



Provisional Review of Fatalities

1 January to 31 December 2025

**Data is current as of 3pm 31 December 2025*

Note: All data for 2022 - 2025 are provisional and subject to change

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Introduction

Definitions

- The RSA has a statutory remit to report on injury collisions that have occurred on a public road.
- 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).
- Information in this report for the years 2022 onwards is provisional and subject to change until such a time as this data are deemed final by the Research Department.
- Note, incidents that occur in carparks and other non-public roads are not reported in the 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.



Overview

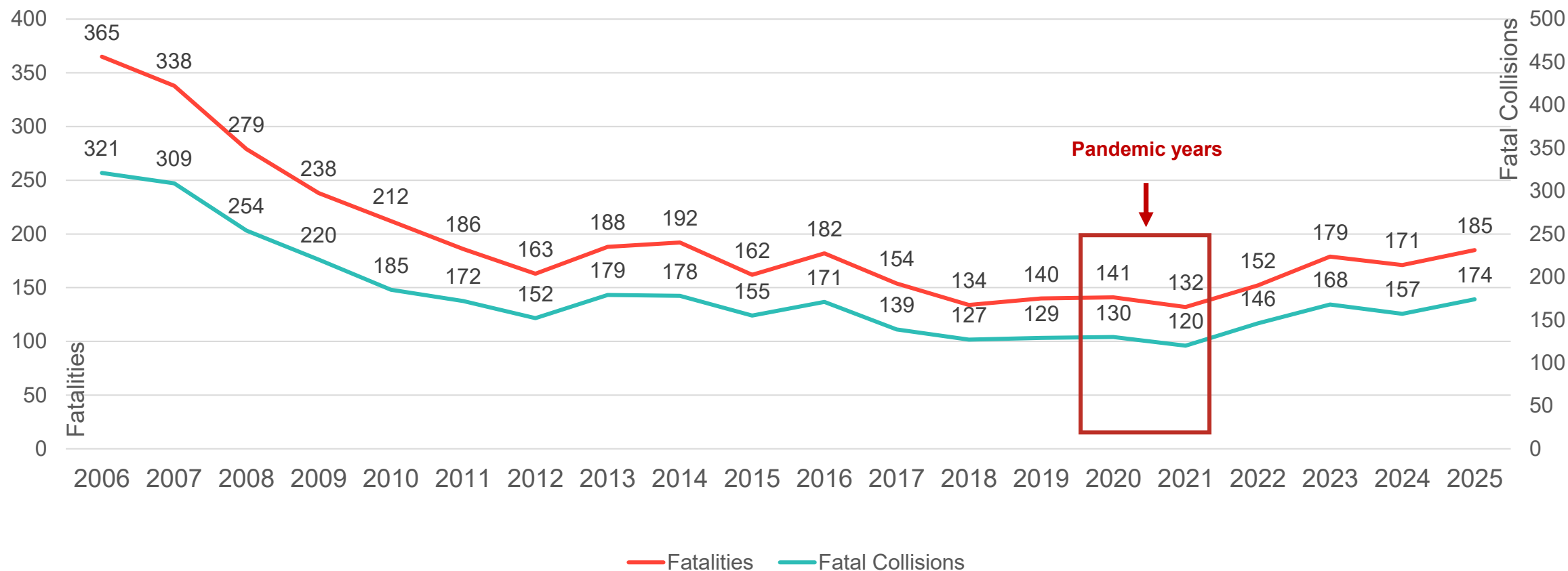


- As of 31 December 2025, An Garda Síochána have recorded **179** fatal collisions, which have resulted in **190** fatalities on Irish public roads and public places such as car parks. Five of these fatalities did not occur on public roads and are not included in the figures published in this report.
- This report is based on **174** fatal collisions, which have resulted in **185** fatalities on Irish public roads over the period 1 January- 31 December 2025.
- This represents **17 more** fatal collisions and **14 more** deaths **(+8%)** compared to provisional data for 2024.
- Note, incidents that occur in carparks and other non-public roads are not included in the RSA official figures per historic trends and EU convention. 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.

Note: All data for 2024 and 2025 are provisional and subject to change.



Long-term trend

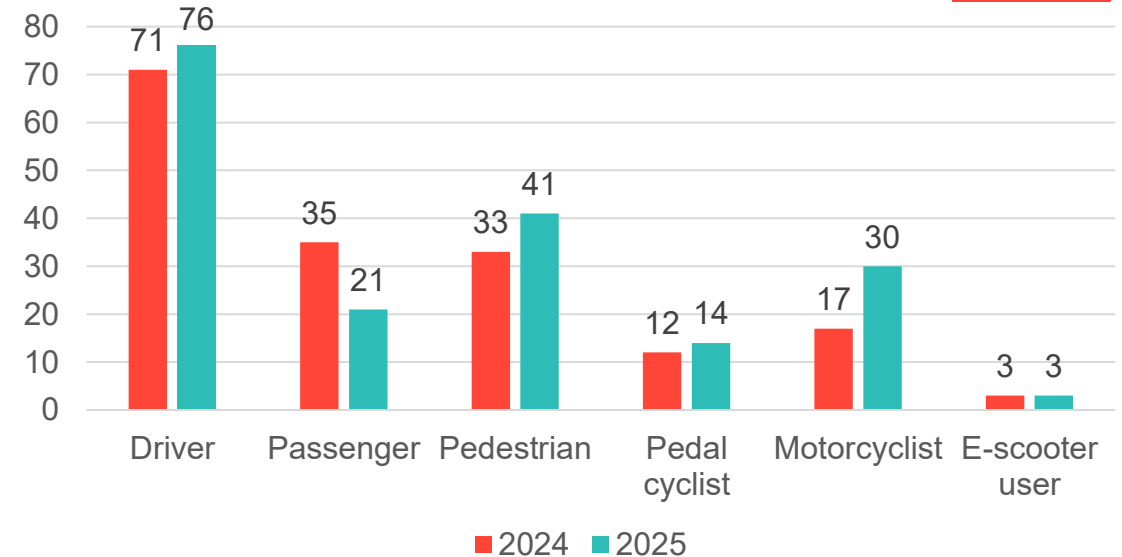


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Road User Type



- Of the 185 fatalities in 2025, 41% were drivers, 22% were pedestrians, 16% were motorcyclists, 11% were passengers, 8% were pedal cyclists and 2% were e-scooter users.
- Compared to 2024, there has been an **increase** in fatalities among **motorcyclists (+13)**, **pedestrians (+8)**, **drivers (+5)**, **pedal cyclists (+2)**.
- 2025 has seen the highest numbers of cyclists killed since 2017 when there was also 14 cyclists killed, and the highest number of motorcyclists killed since 2007 when there were 33 motorcyclists killed.
- In contrast, there has been a decrease in fatalities among **passengers (-14)**.
- Of fatalities, **74% (137)** were **male** and **26% (48)** were **female**.

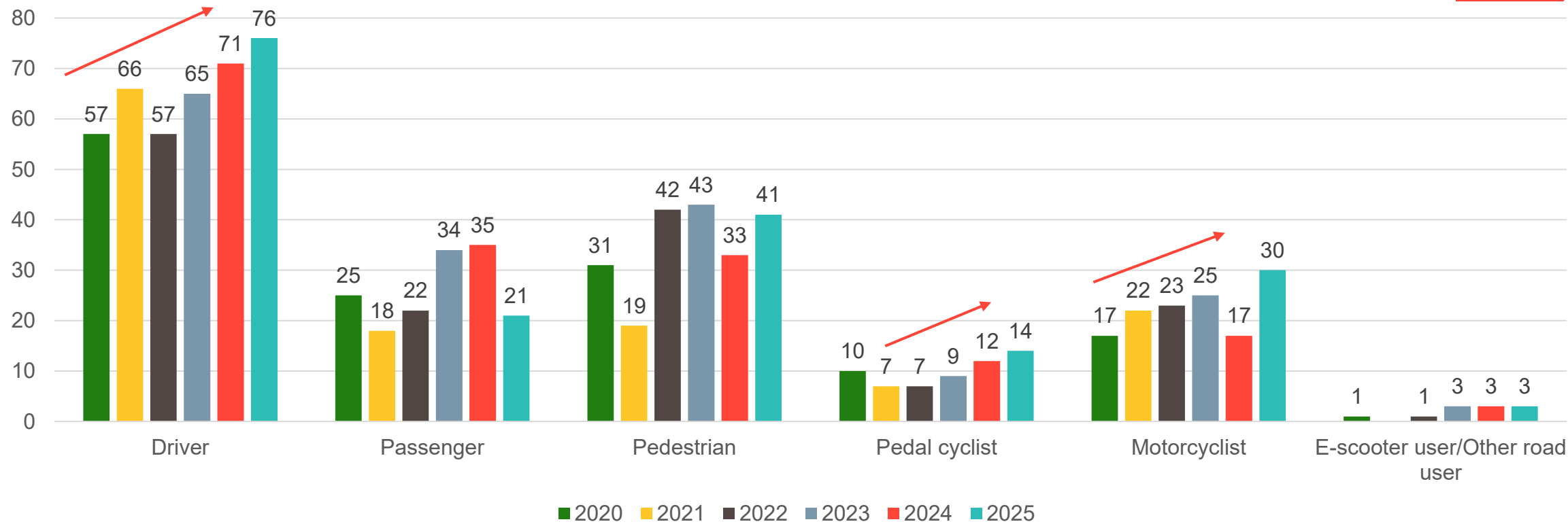


Seatbelts: Of the 88 drivers and passengers killed in seatbelt-equipped motor vehicles in 2025, 38% (33) were wearing a seatbelt at the time of the collision; 15% (13) were not wearing a seatbelt; and for the remaining 48% (42) of fatalities, it was not yet known.

54% of all fatalities occurred in single vehicle collisions, 45% in multiple vehicle collisions, and 1% in hit and run collisions.

Note: All data are provisional and subject to change.

Road User Type vs previous five years

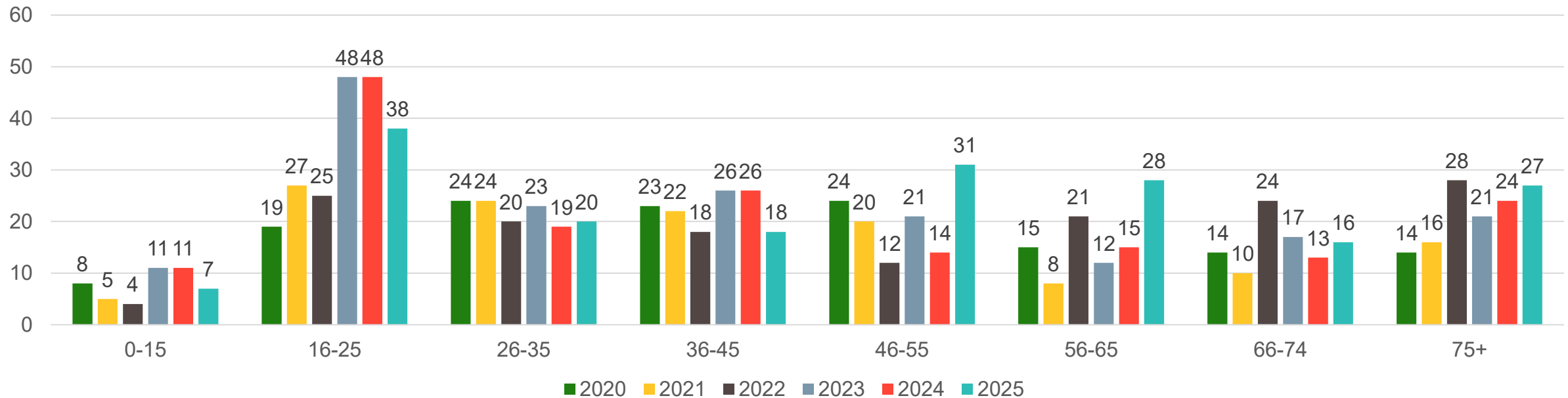


2025 saw the highest number of drivers, motorcyclists, and cyclists killed compared to the previous five years.

Note: All data for 2022 onwards are provisional and subject to change.



Age group of fatalities vs last 5 years

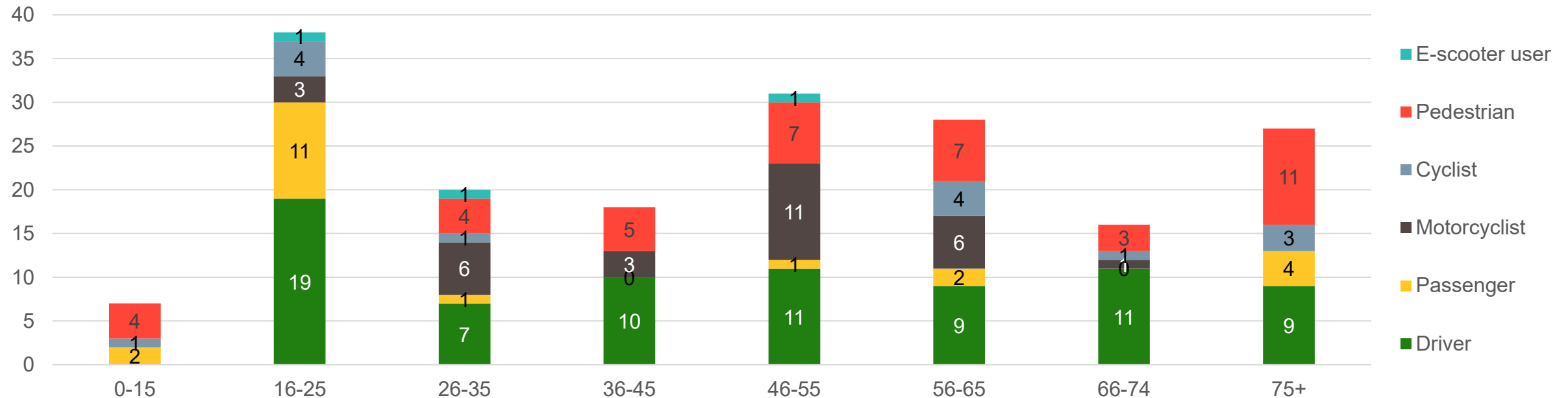


- As also seen in the most recent two years, the highest risk age group in 2025 remains those aged **16-25 years (38, 21%)**. Despite the decline of 10 fatalities in this age group compared to the previous year, this number of fatalities (**38**) is higher than the amount of fatalities in this age group each year between 2020 and 2022.
- Compared to 2024, there was a **decrease in fatalities aged 45 years or less (-21)** and an **increase in fatalities aged 46+ (+36)**.

Note: All data are provisional and subject to change. Age is unknown for one fatality in 2024 at present.



Age group by road user type 2025

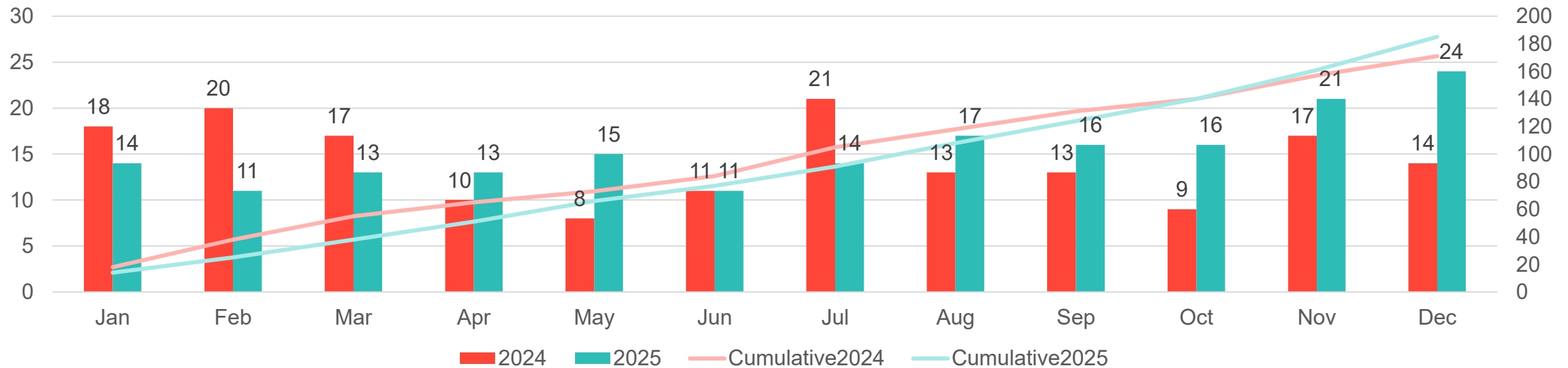


- Of those fatalities aged 16-25 years, 19 were drivers, 11 were passengers, 4 were cyclists, 3 were motorcyclists, and 1 was an e-scooter user.
- Of those fatalities aged 46-65 years, 20 were drivers, 17 were motorcyclists, 14 were pedestrians, 4 were cyclists, 3 were passengers and 1 was an e-scooter user.

Note: All data are provisional and subject to change.



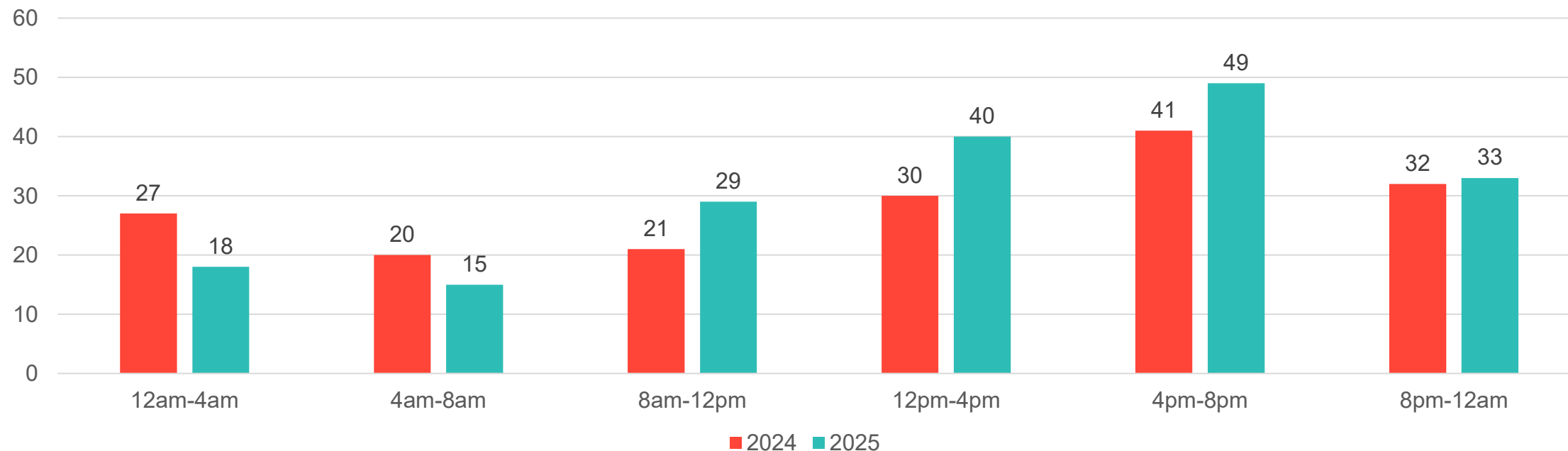
Month of Year



- **February (11) and June (11)** saw the lowest number of fatalities in 2025.
- **December (24) and November (21)** saw the highest number of fatalities.
- The average number of deaths per month in 2025 was **15 deaths per month**, compared to 14 deaths per month in 2024.

Note: All data for 2022-2025 are provisional and subject to change. Fatality figures from January-December used to calculate the monthly average.

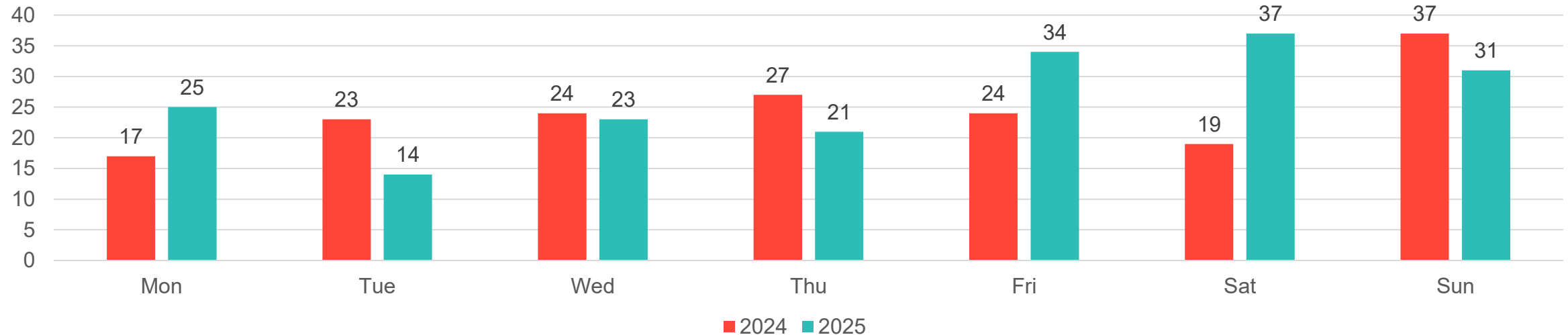
Time of day



Almost a half (**89, 48%**) of all fatalities in 2025 occurred between **12pm and 8pm**, and over a quarter (**51, 28%**) occurred late at night and early into the morning (**8pm-4am**).

Note: All data are provisional and subject to change. Time unknown for one fatality in 2025 at present.

Day of week

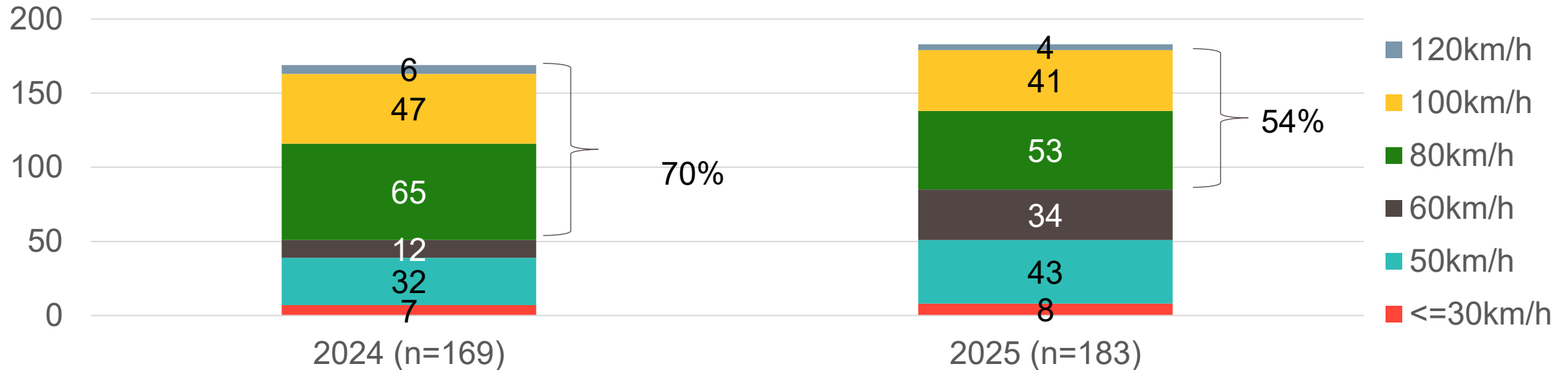


- More than half (**102, 55%**) of fatalities occurred over **the weekend** (Friday-Sunday).
- Of those 102 fatalities which occurred over the **weekend** (Friday-Sunday), half (**51, 50%**) occurred between **4pm and midnight**.

Note: All data are provisional and subject to change.



Speed limit of the road



- In 2025, close to half (54%) of fatalities occurred on roads with a speed limit of 80km/h or greater compared to 70% of fatalities in 2024.
- Prior to 2025, approx. seven in ten fatalities occurred on high speed roads with a speed limit of 80km/h and above.
- Note, in February 2025 the speed limit of Local Rural roads reduced to 60km/h from 80km/h.
- 19% of fatalities occurred on roads with a speed limit of 60km/h. Of those 34 fatalities on 60km/h roads, 24 were on Local roads, of which all 24 were on Local Rural roads.

Note: All data are provisional and subject to change. Speed limit of road unknown for 2 fatalities in 2024 and 2 fatalities in 2025 at present.



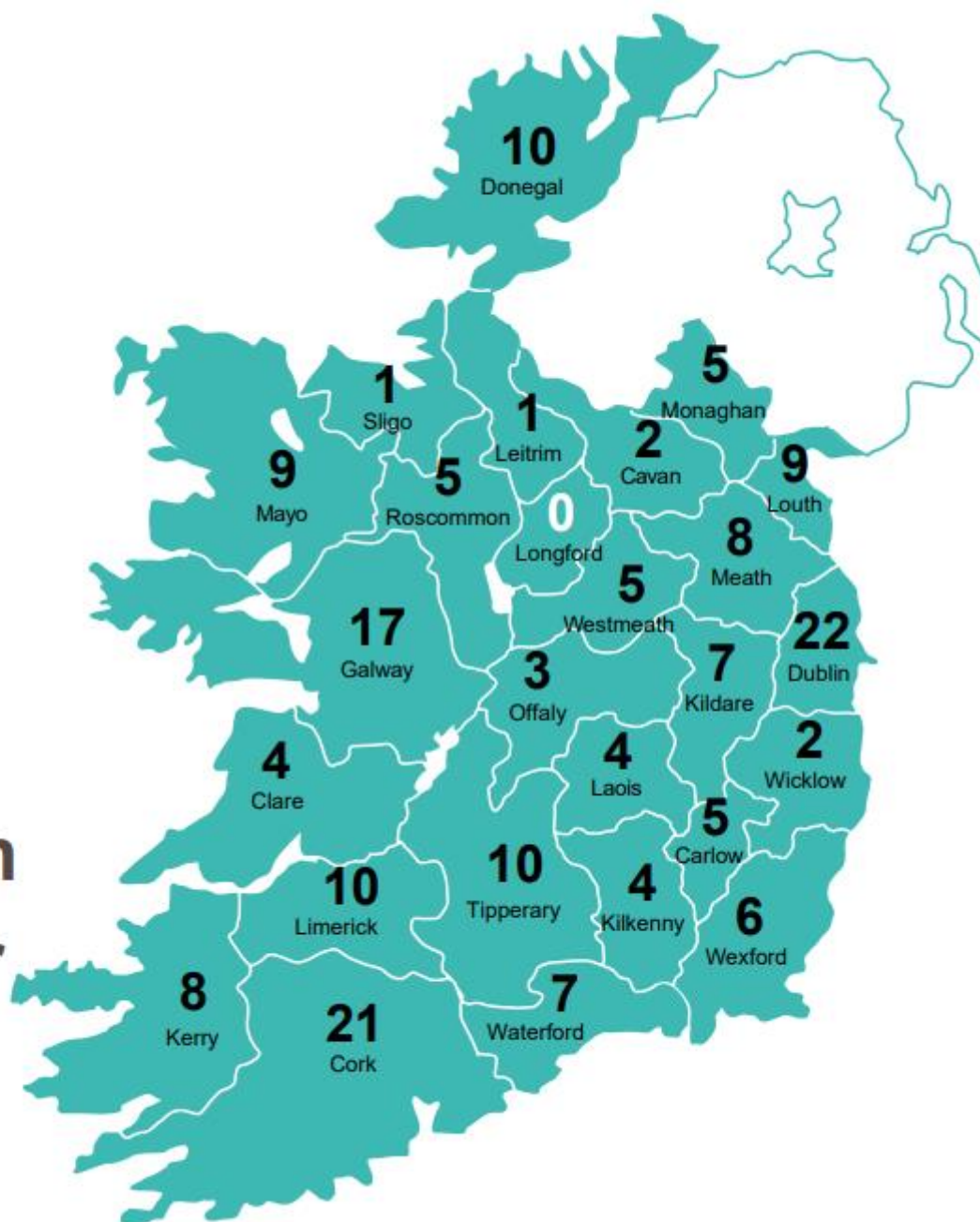
RSA

185
deaths
on
public
roads

**Up 14 on
last year**

1 Jan 2025 - 31 Dec 2025

Please note: all figures are
provisional and subject to
change.



Summary of fatalities 2025

1 January – 31 December 2025

-  In 2025, there were 185 fatalities on public roads in Ireland, an 8% increase on 2024, and an average of 15 deaths per month.
-  The highest share of deaths was among drivers (41%), pedestrians (22%), and motorcyclists (16%). Deaths among drivers, motorcyclists and cyclists were highest in 2025 compared to the previous 5 years.
-  1 in 5 deaths (21%) were among young people aged 16-25, the highest risk age group in 2025. Deaths have declined in this age group compared to the previous two years.
-  High numbers of deaths were also recorded among those aged 46-55 (31), and 56-65 (28). Together the 46-65 age category represents almost a third of deaths (32%), higher than in the past 5 years.
-  Almost half of fatalities occurred between 12pm and 8pm, and over a quarter occurred late at night and early into the morning (8pm-4am).
-  Over half of fatalities occurred between Friday and Sunday. December (24) and November (21) saw the highest number of fatalities.
-  Highest numbers of fatalities in Dublin (22), Cork (21), and Galway (17).
-  Over half of fatalities occurred on high speed roads with a speed limit of 80km/h and above. There were increases in deaths on 50km/h and 60km/h roads compared to 2024.

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