ROAD SAFETY ANNUAL REPORT 2019

SWITZERLAND
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Switzerland recorded 233 road fatalities in 2018, representing a 1.3% increase on 2017. The recent proliferation of e-bikes has caused safety concerns in Switzerland. The current national road safety strategy "Via Sicura" was evaluated in 2017. Four measures in particular contributed towards a strong decrease in the number of road casualties: the ban on alcohol for new and professional drivers; the compulsory use of daytime running lights; legislation governing extreme speeding offenders and certain infrastructure measures.

Trends

Switzerland registered an overall increase in the number of road deaths in both 2017 and 2018. According to the latest available data, 233 persons lost their lives in traffic crashes in Switzerland in 2018. This represents a 1.3% increase on 2017. In 2017, 230 road deaths were reported - a 6.5% increase on 2016.

The longer-term trend for road deaths in Switzerland has been impressive. Between 2000 and 2018, the number of annual road fatalities fell by 61%.

The number of traffic deaths per 100 000 inhabitants in Switzerland has fallen by 67% between 2000 and 2018. In 2018, 2.7 traffic deaths per 100 000 inhabitants were recorded, compared to 8.3 in 2000. By way of comparison, the average in the European Union is 4.9 deaths per 100 000 inhabitants in 2018.

Measured as traffic deaths per billion vehicle-kilometres (vkm) driven, the Swiss fatality risk showed a satisfactory long-term trend. In 2017, this metric stood at 3.4, 70% lower than in 2000.

Switzerland recorded 0.4 road fatalities per 10 000 registered vehicles in 2018. This represents a decrease of 70% compared to the year 2000 when the rate of deaths to registered vehicles stood at 1.2.
The graph for **fatalities by road user groups** shows that passenger car occupants continue to be the group most affected by road crashes. In 2018, these users accounted for the largest share of road deaths with 34% of the total. They were followed by pedestrians (21%), motorcyclists (19%) and cyclists (16%).

The largest decrease in 2018 was registered among motorcyclists, who saw 17% fewer road fatalities compared to the year prior. After an aberrant spike in motorcyclist fatalities in 2017 (53 fatalities), 2018’s figure (44 fatalities) provides encouragement that Swiss motorcycle safety indicators can pick up from where they left off with 2016’s record low fatality total (43).

Moped riders saw the largest increase with 4 more deaths compared to 2017 – for a total of six fatalities on the year, according to the 2018 data. Fatality totals for pedestrians, cyclists and passenger car occupants remained largely consistent with 2018 figures showing increases of no more than 3% for each road user group.

The long-term trend shows that traffic in Switzerland has become safer for all road user groups; all user groups saw the number of fatalities decline over the past decades. The strongest decline was registered among passenger car occupants, who saw 71% fewer road deaths in 2018 compared to 2000.

The user group that has benefitted least are cyclists, who saw the number of crash deaths fall by only 21% since 2000. The recent proliferation of e-bikes amongst the cycling public has caused safety concerns in Switzerland. In 2018, 321 counts of killed or serious injuries were reported for e-bike riders with 44% of those casualties accruing to riders in the 45-64 age group. In 2018, out of the 38 cyclists killed on Swiss roads 11 were riding a slow e-bike and almost all were aged more than 65 years old.
Figure 2. Road fatalities by road user group in percentage of total, 2018

Road deaths by age group in 2018 showed strong decreases in the number of road deaths among 18-20 year olds (from 14 killed in 2017 to 3 in 2018) and 15-17 year olds (from 7 to 5), whereas the number of fatal casualties increased for 0-14 year olds (from 6 to 11) and the elderly above 75 (from 42 to 61).

Looking at the longer-term trend, since 2000, the number of road deaths decreased for all groups. The strongest reduction fatalities over this period occurred among 18-20 year olds who registered 39 fewer deaths (93%). Likewise, 15-17 year olds saw 81% fewer deaths over this time period. More recently, young users of Swiss roads in these age groups saw similar better-than-average safety improvements in the period since 2010. Since 2010, the total number of road deaths has decreased by 28.7%. This figure decreased significantly more for the 15-17 and 18-20 year old age groups.

Elderly people above 65 now have a mortality rate above young people; the risk is even greater for the 75+ age group. This group suffers road fatalities at a rate of 8.4 per 100 000 inhabitants – more than 3 times the national average.
Analysis of fatalities by road type shows that the rural road network is the deadliest. In 2018, 48% of deaths occurred on rural roads, 44% on urban roads and 8% on motorways. This repartition has changed in comparison to historical data as rural roads have become safer at a faster rate than urban roads.

In 2018, in comparison to 2017, the number of road deaths increased by 18.4% on urban roads. The number of road fatalities fell by 5.9% on rural roads and 24% on motorways.

Since 2000, fatalities in urban areas decreased by 53%, on rural roads by 67% and 56% on motorways.
The development in road fatalities since 2010 across road types has been striking. Since 2010, road fatalities on urban roads have decreased by only 10%, whereas rural roads have seen 42% fewer road deaths.

**Figure 5. Road fatalities by road type**

![Figure 5. Road fatalities by road type](image)

**Figure 6. Evolution of road deaths by user category, age group and road type, 2010-2018**

![Figure 6. Evolution of road deaths by user category, age group and road type, 2010-2018](image)

Fatality data are essential to understand road safety issues but hardly sufficient. Information on **serious injuries from crashes** is also critically important. Yet injury data are much more difficult to obtain, validate and - where available - compare. In Switzerland, 21 831 road traffic injuries were recorded in 2018, almost the same number as in 2017. Of those injured, 3 873 were seriously injured (according to the national definition of serious injured).
Economic costs of road crashes

In 2016, the cost of road crashes was CHF 16 billion representing 2.4% of GDP. This estimate of the total economic burden is based on a willingness-to-pay approach (Niemann et al., 2015) and to a new value of statistical life. The estimate includes non-reported crashes.

Table 1. Cost of road crashes, 2016

<table>
<thead>
<tr>
<th></th>
<th>Unit cost [CHF]</th>
<th>Total cost [CHF]</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>7.27 million</td>
<td>1.5 billion</td>
</tr>
<tr>
<td>Seriously injured persons</td>
<td>1.45 million</td>
<td>8.0 billion</td>
</tr>
<tr>
<td>Slight injuries</td>
<td>0.06 million</td>
<td>4.3 billion</td>
</tr>
<tr>
<td>Property damage costs</td>
<td></td>
<td>2.3 billion</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>16.0 billion</strong></td>
</tr>
<tr>
<td><strong>Total as % of GDP</strong></td>
<td></td>
<td><strong>2.4%</strong></td>
</tr>
</tbody>
</table>

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 – speed was a contributing factor in about 28% of fatal crashes in 2018.

In 2018, 649 road users were seriously injured and 66 others were killed as a result of road accidents due to inappropriate speed in Switzerland. Accidents linked to speed most commonly affect passenger car occupants and motorcyclists who together make up more than two-thirds of those seriously injured and killed.

In most cases, inappropriate speed is to blame rather than excessive speed. In 2010, the proportion of drivers driving above the speed limit was 23% on urban roads, 31% on rural roads and 18% on motorways. The survey on actual speeds was stopped in 2010. Results from a new survey following the SafetyNet recommendations will be available at the end of 2019.

In the past ten years, serious road crashes caused by speed have reduced by 43%. Despite this, speed continues to be the primary cause of an average of one death per week on Swiss roads.

The table below summarises the main speed limits in Switzerland.

Table 2. Passenger car speed limits by road type, 2019

<table>
<thead>
<tr>
<th>General speed limit</th>
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<tbody>
<tr>
<td>Urban roads</td>
<td>50 km/h</td>
</tr>
<tr>
<td>Rural roads</td>
<td>80 km/h</td>
</tr>
<tr>
<td>Motorways</td>
<td>120 km/h</td>
</tr>
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</table>
Driving under the influence of alcohol is another major cause of road crashes in Switzerland as in most IRTAD countries. In 2018, 13% of fatal crashes involved an intoxicated driver and about 430 road users were seriously or fatally injured in an alcohol related road crash. While the share of drivers under influence of alcohol is not known, research results show that the acceptance of drink driving in the general populace is decreasing.

An alcohol crash is defined as a crash in which any active participant (driver, pedestrian, cyclist, etc.) has a blood alcohol level (BAC) above the legal limit. In 2005, the maximum legal BAC was reduced from 0.8 g/l to 0.5 g/l and random breath testing was introduced. As of 1 January 2014, novice drivers are subject to a zero alcohol limit for their first three years behind the wheel. The same restriction applies to all professional drivers. Since 1 October 2016, a breath alcohol test can also be used as evidence for a higher alcohol concentration than 0.8 g/l. Until then a blood sample was required.

In 2018, passenger car occupants were the user group most affected by alcohol-related crashes comprising 27% of serious injuries and 43% of those killed. In the past five years, alcohol has been the cause of 1 in 5 night-time crashes during the week and half of night-time crashes on weekends. Serious alcohol-related crashes are more common in Romandy (francophone Switzerland) and Ticino than they are in German-speaking regions.

Between 2007 and 2018, alcohol-related crashes have declined by about 40% with almost all road user groups seeing decreases between 40% and 70% in crashes resulting in serious injuries. Notably, however, the number of cyclists seriously or fatally injured in alcohol related crashes has increased by 49% during this time period.

Drugs and driving is a worrying concern in Switzerland. In 2018, 15 road fatalities (6%) were explicitly due to a road user impaired by drugs, legal or otherwise. However, in official statistics, the consumption of drugs is probably underreported.

In Switzerland the limit for drugs is set at zero (“zero tolerance”). The road traffic law specifies that driving ability must be ensured. The use of any drugs which reduce driving ability is prohibited. In the case of some drugs, like THC or amphetamine, a positive test is proof of reduced driving ability and considered an offence. In the case of other drugs or medical substances a “three-pillar system” is used: driving impairment is judged by police, physicians and blood tests.

Distraction, or lack of attention, is cited in 25% of fatal crashes in 2018. Distraction or lack of attention is judged by the police at scene and includes distraction by passengers, animals, mobile phone use, handling car equipment like air conditioning or a navigation system. In more than half of fatal road crashes in which distracted driving was cited as the primary cause, passenger car drivers were found to be the responsible party.

The use of mobile phones without a hands-free set or for texting is subject to a fine of CHF 100. Although using mobile phones with hands-free sets is not prohibited, in several
cases the Swiss Federal Court has qualified such use as a situation that leads to impaired driving.

The proportion of inattentive or distracted drivers involved in serious accidents is higher for drivers aged 18-24 than for other age categories.

The share of sleepiness and fatigue as a contributing factor in crashes is especially challenging to detect. According to police reporting, 3% of all fatal crashes in 2017 were due to fatigue. The real number is expected to be much higher.

Seat-belt wearing has been compulsory in Switzerland since 1981 in front seats and from 1994 for rear seats. In 2018, 95% and 94%, respectively, of drivers and front seat passengers wore seatbelts. This contrasts sharply with the 78% of rear seat passengers who wore their safety belts. The long-term trend shows a highly successful uptake of seatbelt wearing in Switzerland although additional preventative measures are needed to encourage seatbelt use among rear seat occupants.

Table 3. Seatbelt and helmet wearing rates

<table>
<thead>
<tr>
<th></th>
<th>2000</th>
<th>2010</th>
<th>2015</th>
<th>2018</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Front seats</strong></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Driver</td>
<td>77</td>
<td>88</td>
<td>93</td>
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<tr>
<td>Passenger</td>
<td>..</td>
<td>89</td>
<td>92</td>
<td>94</td>
</tr>
<tr>
<td><strong>Rear seats</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>General</td>
<td>32</td>
<td>74</td>
<td>76</td>
<td>78</td>
</tr>
<tr>
<td><strong>Helmet</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Moped riders</td>
<td>..</td>
<td>89</td>
<td>93</td>
<td>96</td>
</tr>
<tr>
<td>Motorcycles riders</td>
<td>..</td>
<td>100</td>
<td>100</td>
<td>100</td>
</tr>
<tr>
<td>Motorised two-wheelers riders</td>
<td>..</td>
<td>100</td>
<td>100</td>
<td>100</td>
</tr>
<tr>
<td>Cyclists</td>
<td>20</td>
<td>37</td>
<td>47</td>
<td>50</td>
</tr>
</tbody>
</table>

For motorcyclists, helmet wearing is the most effective passive safety habit. In Switzerland, helmets have been compulsory for motorcyclists since 1981 and for moped riders since 1990. In 2017, the helmet-wearing rates for these two groups were 100% and 96%, respectively.

Although no regulation exists in regards to cyclist helmet usage, half of Swiss cyclists (50%) wore a helmet on bike trips in 2018. Amongst infants and youths under 15 this ratio rises to 3 out 4 (76%). 15-29 year olds (31%) and those 60 and above (44%) wear helmets the least frequently. Among cyclists, the helmet wearing rate is strongly linked to the journey’s purpose. Cyclists who ride for recreational purposes (55%) or on the way to or from school (43%) wear helmets at rates higher than those who ride to shop for groceries (22%) or to commute to work (37%).
In 2018, the helmet-wearing rate among riders of e-bikes with pedal assistance up to 25 km/h was 67% and 87% among those with pedal assistance up to 45 km/h. Wearing a helmet became compulsory for the latter category in July 2012.

Road safety management and strategies

There are several factors of influence on Switzerland’s road safety performance as captured by the above indicators.

Road fatalities peaked in 1971 when 1 720 people died on the roads. Between 1971 and 1996, the number of fatalities significantly diminished. The average annual reduction from 1971 to 1976 was 7.5%, and then 3%, until 1996. Between 1997 and 2000, the number of casualties stabilised at around 600 per year. From 2004-06, the rate of decrease significantly accelerated. Recent figures show a downward trend in the numbers of those seriously injured, following years of little change. Over the last 15 years, several important safety measures have been implemented in Switzerland, including:

- 2005: the legal blood alcohol content (BAC) limit was lowered to 0.5 g/l. At the same time police were authorised to check for alcohol without suspicion;
- 2005: jurisdiction for licence withdrawal was strengthened and a new, two-stage driver’s training was introduced;
- 2013-15: the first measures of the road safety programme “Via Sicura” came into force, including mandatory daytime running lights for motor vehicles, a zero blood-alcohol limit for novice, bus, and truck drivers, and tightened sanctions for excessive speeding up to lifelong licence withdrawal, seizure and exploitation of motor vehicles.

Responsibility for the organisation of road safety in Switzerland lies with several agencies. Due to Swiss federalism, many organisations are involved in and responsible for road safety, including local and cantonal authorities, special interest groups and insurance companies. The leading roles in road safety are taken mainly by three organisations: the Fund for Road Safety, the Swiss Council for Accident Prevention (bfu) and the Federal Roads Office (FEDRO). The Swiss Federal Council regulates the national road safety policy and is responsible for the “Via Sicura” road safety programme.

Switzerland’s road safety action programme “Via Sicura” was adopted on 15 June 2012 by the Swiss Federal Council. A range of safety measures is being progressively implemented since 2013. No quantitative target was set under the “Via Sicura” programme. The Federal Roads Office (FEDRO) has proposed to set a target of no more than 100 deaths and 2 500 serious injuries per year by 2030.

An evaluation of “Via Sicura” was completed in 2017. The evaluation concluded that, three years after the first measures entered into force, “Via Sicura” had had a positive impact on road safety. Four measures in particular contributed towards this positive result: the ban on alcohol for new and professional drivers, the compulsory use of lights
during daytime for motor vehicles, the legislation governing extreme speeding offenders and certain infrastructure measures implemented in 2016.

**Measures**

Since January 2013, a number of measures of the Swiss road safety programme “Via Sicura” came into force.

**Road safety management**

- By the end of 2018, the Swiss Federal Council passed amendments on the regulation of driver’s education. Among other things, drivers under 20 years of age are required to have a learners driver’s licence for at least one year prior to obtaining the full driver’s licence. The amendment is designed to improve driving experience for young drivers. The amendments will enter into force by 2021.

- The Federal Roads Office (FEDRO) established a target of no more than 100 deaths and 2 500 serious injuries per year by 2030.

**Road users**

- A driver’s licence is revoked for a minimum of two years in cases of excessive speeding and for 10 years to life in the case of repeated offences.

- From 1st October 2016 a breath alcohol test can be used as evidence in court. A blood sample is no longer necessary even at high alcohol concentrations.

- As of 1 January 2014, novice drivers are subject to a zero alcohol limit for their first three years behind the wheel. The same restriction applies to all professional drivers.

- A test on fitness to drive is mandatory for those convicted of offences such as driving under the influence of highly addictive drugs.

- The Swiss Bureau for Accident Prevention has stepped up campaigns highlighting the dangers of distraction in road traffic. The “Ne vous laissez pas distraire.” (Don’t let yourself be distracted) campaign seeks to highlight the different forms of distraction (GPS, music, telephone, food/drink, etc.) and the risk factors associated therewith.

**Infrastructure**

- A new online database was activated in 2016 for the evaluation of infrastructural road safety measures. Local authorities record infrastructural measures (currently they can choose between 23 measures such as roundabouts, traffic lights or zebra crossings) in a GIS-based system. Accident data were linked to more than 1 100 measures. First results, published in 2018, showed that data quality needs to be improved and that even more measures need to be taken into account to produce valid results. Further analysis will be carried out in 2020.
• A new norm "Single Accident Site Management" was published in 2015.

Vehicles

• As of January 2014, daytime running lights are mandatory for all motorised vehicles. The bfu survey on daytime running lights was conducted in July 2014. Six months after daytime running lights became mandatory, 94% of vehicles were in compliance with the new regulation (compared to 68% in 2013). With 95% in 2015 and in 2016, the rate remained stable.

Definition, methodology, data collection

• Road fatality: death occurring at the crash site or within 30 days of the road crash.

• Seriously injured: any person with at least a serious and visible impairment that prevents normal activities (e.g. unconsciousness, open bone fractures). Inpatient medical care is necessary. To enable standardisation, the severity scale was linked to the codes of the National Advisory Committee for Aeronautics, used by all emergency services in Switzerland. A serious injury is either a significant (NACA Codes 3 and 4) or a life-threatening injury (NACA Codes 5 and 6).

• Slightly injured: any person with a minor injury such as superficial skin injury without significant blood loss or slight restriction of movement. The casualty can leave the crash site unaided. An outpatient treatment in a hospital or by physicians may still be required.

• Injury crash: crash resulting in at least one injured or killed person.

Since January 2011, the Federal Roads Office (FEDRO) is responsible for all Swiss road crash data. A new reporting form was introduced to all cantonal police forces and a new platform for data entry and data analysis (statistical and geographical) is available online. Since 2018, a revised reporting form is in force.

To estimate the real extent of road traffic injuries, police-reported data is compared to insurance data by the Swiss Council for Accident Prevention. Factors are then calculated to correct the number of unreported cases by road use and age group. These figures are mainly used to calculate the economic costs of road traffic crashes.

To have a better understanding of the consequences of road crashes, the Swiss Federal Roads Office carried out a research project to link police-reported data from a given year with other data sources, including hospital data. This has enabled coding of the recommended Maximum Abbreviated Injury Scale (MAIS) score based on the International Classification of Diseases (ICD-10). A yearly data linkage procedure is implemented. The availability of data for several years will facilitate future research.

In Switzerland, injury severity is assessed by police present at the scene. Following the new definition on serious injury (divided into significant and life-threatening injuries), in
force since January 2015, police officers are trained to record injury severity based on the new classification.

Resources

Recent research

Evaluation of Via Sicura: Report of the Swiss Federal Council (available in German and French with Italian and English summary):

Evaluation of Via Sicura: Technical Report (available in German with French, Italian and English summary):

Road Safety Barometer 2019 (French, available in German, Italian):
https://www.bfu.ch/sites/assets/Shop/bfu_2.363.02_Barom%C3%A8tre%20de%20s%C3%A9curit%C3%A9%20sur%20les%20routes%20suisses%20en%202019.pdf

SINUS Report 2018 (French):
https://www.bfu.ch/sites/assets/Shop/bfu_2.344.02_Rapport%20SINUS%202018%20-%20Niveau%20de%20s%C3%A9curit%C3%A9%20et%20accidents%20dans%20la%20circulation%20de%20l%20en%202017%20.pdf

Safety effects of accident recorders: http://www.bfu.ch/de/bestellen/alles#k=2.274

Research Package Road safety gains resulting from data pooling and structured data analysis: Measures and potentials in the field of road infrastructure (VeSPA): 1st and 2nd project stage (reports in German with English, French and Italian summary):
https://www.astra.admin.ch/astra/de/home/documenten/unfalldaten/publikationen/for schungspaket-vespa.html

Statistical Analysis of Accident Occurrences (summary also in French and English):

Road safety and children (abstracts also in French and Italian):
http://www.bfu.ch/de/bestellen/alles#k=2.280
Road safety and adolescents (15-17 years old) (abstracts also in French and Italian): 
https://www.bfu.ch/de/bestellen/alles#k=2.336

Road safety and young adults (18-24 years) (abstract also in French and Italian): 
https://www.bfu.ch/de/bestellen/alles#k=2.349

Single vehicle crashes of e-Bikes: 

Seatbelt use in Switzerland 2018: 
https://www.bfu.ch/sites/assets/Shop/bfu_2.999.08_bfu%20survey%202018%20%E2%80%93%20Seatbelt%20use%20in%20Switzerland.pdf

Helmet-wearing rates among cyclists in road traffic 2018: 
https://www.bfu.ch/sites/assets/Shop/bfu_2.999.08_bfu%20survey%202018%20%E2%80%93%20Helmet-wearing%20rates%20among%20cyclists%20in%20road%20traffic.pdf

Distracted Driving (pg. 3-9) (in French): 
https://www.bfu.ch/sites/assets/Shop/bfu_1.048.02_objectif%20s%C3%A9curit%C3%A9%20%E2%80%93%20Edition%202018-1%20.pdf

Daytime running-light usage rates: 
https://www.bfu.ch/sites/assets/Shop/bfu_2.999.08_bfu%20survey%202017%20%E2%80%93%20Daytime%20running-light%20usage%20rates.pdf

Websites


Swiss Council for Accident Prevention (bfu): http://www.bfu.ch/

Road accident data - statistics: http://www.unfalldaten.ch/

Road accident data - geospatial data: http://map.unfalldaten.ch

Road accident data – open government data: http://opendata.swiss

References

## Road safety and traffic data

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<tr>
<td>Fatalities</td>
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<td>592</td>
<td>327</td>
<td>216</td>
<td>230</td>
<td>233</td>
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<tr>
<td>Injury crashes</td>
<td>23 834</td>
<td>23 737</td>
<td>19 609</td>
<td>17 577</td>
<td>17 799</td>
<td>18 033</td>
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<tr>
<td>Deaths per 100,000 population</td>
<td>13.9</td>
<td>8.3</td>
<td>4.2</td>
<td>2.6</td>
<td>2.7</td>
<td>2.7</td>
</tr>
<tr>
<td>Deaths per 10,000 registered vehicles</td>
<td>2.2</td>
<td>1.2</td>
<td>0.6</td>
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<tr>
<td>Deaths per billion vehicle kilometres</td>
<td>18.6</td>
<td>11.2</td>
<td>5.4</td>
<td>3.2</td>
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<td><strong>Fatalities by road user</strong></td>
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<td></td>
<td></td>
<td></td>
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<td></td>
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<tr>
<td>Pedestrians</td>
<td>167</td>
<td>130</td>
<td>75</td>
<td>50</td>
<td>47</td>
<td>48</td>
</tr>
<tr>
<td>Cyclists</td>
<td>58</td>
<td>48</td>
<td>34</td>
<td>32</td>
<td>37</td>
<td>38</td>
</tr>
<tr>
<td>Moped riders</td>
<td>49</td>
<td>19</td>
<td>4</td>
<td>7</td>
<td>2</td>
<td>6</td>
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<tr>
<td>Motorcyclists</td>
<td>155</td>
<td>92</td>
<td>67</td>
<td>43</td>
<td>53</td>
<td>44</td>
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<tr>
<td>Passenger car occupants</td>
<td>455</td>
<td>273</td>
<td>129</td>
<td>75</td>
<td>78</td>
<td>79</td>
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<tr>
<td>Other road users</td>
<td>41</td>
<td>30</td>
<td>18</td>
<td>9</td>
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<td>18</td>
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<td><strong>Fatalities by age group</strong></td>
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<tr>
<td>0-14 years</td>
<td>47</td>
<td>28</td>
<td>8</td>
<td>12</td>
<td>6</td>
<td>11</td>
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<tr>
<td>15-17 years</td>
<td>28</td>
<td>26</td>
<td>12</td>
<td>4</td>
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<td>93</td>
<td>42</td>
<td>21</td>
<td>13</td>
<td>14</td>
<td>3</td>
</tr>
<tr>
<td>21-24 years</td>
<td>121</td>
<td>49</td>
<td>15</td>
<td>13</td>
<td>17</td>
<td>16</td>
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<tr>
<td>25-64 years</td>
<td>438</td>
<td>285</td>
<td>170</td>
<td>106</td>
<td>114</td>
<td>105</td>
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<tr>
<td>≥ 75 years</td>
<td>...</td>
<td>56</td>
<td>38</td>
<td>24</td>
<td>28</td>
<td>32</td>
</tr>
<tr>
<td><strong>Fatalities by road type</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Urban roads</td>
<td>345</td>
<td>218</td>
<td>114</td>
<td>88</td>
<td>87</td>
<td>103</td>
</tr>
<tr>
<td>Rural roads</td>
<td>507</td>
<td>331</td>
<td>190</td>
<td>109</td>
<td>118</td>
<td>111</td>
</tr>
<tr>
<td>Motorways</td>
<td>73</td>
<td>43</td>
<td>23</td>
<td>19</td>
<td>25</td>
<td>19</td>
</tr>
<tr>
<td><strong>Traffic data</strong></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Registered vehicles (thousands)</td>
<td>4 241</td>
<td>4 804</td>
<td>5 500</td>
<td>6 157</td>
<td>6 241</td>
<td>6 315</td>
</tr>
<tr>
<td>Vehicle kilometres (millions)</td>
<td>49 604</td>
<td>52 900</td>
<td>60 065</td>
<td>66 691</td>
<td>67 854</td>
<td>...</td>
</tr>
<tr>
<td>Registered vehicles per 1,000 population</td>
<td>635.5</td>
<td>670.5</td>
<td>706.3</td>
<td>739.3</td>
<td>741.3</td>
<td>744.3</td>
</tr>
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