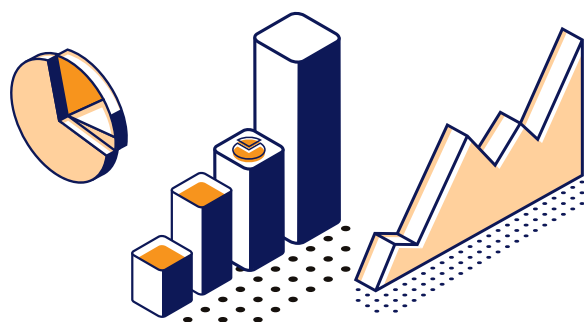


ROAD MORTALITY RATES



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.

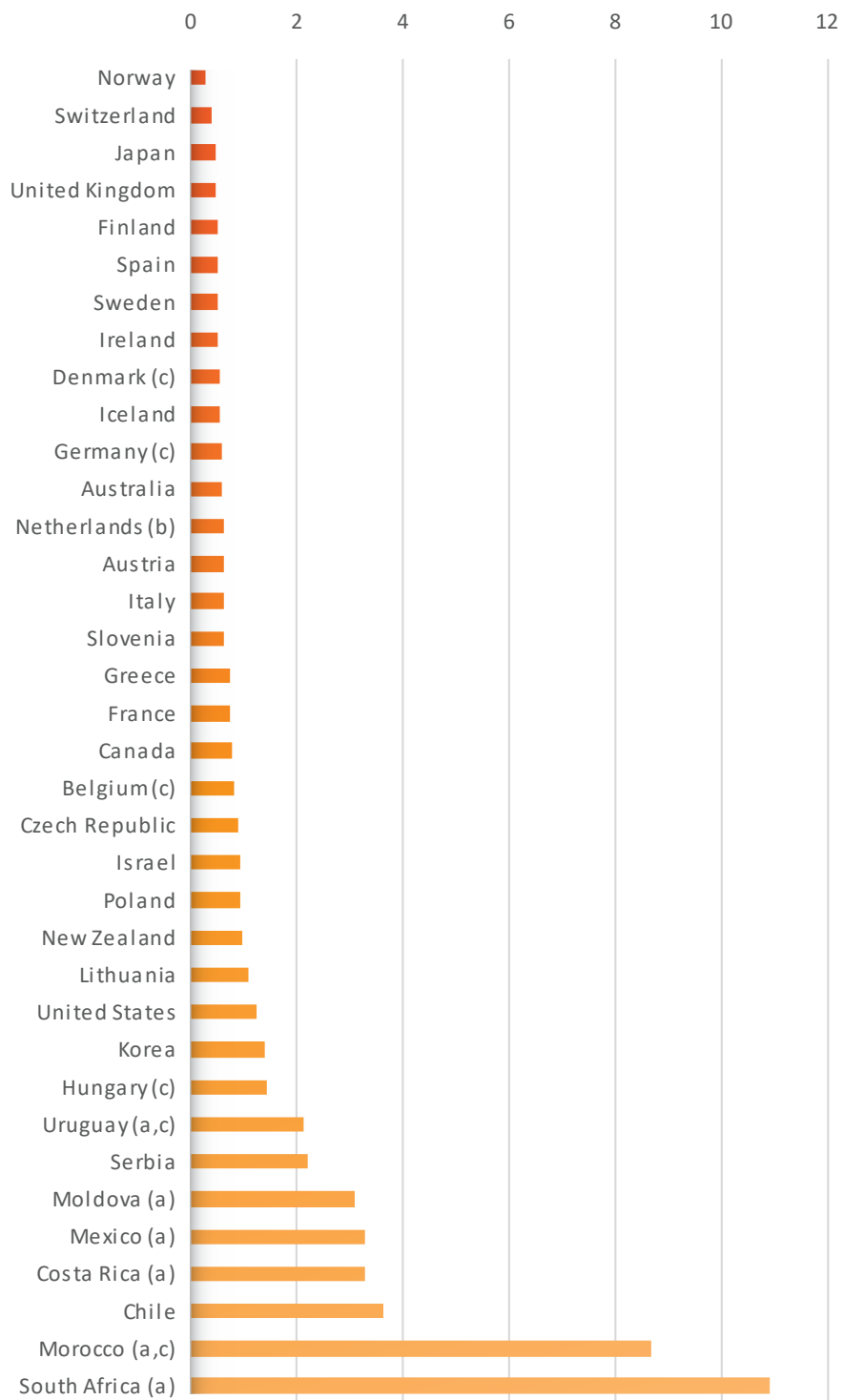
FATALITY RATES FELL BY TWO THIRDS OR MORE IN HALF THE COUNTRIES

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.

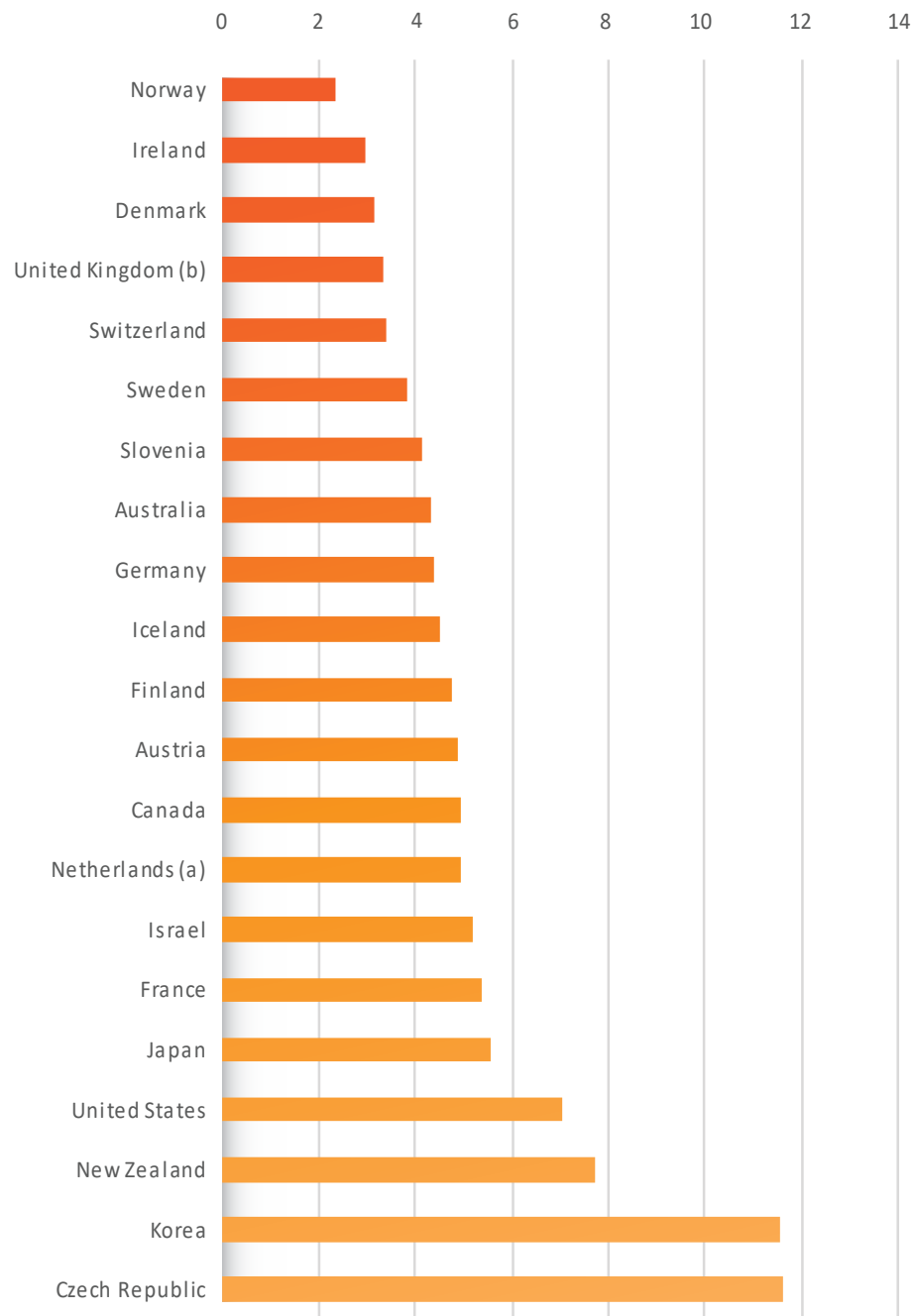
Fatality risk, measured by road deaths per distance travelled, has decreased since the year 2000 in all 21 countries that regularly collect data on vehicle kilometres travelled. In 2018, fatality risk was lowest in Norway, with 2.3 road deaths per billion vehicle kilometres travelled. Five countries 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 2000.

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

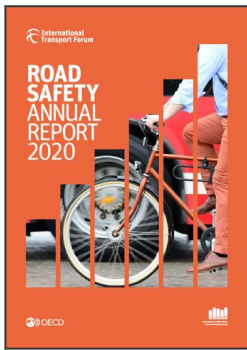


(a) Data as provided by the countries and not validated by IRTAD.
 (b) Real data (actual numbers instead of reported numbers by the police).
 (c) Mopeds are not included in the registered vehicles.

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.



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