



Nordic fatal accident statistics – Are we stuck?

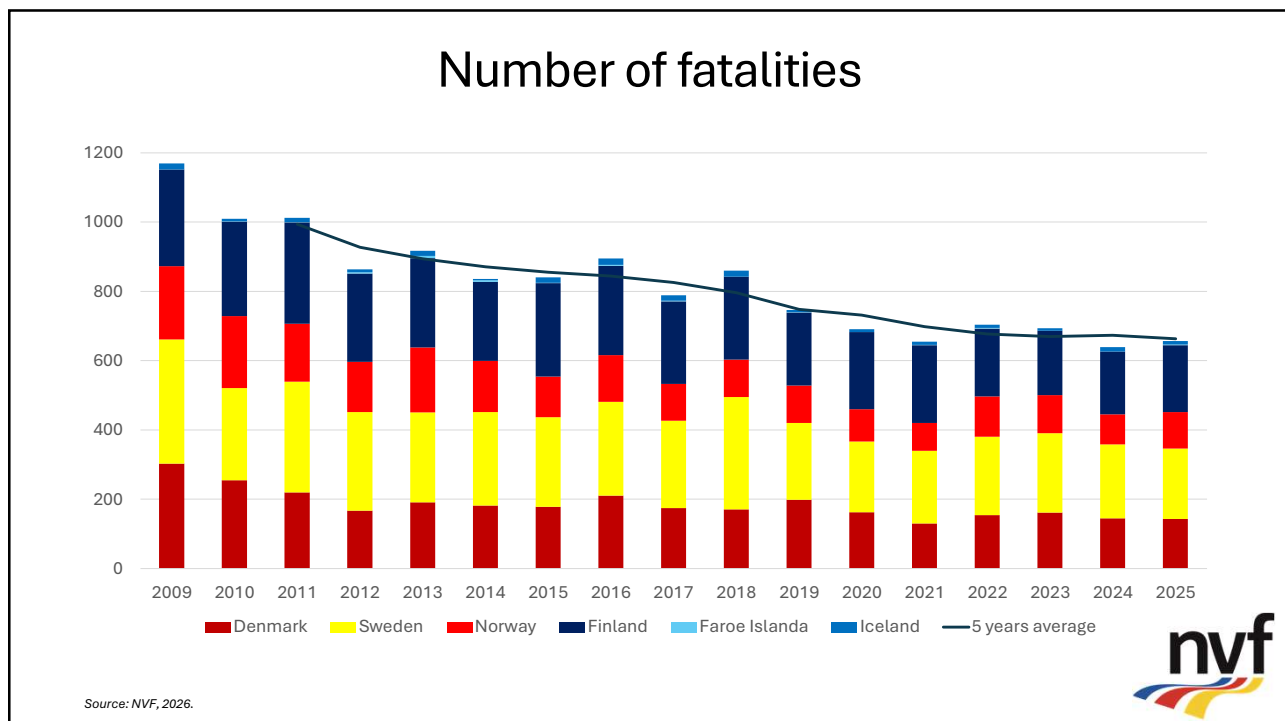
Accident statistic group



Hans Olav Hellesøe, Höskuldur Kröyer, Nikolaj Kær Schrøder
Larsen, Petri Jääskeläinen, Åsa Forsman

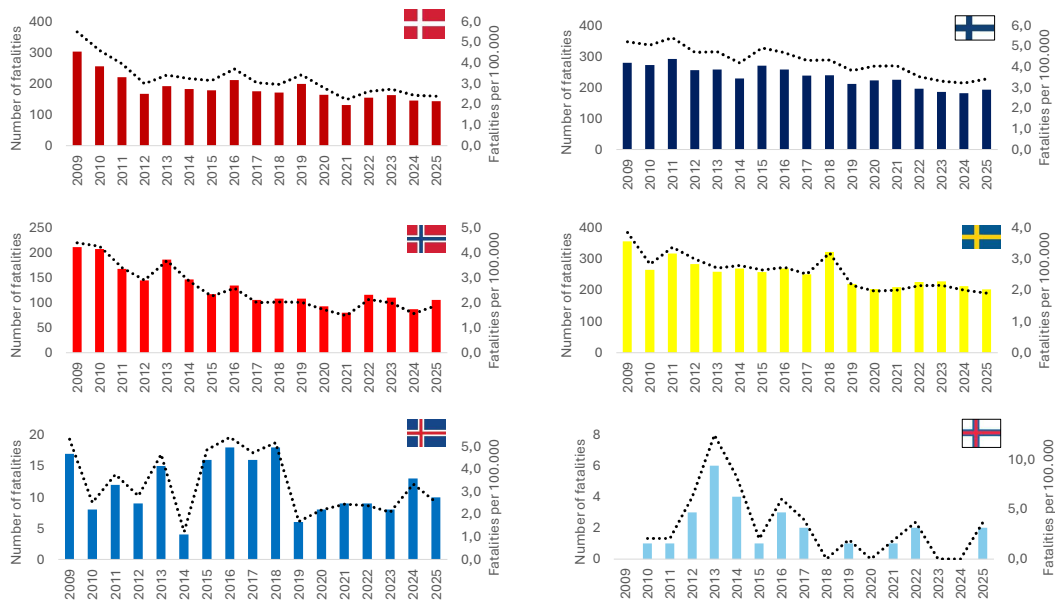


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Statistics for traffic accident fatalities

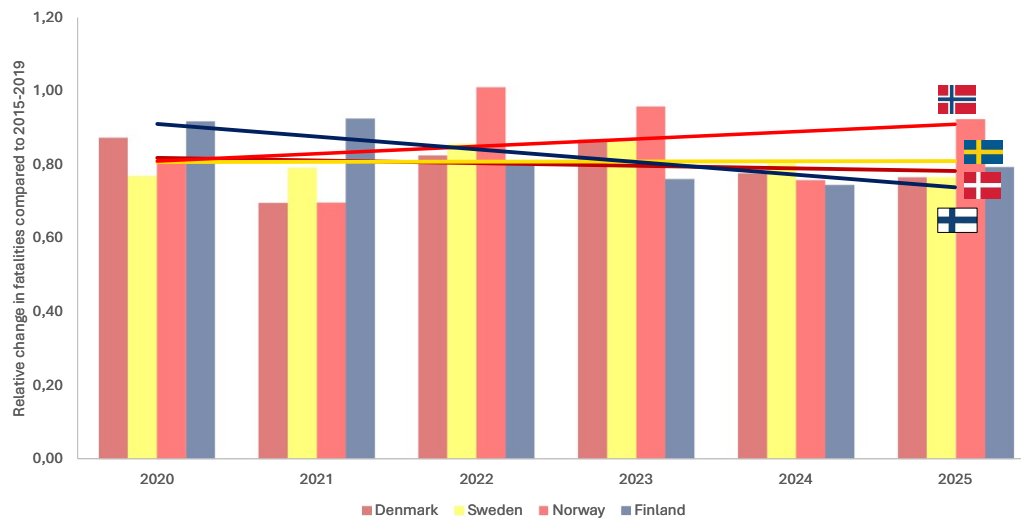


Source: NVF, 2026.



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Relative change in fatalities

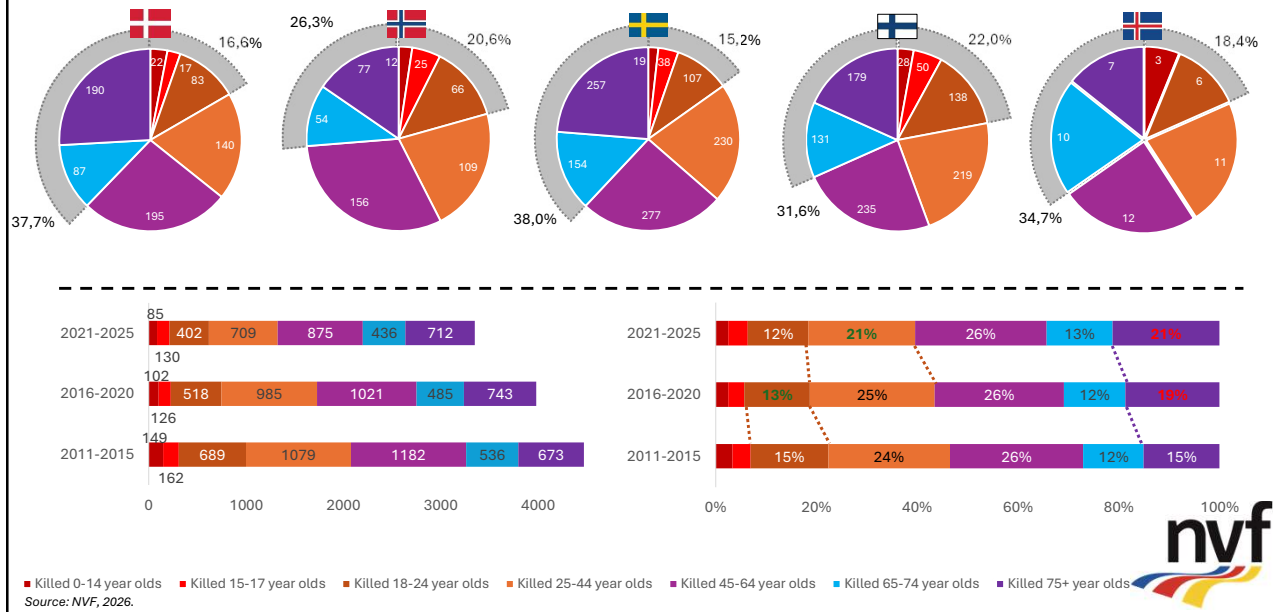


Source: NVF, 2026.



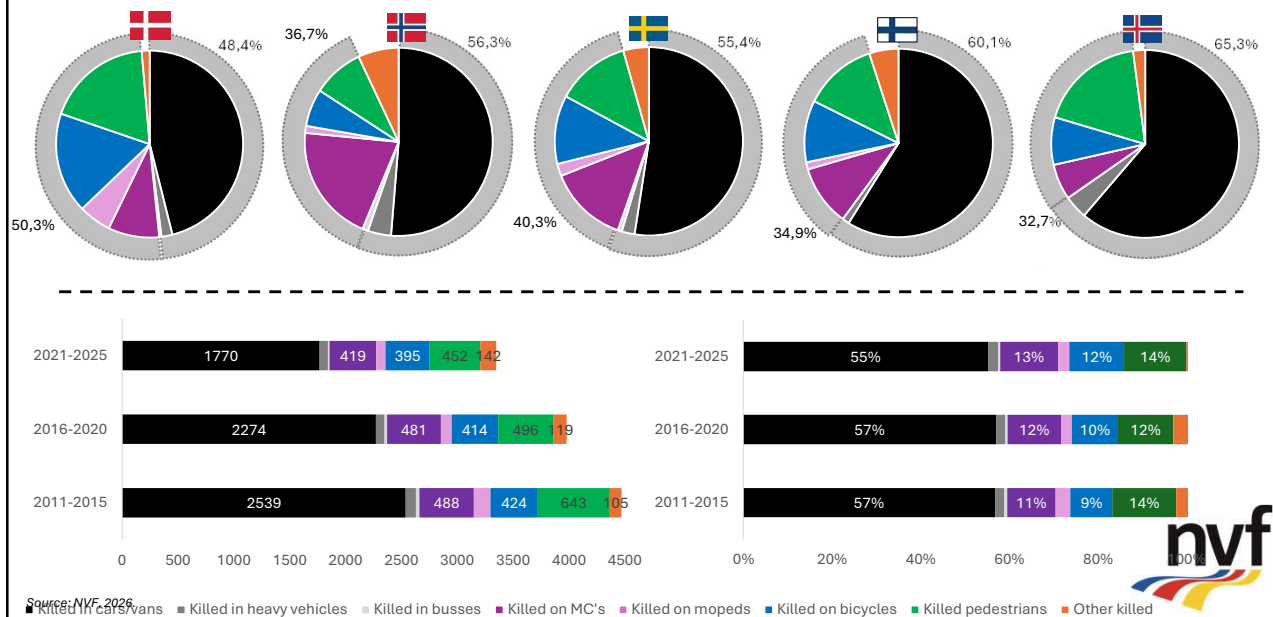
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Age of the victims 2021-2025



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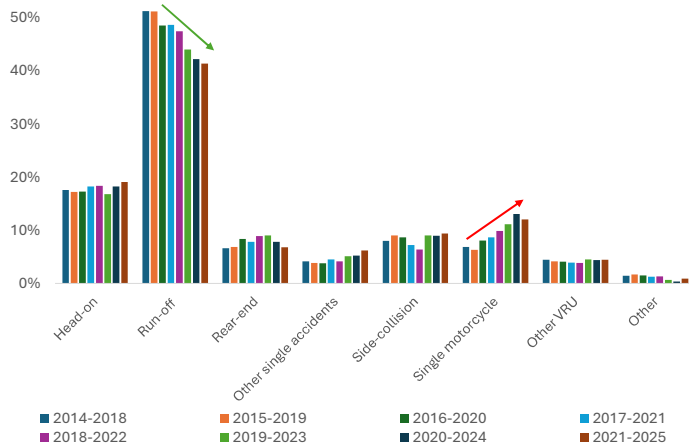
Road user groups 2021-2025



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Iceland – rural roads

Proportional development on rural roads
Serious and fatal accidents



Source: IRCA and The Icelandic road authority, 2026.



Accident types:

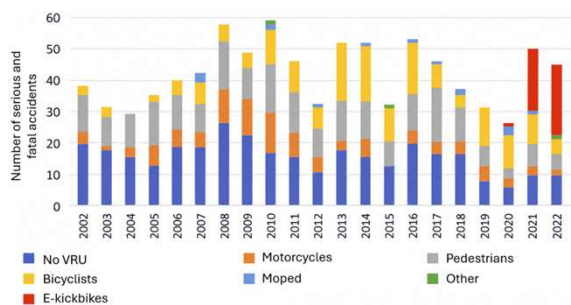
- Run-off and single accidents (41% of fatal accidents)
- Head on accidents (44% of fatal accidents)

Main challenges:

- Relatively large road network
- Fast increasing traffic due to tourism
 - Tourists stopping on the road
- Speeding
- Dangerous overtaking
- Road design and road environment
 - Unsafe roadside environment
 - Gravel roads
 - Sight distances at intersections

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Iceland – urban settings



Source: IRCA and the Icelandic road authority, 2026, Kröyer, 2023, photo from COWI.

Challenges for urban settings:

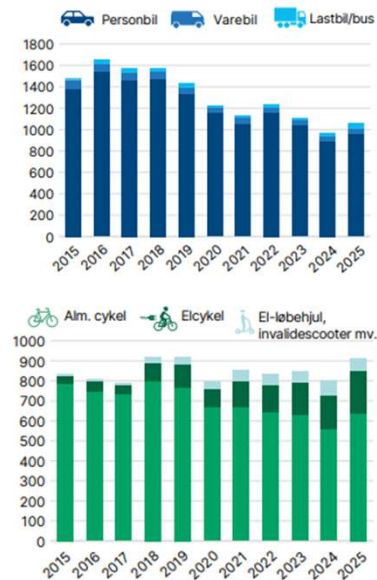
- Fatal accidents: Motorv.-Ped. 50%
- E-scooters (mostly serious injuries, but 13% of fatal accidents)
- Serious single bicycle accidents challenging.
- “High” speed and mixed environment
- Rigid objects and roadside environment (9% of fatal accidents on the urban roads of IRCA)



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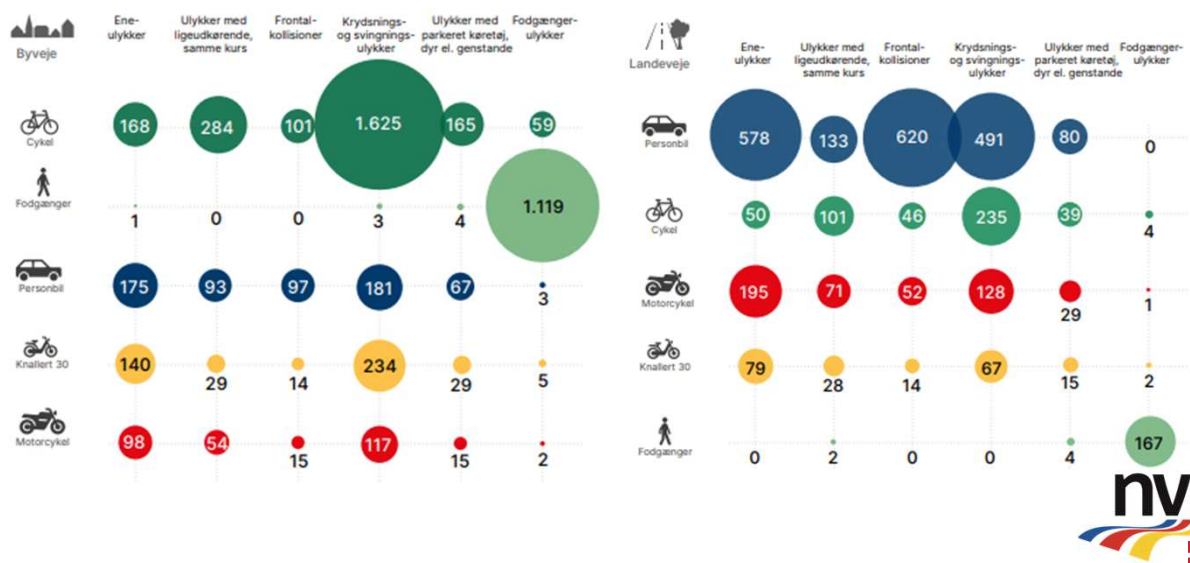
Denmark

- 143 fatalities in 2025 – the second-lowest number ever
- However, the number of seriously injured increased by 5 % compared to the average of 2020-2024
- Killed and injured in passenger cars fell by 10 % compared to 2020-2024
- Killed and injured cyclists and pedestrians rose by respectively 11 and 5 %
- More and more bikes are electric and that can also be seen in the accident statistics
- 75 % of killed persons and 59 % of injured were male in 2025 – this has been the case for many years



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Denmark

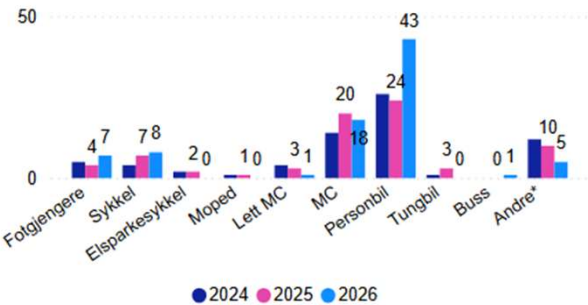


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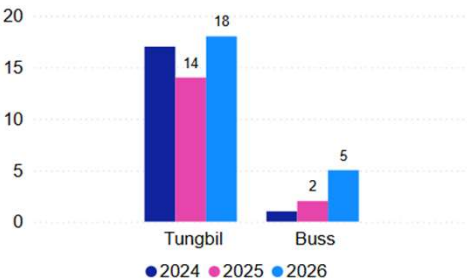
Norway

Antall drepte per trafikantenhet

*Varebil, bobil, ATV, traktor, hest, annet, ukjent

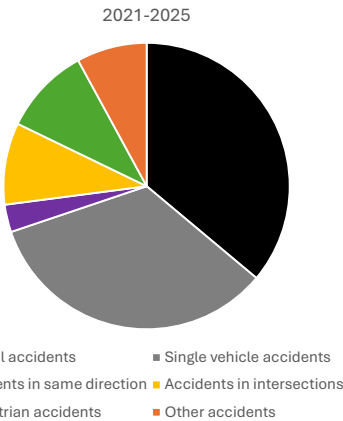
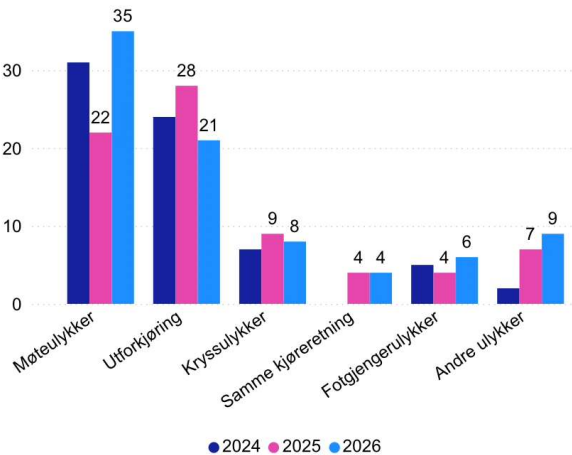


Antall drepte i ulykker med tyngre kjøretøy involvert



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Norway



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Norway

Månedlig oversikt over antall drepte

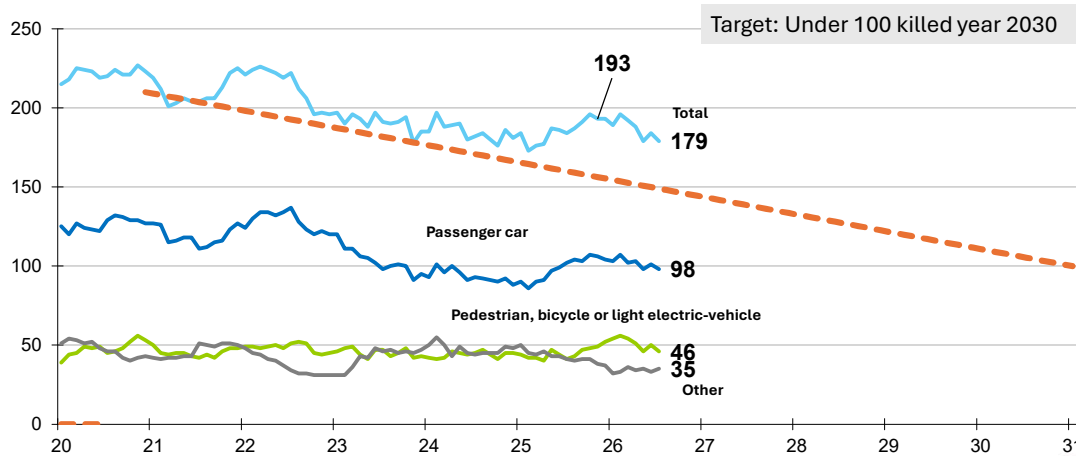
Måned	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
januar	6	6	7	8	6	2	5	4	4	11
februar	5	8	2	9	4	2	5	3	5	4
mars	7	2	7	7	4	6	3	13	4	6
april	5	8	13	6	2	7	9	8	5	6
mai	12	9	10	7	8	19	13	9	10	15
juni	10	12	11	9	7	18	11	14	18	9
juli	10	10	6	9	9	11	12	9	16	19
august	12	7	9	9	13	18	15	9	12	13
september	5	17	10	2	13	6	18	5	10	
oktober	10	9	11	10	5	6	12	4	9	
november	11	14	8	7	4	13	5	5	4	
desember	13	6	14	10	5	8	2	4	9	
Totalt	106	108	108	93	80	116	110	87	106	83



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Finnland: Killed by Road User Group and Target

Killed previous 12 months



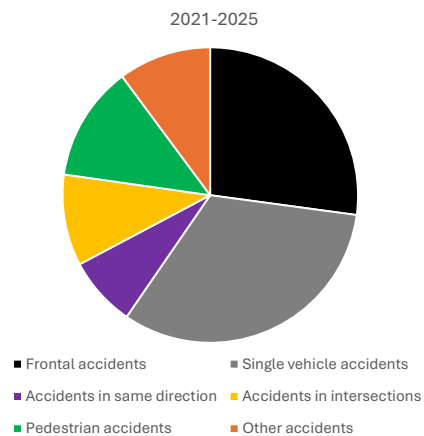
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Source: Statistics Finland, year 2025 and 2026 preliminary figures – situation 31.7.2026



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Finland



[Database PxWeb - Select table](#)

- Rural settings 70 % (killed 2023-2025, 394 persons)

- Heavy vehicle involved 90 percent (2/3 opposing directions) – central barriers would help
- Elderly 2/3 fragility (1/3 running off the road, 1/4 opposing directions)
- Young 2/3 (risk taking, speeding, intoxication. Running off the road 1/2, opposing directions 1/3)
- In passenger cars 86 % (1/2 opposing directions, 1/3 running off the road) – central barriers would help
- Motorcycle 2/3 (4/10 running off the road)
- Moped 60 percent (opposing directions)

- Urban settings 30% (killed 2023-2025, 165 persons)

- Children 2/3 (pedestrian, light electric vehicle, cyclist)
- Pedestrians 2/3 (elderly, pedestrian crossings)
- Cyclists 70 percent (intersecting directions, running off the road)
- Light electric vehicle 100 percent (3/5 intersecting directions)



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Finland

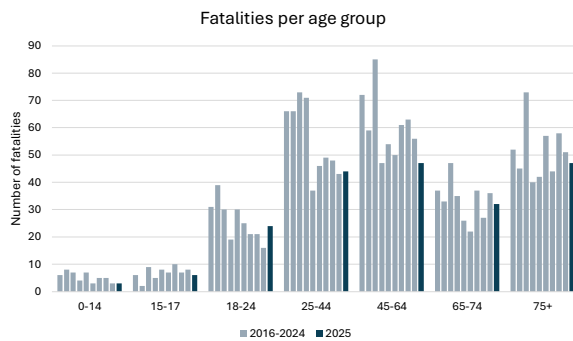
- Of those who died not wearing a seat belt, 38% (n=15) would have been saved with varying probabilities had they been wearing a seat belt.
- In fatal motor vehicle accidents studied by investigation teams in 2024, intoxicated drivers accounted for 42 (40%) of the at-fault drivers.
- Young persons account for 11 % of the population but are estimated to account for 30 % drivers who cause deadly accidents
- Over half of deadly accidents there were at least 10km/h over the limit

Source: Accident Investigation teams OTI – yearly report 2024 [OTI-vuosiraportti 2024](#)



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Sweden



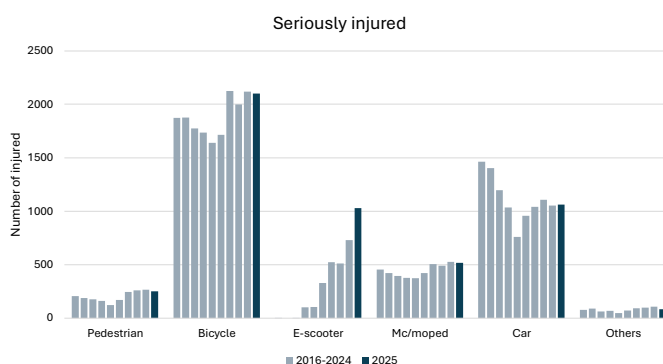
Source: Swedish Transport Agency and Transport Analysis



- **The elderly, 75 years and older, are a concern:**
 - No reduction the last 10 years
 - Highest risk of all age groups (killed per population)
 - Cyclists: 15 %, pedestrians: 26 %, car occupants: 58 %
- **Concerns for age group 15-17:**
 - A-tractors, moped cars and mopeds
- **Main challenges:**
 - Speeding and speed limits
 - Road design, roads with poor safety standard need to be upgraded
 - Alcohol and drugs

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Sweden

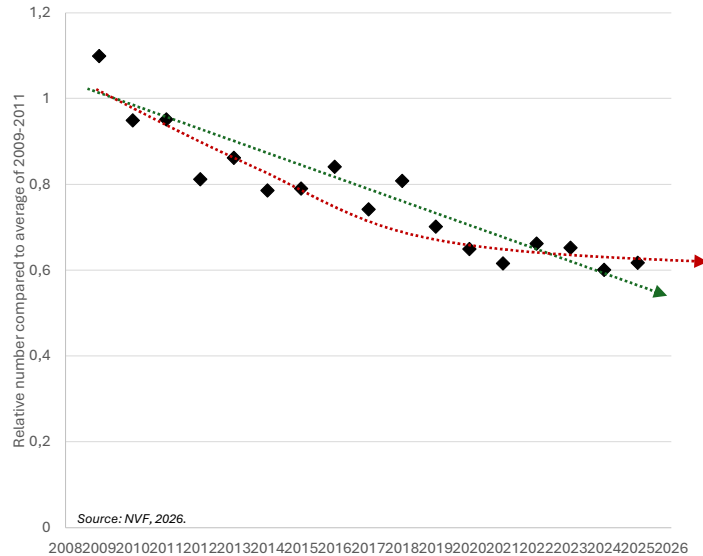


- New law in 2021 that increased the number of reports from the hospitals
- The e-scooters are a main concern
- Difficult to reduce the number of bicycle crashes



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To sum up



- Number of fatalities has decreased
- The last few years have not seen obvious reduction.
- Is this a ...
 - temporal fluctuation,
 - temporal stagnation,
 - are we hitting a plateau?
 - If so, how do we break from the plateau?



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Thank you



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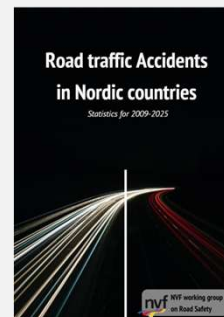
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<https://infogram.com/accidentstatistic-nordiccountries-1h8n6m3jr3wmz4x>



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