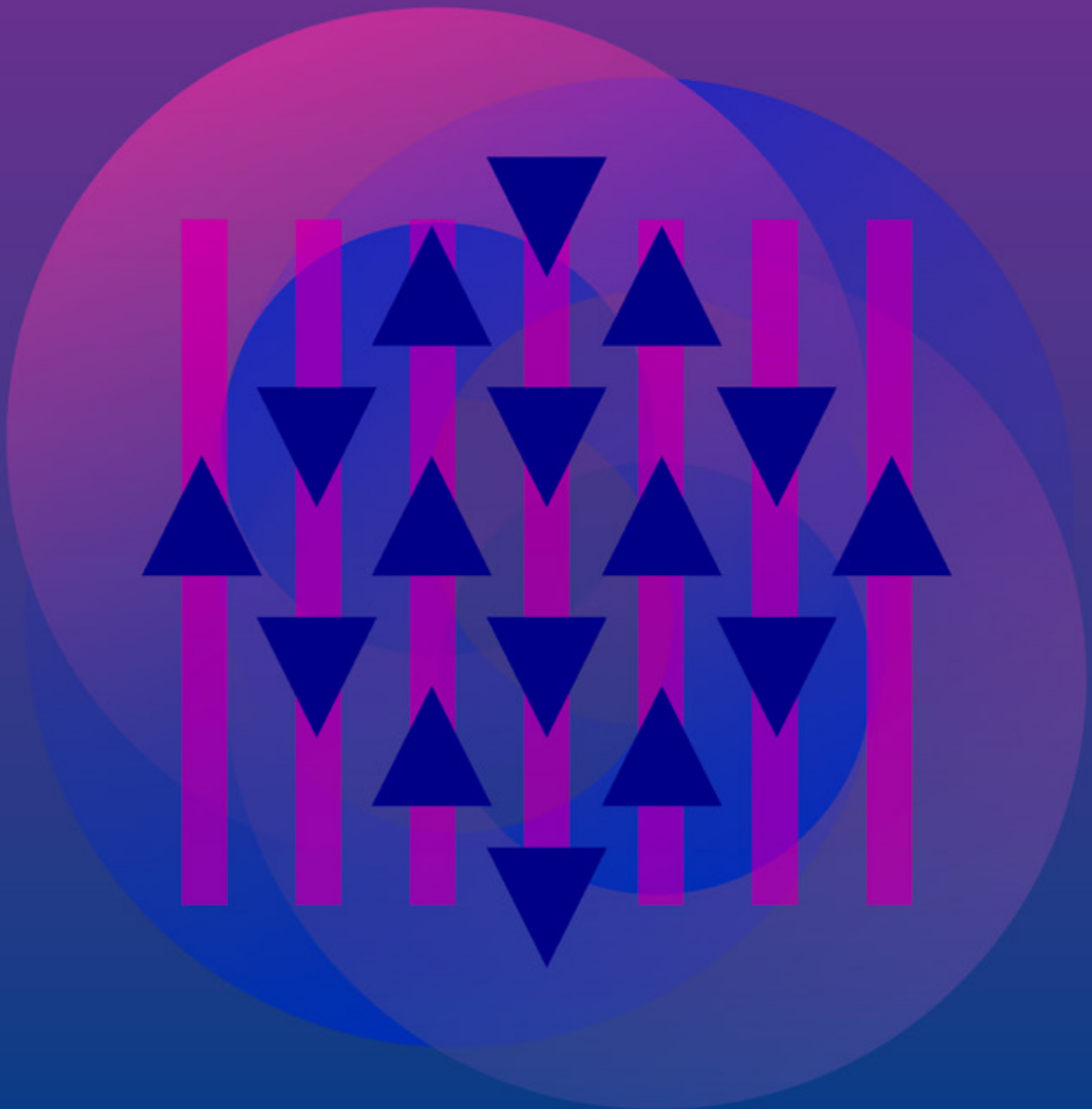


# Road Safety Country Profile

## Mexico 2023



## Overview

In 2020, Mexico reached a record low in the number of road deaths, in part due to the Covid-19 pandemic and its impact on mobility. In 2022, Mexico reported 15 979 road deaths. Overall, since 2010, the number of road deaths has been on a downward trend. Mexico adopted the new General Law of Mobility and Road Safety in May 2022. A new strategy was developed and released in June 2023. It is based on the Safe System approach.

Note that data in this country profile come from the Mexican Transportation Institute (*Instituto Mexicano del Transporte* [IMT]) and the Ministry of Health; IRTAD has yet to validate them.

### Quick facts: Mexico (all data from 2022, unless otherwise stated)

Population	129.4 million				
GDP per capita	USD 10 932				
Road network	833 270 km				
	Urban roads	Rural roads		Motorways	
	10%	89%		1%	
Total number of motor vehicles	55.2 million				
	Cars	Motorcycles	Goods vehicles	Buses	
	66%	12%	21%	1%	
Speed limits	Urban roads	Rural roads		Motorways	
	20-80 km/h	60-110 km/h		110 km/h	
Limits on blood alcohol content	General drivers	Professional drivers		Motorcyclists	
	0.5 grams/litre (g/l)	0.0 g/l		0.2 g/l	
Road fatalities	15 979				
	Pedestrians	Cyclists	Car occupants	Motorised two-wheelers	Other and unknown
	17%	1%	10%	15%	57%
Road fatalities per 100 000 population	12.4				
Road fatalities per 10 000 vehicles	2.9				
Cost of road crashes	1.4% of GDP				

## Short-term trends

Mobility and road safety in Mexico were impacted by the Covid-19 pandemic that hit the world in 2020. Figure 1 illustrates the number of road deaths in 2020, 2021 and 2022 compared to the linear trend before the pandemic. It shows that the road death figure for 2020 and 2021 were very much below the trend. However, in 2022, the number of deaths exceeds the trend and figures reported before the pandemic.

Due to the impact of the Covid-19 pandemic on mobility and road crashes, the data for 2020 and 2021 represent a poor reference point for benchmarking. Therefore, for short-term trends, this report compares data for 2022 with the average for 2017-19.

In 2022, data report that 15 979 people died in Mexico because of road crashes, an increase of 4% over the average 2017-19. Analysing the monthly data, the only months that reported a decrease were February and April, while the months with the most significant increases in the number of fatalities were July, August and September, with increases of 10% or more in the number of deaths compared to the average 2017-19, these months coincide with the summer holiday period, but further analysis is needed to determine the influence this may have on the number of fatalities.

**Table 1. Road fatalities in Mexico, 2017-2022**

	2017	2018	2019	Average 2017-19	2020	2021	2022	2022 compared with average 2017-19
January	1 397	1 289	1 129	1 272	1 249	1 187	1 333	4.8%
February	1 223	1 258	1 174	1 218	1 138	1 092	1 092	-10.4%
March	1 353	1 436	1 278	1 356	1 295	1 354	1 393	2.8%
April	1 444	1 391	1 345	1 393	1 063	1 357	1 390	-0.2%
May	1 401	1 344	1 284	1 343	871	1 338	1 400	4.2%
June	1 275	1 290	1 179	1 248	1 033	1 177	1 315	5.4%
July	1 184	1 274	1 165	1 208	1 019	1 133	1 329	10.0%
August	1 286	1 226	1 060	1 191	1 108	1 166	1 320	10.9%
September	1 127	1 126	1 162	1 138	1 042	1 074	1 264	11.0%
October	1 283	1 237	1 225	1 248	1 233	1 194	1 288	3.2%
November	1 338	1 317	1 234	1 296	1 228	1 249	1 362	5.1%
December	1 555	1 386	1 438	1 460	1 351	1 394	1 493	2.3%
Total	15 866	15 574	14 673	15 371.0	13 630	14 715	15 979	4.0%

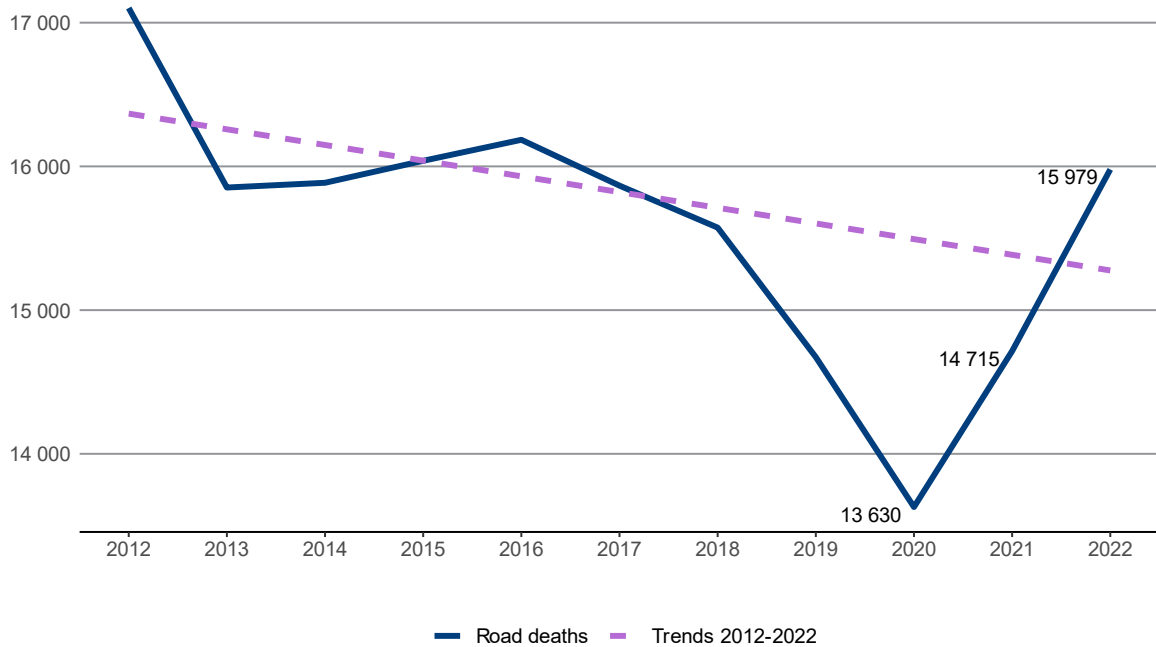
In 2022, according to provisional data from death certificates, the mortality rate was 12.4 deaths per 100 000 inhabitants, representing an increase from the 2021 figures, and the risk factor was 2.9 deaths per 10 000 registered vehicles (Figures 2 and 3).

Police data does not allow for analysis by user group, as in police records, 57% of road deaths are not attributed to a user group (Figure 4). For those for whom the type of user is known, the

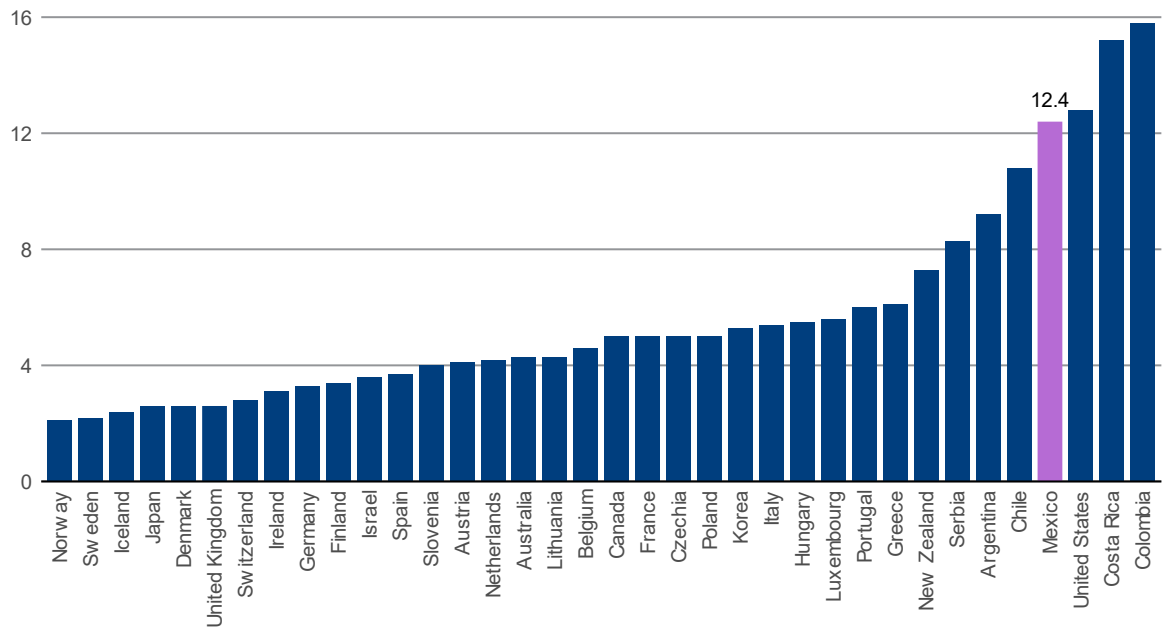
highest number of fatalities is recorded among vulnerable road users (pedestrians, cyclists and motorcyclists).

In contrast to previous years, in which young people between 18 and 24 years of age were the most at risk in traffic, in 2022, it is people over 75 years who report the highest mortality risk group, with a rate of 20.1 deaths per 100,000 inhabitants. When looking at the statistics by type of user, it can be seen that most of the fatalities in this age range are pedestrians (Figure 6).

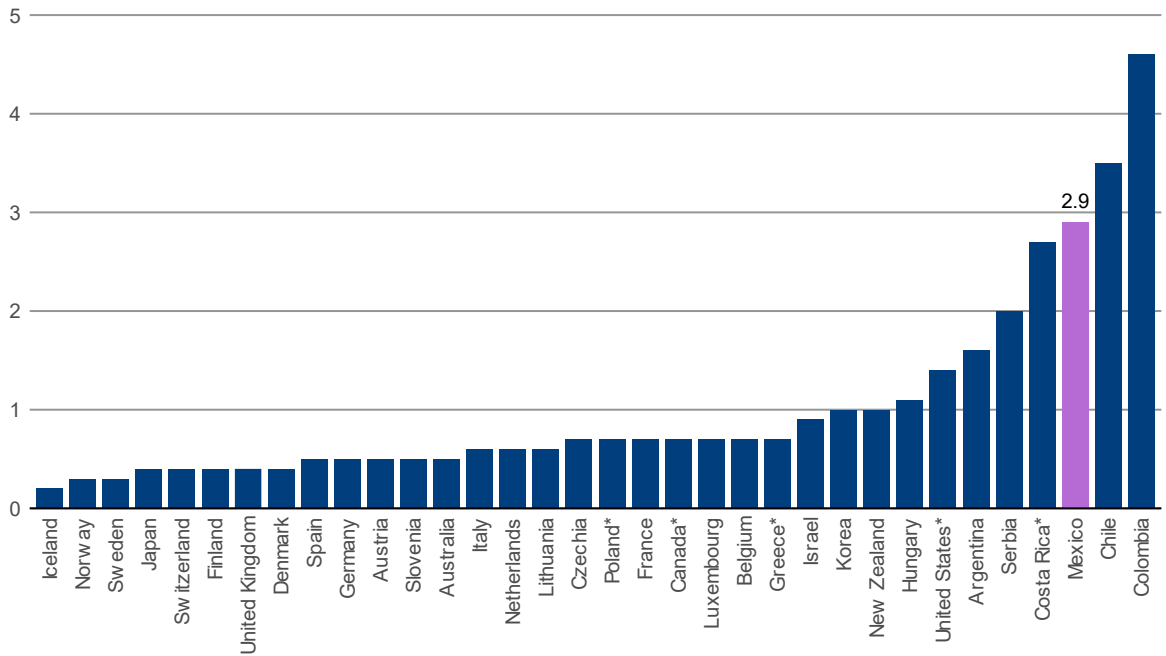
**Figure 1. Road fatalities in Mexico in 2020, 2021 and 2022 compared to the linear trend since 2012**



**Figure 2. Road fatalities per 100 000 inhabitants in Mexico compared to other IRTAD countries, 2022**

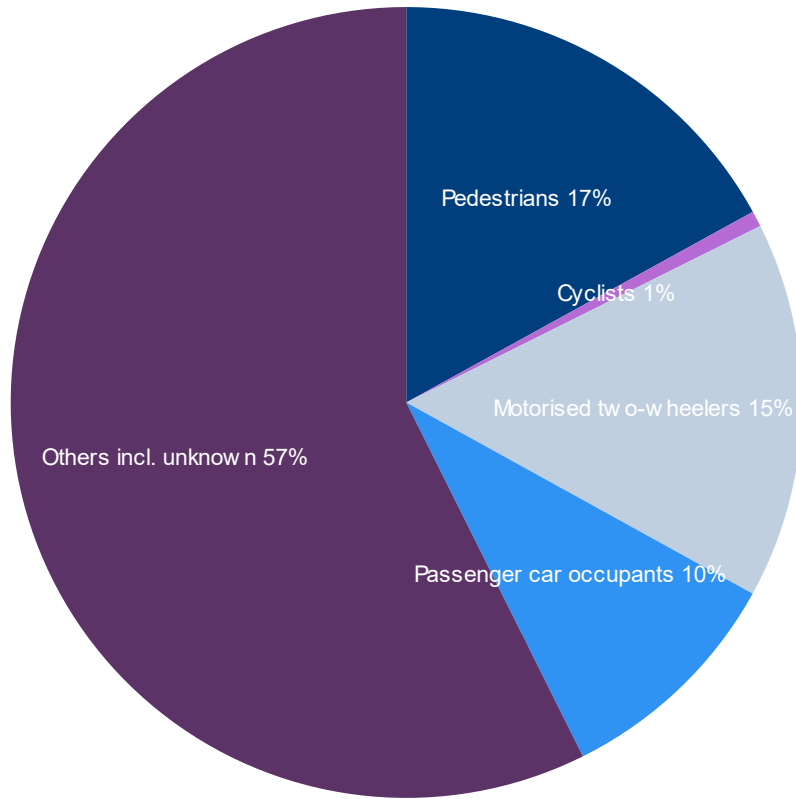


**Figure 3. Road fatalities per 10 000 vehicles in Mexico compared to other IRTAD countries, 2022**



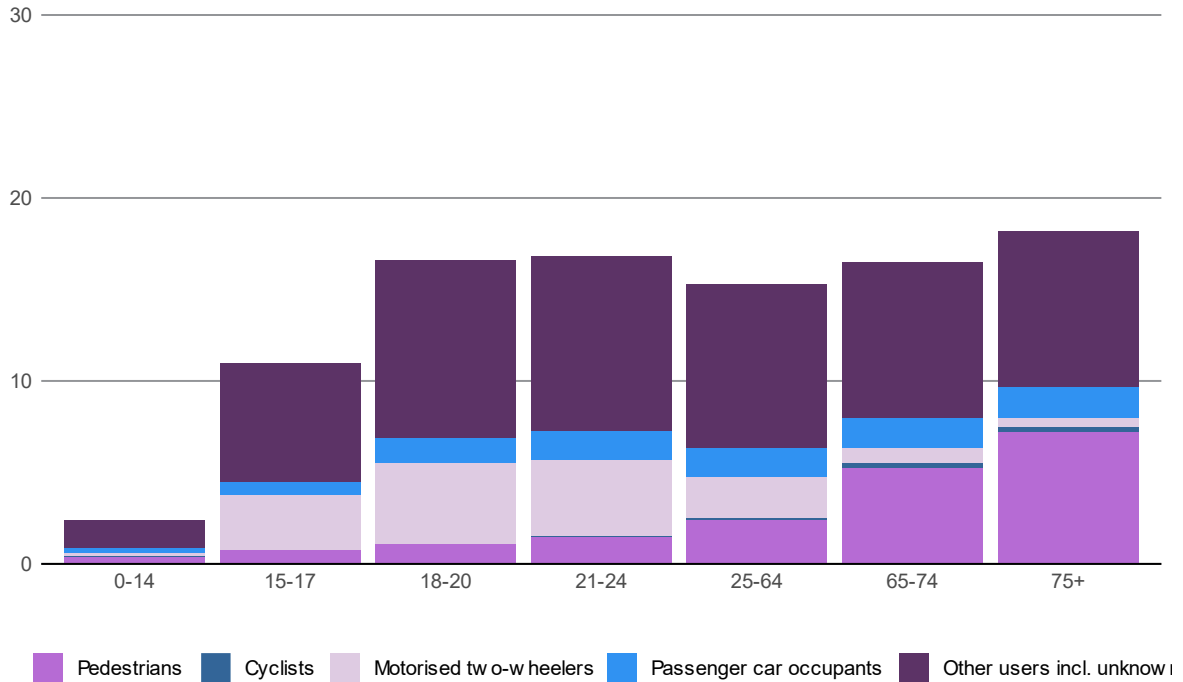
Note: in Belgium, Denmark, Germany and Hungary, registered vehicles do not include mopeds. \* 2021 data.

**Figure 4. Road fatalities in Mexico by user category, 2022**



**Figure 5. Road fatality rate in Mexico by user category and age group, 2022**

Rate per 100 000 population in the same age group



## Road safety data 2012-22

Between 2012 and 2022, road deaths decreased by 6.6%. During the same period, the number of motor vehicles increased by nearly 58.2% (Figure 6).

A comparative analysis of 2012 versus 2022 shows a decrease of 6.6% in the number of road traffic fatalities. Analysing the data by user category, it can be seen that registration errors have increased by 16.2% for 2012-22. On the other hand, it can be identified that motorcyclists killed in road crashes are the users with the highest growth rate for the period, reporting an increase of 137.2% for the period analysed (Table 2).

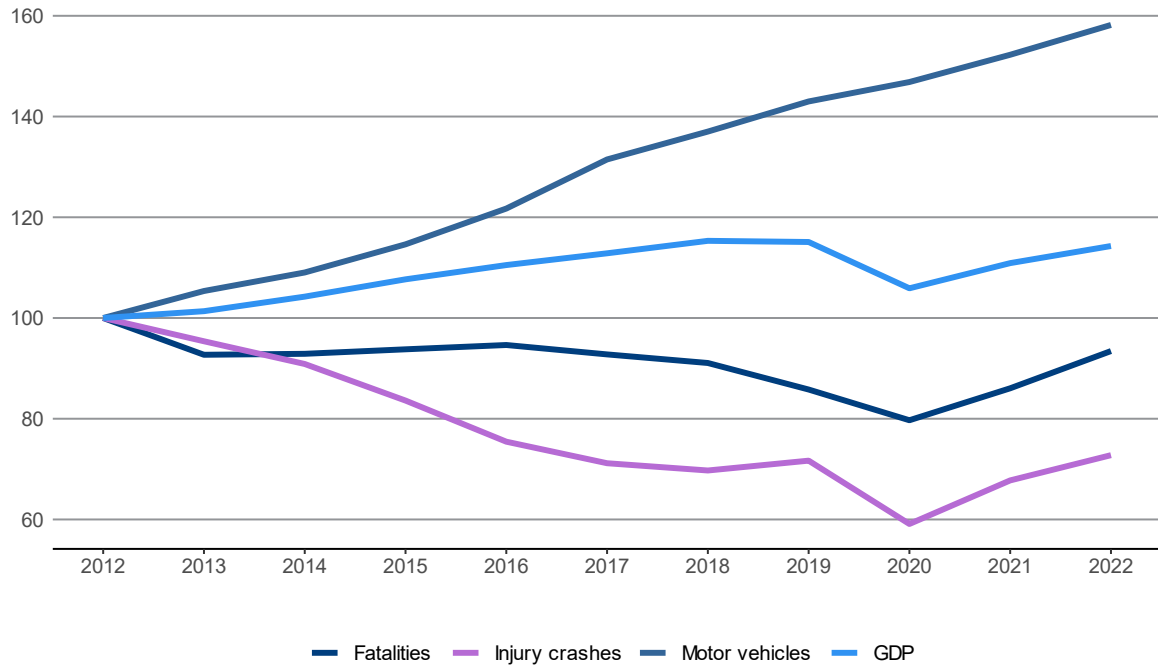
**Table 2. Crash, casualty and traffic data in Mexico, 2012-22**

	2012	2020	2021	2022	Evolution 2012-22
<b>Reported safety data</b>					
Fatalities	17 102	13 630	14 715	15 979	-6.6%
Injury crashes	103 913	61 421	70 408	75 611	-27.2%
Injured persons hospitalised	26 625	21 424	27 779	..	..
Deaths per 100 000 population	14.6	10.7	11.4	12.4	-15.3%
Deaths per 10 000 registered vehicles	4.9	2.7	2.8	2.9	-40.9%
<b>Fatalities by road user</b>					
Pedestrians	5 177	2 536	2 610	2 715	-47.6%
Cyclists	174	111	94	103	-40.8%
Motorised two-wheelers	1 037	1 982	2 233	2 460	137.2%
Passenger car occupants	2 824	1 505	1 742	1 535	-45.6%
Other road users	7 890	7 496	8 036	9 166	16.2%
<b>Fatalities by age group</b>					
0-14 years	1 312	681	769	786	-40.1%
15-17 years	761	625	658	741	-2.6%
18-20 years	1 263	1 016	1 109	1 128	-10.7%
21-24 years	1 776	1 398	1 426	1 505	-15.3%
25-64 years	9 681	8 187	8 983	9 776	1.0%
65-74 years	1 073	816	941	1 007	-6.2%
≥ 75 years	968	615	581	721	-25.5%
<b>Fatalities by road type</b>					
Urban roads	3 326	2 293	2 583	2 957	-11.1%
Rural roads	5 681	3 389	4 141	3 889	-31.5%
Motorways	1 010	866	975	755	-25.2%
<b>Traffic data</b>					
Registered vehicles (thousands)	34 876	51 216	53 103	55 167	58.2%
Registered vehicles per 1 000 population	297.4	400.7	412.9	426.4	43.4%



**Figure 6. Evolution of road fatalities in Mexico, motorisation and GDP, 2012-22**

Index 2012 = 100



## Safety performance indicators

### Speed

Inappropriate speed is one of the leading causes of road crashes. In 2022, 16% of road crashes on the federal highway network were attributed to excessive speed, according to the National Guard. For this reason, the new mobility and road safety strategy considers managing speed to always operate according to people's survival threshold.

Table 3 summarises the main speed limits for passenger cars in Mexico.

**Table 3. Passenger car speed limits by road type in Mexico, 2023**

	<b>General speed limit</b>	<b>Comments</b>
Urban roads	20-80 km/h	20 km/h in school zones, 30 on secondary and tertiary streets, 50 on primary avenues without controlled access, 80 in central lanes of controlled access avenues and 50 on state highways within urban roads
Rural roads	60-110 km/h	60 km/h on collector roads, 80 on state highways outside urban areas, 50 within urban areas, 110 on roads and motorways under federal jurisdiction
Motorways	110 km/h	110 for car, 95 for buses and 80 for freight transport on roads and highways under federal jurisdiction

## Drink driving

Driving under the influence of alcohol is another major cause of road crashes in Mexico. According to the statistics office (INEGI), 5.4% of road crashes on urban and suburban roads in 2022 were due to drunk drivers. However, it is important to note that the blood alcohol concentration (BAC) level is not systematically reported in the case of fatal crashes. This figure is, therefore, likely to be underreported. In 2016, 11% of the 1 831 autopsies performed following road crashes showed alcohol had been consumed. Moreover, 18% of emergency patients involved in a traffic crash reported drinking alcohol during the previous six hours.

According to the General Law of Mobility and Road Safety, it is prohibited to drive with a blood alcohol level higher than 0.25 mg/l in exhaled air or 0.5 g/l in blood without distinction between novice and young drivers. For persons driving motorcycles, it is prohibited to drive with a blood alcohol level higher than 0.1 mg/l in exhaled air or 0.2 g/l in blood. For vehicles intended for passenger and cargo transportation, it is prohibited to drive with any concentration of alcohol per exhaled air or litre of blood. A crash is defined as alcohol-related when one of the participants (including cyclists and pedestrians) has a BAC above the legal limit.

Limits on BAC are mainly enforced through alcohol breath tests conducted by the police on the roadside. In 2019, at least 20 6060 operations co-ordinated by STCONAPRA were implemented, applying 843 216 breathalyser tests in the 32 federal entities in 172 of the 197 priority municipalities. It was recorded that 16% of them were positive.

In 2022, the "Protocol for the implementation of breathalyser control points" was published by the STCONAPRA to have an instrument that describes the methodological procedures to be considered for the homologation of breathalyser control points. Likewise, Article 49 of the General Law of Mobility and Road Safety establishes the minimum measures that traffic regulations must contain, and one of them is the obligation of the federal entities to carry out breathalyser tests.

## Drugs and driving

The Mexican authorities regularly check the federal highway network to test professional drivers' physical and physiological conditions. However, there is no data available to estimate deaths due to drugs.

The new General Law of Mobility and Road Safety provides campaigns to prevent traffic crashes to avoid driving under the influence of alcohol or any psychotropic or narcotic drug. It also establishes in the traffic regulations that licenses may be withdrawn in case of driving under the influence of alcohol or drugs.<sup>3.4. Use of mobile phones while driving.</sup>

An increasing problem for traffic safety in Mexico is the distraction of mobile phones while driving (there is no official definition of distracted driving). In Mexico, only hands-free devices are allowed while driving. There is no data on the contribution of distracted driving to road crashes.

In 2021, the Guanajuato State Council for Accident Prevention (COEPRA-GTO) conducted an observational study in eight municipalities, finding that in some cities, such as Dolores Hidalgo, 25% of drivers use distractors while driving, while in other municipalities, such as San Miguel de Allende, the use of distractors is present in more than 80% of drivers.

## Fatigue

The share of sleepiness and fatigue as a causal factor in crashes is especially challenging to detect.

Of the crashes reported by the National Guard in 2022, "dozing" was recorded as the cause of 5.2% of crashes on the federal road network.

## Seat belt and helmet use

Seat belt wearing has been compulsory in Mexico since 2003 in front seats and since 2015 in rear seats. The wearing rate in 2017 was 79% for drivers, 65% for front-seat passengers and 46% for rear-seat passengers. Only 11% of children under 12 are estimated to be correctly seated with a dedicated child restraint system. These figures suggest that much progress can still be made in increasing seat belt use.

According to the INEGI, 12.7% of drivers involved in a crash on urban and suburban roads in 2022 did not wear a seat belt when the crash occurred. However, it is important to note that this information was only available for 25% of road crashes.

For motorcyclists, helmet wearing is the most effective passive safety habit. In Mexico, helmets have been compulsory for users of all motorised two-wheelers on the whole network (federal highway network and urban and suburban roads) since 2012. In 2021, based on observational surveys in the City of Puebla, 89% of motorcycle drivers and 82% of motorcycle passengers wore helmets.

Bicycle helmets are not compulsory.

**Table 4. Seat belt and helmet wearing rates in Mexico**

Percentages

	2016	2021
<b>Front seats</b>		
Driver	81	..
Passenger	49	..
<b>Rear seats</b>		
General	6	..
<b>Helmet</b>		
Riders of motorcycles	88	89
Passengers of motorcycles	58	82

## Cost of road crashes

Traffic crashes represent considerable costs to Mexican society. In 2022, they were estimated at USD 17.5 billion (1.4% of GDP). These costs are calculated based on a human capital approach, as no studies are available on the statistical valuation of life using a willingness-to-pay approach.

**Table 5. Cost of road crashes in Mexico, 2022**

	Unit Cost (USD)	Number	Total cost (USD)
Fatalities	431 169	15 979	6.9 billion
Injuries	107 792	98 748	10.6 billion
Total			17.5 billion
Total as % of GDP			1.4%

## Road safety management and strategy

### Evolution of road safety

A total of 15 000 deaths were recorded on average every year over the last 25 years. The number of registered fatalities peaked in 2009 at 17 820.

### Governance of road safety

As a federation, the responsibility for road safety management in Mexico lies with various actors. Road safety responsibility is partly co-ordinated by the National Council for the Prevention of Accidents (CONAPRA), the state councils for preventing crashes and the state agencies in charge of crash prevention for urban and federal roads. In 2017, CONAPRA was strengthened and became a council with representatives from ten ministries working together to promote road

safety. The actions carried out on federal roads are co-ordinated by the Ministry of Infrastructure, Communications and Transport.

In 2022, the National System of Mobility and Road Safety was created with the publication of the General Law on Mobility and Road Safety. It is a mechanism that co-ordinates the competent authorities in mobility and road safety from the three levels of government and the relevant sectors of society. The National System comprises the Ministry of Agrarian, Territorial and Urban Development; the Secretariat of Infrastructure, Communications and Transport; the Ministry of Economy; the federative entities, and the person designated by the local Executive. The System may also invite other mobility authorities to participate to speak and vote or only to speak. The National System's presidency is exercised annually between the Ministry of Agrarian, Territorial and Urban Development and the Ministry of Infrastructure, Communications and Transport.

## National road safety strategy

In 2011, Mexico launched its National Road Safety Strategy 2011-20, inspired by the Plan for the Decade of Action for Road Safety. The Ministry of Communications and Transport and the Ministry of Health developed the strategy jointly. The main target of the action plan was to halve the number of fatalities on Mexican roads by 2020 and reduce as many injuries and disabilities from road crashes as possible. The target was not met.

The new General Law of Mobility and Road Safety (LGMSV) was published in the Official Gazette of the Federation on 17 May 2022 (<https://www.diputados.gob.mx/LeyesBiblio/pdf/LGMSV.pdf>). Its objective is to establish the basis for guaranteeing the right to safe mobility and inclusive accessibility. The law adopts a Safe System approach. The law also sets speed limits by road category.

Road safety is also included in Mexico's National Development Plan 2019-24 ([https://www.dof.gob.mx/nota\\_detalle.php?codigo=5596042&fecha=02/07/2020](https://www.dof.gob.mx/nota_detalle.php?codigo=5596042&fecha=02/07/2020)). Its priority is: *"Contribute to social welfare through the construction, modernisation and maintenance of accessible, safe, efficient and sustainable road infrastructure, connecting people of any condition, with a vision of regional and intermodal development."*

In addition, the Ministry of Health Sector Program 2019-24 includes road safety as the main objective is guaranteeing health.

In June 2023, the new National Strategy for Mobility and Road Safety (ENAMOV) 2023-2042 ([https://www.gob.mx/cms/uploads/attachment/file/848141/ENAMOV\\_2023-2042.pdf](https://www.gob.mx/cms/uploads/attachment/file/848141/ENAMOV_2023-2042.pdf)) was published. The Strategy establishes the long-term vision and lays the foundations for developing mobility and road safety in the country. Its main aim is to guarantee everyone's right to move and have comprehensive mobility systems that, under equality, equity, and sustainability conditions, allow for reducing inequality gaps in people's access to the right to mobility. The Strategy prioritises the needs of vulnerable groups. Its effective implementation will result from the renewed commitment of the three levels of government to co-ordination and concurrence with the social, private, and academic sectors.

## Latest road safety measures

With the publication of the LGMSV in May 2022, forums for developing the national strategy were held. These initiatives resulted in the publication of ENAMOV in June 2023 by the Ministry of Agrarian, Territorial and Urban Development (SEDATU).

In 2023, worktables were held to address specific situations of road crashes, especially on the Mexico - Queretaro highway.

In 2023, Operation 30 Delta, carried out by the SICT and the National Guard, will be carried out not only during the holiday season but also frequently to perform medical examinations and Breathalyzer tests on drivers of federal public transportation travelling on the general roads.

In September 2023, the SICT and SEDATU concluded and published the Mexican Official Standard "NOM 034-SCT2/SEDATU-2022, Signage and road devices for streets and highways", which establishes the general requirements to be considered for designing and implementing signage and road devices on streets and highways of federal, state and municipal jurisdiction.

In May 2022, the General Law of Mobility and Road Safety (LGMSV) was published in the Official Gazette of the Federation.

With the publication of the LGMSV in 2022, Article 64 of the traffic regulations of Mexico City (CDMX) includes an awareness workshop for violators of exceeding the speed limit, not respecting the right of way, driving under the influence of alcohol and not using safety elements when riding a motorcycle.

Since 2021, the National Alliance for Road Safety (ANASEVI) has conducted dialogues with relevant road safety issues aligned with the second decade of action for road safety 2021-2030.

In 2019, the Ministry of Agrarian, Territorial and Urban Development (SEDATU) published the "*Manual de calles completas*" (Road Design for Mexican Cities), which contains the guiding axes to build more human urban streets that integrate the needs of all users.

In 2018, the SICT finalised and published the Mexican Official Standard "NOM-087-SCT-2-2017, which establishes driving times and breaks for drivers of federal auto transportation services", providing guidelines to regulate driving times and breaks for professional drivers.

In 2018, the General Directorate of Technical Services (DGST) of the SICT updated and published the Highway Geometric Project Manual that establishes guidelines for designing new roads or modernising existing roads.

Also in 2018, the DGST of the SICT developed and published the Road Safety Audit Manual, which documents the systematic and technical procedure to be applied to check the safety conditions of a road project at whatever stage it is at to ensure that the road is designed, built and operated with optimal safety criteria for all users.

In 2018, the Ministry of Health finalised and published the Mexican Official Standard "NOM-206-SCFI/SSA2-2018, Safety helmets for preventing and immediately addressing head injuries in motorcyclists. Health promotion actions. Safety specifications and test methods, commercial. Information and labelling".

## Research and resources

### Publications

Ministry of Health (2023), *Report on the road safety situation in Mexico, 2021*, <https://www.gob.mx/salud/documentos/informe-sobre-la-situacion-de-la-seguridad-vial-mexico-2021-331817>

SEDATU, BID (2019), *Manual of streets. Road design for Mexican cities*, <https://www.bibliocad.com/en/library/manual-of-streets-road-design-for-mexican-cities-151858/>

IMT (2023), *Evaluation of truck stops for compliance with driving and rest times*, Technical Publication No. 755, <https://imt.mx/descarga-archivo.html?l=YXJjaGl2b3MvUHVibGljYWNPb25lcy9QdWJsaWNhY2lvaIRlY25pY2EvcHQ3NTUucGRm>

IMT (2022), *Road safety campaign to promote the use of child restraint systems*, Technical Publication No. 717, <https://imt.mx/descarga-archivo.html?l=YXJjaGl2b3MvUHVibGljYWNPb25lcy9QdWJsaWNhY2lvaIRlY25pY2EvcHQ3MTcucGRm>

IMT (2022), *Road safety audits in work zone on the México - Querétaro highway*, Technical Publication No. 716, <https://imt.mx/descarga-archivo.html?l=YXJjaGl2b3MvUHVibGljYWNPb25lcy9QdWJsaWNhY2lvaIRlY25pY2EvcHQ3MTYucGRm>

IMT (2022), *Road safety recommendations for emergency braking ramps on highways*, Technical Publication No. 708, <https://imt.mx/descarga-archivo.html?l=YXJjaGl2b3MvUHVibGljYWNPb25lcy9QdWJsaWNhY2lvaIRlY25pY2EvcHQ3MDducGRm>

IMT (2022), *Best Practices For work zone flagger in Mexico*, Technical Publication No. 701, <https://imt.mx/descarga-archivo.html?l=YXJjaGl2b3MvUHVibGljYWNPb25lcy9QdWJsaWNhY2lvaIRlY25pY2EvcHQ3MDEucGRm>

IMT (2022), *Accidents due to driving under the influence of alcohol and drugs on the federal highway system*, Technical Publication No. 697, <https://imt.mx/descarga-archivo.html?l=YXJjaGl2b3MvUHVibGljYWNPb25lcy9QdWJsaWNhY2lvaIRlY25pY2EvcHQ3OTcucGRm>

IMT (2021), *Real time road accident data acquisition system*, Technical Publication No. 663, <https://imt.mx/descarga->

[archivo.html?l=YXljaGl2b3MvUHVibGljYWNpb25lcy9QdWJsaWNhY2lublRIY25pY2EvcHQ2NjMucGRm](https://imt.mx/descarga-archivo.html?l=YXljaGl2b3MvUHVibGljYWNpb25lcy9QdWJsaWNhY2lublRIY25pY2EvcHQ2NjMucGRm)

IMT (2021), *Estimation of the impact on road safety of improvements made at conflict sites by the SICT in the last few years*, Technical Publication No. 660, <https://imt.mx/descarga-archivo.html?l=YXljaGl2b3MvUHVibGljYWNpb25lcy9QdWJsaWNhY2lublRIY25pY2EvcHQ2NjAucGRm>

IMT (2021), *analysis of road crashes reported by WAZE*, Technical Publication No. 649, <https://imt.mx/descarga-archivo.html?l=YXljaGl2b3MvUHVibGljYWNpb25lcy9QdWJsaWNhY2lublRIY25pY2EvcHQ2NDkucGRm>

Other research from ITF can be found here: <https://imt.mx/publicacion.html>.

## Websites

Mexican Transportation Institute (*Instituto Mexicano del Transporte*, IMT): <https://www.gob.mx/imt>

Ministry of Health (*Secretaría de Salud*): <http://www.gob.mx/salud/>

National Institute of Statistics and Geography (*Instituto Nacional de Estadística y Geografía*, INEGI): <http://www.inegi.org.mx>

Ministry of Infrastructure, Communication and Transport (*Secretaría de Infraestructura, Comunicaciones y Transportes*, SICT): <https://www.gob.mx/sct>

General Law on Mobility and Road Safety (LGMSV): <https://www.diputados.gob.mx/LeyesBiblio/pdf/LGMSV.pdf>

Mobility and Road Safety Strategy (ENAMOV): <https://www.gob.mx/sedatu/documentos/estrategia-nacional-de-movilidad-y-seguridad-vial?state=published>

## Definition, methodology, data collection

Term	Definition
Road death	Any person who dies following a road crash. When a person does not die at the crash scene but instead at, or on the way to, the hospital, they are reported as an injured person. In this report, road fatalities are registered in the National Health Information System (SINAIS) and recorded as caused by a motor vehicle traffic crash, according to the International Classification of Diseases (10th Revision) codes.
Person injured	A person suffering minor or severe injuries following a road crash.

The primary sources of information for road crashes are the National Institute of Statistics and Geography (INEGI) for urban and suburban areas and the National Guard for federal regions. Crash statistics include data on the date and time of the crash, location, type of crash, vehicle



type, crash contributing factors, road user category and condition of the casualties (injured or killed). INEGI is also in charge of compiling statistics at a national level.

Crash data for urban and suburban areas are collected on an INEGI form through the state and municipal safety and traffic agencies. Crash statistics are compiled based on the Organization of American States (OAS) recommendations.

Crashes occurring on the federal road network are reported in a different form through the regional offices of the National Guard (140 locations around the country). These crash forms are then processed in the crash database for federal roads.

Mexico has no integrated road crash database that collates data from INEGI and the National Guard. As both systems (INEGI and the National Guard) have different variables and definitions, it is difficult to obtain a precise count of the total number of crashes in the country. The most accurate data source on road deaths and serious injuries is the Ministry of Health's database based on health certificates and hospital discharges. Injury data are recorded based on the International Classification of Diseases (10<sup>th</sup> Revision).

Efforts are underway to improve data collection and monitoring of road crashes. As part of the Road Safety Programme 2013-18, 32 state observatories have operated since 2018. By 2021, only 22 had reported activities, 14 had held several meetings during the year, and eight had submitted their final reports. By the end of 2021, four states had a data management platform.

On 4 June 2021, the format for reporting traffic incidents used by the National Guard was published in the Official Gazette of the federation, thus making progress in standardising the collection of information, as the format is available for consultation by the other state and municipal police forces that collect information in urban and suburban areas. The new general law on mobility and road safety and the new strategy consider the development of a national protocol/guidelines to have a standardised process for the registration of traffic crashes in the three levels of government, based on standardised statistical and geospatial tools (roads, vehicles, and type of victim user, socio-demographic characteristics, and economic costs).

## About the IRTAD Database

The IRTAD Database includes road safety data, aggregated by country and year from 1970 onwards. It provides an empirical basis for international comparisons and more effective road safety policies.

The IRTAD Group validates data for quality before inclusion in the database. At present, the database includes validated data from 35 countries: Argentina, Australia, Austria, Belgium, Canada, Chile, Colombia, Costa Rica, Czechia, Denmark, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Israel, Italy, Japan, Korea, Lithuania, Luxembourg, the Netherlands, New Zealand, Norway, Poland, Portugal, Serbia, Slovenia, Spain, Sweden, Switzerland, the United Kingdom and the United States.

The data is provided in a common format based on definitions developed and agreed by the IRTAD Group. Selected data is available for free; full online access requires IRTAD membership.

Access the IRTAD Database via the OECD statistics portal:

[https://stats.oecd.org/Index.aspx?DataSetCode=IRTAD\\_CASUAL\\_BY\\_AGE](https://stats.oecd.org/Index.aspx?DataSetCode=IRTAD_CASUAL_BY_AGE)

## About the International Transport Forum

The International Transport Forum (ITF) is an intergovernmental organisation with 66 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.

[www.itf-oecd.org](http://www.itf-oecd.org)

## About the IRTAD Group

The International Traffic Safety Data and Analysis (IRTAD) Group is the ITF's permanent working group for road safety. It brings together road safety experts from national road administrations, road safety research institutes, international organisations, automobile associations, insurance companies, car manufacturers, etc. With 80 members and observers from more than 40 countries, the IRTAD Group is a central force in promoting international co-operation on road-crash data and its analysis.

[www.itf-oecd.org/irtad](http://www.itf-oecd.org/irtad)

## Disclaimer

The opinions expressed and arguments employed herein do not necessarily reflect the official views of International Transport Forum member countries. This document and any map included herein are without prejudice to the status of or sovereignty over any territory, to the delimitation of international frontiers and boundaries and to the name of any territory, city or area.

Data in this country profile have been provided by countries to the database of the International Traffic Safety Data and Analysis (IRTAD) Group. Where data has not been independently validated by IRTAD, this is indicated.

Read more country profiles online:

<https://www.itf-oecd.org/road-safety-annual-report-2023>

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