



# NEW ZEALAND

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Since its record low fatalities total in 2013, New Zealand faced four consecutive annual increases in road deaths until 2017 and stagnation in 2018. However, in 2019 New Zealand recorded 352 road fatalities, 26 less than in 2018. In 2019, the mortality rate was 7.1 deaths per 100 000 inhabitants. In December 2019, New Zealand released Road to Zero, the national road safety strategy for 2020-30. This replaces the previous decade's strategy, which first introduced the Safe System approach to New Zealand. Road to Zero adopts a vision of a New Zealand where no one is killed or seriously injured in road crashes. It also sets an interim target of a 40% reduction in death and serious injuries by 2030.

## Impact of Covid-19

In response to the Covid-19 pandemic, New Zealand introduced lockdown measures on 26 March 2020, which affected the movement of people and goods on the roads and in turn the exposure to road crashes.

As an illustration, traffic volume decreased by 59% in April 2020, compared to the average for April in 2017-19, while the number of road deaths decreased by 74%, according to preliminary data.

**Table 1. Road fatalities by month**

	Average 2017-19	2020	% change
January	33	21	-36.4
February	28	32	14.3
March	34	31	-8.8
April	35	9	-74.3
May	30	23	-23.3
June	32	29	-9.4
July	24	32	37.5
August	28	24	-14.3
September	26	29	11.5
October	26	32	23.1
November	34	29	-14.7
December	38	29	-23.7

## Trends

New Zealand registered an **overall decrease in the number of road deaths in 2019**. According to the latest data, 352 persons lost their life in road crashes in 2019. This represents a 6.9% decline on 2018. In 2018, 378 persons lost their lives in traffic crashes in New Zealand, which represents the same number of deaths for the second consecutive year.

The **longer-term trend for road deaths** in New Zealand has been inconsistent. Between 2000 and

2019, the number of annual road fatalities fell by 24%. The greatest reduction was achieved in the 2000-13 period, when road fatalities fell by 45%. However, from 2013-17 road deaths steadily increased (before decreasing slightly in 2018 and 2019), with an overall increase of 39% between 2013 and 2019.

The number of **traffic deaths per 100 000 inhabitants** in New Zealand fell by 41% between 2000 and 2019. In 2019, 7.1 traffic deaths per 100 000 inhabitants were recorded, compared to 12.0 in 2000. By way of comparison, the average in the European Union is 5.1 deaths per 100 000 inhabitants in 2019.

Measured as **traffic deaths per billion vehicle-kilometres** (vkm) driven, the fatality risk of New Zealand showed an encouraging longer-term trend. In 2019 this metric stood at 7.2, 47% lower than in 2000.

New Zealand recorded 0.8 **road fatalities per 10 000 registered vehicles** in 2019. This represents a decrease of 55% compared to the year 2000, when the rate of deaths to registered vehicles stood at 1.8.

### Country Profile

**Population** in 2019: 4.9 million

**GDP per capita** in 2019: USD 42 084

**Cost of road crashes:** 1.8% of GDP (2018)

**Road network** in 2019: 95 387 kilometres

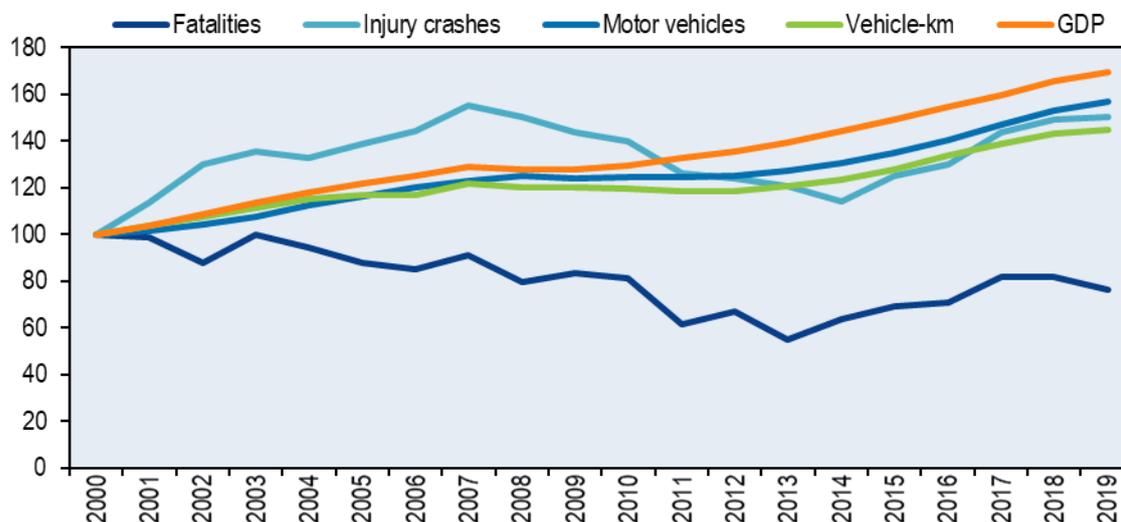
**Registered motor vehicles** in 2018: 4 million (cars 80%; goods vehicles 16%; motorcycles 3%)

**Volume of traffic:** +33.7% between 2001 and 2019

**Speed limits:** 50 km/h on urban roads; 100 km/h on rural roads; 100 km/h on motorways

**Limits on Blood Alcohol Content (BAC):** 0.5 g/l for general drivers, 0.0 g/l for professional and novice drivers

**Figure 1. Road Safety, vehicle stock, traffic and GDP trends, 2000-19**  
Index 2000 = 100



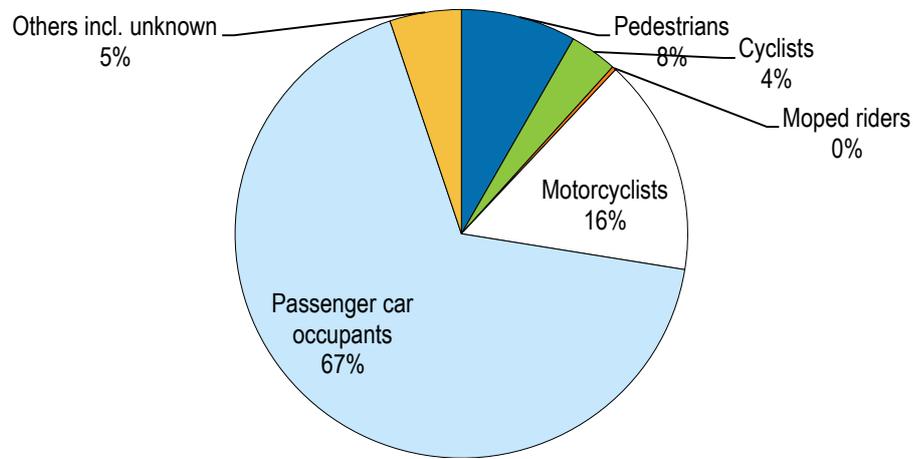
Data for **fatalities by road user groups** shows that occupants of passenger cars are the group the most affected by road crashes. In 2019, occupants of passenger cars accounted for the largest share of road deaths with 73% of the total, followed by motorcyclists (16%), pedestrians (8%) and cyclists (3%).

In 2019, the number of road deaths increased for cyclists (7 more deaths compared to 2018) and motorcyclists (5 more deaths). However, pedestrians registered 12 less fatalities (-29%) and occupants of passenger cars 31 less fatalities (-11.6%) when compared to 2018.

The long-term trend shows unequal road safety improvements among road user groups in New Zealand. Road fatalities for motorcyclists increased over time, with 25 more deaths compared to 2000 (+83%). In contrast, since 2000, road deaths have decreased for cyclists (37%), passenger car occupants (34%) and pedestrians (17%). Moped rider deaths have remained at a low level since 2000.

More recently, since 2010 (Figure 6), against an average reduction of 6% in the number of road deaths, pedestrian fatalities decreased the most with a reduction of 22%, while the number of car occupants killed decreased by 8%. During the same period, the number of fatalities increased for cyclists (20%) and motorcyclists (12%).

**Figure 2. Road fatalities by road user group, 2019**



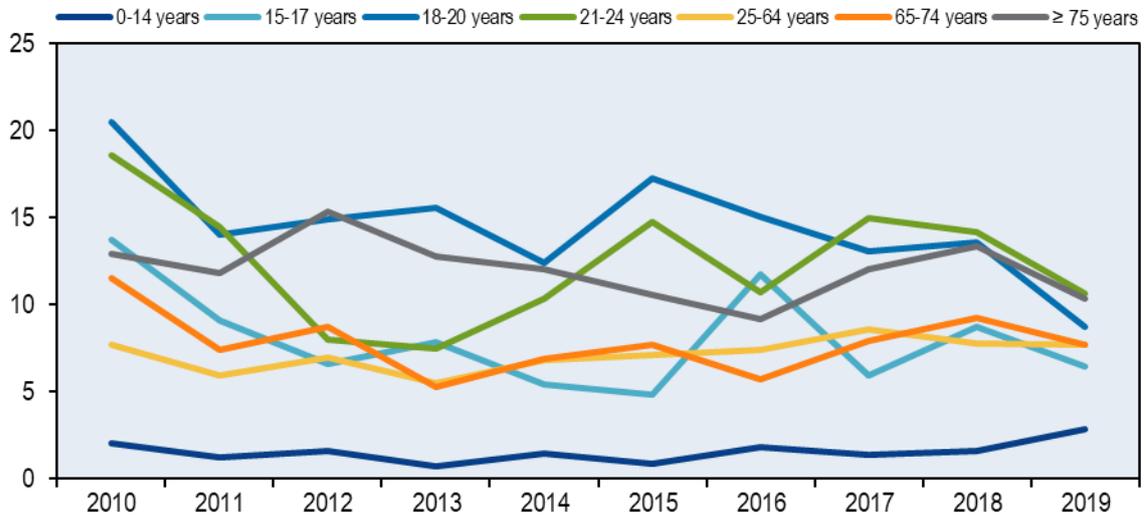
**Road deaths by age group** in 2019 show a decrease compared to 2018 for all except those aged between 0-14 (+93%) and 25-64 (+2%).

Looking at the longer-term trend, since 2000, the number of road deaths decreased for all age groups, except for those over 75, who had the same number of fatalities. The greatest reduction in fatalities over this period occurred among young people, with those aged 0-14 (-34%), 15-17 (-67%) and 18-20 (-50%) seeing significant road safety improvements.

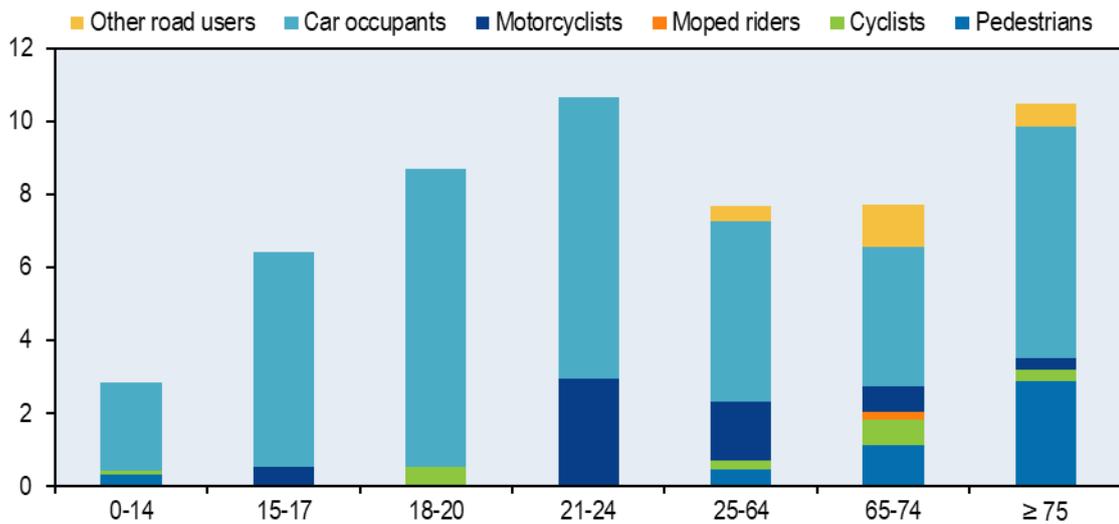
More recently, since 2010, the number of annual road deaths has decreased for all, except for the 0-14 and 25-64 age groups. The situation improved markedly for young people between 15 and 24 years of age, with an average reduction in fatalities of 50%. In addition, people aged 65 and over experienced a slight decrease in the number of road fatalities (-4%) since 2010. On the contrary, the youngest road users, under 14 years old, suffered nine more fatalities (from 18 to 27 road deaths) compared to 2010. Fatalities for the 25-64 age group rose from 175 to 201 in the last decade.

Despite these improvements, young people continue to be the age group at highest risk in traffic, with mortality rates in 2019 of 8.7 per 100 000 persons for 18-20-year-olds and 10.6 for 21-24-year-olds (the average mortality rate in traffic in New Zealand is 7.1 per 100 000). Senior citizens are at a similarly high risk, with those over 75 experiencing traffic fatalities at a rate of 10.4 per 100 000 persons in 2019. Unlike many other countries where senior citizens are particularly vulnerable as pedestrians, in New Zealand, older people are primarily at risk as car occupants.

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



**Figure 4. Road fatality rate by age and road user group, 2019**  
Deaths per 100 000 inhabitants in a given age group



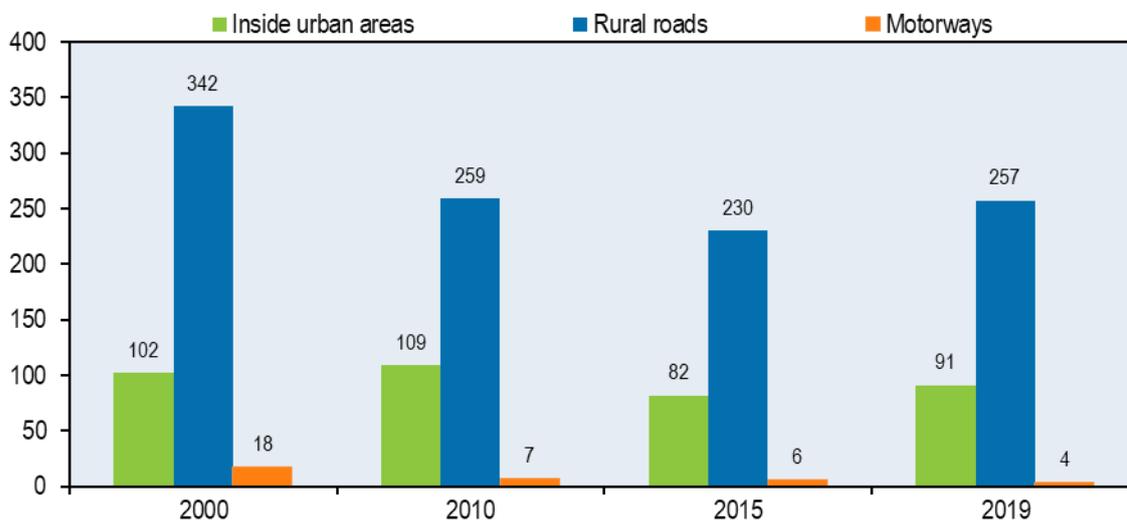
Analysis of **fatalities by road type** shows that the rural network is the deadliest. In 2019, 73% of deaths occurred on rural roads, 26% on urban roads and 1% on motorways. This division has remained relatively stable in recent years.

In 2019, fatalities decreased for all road types in New Zealand.

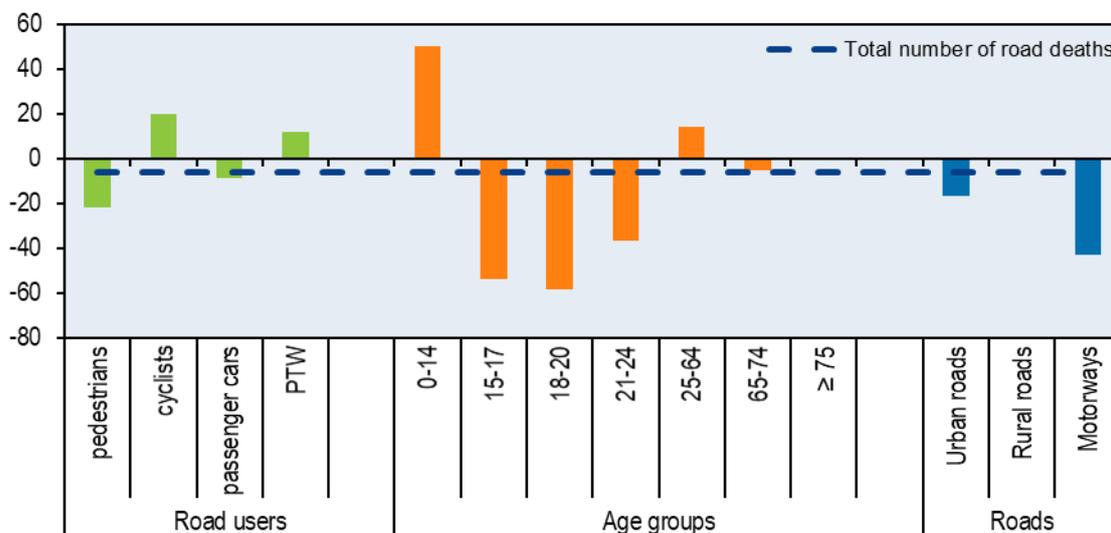
Since 2000, motorways have benefited the most from improvements in road safety, with a 78% reduction in the number of fatalities (from 18 to 4 annual road deaths). In addition, fatalities decreased on rural roads (25%) and urban roads (11%). More recently, since

2010, the number of road deaths decreased for all road types, with the greatest improvement on motorways (-43% of road deaths).

**Figure 5. Road fatalities by road type, 2000-19**



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



Fatality data are essential for understanding road safety issues but represent only a part of the picture. Information on **serious injuries from crashes** is also critically important. However, injury data are much more difficult to obtain, validate and compare. In New Zealand, in common with road deaths, serious injuries from road traffic crashes ceased declining and started to increase in 2013. In 2019, serious injuries had decreased 43% since 1990 but had increased 24% since their lowest level in 2013.

In 2019, occupants of passenger cars accounted for the largest share of serious injuries, with 58% of the total. They were followed by motorcyclists (16%), pedestrians (9%) and cyclists (7%). The largest decrease in 2019 was registered among pedestrians, with 17% fewer serious injuries compared to 2018. The largest increase was among bus passengers with a 13% increase in seriously injured passengers (three people).

## Economic costs of road crashes

In New Zealand, the social cost of a road crash or a road injury includes the following components: reduction in quality of life; loss of output due to temporary incapacitation; medical costs; legal costs; and vehicle damage costs.

Social cost components are either measurable or can be estimated in monetary terms. A willingness-to-pay valuation technique is used to express pain and suffering from loss of life or quality of life in monetary terms. Various methodologies have been developed to estimate the value of other social cost components.

The total social cost of motor vehicle injury crashes in 2018 is estimated at NZD 4.9 billion in June 2019 values. This represents a decrease of NZD 0.2 billion, or 3.7%, compared to the previous year (from NZD 5.1 billion in 2017), due to a fall in the estimated total number of fatal (-3%) and serious crashes (-9%).

Loss of life and/or life quality due to permanent impairment accounted for over 90% of the total social cost of injury crashes. Vehicle damage accounted for around 5%, and other cost components made up the remaining 4%.

There are also an estimated 26 900 non-injury crashes, valued at NZD 0.8 billion. The total social cost of all motor vehicle crashes in 2018 is estimated at NZD 5.7 billion and covers all injuries recorded by New Zealand police, hospitals and the Accident Compensation Corporation (ACC).

**Table 2. Costs of road crashes, 2018**

	Unit cost (NZD) <sup>1</sup>	Total (NZD) <sup>2</sup>
Fatalities	5.37 million	
Serious injuries	551 700	
Slight injuries	30 800	
<b>Total cost of injury crashes</b>		<b>4.9 billion</b>
Property damage crashes	3 200	0.8 billion
<b>Total</b>		<b>5.7 billion</b>
<b>Total as % of GDP</b>		<b>1.8%</b>

Note: 1. The unit costs for injury crashes include the cost of associated property damage.

2. The total costs include an allowance for under reporting of crashes.

**Table 3. Unit costs of road crash injuries, 2020**

	Unit cost (NZD)
Fatalities	4.56 million
Serious injuries	477 600
Slight injuries	25 500

Note: The unit costs for injury crashes include the cost of associated property damage.  
Source: Ministry of Transport (2020).

## Behaviour

The behaviour of road users is an important determinant of a country's road safety performance. **Inappropriate speed**, in particular, is one of the main causes of road crashes. In 2019, speeding was a contributing factor in 78 fatal crashes out of a total 300 (26%), 403 serious injury crashes, and 1 450 minor injury crashes.

The table below summarises speed limits for passenger cars.

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

	General speed limit	Comments
Urban roads	50 km/h	The general urban limit is 50 km/h, but specific sections may have higher or lower limits
Rural roads	100 km/h	The general rural limit is 100 km/h, but specific sections may have higher or lower limits
Motorways	100 km/h	

**Alcohol/drug-related road deaths** are those in which any motor vehicle driver was found with a BAC above the legal limit and/or drugs are proved to be in the driver's blood. In 2019, alcohol or drugs were a contributing factor in 137 fatal crashes out of 300 (46%), 286 serious injury crashes, and 1 409 minor injury crashes.

**Distraction** includes a range of activities where the drivers' attention is directed away from safe driving, towards competing events, objects or people, inside or outside the vehicle. In 2019, driver distraction was a contributing factor in 15 fatal crashes out of 300 (5%), 133 serious injury crashes and 932 minor injury crashes. Though mobile phone use while driving is banned in New Zealand, it continues to be a problem, with 60% of New Zealand's drivers admitting to using their phone while driving.

**Fatigue** is tiredness, weariness or exhaustion. In 2019, fatigue was a factor in 25 fatal crashes out of 300 (8%), 983 serious injury crashes and 492 minor injury crashes in New Zealand.

**Seat belt use** has been compulsory in front seats since 1972 and in rear seats since 1979. In November 2013, the mandatory use of child restraints in vehicles was extended by two years, with all children required to be correctly secured in an approved restraint until the age of seven. Based on the most recent roadside surveys, the rate of seat belt use is about

96.5% in front seats (2016), 92% for adults in rear seats (2014), 93% for children aged 0-5 in appropriate child restraints (2016) and 95% for children aged 5-9 (2015). Wearing a safety belt reduces the risk of being killed or seriously injured in a road crash by around 40%. Each year, approximately 90 people are killed on New Zealand roads because they do not wear a seatbelt.

**Table 5. Seat belt wearing rates, 2000-16**  
Percentages

	2000	2010	2016
<b>Front seats</b>			
Driver	89	96	97
Passenger	87	96	96
Urban roads (driver)	88	95	96
Rural roads (driver)	92	97	97
<b>Rear seats</b>			
General	76	88	..
Child restraint - under 5 years	79	93	..

**Helmet wearing** has been compulsory on motorcycles since 1956 if travelling over 50 km/h and since 1973 at all speeds. Compliance is virtually 100%. Helmet wearing has been compulsory on mopeds (up to 50 cc, maximum speed 45 km/h) since 1973. Helmet wearing has been compulsory on bicycles since 1994. In 2015, the national cycle helmet-wearing rate across all age groups was 94%.

## Road safety management and strategies

**Responsibility for the management of road safety** in New Zealand lies with a number of different organisations.

The Ministry of Transport is the government’s principal source of policy advice on transport and has stewardship responsibilities over the transport system. The Ministry is the lead agency for road safety policy development.

Waka Kotahi NZTA is the government’s land transport delivery arm and implements road safety policy. It is a Crown entity and its functions are set out in the Land Transport Management Act 2003. It is responsible for developing, constructing, maintaining and operating the state highway network. Waka Kotahi also has regulatory compliance and enforcement responsibilities relating to driver licensing, vehicle testing and certification.

The police are the enforcement arm of road safety in New Zealand. Police officers enforce both legislative and regulatory provisions relating to road traffic and transport. This includes testing for impairment including drink- and drug-driving, as well as enforcing speed limits.

The Accident Compensation Corporation (ACC) is a Crown entity that works to help prevent injuries and helps pay for the costs of accident recovery. ACC provides “no fault” cover for anyone in New Zealand who is injured in or by a motor vehicle on a public road. It has a major role in accident prevention activities.

Local government is responsible for developing, maintaining and operating the network of local roads, including setting speed limits and delivering public transport infrastructure and services. Decisions on construction, maintenance and management of the road networks must also take into account road safety.

Safer Journeys was New Zealand’s Road Safety Strategy for the 2010-20 period. The vision for this strategy was for a safer road system increasingly free of death and serious injury, and as part of this it introduced the Safe System approach to New Zealand. Safer Journeys did not include a general fatality target, but had several sub-targets and performance indicators.

The government released a 2011-12 Action Plan outlining actions to help achieve the objectives in Safer Journeys. A second action plan for 2013-15 was completed and a third action plan for 2016-20 was released in May 2016.

An interim evaluation was undertaken in 2015. While the evaluation concluded that Safer Journeys was a professionally developed, well regarded, sound road safety strategy, it highlighted the lack of measurable targets and the need for improved co-ordination across road safety agencies.

Following a rising trend in annual road deaths since 2013, and taking into account the lessons learnt from Safer Journeys, in 2019 the Road to Zero new national Road Safety Strategy for 2020-30 was published.

Road to Zero is the result of extensive engagement with the sector and a nationwide consultation process. Road to Zero adopts a vision of a New Zealand where no one is killed or seriously injured in road crashes, which is based on a “Vision Zero” approach to road safety. Road to Zero sets a target for reducing annual deaths and serious injuries by 40% by 2030 to track towards the strategy’s long-term aspirational vision. The target has been informed by modelling, focused on the initiatives that evidence from New Zealand and overseas suggests will have the greatest impact on reducing deaths and serious injuries. Progress will also be monitored and publicly reported against indicators set out in the strategy’s outcomes framework.

The first action plan for 2020-22 sets out 15 actions under the strategy’s 50 focus areas. Progress on each of the initial 15 actions are key to laying the foundations for Road to Zero’s 10-year change programme, with the delivery of some actions continuing over the term of the strategy.

## Measures

New Zealand has made substantial changes to its land transport policy since 1990 in efforts to reduce road trauma. Some of the main measures are noted below.

**Licensing:** The graduated driving licence system (GDLS) was introduced in 1987. GDLS has undergone subsequent improvements, including the introduction of a photo on the driving licence in 1999. In 2011, the minimum driving age was increased from 15 to 16.

**Intoxication:** Compulsory breath testing has been carried out through road side testing since 1992, and in 1998 new drug-driving laws were introduced. The BAC has been lowered in stages. In 2011, it was reduced to zero for drivers less than 20 years of age, and in 2014 the level for drivers aged 20 and over was reduced to 0.5 g/l. Alcohol interlocks were introduced as part of the penalty regime in 2016.

**Enforcement:** Speed cameras were introduced in 1993, and in 2013 a speed management programme was developed. Penalties for serious traffic offences were increased from 2006.

**Motorcycles:** Anti-lock braking systems became mandatory for motorcycles from 2020.

**Safety infrastructure upgrades:** Safety barriers, rumble strips, shoulder widening and better signage on state and regional highways were installed through schemes such as the Safety Boost Programme (2017) and the Safe Network Programme (2018-21).

**Road safety campaigns:** The most recent campaigns include Life Lines and Belted Survivors (launched in February 2019), targeting rural males aged 20-40-years-old, and Let Driving Distract You (launched in June 2019), targeting drivers in their 20s and 30s who use their phones while driving.

Amendments to the Land Transport Act 1998 were implemented in 2017. These amendments include: enabling innovative small passenger services to operate and deliver benefits to consumers while managing safety risks; creating opportunities to increase the productivity of heavy freight and passenger vehicles while managing safety risks; introducing mandatory alcohol interlock sentences for repeat offenders and first time drink-drive offenders with high alcohol levels; and creating more effective deterrents to reduce the number of drivers who flee law enforcement.

Following the introduction of the Road to Zero strategy in 2019, New Zealand has made progress on a number of key actions set out in the initial action plan for 2020-22.

Progress includes legislative changes, such as giving effect to the Tackling Unsafe Speeds programme, which aims to establish a more co-ordinated and streamlined regulatory process for setting speed limits, moving towards a more transparent and effective approach to automated speed enforcement, and reducing speeds on the highest risk roads where there are high numbers of active users, such as around schools. The Drug Driving Bill proposes to introduce a new oral fluid testing regime for drug-driving to New Zealand.

The government policy statement on land transport 2021 introduces a new **Road to Zero** activity class. This document sets out how money from the National Land Transport Fund is allocated towards achieving the government's transport priorities. Investment through the Road to Zero activity class will be targeted towards those interventions identified as being key to achieving the targeted reductions in deaths and serious injuries.

**Safety infrastructure and speed management** were highlighted as main areas of focus. Efforts will concentrate on roads across New Zealand where data show the highest numbers of deaths and serious injury, as well as road engineering to support speed reductions around urban and rural schools.

**Road policing** was identified as another priority area. Spending in this area will maintain the number of existing dedicated road policing staff (plus the necessary wage increases over time), non-dedicated staff time undertaking road policing activities, and associated equipment and overheads, including new roadside drug testing equipment and the court-imposed alcohol interlocks subsidy scheme.

Other key areas identified under the Road to Zero activity class are: **automated enforcement** by expanding the safety camera network and its operation and management; **road safety promotion** by national and local/regional campaigns and initiatives to achieve safety outcomes; and **system management** activities, including strengthening system leadership, support and co-ordination.

## Definition, methodology, data collection

A road fatality is defined as any person who dies immediately or within 30 days of a crash, as a result of injuries sustained in that crash.

A seriously injured person is any person who has sustained an injury as a result of a crash, such as fractures, concussion, internal injuries, crushing, severe cuts and lacerations, severe general shock necessitating medical treatment, and any other injury involving detention in hospital, as recorded in police records. By contrast, minor injuries include injuries such as sprains and bruises, which did not require detention in hospital.

New Zealand does not collect data based on the Maximum Abbreviated Injury Score (MAIS).

New Zealand's road crashes are usually attended by the police officers. Police complete traffic crash reports, which are forwarded to the New Zealand Transport Agency to be coded and the information entered into the Crash Analysis System.

Fatal crashes are all reported. When a traffic crash results in injuries, the law requires that the crash be reported, but comparisons with hospital data indicate that only about two-thirds of such crashes are reported to the New Zealand Transport Agency.

Statistical linking is done to derive the reporting rates needed to calculate social costs of crashes.

## Resources

### Recent research

De Pont, J. (2017), *Why do people die in road crashes?*, report prepared for the Ministry of Transport by TERNZ and Mackie Research & Consulting.

Deloitte (2017), *Qualitative and Quantitative Analysis of the New Zealand Road Toll*, Ministry of Transport, <https://infrastructure.org.nz/resources/Media/Deloitte-Analysis-of-NZ-Road-Toll-Report.pdf>.

Hirsch, L. et al. (2017), *Vehicle occupants not wearing a seat belt: an analysis of fatalities and traffic offences in New Zealand*, report prepared for the AA Research Foundation by Mackie Research, RIDNZ and TERNZ.

Small, M., Howard E. and R. Moore (2015), *Safer Journeys Interim Evaluation*, report prepared by Martin Small Consulting.

Walton, D. et al. (2020), "Why is the rate of annual road fatalities increasing? A unit record analysis of New Zealand data (2010–2017)", *Journal of Safety Research*, Vol 72, pp. 67-74, [www.sciencedirect.com/science/article/abs/pii/S0022437519306486?via%3Dihub](http://www.sciencedirect.com/science/article/abs/pii/S0022437519306486?via%3Dihub).

### Websites

Ministry of Transport: [www.transport.govt.nz/](http://www.transport.govt.nz/).

New Zealand Road Assessment Programme KIWRAP: [www.kiwrp.org.nz/](http://www.kiwrp.org.nz/).

New Zealand's road safety strategy to 2020: [www.saferjourneys.govt.nz/](http://www.saferjourneys.govt.nz/).

New Zealand's "Road to Zero" road safety strategy to 2030:  
[www.transport.govt.nz/multi-modal/keystrategiesandplans/road-safety-strategy/](http://www.transport.govt.nz/multi-modal/keystrategiesandplans/road-safety-strategy/).

Waka Kotahi New Zealand Transport Agency (NZTA): [www.nzta.govt.nz/](http://www.nzta.govt.nz/).

## References

Ministry of Transport (2020), *Social cost of road crashes and injuries June 2019 update*, <https://www.transport.govt.nz/assets/Uploads/Report/SocialCostof-RoadCrashesandInjuries2019.pdf>.

Ministry of Transport (2020), *Annual crash statistics and fact sheets - Headline statistics for calendar years 1990-2019*, [www.transport.govt.nz/statistics-and-insights/safety-annual-statistics/summary/](http://www.transport.govt.nz/statistics-and-insights/safety-annual-statistics/summary/).

## Road safety and traffic data

	1990	2000	2010	2017	2018	2019	2019 % change over			
							2018	2010	2000	1990
<b>Reported safety data</b>										
Fatalities	729	462	375	378	378	352	-6.9%	-6.1%	-23.8%	-51.7%
Injury crashes	12 818	7 830	10 959	11 245	11 690	11 750	0.5%	7.2%	50.1%	-8.3%
Injured persons hospitalised	5 718	3 054	2 881	3 334	3 384	3 367	-0.5%	16.9%	10.2%	-41.1%
Deaths per 100,000 population	21.4	12.0	8.6	7.9	7.7	7.1	-8.6%	-17.7%	-41.0%	-66.9%
Deaths per 10,000 registered vehicles	3.3	1.8	1.2	1.0	1.0	0.8	-15.9%	-31.1%	-55.0%	-75.9%
Deaths per billion vehicle kilometres	..	13.6	9.3	8.0	7.8	7.2	-8.0%	-22.3%	-47.3%	..
<b>Fatalities by road user</b>										
Pedestrians	104	35	37	41	41	29	-29.3%	-21.6%	-17.1%	-72.1%
Cyclists	27	19	10	18	5	12	140.0%	20.0%	-36.8%	-55.6%
Moped riders	0	1	0	2	3	1	-66.7%	..	0.0%	..
Motorcyclists	114	30	50	44	50	55	10.0%	10.0%	83.3%	-51.8%
Passenger car occupants	465	358	259	254	268	237	-11.6%	-8.5%	-33.8%	-49.0%
Other road users	19	19	19	19	11	18	63.6%	-5.3%	-5.3%	-5.3%
<b>Fatalities by age group</b>										
0-14 years	52	41	18	13	14	27	92.9%	50.0%	-34.1%	-48.1%
15-17 years	65	36	26	11	13	12	-7.7%	-53.8%	-66.7%	-81.5%
18-20 years	108	34	41	26	30	17	-43.3%	-58.5%	-50.0%	-84.3%
21-24 years	130	42	46	43	39	29	-25.6%	-37.0%	-31.0%	-77.7%
25-64 years	290	232	175	211	197	200	1.5%	14.3%	-13.8%	-31.0%
65-74 years	25	43	36	33	41	34	-17.1%	-5.6%	-20.9%	36.0%
≥ 75 years	41	33	33	37	43	33	-23.3%	0.0%	0.0%	-19.5%
<b>Fatalities by road type</b>										
Urban roads	258	102	109	107	97	91	-6.2%	-16.5%	-10.8%	-64.7%
Rural roads	449	342	259	268	275	257	-6.5%	-0.8%	-24.9%	-42.8%
Motorways	22	18	7	3	6	4	-33.3%	-42.9%	-77.8%	-81.8%
<b>Traffic data</b>										
Registered vehicles (thousands)	2 198	2 602	3 231	3 827	3 975	4 403	10.8%	36.3%	69.2%	100.3%
Vehicle kilometres (millions)	..	33 856	40 513	46 981	48 340	48 930	1.2%	20.8%	44.5%	..
Registered vehicles per 1,000 population	644.6	674.5	739.6	798.4	813.7	885.5	8.8%	19.7%	31.3%	37.4%