



Motorcyclist spotlight report: fatalities and serious injuries

2020-2024

Data is current as of 2 May 2025
Prepared by the Research Department of the RSA
Date of issue July 22 2025

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Background

- This report provides an overview of **fatalities and serious injuries among motorcyclists** for the years 2020-2024.
- This report was prepared using data from the Irish Road Traffic Collision Database, which is based on collision records transferred from An Garda Síochána to the RSA.
- All information in this report for the years 2021 onwards **is provisional and subject to change**.
- This means that the fatality and serious injury statistics presented may change at a later date when new information becomes available.
- Note that the information in this report is based on **preliminary findings of the AGS investigation, at an early stage in the process**. It does not contain information on contributory factors from the final completed investigation process.
- Note, incidents that occur in **carparks and other non-public roads are excluded** from the RSA official figures per convention and consistent with all EU member states. However, AGS may include these collisions as they record incidents that have occurred in public places. This means RSA and AGS collision figures may differ.



Definitions

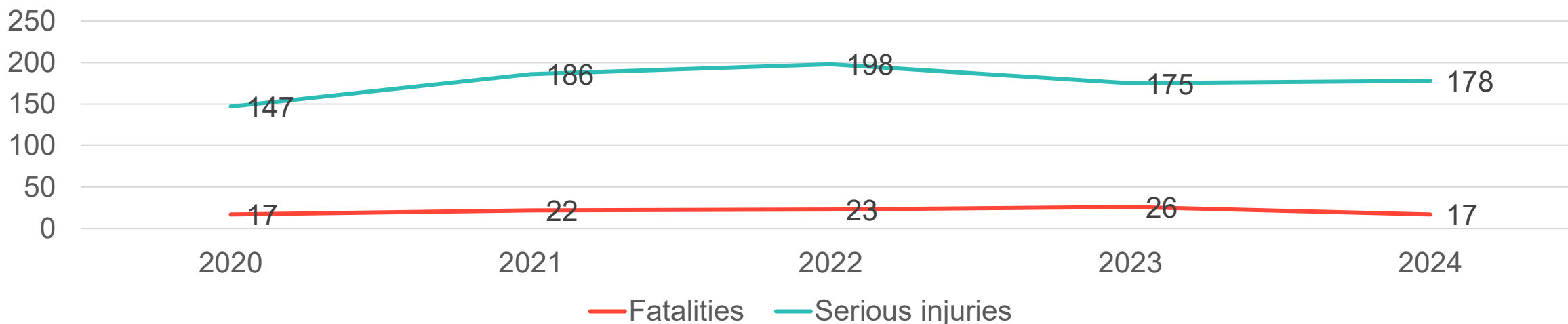
- A **fatality** is one where death occurs within 30 days of the date of the collision and is not the result of a medical cause or that of a deliberate act (e.g. suicide).
- A **serious injury** is one for which the person is detained in hospital as an in-patient, or any of the following injuries whether or not detained in hospital:
 - Fractures
 - Concussion
 - Internal Injuries
 - Crushing
 - Severe Cuts and Lacerations
 - Severe general shock requiring medical treatment

Trend of motorcyclist fatalities and serious injuries

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2020-2024



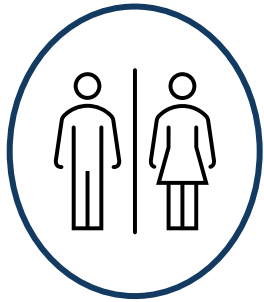
- Between 2020 and 2024, 105 motorcyclists were fatally injured and 884 motorcyclists were seriously injured.
- An average of 21 motorcyclists were fatally injured and an average of 177 motorcyclists were seriously injured each year during this five-year period.
- Motorcyclists represent 14% of fatalities and 12% of serious injuries during this time period.
- For every motorcyclist fatality there were approximately 8 motorcyclists seriously injured.

Note, figures for 2021-2024 are provisional and subject to change. There can be fluctuations in serious injury numbers until such a time as the data is deemed to be final. Motorcyclists include pillion passengers. The above figures are available on the CSO's PxStat Open Data Statistical Database. They are directly accessible on table ROA40 via the following weblink: <https://data.cso.ie/table/ROA40>

Motorcyclist fatalities, 2020-2024 (n=105)

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Age and gender

The greatest share of motorcyclist fatalities was among those aged **16-45 years** (68, 65%).

All motorcyclist fatalities were **male**.



Time and day

Two in five were killed between **1pm and 5pm** (42, 40%) and a further 10% (11) between **8pm and 9pm**.

Half (**52, 50%**) were killed between **Saturday and Sunday**.



Location

A quarter were killed on **urban roads*** (27, 26%) and **3 in 4 killed on rural roads*** (78, 74%).

Dublin (19%, 20) and **Cork** (10%, 11) saw the largest number of motorcyclist fatalities.

A quarter (28, 27%) were killed **at a junction**.



Collision type

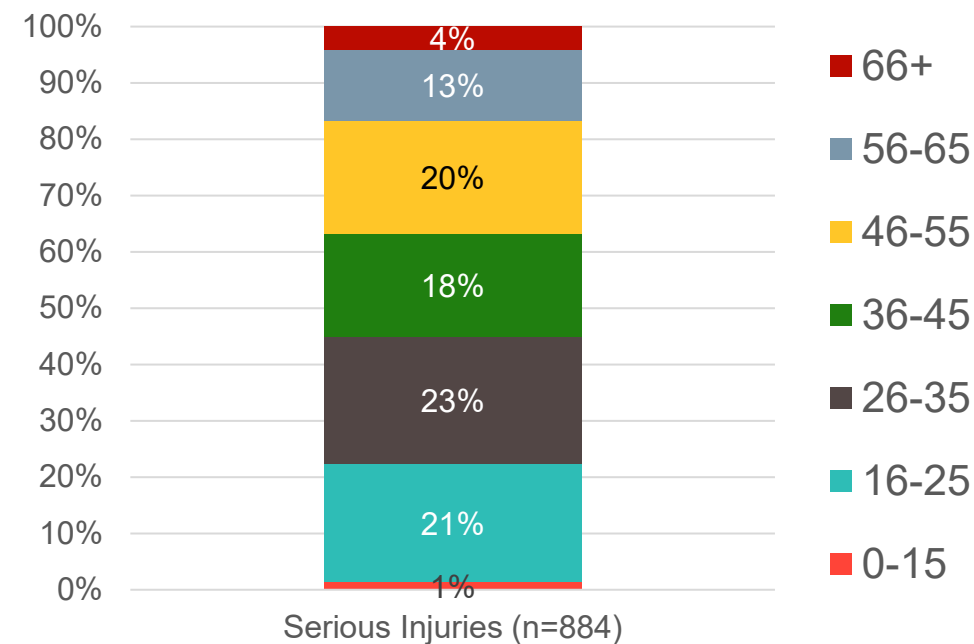
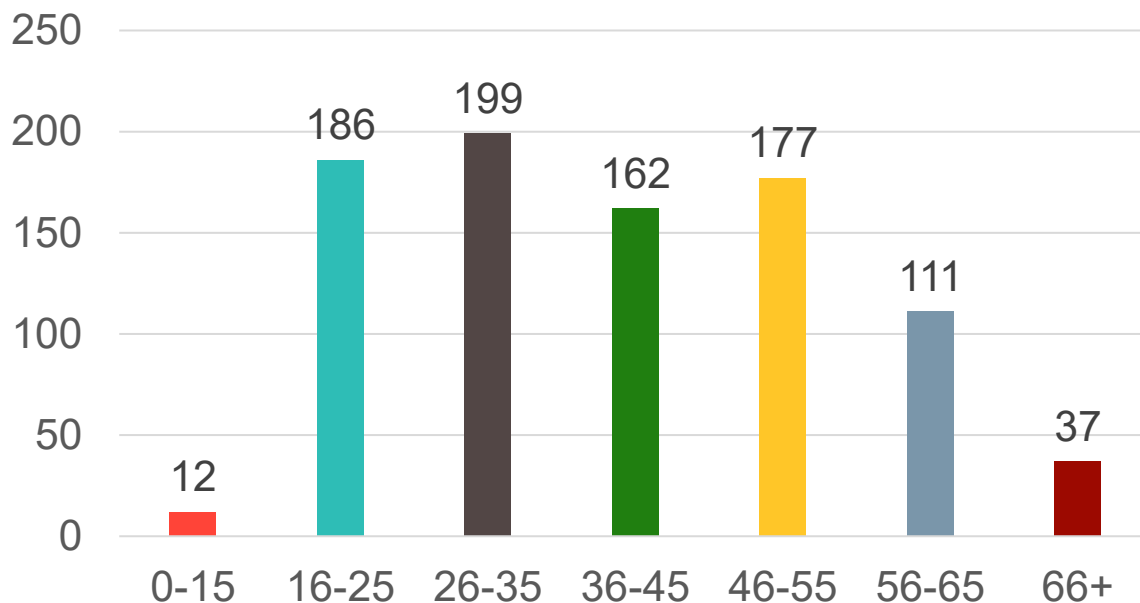
Almost two thirds were killed in a collision **with another vehicle** (66, 63%).

Of the other 80 vehicles involved, they were most likely to have been a **Car** (47, 59%) or a **Light Goods Vehicle** (10, 13%)

*Note, figures are provisional and subject to change. Motorcyclists include pillion passengers. *An urban road has a speed limit of **60km/h or less**, while a rural road has a speed limit of **80km/h or more**. This urban/ rural categorisation applies prior to 2025 given that in February 2025 the speed limit of Local Rural roads reduced to 60km/h.*

Seriously injured motorcyclists by age group

2020-2024

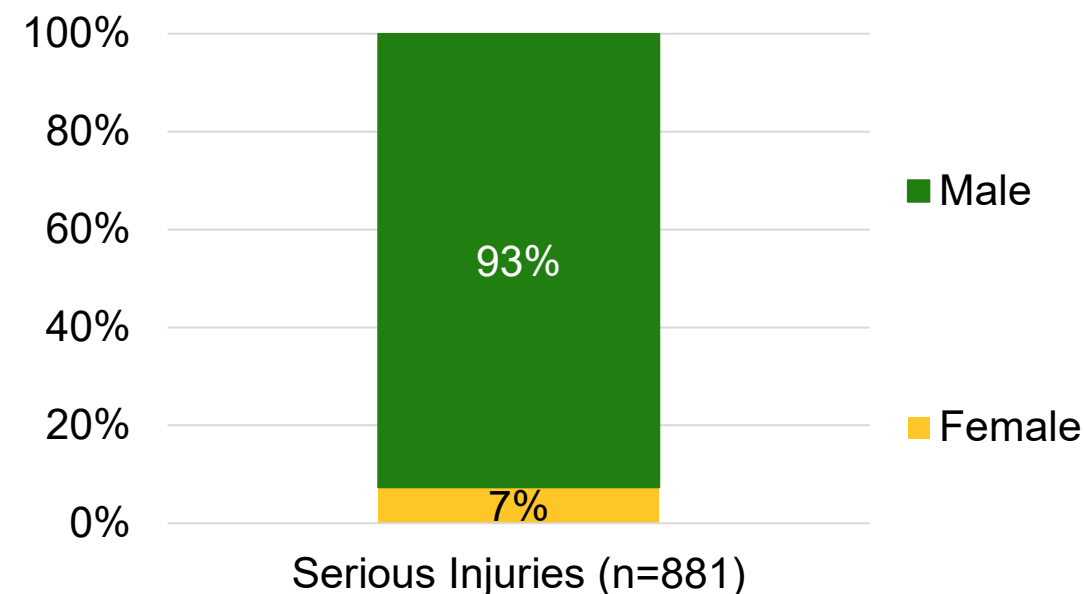
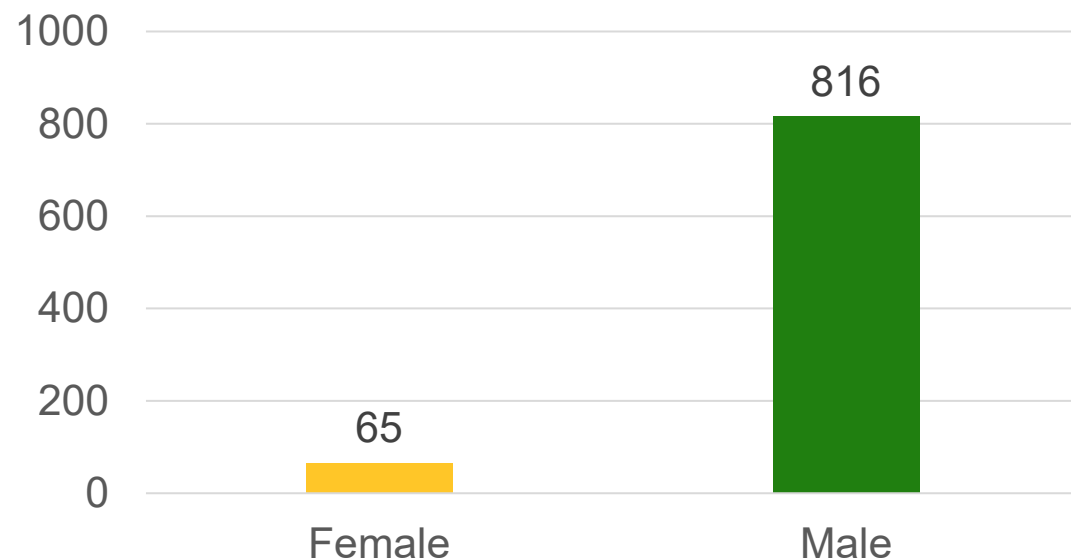


Four in five (724, 82%) seriously injured motorcyclists were aged 16-55 years.

Note, figures are provisional and subject to change. Motorcyclists include pillion passengers. The above figures are available on the CSO's PxStat Open Data Statistical Database. They are directly accessible on table ROA42 via the following weblink: <https://data.cso.ie/table/ROA42>

Seriously injured motorcyclists by gender

2020-2024



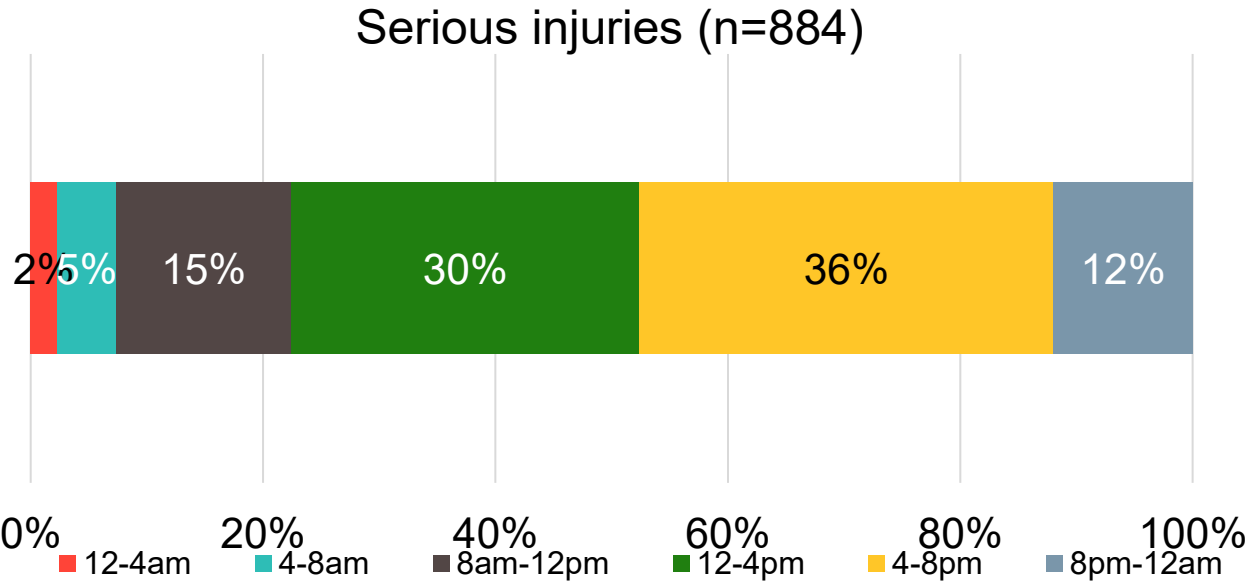
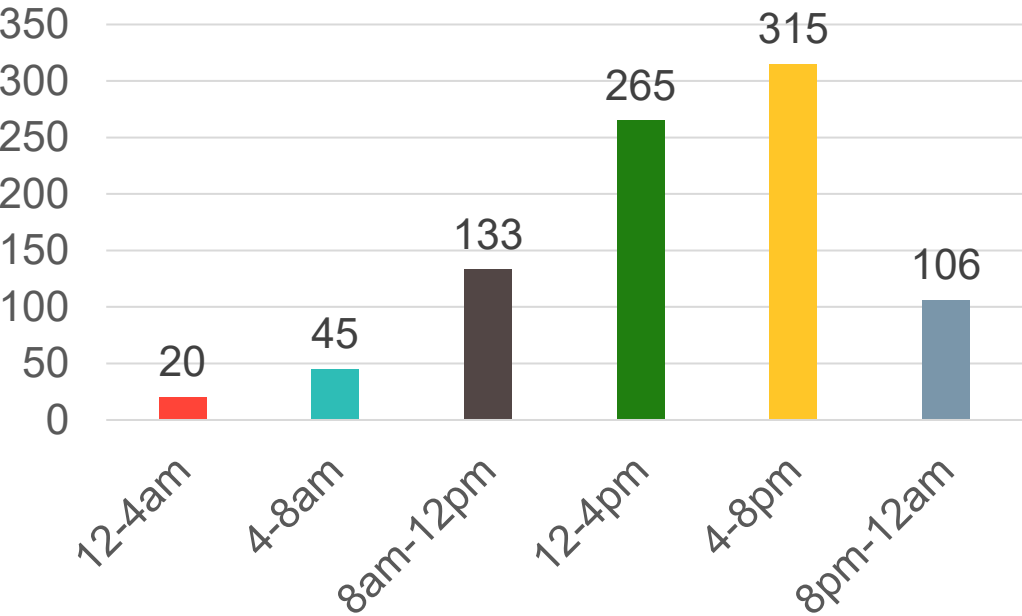
Of seriously injured motorcyclists 93% were male.

Note, figures are provisional and subject to change. Motorcyclists include pillion passengers. Note, gender of three seriously injured motorcyclists are unknown. The above figures are available on the CSO's PxStat Open Data Statistical Database. They are directly accessible on table ROA41 via the following weblink:
<https://data.cso.ie/table/ROA41>

Seriously injured motorcyclists by time of day



2020-2024



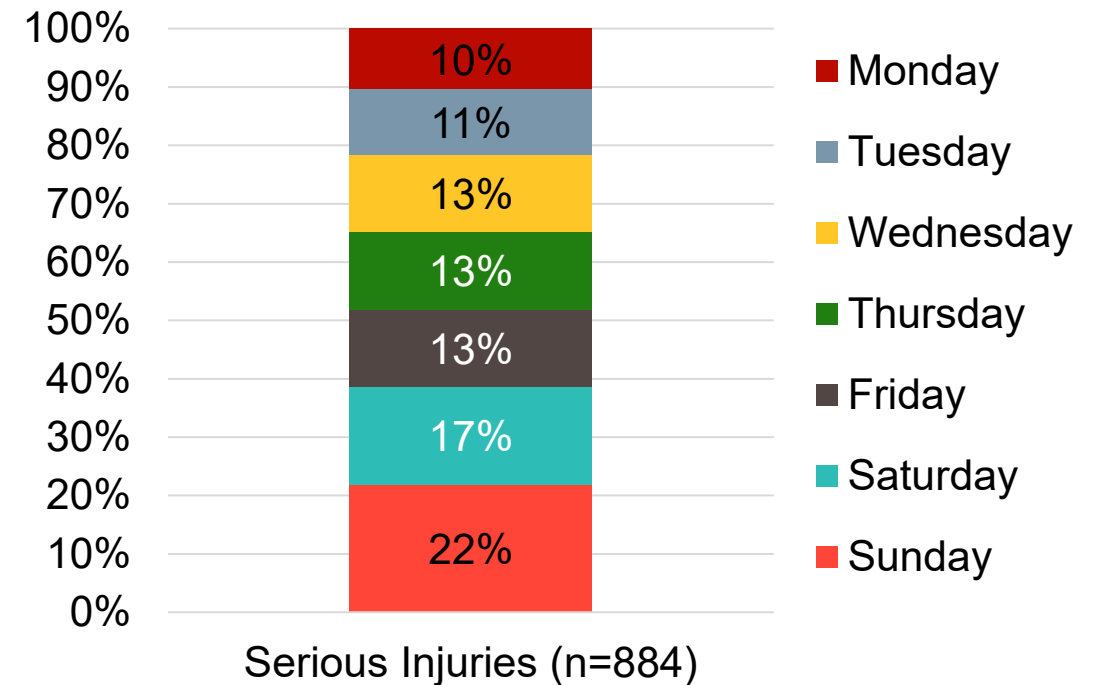
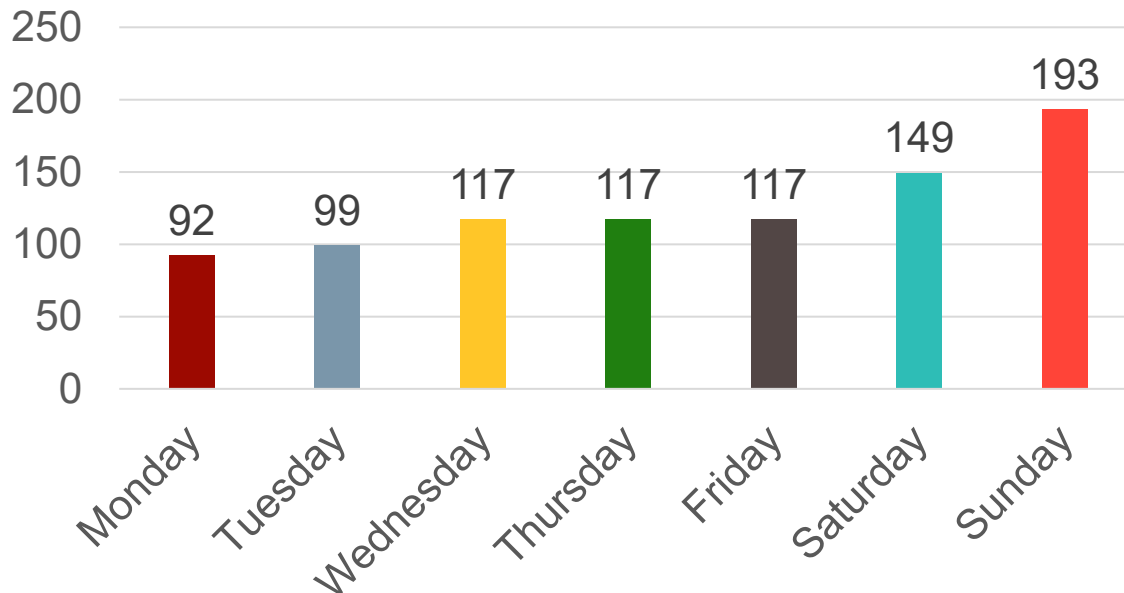
Two thirds of serious injuries (580, 66%) occurred between 12pm and 8pm.

Note, figures are provisional and subject to change. Motorcyclists include pillion passengers. The above figures are available on the CSO's PxStat Open Data Statistical Database. They are directly accessible on table ROA43 via the following weblink: <https://data.cso.ie/table/ROA43>



Seriously injured motorcyclists by day of week

2020-2024



Almost two in five (342, 39%) serious injuries occurred between Saturday and Sunday. In particular, a high proportion occurred on a Sunday (193, 22%).

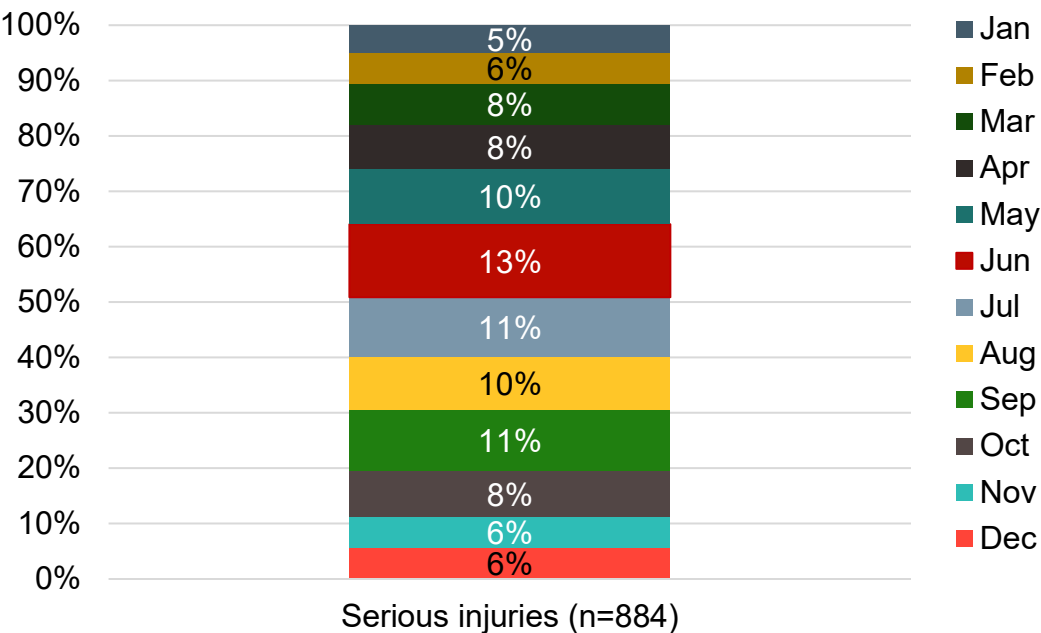
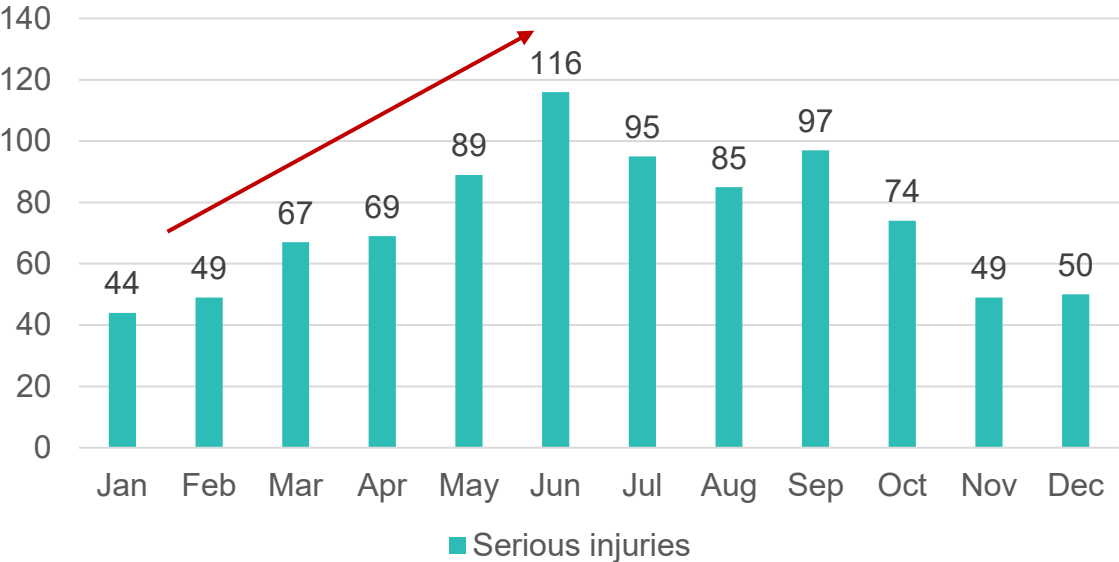
Note, figures are provisional and subject to change. Motorcyclists include pillion passengers. Percentages may not add to 100% due to rounding of percentages. The above figures are available on the CSO's PxStat Open Data Statistical Database. They are directly accessible on table ROA45 via the following weblink:

<https://data.cso.ie/table/ROA45>

Seriously injured motorcyclists by month of year



2020-2024



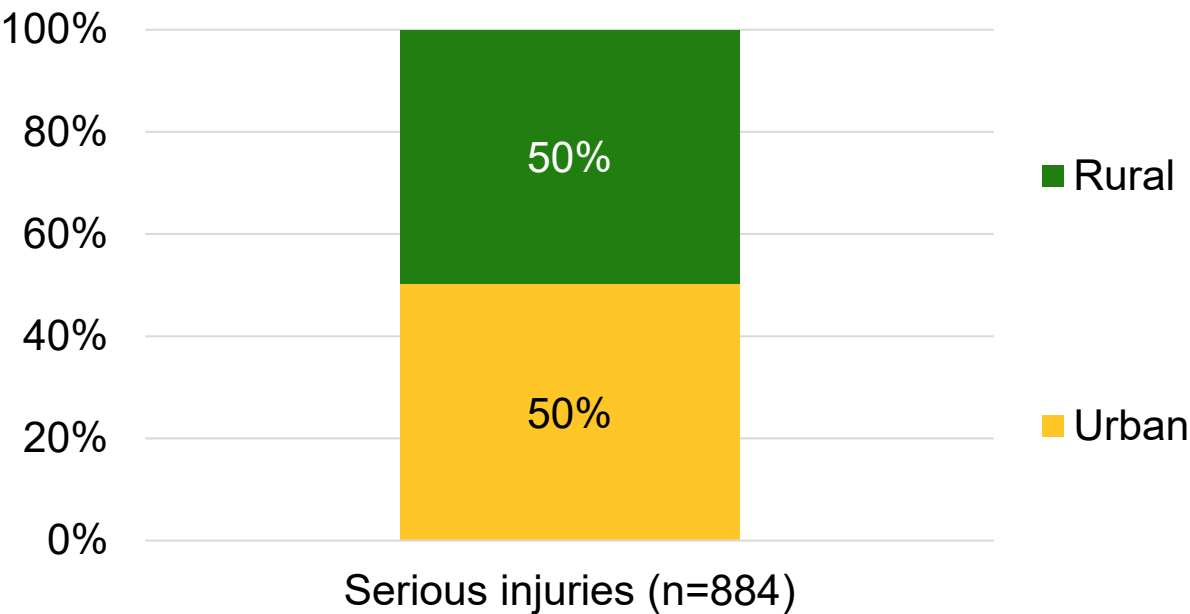
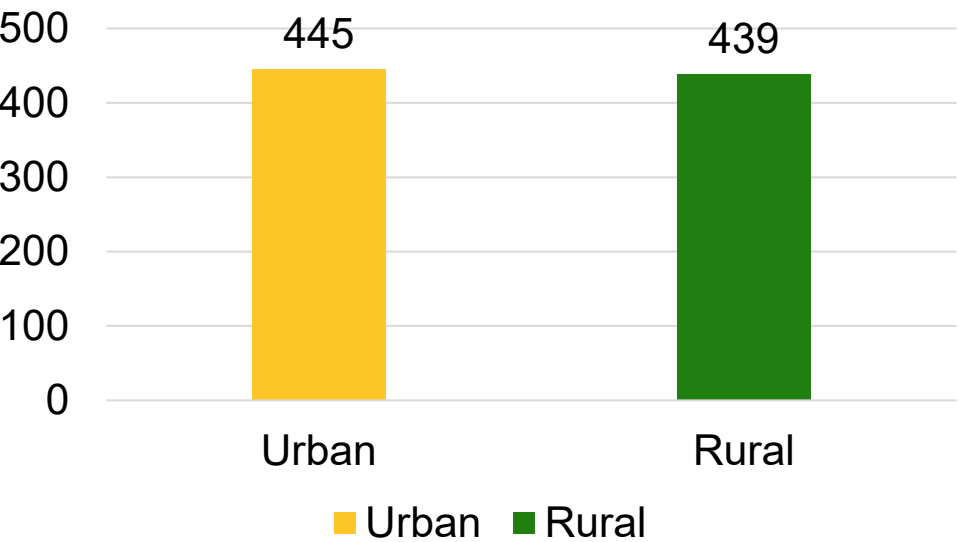
There was a steady increase in serious injuries from January to June, with the peak-time for serious injuries between May and September. June saw the highest figures for serious injuries (116, 13%).

Note, figures are provisional and subject to change. Motorcyclists include pillion passengers. Percentages may not add to 100% due to rounding of percentages. The above figures are available on the CSO's PxStat Open Data Statistical Database. They are directly accessible on table ROA46 via the following weblink: <https://data.cso.ie/table/ROA46>

Seriously injured motorcyclists by urban/rural area



2020-2024



An urban road has a speed limit of 60km/h or less, while a rural road has a speed limit of 80km/h or more.

Half of motorcyclist serious injuries occurred on urban roads (50%) and half on rural roads (50%).

Note, figures are provisional and subject to change. Motorcyclists include pillion passengers. This urban/ rural categorisation applies prior to 2025 given that in February 2025 the speed limit of Local Rural roads reduced to 60km/h. The above figures are available on the CSO's PxStat Open Data Statistical Database. They are directly accessible on table ROA47 via the following weblink: <https://data.cso.ie/table/ROA407>



Seriously injured motorcyclists by county

2020-2024

Dublin and Cork saw the largest number of seriously injured motorcyclists.

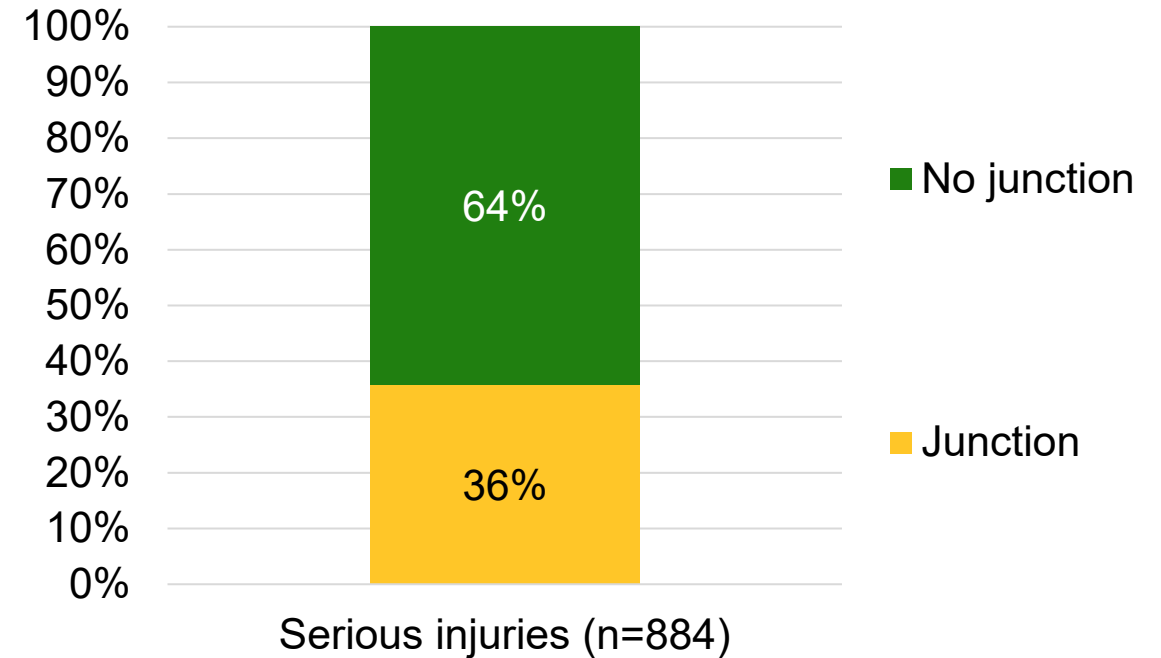
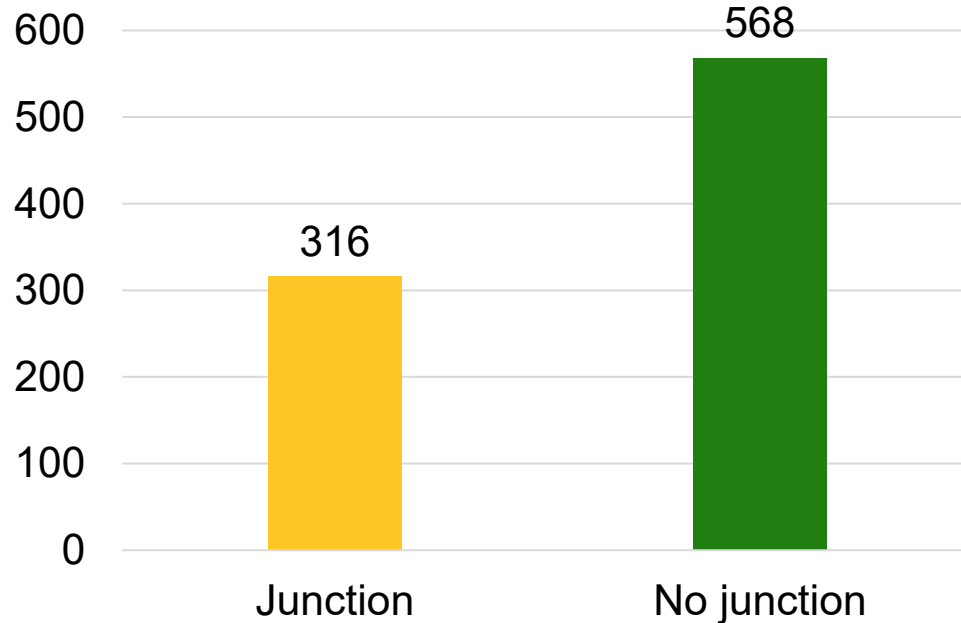
Almost three in ten (29%) serious injuries occurred in Dublin and a further 12% occurred in Cork.

Counties	n	% total
Dublin	254	29%
Cork	102	12%
Meath	55	6%
Kildare	47	5%
Kerry	38	4%
Wicklow	38	4%
Galway	33	4%
Limerick	33	4%
Tipperary	30	3%
Donegal	25	3%
Wexford	25	3%
Other counties	204	23%
Total	884	100%

Note, figures are provisional and subject to change. Motorcyclists include pillion passengers. The above figures are available on the CSO's PxStat Open Data Statistical Database. They are directly accessible on table ROA52 via the following weblink: <https://data.cso.ie/table/ROA52>

Seriously injured motorcyclists by junction

2020-2024



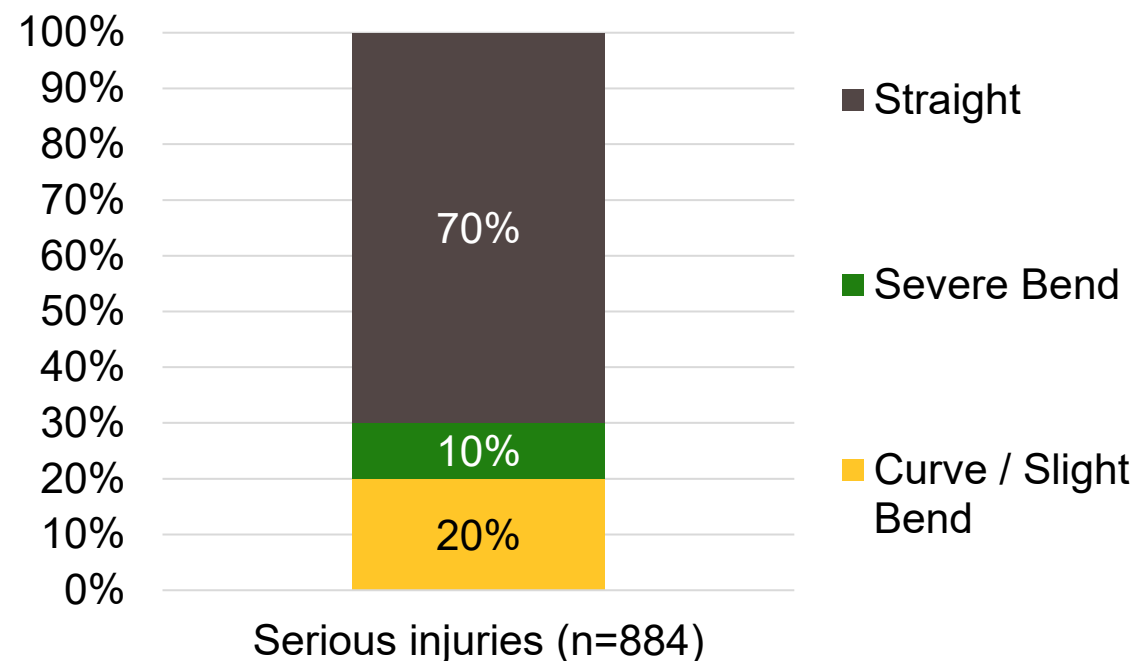
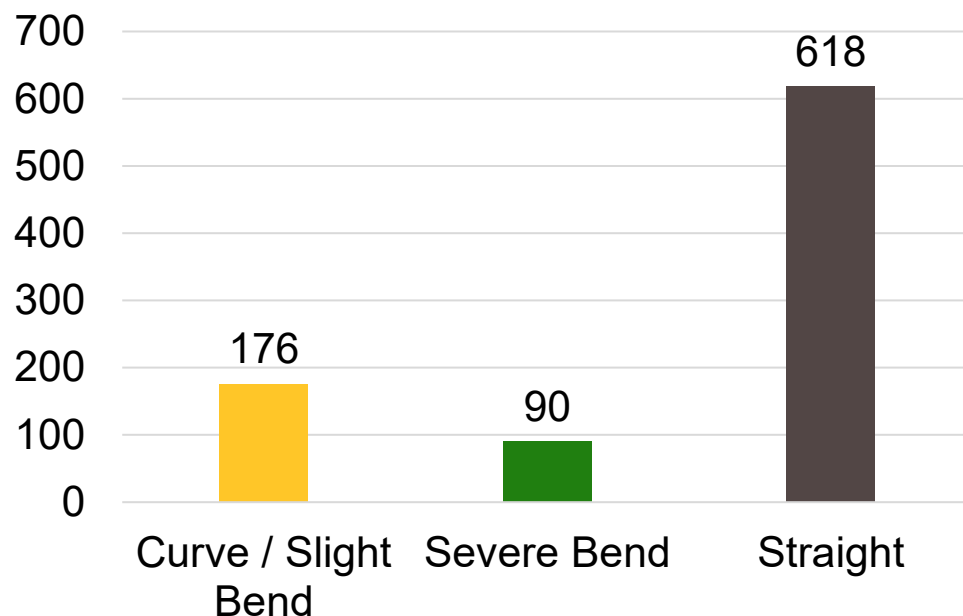
Over a third (316, 36%) of motorcyclists were seriously injured at a junction. Of those 316 motorcyclists injured at a junction, the junction type was most likely to have been a T-junction (173, 55%)

Note, figures are provisional and subject to change. Motorcyclists include pillion passengers. The above figures are available on the CSO's PxStat Open Data Statistical Database. They are directly accessible on table ROA48 via the following weblink: <https://data.cso.ie/table/ROA48>

Seriously injured motorcyclists by road character



2020-2024



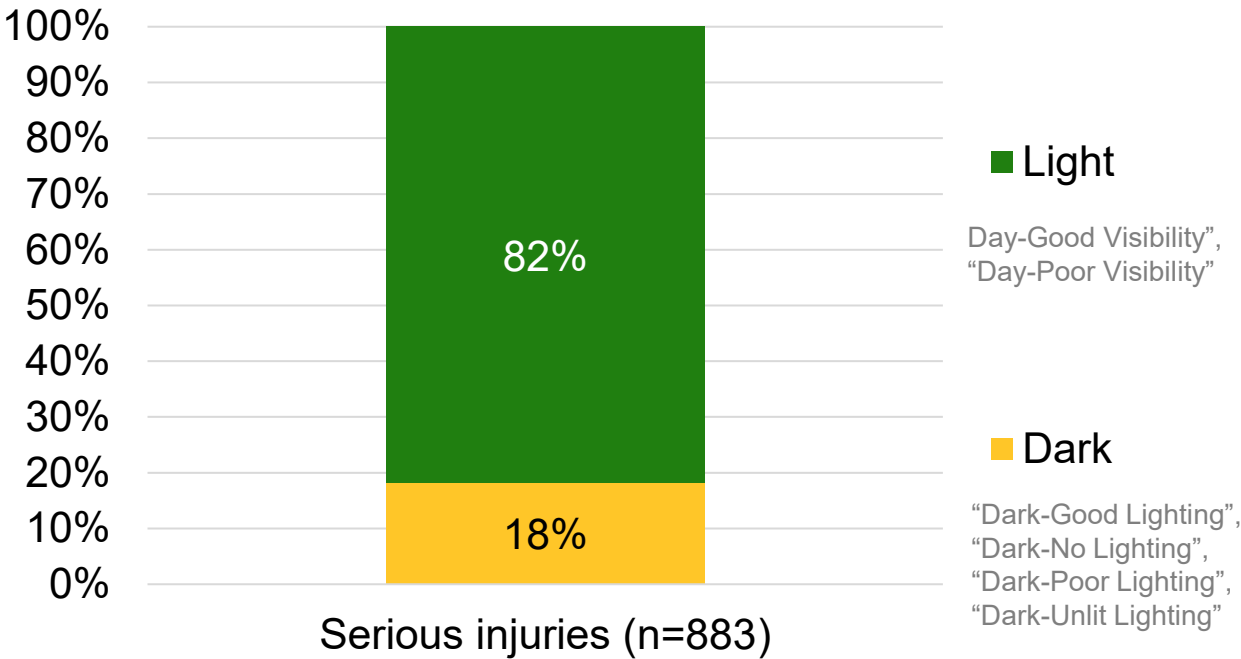
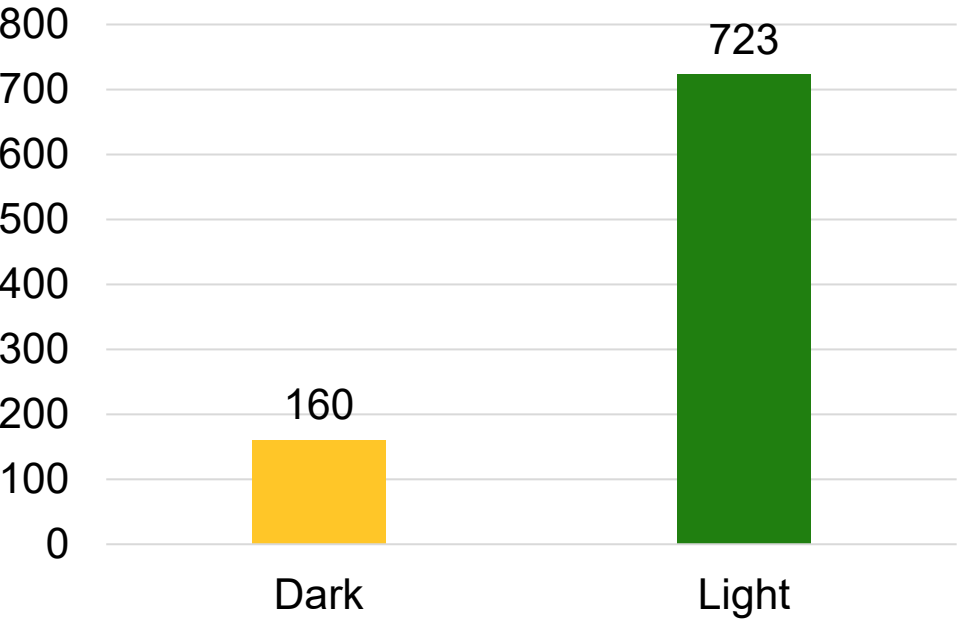
High proportions of serious injuries (618, 70%) occurred on a straight road.

Note, figures are provisional and subject to change. Motorcyclists include pillion passengers. The above figures are available on the CSO's PxStat Open Data Statistical Database. They are directly accessible on table ROA49 via the following weblink: <https://data.cso.ie/table/ROA49>

Seriously injured motorcyclists by light conditions



2020-2024



Four in five motorcyclist serious injuries (723, 82%) occurred in day light hours.

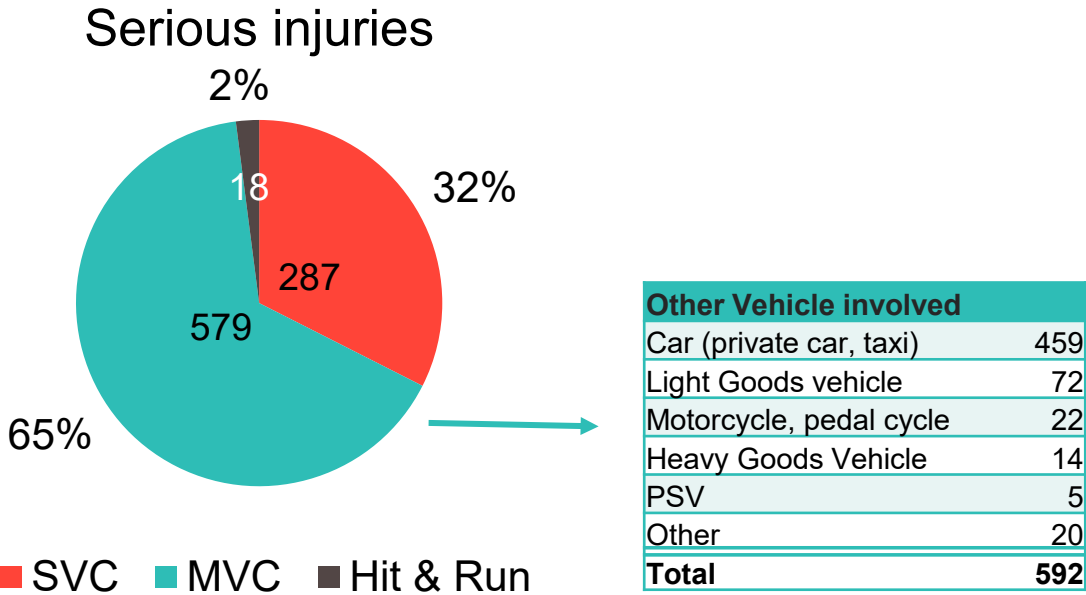
Note, figures are provisional and subject to change. Motorcyclists include pillion passengers. Light conditions unknown for one seriously injured motorcyclist. The above figures are available on the CSO's PxStat Open Data Statistical Database. They are directly accessible on table ROA50 via the following weblink:
<https://data.cso.ie/table/ROA50>

Seriously injured motorcyclists by collision type

2020-2024

Of seriously injured motorcyclists, 32% were involved in a single vehicle collision (SVC) and 65% were involved in a multiple vehicle collision (MVC).

In multiple vehicle collisions, the other vehicle was most likely to be a car.



Note, figures are provisional and subject to change. Motorcyclists include pillion passengers. Percentages may not add to 100% due to rounding of percentages. A single vehicle collision involved the motorcyclist's motorcycle only, while a multiple vehicle collision involved at least one other vehicle. The above figures are available on the CSO's PxStat Open Data Statistical Database. They are directly accessible on table ROA51 via the following weblink: <https://data.cso.ie/table/ROA51>

Motorcyclist and Driver Actions

Collisions where a motorcyclist was seriously injured

2020-2024

Single vehicle collisions (n=287)

86% (247) of the 287 seriously injured motorcyclists were driving forward

52% (148) of the 287 motorcyclists seriously injured lost control

22% (62) collided with a “Road Edge-ditch”

Multi-vehicle collisions (n=579)

78% (452) of the 579 motorcyclists seriously injured were driving forward, while 12% (71) were attempting to overtake.

37% (221) of other 592 vehicles involved were turning right, and 33% (197) were driving forward.

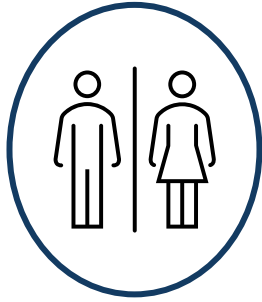
Failure to observe was the most frequently noted action for the other driver (226, 38%); and for the motorcyclist (147, 25%).

Note, figures are provisional and subject to change.

Seriously injured motorcyclists 2020-2024

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Age and gender

Four in five (82%) seriously injured motorcyclists were **aged 16-55 years**.

Casualties were most likely to be **male (93%)**.



Time, day, month

Two thirds (66%) of casualties were injured between **12pm and 8pm**.

Sunday was the most dangerous day (22%).

Steady increase in **serious injuries** from **January to June**, with the **peak-time** for serious injuries between **May and September**.



Location

Half of serious injuries occurred on **urban and half on rural roads**.

High proportions of injuries were **not** sustained **at a junction (64%)**, and **majority** were sustained on **straight road (70%)**.



Collision type

Eight in ten casualties were injured in **daylight (82%)**.

Over two thirds (65%) of casualties were injured in **multiple vehicle collisions**, in which **failure to observe** was the most frequently noted action for the motorcyclist and the other driver.

Note, figures are provisional and subject to change. Motorcyclists include pillion passengers.