



BITRE STATISTICAL ALERT

23 May 2014

Road Safety Annual Report 2014 International Traffic Safety Data and Analysis Group

The International Transport Forum at the OECD released its Road Safety Annual Report for the 31 countries covered by the International Road Traffic and Accident Database (IRTAD) yesterday. The full report is available here : <http://internationaltransportforum.org/irtadpublic/index.html>

Road safety improving across all countries

The road fatality count in IRTAD countries in 2012 (the report's reference year) was 1.7% lower than in 2011. Australia's result in 2012 was a 1.7% increase, but this subsequently decreased by 8.2% in 2013.

Five European countries managed to reduce their annual road fatalities per 100 000 population (mortality rate) to three or less, namely Denmark, Norway, Sweden, the United Kingdom and Iceland. Australia's rate in 2012 was identical to that in 2011 (5.7), but has subsequently declined to 5.2 in 2013.

Between 2000 and 2012, the annual death toll in IRTAD countries fell by nearly 40% (Australia' decline was 28.5%). This period saw robust road safety strategies with well-defined and targeted measures (such as in the areas of speed management, alcohol and seat-belt use) introduced in many countries for the first time.

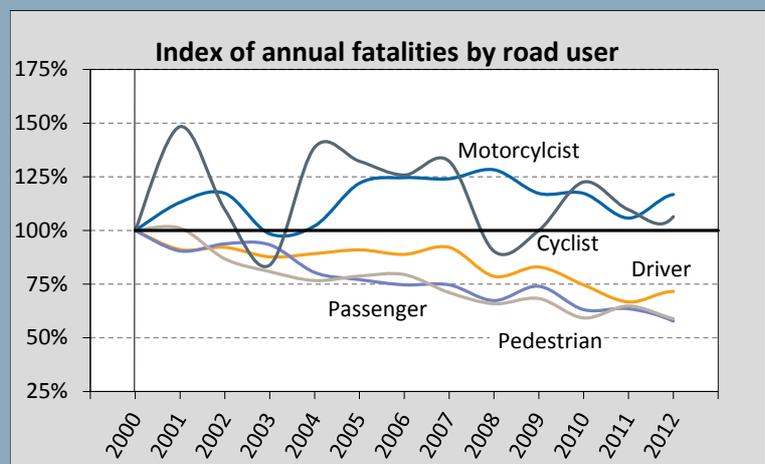
Pedestrians are the largest group of vulnerable road users in most countries and alone account for around 19% of all fatalities in IRTAD countries (in Australia, the proportion of all deaths accounted for by pedestrians in 2012 was 13%). Close to 40% of all pedestrians killed belong to the age group 65+ (similar in Australia). The ITF report, "Pedestrian Safety, Urban Space and Health", sets out strategies to improve pedestrian safety and to promote walking as a healthy alternative and complement to motorised transport.

The share of fatalities among elderly road users is slowly increasing in many IRTAD countries, reflecting the changing age structure of populations. In 2012, for European IRTAD members the share of fatalities in the age group 65+ was for the first time in excess of 30%. In Australia the proportion in 2013 was 23%, up from 16% in 2010.

Only moderate safety improvements for vulnerable road users

Across all IRTAD countries, there has been less success since 2000 for vulnerable road users than car occupants. The reduction in deaths among pedestrians, cyclists and motorcyclists have levelled-off and some increases have been recorded since 2009-10. Fatalities among car occupants reduced by 50% between 2000 and 2012, whereas the reductions were only 34% for pedestrians, 31% for cyclists and 17% for motorcyclists – the latter after an initial increase until 2007.

In Australia, the experience has been somewhat different: the reduction in occupant deaths since 2000 was 33% and pedestrian deaths reduced by 41%; while motorcyclist deaths increased by 17% and cyclist deaths increased by 6%.



Cyclists currently represent around 5% of all fatalities in IRTAD countries, with an increasing trend since 2010. In Australia the present proportion is 4.2% and there is no clear trend in cyclist deaths (although there was an unusually high number of cyclist deaths in 2013).