SINGAPORE POLICE FORCE
SAFEGUARDING EVERY DAY

POLICE NEWS RELEASE

MID-YEAR ROAD TRAFFIC SITUATION 2026

Key Highlights

Fatal accidents and fatalities declined in the first half of 2026 compared to the same period last year. This is an encouraging development.

- Fatal accidents fell by 23.1% to 60 while fatalities fell by 22.8% to 61, compared with the same period in 2025. The reduction was largely due to fewer fatalities among motorcyclists and pillion riders.

However, the broader road traffic situation remains worrying, with the overall number of accidents and casualties increasing. This underscores the need for further enforcement and policy measures to deter irresponsible road user behaviour and improve road safety.

- The total number of accidents resulting in injuries or fatalities increased by 2.7% to 3,929, while the total number of injured persons and fatalities increased by 3.6% to 5,151 in the first half of 2026, compared with the same period in 2025.
- The Traffic Police (TP) has implemented various measures to deter irresponsible road user behaviour, such as expanding speeding enforcement operations, activating speed enforcement functions in Red-Light Cameras, and enhancing penalties for speeding offences.
- The Ministry of Home Affairs has also strengthened legislative levers to improve road safety. The Road Traffic (Miscellaneous Amendments) Bill was passed in Parliament in August 2026 to strengthen accountability for egregious road conduct, further deter driving under the influence of alcohol

or drugs, and enhance TP's ability to detect and enforce against traffic offences.

- From 1 January 2027, TP will tighten the demerit points regime for Singapore driving licence holders to deter traffic violations and keep errant motorists off the roads for longer periods.

Road safety is a shared responsibility. Enforcement and policy measures alone are not enough; every road user has a role to play in keeping our roads safe. TP will continue to strengthen public education and engagement efforts to encourage safer and more responsible road behaviour.

- TP actively educates and engages the public on good road safety habits, and has reached out to more than 161,900 people through engagement efforts in the first half of 2026.
- TP will sustain these efforts through targeted outreach to elderly pedestrians and young children, as well as the Singapore Ride Safe campaign for motorcyclists.
- Safer roads are only possible if all road users – motorists, cyclists, and pedestrians alike – make a concerted effort to remain vigilant and comply with traffic rules.

Overall Traffic Situation for January to June 2026

While the number of fatal accidents and fatalities decreased in the first half of 2026 compared to the same period in 2025, the overall traffic situation continues to be worrying. The number of road traffic accidents[1] and casualties[2] rose in the first half of 2026 compared with the same period in 2025, continuing an upward trend over the past three years. Motorcyclists, pillion riders, and elderly pedestrians[3] also continue to be the most vulnerable road user groups, and remain over-represented in traffic fatalities.

Increase in accidents and casualties; Decrease in fatal accidents and fatalities

2. The total number of traffic accidents resulting in injuries or fatalities increased by 2.7% to 3,929 in the first half of 2026, from 3,826 in the first half of 2025. Correspondingly, the total number of injured persons and fatalities increased by 3.6% to 5,151 in the first half of 2026, from 4,973 in the first half of 2025.

a) The number of accidents resulting in injuries increased by 3.2% to 3,869 in the first half of 2026, from 3,748 in the first half of 2025; the number of injured persons also increased by 4.0% to 5,090 in the first half of 2026, from 4,894 in the first half of 2025.

b) The number of fatal accidents decreased by 23.1% to 60 in the first half of 2026, from 78 in the first half of 2025. Fatalities had also decreased by 22.8% to 61 in the first half of 2026, from 79 in the first half of 2025. This was largely due to fewer fatalities among motorcyclists and pillion riders.

Speeding and Red-Light Running Situation

[1] Statistics cover only road traffic accidents required to be reported to the Traffic Police and do not represent all road traffic accidents (e.g. non-injury accident) in Singapore. For more information on reporting criteria, visit www.police.gov.sg/Knowledge-Hub/Traffic/Traffic-Matters/Reporting-Traffic-Accidents-and-Offences.
[2] Includes persons killed or injured in a road traffic accident.
[3] Elderly pedestrians refer to pedestrians aged 65 years old and above.

Increase in speeding violations and fatal speed-related accidents

Speeding violations

3. The number of speeding violations increased by 6.1% to 126,976 in the first half of 2026, from 119,640 in the first half of 2025. This may be attributed to enhanced enforcement operations and the activation of the speed enforcement function in more red-light cameras islandwide.

Speed-related accidents

4. The number of fatal speed-related accidents increased by 5.3% to 20 in the first half of 2026, from 19 in the first half of 2025. This was despite an overall decrease in speed-related accidents by 4.4% to 437 in the first half of 2026, from 457 in the first half of 2025.

Decrease in red-light running violations and accidents

Red-light running violations and accidents

5. The number of red-light running violations decreased by 31.7% to 9,454 in the first half of 2026, from 13,832 in the first half of 2025. Correspondingly, the total number of red-light running accidents also decreased by 3.8% to 102 in the first half of 2026, from 106 in the first half of 2025. The number of fatal red-light running accidents also decreased to two in the first half of 2026, from four in the first half of 2025.

6. TP will not let up on enforcement efforts against speeding and red-light running. These dangerous behaviours are irresponsible, and put all road users at risk.

Drink-Driving Situation

Decrease in drink-driving accidents; Increase in persons arrested for drink-driving

7. The total number of drink-driving accidents decreased by 8.1% to 68 in the first half of 2026, from 74 in the first half of 2025. The number of fatal drink-driving accidents has also decreased to four in the first half of 2026, from five in the first half of 2025. However, the number of persons arrested for drink-driving increased by 1.6% to 888 in the first half of 2026, from 874 in the first half of 2025.

8. To strengthen deterrence, Parliament passed the legislative amendments to lower the prescribed alcohol limits for drink-driving offences in July 2026.[4] The newly prescribed limits only indicate the point at which driving impairment begins. There is no "safe" number of drinks before driving, and TP reminds all drivers to never drink and drive.

Accidents Involving Elderly Pedestrians and Motorcyclists

Increase in accidents involving elderly pedestrians and injured elderly pedestrians; Decrease in elderly pedestrian fatalities

Traffic accidents involving elderly pedestrians

9. The total number of accidents involving elderly pedestrians increased by 19.0% to 144 in the first half of 2026, from 121 in the first half of 2025. The number of elderly pedestrians injured in accidents increased by 24.5% to 132 in the first half of 2026, from 106 in the first half of 2025. Of the 144 cases reported in the first half of 2026, 38.9% involved elderly pedestrians who engaged in unsafe pedestrian behaviour. These include jaywalking and crossing outside of designated pedestrian crossings.

[4] Legal alcohol limits will be tightened from 35 to 15 microgrammes per 100 millilitres of breath, and from 80 to 30 milligrammes per 100 millilitres of blood.

10. The number of elderly pedestrian fatalities decreased by 40.0% to nine in the first half of 2026, from 15 in the first half of 2025. However, they accounted for half of all pedestrian fatalities.

11. TP will continue to strengthen public education efforts targeted at elderly road users. This includes working closely with community partners to reinforce road-safety habits and encourage greater vigilance among elderly pedestrians. However, family members, caregivers and friends also play an important role in reducing accidents by reminding and encouraging them to use designated pedestrian crossings.

Increase in motorcyclist accidents, injured motorcyclists and pillion riders; Decrease in motorcyclist and pillion rider fatalities

Traffic accidents involving motorcyclists

12. The total number of accidents involving motorcyclists increased by 4.3% to 2,186 in the first half of 2026, from 2,096 in the first half of 2025. The number of injured motorcyclists and pillion riders also increased by 5.8% to 2,470 in the first half of 2026, from 2,335 in the first half of 2025.

13. Motorcyclists and pillion riders were involved in 55.6% of all traffic accidents in the first half of 2026. The top three causes of motorcyclist-involved accidents were:

a. Failure to keep a proper lookout;
b. Failure to have proper control; and
c. Failure to exercise due care when changing lanes.

14. Motorcyclist and pillion rider fatalities decreased by 34.9% to 28 in the first half of 2026, from 43 in the first half of 2025. However, they remained the largest group of road users involved in fatal traffic accidents. They also accounted for 45.9% of all road deaths.

15. TP urges all motorcyclists to wear protective gear and adopt safe riding habits and comply with traffic rules. All road users should remain vigilant and look out for one another when sharing the roads.

Enhancements to Road Safety

16. The trends above underscore the need for sustained enforcement and public education. To deter irresponsible road user behaviour, the following enforcement measures were implemented over the past two years:

a) **Expanded speeding enforcement operations and activation of speed enforcement functions in Red-Light Cameras (RLCs)**. The number of speeding violations detected in the first half of 2026 alone was equivalent to the total number of speeding violations detected for the entire year of 2023.
b) Introduced the new **mobile Traffic Violation Enforcement Cameras** from 1 March 2026.
c) **Enhanced penalties for speeding offences**, effective from 1 January 2026, which will attract more demerit points and higher composition fines across all speeding bands.
d) **Enhanced penalties for road traffic offences committed within Friendly Streets**, effective from 1 January 2026, where offenders will incur an additional two demerit points and $100 in composition sums on top of the existing penalties.
e) **Expansion of the speed limiter regime for lorries**, with 94.2% and 98.9% of lorries completing speed limiter installation in the first and second phase respectively. The offence of failing to ensure that a speed limiter is fitted carries a fine of up to $1,000 or a jail term of up to three months. TP has taken strict enforcement action against non-compliant lorry owners, including towing away lorries, requiring vehicle inspections, and penalising those who install speed limiters after the stipulated deadline.

17. TP will continue to strengthen its enforcement capabilities and explore new measures to improve road safety in Singapore. Upcoming initiatives include the tightening of the Driver Improvement Points System (DIPS), completing the

subsequent phases of speed limiter installation for lorries, working with the Land Transport Authority to deny Vehicle Entry Permit (VEP) applications for foreign-registered vehicles with outstanding traffic fines, and strengthening legislative levers through the Road Traffic (Miscellaneous Amendments) Bill. Further details are set out in Annex B.

Trial of the Expressway Average Speed Enforcement (EASE) System

18. Speed remains a key factor in road safety. Lower speeds give motorists more time to react and avoid collisions, while reducing the severity of accidents when they do occur. Beyond enhancing speeding penalties, TP will strengthen its speed enforcement capabilities on expressways.

19. TP is trialling average speed enforcement on Singapore's expressways through the progressive testing and calibration of the new Expressway Average Speed Enforcement (EASE) system, starting with the Bukit Timah Expressway (BKE). The EASE system uses Police cameras at the entry and exit of an enforcement zone on the expressway to detect and compute the average speed of a vehicle based on the distance travelled and the time taken. Vehicles that exceed the stipulated average speed limit will be flagged for speeding violations. No summons will be issued during the trial period. TP will provide further details when the system is ready for operationalisation.

Education and Engagement

20. Beyond enforcement, TP actively educates and engages the public on good road safety habits through talks, exhibitions and carnivals. TP has reached out to more than 161,900 people through engagement efforts in the first half of 2026. In partnership with the Singapore Road Safety Council (SRSC), TP also organised the annual Singapore Road Safety Month campaign in June 2026.

21. As part of SPF's efforts to engage vulnerable road users, TP has been working with Community Policing Unit CPU officers from the Neighbourhood Police Centres (NPCs) to conduct targeted outreach programmes for elderly pedestrians and young

children. Engagement activities for preschoolers include storytelling sessions and morning neighbourhood walks with schools to build road safety awareness and educate them young children on proper traffic light usage and safe crossing practices. For the elderly, TP, NPCs and partners conduct community engagement activities, including neighbourhood walks and coffee sessions to help them identify safer routes to common destinations such as markets, parks, and coffeeshops within their neighbourhoods. TP has also partnered various community and welfare organisations, such as Cheng Hong Welfare Service Society and Sian Chay Medical Institution, to extend the reach of these programmes through activities such as engaging elderly residents at community lunches and organising road safety talks.

22. To further strengthen road safety among motorcyclists, TP, in partnership with LTA and SRSC, will launch the Singapore Ride Safe campaign on 12 September 2026.

23. Commander of the Traffic Police, Senior Assistant Commissioner of Police, Serene Chiu, said, "While the decrease in fatal accidents and fatalities in the first half of 2026 is encouraging, the upward trend of road traffic accidents and casualties over the past few years is a stark reminder that much more needs to be done for road safety. Vulnerable road users, particularly motorcyclists and elderly pedestrians, continue to be disproportionately represented in traffic fatalities. TP will continue to strengthen our enforcement capabilities and work closely with our partners and the community to improve road user behaviour and enhance road safety. Road safety is a shared responsibility, and every road user has a part to play in keeping our roads safe."

PUBLIC AFFAIRS DEPARTMENT
SINGAPORE POLICE FORCE
28 AUGUST 2026 @ 3PM

Annex A

Comparison of Data for the first half of 2024, 2025, and 2026

A. Traffic accidents resulting in fatalities and injuries

Overall	1H2024	1H2025	1H2026
No. of Fatal Accidents	70	78	60
No. of Injury Accidents	3,437	3,748	3,869
Total	**3,507**	**3,826**	**3,929**

B. Number of casualties (fatalities or persons injured) in accidents

Overall	1H2024	1H2025	1H2026
No. of Fatalities	72	79	61
No. of Injured Persons	4,665	4,894	5,090
Total	**4,737**	**4,973**	**5,151**

C. Speeding violations

Speeding	1H2024	1H2025	1H2026
No. of Violations Detected	81,141	119,640	126,976

D. Speed-related accidents

Speed-Related	1H2024	1H2025	1H2026
No. of Fatal Accidents	25	19	20
No. of Injury Accidents	244	438	417
Total	**269**	**457**	**437**

E. Red-light running violations

Red-Light Running	1H2024	1H2025	1H2026
No. of Violations Detected	17,508	13,832	9,454

F. Red-light running accidents

Red-Light Running	1H2024	1H2025	1H2026
No. of Fatal Accidents	5	4	2
No. of Injury Accidents	42	102	100
Total	**47**	**106**	**102**

G. Drink-driving accidents

Drink-Driving	1H2024	1H2025	1H2026
No. of Fatal Accidents	9	5	4

No. of Injury Accidents	83	69	64
Total	**92**	**74**	**68**

H. Drink-driving arrests

Drink-Driving	1H2024	1H2025	1H2026
No. of Persons Arrested for Drink-Driving	818	874	888

I. Traffic accidents involving elderly pedestrians

Elderly Pedestrians	1H2024	1H2025	1H2026
No. of Fatal Accidents	6	15	10
No. of Injury Accidents	92	106	134
Total	**98**	**121**	**144**

J. Traffic accidents involving motorcyclists

Motorcyclists & Pillion Riders	1H2024	1H2025	1H2026
No. of Fatal Accidents	44	43	29
No. of Injury Accidents	1,863	2,053	2,157
Total	**1,907**	**2,096**	**2,186**

Annex B

Upcoming Road Safety Measures

Legislative Levers to Strengthen Road Safety

1. MHA has continued to strengthen legislative levers to improve road safety. In August 2026, Parliament passed the Road Traffic (Miscellaneous Amendments) Bill, which introduced amendments that sought to:

a) Strengthen accountability for the most egregious road conduct;
b) Further deter driving under the influence of alcohol or drugs; and
c) Enhance TP's ability to detect and enforce against traffic offences.

For more details, please refer to this link.

Tightening of the Driver Improvement Points System (DIPS)

2. From 1 January 2027, TP will tighten the demerit points regime for Singapore driving licence holders by:

a) **Lowering suspension and revocation thresholds.** Non-probationary motorists will be suspended upon the accumulation of 18 rather than 24 demerit points, while probationary motorists will have their licence revoked upon the accumulation of 12 rather than 13 demerit points.

b) **Lengthening suspension periods**. The first suspension period for non-probationary motorists will increase from 12 weeks to four months, while subsequent suspension periods will also be increased.

c) **Updating educational interventions**. The Safe Driving Course (SDC), which allows eligible motorists to expunge four demerit points before reaching the suspension threshold, will be discontinued. The DIPS Retraining Course will only be available to reduce the first suspension period,

from four months to six weeks; it will no longer be available to reduce second and subsequent suspension periods.

The move is intended to deter traffic violations and keep errant motorists off the roads for longer periods. For more details, please refer to this link.

3rd Phase of Speed Limiter Installation for Lorries

3. As part of the third phase of the expanded speed limiter regime, lorries with a maximum laden weight (MLW) between 5,001kg and 12,000kg registered on or after 1 January 2018 are required to install speed limiters by 1 January 2027. As of 1 July 2026, about 86.3% of these lorries have done so. TP strongly urges the remaining lorry owners to expedite the installation of speed limiters for the safety of their drivers and other road users. Non-compliant lorries are prohibited from being used on the road and will not be allowed to have their road tax renewed. TP will strictly enforce against lorry owners who fail to install speed limiters by the deadline.

Denying VEP Applications for Foreign-Registered Vehicles with Outstanding Fines from November 2026

4. From 2 November 2026, foreign-registered vehicles with outstanding fines for traffic, parking, or vehicular emissions offences committed in Singapore will not be able to apply for or renew their Vehicle Entry Permit (VEP) with LTA. Foreign motorists are advised to check for any outstanding fines at www.axs.com.sg and settle them promptly before applying for or renewing their VEP.