



Traffic Safety Basic Facts 2007

Motorcycles and Mopeds

Motorcycle and moped fatalities, together referred to as Powered Two Wheelers (PTW), make up 21,1% of the total number of road accident fatalities in 2005¹ in the EU-14 countries².

If possible both types³ will be discussed separately however some countries do not make a difference between them and because of small numbers it is not always possible to analyse the data for each country separately.

In 2005¹ 1.449 riders (drivers and passengers) of *mopeds* were killed in the EU-14 in traffic accidents, which is 5,8% less than the number reported in 2004 in the same countries. The annual total decreased by 41% during the decade for these countries, an average of 5,7% a year.

Table 1: The number of moped fatalities by country, 1996-2005¹

	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
BE	67	68	78	56	66	63	68	45	33	30
DK	26	27	39	41	47	43	38	43	46	29
EE	-	-	-	-	-	-	-	-	-	2
EL	122	114	114	108	90	77	55	53	55	58
ES	387	440	506	515	474	461	383	391	361	312
FR	505	498	442	492	456	450	387	393	339	356
IE*	-	-	-	-	-	-	-	-	-	-
IT	674	702	675	611	551	508	420	461	388	-
LU	0	1	1	0	0	0	0	-	-	-
HU	-	-	-	-	-	-	-	-	-	40
MT	-	-	-	-	-	-	-	-	-	-
NL	107	88	89	107	107	78	98	94	-	-
AT	47	58	33	48	44	37	46	47	44	41
PL	-	-	-	-	-	-	-	-	-	53
PT	478	439	316	253	225	184	145	157	121	106
FI	17	16	16	8	9	7	7	12	14	4
SE	14	13	12	12	10	9	12	9	18	8
UK**	11	17	10	17	15	14	21	25	26	23
EU-14 ¹	2.455	2.481	2.331	2.267	2.093	1.931	1.680	1.730	1.539	1.449
Yearly ¹ change		1,0%	-6,0%	-2,7%	-7,7%	-7,7%	-13%	3,0%	-11%	-5,8%

* IE does not separate motorcycles and mopeds. Mopeds are counted as motorcycles.

** UK excludes scooters with engine size <50cc. They have been counted with motorcycles.

Source: CARE Database / EC
Date of query: November 2007

¹ Using latest data available, i.e. 2005 for all countries except LU (2002), IE and NL (2003) and IT (2004). The data for the New EU countries EE, HU, MT and PL are not included in total trends because they are only available for 2005.

² See table Definitions of EU-level and used Country abbreviations on page 14.

³ See Definition and regulations on motorcycles and mopeds on page 13.

In 2005, moped rider fatalities make up 5,6% of the total number of road accident fatalities in the EU-14.

During the decade the number of moped rider fatalities has decreased (by 5,7% per year) in EU-14.





In 2005, motorcycle rider fatalities make up 15,5% of the total number of road accident fatalities in the EU-14.

During the decade the number of motorcycle rider fatalities has increased (by 2,2% per year) in EU-14.

In almost all countries it is becoming more important to reduce motorcycle fatalities.



In 2005¹ 4.047 riders (drivers and passengers) of *motorcycles* were killed in the EU-14 in traffic accidents, which is 2,6% more than the number reported in 2004 in the same countries. The annual total increased by 22% during the decade for these countries, an average of 2,2% a year..

Table 2: The number of motorcycle rider fatalities by country, 1996-2005¹

	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
BE	107	125	121	142	118	147	158	124	120	123
DK	23	19	21	26	24	12	24	25	23	16
EE	-	-	-	-	-	-	-	-	-	5
EL	419	392	455	453	406	426	341	310	379	399
ES	457	459	421	387	392	370	401	367	399	472
FR	803	920	986	983	964	1.092	1.063	883	866	892
IE*	58	68	37	43	40	50	44	55	-	-
IT	519	520	516	569	728	807	869	980	1.070	-
LU	6	2	6	5	8	6	0	-	-	-
HU	-	-	-	-	-	-	-	-	-	100
MT	-	-	-	-	-	-	-	-	-	3
NL	91	92	76	75	89	76	93	95	-	-
AT	84	111	87	103	112	107	89	109	98	98
PL	-	-	-	-	-	-	-	-	-	157
PT	255	241	241	253	212	229	225	213	181	188
FI	16	8	9	13	10	16	22	23	22	32
SE	40	36	40	36	39	38	37	47	56	46
UK**	436	508	499	539	597	580	607	690	581	561
EU-14 ¹	3.314	3.500	3.515	3.627	3.739	3.956	3.973	3.921	3.945	4.047
Yearly ¹ change		5,6%	0,4%	3,2%	3,1%	5,8%	0,4%	-1,3%	0,6%	2,6%

* IE does not separate motorcycles and mopeds. Mopeds are counted to motorcycles.

** UK includes all scooters to motorcycles even if their engine size is <50cc.

Source: CARE Database / EC
Date of query: November 2007

As there is no reliable data available about the use of PTWs (vehicle kilometres or fleet numbers) in each of the countries, it is difficult to interpret the numbers of fatalities in the group of PTW or the difference in the distribution over mopeds and motorcycles.

In some countries, like Greece and Sweden the majority of PTW fatalities are among motorcyclists. By definition in Ireland and the United Kingdom there are hardly any moped fatalities. In Denmark and the Netherlands the problem with PTW also concerns mopeds.

As the number of moped fatalities is decreasing and motorcycle fatalities are increasing, the percentage of motorcycle fatalities among all PTW fatalities is increasing. The relative importance of taking measures to reduce the number of motorcycle fatalities is increasing.



Table 3 shows that the fatality rate of motorcycle and moped riders, which is defined as the number of PTW rider fatalities per million inhabitants, is much higher in Portugal and Greece than in the other countries.

Table 3: Fatality rate (fatalities per million inhabitants) of PTW riders, 1996-2005¹

	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
BE	17,1	19,0	19,5	19,4	17,9	20,4	21,9	16,3	14,7	14,6
DK	9,3	8,7	11,3	12,6	13,3	10,3	11,5	12,6	12,8	8,3
EE	-	-	-	-	-	-	-	-	-	5,2
EL	50,5	47,0	52,5	51,6	45,4	45,9	36,1	32,9	39,2	41,2
ES	21,4	22,7	23,4	22,6	21,5	20,4	19,0	18,0	17,8	18,1
FR	21,9	23,7	23,8	24,4	23,4	25,2	23,6	20,6	19,3	19,9
IE	15,9	18,5	10,0	11,5	10,5	12,9	11,2	13,8	-	-
IT	21,0	21,5	20,9	20,7	22,5	23,1	22,6	25,0	25,1	-
LU	14,5	7,2	16,5	11,6	18,3	13,6	0,0	-	-	-
HU	-	-	-	-	-	-	-	-	-	13,9
MT	-	-	-	-	-	-	-	-	-	7,4
NL	12,7	11,5	10,5	11,5	12,3	9,6	11,8	11,6	-	-
AT	16,5	21,2	15,0	18,9	19,5	17,9	16,7	19,2	17,4	16,9
PL	-	-	-	-	-	-	-	-	-	5,5
PT	72,9	67,4	54,9	49,8	42,7	40,1	35,6	35,5	28,8	27,9
FI	6,4	4,7	4,9	4,1	3,7	4,4	5,6	6,7	6,9	6,9
SE	6,1	5,5	5,9	5,4	5,5	5,3	5,5	6,3	8,2	6,0
UK	7,7	9,0	8,7	9,5	10,4	10,0	10,6	12,0	10,1	9,7
EU-14 ¹	19,8	20,4	19,9	20,0	19,7	19,8	18,9	18,8	18,1	18,0

Source: CARE Database / EC, EUROSTAT
Date of query: November 2007

The greatest reduction in motorcycle and moped fatalities between 1996 and 2005 occurred in Portugal.

Figure 1: Motorcycle and moped rider fatalities per million inhabitants, 1996 versus 2005¹

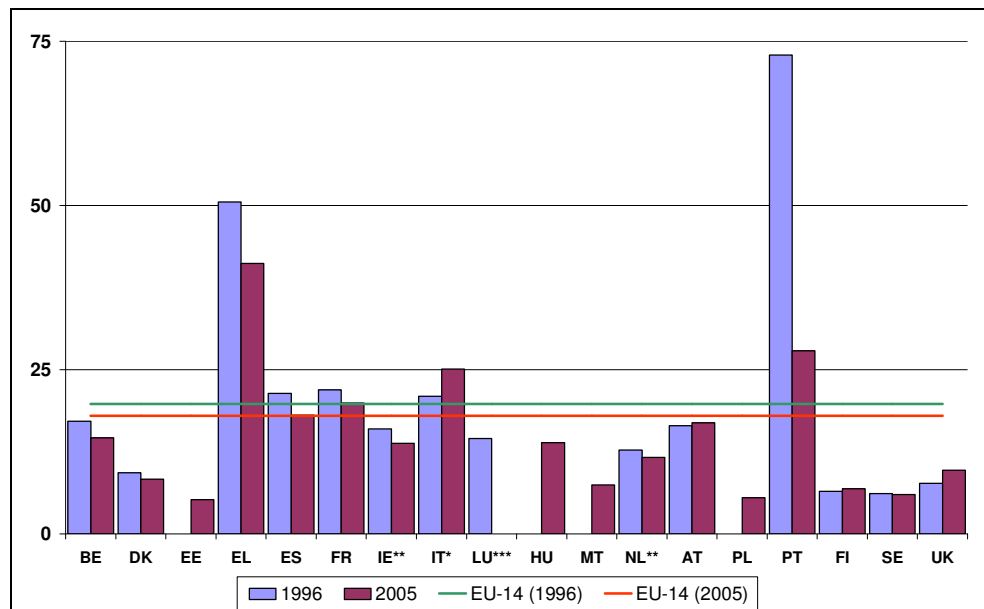


Figure 1 indicates that between 1996 and 2005 the fatality rate of PTW in the EU-14 declined by 9,1% (from 19,8 in 1996 to 18,0 in 2005). The greatest reduction occurred in Portugal (62%), whereas the fatality rate has increased in Italy, Austria, Finland and the United Kingdom (the rates for the latter 3 countries are still lower

In Greece, Italy and Portugal the fatality rate is above the EU-14 average.





than the average rate of all EU-14 countries). Luxembourg is not included here because of the small numbers.

Table 4: PTW rider fatalities as percentages of the total number of road accident fatalities by country, 1996-2005¹

%	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
BE	12,8	14,1	13,3	14,2	12,5	14,1	17,3	13,9	13,2	14,0
DK	9,5	9,4	12,0	13,0	14,3	12,8	13,4	15,7	18,7	13,6
EE	-	-	-	-	-	-	-	-	-	4,1
EL	25,1	24,0	26,1	26,5	24,3	26,8	24,2	22,6	26,0	27,6
ES	15,4	16,0	15,6	15,7	15,0	15,1	14,7	14,0	16,0	17,7
FR	15,3	16,8	16,0	17,4	17,6	18,9	18,9	21,1	21,8	23,5
IE	12,8	14,4	8,1	10,4	9,6	12,1	11,6	16,3	-	-
IT	17,9	18,2	18,9	17,6	19,2	19,7	19,1	23,8	25,9	-
LU	8,5	5,0	12,3	8,6	10,5	8,6	0,0	-	-	-
HU	-	-	-	-	-	-	-	-	-	11,0
MT	-	-	-	-	-	-	-	-	-	17,6
NL	16,8	15,5	15,5	16,7	18,1	15,5	19,4	18,4	-	-
AT	12,8	15,3	12,5	14,0	16,0	15,0	14,1	16,8	16,2	18,1
PL	-	-	-	-	-	-	-	-	-	3,9
PT	26,9	27,0	26,2	25,4	23,5	24,7	22,1	24,0	23,3	23,6
FI	8,2	5,5	6,3	4,9	4,8	5,3	7,0	9,2	9,6	9,5
SE	10,1	9,1	9,8	8,3	8,3	8,1	8,8	10,6	15,4	12,3
UK	12,0	14,0	14,2	15,6	17,1	16,5	17,5	19,5	18,0	17,5
EU-14 ¹	16,5	17,2	16,9	17,3	17,4	17,9	17,8	19,3	20,4	21,1

Source: CARE Database / EC
Date of query: November 2007

Table 4 shows that more than 23% of all road accident fatalities in 2005¹ in Greece, France, Italy and Portugal were motorcycle and moped users. In Finland, Poland and Estonia, by contrast, motorcycle and moped users made up less than 10% of the fatality total.

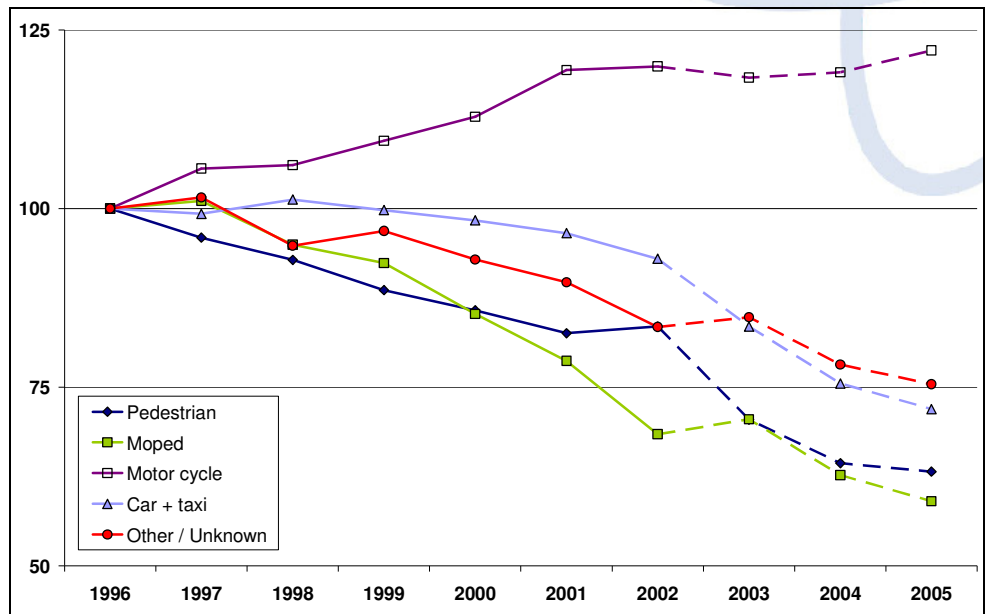
The increasing trend for motorcycle user fatalities differs clearly from the trends for other modes of transport, as shown by Figure 2. From 2002 onwards the lines are dashed because some countries do not have data for 2003, 2004 or 2005.

Despite the overall decrease of traffic fatalities between 1996 and 2005, the number of motorcycle user fatalities increased.





Figure 2: Index (1996=100) of motorcycle and moped fatalities compared with other modes EU-14, 1996-2005¹



Source: CARE Database / EC
Date of query: November 2007

Over this period, the number of fatalities fell faster for moped users than for other road user types.

Age and gender

Table 5 shows the percentages of motorcycle and moped rider fatalities by age group and gender. During 2005, almost 30% of the total motorcycle and moped rider fatalities (1.750 people) were people younger than 25 years old.

The age at which driving a moped or motorcycle is allowed varies across the European community, see page 13.

As is shown in Table 5, a large majority of the PTW fatalities are male in all countries. Among moped fatalities 12% is female, among motorcycle riders less than 7% is female.





Table 5: Percentage of motorcycle and moped rider fatalities by age and gender, 2005

Age group	0-14		15-24		25-44		45-64		>64		un-known	%fem. from known
	fem.	male	fem.	male	fem.	male	fem.	male	fem.	male		
BE	0,7	0,0	2,6	17,0	2,6	56,9	1,3	17,6	0,7	0,7	0	7,8
DK	0,0	0,0	2,2	31,1	0,0	20,0	4,4	28,9	0,0	13,3	0	6,7
EE	0,0	0,0	0,0	28,6	0,0	42,9	0,0	0,0	0,0	14,3	14,3	0
EL	0,0	1,1	3,1	30,0	4,2	41,8	0,9	10,7	0,7	6,8	0,9	8,8
ES	0,2	1,0	3,5	24,3	3,3	47,9	0,8	12,3	0,2	5,5	1,0	8,1
FR	0,2	0,6	3,8	32,5	3,4	40,7	1,7	14,3	0,5	2,4	0	9,5
IE**	0,0	0,0	0,0	25,5	0,0	65,5	0,0	5,5	0,0	0,0	3,6	0
IT*	0,3	1,1	2,7	23,3	3,8	45,4	0,8	13,0	0,5	6,1	3,1	8,3
LU***	-	-	-	-	-	-	-	-	-	-	-	-
HU	0,0	0,0	4,3	18,6	1,4	46,4	0,7	21,4	0,7	6,4	0	7,1
MT	0,0	0,0	0,0	33,3	0,0	66,7	0,0	0,0	0,0	0,0	0	0,0
NL**	0,0	1,1	5,8	20,6	2,1	37,6	1,6	16,9	1,6	12,7	0	11,1
AT	0,0	0,0	5,0	28,1	5,0	33,8	0,0	19,4	0,0	8,6	0	10,1
PL	0,0	2,9	1,0	34,3	2,4	38,1	1,0	11,4	0,5	7,1	1,4	4,8
PT	0,0	0,0	1,9	23,7	2,7	47,0	0,8	13,6	0,8	8,5	1,0	6,3
FI	0,0	2,8	2,8	22,2	5,6	44,4	0,0	19,4	0,0	2,8	0	8,3
SE	0,0	0,0	1,9	24,1	7,4	35,2	1,9	25,9	0,0	3,7	0	11,1
UK	0,0	0,7	0,7	21,4	2,1	51,9	0,7	19,5	0,2	2,7	0,2	3,6
Moped	0,3	2,3	6,0	36,9	2,7	18,4	1,7	14,9	1,3	14,1	1,3	12,4
Motor cycle	0,1	0,3	1,8	22,1	3,4	54,0	0,8	14,3	0,1	2,0	1,1	6,6
EU-18	0,2	0,8	2,9	26,0	3,2	44,6	1,0	14,4	0,5	5,2	1,1	7,9

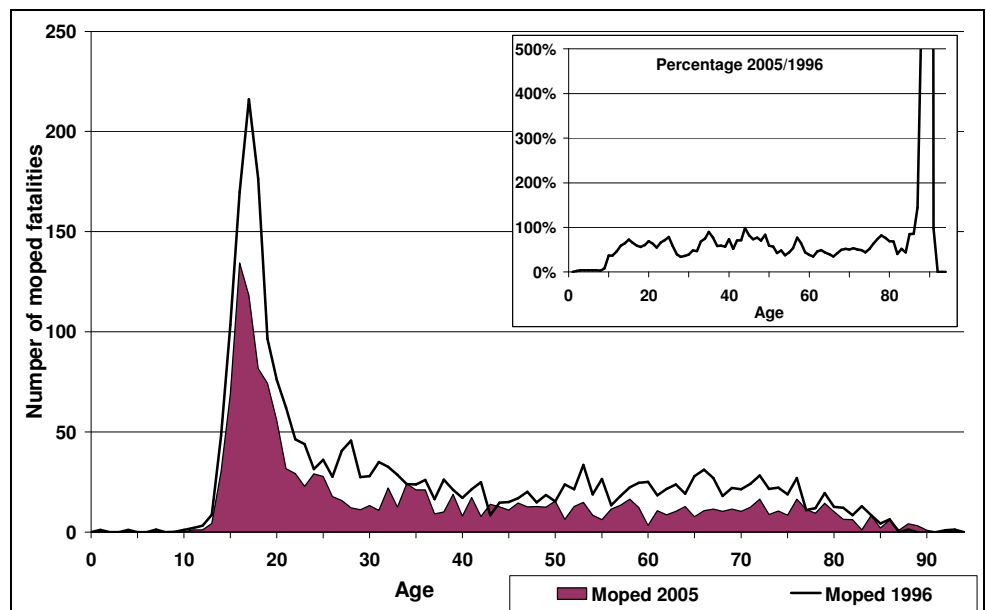
* Data from 2004
** Data from 2003
*** Data from 2002

Source: CARE Database / EC
Date of query: November 2007

During 2005, 29% of the total motorcycle and moped fatalities were aged between 15 and 24 years old.

The number of moped rider fatalities by single year age bands are presented in figures 3 and 4. The number fell between 1996 and 2005 for almost all ages, as can be seen in the inset.

Figure 3: Age distribution of moped rider fatalities in 1996 and 2005¹, both EU-14



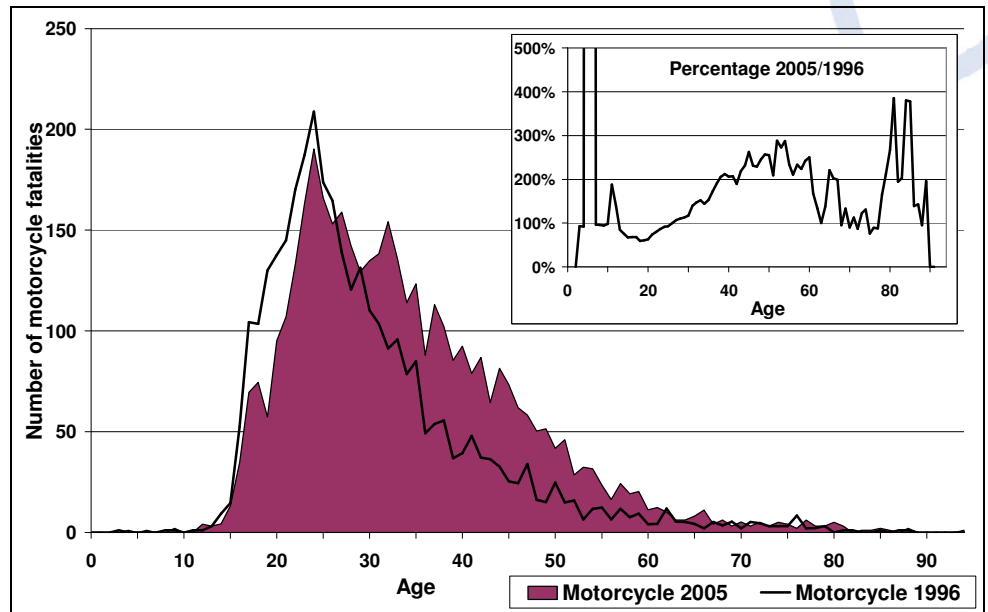
Source: CARE Database / EC
Date of query: November 2007

The problem of moped fatalities is largest for male riders aged between 15 and 24 years old.



The number of motorcycle rider fatalities fell between 1996 and 2005 only for those under the age of 25, while it rose for most ages over 30.

Figure 4: Age distribution of motorcycle rider fatalities in 1996 and 2005¹, both EU-14

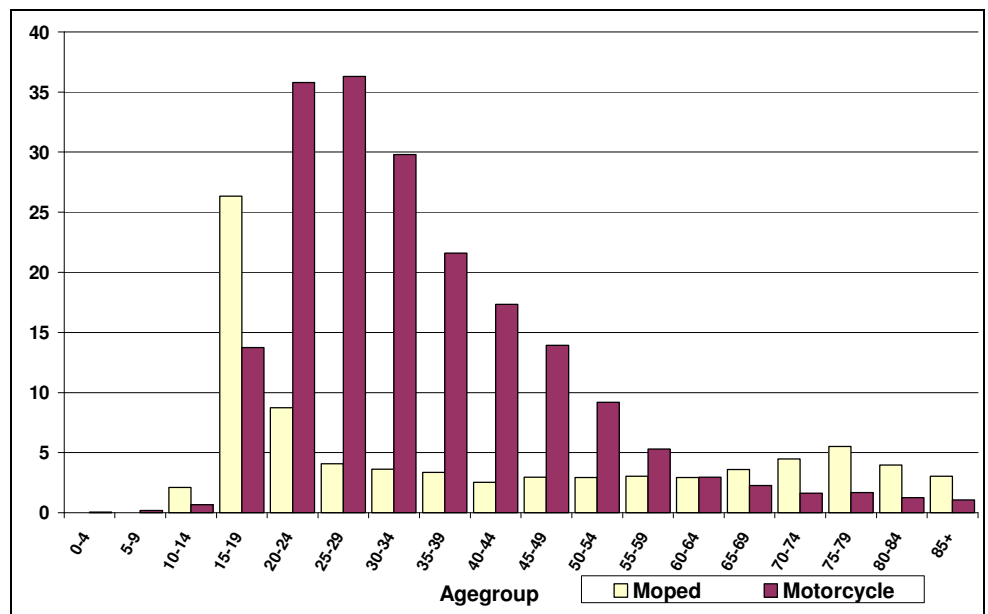


Source: CARE Database / EC
Date of query: November 2007

During the decade, the number of motorcycle fatalities among 40-60 year old riders has doubled.

Figure 5 shows the fatality rate by age group in the EU-14 countries. The rates for moped riders aged 15-19 and motorcycle riders aged 20-50 are notably high.

Figure 5: Fatalities per million population by age group – EU-14, 2005^{1,3}



Source: CARE Database / EC, EUROSTAT
Date of query: November 2007





Drivers and passengers

Almost all fatalities among PTW riders are drivers, only 8% are passengers.

Table 6: Driver and passenger fatalities on motorcycle and mopeds, 2005

	female		male		SUM	%driver	%passenger
	driver	passenger	driver	passenger			
BE	8	4	140	1	153	96,7%	3,3%
DK	3	0	41	1	45	97,8%	2,2%
EE	0	0	6	0	7	85,7%	0,0%
GR	18	23	403	13	457	92,1%	7,9%
ES	27	36	690	27	784	91,5%	8,1%
FR	69	50	1082	47	1248	92,2%	7,8%
IE	0	0	50	3	55	90,9%	5,5%
IT	59	71	1265	63	1458	90,8%	9,2%
LU	0	0	0	0		-	-
HU	3	7	125	5	140	91,4%	8,6%
MT	0	0	3	0	3	100,0%	0,0%
NL	16	5	164	4	189	95,2%	4,8%
AT	8	6	122	3	139	93,5%	6,5%
PL	2	9	191	8	210	91,9%	8,1%
PT	3	15	262	11	294	90,3%	8,9%
FI	2	1	33	0	36	97,2%	2,8%
SE	1	5	46	2	54	87,0%	13,0%
UK	14	7	549	14	584	96,4%	3,6%
Moped	132	59	1284	67	1544	91,7%	8,1%
Motor-cycle	102	180	3888	136	4312	92,5%	7,3%
EU-18	234	239	5173	203	5856	92,3%	7,5%

* Data from 2004
** Data from 2003
*** Data from 2002

Source: CARE Database / EC
Date of query: November 2007

The highest percentage of killed passengers are found in Sweden, Italy and Portugal.

When females are killed in an accident as moped rider, two third is killed as the driver.

As motorcycle rider two third of the female fatalities is a passenger.

The proportion of fatalities who were passengers was relatively high in Sweden, Italy and Portugal. This may be due to differences in helmet use rates or to more PTW carrying passengers.

Road network: area and road type

Table 7 shows that the majority of motorcycle and moped rider fatalities in all countries do not occur on motorways but on the non-motorway network. This may be explained by the fact that mopeds are not allowed on motorways in most European countries. Furthermore, motorways have controlled access and their connection to the other road network is via grade-separated junctions. The existence of medians, separating opposite traffic flows on motorways, also results in a reduction in the number of fatal PTW accidents. Fatal accidents with mopeds occur more often in urban areas, whereas the number of motorcycle rider fatalities is higher in rural areas.





Table 7: The number of motorcycle and moped rider fatalities by area and road type, 2005

	Fatalities Moped			Fatalities Motorcycle			PTW fatalities as percentage of all fatalities by road type		
	Inside urban area	Outside urban area		Inside urban area	Outside urban area		Inside urban area	Outside urban area	
		Non motor-way	Motor-way		Non motor-way	Motor-way		Non motor-way	Motor-way
BE	13	17	0	35	82	6	18,8%	14,7%	3,7%
DK	14	15	0	6	10	0	21,1%	12,2%	0,0%
EE	0	2	0	3	2	0	6,5%	3,3%	-
EL	37	19	2	260	120	19	39,2%	17,6%	18,9%
ES	138	174	0	114	344	14	31,9%	15,1%	6,4%
FR	178	177	1	346	504	42	31,5%	20,4%	13,3%
IE**	-	-	-	17	37	1	19,1%	15,4%	12,5%
IT*	241	147	0	500	508	62	32,1%	24,6%	9,6%
LU***	0	0	0	0	0	0	0,0%	0,0%	0,0%
HU	22	18	0	51	48	1	14,6%	9,1%	2,1%
MT	0	0	0	3	0	0	17,6%	-	-
NL**	55	38	1	22	52	21	22,3%	16,9%	14,6%
AT	12	29	0	17	80	1	14,4%	22,9%	1,1%
PL	23	30	0	94	63	0	4,7%	3,2%	0,0%
PT	71	35	0	106	73	9	32,9%	17,7%	9,3%
FI	1	3	0	12	19	1	12,9%	8,2%	10,0%
SE	4	4	0	14	30	2	17,0%	11,0%	8,3%
UK	17	6	0	200	343	18	16,7%	19,1%	8,7%
EU-18	826	714	4	1.800	2.315	197	22,6%	15,8%	9,3%
%	53,5	46,2	0,3	41,7	53,7	4,6			

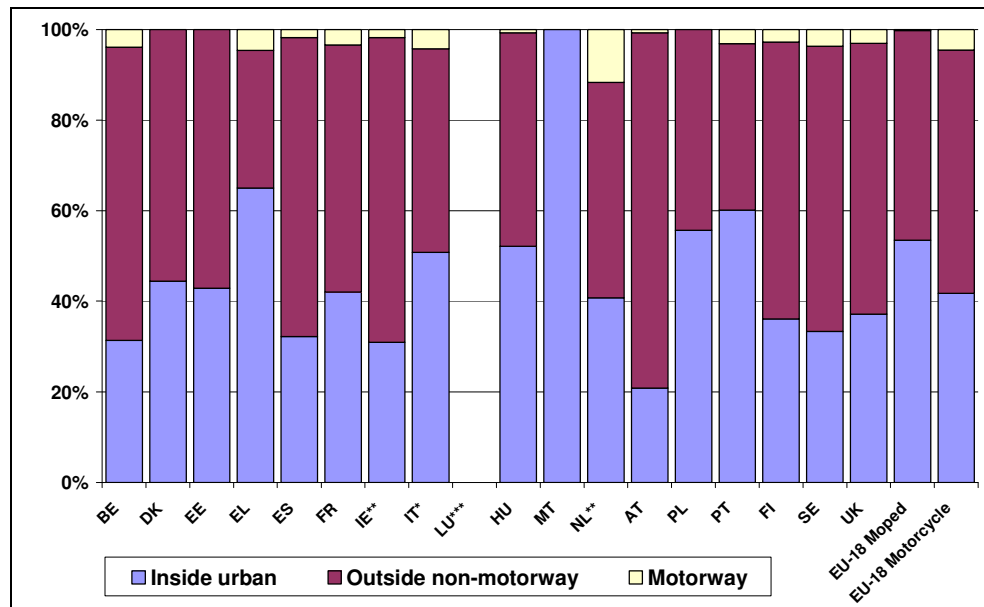
* Data from 2004
** Data from 2003
*** Data from 2002

Source: CARE Database / EC
Date of query: November 2007
For IE and UK, see also the notes to tables 1 and 2

Slightly more moped riders were killed in urban than in rural areas.
More motorcycle users were killed in rural than in urban areas.

The data for Figure 6 show that in 2005, 1.800 motorcycle riders and 826 moped riders were killed inside urban areas. This is 42% and 53% respectively of the total motorcycle/moped rider fatalities, a large proportion compared to car occupants (20%).

Figure 6: The distribution of PTW fatalities by area type and road type, 2005



In Greece, Poland and Portugal far more fatalities occurred inside urban areas than outside.





Relatively few motorcycle rider fatalities died on motorways (4,6%), compared to 8,5% for car occupants.

Junction type Table 8 indicates that 28% of all motorcycle rider fatalities and 34% of the moped rider fatalities (1.740 persons) occur at a junction. For comparison, for car occupants only 16% occur at junctions. Table 8 shows that nearly 40% of the total number of motorcycle/moped rider fatalities recorded at a junction occurred at crossroads.

Table 8: The number of motorcycle and moped occupant fatalities by junction type, 2005

	Not at junction	At junction					Not defined	Total
		cross-road	t or y junction	level crossing	round-about	other junction type / unknown		
BE	109	0	0	0	0	44	0	153
DK	28	8	0	0	0	9	0	45
EE	2	1	1	0	0	2	1	7
EL	417	0	0	0	0	40	0	457
ES	544	100	98	0	17	25	0	784
FR	1.006	83	83	5	26	45	0	1.248
IE**	0	6	6	0	0	1	42	55
IT*	905	258	0	1	29	265	0	1.458
LU***	0	0	0	0	0	0	0	0
HU	92	46	0	1	0	1	0	140
MT	0	0	0	0	0	0	3	3
NL**	112	41	34	0	1	1	0	189
AT	72	25	11	2	0	0	29	139
PL	163	47	0	0	0	0	0	210
PT	161	29	46	1	3	5	50	294
FI	28	0	0	0	0	7	1	36
SE	0	19	0	0	0	0	35	54
UK	317	31	155	0	15	66	0	584
EU-18	3.955	1.740					161	5.856
%	67,5%	29,7%					2,8%	100%
EU-18	At junction	694	434	10	92	510		
% junction type		39,9%	24,9%	0,6%	5,3%	29,3%		

* Data from 2004
** Data from 2003
*** Data from 2002

Source: CARE Database / EC
Date of query: November 2007

Table 9 indicates that for all transport modes most fatalities occur away from junctions. The highest shares of junction fatalities are found among bicycles and powered two-wheelers.

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Fatalities among riders of bicycles and PTWs occur more often at junctions than fatalities in other transport modes.

Table 9: Fatalities by junction type and mode of transport – EU-18, 2005¹

	Not at junction	At junction	Not defined
Pedestrian	75,7%	21,6%	2,7%
Bicycle	61,0%	37,2%	1,8%
Moped	63,9%	34,1%	1,9%
Motorcycle	68,8%	28,1%	3,0%
Car + taxi	80,5%	15,8%	3,7%
Lorry, under 3.5 tonnes	80,0%	12,6%	7,4%
Heavy goods vehicle	85,4%	10,0%	4,5%
Other / Unknown	78,2%	18,6%	3,2%
EU-18 all modes	76,2%	20,4%	3,3%

Source: CARE Database / EC
Date of query: November 2007

Month of the year

There are relatively few fatalities in the winter, and relatively many in the summer. This reflects the seasonal pattern of use of mopeds and motorcycles.

Table 10: The number of motorcycle and moped rider fatalities by month, 2005¹

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
BE	10	3	5	15	23	21	21	11	21	16	5	2	153
DK	1	2	2	5	9	3	4	4	6	6	2	1	45
EE	0	0	0	0	1	2	1	2	1	0	0	0	7
EL	22	25	38	23	45	62	50	54	47	36	26	29	457
ES	53	51	62	71	65	70	90	81	74	60	54	53	784
FR	64	52	88	75	138	140	184	131	110	120	86	60	1.248
IE**	3	4	6	4	5	9	9	4	2	8	1	0	55
IT*	54	53	99	125	163	195	204	175	151	105	84	50	1.458
LU***	0	0	0	0	0	0	0	0	0	0	0	0	0
HU	1	1	3	15	18	22	19	26	14	15	4	2	140
MT	0	0	1	0	0	0	0	0	1	0	1	0	3
NL**	6	8	29	13	17	31	17	21	22	14	6	5	189
AT	0	0	2	15	22	19	19	19	25	15	2	1	139
PL	5	0	4	18	31	17	36	39	39	16	5	0	210
PT	18	21	22	19	31	41	35	26	24	22	21	15	294
FI	0	2	0	1	3	10	6	7	6	0	1	0	36
SE	0	1	0	3	7	8	13	8	8	5	1	0	54
UK	22	25	36	40	52	72	70	70	84	56	33	24	584
Moped	99	81	114	120	146	170	189	157	139	141	99	91	1.544
Motorcycle	161	166	282	322	485	552	589	522	496	353	233	152	4.312
EU-18	260	247	396	442	630	722	778	678	635	494	331	242	5.856
%	4,4	4,2	6,8	7,6	10,8	12,3	13,3	11,6	10,8	8,4	5,7	4,1	100

* Data from 2004
** Data from 2003
*** Data from 2002

Source: CARE Database / EC
Date of query: November 2007

In figure 7 and 8 the distribution of fatalities over the months is displayed for mopeds and motorcycles respectively. The five countries with the largest numbers are displayed, as well as the sum of the other 13 countries from the EU-18.

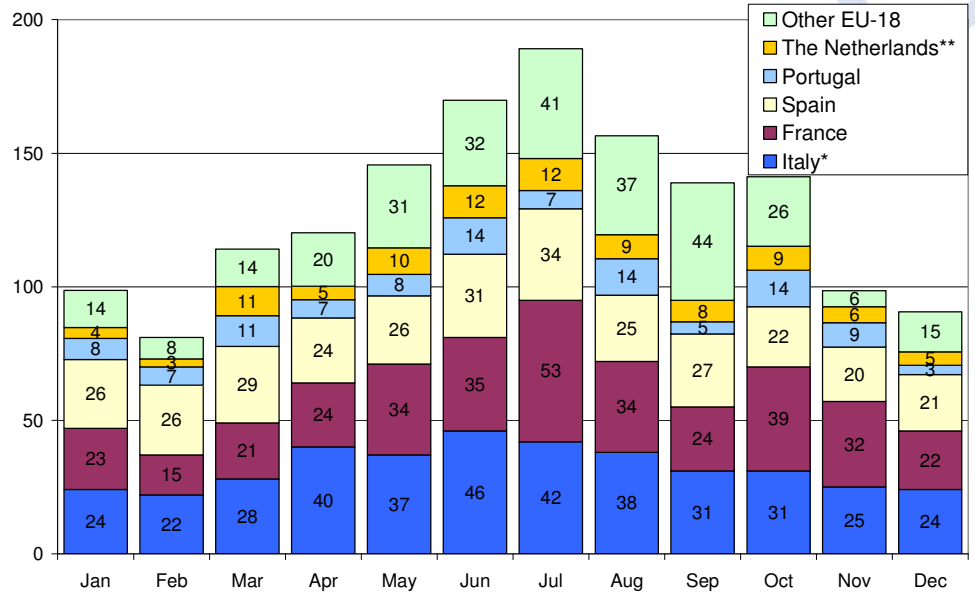
In winter there are fewer motorcycle and moped rider fatalities than in other seasons.





The number of moped fatalities do not vary over the months as much as the numbers of motorcycle fatalities, however in all countries there are more fatalities each month in the period April-October, see figure 8.

Figure 7: Moped fatalities by month – top 5 countries and other EU-18, 2005

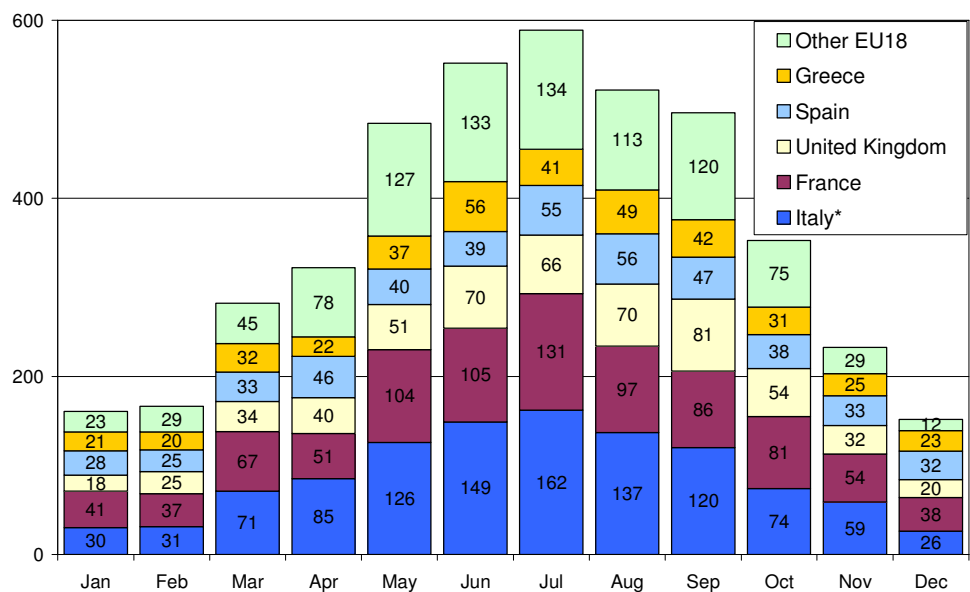


* Data from 2004
** Data from 2003

Source: CARE Database / EC
Date of query: November 2007

For motorcycles the better weather conditions, inducing more use of motorcycles, are more pronounced from May to September, where a large number of fatalities is observed, see Figure 8.

Figure 8: Motorcycle fatalities by month – top 5 countries and other EU-18, 2005



* Data from 2004

Source: CARE Database / EC
Date of query: November 2007





Definition and regulations on motorcycles and mopeds

In most countries a moped is defined as a PTW with an engine size below 50cc and design speed up to 50 km/h, prohibited on motorways. The minimum age for the driver varies between 14 and 16. In most countries a theoretical test and the use of a helmet is required. Only in some countries a practical test and a driving license is required. A licence plate and vehicle register is being introduced in more and more countries.

A motorcycle is a PTW with an engine size above 50cc, allowed on motorways. The minimum age for the driver –license A is required– varies between 16 and 18 for engine sizes up to 125cc or power up to 11kW (A1). Larger engine sizes (A2, A) are allowed after 2 years of experience. A helmet is required.

Scooters should be assigned to one of the categories depending on their engine size.

The country regulations are subject to (new) EU directives, see ec.europa.eu/transport/home/drivinglicence/index_en.htm.

Disclaimer

The information in this document is provided as it is and no guarantee or warranty is given that the information is fit for any particular purpose. Therefore, the reader uses the information at their own risk and liability.

For more information

Further statistical information about fatalities is available from the CARE database at the Directorate-General for Energy and Transport of the European Commission, 28 Rue de Mot, B-1040 Brussels (see ec.europa.eu/transport/roadsafety/road_safety_observatory/care_reports_en.htm).

Traffic Safety Basic Fact Sheets available from the European Commission concern:

- Main Figures
- Children (Aged <16)
- Young People (Aged 16-24)
- The Elderly (Aged >64)
- Pedestrians
- Bicycles
- Motorcycle and Mopeds
- Car-Occupants
- Heavy Goods Vehicles
- Motorways
- Junctions
- Urban Areas





Definition of EU level and used Country abbreviations

EU 14

BE	Belgium
DK	Denmark
EL	Greece
ES	Spain
FR	France
IE	Ireland
IT	Italy
LU	Luxembourg
NL	Netherlands
AT	Austria
PT	Portugal
FI	Finland
SE	Sweden
UK	United Kingdom

EU 18 = EU 14 +

EE	Estonia
HU	Hungary
MT	Malta
PL	Poland

EU 27 = EU 18 +

BG	Bulgaria
CZ	Czech Republic
DE	Germany
CY	Cyprus
LV	Latvia
LT	Lithuania
RO	Romania
SI	Slovenia
SK	Slovakia

Detailed data on traffic accidents are published annually by the European Commission in the **Annual Statistical Report**. This includes a glossary of definitions on all variables used.

All these reports and more information on the Integrated Project SafetyNet, co-financed by the European Commission, Directorate-General Energy and Transport are also available at the SafetyNet website: www.erso.eu.

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