 2030 25% reduction in seriously injured cyclists in single crashes by 2030 <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
Switzerland	<ul style="list-style-type: none"> Maximum 100 fatalities and 2 500 seriously injured per year by 2030 on Swiss roads. Maximum 25 fatalities and 500 seriously injured among non-motorised road users per year by 2030 on Swiss roads. <p>Targets for specific road users:</p> <ul style="list-style-type: none"> Maximum 25 fatalities and 500 seriously injured among human-powered forms of mobility per year by 2030 on Swiss roads (e.g. pedestrians, bicycles and e-bikes, scooters and e-scooters, inline skates or skateboards). 	

Country	Target	Baseline year(s)
United Kingdom	Targets not yet defined.	
United States	<p>The 2022-26 Strategic Plan includes the target to reduce by 66% motor vehicle-related fatalities by 2040 to demonstrate progress to achieve zero roadway fatalities.</p> <p>The national strategy includes a summary of the key actions the Department will take over the next three years to work towards the ambitious long-term goal of reaching zero roadway fatalities.</p> <p>Intermediate targets also exist for 2022 and 2023.</p>	

CREDITS

The IRTAD Road Safety Annual Report series is produced by the ITF Secretariat in co-operation with the IRTAD Group. Véronique Feypell (ITF) and Rachele Poggi (ITF) authored the report with inputs provided by Stephen Perkins (ITF). David Prater (ITF) copyedited the text and managed the production process. Renaud Madignier designed the report.

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IRTAD MEMBERS AND OBSERVERS

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

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Argentina	National Road Safety Agency (ANSV)
Australia	Department of Infrastructure, Transport, Regional Development, Communications and the Arts Australian Road Research Board (ARRB)
Austria	AIT Austrian Institute of Technology GmbH Kuratorium für Verkehrssicherheit (KfV)
Belgium	Vias Institute
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Lithuania	Ministry of Transport and Communications
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Mexico	Mexican Institute of Transportation (IMT)

Moldova	Technical University of Moldova
Morocco	National Road Safety Agency (NARSA)
Netherlands	Ministry of Infrastructure and Water Management Institute for Road Safety Research (SWOV) VIA
New Zealand	Ministry of Transport
Norway	Norwegian Public Road Administration
Poland	Motor Transport Institute (ITS)
Portugal	National Road Safety Authority (ANSR) National Laboratory for Civil Engineering (LNEC)
Serbia	Road Traffic Safety Agency Motor Vehicle Centre (AMSS)
Slovenia	Slovenian Traffic Safety Agency
South Africa	Road Traffic Management Corporation
Spain	General Traffic Directorate
Sweden	Swedish Transport Agency Swedish Transport Administration Swedish Road and Transport Research Institute (VTI)
Switzerland	Federal Roads Office (FEDRO) Swiss Council for Accident Prevention (BfU)
United Kingdom	Department for Transport Agilysis Transport Research Laboratory
United States	National Highway Traffic Safety Administration
Uruguay	National Road Safety Unit (UNASEV)
International organisations	European Commission European Transport Safety Council (ETSC) Fédération Internationale de l'Automobile (FIA) FIA Foundation International Motorcycle Manufacturers Association (IMMA) The Motorcycle Industry in Europe (ACEM) Towards Zero Foundation World Bank

The Road Safety Annual Report 2022 provides an overview of road safety performance for the 42 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 at www.itf-oecd.org/irtad.

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