



POLICE NEWS RELEASE

ANNUAL ROAD TRAFFIC SITUATION 2025

OVERVIEW

In 2025, there was an increase in the total number of road traffic accidents compared to 2024.

2. The number of traffic accidents resulting in fatalities rose from 139 cases in 2024 to 147 cases in 2025. The number of traffic accidents resulting in injuries also increased, from 7,053 cases in 2024 to 7,560 cases in 2025. This persistent upward trend over the last few years is worrying. The traffic accident statistics for the past five years are appended in [Annex A](#).

3. Motorcyclists and elderly pedestrians continue to be the most vulnerable road user groups.¹ Motorcyclists remain disproportionately represented in traffic accidents that result in injuries or fatalities.

4. To tackle these worrying trends, the TP will:

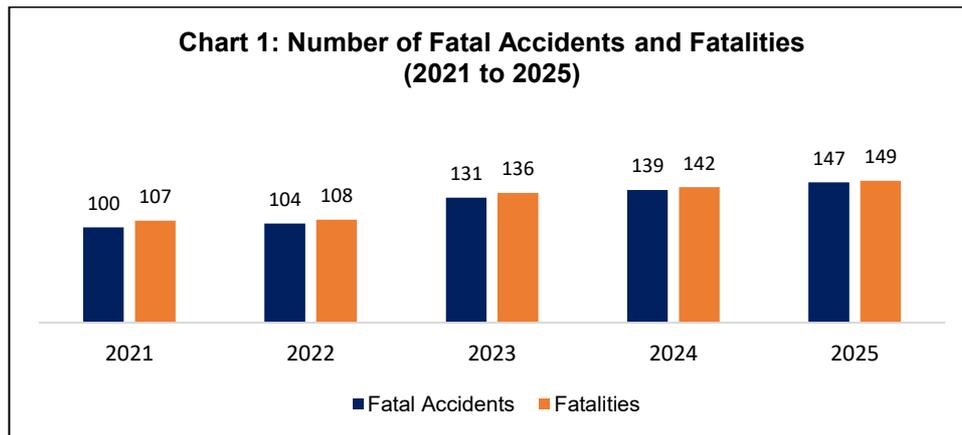
- a) Continue to take a tougher enforcement stance and further intensify enforcement efforts against errant road users. TP's enforcement had led to the detection of more violations in 2025, with speeding violations showing a significant increase;
- b) Expand the activation of the speed enforcement function in more red-light cameras islandwide;
- c) Operationalise the mobile Traffic Violation Enforcement Cameras from 1 March 2026; and
- d) Intensify education and engagement efforts to encourage good road safety habits and culture, especially among elderly pedestrians.

¹ Elderly pedestrians refer to pedestrians aged 65 and above.

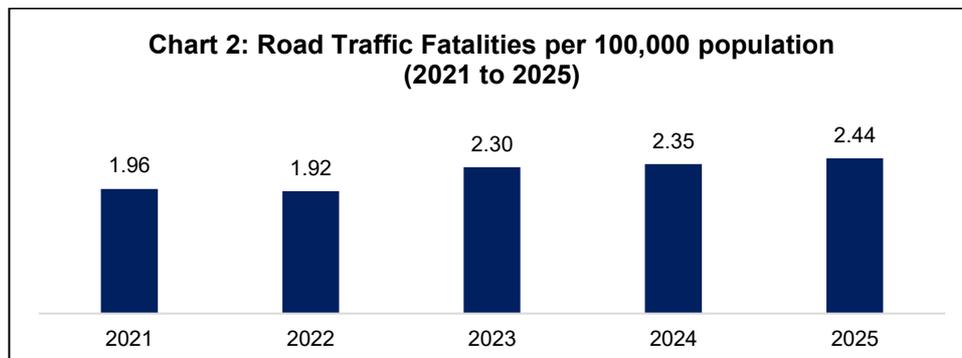
INCREASE IN ACCIDENTS AND CASUALTIES

Increase in fatal traffic accidents and fatalities

5. The number of traffic accidents resulting in fatalities increased by 5.8%, from 139 cases in 2024 to 147 cases in 2025. The number of fatalities increased by 4.9%, from 142 persons in 2024 to 149 persons in 2025. Please refer to [Chart 1](#) for the number of fatal accidents and fatalities for the past five years.

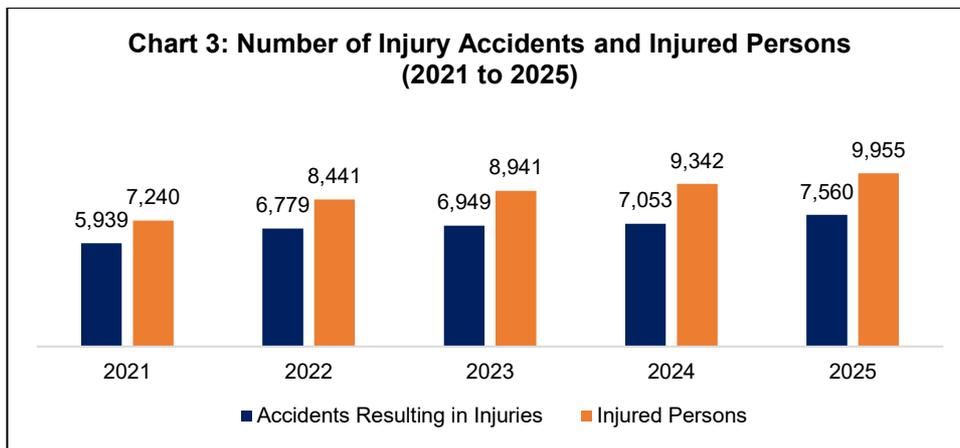


6. The road traffic fatality rate (number of road traffic fatalities per 100,000 population) increased from 2.35 in 2024 to 2.44 in 2025. Please refer to [Chart 2](#) for the road traffic fatality rates for the past five years.



Increase in accidents resulting in injuries and injured persons

7. The number of accidents resulting in injuries increased by 7.2%, from 7,053 cases in 2024 to 7,560 cases in 2025. The number of injured persons increased by 6.6%, from 9,342 persons in 2024 to 9,955 in 2025. Please refer to [Chart 3](#) for the number of accidents resulting in injuries and injured persons for the past five years.



Primary causes of road accidents

8. The most common causes of accidents are failure to keep a proper lookout (52.0%), failure to have adequate control of the vehicle (11.0%), and changing lanes without due care (7.0%).

Increase in red-light running accidents even as there was a decrease in red-light running violations

9. While the number of red-light running violations decreased by 14.1%, from 29,652 cases in 2024 to 25,462 cases in 2025, the number of red-light running fatal accidents increased from six cases in 2024 to seven cases in 2025. The number of red-light running accidents also increased, by 27.1% from 96 cases in 2024 to 122 cases in 2025.

Increase in speeding violations, but decrease in speeding-related accidents resulting in fatalities and injuries

10. The number of speeding violations increased by 25.9%, from 201,358 cases in 2024 to 253,550 cases in 2025. The number of speeding-related accidents, however, decreased by 5.9%, from 547 cases in 2024 to 515 cases in 2025. There was also a decrease in the number of speeding-related fatal accidents, by 10.9% from 46 cases in 2024 to 41 cases in 2025. The proportion of fatal accidents due to speeding also decreased, to 27.9% in 2025, from 33.1% in 2024.

Decrease in drink-driving violations and drink-driving accidents

11. The number of persons arrested for drink-driving decreased by 4.0%, from 1,788 in 2024 to 1,716 in 2025. The number of drink-driving accidents decreased by 6.0%, from 166 cases in 2024 to 156 cases in 2025. The number of fatal drink-driving accidents remained unchanged, with 12 cases in both 2024 and 2025.

12. Drink-driving is a highly culpable offence and remains one of our top priorities. Every instance represents a deliberate choice that puts both the driver and innocent

road users at grave risk. Drink-driving accidents often result in horrific and devastating consequences, with severe injuries and fatalities, consequences that could entirely have been prevented.

VULNERABLE ROAD USERS

13. Vulnerable road users, particularly motorcyclists and elderly pedestrians, continue to account for a disproportionate number of road traffic accidents resulting in injuries or fatalities.

Motorcyclists and pillion riders: Increase in number of accidents but decrease in fatalities

14. While motorcycles make up only about 15.0% of Singapore's total vehicle population in 2025, motorcyclists and pillion riders were involved in 54.8% of all traffic accidents and accounted for 53.0% of traffic fatalities.

15. The number of accidents involving motorcyclists increased by 6.4%, from 3,973 cases in 2024 to 4,227 cases in 2025. The number of motorcyclist and pillion rider casualties increased by 7.4%, from 4,510 persons in 2024 to 4,844 persons in 2025.

16. However, the number of fatal accidents involving motorcyclists decreased by 9.2%, from 87 cases in 2024 to 79 cases in 2025. The number of motorcyclist and pillion rider fatalities decreased by 7.1%, from 85 persons in 2024 to 79 persons in 2025.

Elderly pedestrians: Continued overrepresentation in pedestrian fatalities, and significant increase in fatalities

17. Accidents involving elderly pedestrians continue to be a significant concern. While the elderly make up 12.9% of Singapore's overall population in 2025, they were involved in 75.0% of all fatal traffic accidents involving pedestrians, and accounted for 75.0% of pedestrian fatalities.

18. The number of traffic accidents involving elderly pedestrians increased by 21.7%, from 203 cases in 2024 to 247 cases in 2025. The number of fatal accidents involving elderly pedestrians increased significantly by 145.5%, from 11 cases in 2024 to 27 cases in 2025.

19. The number of injured elderly pedestrians increased by 15.0%, from 193 persons in 2024 to 222 persons in 2025.

20. Of the number of fatal accidents involving pedestrians who jaywalked, 15 cases involved elderly pedestrians, up from seven cases in 2024. In 2025, the elderly

accounted for 83.3% of the total number of fatalities involving pedestrians who jaywalked.

ENFORCEMENT, EDUCATION AND ENGAGEMENT EFFORTS

Enforcement

21. To address the concerning upward trend in road fatalities over the past five years, the Ministry of Home Affairs (MHA) and TP have significantly strengthened enforcement and penalties. The key measures implemented include:

- a) **Expanded speeding enforcement operations and activation of speed enforcement functions in Red-Light Cameras (RLCs)**, resulting in more than a two-fold increase in speeding violations over two years (253,550 in 2025 compared to 116,440 in 2023);
- b) **Enhanced penalties for speeding offences**, effective from 1 January 2026;
- c) **Enhanced penalties for road traffic offences committed within Friendly Streets**, effective from 1 January 2026;
- d) **Expansion of the speed limiter regime for lorries**, with 94.2% of lorries completing speed limiter installation in the first phase.

22. TP has also raised the safety standards for motorcycle helmets and child restraint systems. It is also exploring advanced technologies including Traffic Violation Enforcement Cameras (TVEC) and Handheld Breath Evidential Analysers (HBEA) to strengthen its detection and enforcement capabilities.

23. TP will further intensify its enforcement efforts to deter and hold motorists accountable for irresponsible road behaviour. Errant motorists who flout traffic laws and regulations, such as red-light running, speeding and drink-driving, will be taken severely to task and may be prosecuted in court. Where such violations result in grievous hurt or death, the offenders may face imprisonment and driving disqualification.

Activation of speed enforcement function in more RLCs

24. While there was a decrease in red-light running violations detected by RLCs, speeding violations detected by RLCs had increased significantly as the speed enforcement function was activated in more RLCs in 2025. Speeding violations detected by RLCs increased by 150.9% from 21,768 in 2024 to 54,612 in 2025.²

25. This trend suggests a persistent lack of speed compliance among motorists at traffic junctions, which typically have higher pedestrian traffic. The risk and likelihood of traffic accidents at such locations are high.

² The speed enforcement function in RLCs was activated progressively from 1 April 2024.

26. Speed compliance is a key strategy to improve road safety. TP will activate the speed enforcement function in more RLCs islandwide, especially at locations that are accident-prone or violation-prone, to improve motorists' behaviour and compliance with traffic laws. The list of RLCs and their locations is available on the SPF website.³

Operationalisation of TVECs from 1 March 2026

27. Following the successful completion of the trial, TP will operationalise the TVECs on 1 March 2026.

28. TVECs utilise video analytics and automatic number plate recognition to detect violations in real time, including crossing double white lines, red-light running, failing to obey directional signs, and riding on footways. The system continuously monitors vehicle movement within the detection zone and captures images and videos of violations with key details such as plate numbers, timestamps and offence types.

29. Their mobile deployment capability allows TP to strategically target locations with a higher risk of accidents and violations. They will expand TP's enforcement capabilities and coverage islandwide.

30. TVECs will be deployed at nine locations and will be conspicuously painted in orange and white, accompanied by clear warning signs. The list of TVECs and their locations will be available on the SPF website.⁴

Phase 2 of speed limiter regime for lorries

31. As of 1 February 2026, 80.1% of lorries with maximum laden weight (MLW) between 3,501kg and 5,000kg registered before 1 January 2018 have installed speed limiters ahead of the 1 July 2026 deadline. These devices, which cap speeds at 60km/h, have produced significant safety benefits by reducing speeding-related violations among such lorries.

32. TP strongly urges the remaining lorry owners to expedite the installation of speed limiters on their lorries for the safety of their drivers and other road users. They should also remember that non-compliant lorries are prohibited from being used on the road and will not be allowed to have the road tax renewed. Following the first statutory deadline of 1 January 2026, TP is strictly enforcing against lorry owners who have failed to install speed limiters by the required deadline. These lorry owners may face prosecution in court.

³ <https://www.police.gov.sg/Knowledge-Hub/Traffic/Traffic-Matters/Red-Light-Camera-Locations>

⁴ <https://www.police.gov.sg/Knowledge-Hub/Traffic/Traffic-Matters/Traffic-Violation-Enforcement-Camera-Locations>

33. Businesses that engage the services of non-compliant lorries should be aware that this may result in denied insurance claims, since it is an offence for these vehicles which have not installed a speed limiter, to be on the road in the first place.

34. TP reminds all road users to exercise patience and understanding when sharing the roads with speed limiter-equipped lorries, as these vehicles are operating at regulated speeds for everyone's safety.

Education and engagement

35. In 2025, TP intensified its education and engagement efforts to promote road safety. This involved collaboration with various stakeholders and partners, including other government agencies, public transport operators, educational institutions, healthcare providers and industry associations. The campaigns and initiatives were designed to address the specific needs and behaviours of different road user groups.

36. TP placed heavier focus on educating vulnerable road users, particularly elderly pedestrians, children, and motorcyclists.

- The Singapore Traffic Games engaged 300 students from 21 primary schools in its grand finals held on 7 November 2025 at the Road Safety Community Park.
- TP introduced new educational resources including "Road Safety Corners", and interactive game consoles designed to reinforce safe-crossing habits, during school visits and community events.
- Singapore's first hospital-based road safety initiative for children was launched, with KK Women's and Children's Hospital Newborn Car Seat Programme. Complimentary car seats were provided for approximately 300 newborns.
- Seasonal campaigns addressed specific risks during festive periods, such as the Anti-Drink Drive campaign launched on 21 November 2025 at Clarke Quay which featured partnerships with valet service providers, and distribution of mirror decals at nightlife establishments. Red packets with road safety messages were distributed during Chinese New Year 2026.

Road Safety Day – To raise road safety awareness for the elderly

37. Targeted initiatives were implemented for elderly pedestrians, including the Road Safety Day at Chong Pang on 15 February 2025, which attracted over 1,000 residents. This community event featured a live stage performance with local artistes performing classics and road safety songs specifically designed to raise road safety awareness among the elderly. TP officers also educated residents on pedestrian safety, safe driving and riding, and tips on personal mobility device usage.

38. TP will continue to explore similar targeted initiatives in partnership with grassroots organisations to bring road safety education directly to residents in their neighbourhood.

Launch of Road Safety Month

39. The Singapore Road Safety Month was launched at the Suntec Singapore Convention & Exhibition Centre on 31 May 2025 and 1 June 2025. The event had programmes for all road user groups and commemorated the 10th anniversary of the "Use Your RoadSense" campaign. It included targeted programmes for motorcyclists such as sharing by Ng Teng Fong General Hospital on proper riding gear usage, and recognition of safe motorists through the launch of the "Reward the Sensible Motorists" initiative, where exemplary motorists were recognised for their road-safe behaviour. There was also a mini road safety park which provided an interactive learning environment for children to practise safe behaviours on the road.

EVERYONE HAS A PART TO PLAY IN ENSURING SAFER ROADS FOR ALL

40. Despite intensified enforcement and education, and TP working closely with the Land Transport Authority on road design and road infrastructure improvements, the overall traffic situation deteriorated in 2025.

The importance of shared responsibility and keeping a proper look-out

41. More than half of the accidents were caused by motorists who failed to keep a proper lookout, making this the biggest preventable cause of road accidents in Singapore. From drivers failing to check for pedestrians, to motorcyclists filtering across lanes without looking, and pedestrians distracted by their phones while crossing the road, these brief moments of inattention can prove fatal. All road users must stay alert to their surroundings and never assume that other road users have seen them. This simple act of keeping a proper lookout can prevent the majority of accidents and save lives.

42. But above all, road safety requires a culture of mutual respect and graciousness among all road users. A conscious effort to adopt a 'safety first' mindset is essential, where protecting lives matters more than quick journeys. Simple acts of courtesy such as maintaining a safe following distance of at least three seconds, giving way to pedestrians, reducing speed near junctions, and being patient during peak hours, can create a better road culture.

43. Only when we combine a gracious road culture with enforcement, education and engineering, can we achieve a safer environment for all road users.

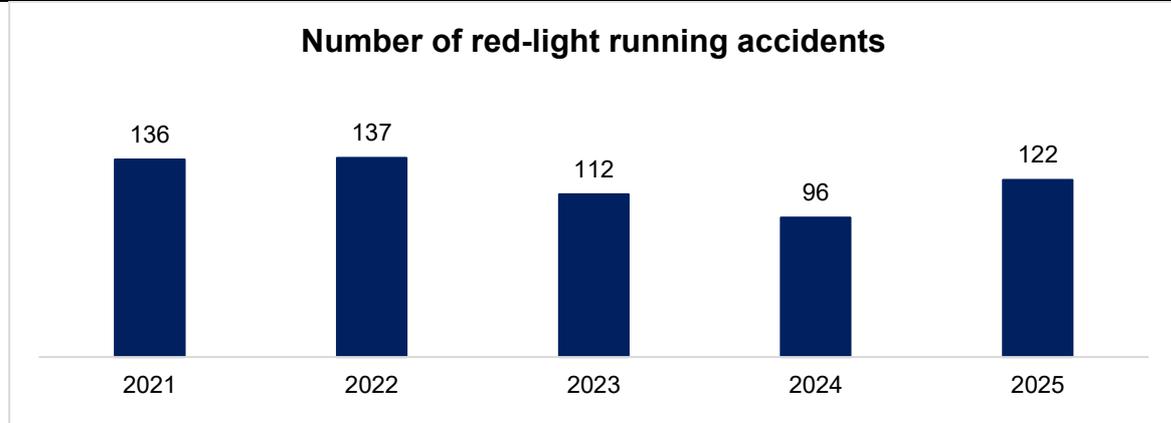
**PUBLIC AFFAIRS DEPARTMENT
SINGAPORE POLICE FORCE
26 FEBRUARY 2026 @ 6PM**

Annex A

Red-light running situation (2021 – 2025)

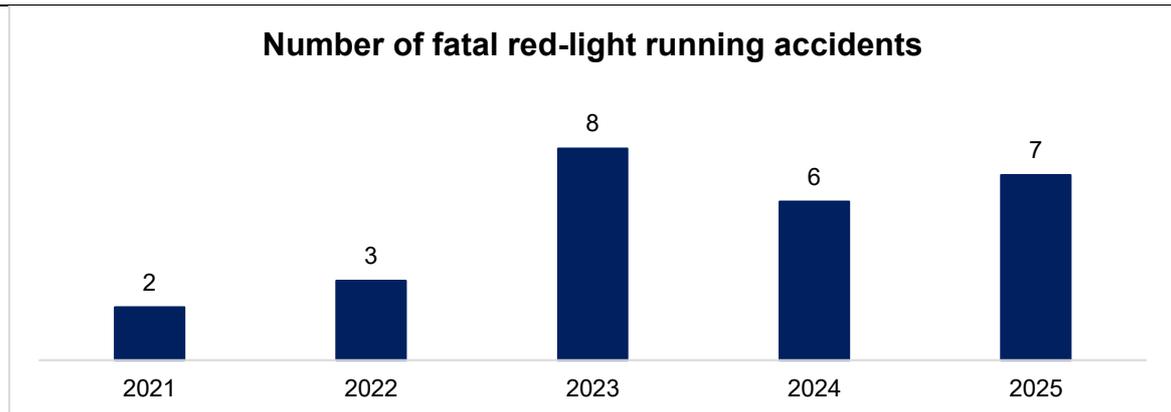
Red-light running accidents

The number of red-light running accidents increased by 27.1%, from 96 cases in 2024 to 122 cases in 2025.



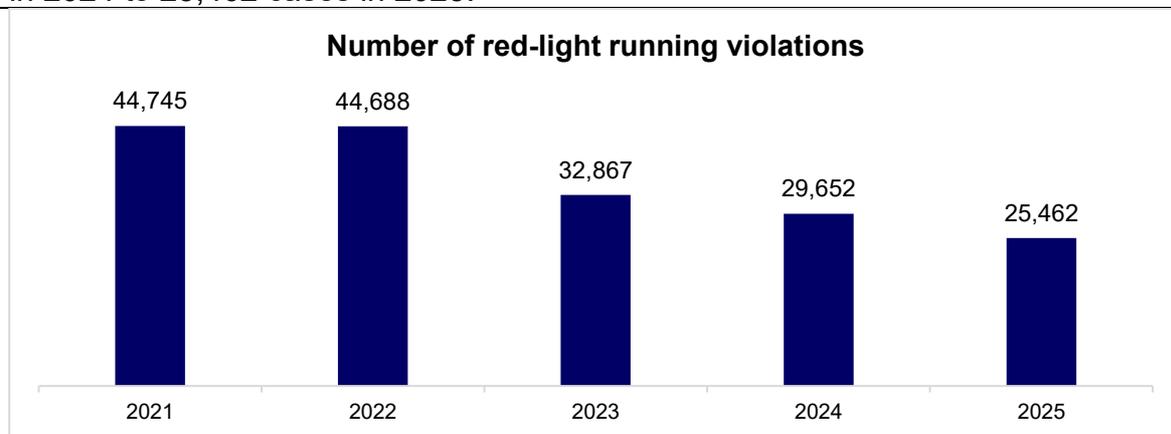
Fatal accidents due to red-light running

The number of fatal accidents due to red-light running increased from 6 cases in 2024 to 7 cases in 2025.



Red-light running violations

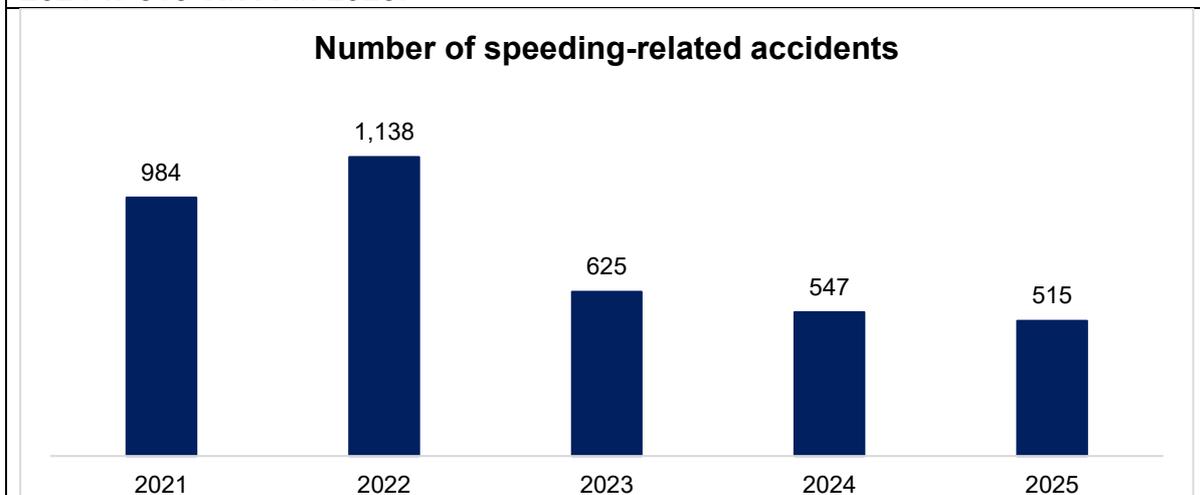
The number of red-light running violations decreased by 14.1%, from 29,652 cases in 2024 to 25,462 cases in 2025.



Speeding situation (2021 – 2025)

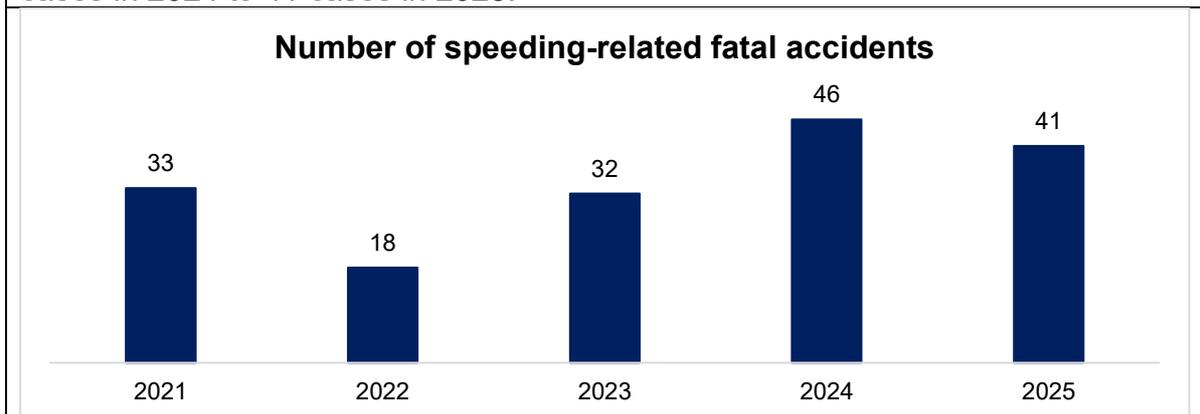
Speeding-related accidents

The number of speeding-related accidents decreased by 5.9%, from 547 cases in 2024 to 515 cases in 2025.



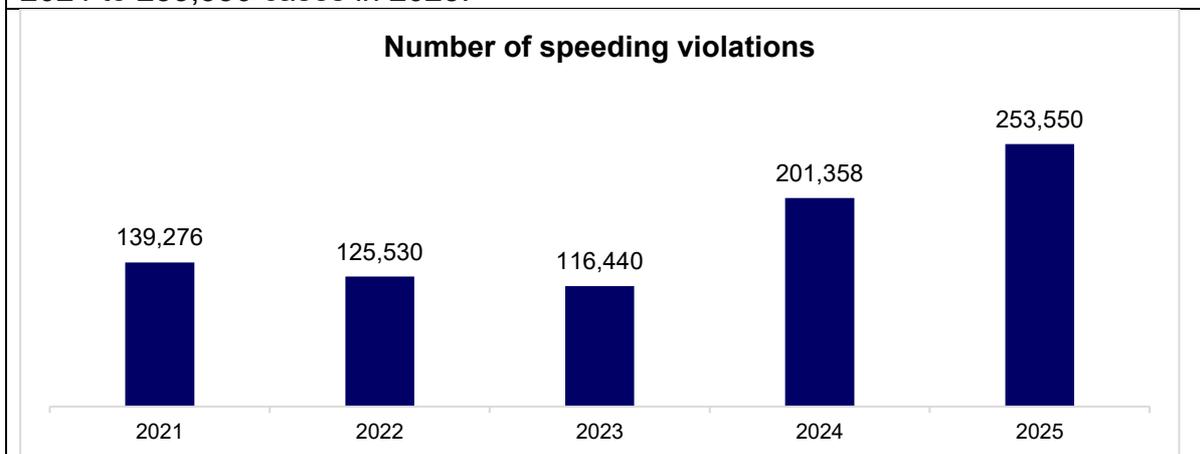
Fatal accidents due to speeding

The number of fatal speeding-related accidents decreased by 10.9%, from 46 cases in 2024 to 41 cases in 2025.



Speeding violations

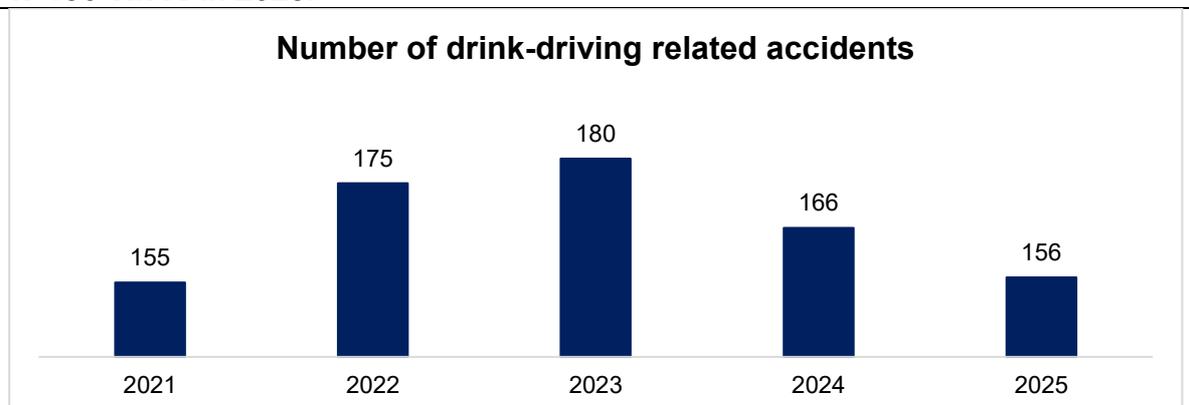
The number of speeding violations increased by 25.9%, from 201,358 cases in 2024 to 253,550 cases in 2025.



Drink-driving situation (2021 – 2025)

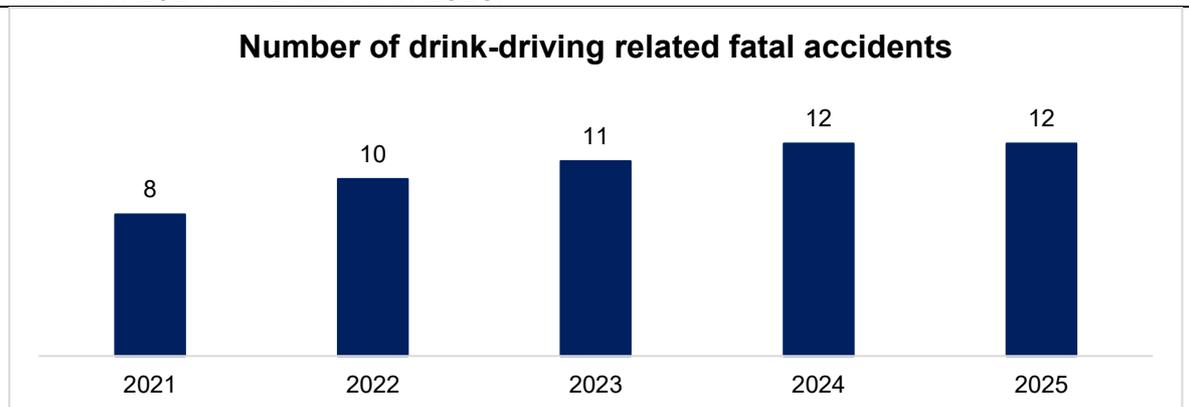
Drink-driving related accidents

The number of drink-driving accidents decreased by 6.0%, from 166 cases in 2024 to 156 cases in 2025.



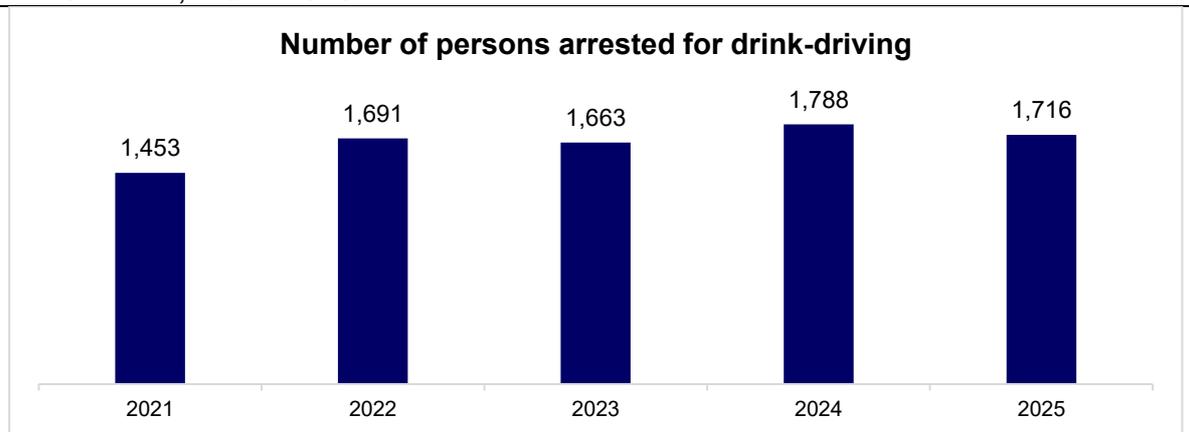
Fatal accidents due to drink-driving

The number of fatal accidents due to drink-driving remained the same, from 12 cases in 2024 to 12 cases in 2025.



Drink-driving violations

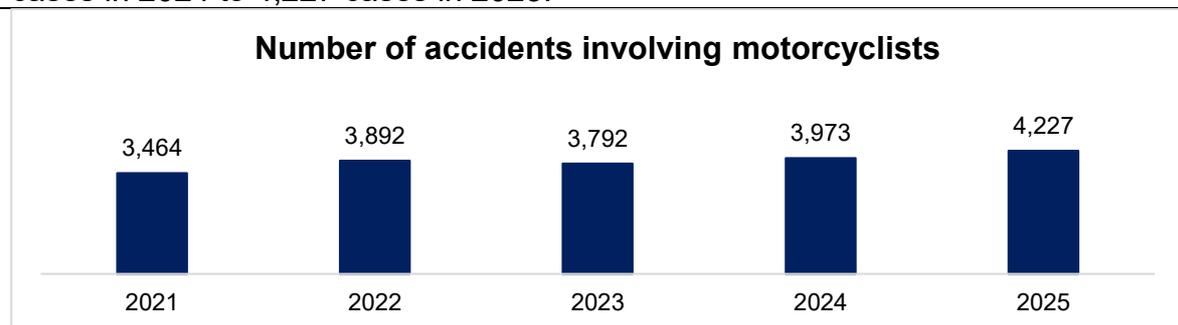
The number of persons arrested for drink-driving decreased by 4.0%, from 1,788 in 2024 to 1,716 in 2025.



Accident situation involving motorcyclists (2021 – 2025)

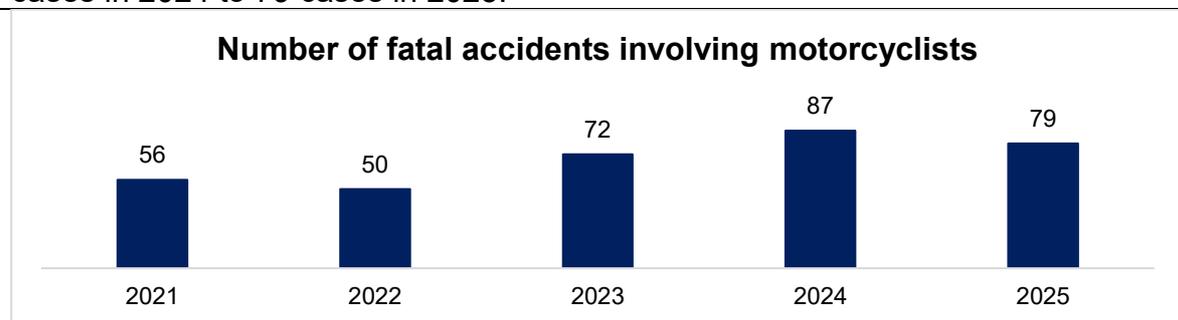
Accidents involving motorcyclists

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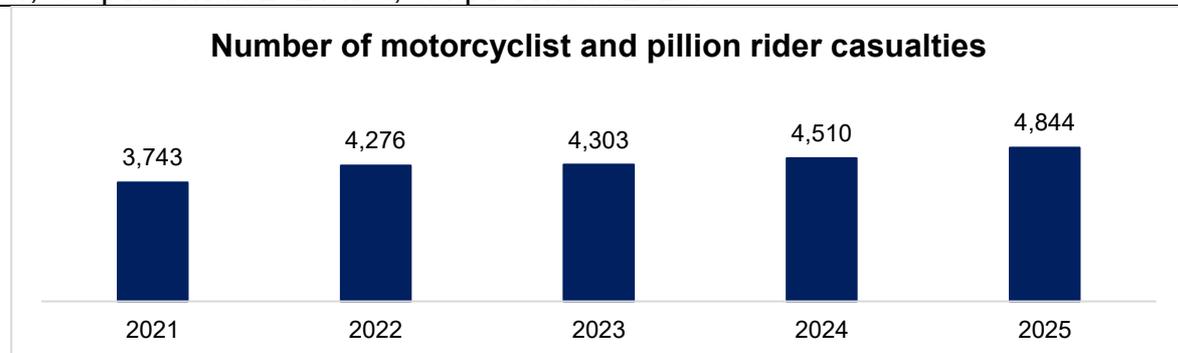
Fatal accidents involving motorcyclists

The number of fatal accidents involving motorcyclists decreased by 9.2%, from 87 cases in 2024 to 79 cases in 2025.



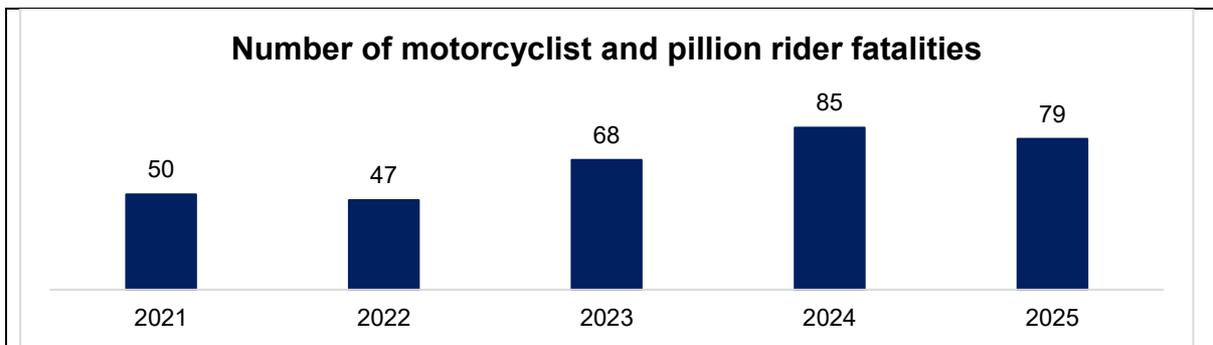
Number of motorcyclist and pillion rider casualties (fatalities or persons injured)

The number of motorcyclist and pillion rider casualties increased by 7.4%, from 4,510 persons in 2024 to 4,844 persons in 2025.



Number of motorcyclist and pillion rider fatalities

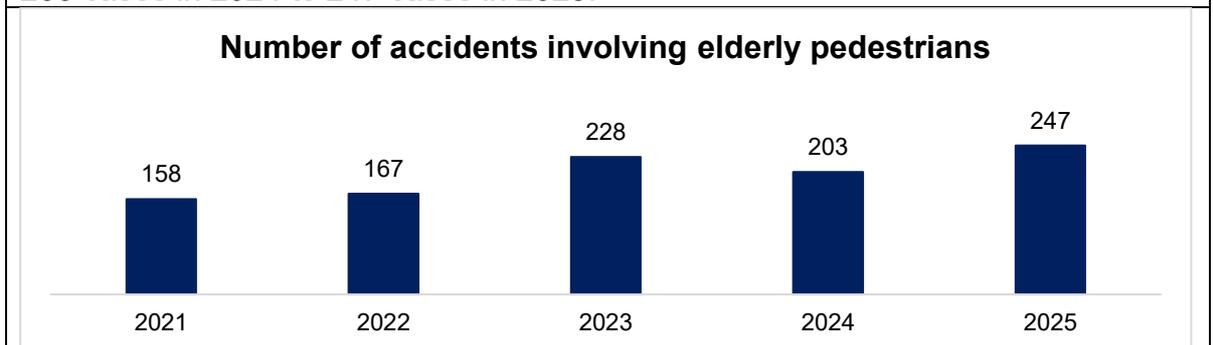
The number of motorcyclist and pillion rider fatalities decreased by 7.1%, from 85 persons in 2024 to 79 persons in 2025.



Accident situation involving elderly pedestrians (2021 – 2025)

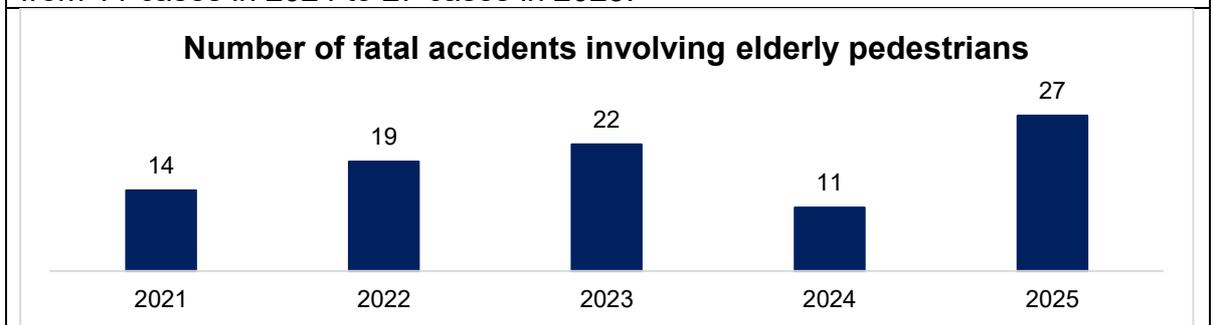
Accidents involving elderly pedestrians

The number of accidents involving elderly pedestrians increased by 21.7%, from 203 cases in 2024 to 247 cases in 2025.



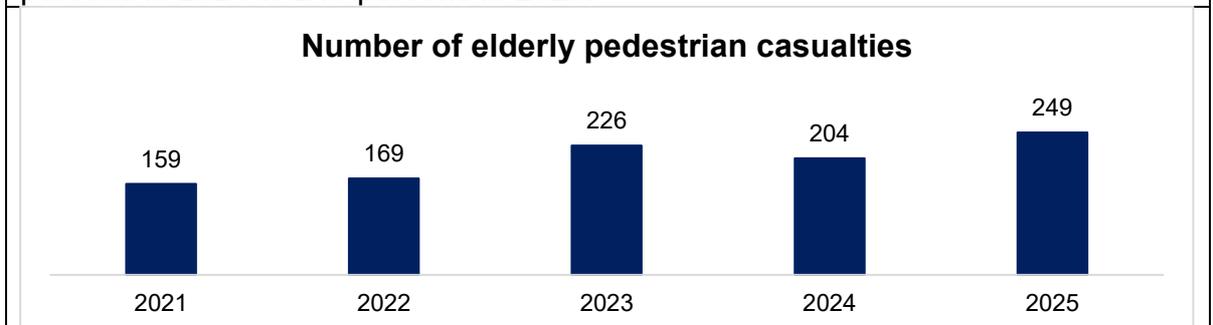
Fatal accidents involving elderly pedestrians

The number of fatal accidents involving elderly pedestrians increased by 145.5%, from 11 cases in 2024 to 27 cases in 2025.



Number of elderly pedestrian casualties (fatalities or persons injured)

The number of elderly pedestrian casualties increased by 22.1%, from 204 persons in 2024 to 249 persons in 2025.



Number of elderly pedestrian fatalities

The number of elderly pedestrian fatalities increased by 145.5%, from 11 persons in 2024 to 27 persons in 2025.

