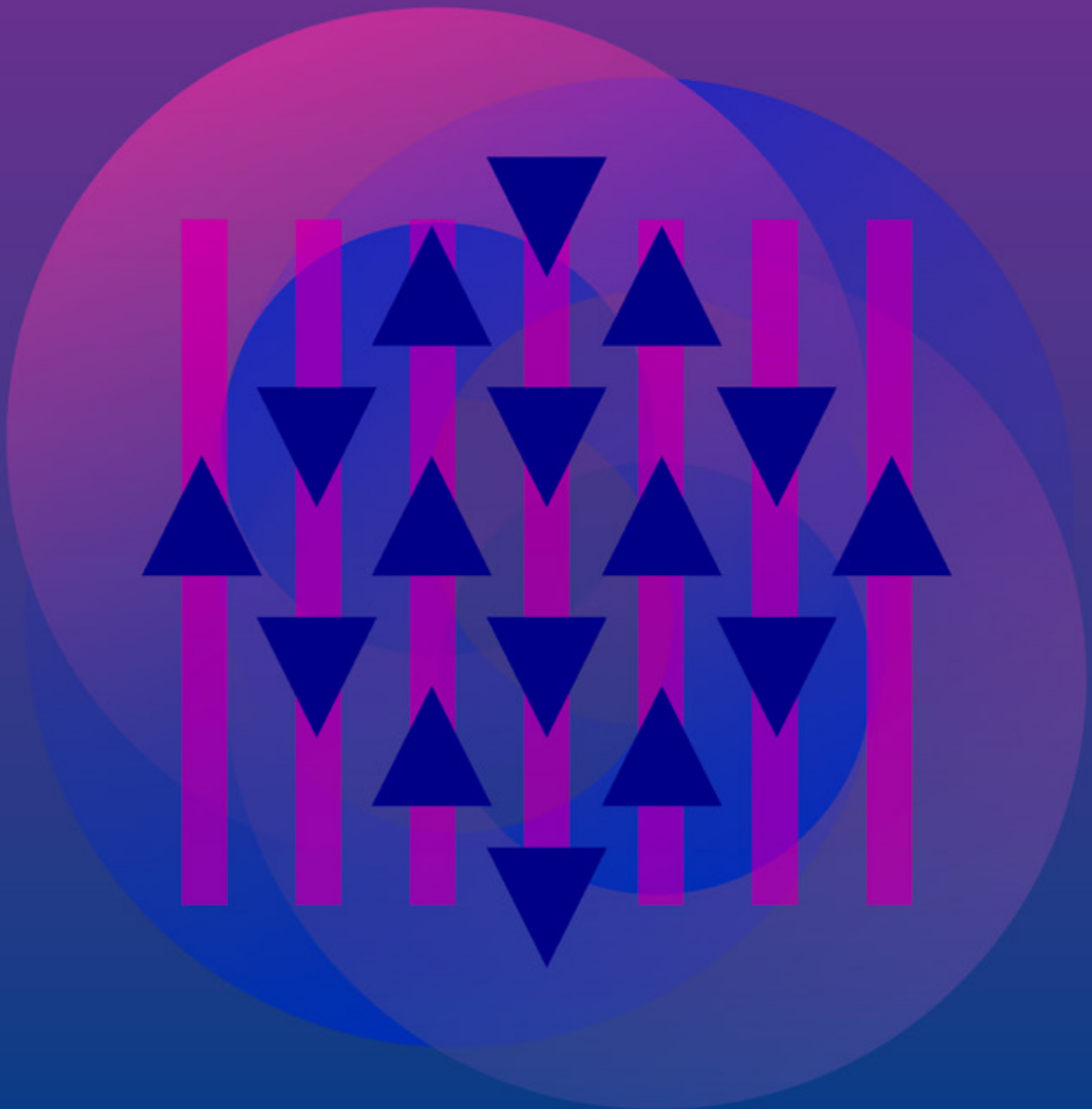


Road Safety Country Profile

Chile 2023



Overview

Chile recorded 2 137 road deaths in 2022, an increase of 9.5% compared to the average 2017-19. The biggest increases were recorded for passenger car occupants and motorised two-wheeler users. In 2017, Chile updated its National Road Safety Policy. Chile subscribed to the Safe System approach and adopted its principles. It held Vision Zero as its long-term goal regarding road traffic deaths and seriously injured people.

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

| | | | | | |
|--|-----------------------|----------------------|----------------|------------------------|-------------------|
| Population | 19.8 million | | | | |
| GDP per capita | USD 15 164 | | | | |
| Total number of motor vehicles | 6.1 million | | | | |
| | Cars | Motorcycles | Goods vehicles | Buses | |
| | 68% | 4% | 26% | 2% | |
| Speed limits | Urban roads | Rural roads | | Motorways | |
| | 30-50 km/h | 90-100 km/h | | 120 km/h | |
| Limits on blood alcohol content | General drivers | Professional drivers | | Novice drivers | |
| | 0.3 grams/litre (g/l) | 0.3 g/l | | 0.3 g/l | |
| Road fatalities | 2 137 | | | | |
| | Pedestrians | Cyclists | Car occupants | Motorised two-wheelers | Other and unknown |
| | 28% | 3% | 36% | 13% | 20% |
| Road fatalities per 100 000 population | 10.8 | | | | |
| Road fatalities per 10 000 vehicles | 3.5 | | | | |
| Cost of road crashes | 2.2% of GDP | | | | |

Short-term trends

Mobility and road safety in Chile were significantly 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 road death figures for 2020 were very much below the trend. However, by 2021, they were back on the trend.

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 and 2021 with the average for 2017-19.

There were 2 137 road deaths in 2022, an increase of 9.5% compared to the average for 2017-19.

The evolution in the number of fatalities varied widely depending on the type of road user. The number of car occupants and users of powered two-wheelers killed increased by more than 35%, while the number of cyclists and pedestrians killed decreased by 35% and 12.6% (Figure 2). This could be partly explained by the changes in mobility behaviour that occurred during the Covid-19 pandemic. Users shifted from public transport to other means, such as powered two-wheelers and cars.

In 2022, Chile had a mortality rate of 10.8 deaths per 100 000 population, one of the highest among IRTAD countries. Chile recorded 3.5 road deaths per 10 000 registered motor vehicles (Figures 3 and 4).

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



Figure 2. Evolution of road fatalities in Chile by user category and age group, 2022 compared to the average 2017-19

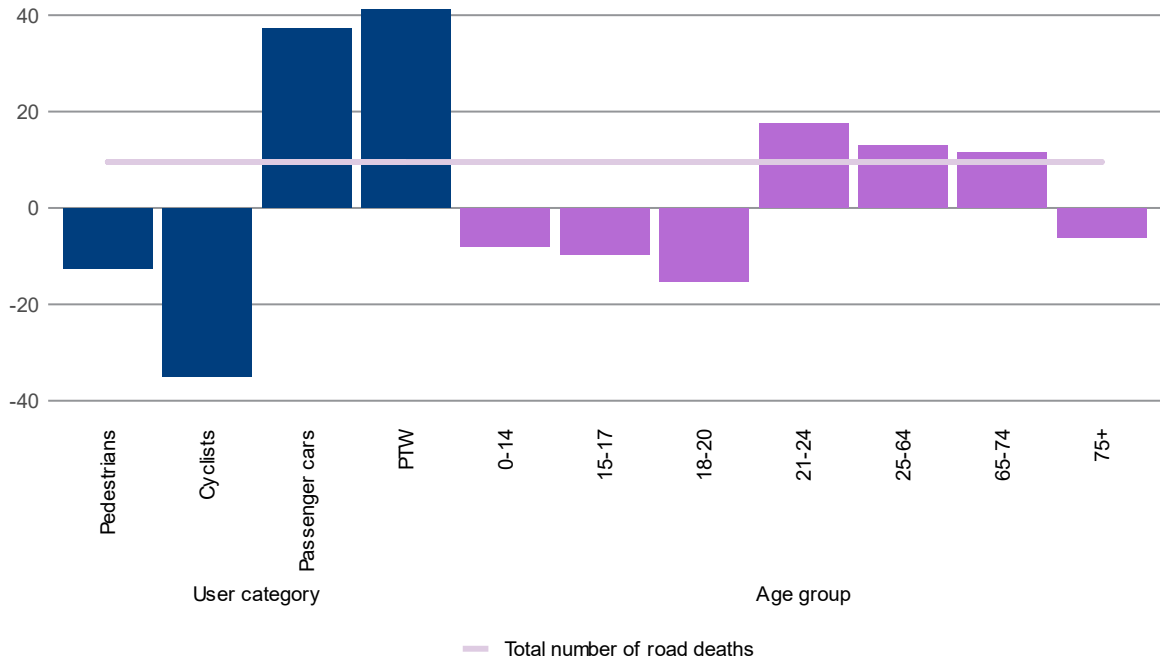


Figure 3. Road fatalities per 100 000 inhabitants in Chile compared to other IRTAD countries, 2022

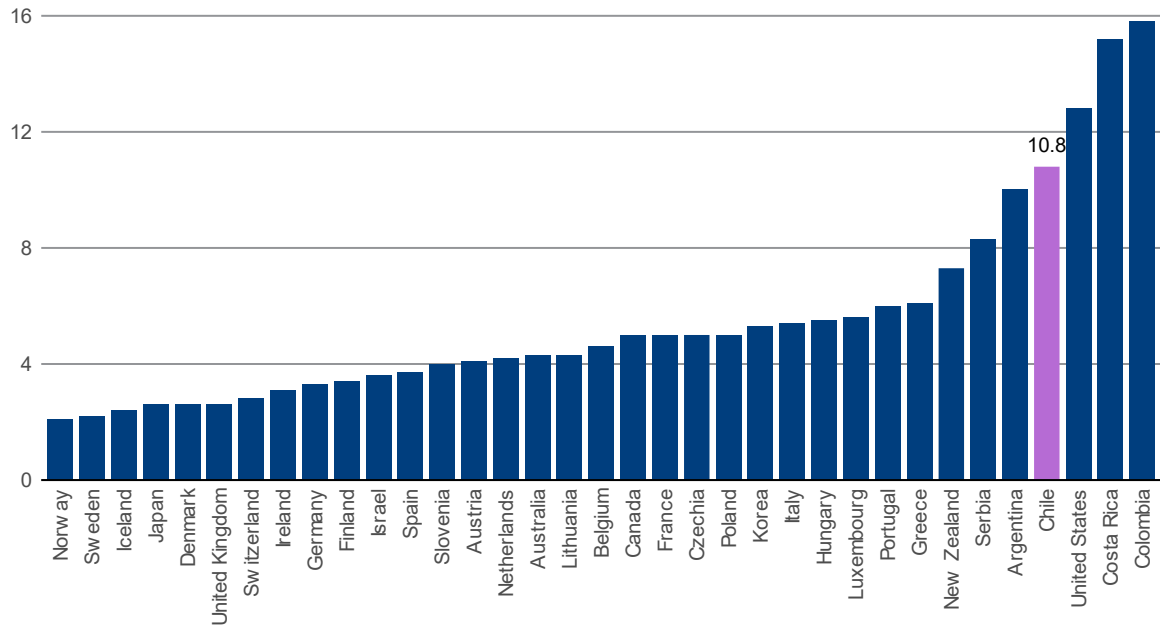
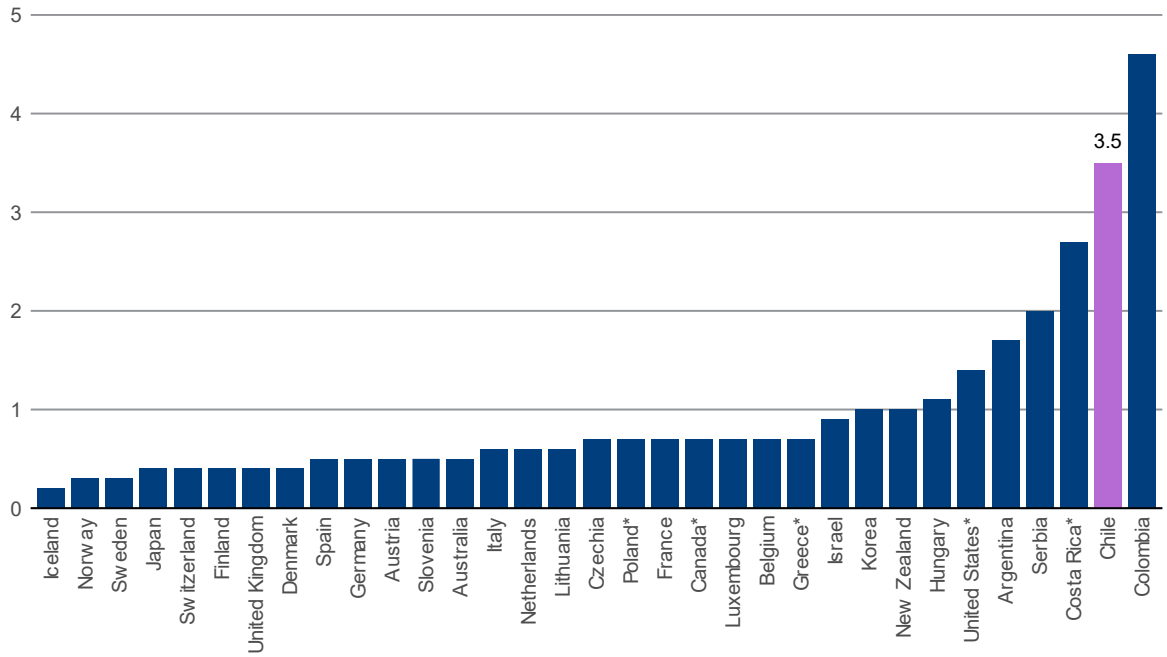


Figure 4. Road fatalities per 10 000 registered vehicles in Chile compared to other IRTAD countries, 2022



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

Figure 5. Road fatalities in Chile by user category, 2022

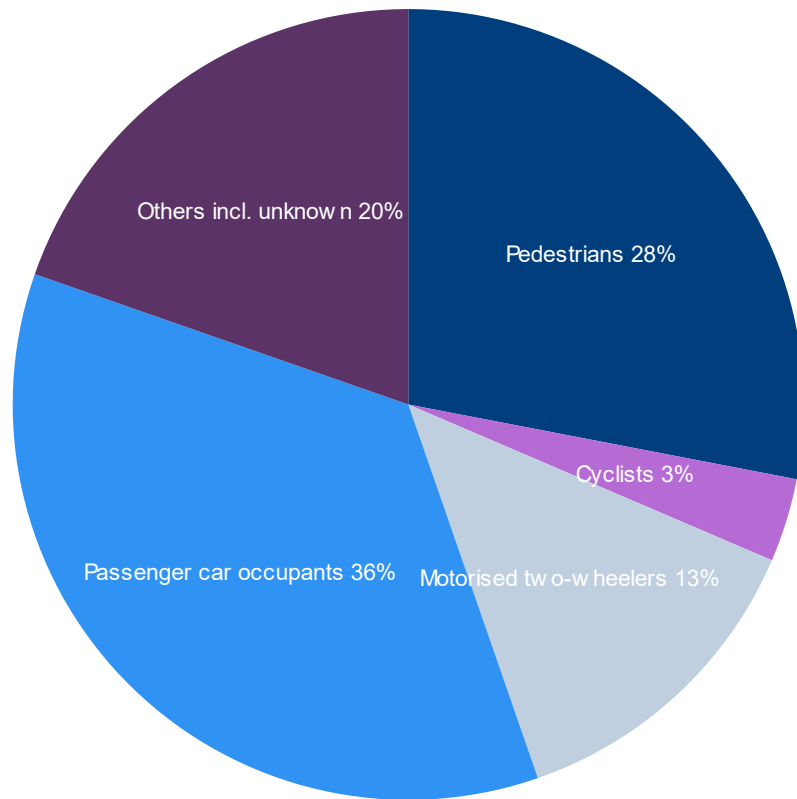
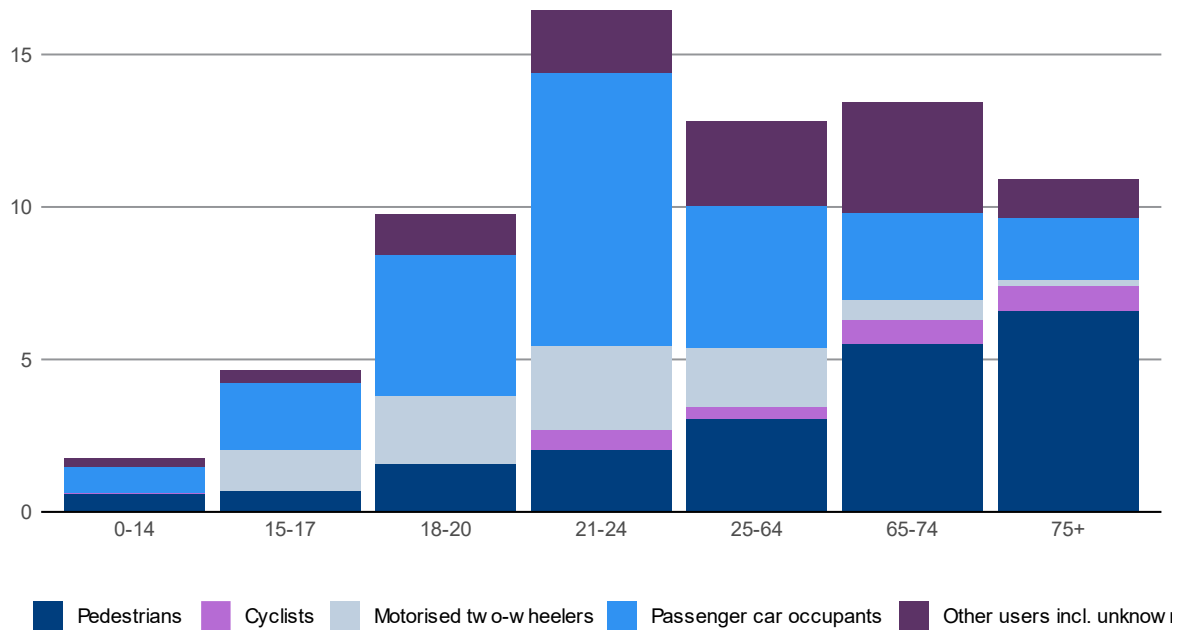


Figure 6. Road fatality rate in Chile by user category and age group, 2022
Rate per 100 000 population in the same age group



Road safety data 2012-22

Between 2012 and 2022, the number of road deaths decreased overall by 8%. However, the evolution was very different depending on the road users. The number of pedestrians and cyclists killed in traffic respectively reduced by 20.9% and 34.2%, while the number of car occupants killed increased by 46.5% and the number of motorcyclists almost doubled from 146 in 2012 to 283 in 2022. This is a very worrying situation as the motorcycle vehicle fleet continues to increase.

Table 1. Crash, casualty and traffic data in Chile, 2012-22

| | 2012 | 2020 | 2021 | 2022 | Evolution 2012-22 |
|--|--------|--------|--------|--------|----------------------|
| Reported safety data | | | | | |
| Fatalities | 1 979 | 1 794 | 2 052 | 2 137 | 8.0% |
| Injury crashes | 34 591 | 28 870 | 35 530 | 36 199 | 4.6% |
| Deaths per 100 000 population | 11.3 | 9.2 | 10.4 | 10.8 | -5.0% |
| Deaths per 10 000 registered vehicles | 5.1 | 3.3 | 3.4 | 3.5 | -31.5% |
| Fatalities by road user | | | | | |
| Pedestrians | 757 | 493 | 486 | 599 | -20.9% |
| Cyclists | 111 | 132 | 90 | 73 | -34.2% |
| Motorised two-wheelers | 146 | 252 | 268 | 283 | 93.8% |
| Passenger car occupants | 520 | 607 | 758 | 762 | 46.5% |
| Other road users | 446 | 310 | 450 | 420 | -5.8% |
| Fatalities by age group | | | | | |
| 0-14 years | 118 | 49 | 64 | 66 | -44.1% |
| 15-17 years | 35 | 36 | 29 | 34 | -2.9% |
| 18-20 years | 96 | 83 | 90 | 74 | -22.9% |
| 21-24 years | 142 | 176 | 199 | 184 | 29.6% |
| 25-64 years | 1 256 | 1 170 | 1 319 | 1 398 | 11.3% |
| 65-74 years | 161 | 130 | 157 | 204 | 26.7% |
| ≥ 75 years | 111 | 84 | 96 | 109 | -1.8% |
| Fatalities by road type | | | | | |
| Urban roads | 770 | 754 | 802 | 623 | -19.1% |
| Roads outside urban areas | 1 209 | 1 040 | 1 250 | 1 514 | 25.2% |
| Traffic data | | | | | |
| Registered vehicles (thousands) | 3 886 | 5 479 | 5 981 | 6 127 | 57.7% |
| Registered vehicles per 1 000 population | 222.8 | 281.6 | 303.9 | 309.0 | 38.7% |

Figure 7. Evolution of road fatalities, motorisation and GDP in Chile, 2012-22

Index 2012 = 100

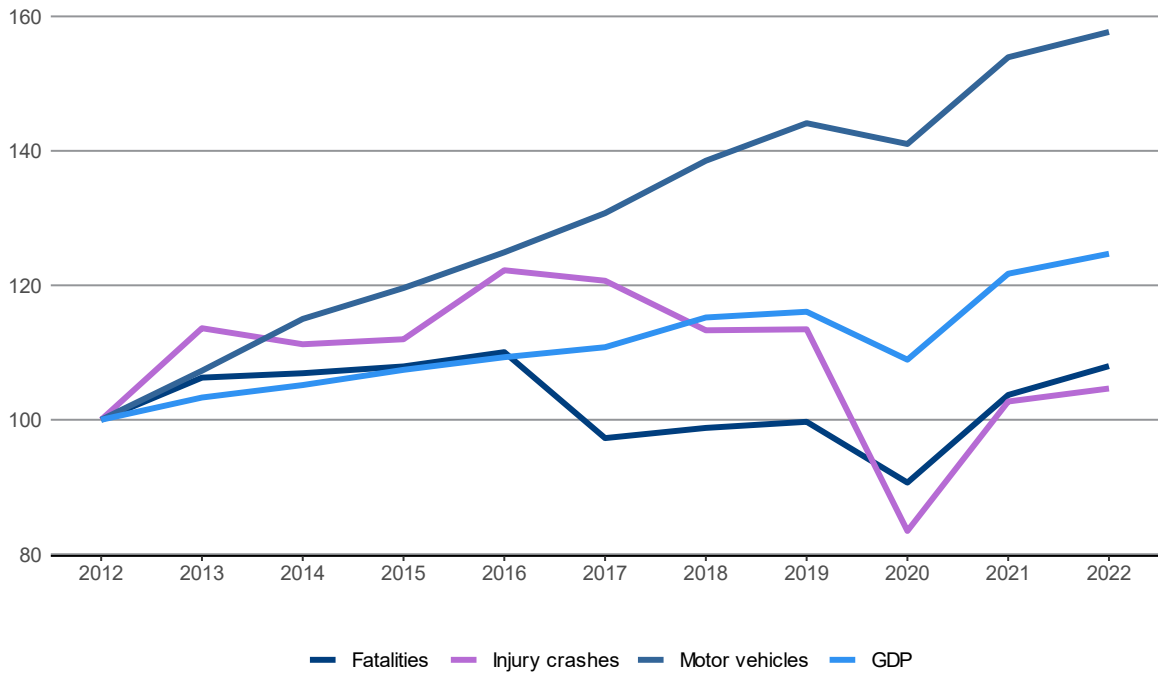
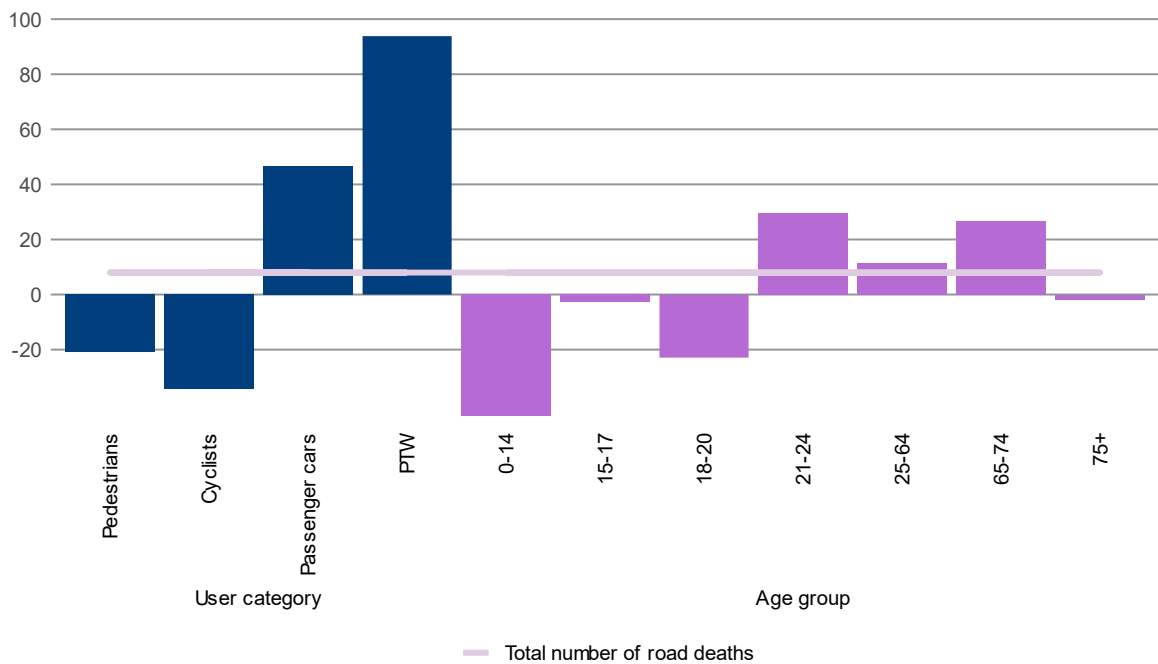


Figure 8. Evolution of road fatalities in Chile by user category, age group and road type, 2012-2022



Safety performance indicators

Speed

Inappropriate speed is one of the leading causes of road crashes. A study conducted by Chile's Automobile Club in 2020 in the biggest city of Chile, Santiago, revealed that 60% of drivers exceed the speed limit in urban areas at any given time. The study also showed speeding was equally present in men and women and different age groups.

Speeding is estimated to be responsible for around 30% of fatal crashes. In the last decade (2013-2022), speeding has been the leading cause of death, with 4 699 road fatalities attributed to it.

In August 2018, the Chilean Congress approved a bill to reduce the urban speed limit from 60 to 50 km/h – an initiative the Ministry of Transport and Telecommunications had pursued for many years. By 2022, fatalities attributed to inappropriate speed in urban areas have decreased by 20% compared to the previous year of this law's passing.

Table 2 summarises the main speed limits for passenger cars in Chile.

Table 2. Passenger car speed limits by road type in Chile, 2023

| | General speed limit | Comments |
|-------------|---------------------|--|
| Urban roads | 50 km/h | 50 km/h is the maximum default limit but can vary according to the type of road. 30 km/h is for school zones |
| Rural roads | 100 km/h | 90 km/h for rural buses, trucks and school transport |
| Motorways | 120 km/h | It can vary in some sections of the road. According to the type of road, it can be lowered to 100 km/h |

Drink driving

A traffic crash is defined as alcohol-related when either a driver or another person involved in the crash (including motorcyclists, cyclists or pedestrians) has a measurable or estimated BAC of 0.3 g/l or above.

In 2012, the government of Chile introduced a new law to support a zero-tolerance policy for drink driving. It sets the maximum permissible BAC at 0.3 g/l. The law defines driving under the influence of alcohol as driving with a BAC between 0.3 g/l and 0.8 g/l. Driving while intoxicated is defined as driving with a BAC of 0.8 g/l or higher and entails much harsher sanctions. Sanctions associated with this law are related to licence suspension or annulment.

The number of fatalities due to drink driving declined by almost 30% with the introduction of the zero-tolerance law, from 267 in 2011 to 192 in 2012. The share of alcohol-related fatalities has stabilised at around 10% of total fatalities in recent years. In 2022, 136 road deaths (6.4% of total road deaths) were related to alcohol and driving.

In 2014, the so-called Emilia's Law was implemented to punish drunk drivers responsible for serious injury or fatal crashes more severely. This new law complements the zero-tolerance law enacted in 2012 and increases sanctions for drunk driving, including disqualifying the driver for life. The driver is also subject to at least one year of imprisonment. In addition, fleeing the scene or refusing an alcohol test is now a criminal offence. The law has strengthened the effect of the zero-tolerance law.

Drugs and driving

Currently, there is no systematic drug test process following a crash. This procedure is ad hoc at the judge's request in charge of the investigation. Therefore, the estimate based on police data that only 0.6% of deaths are attributed to driving under the influence of drugs is largely underestimated. Also, a road crash is defined as being caused by drugs only when the police see the act of consuming or any physical evidence of drug consumption that can lead to a judicial drug test order.

In April 2019, a new drug test device using saliva was launched to test drivers. The substances detected by this device include cocaine, marijuana, opiates, methamphetamines and amphetamines. During 2022, 3 588 tests were performed on drivers and 22% of the total tested positive for the presence of substances. Some sample bias cannot be ruled out yet, as drug testing has just become more common and regularly performed.

Use of mobile phones while driving

In 2022, distracted driving was recorded in police data as the main contributing factor for 341 road fatalities (16% of total fatalities) and 2 312 serious injuries, representing an increase of 27% in deaths and 13% in serious injuries compared to 2021 data. Chilean traffic law considers driving while using a mobile phone a severe traffic violation unless using a hands-free device.

An observational study undertaken in 16 regions of the country in 2021 revealed that 19% of light vehicle drivers use their cell phones while driving.

Fatigue

According to police data, around 3% of traffic deaths in 2022 were related to fatigue. This figure is probably underreported because it is difficult for the police to discern the physical condition of drivers when crashes occur.

Seat belt and helmet use

Seat belt use has been compulsory for front seats since 1985 and rear seats since 2005. A survey undertaken in 2021 showed that the wearing rate was 86% for drivers, 72% for front-seat passengers and around 21% for rear-seat passengers. The survey also revealed disparities between regions.

Until 2015, children under nine had to be seated in the rear seat and adequately restrained. Since March 2016, children up to 12 must be seated in the rear seat. Since 2017, the obligation to use

child restraints has been applied to children from 0 to 9 years of age or those under 135 cm tall and weighing less than 33 kg.

Helmet use by all riders of motorised two-wheelers has been compulsory since 1985, when the transit law was published. The helmet wearing rate was 99% for riders and 87% for passengers in the last study in 2021. These rates are lower than the rates reported in the previous studies.

For cyclists, helmets have been required since 2005, but only in urban areas.

Table 3. Seat belt and helmet wearing rates in Chile
Percentages

| | 2015 | 2021 |
|-----------------------------|------|------|
| Front seats | | |
| Driver | 76 | 86 |
| Passenger | 59 | 72 |
| Rear seats | | |
| General | 14 | 21 |
| Helmet | | |
| Riders of motorcyclists | 99 | 95 |
| Passengers of motorcyclists | 98 | 87 |

Cost of road crashes

CONASET has reviewed several methodologies to assess the cost of road crashes. As a starting point, it uses the 2011 "Simplified Methodology for Estimating the Social Benefits of Reducing Crashes in Interurban Road Projects" from the Road and Urban Transport Programme of the Ministry of Transport and Telecommunications and the Ministry of Social Development. This methodology considers material damage to vehicles, treatment of injured people, administrative costs and loss of productivity (i.e. the human capital approach). In addition, CONASET uses the willingness-to-pay approach to evaluate the benefit of preventing road death, based on a 2014 study commissioned by the vice minister of the environment.

Based on this methodology, the estimated cost of traffic crashes for 2022 was USD 6.6 billion (2.2% of GDP).

Road safety management and strategy

Evolution of road safety

Between 2000 and 2022, fatalities in Chile fluctuated with no clear trend emerging. This is partly explained by the exponential increase in vehicles and motorcycles on the roads during the same period.

Governance of road safety

Chile's responsibility for road safety lies with the National Road Safety Commission (Comisión Nacional de Seguridad de Tránsito or CONASET), an inter-ministerial body created as a presidential advisory commission through Supreme Decree 223 of 27 December 1993.

CONASET has a ministerial committee of 10 ministers (Ministry of Interior Affairs, Ministry of the General Secretariat of the Presidency, Ministry of the General Secretariat of Government, Ministry of Education, Ministry of Justice, Ministry of Public Works, Ministry of Health, Ministry of Housing and Urban Development, Ministry of Labour and Ministry of Transport and Telecommunications), plus the National Police General Director. The Minister of Transport and Telecommunications leads CONASET, and CONASET's Executive Secretary is in charge of the National Road Safety Strategy 2021-2030, which is agreed upon by the board.

Road safety strategy

In 2017, Chile updated its National Road Safety Policy, as the previous one was written in 1993 and served as the general strategy guide with very few updates. This new policy was created through a participative process with representatives of public and private entities, citizens' associations, road traffic victims' associations, experts, and relevant road safety stakeholders. With this new road safety policy, Chile subscribed to the Safe System approach and adopted its principles. It held Vision Zero as its long-term goal regarding road traffic deaths and seriously injured people.

This new policy delivered a concrete framework for developing a concrete strategy and action plans focused on the five strategic pillars established in the Decade of Action for Road Safety. The development of this strategy and action plans seek to serve as a guideline for all actions related to road safety carried out in Chile, with measurable targets and timeframes to meet such targets. It includes a new target to reduce road fatalities by 30% by 2030 compared to the average number in 2011-19. In addition to the new target, the strategy sets out several measures, initiatives and indicators that will contribute to reaching the target.

Latest road safety measures

In 2023, Congress passed legislation to allow for automated speed control management. The entry of this law into force will be 90 days after the last regulation is published. Currently, these regulations are under review.

An agreement was signed with the program for victims' assistance of the Vice Ministry of Crime Prevention that will provide psychological, social and legal attention to those who are victims of a Quasi-delict of murder caused by a road traffic incident throughout the country.

An update of Decree 26 that establishes safety elements applicable to motorised vehicles is indicated in Decree 211 and Decree 54.

A public-private partnership named National Pact for Road Safety was launched in 2022. This gathered private and public sector efforts to contribute to Chile's road safety.

A law against unauthorised car races and reckless speed was passed in 2022. This law seeks harder punishment for organisers, attendants and participants of unauthorised car races and people who drove at a reckless speed of 60 km/h above the speed limit.

A law on advertisements visible from roads, streets or public spaces was passed in 2022. This regulates several aspects of the publicity that can be placed on public spaces so that it does not become a road safety problem.

The law "No Chat", which considers driving while using a mobile phone a severe traffic violation unless using a hands-free device, was passed in 2021. The regulation establishing specifics to the control of drivers using a mobile phone while driving was published in 2022.

In 2022, it became mandatory to have an anti-lock braking system (ABS) or combined braking system (CBS) for all motorcycles.

Regulation related to management and traffic safety conditions for cycle lanes and technical specifications for the safety elements for users of cycles was published in 2021. These included helmet accreditation for users of cycles and additional devices for transporting children.

Three-point seatbelts for interurban buses and public and private transport of passengers became mandatory in 2021.

The "Ambassadors of Road Safety" education program was executed in 2021 and 2022.

Research and resources

Publications

CONASET (2023), *New guide for cyclists*, <https://mejoresconductoros.conaset.cl/#/Ciclos>

CONASET (2022), *Public Opinion Study on Road Safety in Chile*, https://www.conaset.cl/wp-content/uploads/2023/03/Informe-Final_SEGURIDAD-VIAL-2022_Cadem.pdf

CONASET (2021), *Observational study of different vehicle drivers to generate road safety policy recommendations - Seat belts results and child restraint systems*, <https://www.conaset.cl/wp-content/uploads/2022/01/Presentaci%C3%B3n-Resultados-2021-Cintur%C3%B3n-y-SRI.pdf>

CONASET (2021), *Observational study of different vehicle drivers to generate road safety policy recommendations- Motorcycle results*, <https://www.conaset.cl/wp-content/uploads/2022/01/Presentaci%C3%B3n-Resultados-2021-Cintur%C3%B3n-y-SRI.pdf>

Websites

CONASET: <https://www.conaset.cl/>

Ministry of Transport and Telecommunications: <https://www.mtt.cl/>

Definition, methodology, data collection

| Term | Definition |
|--------------------------|--|
| Road death | A person who dies from a traffic crash within 48 hours after the crash occurred. To conform to the international definition, a death occurring within 30 days of a road crash, CONASET applies a correction factor of 1.2. |
| Person seriously injured | A person who is hospitalised for more than 24 hours. |

According to the Chilean Penal Code, a serious injury occurs when a person has a disease or cannot work (disabled) for over 30 days due to a crash.

Following a traffic crash, the police (Carabineros de Chile) at the crash site are required to use the Data Collection Form of Road Traffic Accidents (SIEC 2). The information is later entered and stored in the police road traffic crash database. In crashes involving deaths or serious injuries, the crash report is sent by the police to the relevant judges.

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, Czech Republic, 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

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

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

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Read more country profiles online:

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

Last updated: 14 February 2024

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Cite this work as: ITF (2024), "*Chile: Road Safety Country Profile 2023*", OECD Publishing, Paris.

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