International Transport Forum

ROAD SAFETY ANNUAL REPORT 2020

OECD

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International Traffic Safety Data and Analysis Group

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ABOUT THIS PUBLICATION

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ABOUT THE INTERNATIONAL TRANSPORT FORUM

The International Transport Forum is an intergovernmental organisation with 62 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.

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 database collects and aggregates international data on road crashes; currently its database contains validated road safety data for 34 countries. It thereby provides an empirical basis for international comparisons and more effective road safety policies. 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. Currently, the IRTAD Group has 80 members and observers from more than 40 countries.

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INTRODUCTION

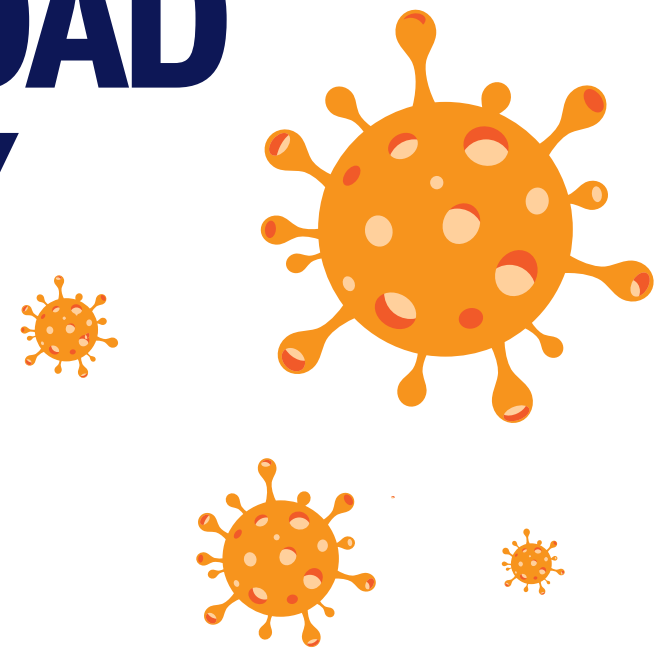
The Road Safety Annual Report 2020 presents the most recent safety data and information from the 42 member and observer countries of the IRTAD Group, permanent working group on road safety of the International Transport Forum. This summary report offers readers easily accessible comparative data for the main road safety indicators. It is complemented by individual country profiles with more detailed information for each country, including their current road safety strategies and the most recently implemented road safety measures. The report and the country profiles can be viewed online and downloaded for free at www.itf-oecd.org/ road-safety-annual-report-2020.

The year 2020 saw important developments in road safety. In February, the3rd Global Ministerial Conference on Road Safety in Stockholm in February put the topic on the political agenda at the highest possible level. The "Stockholm Declaration set an important marker in the fight to reduce traffic deaths and serious injuries, calling, among other things, for a general speed limit of 30 km/h on mixed-use roads and the broad implementation of Safe System principles.

In August, the General Assembly of the United Nations' passed Resolution A/RES/74/299 "Improving Global Road Safety". This important document sets a new target for the international community to reduce the number of road deaths by 50% by 2030, as the prime objective of the new "Decade of Action for Road Safety 2021-30". The collection, monitoring and analysis of road safety data will be a central point of this effort, and the ITF with its IRTAD Group will continue to contribute to this global effort, with a focus on assisting decision makers in the development of effective strategies that save lives.

Another important marker for road safety in 2020 was the Coronavirus pandemic. Covid-19, for all its negative impact around the world, also brought with it an unexpected, significant decrease in the number of road deaths in those regions forced to go into lockdown. The online country profiles provide information on how the global health crisis has affected mobility and road safety.

COVID-19 AND ROAD SAFETY



ROAD DEATHS DROPPED SIGNIFICANTLY IN EARLY 2020

The number of road fatalities fell significantly during the first months of 2020. The main reason for this was lockdown imposed in many countries in response to the Covid-19 pandemic. Strict containment measures aimed at reducing the spread of the virus resulted in a decrease in economic activity and in the movement of people and, therefore, in the number of road casualties.

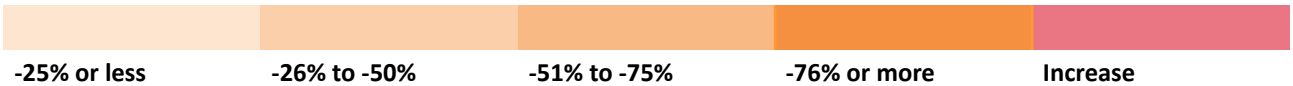
However, it seems that the number of road deaths has not fallen in proportion to the decrease in traffic. Some countries contributing to this report registered increases in average speeds and in the severity of road crashes. A full analysis will need to take into account the type and scale of lockdown measures and their impact on traffic, on driving behaviour and on the composition of traffic – for instance the increase in the number of cyclists in many countries as a result of Covid-19.

Confinement commenced in March 2020 in most countries. In some, the restrictions were progressively eased from May onwards, while in other countries, mainly in Latin America, they were still in force in the summer of 2020. All countries saw a decrease in the number of fatalities during the lockdown period, with a drop in fatalities of up to 80%. Table 1 compares the number of road deaths and traffic volumes in April 2020, when most countries were in lockdown, with April 2019.

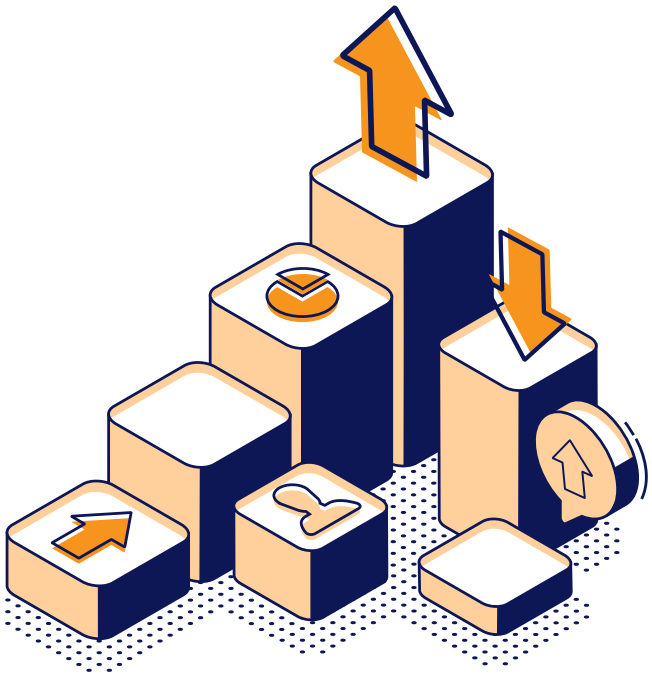
Table 1. Road deaths and traffic in April 2020 compared to April 2019

Country	Road deaths (% change)	Traffic (% change)	Lockdown in spring 2020
Australia	-23	-43	From 23 March; gradual lifting in May/June
Austria	-30	-50	16 March-14 April (gradual lifting)
Canada	-34	n.a.	Varies by jurisdictions
Chile	-24 (June on June)	-56.5 (Santiago)	18-Mar-14 May partial, to 24 June total
Czech Rep.	-11	-50 (motorways)	13 March-17 May
Denmark	+9	-25	13 March-15 April (gradual lifting)
Finland	-24	-34	17 March- 4 May (gradual lifting)
France	-56	-75	17 March-10 May (gradual lifting)
Germany	-1	-48 (overall), -19 (HGV)	22 March-19 April (gradual lifting)
Greece	-58	n.a.	23 March-27 April (gradual lifting)
Hungary	-43	-33	28 March-4 May (18 May in Budapest)
Ireland	-22	-62 (cars), -17 (HGV)	13 March-18 May (gradual lifting)
Israel	-28	-60	15 March-29 April
Italy	-79	-75 (overall), -39 (HGV)	9 March-18 May (gradual lifting)
Japan	-21	n.a.	9 March-18 May (gradual lifting)
Lithuania	-71	-36 (overall), -15 (HGV)	17 March-17 June
Mexico	-23	-59	23 March-1 June
Morocco	-65	n.a.	20 March-24 June
Netherlands	+6	-35	No full lockdown
New Zealand	-80	-74	26 March-14 May
Norway	n.a.	-25	12 March-11 May
Poland	-32	n.a.	13 March-20 April (gradual lifting)
Portugal	-59	n.a.	19 March-18 May
Serbia	-49	n.a.	15 March-4 May
Slovenia	-11 (Mar to May)	-53.5	15 March-18 May (gradual lifting)
South Africa	-78	-77	26 March through July
Spain	-49	-75	15 March-11 May
Sweden	+6	-22	No lockdown
Uruguay	-51	n.a.	No mandatory measures

Changes in road deaths based on provisional data, for Canada based on preliminary data from a sample of jurisdictions.



TRENDS



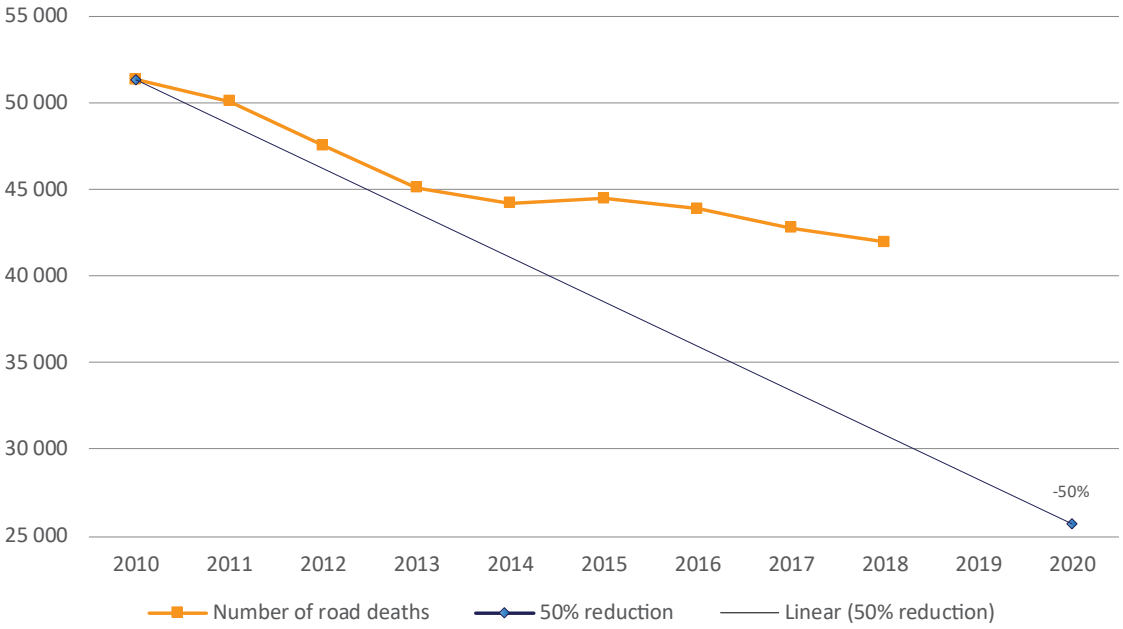
TEN COUNTRIES HAD THEIR FEWEST ROAD DEATHS EVER

The number of road deaths in 2019 in most countries was lower than the 2016-18 average, according to preliminary data for last year. Twenty-two of the 30 countries (73%) with provisional or final data available for 2019 saw a reduction, while eight countries (27%) registered an increase (Table 2). On average, the number of road deaths fell by nearly 5% in the countries covered by the IRTAD database against the 2016-18 average. Sweden (-21.6%) saw the strongest reduction, followed by Korea (-18%) and Switzerland (-17.4%). The number of road deaths increased in Denmark (+7.2%), in the Netherlands (+3.3%) and in Belgium (+2.9%). This analysis excludes the smallest countries with low absolute numbers of road deaths, where small changes in absolute numbers result in large fluctuations in percentage terms.

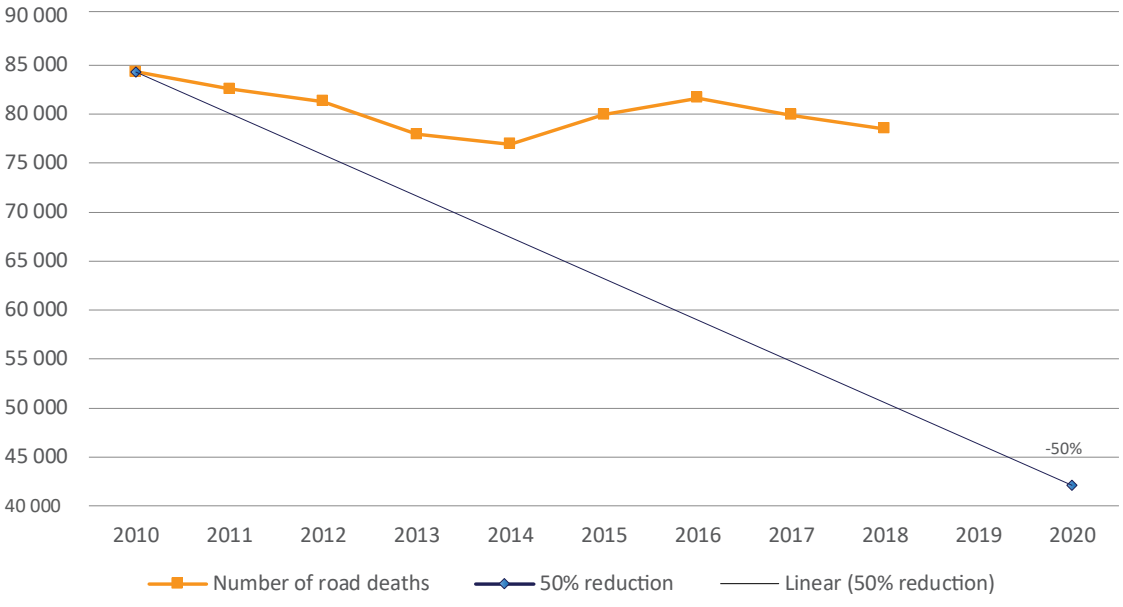
Ten countries reached the lowest number of road deaths in 2018 since systematic recording began: Australia, Austria, Belgium, France, Greece, Ireland, Japan, Korea, Lithuania and Slovenia.

Figure 1. **Aggregate evolution in the number of road deaths in IRTAD countries,** 2010-18

a. Number of road deaths (excluding the US)



b. Number of road deaths



Data for Argentina in 2016 are an estimate. Data for Colombia are not included.

FEWER PEOPLE ARE KILLED IN CRASHES, BUT THE RATE OF REDUCTION HAS SLOWED

In 23 countries, roads became safer in 2018 than they had been on average during 2015-17, according to final, validated data (Table 3). Compared to the average for 2015-17, the number of road deaths decreased in 23 (68%) out of the 34 countries with validated data.

Across all 34 countries, the number of road deaths decreased by 2.5% on average in 2018 compared to the average for the three previous years. Slovenia (-22.9%), Ireland (-16%) and Lithuania (-15.6%) recorded the largest decreases, while Sweden (24.5%), Portugal (15.2%) and New Zealand (10.9%) had the highest increases.
The number of people killed in crashes has decreased in all countries over the past eight years from 2010 to 2018. Overall, there were 6.9% fewer traffic fatalities in 2018 than 2010. The rate of progress has slowed during this period, however. In around half of the countries the number of road deaths has not significantly fallen since 2010 (Figure 3). The United States, as the most populous among the countries included, heavily influences the data. Without the US, the average reduction in road deaths was 18.3% (Figure 1).

Behind the average figures lie significant disparities between countries' longer-term road safety performances. Benchmarked against 2010 data, the number of traffic deaths fell in 26 (76%) out of 34 countries in 2018 (Figure 2). The most significant reductions were achieved by Norway, Greece and Lithuania. Norway nearly halved its number of road deaths from 208 to 108 in the period 2010-18. Greece reduced the number of traffic fatalities from 1 258 to 700, a drop of 44%. In Lithuania, the number of road deaths decreased by 42% over the same period. Four countries managed to reduce traffic fatalities by more than 30%: Slovenia, Ireland, Denmark and Korea. On the other hand, eight countries registered an increase in the number of road deaths in the same period: Colombia (+25%), Sweden (+22%), the United States (+11%), Argentina (+8%), the Netherlands (+6%), New Zealand (three more deaths) and Iceland (ten more deaths, but based on a very low level in 2010 with only eight road fatalities).

The rate of reduction in road deaths has slowed in recent years in most countries, despite the overall positive trend. The average annual reduction in the number of road deaths was of 3.3% in the period 1998-2008, but only 2.3% in the period 2008-18.

IRTAD member countries have reported a number of overarching factors that help contextualise recent trends in road safety performance in addition to factors at work at the national level (see Box).

TRENDS IN CONTEXT

Factors that help contextualise recent trends in road safety performance in addition to factors at work at the national level

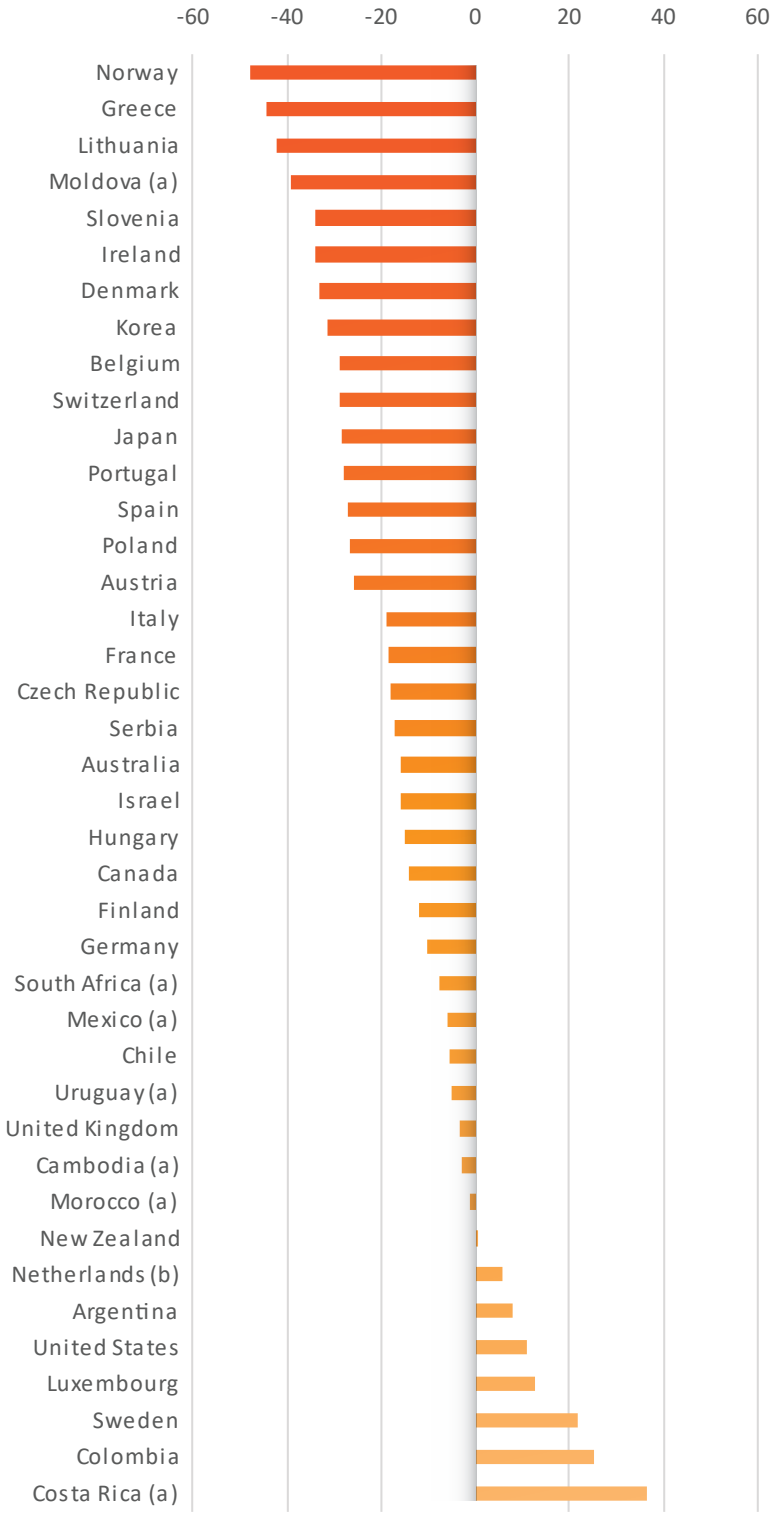
- **Changes in demographic composition,** coupled with greater mobility among the senior population, result in a higher proportion of senior citizens and a lower proportion of younger age groups among traffic fatalities. Several countries report higher risks for people aged 75 and above, in particular among cyclists and e-cyclists.

- **Distraction** is reported to be a growing issue in many countries, despite difficulties in measurement. Distraction, usually through mobile phone use, concerns not only car and truck drivers, but also cyclists, pedestrians and motorcyclists.

- **Speeding and drink driving** remain two key factors in fatal crashes. All countries report that speeding is a contributing factor in 15% to 35% of fatal road crashes. Similarly, driving under the influence of alcohol is a factor in 10% to 30% of fatal crashes in all countries.

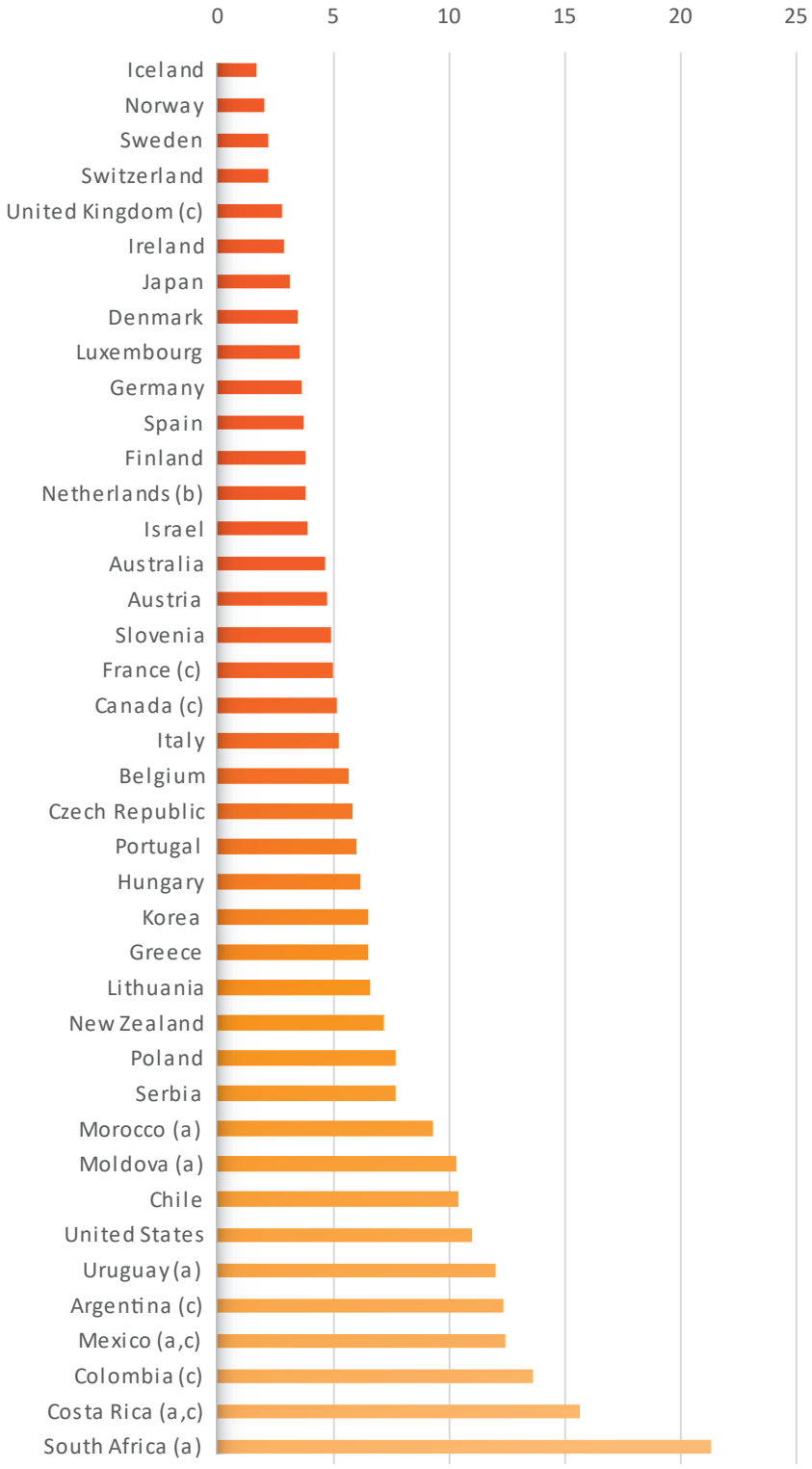
- **The development of new mobility forms** such as scooters, both conventional and electric, or e-bikes entails new road safety challenges. Crash statistics do not yet allow for a clear distinction of these new mobility forms, but a large number of countries have recorded new types of crashes involving these devices.

Figure 2. **Percentage change in the number of road deaths,** 2010-18



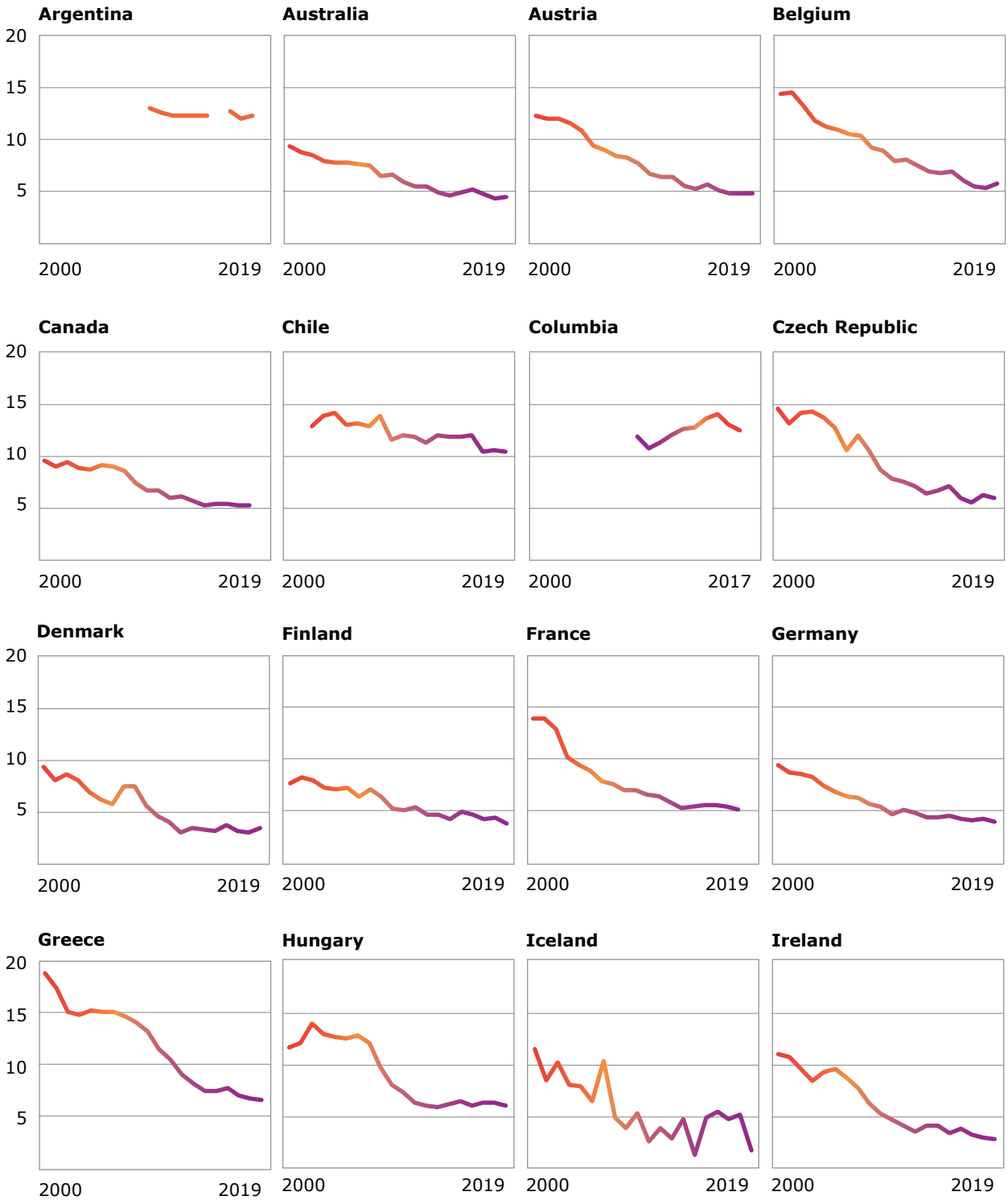
Iceland is not shown because numbers are too small to provide meaningful analysis.
(a) Data as provided by the countries and not validated by IRTAD.
(b) Real data (actual numbers instead of numbers reported by the police).

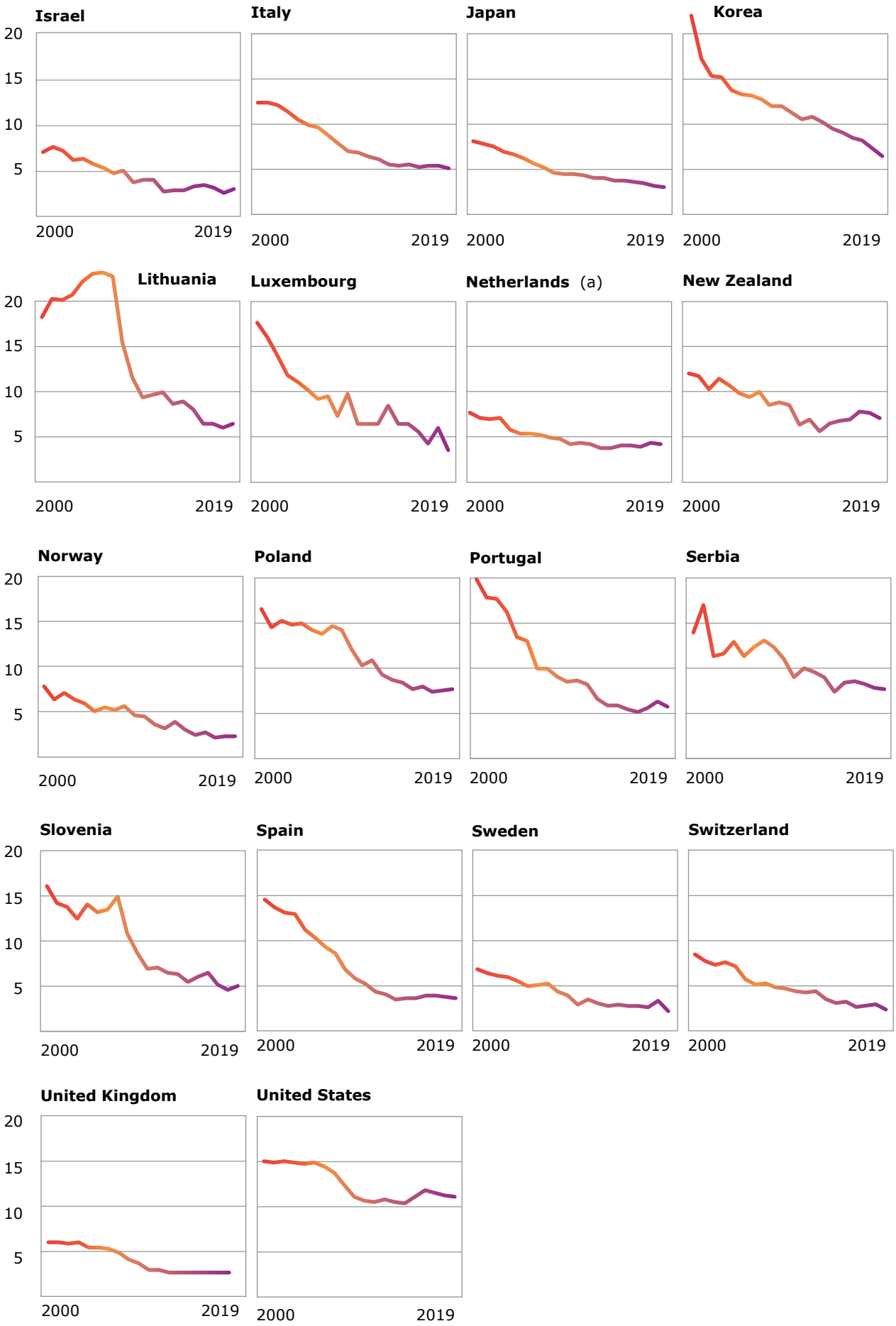
Figure 3. **Road fatalities per 100 000 inhabitants,** 2019 or latest available year



(a) Data as provided by the countries and not validated by IRTAD.
(b) Real data (actual numbers instead of reported numbers by the police).
(c) 2018 data.

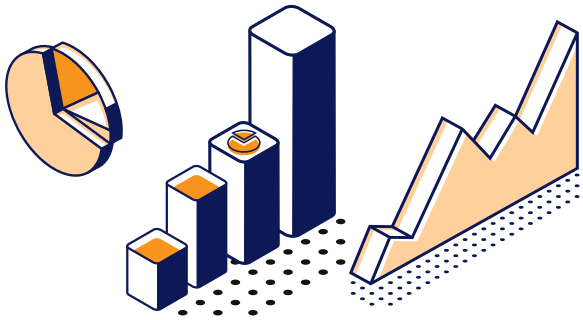
Figure 4. **Evolution of road fatalities** per 100 000 inhabitants, 2000-19





(a) Real data (Actual numbers instead of reported numbers by the police.

ROAD MORTALITY RATES



MORTALITY RATES DIFFER WIDELY

Road traffic-related mortality rates differ widely among countries (Table 4). In Colombia, road mortality is nearly seven times higher than in Norway, for instance. The mortality rate among the 34 countries in this report with validated data ranged from 2 to 13.6 per 100 000 population in 2018. Five countries recorded a mortality rate equal to or below three fatalities per 100 000 inhabitants: Norway (2.0), Switzerland (2.7), the United Kingdom (2.8), Ireland (2.9) and Denmark (3.0).

A second group of eleven countries perform relatively well, with traffic mortality rates of five or less. Four countries registered a mortality rate above ten road deaths per 100 000 inhabitants: Chile (10.5), the United States (11.2), Argentina (12.4) and Colombia (13.6) (Figures 3 and 4). Back in the year 2000, the lowest mortality rate was 6.1 road deaths per 100 000 population (in the United Kingdom). In 2018, 21 countries achieved this rate or an even better one. Higher rates are found among countries with as yet unvalidated data. South Africa had a mortality rate of 22.4 deaths per 100 000 population in 2018. In Latin America, Costa Rica had a mortality rate of 15.7, Uruguay of 15.1 and Mexico of 12.4 in 2018. Uruguay succeeded in lowering its mortality rate to 12 in 2019, however.

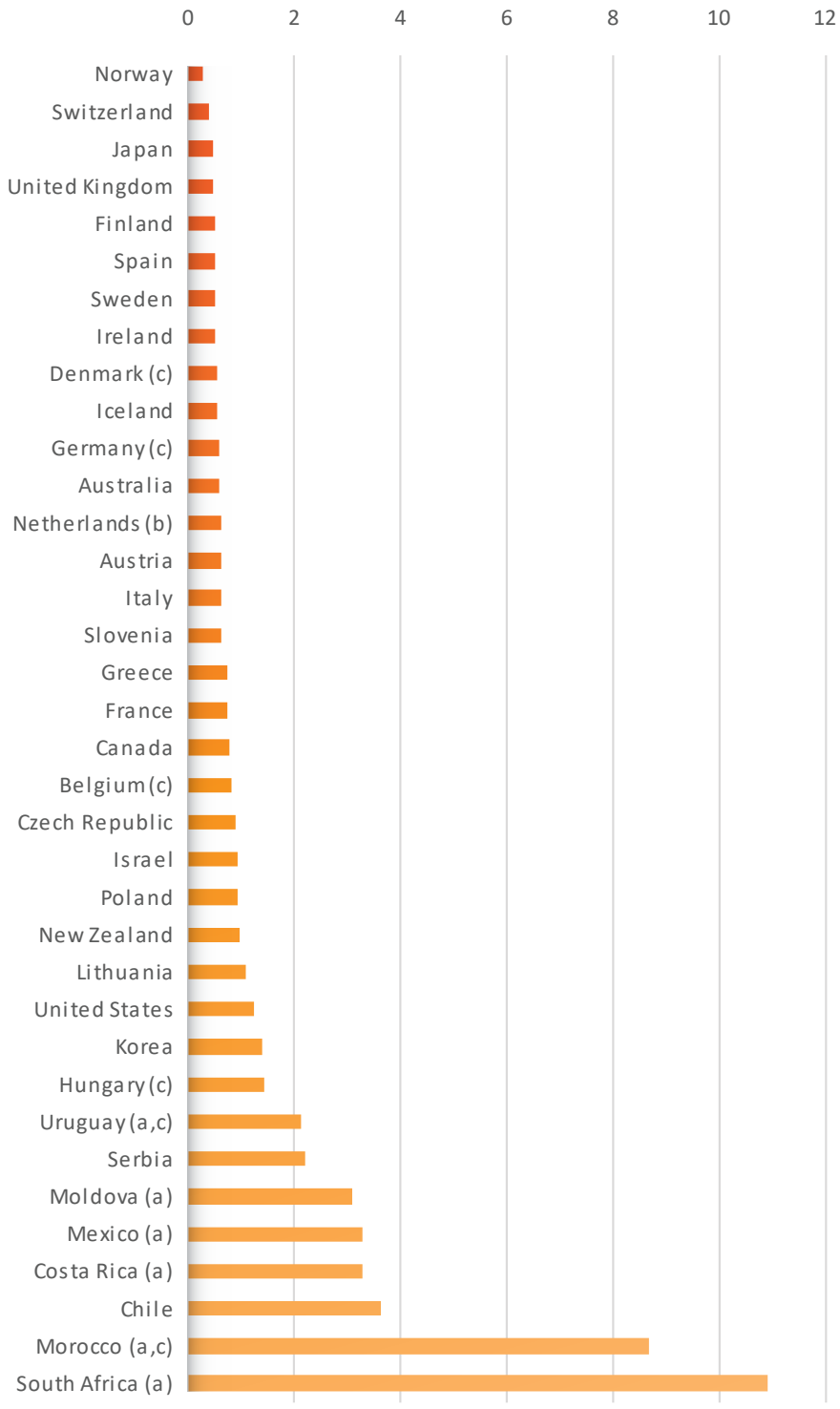
FATALITY RATES FELL BY TWO THIRDS OR MORE IN HALF THE COUNTRIES

The mortality rate is useful for comparing road safety across countries, particularly those with similar levels of motorisation. Comparing the number of road fatalities in relation to the number of vehicle-kilometres driven (total distance travelled by motor vehicles) provides a better indicator for assessing the risk of travelling on a given road network. The number of traffic deaths in relation to the number of registered vehicles sometimes serves as an approximation for the fatality rate in the absence of data on distance travelled.

Half of the countries managed to reduce their fatality rate by more than two thirds between 2000 and 2018. The number of road deaths measured against the number of registered motor vehicles was below 0.5 deaths per 10 000 vehicles in Norway, Switzerland, Japan and the United Kingdom in 2018. In the year 2000, the four best-performing countries still had fatality rates of 1.2. Across countries, fatality rates ranged from 0.3 to 3.6 in 2018 (Figure 5). Among countries for which validated data exists, the fatality risk was highest in Chile, which had 3.6 road deaths per 10 000 motorised vehicles or 15 times the rate of top-performing Norway. A number of other countries greatly exceed the risk level of Chile, but lack validated data.

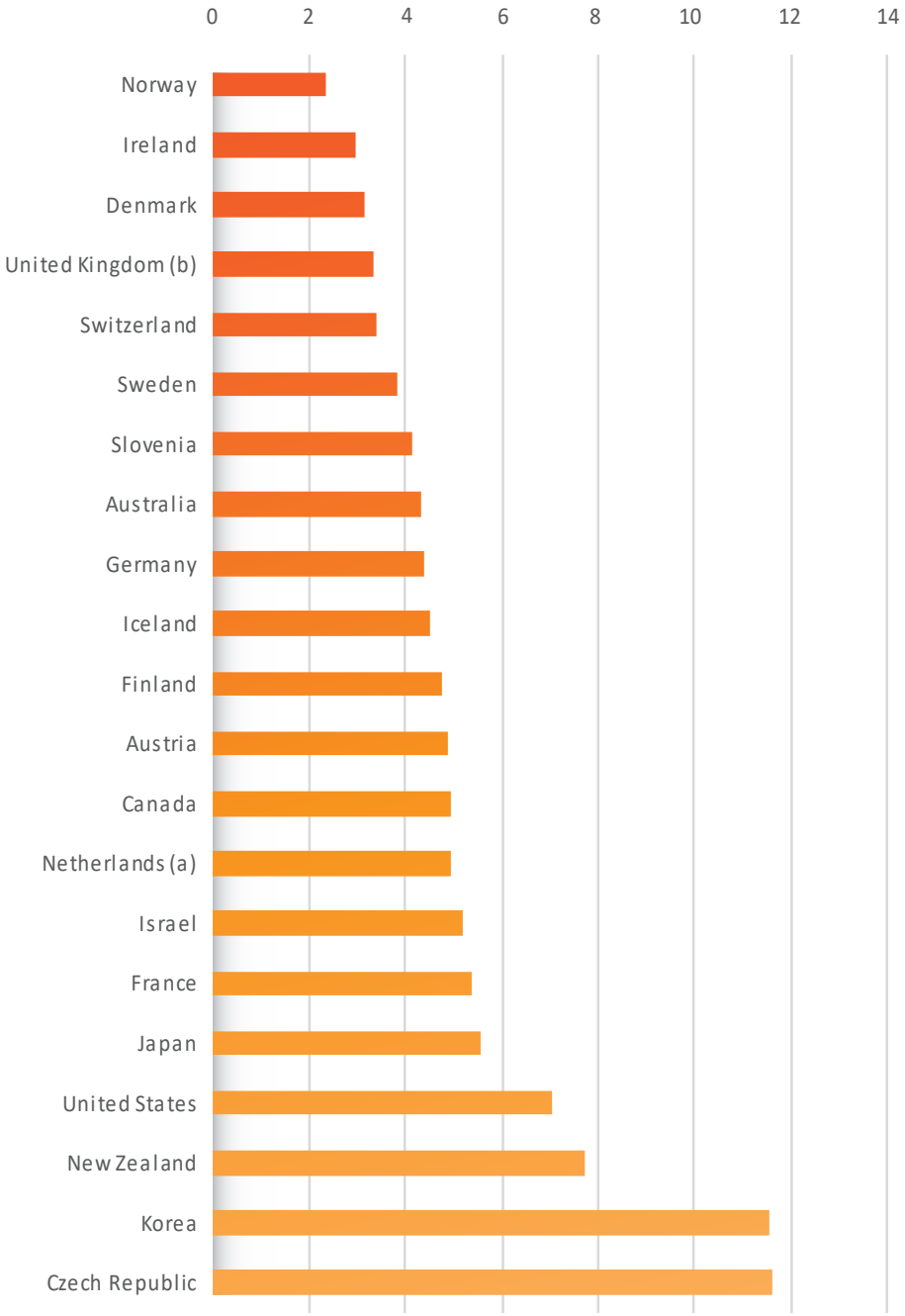
Fatality risk, measured by road deaths per distance travelled, has decreased since the year 2000 in all 21 countries that regularly collect data on vehicle kilometres travelled. In 2018, fatality risk was lowest in Norway, with 2.3 road deaths per billion vehicle kilometres travelled. Five countries recorded fewer than four deaths per billion vehicle-kilometres travelled in 2018: Ireland, Denmark, the United Kingdom, Switzerland and Sweden. The highest risks among the 21 countries were recorded in the Czech Republic with 11.6 and Korea, with 11.7 road deaths per billion vehicle-kilometres. There, the risk to die in a road crash is around five times higher than in the best-performing countries (Figure 6). In all countries, the risk of being killed in road traffic has strongly diminished since 2000. This is especially so in Slovenia, where the risk in 2018 was merely one-sixth of that in 2018.

Figure 5. **Road fatalities per 10 000 registered vehicles**, 2018



(a) Data as provided by the countries and not validated by IRTAD.
(b) Real data (actual numbers instead of reported numbers by the police).
(c) Mopeds are not included in the registered vehicles.

Figure 6. **Road fatalities per billion vehicle-kilometres,** 2018



(a) Real data (actual numbers instead of reported numbers by the police).
(b) Data only for Great Britain.

ROAD USERS

CRASH DEATHS AMONG CAR PASSENGERS FELL STRONGER THAN FOR OTHERS

Vehicle occupants continue to benefit most from the reduction in road deaths (Figure 7). The number of vehicle occupants killed was 14% lower on average in 2018 than 2010, while the overall decrease in the number of road deaths was only 6.9% (Figure 11). The most significant reductions occurred in Denmark (-53%), Ireland (- 52%), Greece (-51%) and Norway (-50%). Safer roads contributed to this improvement, as well as safer vehicles equipped with crash-preventing technologies such as Electronic Stability Control or impact-mitigation devices such as airbags. There were some exceptions, however: in Chile, car occupant deaths in 2018 were 24% higher than in 2010. In part, this increase reflects a significant growth of the vehicle fleet. In New Zealand (3%) and the United States (2%), the number of deaths among car occupants also rose. In Sweden there was a strong, as yet unexplained increase of 20% in fatalities among car occupants in 2018; in 2019 these fell drastically again and reached a historic low.

The total number of pedestrians killed on the road between 2010 and 2018 fell marginally. However, this is largely attributable to the rise in

pedestrian fatalities in the United States (+46%), where walking trips increased significantly between 1990 and 2017, according to the National Household Travel Survey.[1]
A more favourable development with a 20% overall decrease in the number of pedestrians killed results when the US figures are not taken into account. Fewer pedestrian deaths were recorded in 25 (81%) of the 31 countries with available data. The strongest reductions were observed in Austria (-52%) and Slovenia (-50%). More pedestrian deaths were recorded in Australia (+3.5%), Sweden (+10%), New Zealand (+11%) and the United Kingdom (+14%) (Figures 8 and 11). However, exposure data on the number of pedestrian trips as well as information on the impact of new mobility forms, for example e-scooters, would be needed to assess whether the situation for pedestrians is improving or worsening.

The number of cyclists killed decreased by 5.4% on average between 2010 and 2018 (Figure 11). This is about one-fifth lower than the overall reduction of 6.9% for all road users. A wide disparity between countries exists, however. In 13 (42%) of the 31 countries with available data, the number of cyclists killed was higher in 2018 than in 2010. The largest reductions were registered by Lithuania (-61%), New Zealand (-50%) and Slovenia (-50%). The largest increases occurred in Ireland (up 80%, but from a very low absolute level: five to nine killed), in the Netherlands (+41%), in Norway (40%, up from 5 killed to 7) and the United States (+38%) (Figure 9).

These figures need careful interpretation as the relatively low number of cycling deaths means yearly fluctuations can naturally generate very large percentage changes regardless of the longer-term trend. In absolute numbers, cycling deaths increased from five to nine in Ireland between 2010 and 2018 and from five to seven in Norway.
By comparison, the (already strongly reduced) number of killed cyclists in 2018 stood at nine in Lithuania, five in New Zealand and eight in Slovenia. And, as cycling becomes more popular in many countries, with a significant increase in the number of trips done on a bicycle, exposure rates are changing rapidly. For example, the number of bicycle trips more than doubled in Auckland, Vancouver and New York City between 2010 and 2018, according to the data compiled by the ITF Safer City Streets network.[2]

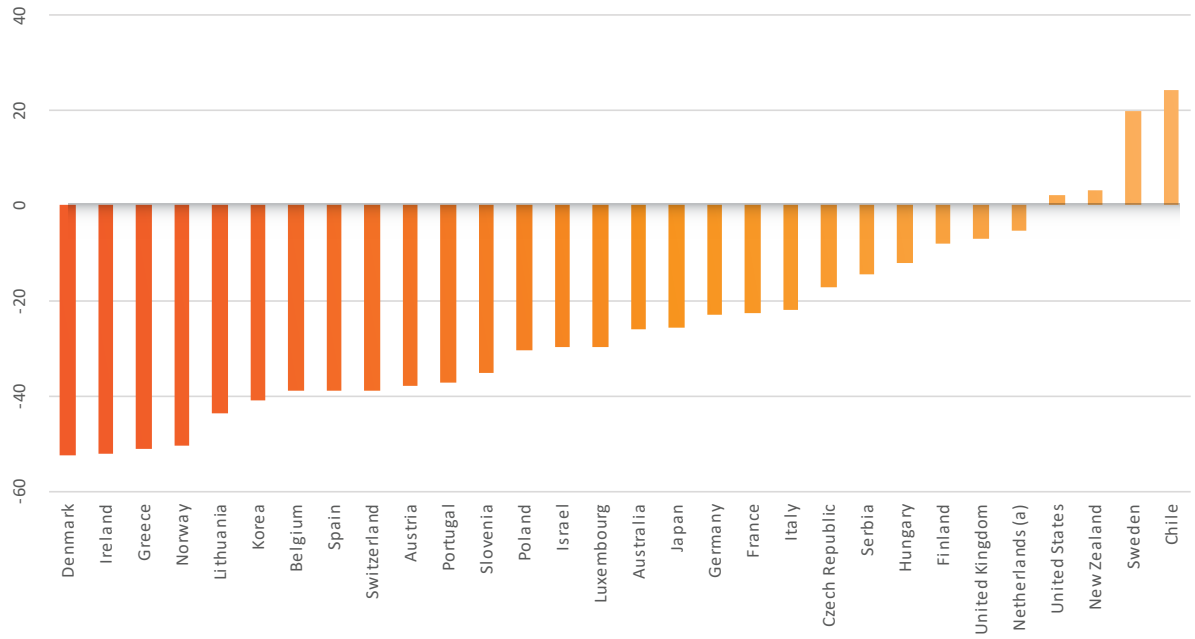
The number of motorcyclists killed fell by 9% on average in 2018 compared to 2010 across the 31 countries with available data (Figures 10 and 11). Decreases were registered in 22 countries (71%), with the largest reductions in Greece (-46%), Norway (-39%), Japan (-32%) and Korea (-32%). The largest increase was seen in Chile (+64%), where motorcycle use is growing rapidly and where motorcyclists represented 5% of all road deaths in 2010 but 9% in 2018.
Explaining road safety trends seen in the figures for road deaths by user group requires exposure data. Looking at vulnerable road users, for example, exposure data include the number of trips made on foot or by bicycle. The emergence of new modes of transport such as e-scooters must also be considered. Changes in exposure as a result of decreasing activity, for instance fewer pedestrians taking a walk, may explain a reduction in road deaths rather than a reduction in risk. This may be the case, for example, for young pedestrians, for whom data from several countries indicate that they walk less than previous generations. Inadequate disaggregation of data can limit the exposure data available, particularly in relation to emerging modes of transport.

For instance, an increase in the number of pedestrians injured may be related to the increased use of e-scooters, which are usually categorised as pedestrians in road statistics. The lack of standardised exposure data hinders more in-depth analysis of trends across countries. Where national data are available, the online country profiles that complement this report (see www.itf-oecd.org/road-safety-annual-report-2020).

1. Federal Highway Administration (2018), Summary of Travel Trends: 2017 National Household Travel Survey.

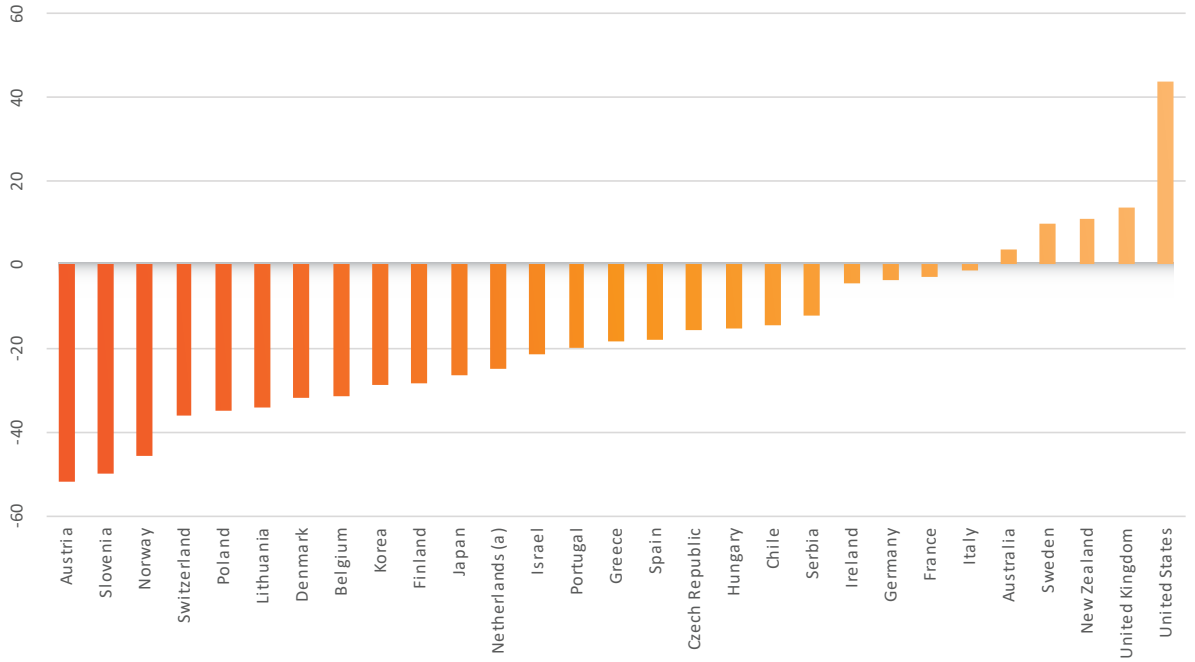
2. ITF (2020), Monitoring Progress in Urban Road Safety.

Figure 7. **Percentage change in the number of car occupants killed,** 2010-18



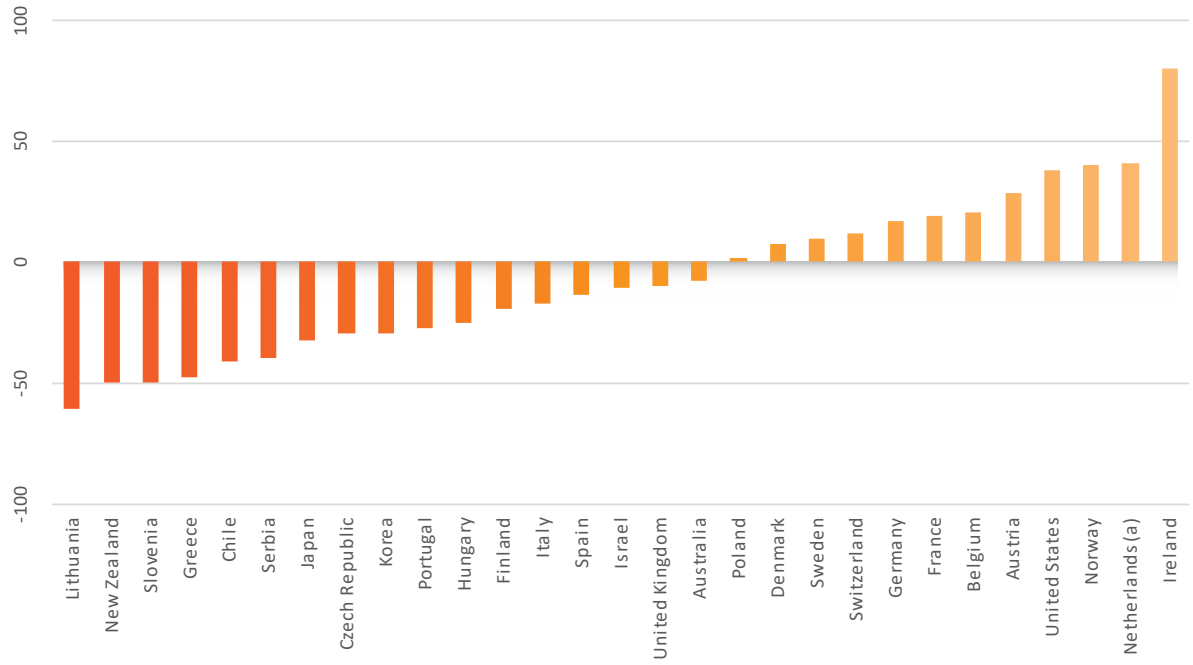
Iceland and Luxembourg is not shown because numbers are too small to provide meaningful analysis.
(a) Real data (actual numbers instead of reported numbers by the police).

Figure 8. **Percentage change in the number of pedestrians killed,** 2010-18



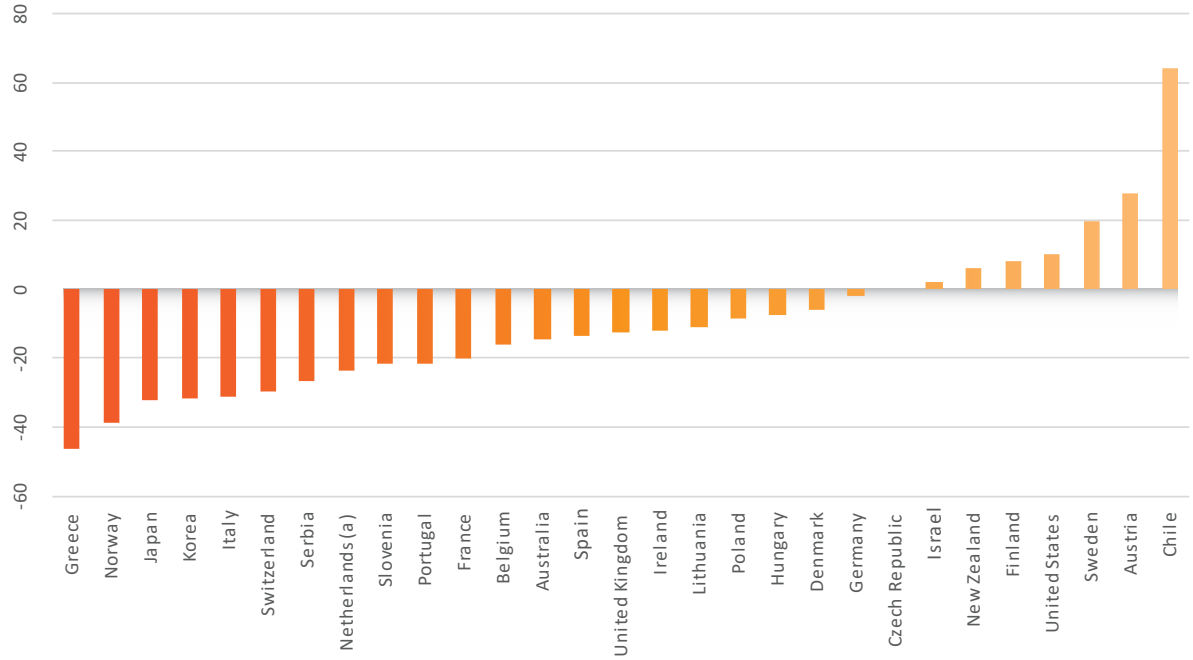
Iceland and Luxembourg is not shown because numbers are too small to provide meaningful analysis.
(a) Real data (actual numbers instead of reported numbers by the police).

Figure 9. **Percentage change in the number of cyclists killed,** 2010-18



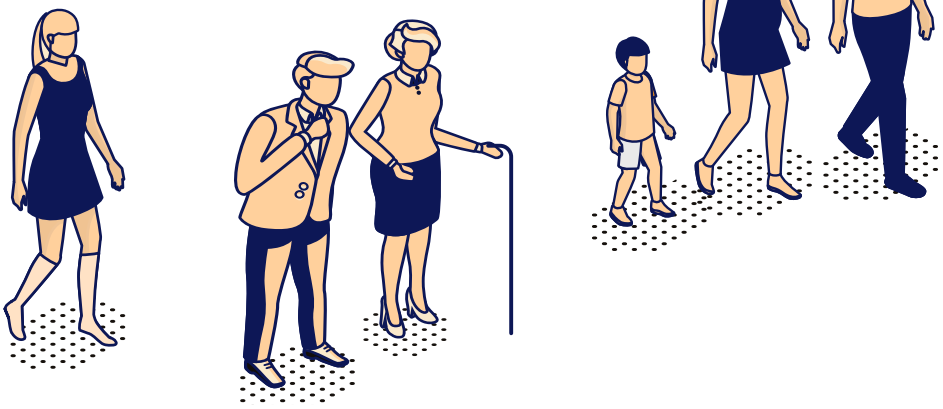
Iceland and Luxembourg is not shown because numbers are too small to provide meaningful analysis.
(a) Real data (actual numbers instead of reported numbers by the police).

Figure 10. **Percentage change in the number of riders of powered two-wheelers killed,** 2010-18



Iceland and Luxembourg is not shown because numbers are too small to provide meaningful analysis.
(a) Real data (actual numbers instead of reported numbers by the police).

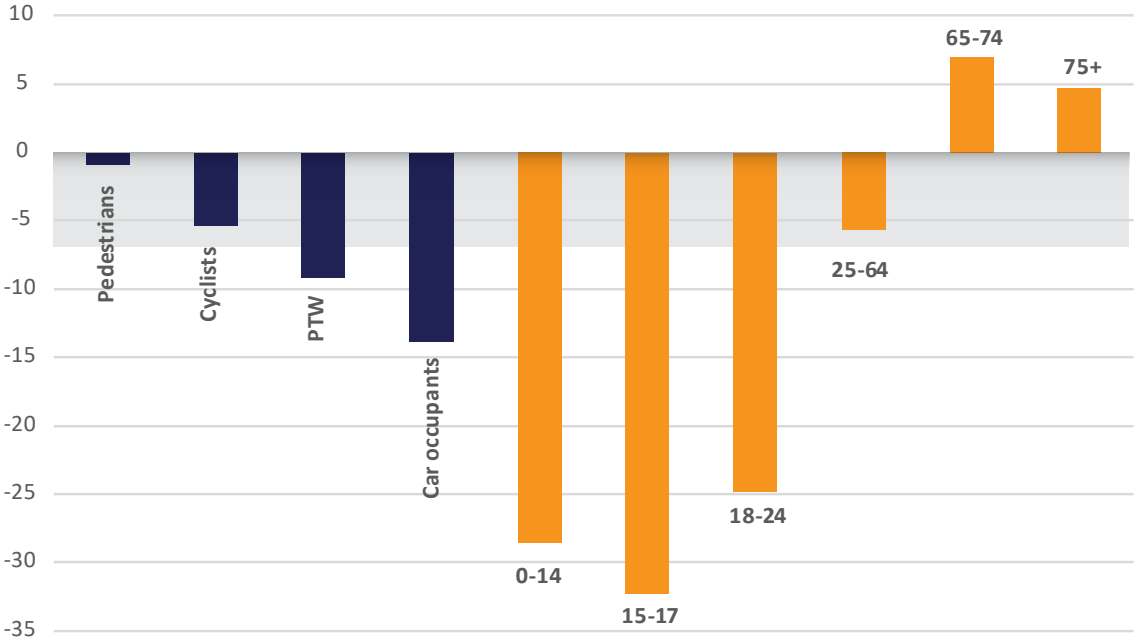
AGE GROUPS



YOUNG PEOPLE ARE SAFER IN TRAFFIC THAN IN 2010

The number of young people killed in road traffic crashes has strongly declined since 2010. Road deaths in the age group 15-17 fell by almost one third (32%) between 2010 and 2018 on average. The reduction for the age group 18-24 years was of 25% (Figure 11). This is between 3.5 and five times the average reduction for the population as a whole (6.9%). This development is encouraging, as young people between 18 and 24 years of age have long had the highest road mortality rate of all age groups in many countries. In the vast majority of countries, this age group still had an above average mortality rate in 2018. In some countries, however, the young population is now less at risk than the general population (Figure 12). This is the case in Korea, where the age groups 18-20 and 21-24 years have a mortality rate half that of the average population. Lower mortality rates for young people are also found in Belgium, Chile, Hungary, Portugal and Switzerland for the 18-20 age group. For the 21-24 age group, Denmark, Finland and Japan saw lower-than-average mortality rates. Additional exposure data are needed to understand this development. Demographic changes, training and education programmes and the trend to take up driving at a later stage may play a role.

Figure 11. **Evolution in road deaths by age group and user type compared to global average,** 2010-18



Note: Road deaths by age group do not include Argentina, Canada, Colombia, Hungary, Netherlands and Slovenia.
Total road deaths and road deaths by road users do not include Argentina, Canada, Colombia and Slovenia.

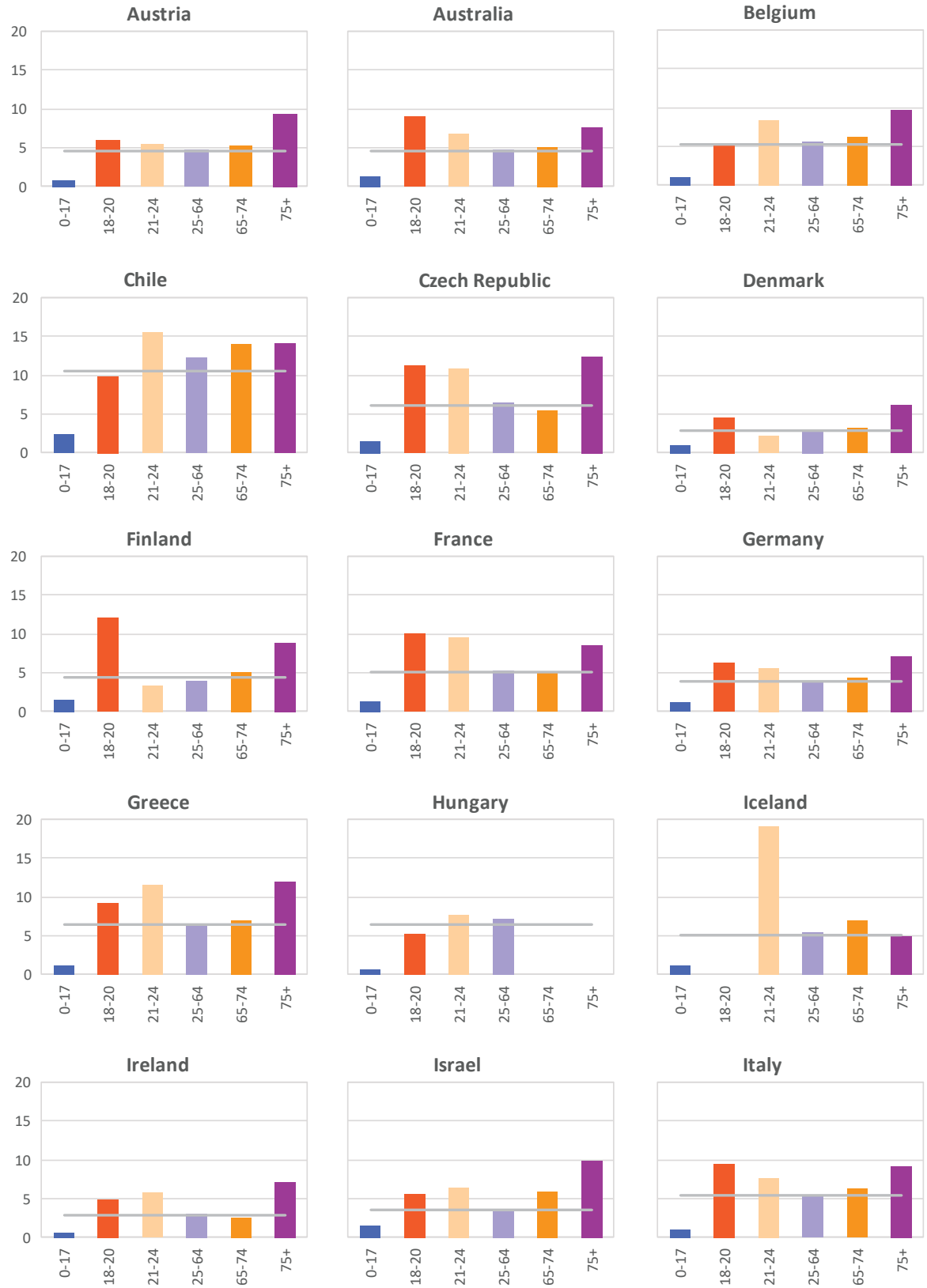
Average reduction By user type By age

The road safety situation continues to evolve favourably for children aged 0 to 14. The number of children killed in road crashes fell by 29% on average across countries between 2010 and 2018, more than four times as fast as for the overall population (Figure 11). Whether the road environment is becoming safer for children or whether other factors are responsible – for instance a reduced presence of children on public roads – could only be assessed properly with more data and further research. Unfortunately, the significant decrease in road deaths among children is largely limited to high-income countries. The safety of children in traffic in low- and middle-income countries remains a major concern. Worldwide, road crashes continue to be the number one killer of children and young people aged 5-29 years, according to the World Health Organization.

Senior citizens are increasingly at risk from road traffic. The senior population is the only age group with a growing number of road deaths since 2010. Traffic fatalities among senior citizens aged 75 or above rose by 4.7% between 2010 and 2018, in stark contrast to the overall average decline of traffic fatalities by 6.9% (Figure 11). The growing share of seniors in the population is one factor behind this development. More active lifestyles well into old age, resulting in longer participation in traffic and thus exposure to its risks may also play a role. Citizens over the age of 75 have the highest traffic mortality rate of all age groups in 13 (42%) of the 31 countries with available data (Figure 12). In Korea, this age group registered 29.7 road fatalities per 100 000 population, four times the national average of 7.3.

ROADS ARE GETTING MORE RISKY FOR SENIORS

Figure 12. **Mortality rate by age group**
Road deaths per 100 000 inhabitants in a given age group, 2018




Japan
Korea
Lithuania
Luxembourg
Netherlands (a)
New Zealand
Norway
Poland
Portugal
Serbia
Spain
Sweden
Switzerland
United Kingdom
United States
0
5
10
15
20
0-17
18-20
21-24
25-64
65-74
75+
Average
Age group
0-17
18-20
21-24
25-64
65-74
75+

ROAD TYPES

RURAL ROADS ARE THE MOST DEADLY

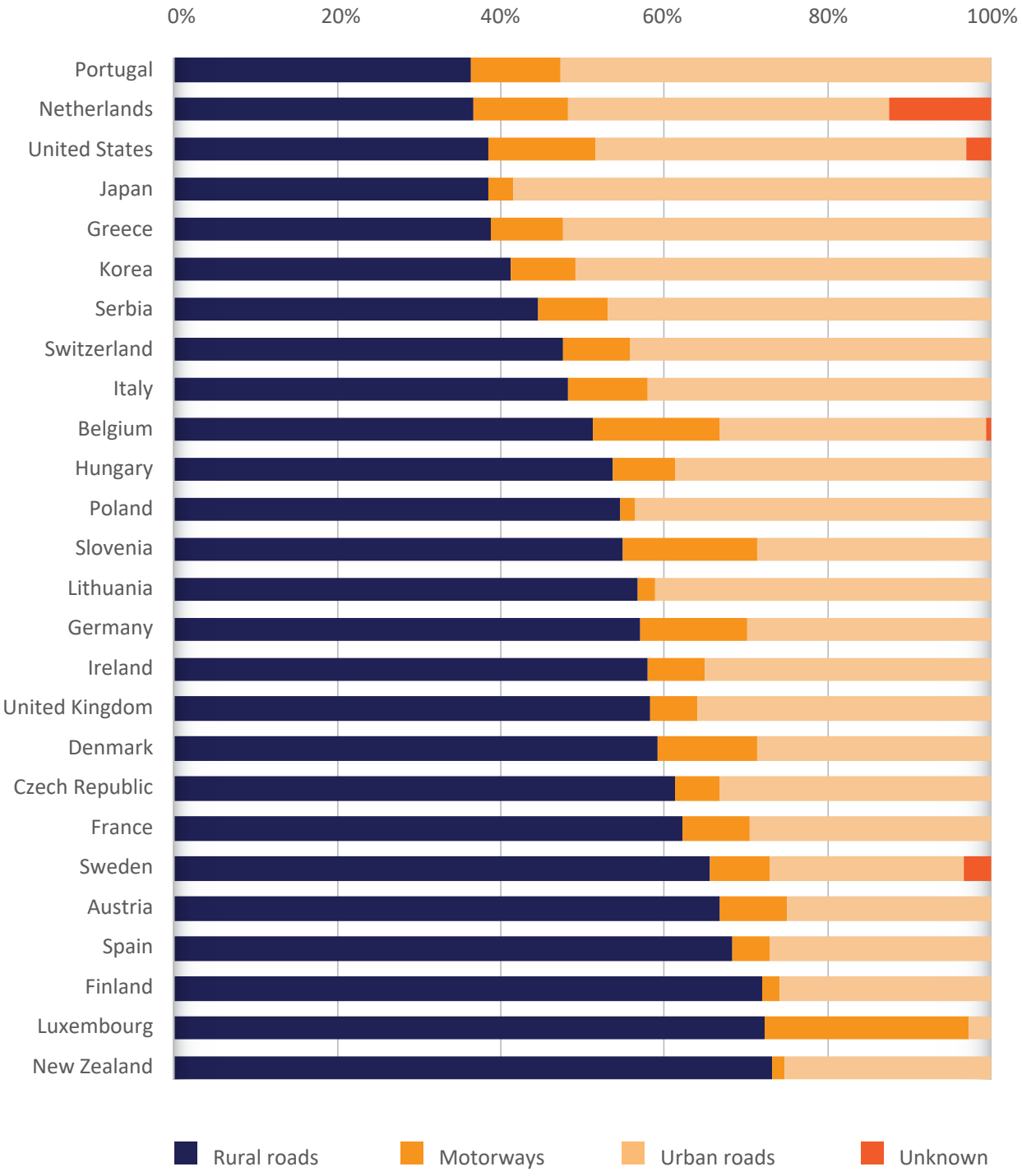
The majority of traffic fatalities occurred on rural roads in most countries. Inappropriate and relatively high speeds are characteristic for many rural roads. Lack of physical separation of lanes, numerous intersections, poorly maintained roadsides and mixed traffic including vulnerable road users combined with speeding also increase the occurrence of road crashes as well as their severity.

In 2018, road fatalities on rural roads represented between 36% (Portugal) and 73% (New Zealand) of all road deaths (Figure 13). Between 2010 and 2018, for the 22 countries for which data are consistently available, the number of road deaths declined slightly more on rural roads (-26%) than on urban roads (-20%).

Safety on urban roads and streets is a growing issue. This is the case for vulnerable road users in particular, who represent between 77% and 94% of road fatalities in the six most densely populated cities participating in ITF's Safer City Streets Network. Even though the most severe crashes occur on rural roads, urban roads and streets account for a high share of serious road injuries. With the growing popularity of cycling, the number of serious cycling injuries increased in 11 out of 17 cities between 2010 and 2018, as a new ITF report shows. The rise of new mobility forms also creates new challenges for city authorities and requires adequate responses, for instance with regard to road infrastructure.

Motorways are the safest roads. The risk of dying in a motorway crash is two to eight times less per kilometre driven than across the whole road network in the 11 countries for which traffic data and fatality data are available by type of road (Table 5). However, the reduction of road fatalities was lower on motorways than on other road types during the 2010-18 period. In nine countries the number of persons killed on motorways increased, although in most of them this was related to the expansion of the motorway network.

Figure 13. **Repartition of road deaths by road type,** 2018



Note: Data from Argentina, Australia, Chile, Iceland, Israel, Korea, Netherlands and Norway are not available.

INJURY DATA

TRAFFIC FATALITIES ARE THE TIP OF THE ICEBERG

Traffic fatalities only show the tip of the iceberg. The 1.35 million annual road deaths worldwide must be seen in the context of 20 to 50 million serious injuries sustained in crashes around the world every year, as estimated by the World Health Organization. The wide margin in this estimate underlines the importance of increased investment in the collection and analysis of data on serious road injuries.

Serious injury crashes may follow different patterns than fatal crashes. They may therefore require different countermeasures. This is the case specifically for serious injury crashes in urban areas involving vulnerable road users. This group is significantly over-represented among serious traffic injuries and underrepresented in police statistics - a pattern that is less visible when looking only at fatality data.

THE DEFINITION OF SERIOUS INJURY VARIES WIDELY

The police data on crashes is known to significantly understate the number and seriousness of crash injuries. This means that official crash statistics also underreport injuries as they are usually based on fact finding at the crash site by police. But the information in police reports is usually inadequate for analysing the nature and consequences of serious injury crashes. Hospital records are much more accurate and reliable. Medical personnel is generally better trained to recognise injuries and accustomed to describing the nature of an injury in a methodological manner. Hospital data should therefore be systematically used to complement any police data on traffic crash injuries.

The definition of "serious injury" varies widely among countries and it has not been possible so far to standardise them. The same is true with respect to the various methodologies for counting serious injuries. A common definition of a serious injury on the basis of the Abbreviated Injury Scale (AIS) has been proposed by the International Transport Forum's IRTAD Group. It defines an injury as serious if it is characterised by a maximum AIS score of three or more (MAIS3+). In Europe, the European Commission has started to collect MAIS3+ data from member states of the European Union.
To assess the number of people injured with an MAIS3+ score, most countries rely on software applications which translate the injury severity from the International Classification of Diseases (ICD 9 or 10) into the Abbreviated Injury Scale. However, only very few countries publish MAIS3+ data. Where it is available, these data are included in the online country profiles that complement this report (see www.itf-oecd.org/road-safety-annualreport-2020).

STRATEGIES, TARGETS, LEGISLATION

MANAGING SPEED IS KEY

National road safety strategies are in place in all member and observer countries of IRTAD. Table 6 provides an overview of national strategies and targets as well as those currently in place at international level. Most countries now have a long-term vision supported by interim targets for reducing the number of road deaths and serious injuries. More and more countries also now implement targets for a set of road safety performance indicators. The online country profiles that complement this report provide additional details.

Speed management is a critical element of any road safety strategy. Reducing speed is essential to achieve less frequent and less severe road crashes. Setting appropriate speed limits and enforcing them is thus a core strategy for fewer road deaths and serious injuries. Table 7 summarises the prevailing speed limits. The default speed limit for passenger cars in urban areas is 50 km/h in most countries covered by the IRTAD database. Lower speed limits are often in force in residential areas or around schools; typically 30 km/h. Several cities around the world have adopted a default

speed limit of 30 km/h for their streets, among them Oslo in Norway, Toronto in Canada, Munich in Germany, or Madrid in Spain. Relatively high default speed limits in urban areas also exist in some countries however: for instance 60 km/h in South Africa, Colombia (although the capital Bogotá recently adopted a 50 km/h limit), and Poland (during night time). On non-motorway roads outside built-up areas, speed limits typically vary between 80 km/h and 100 km/h. These are the roads with the highest risk of fatal crashes. On motorways, maximum speed limits vary between 90 km/h and 140 km/h. In Germany, there is no general speed limit on motorways. Instead there is a maximum recommended speed of 130 km/h, and local speed limits apply on a large part of the German motorway network.

Enforced limits for drivers' blood alcohol content (BAC) are fundamental for preventing drink-driving crashes. General BAC levels exist in all member and observer countries of IRTAD. The most common maximum authorised BAC level is 0.5 g/l. However, limits vary between 0.0 g/l in the Czech Republic, Hungary and Uruguay, to 0.8 g/l in Canada, Jamaica, Malaysia, the United Kingdom (excluding Scotland) and the United States. Most countries also apply lower BAC levels for novice, young, and professional drivers (Table 8).

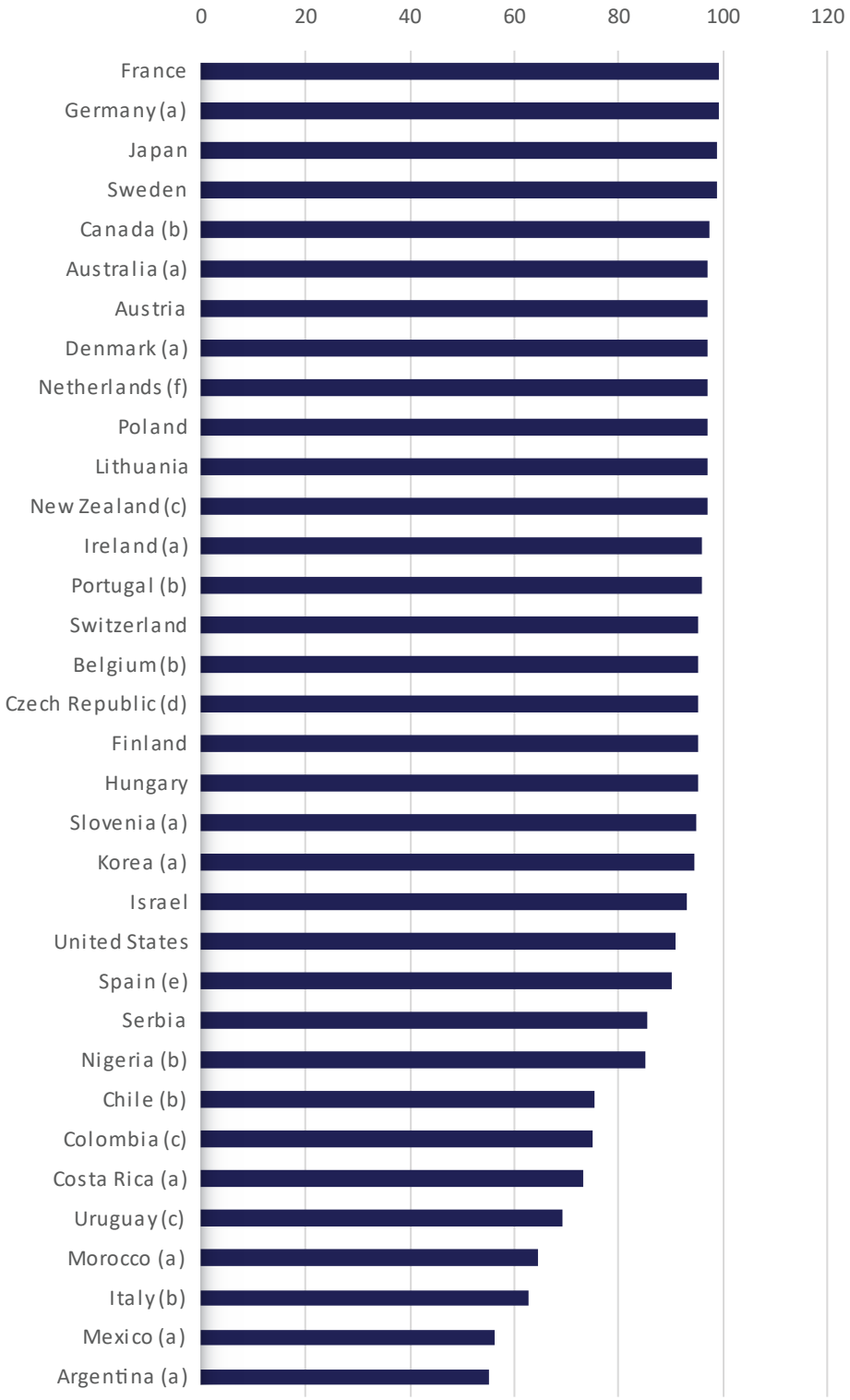
Seatbelts are among the most effective tools to save the lives of vehicle occupants. Using seatbelts reduces the severity of injuries in case of a crash. The wearing of seat belts in front seats is mandatory in all countries covered by the IRTAD database. Solely in the United States, one state, New Hampshire, has not enacted a seatbelt law for adults. Almost all countries covered in this report now also legally require the use of seatbelts in rear seats. The one notable exception is Cambodia, where the use of seat belts on rear seats is not yet mandatory on the whole road network. However, a law to effect this is in preparation. In the United States, 19 states do not have laws requiring seatbelt use in rear seats.

Seatbelt wearing rates in countries vary widely. There is no internationally agreed methodology to measure seatbelt use and available data are based on national surveys. While they should not be directly compared, they nevertheless provide an indicative overview on seatbelt use. Based on this, wearing rates in front seats typically range between 80% and 100%. That said, they can be significantly lower. The wearing rate in front seats was estimated to be only 56% in Mexico and 55% in Argentina in 2018, for example (Table 9). Most countries with a high level of seatbelt wearing in front seats also have a high use rate for seatbelts in rear seats, even if slightly lower. Yet in many countries, seatbelt use in rear seats is much lower than in front seats. Rear seat passengers have wearing rates below 80% in about half of the 36 IRTAD member and observer countries which collect this indicator. In ten countries, only 40% or less use seats belts when seated in the rear of a vehicle (Figures 14 and 15). Many lives could be saved if the rate approached 100%.

Helmets protect a particularly fragile and critical body part for riders of two-wheelers. Motorcyclists, moped riders, and cyclists are among the most vulnerable road users in a crash. The use of helmets on motorcycles and mopeds is hence compulsory in all member and observer countries of IRTAD. In the United States, laws vary by state. The overall helmet use rate is generally high, with many countries reporting nearly 100% compliance for motorcyclists. In the United States the rate is about 70%. Helmet use for cyclists is not compulsory in most countries; however the mandatory use of helmets by children is becoming more frequent. Table 10 presents the status of helmet laws and the use of helmets by motorcyclists and cyclists.

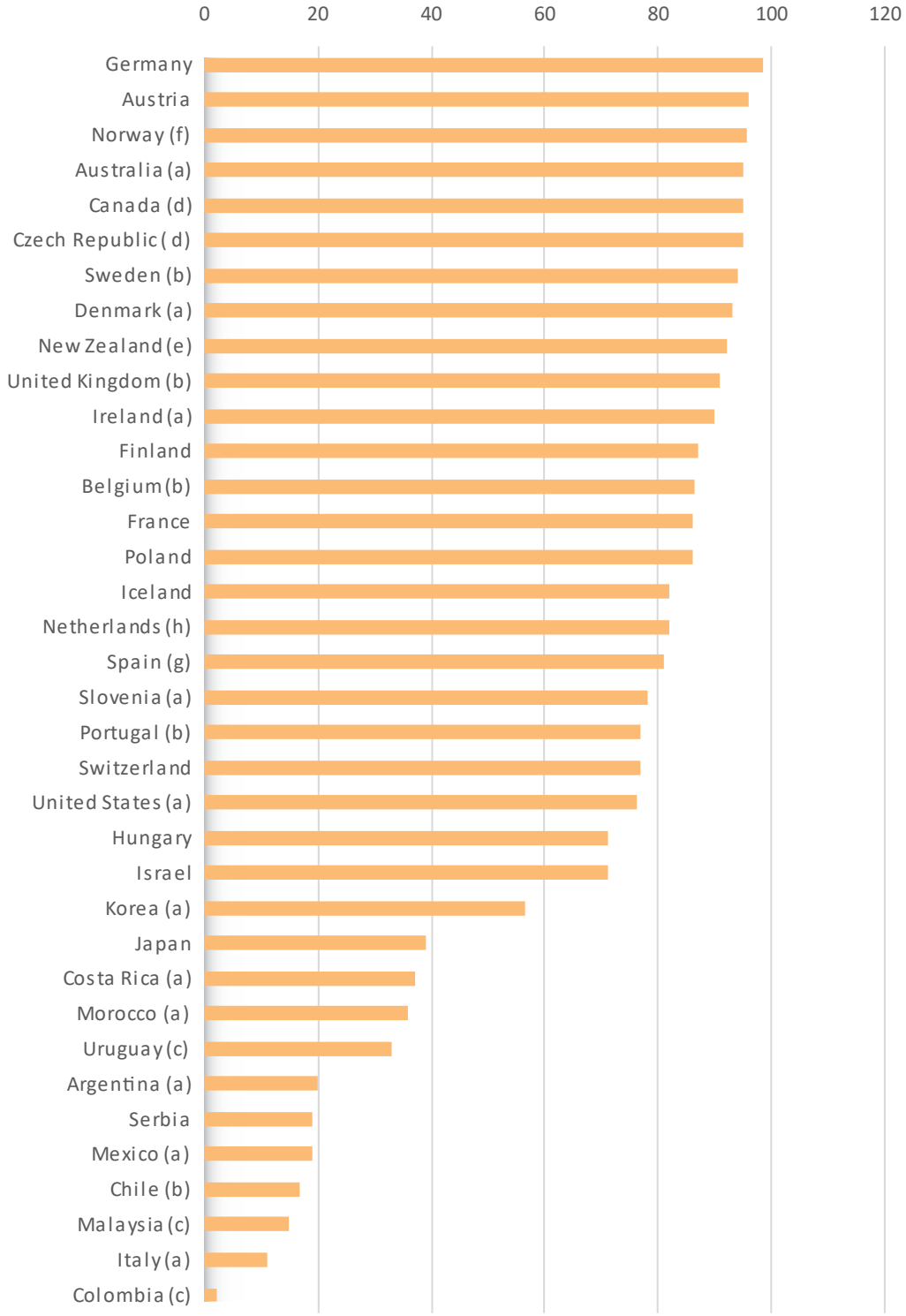
SEATBELT USE CAN STILL IMPROVE

Figure 14. **Seatbelt wearing rates in front seats**, 2019 or latest available year



Note: (a) 2018 data. (b) 2017 data. (c) 2016 data.(d) 2015 data. (e) 2012 data. (f) 2010 data.

Figure 15. **Seatbelt wearing rates in rear seats**, 2019 or latest available year



Note: (a) 2018 data. (b) 2017 data. (c) 2016 data. (d) 2015 data. (e) 2014 data, (f) 2013 data. (g) 2012 data. (h) 2010 data.

TABLES

Table 1. Road deaths and traffic in April 2020 compared to April 2019 – see page 11

Table 2. Road fatality data for 2019 compared to 2018

Country	2019 road deaths	Data status	2018 road deaths	% change
Australia	1 189	provisional	1 136	4.7
Austria	416	final	409	1.7
Belgium	646	final	604	7.0
Chile	1 973	final	1 955	0.9
Czech Republic	617	final	658	-6.2
Denmark	199	final	171	16.4
Finland	209	provisional	239	-12.6
France	3 239	final	3 248	-0.3
Germany	3 046	final	3 275	-7.0
Greece	696	provisional	700	-0.6
Hungary	603	final	629	-4.1
Iceland	6	final	18	-66.7
Ireland	141	provisional	140	0.7
Israel	355	final	316	12.3
Italy	3 173	final	3 334	-4.8
Japan	3 920	final	4 166	-5.9
Korea	3 349	provisional	3 781	-11.4
Lithuania	184	provisional	173	6.4
Luxembourg	22	final	36	-38.9
Netherlands (a)	661	final	678	-2.5
New Zealand	352	final	378	-6.9
Norway	108	final	108	0.0
Poland	2 909	final	2 862	1.6
Portugal	621	provisional	675	-8.0
Serbia	534	final	546	-2.2
Slovenia	102	final	91	12.1
Spain	1 755	final	1 806	-2.8
Sweden	221	final	324	-31.8
Switzerland	187	final	233	-19.7
United Kingdom	1 748	Great Britain only	1 784	-2.0
United States	36 120	provisional	36 560	-1.2
IRTAD observers and accession countries				
Moldova	277	final	274	1.1
Morocco	3 384	provisional	3 736	-9.4
South Africa	12 503	final	12 921	-3.2
Uruguay	422	provisional	528	-20.1

Only countries with 2019 data included. Data for observer and accession countries not validated by IRTAD.

(a) Real data (actual numbers instead of reported numbers reported by the police).

Table 3. Road fatality trends, 2010-19

Country	Road fatalities										2019 % change from		Annual average change
	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2018	2010	2019-10
Argentina	5 094	5 040	5 074	5 209	5 279	5 414	5 550	5 300	5 500	..	..	..	..
Australia	1 350	1 277	1 299	1 185	1 151	1 205	1 294	1 225	1 136	1 189	4.7	-11.9	-1.4
Austria	552	523	531	455	430	479	432	414	409	416	1.7	-24.6	-3.1
Belgium	850	884	827	764	745	762	670	609	604	646	7.0	-24.0	-3.0
Canada	2 238	2 023	2 075	1 951	1 841	1 889	1 899	1 856	1 922	..	..	..	..
Chile	2 070	2 044	1 979	2 103	2 116	2 136	2 178	1 925	1 955	1 973	0.9	-4.7	-0.5
Colombia	..	..	..	..	..	..	..	6 718	6 476	..	..	..	..
Czech Republic	802	773	742	654	688	735	611	577	658	617	-6.2	-23.1	-2.9
Denmark	255	220	167	191	182	178	211	175	171	199	16.4	-22.0	-2.7
Finland	272	292	255	258	229	270	258	238	239	209	-12.6	-23.2	-2.9
France	3 992	3 963	3 653	3 268	3 384	3 461	3 477	3 448	3 248	3 239	-0.3	-18.9	-2.3
Germany	3 648	4 009	3 600	3 339	3 377	3 459	3 206	3 180	3 275	3 046	-7.0	-16.5	-2.0
Greece	1 258	1 141	988	879	795	793	824	731	700	696	-0.6	-44.7	-6.4
Hungary	740	638	605	591	626	644	607	625	629	603	-4.1	-18.5	-2.2
Iceland	8	12	9	15	4	16	18	16	18	6	-66.7	-25.0	-3.1
Ireland	212	186	163	188	192	162	182	156	140	141	0.7	-33.5	-4.4
Israel	375	382	290	309	319	356	377	364	316	355	12.3	-5.3	-0.6
Italy	4 114	3 860	3 753	3 401	3 381	3 428	3 283	3 378	3 334	3 173	-4.8	-22.9	-2.8
Japan	5 828	5 535	5 261	5 165	4 838	4 885	4 698	4 431	4 166	3 920	-5.9	-32.7	-4.3
Korea	5 505	5 229	5 392	5 092	4 762	4 621	4 292	4 185	3 781	3 349	-11.4	-39.2	-5.4
Lithuania	299	296	301	258	267	239	188	188	173	184	6.4	-38.5	-5.3
Luxembourg	32	33	34	45	35	36	32	25	36	22	-38.9	-31.3	-4.1
Netherlands (a)	640	661	650	570	570	621	629	613	678	661	-2.5	3.3	0.4
New Zealand	375	284	308	253	293	318	327	378	378	352	-6.9	-6.1	-0.7
Norway	208	168	145	187	147	117	135	106	108	108	0.0	-48.1	-7.0
Poland	3 908	4 189	3 571	3 357	3 202	2 938	3 026	2 831	2 862	2 909	1.6	-25.6	-3.2
Portugal	937	891	718	637	638	593	563	602	675	621	-8.0	-33.7	-4.5
Serbia	660	731	688	650	536	599	607	579	546	534	-2.2	-19.1	-2.3
Slovenia	138	141	130	125	108	120	130	104	91	102	12.1	-26.1	-3.3
Spain	2 478	2 060	1 903	1 680	1 688	1 689	1 810	1 830	1 806	1 755	-2.8	-29.2	-3.8
Sweden	266	319	285	260	270	259	270	252	324	221	-31.8	-16.9	-2.0
Switzerland	327	320	339	269	243	253	216	230	233	187	-19.7	-42.8	-6.0
United Kingdom	1 905	1 960	1 802	1 770	1 854	1 804	1 860	1 856	1 839	..	..	..	..
United States	32 999	32 479	33 782	32 893	32 744	35 484	37 806	37 473	36 560	36 120	-1.2	9.5	1.0

Country	Road fatalities										2019 % change from		Annual average change
	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2018	2010	2019-10
IRTAD observer and accession countries													
Cambodia	1 816	1 905	1 966	1 950	2 226	2 231	1 852	..	1 761	..	..	..	..
Costa Rica	574	576	655	625	662	..	..	862	784	..	..	..	..
Jamaica	319	308	260	307	331	382	379	321	..	..	..	..	..
Mexico	16 559	16 615	17 102	15 853	15 886	16 039	16 185	15 866	15 574	..	..	..	..
Moldova	452	433	441	326	324	300	311	302	274	277	1.1	-38.7	-5.3
Morocco	3 778	4 222	4 167	3 832	3 489	3 776	3 785	3 726	3 736	3 384	-9.4	-10.4	-1.2
South Africa	13 967	13 954	12 211	11 844	12 702	12 944	14 071	14 050	12 921	12 503	-3.2	-10.5	-1.2
Uruguay	556	572	510	567	538	506	446	470	528	422	-20.1	-24.1	-3.0

Data for observer and accession countries not validated by IRTAD.

(a) Real data (actual numbers instead of reported numbers by the police).

Table 4. Road fatalities per 100 000 inhabitants, per billion vehicle-km and per 10 000 registered motor vehicles

	Road fatalities per 100 000 inhabitants				Road fatalities per billion VKT				Road fatalities per 10 000 registered vehicles			
	1990	2000	2010	2018	1990	2000	2010	2018	1990	2000	2010	2018
Countries												
Argentina	..	..	12.6	12.4	..	..	..	..	..	..	2.9	
Australia	13.7	9.5	6.1	4.5	17.3	9.0	5.9	4.3	2.3	..	0.8	0.6
Austria	20.4	12.2	6.6	4.6	32.0	15.0	7.8	4.9	3.7	1.8	0.9	0.6
Belgium (c)	19.9	14.4	7.8	5.3	28.1	16.3	8.6	..	4.3	2.6	1.3	0.8
Canada	14.3	9.5	6.6	5.2	..	9.3	6.7	4.9	2.3	1.6	1.0	0.8
Chile	..	..	12.1	10.5	..	..	..	..	..	10.6	6.3	3.6
Colombia	..	..	11.4	13.6	..	..	..	..	..	..	6.7	..
Czech Republic	12.5	14.5	7.7	6.2	48.3	36.7	16.2	11.7	3.3	3.2	1.3	0.9
Denmark (c)	12.3	9.3	4.6	3.0	17.3	10.7	5.6	3.1	3.1	2.1	0.9	0.5
Finland	13.0	7.7	5.1	4.3	16.3	8.5	5.1	4.7	2.8	1.5	0.7	0.5
France	19.8	13.7	6.4	5.0	26.7	15.6	7.1	5.4	3.6	2.3	1.0	0.7
Germany (c)	14.2 *(d)*	9.1	4.5	4.0	19.7 *(d)*	11.3	4.9	4.4	2.6 *(d)*	1.5	0.7	0.6
Greece	20.3	18.7	11.2	6.5	..	..	..	..	..	3.1	1.3	0.7
Hungary (c)	23.4	11.7	7.4	6.4	..	..	..	..	11.2	4.4	2.0	1.4
Iceland	9.5	11.5	2.5	5.2	14.9	13.8	2.5	4.5	..	1.8	0.3	0.5
Ireland	13.6	11.0	4.7	2.9	19.2	11.5	5.0	2.9	4.5	2.5	0.9	0.5
Israel	10.9	8.1	4.9	3.6	28.1	14.2	7.5	5.2	5.1	2.7	1.5	0.9
Italy	12.6	12.4	7.0	5.5	..	..	..	..	2.1	1.6	0.8	0.6
Japan	11.8	8.2	4.6	3.3	23.2	13.4	8.0	5.6	1.9	1.2	0.6	0.5
Korea	33.1	21.8	11.1	7.3	..	49.5	18.7	11.6	..	..		1.4
Lithuania	29.3	18.3	9.5	6.2	..	..	..	..	12.7	5.0	1.4	1.1
Luxembourg	18.7	17.5	6.4	6.0	..	..	..	..	3.3	2.4	0.8	
Netherlands (b)	..	7.3	3.9	3.9	..	9.2	5.1	4.9	..	1.4	0.7	0.6
New Zealand	21.4	12.0	8.6	7.7	..	13.6	9.3	7.7	3.3	1.8	1.2	0.9
Norway	7.8	7.6	4.3	2.0	12.0	10.5	4.9	2.3	1.4	1.2	0.6	0.3
Poland	19.3	16.4	10.2	7.5	..	..	19.6		..	..	1.7	0.9
Portugal (c)	29.3	20.0	8.9	6.6	..	..	..	..	13.4	4.3	1.6	..
Serbia	..	13.9	9.0	7.8	..	..	..	..	..	..	3.6	2.2
Slovenia	25.9	15.8	6.7	4.4	65.1	26.7	7.7	4.2	..	..	1.0	0.6
Spain	23.3	14.4	5.3	3.9	..	..	..	..	5.1	2.2	0.7	0.5
Sweden	9.1	6.7	2.8	3.2	12.0	8.5	3.5	3.8	1.7	1.2	0.5	0.5
Switzerland	13.9	8.3	4.2	2.7	18.6	11.2	5.4	3.4	2.2	1.2	0.6	0.4
United Kingdom	9.4	6.1	3.0	2.8	..	7.4	3.8	3.3	2.1	1.2	0.5	0.5
United States	17.9	14.9	10.7	11.2	12.9	9.5	6.9	7.0	2.4	1.9	1.3	1.2
IRTAD observer and accession countries												

Cambodia	..	..	12.7	..	..	..	..	..	..	..	..	..
Costa Rica	..	..	12.7	15.7	..	..			..	..	3.9	3.3
Jamaica	..	..	..	..	..	..	..	..	..	..	9.4	..
Mexico	..	13.9	14.5	12.4	..	..	..	26.3	..	9.0	5.2	3.3
Moldova	..	..	..	3.1	..	..	..	..	..	..	..	10.0
Morocco (c)	11.5	12.7	11.8	10.6	..	..	..	..	29.0	21.7	13.5	8.7
South Africa	..	..	27.9	22.4	..	..	..	..	..	..	..	..
Uruguay	..	..	16.6	15.1	..	..	..	..	..	..	3.4	2.1

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

(b) Real data (actual numbers instead of reported numbers by the police).

(c) Mopeds are not included in the registered vehicles.

(d) 1991 data.

Table 5. Fatality risk on motorways compared to rural roads and the whole network, 2018

Deaths per billion vehicle-kilometres

Countries	Motorways	Rural roads	Whole network
Austria	1.0	9.4	4.9
Belgium (2017)	2.4		5.9
Czech Republic	2.6		11.7
Denmark (2017)	0.8		3.2
Finland	0.6	10.1	4.7
France	2.2		5.4
Germany	1.7		4.4
Netherlands (2017)	1.0		4.0
Slovenia (2017)	2.5		4.9
Switzerland	0.8	4.8	3.4
UK - Great Britain	1.0	4.4	3.3

Table 6. Road safety strategies and targets

International Strategies	Vision	Targets
United Nations Decade of Action for Road Safety 2011-2030 Global Plan for the Decade of Action		Stabilise and then reduce the forecasted level of road traffic fatalities around the world by increasing activities conducted at the national, regional and global levels
United Nations Sustainable Development Goals		SDG targets to halve road deaths by 2030 and to improve road safety in cities Goal 3.6 (health): By 2030, halve the number of global deaths and injuries from road traffic accidents Goal 11.2 (cities): By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons
European Union Policy Orientations on Road Safety 2011-2020	Towards Zero	-50% fatalities by 2020 (base year: 2010)
National Strategies	Vision	Targets
Argentina National Road Safety Strategy 2016-2026	Based on the UN Road Safety Plan for the Decade of Action for Road Safety	-20% fatalities by 2021 and -30% by 2026 (base year 2016) Several sub-targets on seatbelt wearing rates, child restraint usage and helmet use
Australia National Road Safety Strategy (NRSS) 2011-2020	Safe System No-one should be killed or seriously injured on Australia's roads	-30% (at least) fatalities by 2020 -30% (at least) seriously injured by 2020 Base year average 2008-2010
Austria Austrian Road Safety Programme 2011-2020	Safe system Become one of the five safest countries in Europe	-50% fatalities by 2020, based on the average for the years 2008-10 (Interim target: -25% by 2015) -40% serious injuries by 2020, based on the average for the years 200810 (Interim target: -20% by 2015) -20% injury accidents by 2020, based on the average for the years 2008-2010 (Interim targets: -10% by 2015)
Belgium National Road Safety Strategy 2011-2020 Recommendations for 15 priority measures for a period of 2015-2020	EU Road Safety Target adopted	-50% fatalities in 2020 in comparison to 2010 (420 road deaths in 2020)

National Strategies	Vision	Targets
Bosnia and Herzegovina Republic of Srpska: Road Safety Strategy of Republic of Srpska	Based on the UN Road Safety Plan for the Decade of Action for Road Safety	Reduce the number of fatally injured persons by 15% in 2013, 10% in 2014, 7% in 2015 and by 5% per year for the rest of the period so that the overall decrease of 50%, as compared to 2011, by 2022 Reduce the number of severely injured persons by 15% in 2013, 10% in 2014, 7% in 2015 and by 5% per year for the rest of the period so that the overall decrease of 50%, as compared to 2011, by 2022 Increase the use of seat belts and other protective systems (child safety seats and protective helmets) Manage speeds on urban and open roads and streets (to reduce both the percentage of drivers exceeding speed limits and the excessive speed average values) Reduce the number of alcohol-impaired drivers in traffic Improve road safety Educate and inform all traffic participants through campaigns and traffic education
Federation of Bosnia and Herzegovina	Based on the UN Road Safety Plan for the Decade of Action for Road Safety	Reduce the number of fatally injured persons by 7% each year so that overall decrease of 50%, as compared to 2011 by 2021 Reduce the number of traffic accidents where the cause of accident was speed y 7% each year compared to the previous year Increase the use of seat belts Reduce the number of pedestrians as fatally injured persons in traffic accidents Reduce the number of traffic accidents with alcohol-impaired drivers
Cambodia National Plan for Road Safety 2011 -2020 (approved by the Council of Ministers in 2014) 2016 Annual Road Safety Plan (approved by the government)	Based on the UN Road Safety Plan for the Decade of Action for Road Safety Based on UN Sustainable Development Goals	Reduce by 50% the forecasted number of fatalities by 2020 Several sub-targets on helmet wearing rates, speed, drink-driving Interim target 2016: reducing the number of road deaths by 10% compared to 2015 New interim target for 2017: reducing the number of road deaths by 9% compared to 2016
Canada Road Safety Strategy (RSS) 2025 (introduced in January 2016)	Towards Zero	No hard numerical targets Achieve a continual downward trend in fatalities and serious injuries throughout the ten-year duration of the strategy
Chile **New national road safety policy launched in 2017**	Towards Zero Based on the UN Road Safety Plan for the Decade of Action for Road Safety	Specific targets are being developed under the new strategy -30% fatalities by 2030, base year: average number of deaths 2011-2019

National Strategies	Vision	Targets
Colombia **The National Strategic Road Safety Plan 2011-2021**	Based on the UN Road Safety Plan for the Decade of Action for Road Safety	26% reduction in fatalities by 2021 at the national level 18% reduction in fatalities by 2021 in pedestrians 27% reduction in fatalities by 2021 in motorcyclist 21% reduction in injuries by traffic accidents for the year 2021 Reduce the number of fatalities due to traffic accidents for driving under the influence of alcohol and the use of psycho-active substances at 0% by the year 2021
Costa Rica		
Czech Republic The National Strategic Road Safety Plan 2011-2020	Vision Zero	Reduce fatality rate to EU 27 average 60% reduction in fatalities by 2020 compared to 2009, 40% reduction in in the number of persons seriously injured by 2020 compared to 2009 Interim targets for the number of fatalities and persons seriously injured are set for each year until 2020
Denmark Danish Road Safety Commission National Traffic Safety Action Plan, 2013-2020	Every accident is one too many - a shared responsibility	Fewer than 120 killed in 2020, equivalent to 53% fatalities compared to 2010 (based on EU Road Safety target) 52% serious and 52% of slightly injured road users in 2020 compared to 2010 Plan includes 10 focus areas and defines a performance indicators, for each of the area
Finland A Government resolution on road safety in 2016. New traffic safety strategy is being prepared	Based on Vision Zero	Fewer than 137 fatalities (or 24 fatalities per million inhabitants) by 2020 (based on EU Road Safety target) Fewer than 5 750 injuries by 2020 (based on EU Road Safety target) Long term target: fewer than 100 fatalities by 2025
France Action Plan for Road Safety (77 measures in 2015) 55 measures announced during the Inter-ministerial Road Safety Committee (October 2015) 18 measures announced during the Inter-ministerial Road Safety Committee (January 2018)	Based on EU Road Safety targets	-50% fatalities and serious injuries by 2030 compared to the average for the years 2019, 2020 and 2021
Germany Road Safety Programme 2011-2020	Based on EU Road Safety target	-40% fatalities by 2020 (base year: 2011) Specific targets in individual federal German states
Greece National Strategic Road Safety Plan 2011 – 2020	Developing a road safety culture	-50 % fatalities by 2020 (based on EU Road Safety target); base year: 2010 Interim targets: reduction by 80 road fatalities per year between 20102015 and 50 road fatalities per year between 2016-2020

National Strategies	Vision	Targets
Hungary Road Safety Action Programme for 2020-2022		-50 % fatalities by 2020 compared to 2011 (based on EU Road Safety target)
Iceland Road Safety Plan 2011-2022		Rate per 100 000 inhabitants should not be higher than in the best countries by 2022 Average annual reduction in killed and seriously injured of 5% until 2022 11 sub-targets defined
Ireland Government Road Safety Strategy 2013-2020 New Government Road Safety Strategy 2021-2030 will be published in early 2021		Reduction of fatalities to 25 per million population (i.e. 124 or fewer fatalities) or less by 2020 Specific targets for reducing speed and to increase seat belt use
Israel National Road Safety Plan 2020		Reaching a 50% decrease in fatal and severe accidents and injuries by 2030 Fatality rate less than five fatalities per billion kilometres travelled no later than 2022
Italy National Road Safety Plan Horizon 2020	No child should die on the road	-50% fatalities by 2020 (based on EU Road Safety target)
Jamaica Below 300 Programme	Make Jamaica the Road Safety Capital of the Caribbean and Latin American Region in accordance with the principles of the Safe Systems Approach	Fewer than 300 persons being killed on the road network by 2020 Reduce the fatality rate per 100,000 population to 10.0 by 2022 90% Seatbelt Usage on both the front and back seat of motor cars 90% Helmet Usage by 2021
Japan 10th Traffic Safety Programme 2016-2020	Make Japan the safest country for road traffic	Fewer than 2 500 deaths (deaths within 24 hours) by 2020 Fewer than 500 000 casualties by 2020
Korea 8th National Transport Safety Plan 2017-2021	Reach the average safety level of OECD countries	Fewer than 2 700 fatalities by 2021, with interim targets for each year from 2017 to 2021 Reducing the rate of fatalities per 100 000 inhabitants to 5.2 by 2021 Less than 1.0 fatalities per 10 000 vehicles (including mopeds) by 2021
Lithuania Vison–Zero declaration for road and railroad transport 2018-2030	No one should be killed or seriously injured on Lithuania's roads and railroads	The main goal of this declaration is to sharply reduce number of road fatalities and serious injuries
Luxembourg "National Charter for Road Safety"	Zero fatalities and serious injuries on the Luxembourg road network	Fewer than 16 fatalities by 2020 (-50 % fatalities by 2020 compared to 2010,based on EU Road Safety target)
Malaysia Road Safety Plan 2014-2020	Based on the UN Road Safety Plan for the Decade of Action for Road Safety	Reduce by 50% the forecasted number of fatalities by 2020 (corresponds to a 22% reduction compared to 2010)

National Strategies	Vision	Targets
Mexico New National Road Safety Strategy for 2017-2026	Development of responsible road behavior and a safe road system	Reduce the number of deaths to less than 2 800 by 2021 (decrease of 25% from 2015 to 2020) Reduce the number of deaths to less than 1 900 by 2026 (decrease of 50% from 2015 to 2026)
Moldova, Republic of National Road Safety Strategy 2011-2020	Based on the UN Road Safety Plan for the Decade of Action for Road Safety	-50% fatalities and seriously injuries by 2020 -50% children and young people fatalities and seriously injuries by 2020
Morocco New National Road Safety Strategy for 2016-2025	Development of responsible road behaviour and a safe road system	Reduce the number of deaths to less than 2 800 by 2020 (decrease of 20% from 2015 to 2020) Reduce the number of deaths to less than 1 900 fatalities by 2025 (decrease of 50% from 2015 to 2025)
Netherlands Road Safety Strategic Plan 2008–2020 (SPV) National Action Plan (2019-2021) Road Safety Strategic Plan 2020-2030 (SPV2030)	Sustainable Road Safety	Fewer than 500 fatalities by 2020 (-28% compared to 2010) Fewer than 10 600 serious road injuries (MAIS2+) by 2020 (-43% compared to 2010) Strive for zero road traffic casualties in 2050, no intermediate targets; eliminate risks as much as possible balancing (free choice for) mobility and modal choice and road safety Road Safety Performance Indicators are an important tool in this approach
New Zealand Road to Zero: Road Safety Strategy 2020-2030 1st Action Plan for 2020-2022	Based on Vision Zero	40% reduction in annual deaths and serious injuries by 2030 (from 2018 levels)
Nigeria Road Safety Strategy (NRSS 2016-20)	Based on the UN Road Safety Plan for the Decade of Action for Road Safety	-50% fatalities by 2015 compared to 2007 level Reduce by 50% the forecasted number of fatalities by 2020 in comparison with 2010 level (based on UN Decade of Action Plan)
Norway National Transport Plan 2018-2029 National Plan of Action for Road Traffic Safety 2018–2021	Vision Zero	Fewer than 350 fatalities and serious injuries by 2029
Poland National Road Safety Programme 2013-2020	Vision Zero	-50% fatalities by 2020 (based on EU Road Safety target) -40% severely injured by 2020 Base year: 2010
Portugal National Strategic Road Safety Plan (PENSE 2020)		41 fatalities per million inhabitants in 2020, representing a decrease of 56% compared to 2010 Fewer than 178 seriously injured (MAIS3+) people in 2020, representing a decrease of 22% compared to 2010

National Strategies	Vision	Targets
Serbia National Strategy for Road Traffic Safety for the period 2015-2020 (adopted in June 2015)		No child killed in traffic by 2020 -50% fatalities and serious injuries by 2020 compared to 2011 Halving by 2020 the total annual social-economic costs of traffic crashes compared to 2011 level Several sub-targets on seatbelt wearing rates, child restraint usage, helmet wearing rates, speed and drink-driving
Slovenia National Road Safety Programme 2013–2022	Vision Zero No fatalities and no one seriously injured on Slovenian roads	-50 % fatalities by 2022 or less than 35 fatalities per million inhabitants -50 % seriously injured by 2022 or less than 230 seriously injured per million inhabitants
Spain Road Safety Strategy 2011–2020	Safe system/Vision Zero. Citizens have the right to a Safe Mobility System in which everyone involved has a responsibility	Less than 3.7 killed per 100 000 population aligned with the European 2020 target -35% seriously injured compared to 2009 Several targets for various performance indicators (restraint systems, speed, drink-driving, etc.)
South Africa National Road Safety Strategy 2016 - 2030	Aligned with the United Nations Decade of Action pillars	Target under consideration: -50% fatalities by 2030 compared to 2010
Sweden No safety plan in a traditional sense	Vision Zero (renewed Commitment to Vision Zero in October 2016)	-50% fatalities between 2007 and 2020 (the average for 2006-2008 is used as the base figure), i.e. max. 220 deaths by 2020 -25% severely injured between 2007 and 2020 New target for 2030 decided in February 2020: -50% fatalities between 2020 and 2030 - 25% seriously injured between 2020 and 2030
Switzerland Via Sicura, adopted in June 2012 by Swiss Federal Council		No hard numerical targets Range of targeted measures
United Kingdom (Great Britain) Road safety statement: “Working together to build a safer road system”	Safe System approach	This British Road Safety Statement sets out the context of road safety in Great Britain today and the overarching scope of road safety activity for the government. It will be followed by consultations on specific issues as options are developed. The statement covers road safety policy within Great Britain as governed by the Department for Transport (DfT). The governments and administrations of Scotland, Wales and Northern Ireland will seek to produce their own policies and strategic documents on devolved matters.
United States	Dedicated to achieving the highest standards of excellence in motor vehicle safety and reducing deaths, injuries and economic losses resulting from motor vehicle crashes.	Performance targets set to end 2019 1.02 fatalities per 100 million vehicle miles travelled in 2019 Performance targets for four sub measures: large trucks, passenger vehicles, non-occupants, and motorcycles

Table 7. National speed limits on urban roads, rural roads and motorways, 2020

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	60	80	120
Costa Rica	50	50-100	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 on two lanes single carriageways, 90 when two lanes in the same direction, 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
Israel	50 70 (arterial roads)	80, 90, 100	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)

Jamaica	50	50, 80	70, 80, 110
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)
Malaysia	50	90	110
Mexico	10-80 (20 in school zones)	60-110 (60 on collector road)	110
Moldova, Republic of	50	90	No motorways
Morocco	60 (30 in residential area	70, 80, 90, 100 (depending on vehicle type)	120 (maximum speed, it varies by vehicle type)
Netherlands	30-50	60-80	100-130
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)
Nigeria	50 (45 for tankers, trailers)	80 (differentiated by vehicle type)	100 (differentiated by vehicle type)
Norway	50 (30 on residential streets)	80	90,100,110
Poland	50 (60 at night time)	90, 100, 120	140
Portugal	50	90	120
Serbia	50	80, 100	130
Slovenia	50	90 (110 on expressways)	130 (110 on expressways)
South Africa	60	100	120
Spain	50	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)
Uruguay	45	90	No motorways

Table 8. Maximum authorised blood alcohol content, 2020

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	-
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
Italy	0.5	0.0 for young, novice and professional drivers
Jamaica	0.8	-
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
Malaysia	0.8	-
Mexico	0.8 (may vary by state on urban roads)	0.3 for professional drivers (may vary by state)

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
Nigeria	0.5	0.2 for novice and 0.0 g/l for professional drivers
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	0.4 for professional drivers 0.0 to 0.2 for drivers < 21
Uruguay	0.0	0.0

Table 9. Seatbelt laws and wearing rates in front and rear seats of passenger cars, 2019 or latest available year

Country	Front seats		Rear seats	
	Date of application	Wearing rate (%) in 2019	Date of application	Wearing rate (%) in 2019
Argentina	1995	55 driver (2018)	1995	20 (2018)
Australia	1970s	97 (2018)	1970s	96
Austria	1984	97 driver, 98 passengers	1990	96
Belgium	1975	95 drivers and pass. (2017)	1991	86 (2015)
Bosnia and Herzegovina	2006		2006	
Cambodia	2007	28 (2016)	Law in preparation	
Canada	1976-1988	97.5	1976-1988	95 (2015)
Chile	1985	75 drivers, 64 passengers (2017)	2006	17 (2017)
Colombia	2002	75	2004	2
Costa Rica	2018	73.3 (2018)	2018	37.6 (2018)
Czech Republic	1966	95 (2015)	1975	95 (2015)
Denmark	1970s	97 (2018)	1980s	93 (2018)
Finland	1975	95	1987	87
France	1973 (rural), 1975 (urban by night) 1979 (all times)	99	1991	86
Germany	1976	99 drivers, 99 passengers	1984	98.5
Greece	1979	77 drivers, 74 pass. (2009)	1993	23 (2009)
Hungary	1976	95 drivers and passengers	1993 outside built up areas 2001 inside built up areas	71 (for all passengers) 59 (for adults)
Iceland		79 urban roads, 92 rural roads (2017)		80 (2017)
Ireland	1979	96 drivers and passengers (2018)	1992	90 (2018)
Israel	1975	93	1995	71
Italy	1988	63 drivers, 64 passengers (2018)	1994	11 (2018)
Jamaica	1999	Very low	1999	Very low
Japan	1985	99 drivers, 96 passengers	2008	39
Korea	1990	94 drivers on motorways (2018) 87 passengers on motorways	2008, on motorways only Since September 2018, on the whole road network	56 on motorways (2018)
Lithuania		98 (2018)		26 (2018)

Luxembourg	1975	90 (2015)	1992	76 (2015)
Malaysia	1978	87 drivers, 74 pass. (2016)	2009	15 (2016)
Mexico	2018	56 drivers, 48 passengers (2018)	2018	19 (2018)
Moldova, Republic of	2009	No official data >90 (estimation)	2009	
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	>95 (2010)	1992	82 (2010)
New Zealand	1972	97 drivers, 96 pass (2016)	1979	92 (2014)
Nigeria	1997 (enforced since 2002)	85 (2017)	1997 (enforced since 2016)	3 (2017)
Norway	1975	97 drivers (2017)	1985	
Poland	1983	97 drivers, 98 passengers	1991	86
Portugal	1978	96 drivers and passengers (2017)	1994	77 (2017)
Serbia	1982	84.3 all, 85.4 drivers, 82.1 passengers	2009	19
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	99 drivers, 98 passengers	1986; child restraint since 1988	95 children, 90 adults
Switzerland	1981	96 drivers, 95 passengers	1994	77
United Kingdom	1983	99 drivers, 97 passengers (2017for Great Britain)	1989 (children); 1991 (adults)	93 (2017 for Great Britain)
United States	Primary law in 34 states, secondary law in 15 states. Not mandatory for adults in one state.	90.9 drivers, 89.8 passengers	Varies by State	76.1 (2018)
Uruguay	2007	69 drivers (2016)	2007	33 (2016)

Table 10. Helmet laws and wearing rates, 2019 or latest available year

Country	Powered two-wheelers		Cyclists	
	Helmet law	Wearing rate (%) in 2019	Helmet law	Wearing rate (%) in 2019
Argentina	Yes	69 riders, 42 first pass., 21 additional passengers (2018)	Yes	8 (2018)
Australia	Yes	99 riders (estimate)	Yes	
Austria	Yes	99.9	Yes, for children to age 12	31 (81 for children)
Belgium	Yes	No national data 99.3 Brussels (2013)	No	
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	99 riders, 100 passengers (2017)	Yes in urban areas	
Colombia	Yes	n.a.	No	
Czech Republic	Yes	100 (approx.)	Yes, for children to age 18	
Denmark	Yes	99 motorcycles (2018) 95 light moped in urban areas	No	46 in urban areas 78 in school traffic
Finland	Yes	99.7 riders of moped	No	43 (2018)
France	Yes, since 1973 for motorcyclists 1976 for moped riders outside built up areas 1980 for moped riders in urban areas	100 outside built up area 98 in urban areas	Yes, for children under 12	Major cities: 26 weekdays, 36 weekends
Germany	Yes	98 riders, 97.5 passengers (inside urban areas)	No	22.8 (inside urban areas)
Greece	Yes, since 1977	75 riders, 46 passengers (2009)	No	
Hungary	Yes since 1965 for motorcyclists, 1997 for moped riders outside built up areas 1998 for moped riders in urban areas.	990 Budapest area 97 Rural areas	No	18 Budapest area 4.5 Rural areas

Iceland	Yes	n.a	Yes, for children to age 14	
Ireland	Yes, since 1978	100 (approx.)	No	47
Israel	Yes	100 (approx.)	Yes, for children to age 18 and on rural roads	90 rural roads (2013) 21 urban areas (2015)
Italy	Yes, for all since 2000 Since 1986 for motor-cyclists and riders of moped under 18	98 (2015-2016)	No	
Jamaica	Yes, since 1999	Very low	Yes, since 2019	Very low
Japan	Yes	100 (approx.)	No	
Korea	Yes	84	No	
Lithuania	Yes		Yes, for children to age 18	
Luxembourg	Yes, since 1976	100 (estimate)		
Malaysia	Yes, since 1973	c. 77 (2015)	No	
Mexico	Yes	85 riders, 69 pas-sengers (2018)	No	11 (2017)
Moldova, Republic of	Yes	No national data	No	
Morocco	Yes, since 1976	60 riders, 35 pas-sengers (2018)	No	
Netherlands	Yes, motorcycles since 1972; mopeds since 1975. Not compulsory on mofas (max. 25 km/h)	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)
Nigeria	Yes	20 (estimate)	Yes	Not available
Norway	Yes	100 (approx.)	No	59 (all age groups) 57 (above 12) 79 (below 12)
Poland	Yes, since 1997	100 (approx.)	No	
Portugal	Yes	Motorcyclists: 97.6 rider, 100 passen-gers Mopeds: 94 riders, 92 passengers (2013)	No	
Serbia	Yes	87.6 motorcyclists 67.9 moped riders	No	
Slovenia	Yes		Yes, for children and youngster under 18	15 66 (children) 6 (young) 2017

South Africa	Yes		Yes	
Spain	Yes	98 (2012)	Except in built-up areas Mandatory below age 16	
Sweden	Yes	96-99 94 mopeds	Yes, for children to age 15	47 for all age groups 65-83 children 40-43 adults
Switzerland	Yes, motorcycles since 1981; mopeds since 1990	100 (approx.)	No for regular bicycles Yes for e-bikes > 25km/h	50 cyclists 65 e-bikes <25km/h 92 e-bikes >25km/h
United Kingdom	Yes, motorcycles 1973; mopeds since 1977		No	
United States	No national law.19 states require helmet use by all, 28 by some users, 3 have no helmet law.	71 use of DOT-compliant helmets	Age-specific helmet laws in 21 states and D.C.	
Uruguay	Yes	92.6 riders, 81.8 passengers (2016)	Yes	

LIST OF IRTAD MEMBERS AND OBSERVERS

Chair: Prof. Fred Wegman (Netherlands)

Argentina	National Road Safety Agency (ANSV)	Mr Pablo ROJAS
Australia	Department of Infrastructure, Transport, Regional Development and Communications	Mr Tim RISBEY
	Australian Road Research Board	Mr David MCTIERNAN
Austria	Austrian Road Safety Board (KFV)	Mr Robert BAUER Mr Klaus MACHATA
	Austrian Institute of Technology (AIT)	Mr Peter SALEH Mr Christian STEFAN
Belgium	Belgian Road Safety Institute (BIVV - IBSR)	Ms Heike MARTENSEN Mr Wouter VAN DEN BERGHE
Bosnia and Herzegovina	Ministry of Communications and Transport	Mr Miroslav DJERIĆ
Cambodia	National Road Safety Committee	Mr Sattya BORAN Mr Davann YUN
Canada	Transport Canada	Mr Ibrahima SOW Mr Michael MARTH
Chile	Comisión Nacional de Seguridad de Tránsito (CONASET)	Ms Carla MEDINA ARAOS Ms Romanette SOTO
Costa Rica	Consejo de Seguridad Vial (COSEVI)	Ms Teresita GUZMAN
Colombia	National Road Safety Agency (ANSV)	Mr Carlos HERNANDEZ
Czech Republic	Transport Research Centre (CDV)	Mr Jan ELGNER Mr Jan TECL
Denmark	Road Directorate	Ms Ida HVID
	Danish National Police	Ms Tove HELS
	Technical University of Denmark (DTU)	Ms Kira HYLDEKÆR JANSTRUP Ms Mette MØLLER
Finland	Finnish Transport Safety Agency (Trafi)	Ms Riikka RAJAMÄKI
France	Observatoire National Interministériel pour la Sécurité Routière	Ms Ornella MALAGUTTI Mr Malo QUANCARD Ms Manuelle SALATHE
	Université Gustave Eiffel	Mr Laurent CARNIS Mr Jean-Louis MARTIN Mr Dominique MIGNOT
	Centre d'études et d'expertise sur les risques, l'environnement, la mobilité et l'aménagement (Cerema)	Mr Gilles DUCHAMP
Germany	German Road Agency (BASt)	Mr Andreas SCHEPERS Ms Susanne SCHOENEBECK
	German Road Safety Council	Ms Jacqueline LACROIX

	German Insurance Association – German Insurers Accident Research	Mr Jean Emmanuel BAKABA
	ADAC	Mr Ulrich CHIELLINO
	Traffic Accident Research Institute at University of Technology Dresden (VUFO)	Mr Henrik LIERS
	Fraunhofer Institute for Transportation and Infrastructure Systems	Ms Albine CHANOVE
Greece	Centre for Research and Technology Hellas (CERTH)	Mr Dimitris MARGARITIS
	National Technical University of Athens (NTUA)	Mr George YANNIS
Hungary	KTI Institute for Transport Sciences Non-Profit Ltd	Mr Peter HOLLO
Iceland	Icelandic Road and Coastal Administration	Ms Audur Thora ARNADOTTIR
Ireland	Road Safety Authority	Ms Velma BURNS Ms Aoife KERVICK Ms Sharon HEFFERNAN
Israel	National Road Safety Authority	Ms Sarit Amram KATZ Ms Adina MARCIANO Mr Assaf SHARON
Italy	University La Sapienza, Rome	Mr Luca PERSIA Mr Davide SHINGO USAMI
	Automobile Club d'Italia (ACI)	Ms Lucia PENNISI
Jamaica	Ministry of Transport, Works and Housing	Mr Kenute HARE
Japan	National Police Agency	Mr Yutaka MANE
	National Research Institute of Police Science (NRIPS)	Mr Goro FUJITA Mr Kenji HAGITA Ms Kazuko OKAMURA
	Institute for Traffic Accident Research and Data Analysis (ITARDA)	Ms Satoko ITO Mr Toru KIUCHI Mr Makoto NAKANISHI
	Kansai University, Osaka	Mr Mitsuhiro YAMAMOTO
Korea	Korea Road Traffic Authority (KoROAD)	Mr Daegon HWANG Ms Haesoo PARK
	The Korea Transport Institute (KOTI)	Mr Sangjin HAN
	Korea Transportation Safety Authority (KOTSA)	Mr Byongho CHOE Mr Kiyong KIMMr Sunghee PARK
	Korea Expressway Corporation	Mr Sun Woong MIN
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Malaysia	Malaysian Institute of Road Safety Research (MIROS)	Ms Sharifah Allyana SYED RAHIM

Mexico	Mexican Transportation Institute	Mr Alberto MENDOZA
	Ministry of Health	Ms Laura BAAS
Morocco	National Road Safety Agency	Mr Ahmed BARDAN
		Mr Benacer BOULAAJOUL
		Mr Hicham DIOURI
Moldova	Technical University of Moldova	Mr Ilie BRICICARU
Netherlands	Ministry of Infrastructure and Water Management	Mr Peter MAK
	Institute for Road Safety Research (SWOV)	Mr Niels BOS
New Zealand	Ministry of Transport	Mr Dan JENKINS
		Mr Brent JOHNSTON
Nigeria	Federal Road Safety Corps	Mr ACM Kehinde A Adeleye
		Mr Boboye OYEYEMI
Norway	Norwegian Public Roads Administration	Ms Guro RANES
Poland	Motor Transport Institute	Ms Justyna WACOWSKA-SLEZAK
		Mr Przemysław SKOCZYNSKI
Portugal	Autoridade Nacional SegurancaRodoviara	Mr Helder BATISTA
	Laboratório Nacional de Engenharia Civil (LNEC)	Ms Sandra VIEIRA
Serbia	Road Traffic Safety Agency	Ms Andrijana PEŠIĆ
		Ms Lidija STANOJEVIĆ
	AMSS-CMV Ltd	Mr Dragoslav KUKIC
Slovenia	Slovenian Traffic Safety Agency	Mr Andraz MURKOVIC
South Africa	Road Traffic Management Corporation	Ms Magadi GAINEWE
		Mr Deon ROUX
Spain	Dirección General de Tráfico (DGT)	Mr Alvaro GOMEZ
		Ms Sheila FERRER
	RACC Automóvil Club	Ms Nuria UBACH
Sweden	Swedish Transport Agency	Ms Karin BENGTSSON
	Swedish Transport Administration	Mr Simon STERNLUND
	Swedish National Road and Transport Research Institute (VTI)	Ms Anna VADEBY
Switzerland	Swiss Federal Roads Office (FEDRO)	Mr Christian KAMENIK
		Ms Iris OBERAUNER
	Swiss Council for Accident Prevention (bfu)	Mr Steffen NIEMANN
United Kingdom	Department for Transport	Mr Paul BADEN
		Mr Anil BHAGAT
		Ms Aimee MURPHY
		Mr John WILKINS
	Transport Research Laboratory (TRL)	Mr John FLETCHER
	Road Safety Analysis Ltd	Mr Richard OWEN
		Mr George URSACHI
United States	National Highway Traffic Safety Administration (NHTSA)	Ms Jane DOHERTY

		Mr Luke JOHNSON
Uruguay	Unidad Nacional de Seguridad Vial (UNASEV)	Ms Magela NEGRO
European Commission	Directorate-General for Mobility and Transport (DG Move)	Mr Peter WHITTEN
The World Bank	Global Road Safety Facility	Ms Véronica RAFFO

Industry and international non-governmental organisations

European Motorcycle Manufacturers Association (ACEM)	Ms Veneta VASSILEVA
Daimler AG	Mr Jorg BAKKER
DEKRA Automobile	Mr Walter NIEWOEHNER
European Transport Safety Council (ETSC)	Ms Graziella JOST
	Ms Dovile ADMINAITE
Fédération International de l'Automobile (FIA)	Mr Luca PASCOTTO
FIA Foundation for the Automobile and Society	Ms Rita CUYPERS
Fred Engineering	Mr Antonino TRIPODI
International Motorcycle Manufacturers Association (IMMA)	Mr Edwin BASTIAENSEN
Towards Zero Foundation	Mr David WARD
LAB PSA Renault	Mr Henri CHAJMOWICZ
PTV Group	Ms Sofia SALEK DE BRAUN
	Mr Karsten KREMER
Robert Bosch Gmbh	Mr Thomas LICH
Together for Safer Roads	Mr David BRAUNSTEIN
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Volkswagen AG	Ms Stefanie ACHMUS
	Mr Jörn Marten WILLE

The following national institutes also provide information and data to IRTAD:

Israel	Central Bureau of Statistics	Ms Tehila KLEIN
		Mrs. Orit YALON-SHUQRUN
Finland	Statistics Finland	Mr Matti KOKKONEN
Greece	Hellenic Statistical Authority (ELSTAT)	Ms Effrosyni CHANTSOULI
Iceland	Icelandic Transport Authority (ICETRA)	Mr Gunnar Geir GUNNARSSON
Italy	Istituto Nazionale die Statistics (ISTAT)	Ms Silvia BRUZZONE

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International Transport Forum

The Road Safety Annual Report 2020 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 the IRTAD Group. 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/road-safety-annual-report-2020

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