



Traffic Safety Basic Facts 2008

Main Figures

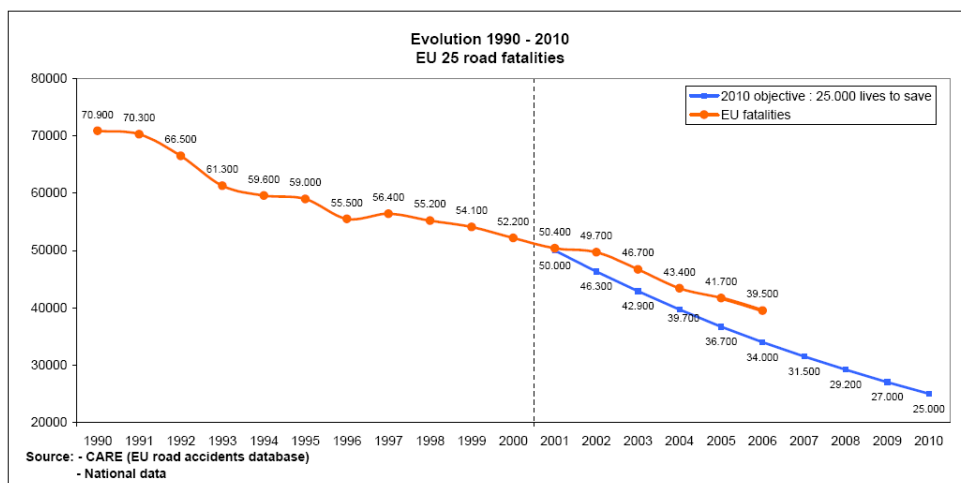
EU road safety targets

The European Commission set the ambitious aim of halving the number of road traffic fatalities by 2010 in its White Paper “European transport policy for 2010: time to decide” of 2001. The European Road Safety Action Programme of 2003 underlines the fact that this target is a “shared responsibility” and can thus only be achieved with the joint effort of all stakeholders.

Since these papers were published, much progress has been achieved; according to the EC’s Mid-Term Review of the Road Safety Action Programme (published in February 2006) fatalities in the EU-25¹ were reduced by 21,8% between 2001 and 2006.

Despite this reduction, there is still a difference between the actual result and the target of halving the number of deaths on the roads by 2010. If the trend continues at the same rate, according to the EC’s Mid-Term Review 32.500 people will die from road accidents in 2010. The goal of 25.000 deaths in 2010 will thus not be achieved if the present trend continues (see Figure 1). Recent figures, however, show a slightly more positive outlook though.

Figure 1: Evolution of road accident fatalities in the EU-25, 1990-2010



Source: http://ec.europa.eu/transport/roadsafety_library/care/doc/historical_evolution.pdf

If the trend continues, the EC’s goal of reducing fatalities by 50% by 2010 will not be achieved.



¹ See table “Definition of EU-level and used Country abbreviations” on page 13



Road accident fatalities in Europe

In 2006, 39.443 were killed in road traffic accidents throughout the EU-25 (see Table 1), a reduction of around one third in the last decade (-30.1%). Only in one country (Lithuania) was the number of fatalities higher in 2006 than in 1997. The relative changes in fatality numbers from 1997 to 2006 are shown in Figure 2.

Table 1: Fatalities in Europe by country, 1997-2006

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
BE	1.364	1.500	1.397	1.470	1.486	1.306	1.213	1.162	1.089	1.069
CZ	1.597	1.360	1.455	1.486	1.334	1.431	1.447	1.382	1.286	1.063
DK	489	499	514	498	431	463	432	369	331	306
DE	8.549	7.792	7.772	7.503	6.977	6.842	6.613	5.842	5.361	5.091
EE	280	284	232	204	199	223	164	170	169	204
EL	2.105	2.182	2.116	2.037	1.880	1.634	1.605	1.670	1.658	1.657
ES	5.604	5.957	5.738	5.777	5.516	5.347	5.400	4.741	4.442	4.104
FR	8.444	8.918	8.487	8.079	8.160	7.655	6.058	5.530	5.318	4.709
IE	473	458	414	418	412	378	337	374	399	368
IT	6.713	6.314	6.688	6.649	6.691	6.739	6.065	5.625	5.818	5.669
CY	115	111	113	111	98	94	97	117	102	86
LV	525	627	604	588	558	559	532	516	442	407
LT	752	829	748	641	706	697	709	752	760	759
LU	60	57	58	76	70	62	53	49	46	36
HU	1.391	1.371	1.306	1.200	1.239	1.429	1.326	1.296	1.278	1.303
MT	18	17	4	15	16	16	16	13	17	11
NL	1.163	1.066	1.090	1.082	993	987	1.028	804	750	730
AT	1.105	963	1.079	976	958	956	931	878	768	730
PL	7.310	7.080	6.730	6.294	5.534	5.827	5.640	5.712	5.444	5.243
PT	2.521	2.126	1.995	1.857	1.671	1.675	1.546	1.294	1.247	969
SI	357	309	334	313	278	269	242	274	258	262
SK	788	819	647	628	614	610	645	603	560	579
FI	438	400	431	396	433	415	379	375	379	336
SE	541	531	580	591	583	560	529	480	440	445
UK	3.743	3.581	3.564	3.580	3.598	3.581	3.658	3.368	3.336	3.307
EU-25	56.445	55.151	54.096	52.469	50.435	49.755	46.665	43.396	41.698	39.443
Yearly change	-	-2,3%	-1,9%	-3,0%	-3,9%	-1,3%	-6,2%	-7,0%	-3,9%	-5,4%

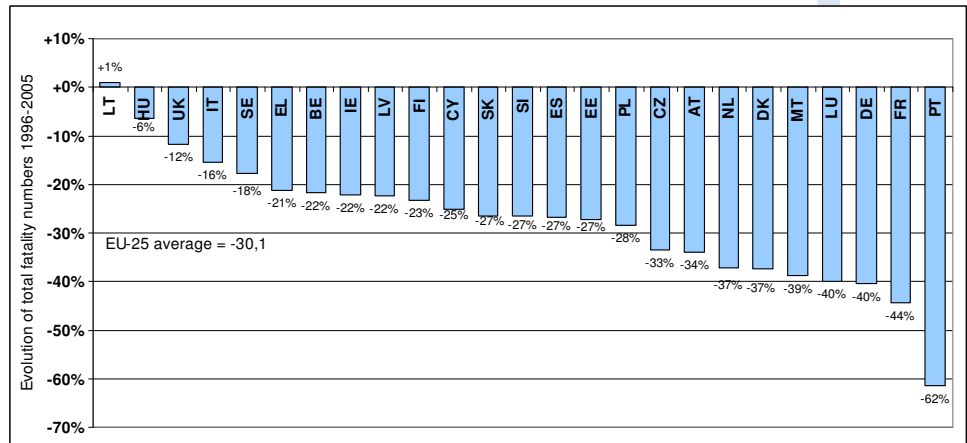
Source: CARE Database / EC and national publications
Date of query: July 2008

Road accident fatalities in the EU-25 decreased about 30 % between 1997 and 2006.





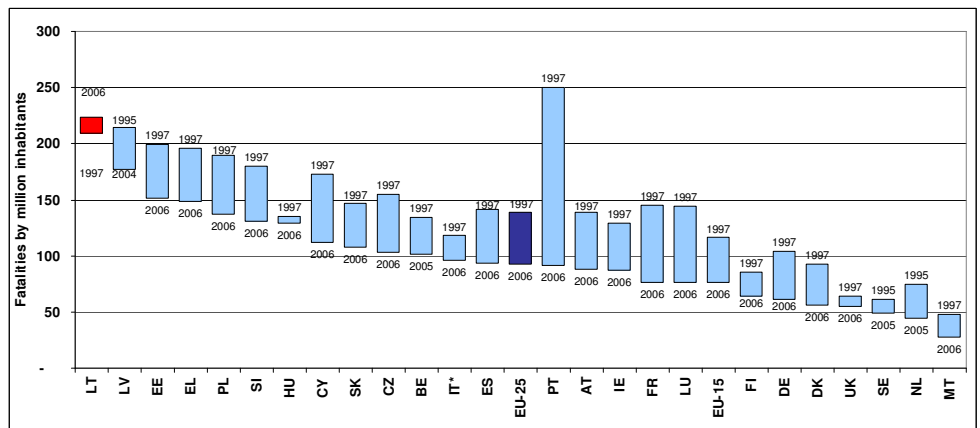
Figure 2: Evolution of fatalities, 1997 versus 2006²



Source: CARE Database / EC and national publications
Date of query July 2008

Figure 3 shows the change in the rate of fatalities per million habitants in each of the EU-25 from 1997 to 2006. The largest reduction was achieved in Portugal. Only in Lithuania there was an increase in the last decade.

Figure 3: Fatalities per million inhabitants by country, 1996 versus 2005



Source: CARE Database / EC and national publications
Date of query: July 2008

Table 2 shows the change in fatality rates per country from 1997 to 2006.

² Using latest data available, i.e. 2006 for all countries except LU (2002), IE and NL (2003), IT (2004), PL (2005) and UK (2006 for GB, 2005 for NI).

The number of fatalities varied widely across the EU in the last decade; the fatalities fell by more than one half in Portugal.

In the last decade, fatality rates decreased in all EU-25 countries except Lithuania.





Table 2: Fatalities per million inhabitants by country, 1997-2006

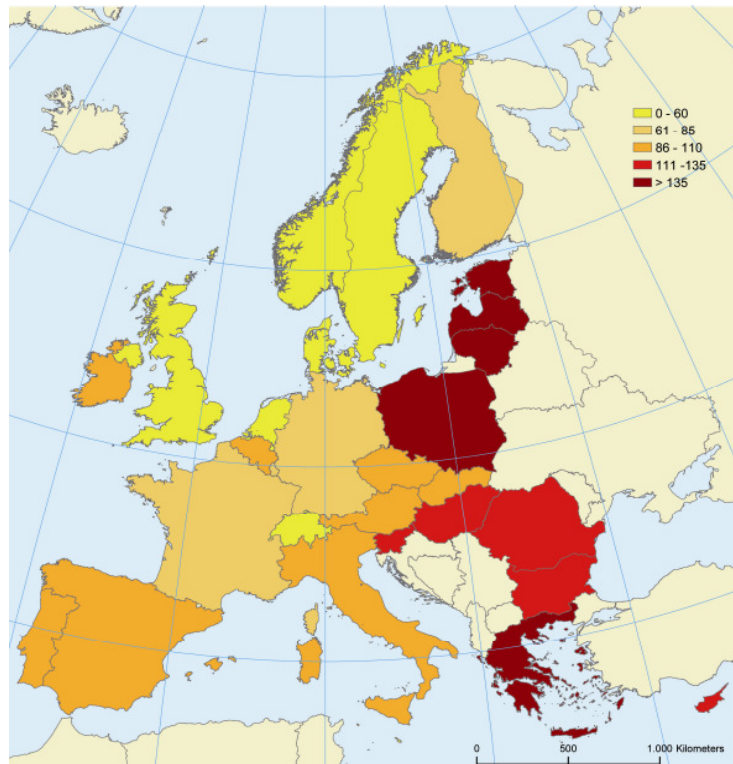
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
BE	134	147	137	144	145	127	117	112	104	102
CZ	155	132	141	145	130	140	142	135	126	104
DK	93	94	97	93	81	86	80	68	61	56
DE	104	95	95	91	85	83	80	71	65	62
EE	199	204	168	149	146	164	121	126	125	152
EL	196	202	195	187	172	149	146	151	150	149
ES	142	150	144	144	136	131	130	112	103	94
FR	145	153	145	137	138	128	101	91	87	77
IE	129	124	111	111	107	97	85	93	97	87
IT*	118	111	118	117	117	118	106	97	100	96
CY	173	164	165	161	140	133	136	160	136	112
LV	215	259	252	247	236	238	228	222	192	177
LT	210	233	212	183	202	201	205	218	222	223
LU	144	135	136	175	159	140	118	108	100	77
HU	135	133	127	117	121	140	131	128	127	129
MT	48	45	11	39	41	41	40	33	42	27
NL	75	68	69	68	62	61	63	49	46	45
AT	139	121	135	122	119	119	115	108	94	88
PL	189	183	174	163	145	152	148	150	143	137
PT	250	210	197	182	163	162	149	124	118	92
SI	180	156	169	157	140	135	121	137	129	131
SK	146	152	120	116	114	113	120	112	104	107
FI	85	78	84	77	84	80	73	72	72	64
SE	61	60	66	67	66	63	59	53	49	49
UK	64	61	61	61	61	60	62	56	56	55
EU-25	139	135	132	127	121	119	111	103	99	93

Source: CARE Database / EC and national publications
Source of population data: EUROSTAT

The EU-25 average in 2006 counts 93 fatalities per million inhabitants. The fatality rate of Portugal has more than halved over the last decade.

The geographical representation of fatality rates in Figure 4 shows a tendency for rates to be lower in the north than in the south and lower in the west than in the east, which is probably the result of different historical backgrounds and traffic policies.

Figure 4: Fatality rates: Fatalities in Europe per million inhabitants, 2006



© Eurogeographic 2001 for the administrative boundaries
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http://ec.europa.eu/transport/roadsafety_library/care/doc/gis_eu25_2006.pdf

Fatality rates show both a north-south divide and an east-west divide across Europe.



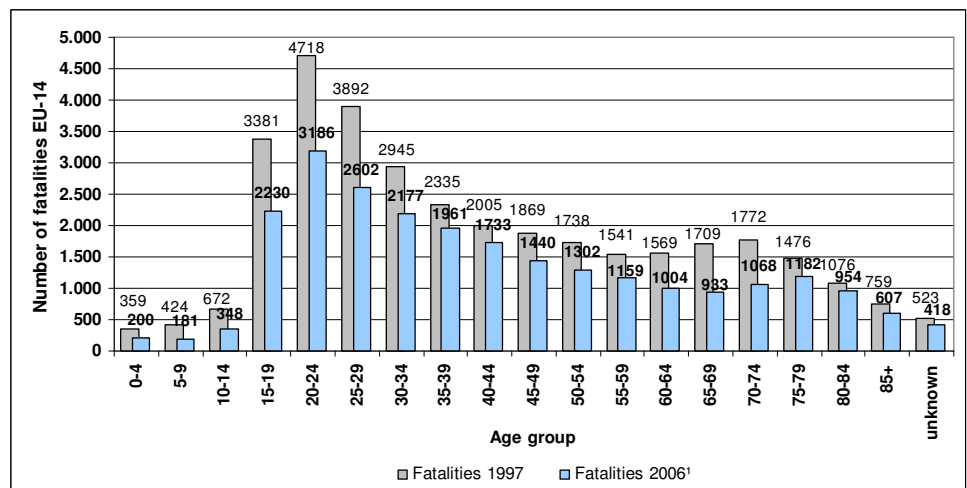


Age and gender

The data presented below are restricted to the EU-14 countries since disaggregated data for the others are not available.

The distribution curve for age groups (see Figure 5) remained broadly of the same structure over the last 10 years, with the highest fatality numbers for those between 18 and 35 years of age. The relative decrease in fatality numbers was highest for children (aged 0-14) with a reduction of 49,9% and for elderly people (age 65-74) with a reduction of 42,5%; however the strongest reduction in absolute fatality numbers was for the 15 to 24 year olds (-2.683 fatalities).

Figure 5: Fatalities by age group for EU-14, 1997 versus 2006³



Source: CARE Database / EC
Date of query: July 2008

Figure 6 shows the clear difference between the male and female fatality rates: less than one quarter of all fatalities are female.

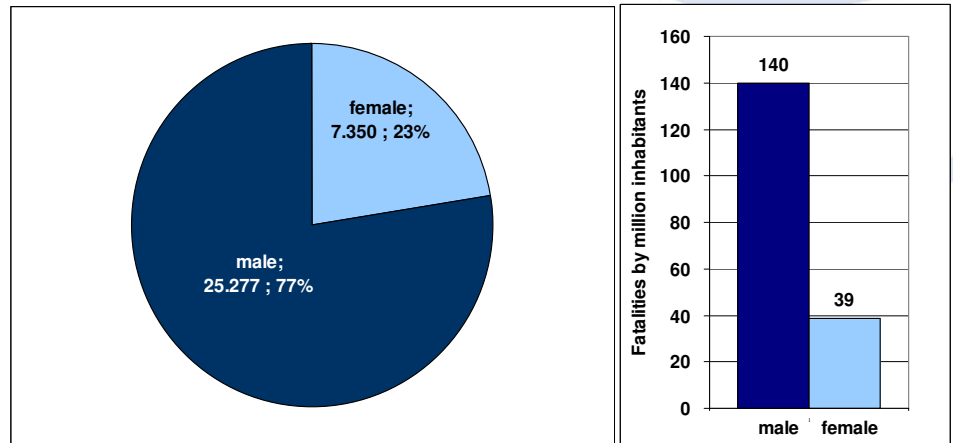
Fatalities in the EU-14 decreased between 1997 and 2006 by 29%. Child fatalities almost halved over the last decade.

³ Using latest data available, i.e. 2006 for all countries except LU (2002), IE and NL (2003), IT (2004), PL (2005) and UK (2006 for GB, 2005 for NI). The data from CZ, EE, HU, MT and PL are not considered.





Figure 6: Fatalities and fatality rates by gender of EU-19, 2006²

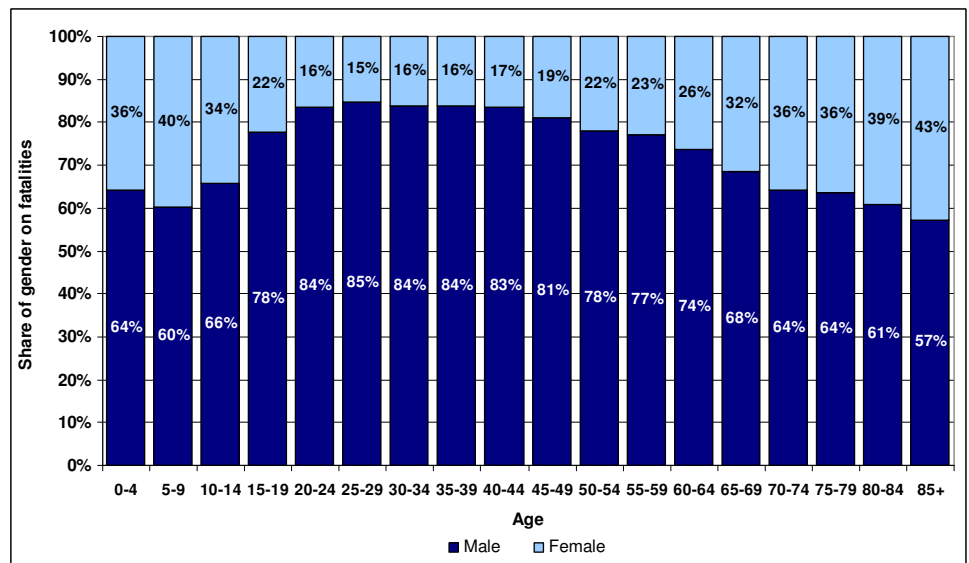


Source: CARE Database / EC
Date of query: July 2008
Source of population data: EUROSTAT

The male fatality rate is three times the female rate.

Far more males than females are killed in road accidents. Figure 7 shows that about four fifths of 15-54 year olds fatalities are men. 77% of fatalities of all ages are male and 23% are female.

Figure 7: Distribution of fatalities by gender and age group in EU-19, 2006²



Source: CARE Database / EC
Date of query: July 2008

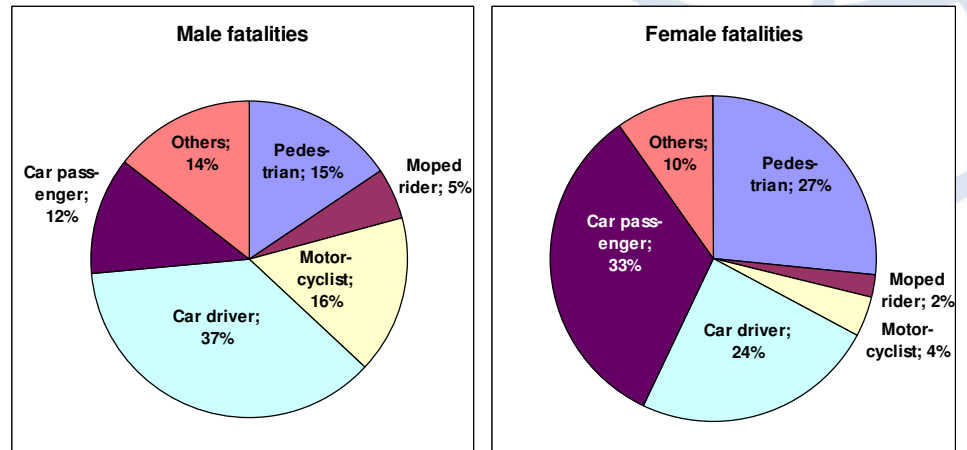
The male and female distribution of fatalities by road user type also differs (see Figure 8). While almost two thirds of male fatalities were drivers (58%), less than one third of female fatalities were drivers of motorised vehicles. Nearly two third of female fatalities were car passengers (33%) or pedestrians (27%) while only 12% of male fatalities were car passengers and 15% pedestrians.

77% of all road accident fatalities are male.





Figure 8: Distribution of fatalities by gender and mode of transport in EU-19, 2006²



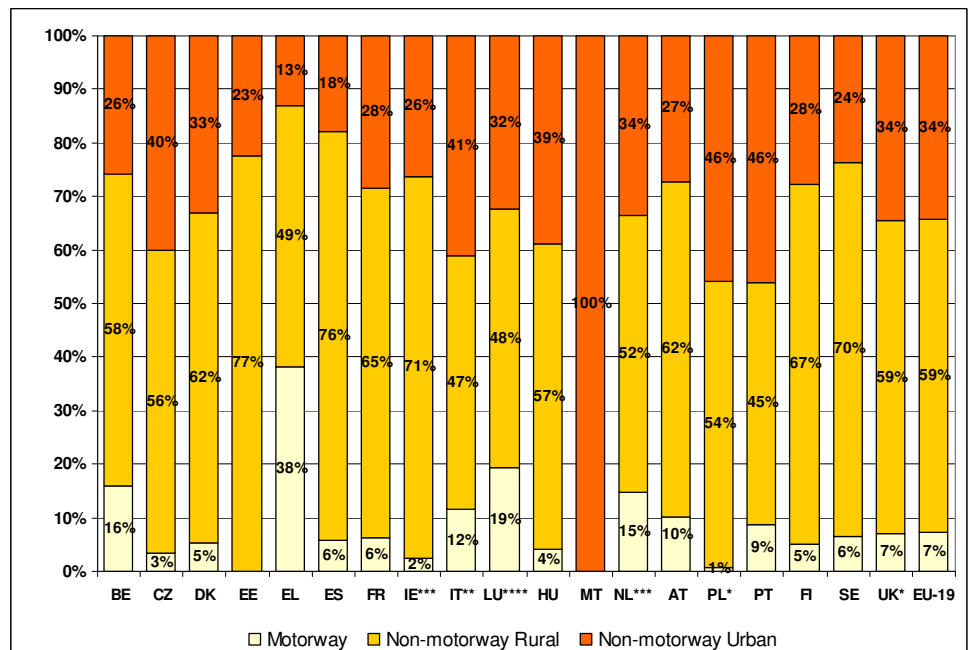
Source: CARE Database / EC
Date of query: July 2008

The proportion of fatalities who were car passengers is higher for females than for males.

Type of road

In EU-19, only 7% of road accident fatalities in 2006 died in accidents on motorways (see Figure 9). Nearly 60% of the remainder died in accidents on non-motorway rural roads.

Figure 9: Distribution of fatalities by type of road⁴, 2006



* Data from 2005 (UK = GB 2006 + NI 2005) *** Data from 2003
** Data from 2004 **** Data from 2002
Source: CARE Database / EC
Date of query: July 2008

In EU-19 about three out of five fatalities happen on rural roads.

The fatality rate per 1.000 km of motorways varies across the EU-19 from 16 in Denmark up to 167 fatalities per 1.000 km motorway network length in Greece (see Figure 10). The EU-19 average lies at 47. In Malta and Estonia there are no fatalities on motorways

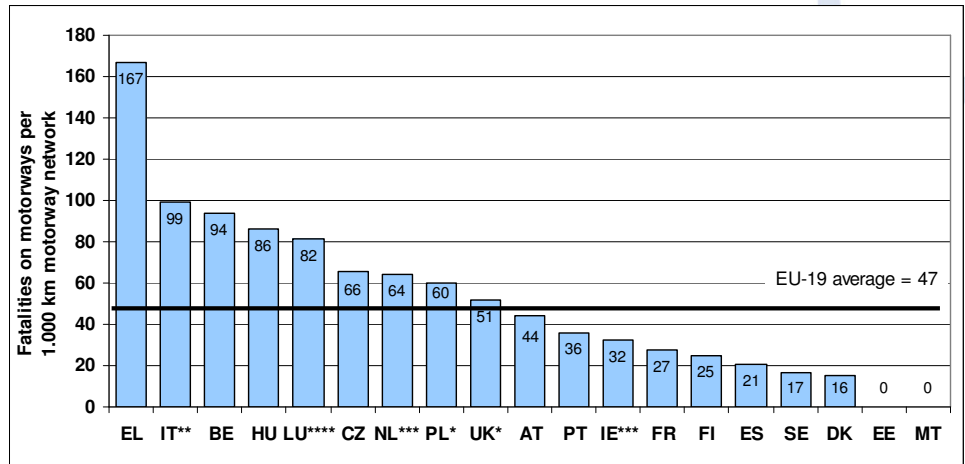
⁴ Road type unknown for 1.272 fatalities in EL, 498 in the UK, 40 in BE and 13 in SE.





(mainly because of a short (EE) or not existing (MT) motorway network).

Figure 10: Fatalities on motorways by road network length and country, 2006



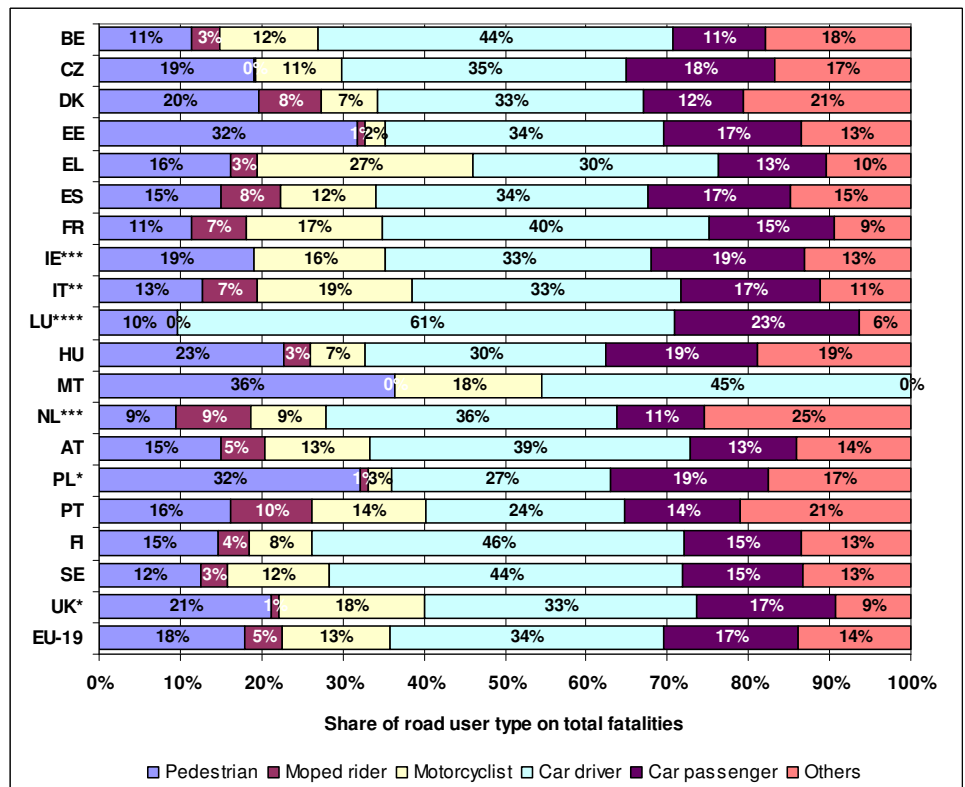
* Data from 2005 (UK = GB 2006 + NI 2005) ** Data from 2004 *** Data from 2003 **** Data from 2002 Source: CARE Database / EC Date of query: July 2008 EU energy and transport in figures, 2008

The rate of motorway fatalities per 1.000 km motorway network length ranges from less than 16 in Denmark up to 167 in Greece.

Mode of transport and road user type

Car drivers are the largest road user group among road accident fatalities in all EU-19 countries; together with car passengers they account for 51% of all fatalities (see Figure 11).

Figure 11: Fatalities by road user type and country, 2006



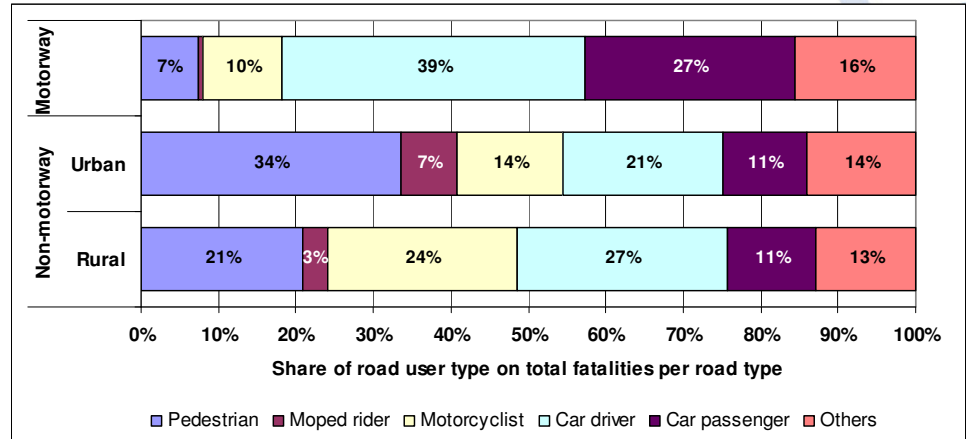
* Data from 2005 (UK = GB 2006 + NI 2005) ** Data from 2004 *** Data from 2003 **** Data from 2002 Source: CARE Database / EC Date of query: July 2008 EU energy and transport in figures, 2008





The proportion of fatalities by road user type varies with type of road, and is influenced by the modes of transport used typically on each type of road (see Figure 12).

Figure 12: Fatalities by road user type and type of road in EU-19, 2006²



Source: CARE Database / EC
Date of query: July 2008

More than half of all road fatalities (51%) are car occupants. On motorways this proportion increases to two thirds.

On motorways, where cars are the prevailing mode of transport, two thirds of all fatalities were car occupants. There is more non-motorised traffic on urban roads, however, about one third of fatalities were pedestrians and another third were car occupants.

Table 3 shows the trends in fatalities by vehicle type in the period 1997-2006. On average, in the last decade fatalities decreased by 29% in EU-14. About 65% of this reduction (6.458 fatalities) is accounted for by car occupants.

Only for one vehicle type the number of fatalities consistently increased from 1997 to 2006 (see Figure 13): Motorcycle fatality numbers rose by 17,3% (+586 fatalities), which suggests that motorcycle safety measures are a very important topic for the future, as stated in the EC's 2005 Mid-Term Review of the European Road Safety Action Programme.

Table 3: Evolution of fatalities by vehicle type in EU-14, 1997-2006²

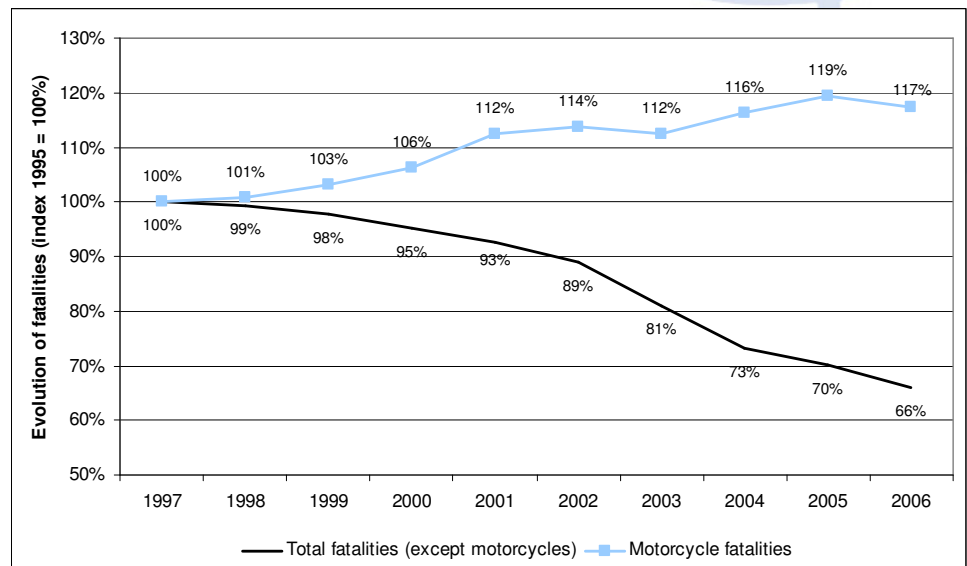
	Car	Moped	Motor cycle	Pedal cycle	Pede-strian	Others	Total
1997	19.069	2.422	3.391	1.779	5.592	2.509	34.763
1998	19.412	2.279	3.418	1.626	5.411	2.406	34.552
1999	19.168	2.201	3.501	1.618	5.163	2.500	34.151
2000	18.896	2.039	3.601	1.481	5.000	2.470	33.486
2001	18.535	1.890	3.811	1.436	4.813	2.397	32.882
2002	17.834	1.647	3.853	1.343	4.868	2.212	31.758
2003	16.076	1.690	3.811	1.275	4.108	2.284	29.243
2004	14.460	1.539	3.945	1.209	3.753	2.013	26.919
2005	13.771	1.449	4.047	1.214	3.683	1.895	26.060
2006	12.611	1.417	3.977	1.188	3.547	1.944	24.684
Total Change	-33,9%	-41,5%	+17,3%	-33,2%	-36,6%	-22,5%	-29,0%

Source: CARE Database / EC
Date of query: July 2008





Figure 13: Evolution of total fatalities and of motorcycle fatalities in EU-14, 1997 – 2006³



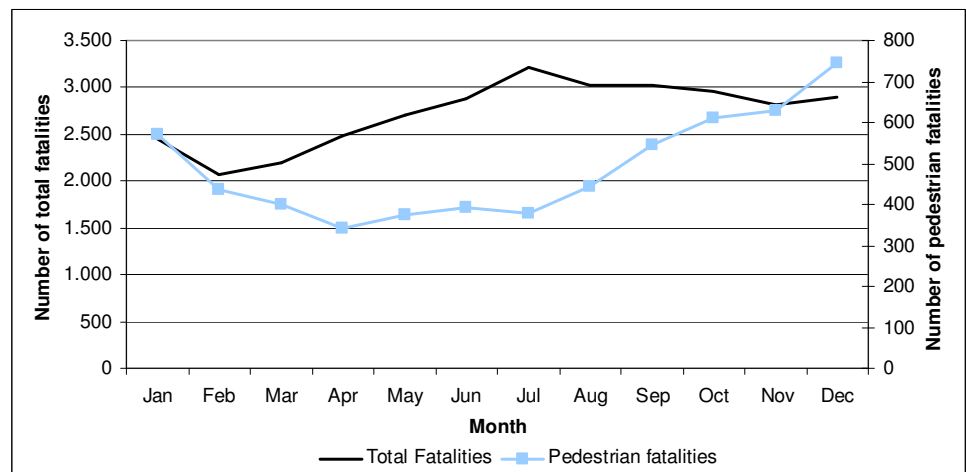
Source: CARE Database / EC
Date of query: July 2008

The number of motorcycle fatalities increased by 17,3% in the last 10 years, contrary to all other vehicle groups, which all decreased.

Seasonality

The overall distribution of fatalities did not change appreciably between 1997 and 2006. The monthly peak is in the summer, between June and August. Pedestrian fatalities, on the contrary, have a different distribution over the year, as can be seen from Figure 14, with the peak in winter. This is likely to be because pedestrians are at a greater risk of being killed in darkness and thus have higher fatality numbers during winter.

Figure 14: Total fatalities and pedestrian fatalities by month in EU-19, 2006²



Source: CARE Database / EC
Date of query: July 2008

Fatalities are greatest between June and August. Pedestrians are killed most frequently in winter.

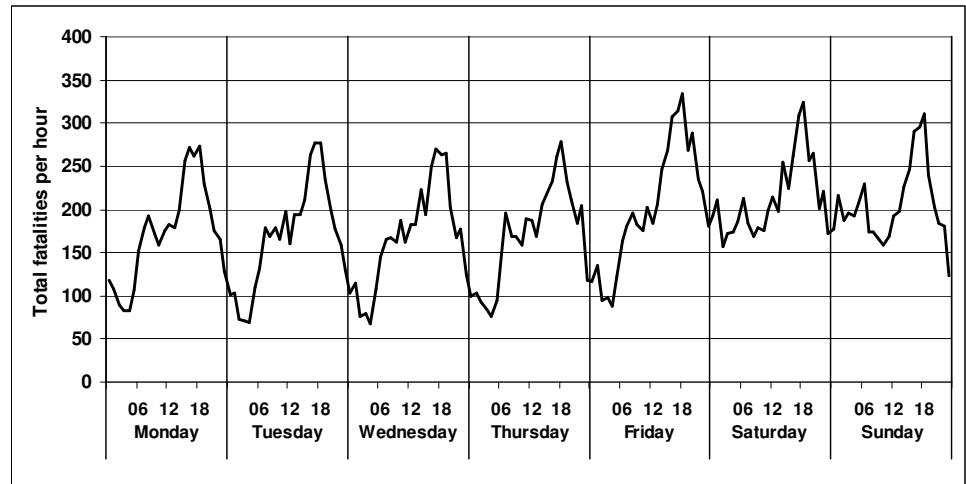




Day of week and time of day

The fatality distribution by time of day is similar from Monday to Thursday, with a daily afternoon peak and fewer during the night (see Figure 15). Also significant is the high number of fatalities during the early Saturday and Sunday morning hours.

Figure 15: Fatalities in EU-19 by day of week and time of day, 2006²



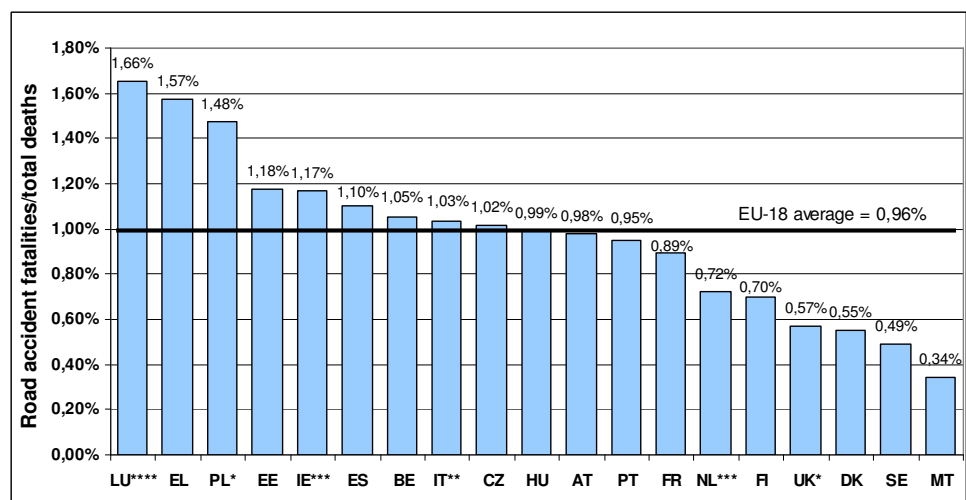
Source: CARE Database / EC
Date of query: July 2008

Both the absolute numbers of fatalities and their distribution by time of day at the weekend differ from weekdays. Fatality numbers are higher in the afternoon and there are significantly more fatalities at night. 64% of all fatalities occur between 8am and 8pm.

Road accident fatalities' share in mortality

In the EU-19, road accidents account for 0,96% of all deaths, ranging from the largest proportion of 1,65% of all deaths in Greece to only 0,48% in Sweden (see Figure 16).

Figure 16: Road accident fatalities as a share of all deaths by country, 2006²



* Data from 2005

*** Data from 2003

Source: CARE Database / EC

** Data from 2004

**** Data from 2002

Date of query: July 2008
EC & national publications, EUROSTAT

There are more night-time fatalities on Fridays and Saturdays than on other days of the week, perhaps because of the activities undertaken then.

Road accidents account for 0,96% of all deaths in EU-19 countries.

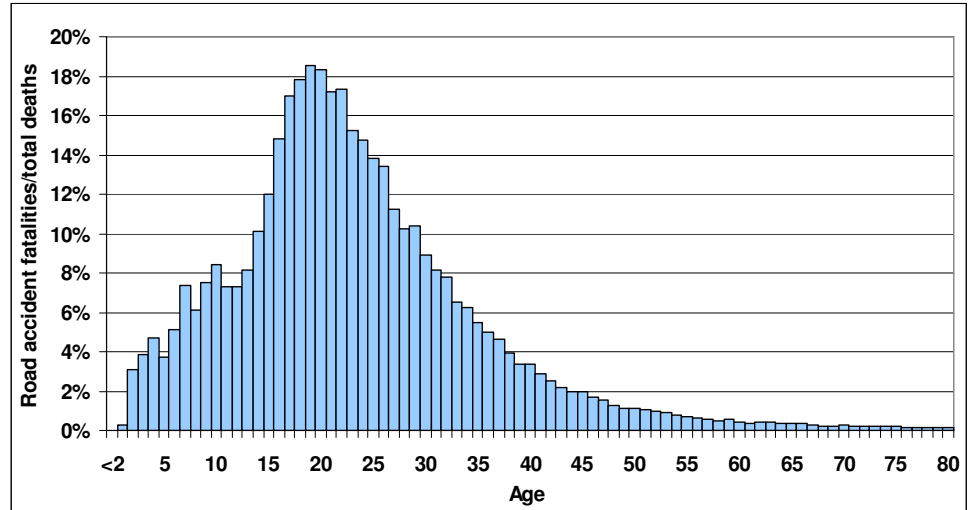




Road accidents account for up to one fifth of all deaths among young people (<16).

The proportion of fatalities attributable to traffic accidents strongly varies with age (see Figure 17). Road accidents account for a large proportion of fatalities for teenagers and people in their twenties and early thirties. There is a peak for 18 to 20-year olds: Over 18% of the deaths result from road accidents.

Figure 17: Road accident fatalities as a proportion of deaths by age group⁵ in EU 19, 2006³



Source: CARE Database / EC, EUROSTAT
Date of query: July 2008

⁵ Using latest data available, i.e. 2006 for all countries except LU (2002), IE and NL (2003), IT (2004), PL and UK (2005).

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- Bicycles
- Motorcycles & Mopeds
- Car Occupants
- Heavy Goods Vehicles
- Motorways
- Junctions
- Urban Areas





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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-19 = EU-14 +

CZ	Czech Republic
EE	Estonia
HU	Hungary
MT	Malta
PL	Poland

EU-25 = EU-19 +

DE	Germany
CY	Cyprus
LV	Latvia
LT	Lithuania
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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