



SWITZERLAND

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Switzerland recorded 187 road fatalities in 2019, representing a 19.7% year-on-year decrease. 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 substantial 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.

Impact of Covid-19

In response to the Covid-19 Pandemic, Switzerland introduced lockdown measures on 16 March 2020, affecting the movement of people and goods on the road and in turn the exposure to road crashes.

Compared to the average for 2017-19, the number of road deaths decreased by 33% in March 2020, according to preliminary data. There was no change in April.

Table 1. Road fatalities by month

	Average 2017-19	2020	% change
January	14	13	-7.1
February	10	18	80
March	18	12	-33.3
April	16	16	0
May	18	20	11.1
June	21	16	-23.8
July	22	..	..
August	20	..	..
September	21	..	..
October	21	..	..
November	20	..	..
December	16	..	..

Trends

Switzerland registered an overall **decrease in the number of road deaths in 2019**. According to the latest available data, 187 persons lost their lives in traffic crashes in Switzerland in 2019. This represents a 19.7% decrease on 2018. In 2018, 233 road deaths were reported – a 1.3% increase on 2017.

The **longer-term trend for road deaths** in Switzerland has been impressive. Between 2000 and 2019, the number of annual road fatalities fell by 68%.

The number of **traffic deaths per 100 000 inhabitants** in Switzerland fell by 74% between 2000 and 2019. In 2019, 2.2 traffic deaths per 100 000 inhabitants were recorded, compared to 8.3 in 2000. By way of comparison, the average in the European Union was 5.1 deaths per 100 000 inhabitants in 2019.

Measured as **traffic deaths per billion vehicle-kilometres** (vkm) driven, the Swiss fatality risk showed a satisfactory long-term trend. In 2018, this metric stood at 3.4, 69% lower than in 2000.

Switzerland recorded 0.3 **road fatalities per 10 000 registered vehicles** in 2019. This represents a decrease of 76% compared to the year 2000 when the rate of deaths to registered vehicles stood at 1.2.

Country Profile

Population in 2019: 8.5 million

GDP per capita in 2019: USD 82 285

Cost of road crashes: 2.4% of GDP (2016)

Road network: 71 549 kilometres

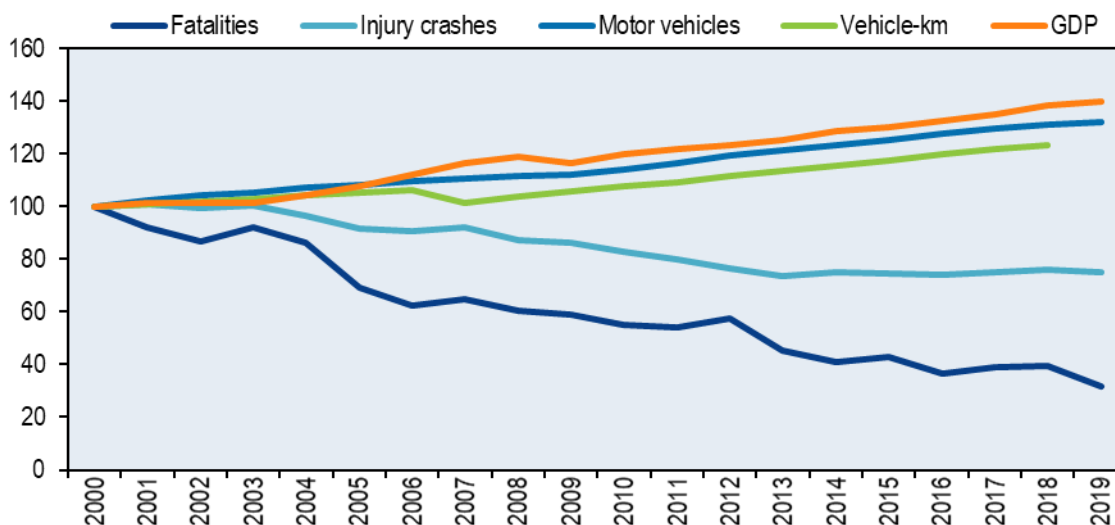
Registered motor vehicles in 2019: 6.4 million (cars 73%; goods vehicles 7%; motorcycles 12%)

Volume of traffic: +23.3% between 2000 and 2018

Speed limits: 50 km/h on urban roads; 80 km/h on rural roads; 120 km/h on motorways

Limits on blood alcohol content (BAC): 0.5 g/l for general drivers; 0.0 g/l for professional drivers and novice drivers

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

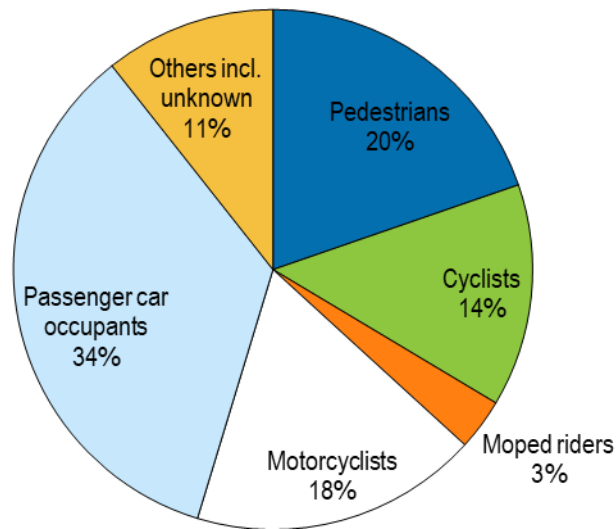


The graph for **fatalities by road user groups** shows passenger car occupants continue to be the group most affected by fatal road crashes. In 2019, they accounted for 35% of total road deaths. They were followed by pedestrians (20%), motorcyclists (18%) and cyclists (14%).

All road user groups saw their number of road deaths decrease in 2019, with the exception of moped riders, for whom fatalities remained consistent with 2018 figure. The largest decrease in 2019 was registered among cyclists: their road fatalities decreased 31.6% from 38 to 26 year-on-year. After a spike in motorcyclist fatalities in 2017 (53), there was a record of 33 fatalities in 2019. Also, pedestrians saw their fatalities decrease by 23% in 2019, compared to 2018.

The long-term trend shows traffic in Switzerland has become safer for all road user groups, with a decline across the board over the past decades. The strongest decline was registered among passenger car occupants, who had 76% fewer road deaths in 2019, compared to 2000.

The user group that has benefitted least is cyclists: the number of crash deaths has fallen by only 46% since 2000. The recent proliferation of e-bikes among the cycling public has caused safety concerns in Switzerland. In 2019, 366 deaths or serious injuries were reported for e-bike riders, with 41% of those casualties accruing to riders in the 45-64 age group. In 2019, out of the 26 cyclists killed on Swiss roads, 10 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, 2019

Road deaths by age group in 2019 fell substantially. This reduction in the number of fatalities concerns 0-14 year olds (from 11 killed in 2018 to four in 2019), 15-17 year olds (from five to three) and 21-24 year olds (from 16 to eight). Older road users also experienced a decrease: -13.3% for the 25-64 age group and -19.4% for those 65 and over. On the other hand, the number of road deaths doubled for youths aged 18-20, from three in 2018 to six killed in 2019.

Looking at the longer-term trend, the number of road deaths since 2000 has decreased for all groups. The strongest reduction in fatalities over this period occurred among 15-17-year-olds, who registered 23 fewer deaths (89%). Likewise, the 0-14 and 18-20 age groups had 86% fewer deaths over this time period. More recently, young users of Swiss roads in these age groups have had similar better-than-average safety improvements in the period since 2010. Since 2010, the total number of road deaths has decreased by 43%. 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 above 75 age group. This group suffers road fatalities at a rate of 6.1 per 100 000 inhabitants – more than twice the national average.

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

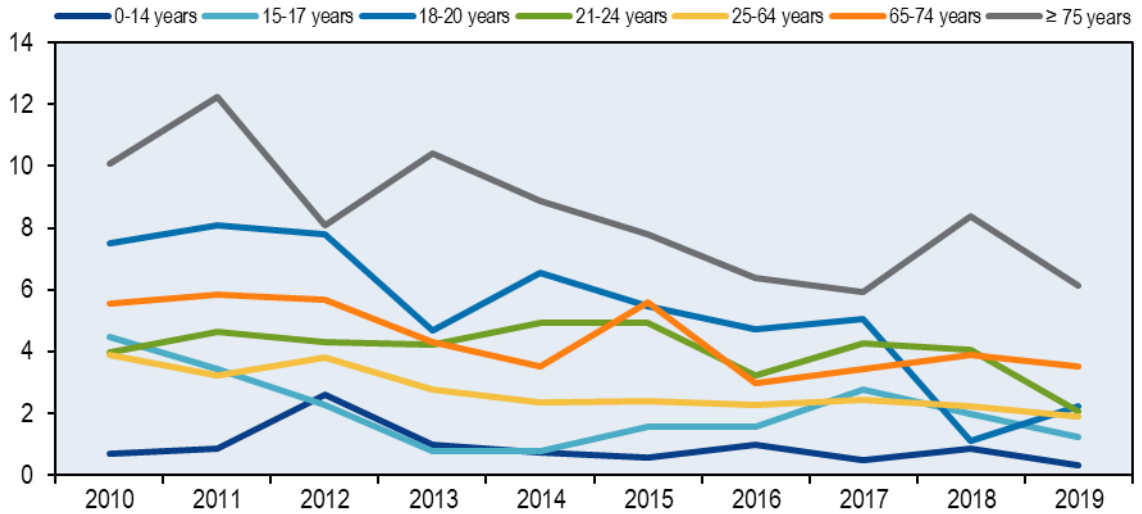
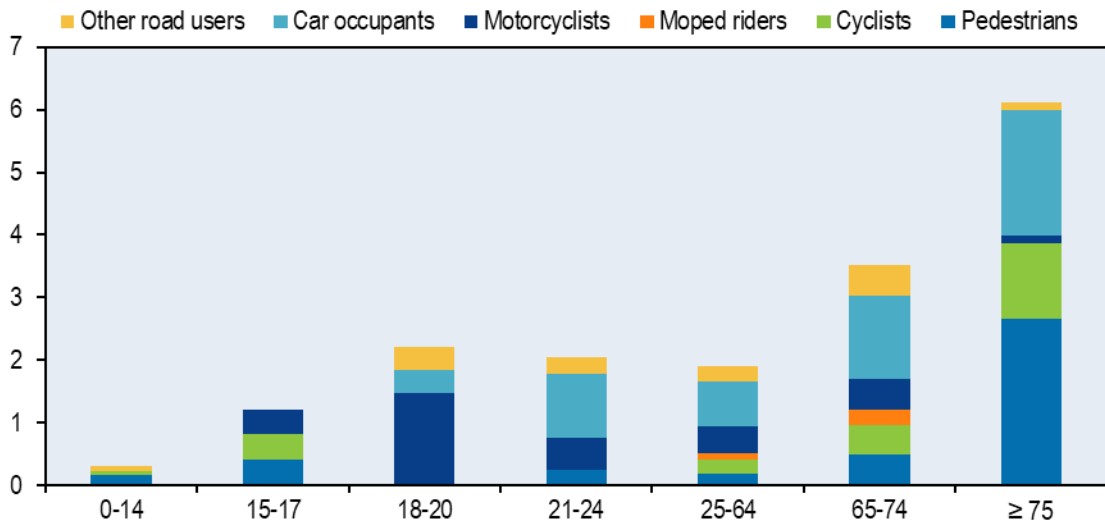


Figure 4. Road fatality rate by age and road user group, 2019
Fatalities per 100 000 inhabitants



Analysis of **fatalities by road type** shows the rural road network is the deadliest. In 2019, 52% of deaths occurred on rural roads, 35% on urban roads and 13% 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 2019, the number of road deaths decreased by 37% year-on-year on urban roads and by 11.7% on rural roads. On the other hand, the number of road fatalities increased by 26.3% on motorways.

Since 2000, fatalities on urban and rural areas have decreased by 70% and 44% 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 43%, and rural roads have seen 48% fewer road deaths.

Figure 5. Road fatalities by road type

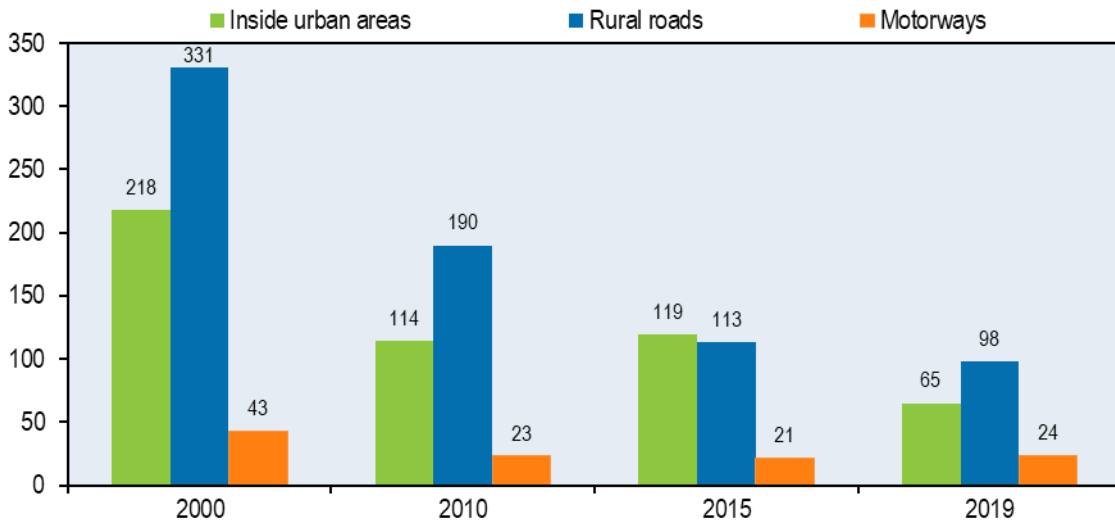
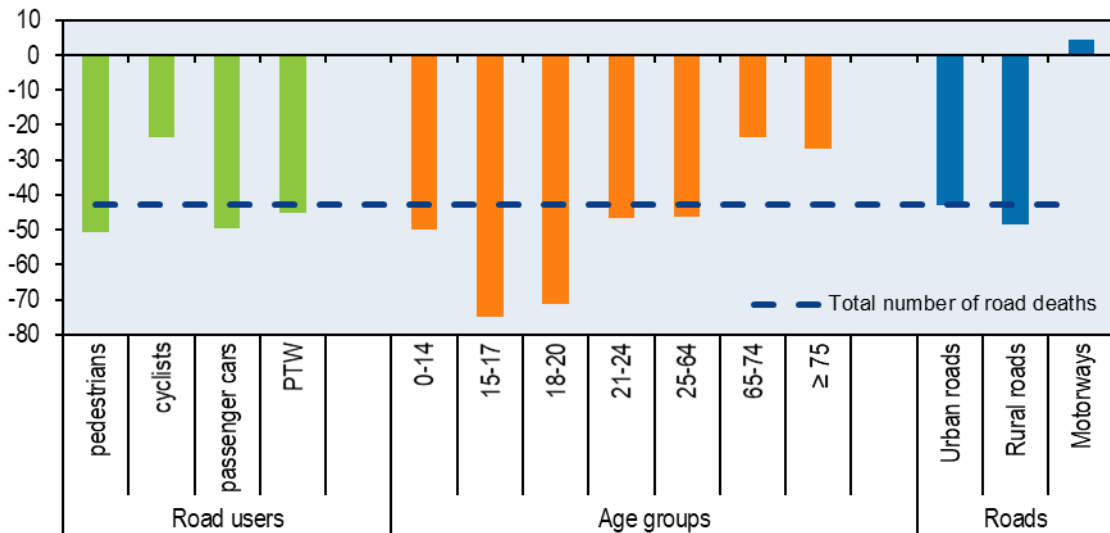


Figure 6. Evolution of road deaths by user category, age group and road type, 2010-19



While fatality data are essential to understanding road safety issues, they are 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, 21 280 road traffic injuries were recorded in 2019, almost the same number as in 2017.

Economic costs of road crashes

In 2017, the cost of road crashes was CHF 17 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). The estimate includes non-reported crashes.

Table 2. Cost of road crashes, 2017

	Unit cost [CHF]	Total cost [CHF]
Fatalities	7.87 million	1.4 billion
Seriously injured persons	1.45 million	8.5 billion
Slight injuries	0.06 million	4.3 billion
Property damage costs		2.4 billion
Total		16.8 billion
Total as % of GDP		2.4%

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 25% of fatal crashes in 2019.

In 2019, 655 road users were seriously injured and 46 killed in road crashes where inappropriate speed was the cause. Crashes related 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 2019, the proportion of drivers driving above the speed limit on urban roads was 54% on 30 km/h roads and 36% on 50 km/h roads. The percentage was 18% on rural roads and 31% on motorways.

In the past ten years, serious road crashes caused by speed have reduced by 38%. 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 3. Passenger car speed limits by road type, 2020

	General speed limit
Urban roads	50 km/h
Rural roads	80 km/h
Motorways	120 km/h

Driving under the influence of alcohol is another major cause of road crashes in Switzerland, as in most IRTAD countries. In 2019, 13% of fatal crashes involved an intoxicated driver, and about 469 road users were seriously or fatally injured in an alcohol-related road crash. While the share of drivers under the influence of alcohol is not known, research results show 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 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 2019, passenger car occupants were the user group most affected by alcohol-related crashes, comprising 31% of serious injuries and 52% of those killed. In the past five years, alcohol has been the cause of one in five 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 (Italophone Switzerland) than they are in German-speaking regions.

Between 2009 and 2019, alcohol-related crashes declined by about 55%, 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 increased by 22% during this time period.

Drugs and driving is a worrying concern in Switzerland. In 2019, eight road fatalities (4%) 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 driving ability must be ensured. The use of any drugs which reduce driving ability is prohibited. In the case of some drugs, like cannabis or amphetamines, 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, was cited in 23% of fatal crashes in 2019. Distraction is judged by the police on site and includes distraction by passengers, animals, mobile phone use and the 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 2019 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 2019, 96% of drivers and 95% of front passengers wore seat belts. This contrasts sharply with the 77% of rear seat passengers who wore their safety belts. The long-term trend shows a highly successful uptake of seat belt wearing in Switzerland, although additional preventative measures are needed to encourage seat belt use among rear seat occupants.

Table 4. Seat belt and helmet wearing rates
Percentages

	2000	2010	2015	2019
Front seats				
Driver	77	88	93	96
Passenger	..	89	92	95
Rear seats				
General	32	74	76	77
Helmet				
Moped riders	73	89	93	94
Motorcycles riders	98	100	100	100
Motorised two-wheelers riders	98	100	100	100
Cyclists	20	37	47	52

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 2019, 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 (52%) wore a helmet on bike trips in 2019. Among infants and youths under 15 the wearing rate is of 75%. The rate for people in the 15-29 age group is 35%, and for those above 30 it is 43%. Among cyclists, the helmet wearing rate is strongly linked to the journey's purpose. For cyclists who ride for recreational purposes it is 57%. For those who commute to school it is 45% and 43% for those who commute to work. On the other hand, only 24% of those who ride to shop for groceries wear helmets.

In 2019, the helmet-wearing rate among riders of e-bikes with pedal assistance up to 25 km/h was 65% and 92% 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 to 2006, 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 the following:

- In 2005 the legal BAC limit was lowered to 0.5 g/l. At the same time police were authorised to check for alcohol without suspicion.
- In 2005 the jurisdiction for licence withdrawal was strengthened and a new two-stage driver's training was introduced.
- From 2013 to 2015 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 and seizure 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 has been progressively implemented since 2013. No quantitative target was set under the Via Sicura programme. The Federal Roads Office (FEDRO) has proposed setting 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 have come into force as part of the Swiss road safety programme Via Sicura.

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 are required to have a learners driving licence for at least one year prior to obtaining the full driving licence. The amendment is designed to improve the 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 1 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 Council for Accident Prevention has stepped up a campaign with interactive videos addressing the risks for novice drivers (in German, French and Italian; <https://www.bfu.ch/de/ratgeber/du-entscheidest>).

Infrastructure: A new online database was activated in 2016 for the evaluation of infrastructure related to road safety measures. Local authorities record infrastructure 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. The 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.

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 2016 and 97% up to 2019, the rate has remained stable.

Definitions, methodology, data collection

A road fatality is defined as a death occurring at the crash site or within 30 days of the road crash.

A seriously injured person is anyone with at least a serious and visible impairment that prevents normal activities (e.g. unconsciousness and 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).

A slightly injured person is anyone with a minor injury, such as superficial skin injury without significant blood loss or a slight restriction of movement. The person can leave the crash site unaided. Outpatient treatment in a hospital or by physicians may still be required.

An injury crash is a 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

Impaired driving ability of motor vehicle drivers (available in German with French, Italian and English summaries):

https://www.bfu.ch/api/publications/bfu_2.361.01_BFU-Sicherheitsdossier%20%E2%80%93%20Beeintr%C3%A4chtigte%20Fahrer%20von%20Motorfahrzeuglenkenden.pdf.

Speed on Swiss roads (available in German with French, Italian and English summary):

https://www.bfu.ch/api/publications/bfu_2.378.01_Geschwindigkeit%20auf%20Schweizer%20Strassen%20.pdf.

Effectiveness of voluntary motorbike trainings (available in German):

https://www.bfu.ch/api/publications/bfu_2.369.01_Forschung%20%E2%80%93%20Wirksamkeit%20von%20freiwilligen%20Motorradkursen.pdf.

Automated driving: Mixed traffic (available in German with French, Italian and English summary):

https://www.bfu.ch/api/publications/bfu_2.376.01_Forschung%20%E2%80%93%20Automatisiertes%20Fahren%20%E2%80%93%20Mischverkehr.pdf.

Evaluation of Via Sicura, a report of the Swiss Federal Council (available in German and French with Italian and English summaries):

https://www.astra.admin.ch/dam/astra/de/dokumente/abteilung_strassenverkehr/allgemein/evaluationsbericht-via-sicura.pdf.download.pdf/Bericht%20des%20Bundesrates%20zur%20Evaluation%20von%20Via%20sicura.pdf.

Evaluation of Via Sicura, a technical Report (available in German with French, Italian and English summaries):

<https://www.astra.admin.ch/dam/astra/de/dokumente/unfalldaten/publikationen/Technischer%20Bericht%20zur%20Evaluation%20von%20Via%20sicura.pdf.download.pdf/Technischer%20Bericht%20zur%20Evaluation%20von%20Via%20sicura.pdf>.

Road Safety Barometer 2020 (French, available in German and Italian):

https://www.bfu.ch/api/publications/bfu_2.383.02_Barom%C3%A8tre%20de%20la%20s%C3%A9curit%C3%A9%20routi%C3%A8re%20%E2%80%93%20Niveau%20de%20s%C3%A9curit%C3%A9%20sur%20les%20routes%20suisses%20en%202020.pdf.

SINUS Report 2020 (French):

https://www.bfu.ch/api/publications/bfu_2.382.02_Sinus%202020%20%E2%80%93%20Niveau%20de%20s%C3%A9curit%C3%A9%20et%20accidents%20dans%20la%20circulation%20routi%C3%A8re%20en%202019.pdf.

Research package of 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 stages (reports in German with English, French and Italian summaries): <https://www.astra.admin.ch/astra/de/home/dokumentation/unfalldaten/publikationen/forschungspaket-vespa.html>.

Statistical analysis of accident occurrences (summary also in French and English): https://www.astra.admin.ch/dam/astra/de/bilder/Abteilung_Strassenverkehr_allgemein/2018-07-31_VSS1634_Schlussbericht_Statistische_Analyse_von_Unfallzahlen.pdf.download.pdf/2018-07-31_VSS1634_Schlussbericht_Statistische_Analyse_von_Unfallzahlen.pdf.

Seat belt use in Switzerland 2019:

https://www.bfu.ch/api/publications/bfu_2.999.08_Survey%202019%20%E2%80%93%20Seatbelt%20use%20in%20Switzerland.pdf.

Helmet-wearing rates among cyclists and e-bike-riders in road traffic 2019:

https://www.bfu.ch/api/publications/bfu_2.999.08_Survey%202019%20%E2%80%93%20Helmet-wearing%20rates%20among%20cyclists%20and%20e-bike%20riders%20in%20road%20traffic%20.pdf.

Daytime running-light usage rates in 2019:

https://www.bfu.ch/api/publications/bfu_2.999.08_Survey%202019%20%E2%80%93%20Daytime%20running-light%20usage%20rates.pdf.

Websites

Federal Roads Office (FEDRO/ASTRA): <http://www.astra.admin.ch/>.

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

Niemann, S., C. Lieb and H. Sommer (2015), *Nichtberufsunfälle in der Schweiz: Aktualisierte Hochrechnung und Kostenberechnung*, BFU-Report 71. Bern, BFU, Beratungsstelle für Unfallverhütung.

Road safety and traffic data

	1990	2000	2010	2017	2018	2019	2019 % change over			
							2018	2010	2000	1990
Reported safety data										
Fatalities	925	592	327	230	233	187	-19.7%	-42.8%	-68.4%	-79.8%
Injury crashes	23 834	23 737	19 609	17 799	18 033	17 761	-1.5%	-9.4%	-25.2%	-25.5%
Deaths per 100,000 population	13.9	8.3	4.2	2.7	2.7	2.2	-20.3%	-47.9%	-73.5%	-84.2%
Deaths per 10,000 registered vehicles	2.2	1.2	0.6	0.4	0.4	0.3	-20.5%	-50.6%	-76.1%	-86.5%
Deaths per billion vehicle kilometres	18.6	11.2	5.4	3.4	3.4	..	..	..	..	..
Fatalities by road user										
Pedestrians	167	130	75	47	48	37	-22.9%	-50.7%	-71.5%	-77.8%
Cyclists	58	48	34	37	38	26	-31.6%	-23.5%	-45.8%	-55.2%
Moped riders	49	19	4	2	6	6	0.0%	50.0%	-68.4%	-87.8%
Motorcyclists	155	92	67	53	44	33	-25.0%	-50.7%	-64.1%	-78.7%
Passenger car occupants	455	273	129	78	79	65	-17.7%	-49.6%	-76.2%	-85.7%
Other road users	41	30	18	13	18	20	11.1%	11.1%	-33.3%	-51.2%
Fatalities by age group										
0-14 years	47	28	8	6	11	4	-63.6%	-50.0%	-85.7%	-91.5%
15-17 years	28	26	12	7	5	3	-40.0%	-75.0%	-88.5%	-89.3%
18-20 years	93	42	21	14	3	6	100.0%	-71.4%	-85.7%	-93.5%
21-24 years	121	49	15	17	16	8	-50.0%	-46.7%	-83.7%	-93.4%
25-64 years	438	285	170	114	105	91	-13.3%	-46.5%	-68.1%	-79.2%
65-74 years	..	56	38	28	32	29	-9.4%	-23.7%	-48.2%	..
≥ 75 years	..	105	63	42	61	46	-24.6%	-27.0%	-56.2%	..
Fatalities by road type										
Urban roads	345	218	114	87	103	65	-36.9%	-43.0%	-70.2%	-81.2%
Rural roads	507	331	190	118	111	98	-11.7%	-48.4%	-70.4%	-80.7%
Motorways	73	43	23	25	19	24	26.3%	4.3%	-44.2%	-67.1%
Traffic data										
Registered vehicles (thousands)	4 242	4 822	5 500	6 241	6 315	6 372	0.9%	15.9%	32.1%	50.2%
Vehicle kilometres (millions)	49 624	55 686	60 064	67 855	68 650	..	..	..	..	..
Registered vehicles per 1,000 population	635.6	670.3	706.3	741.3	744.3	745.7	0.2%	5.6%	11.2%	17.3%