



Traffic Safety Basic Facts 2008

Motorcycles and Mopeds

Main Figures

Children

Young People

The Elderly

Pedestrians

Bicycles

Motorcycles & Mopeds

Car Occupants

Heavy Goods Vehicles

Motorways

Junctions

Urban Areas

In 2006, powered two wheelers make up 22% of the total number of road accident fatalities in the EU-14.

In 2006, moped rider fatalities make up 5,7% of the total number of road accident fatalities in the EU-14.

During the decade the number of moped rider fatalities has decreased by 6% per year in EU-14.

Motorcycle and moped fatalities, together referred to as Powered Two Wheelers (PTW), account for 22% of the total number of road accident fatalities in 2006¹ in the EU-14 countries². If possible both types³ will be discussed separately however some countries do not differentiate between them and because of small numbers it is not always possible to analyse the data for each country in detail.

In 2006¹ 1.417 riders (drivers and passengers) of *mopeds* were killed in the EU-14 in traffic accidents, which is 2,2% less than the number reported in 2005 in the same countries. The annual total decreased by 43% during the decade for these countries, an average of 6% a year.

Table 1: The number of moped fatalities by country, 1997-2006¹

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
BE	68	78	56	66	63	68	45	33	30	36
CZ	-	-	-	-	-	-	-	-	-	3
DK	27	39	41	47	43	38	43	46	29	24
EE	-	-	-	-	-	-	-	-	2	2
EL	114	114	108	90	77	55	53	55	58	57
ES	440	506	515	474	461	383	391	361	312	308
FR	498	442	492	456	450	387	393	339	356	317
IE*	0	0	0	0	0	0	0	-	-	-
IT	702	675	611	551	508	420	461	388	-	-
LU	1	1	0	0	0	0	-	-	-	-
HU	-	-	-	-	-	-	36	22	40	42
MT	-	-	-	-	-	-	-	-	0	0
NL	88	89	107	107	78	98	94	-	-	-
AT	58	33	48	44	37	46	47	44	41	39
PL	-	-	-	-	-	-	-	-	53	-
PT	439	316	253	225	184	145	157	121	106	97
FI	16	16	8	9	7	7	12	14	4	13
SE	13	12	12	10	9	12	9	18	8	15
UK**	17	10	17	15	14	21	25	26	23	29
EU-14 ¹	2.481	2.331	2.267	2.093	1.931	1.680	1.730	1.539	1.449	1.417
Yearly ¹ change		-6,0%	-2,7%	-7,7%	-7,7%	-13%	3,0%	-11%	-5,8%	-2,2%

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

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

EU-14 totals can differ due to rounding because of the use of coefficients in order to arrive to fatalities at 30 days

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

¹ Using latest data available, i.e. 2006 for all countries except LU (2002), IE and NL (2003) IT (2004), PL (2005) and UK = GB (2006) + NI (2005). The data from CZ, EE, HU, MT and PL are not considered.

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 2006, motorcycle rider fatalities make up 16,1% of the total number of road accident fatalities in the EU-14.

During the decade the number of motorcycle rider fatalities has increased by 14% in EU-14.

In 2006¹ 3.977 riders (drivers and passengers) of *motorcycles* were killed in the EU-14 in traffic accidents, which is 1,7% less than the number reported in 2005 in the same countries. However the annual total increased by 14% during the decade for these countries, an average of 1,4% a year.

Table 2: The number of motorcycle rider fatalities by country, 1997-2006¹

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
BE	125	121	142	118	147	158	124	120	123	130
CZ	-	-	-	-	-	-	-	-	-	113
DK	19	21	26	24	12	24	25	23	16	21
EE	-	-	-	-	-	-	-	-	5	5
EL	392	455	453	406	426	341	310	379	399	440
ES	459	421	387	392	370	401	367	399	472	480
FR	920	986	983	964	1.092	1.063	883	866	892	789
IE*	68	37	43	40	50	44	55	-	-	-
IT	520	516	569	728	807	869	980	1.070	-	-
LU	2	6	5	8	6	0	-	-	-	-
HU	-	-	-	-	-	-	66	72	100	89
MT	-	-	-	-	-	-	-	-	3	2
NL	92	76	75	89	76	93	95	-	-	-
AT	111	87	103	112	107	89	109	98	98	95
PL	-	-	-	-	-	-	-	-	157	-
PT	241	241	253	212	229	225	213	181	188	137
FI	8	9	13	10	16	22	23	22	32	26
SE	36	40	36	39	38	37	47	56	46	55
UK**	508	499	539	597	580	607	690	581	561	584
EU-14 ¹	3.500	3.515	3.627	3.739	3.956	3.973	3.921	3.945	4.047	3.977
Yearly ¹ change		0,4%	3,2%	3,1%	5,8%	0,4%	-1,3%	0,6%	2,6%	-1,7%

* 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. UK (2006) = GB (2006) + NI (2005)

EU-14 totals can differ due to rounding because of the use of coefficients in order to arrive to fatalities at 30 days

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

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.

Motorcycling is the only mode of transport with a increasing number of fatalities. This stresses the importance's of taking proper counter measures.





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, 1997-2006¹

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
BE	19,0	19,5	19,4	18,0	20,5	21,9	16,3	14,7	14,6	15,8
CZ	-	-	-	-	-	-	-	-	-	11,3
DK	8,7	11,3	12,6	13,3	10,3	11,5	12,6	12,8	8,3	8,3
EE	-	-	-	-	-	-	-	-	5,2	5,2
EL	47,1	52,6	51,7	45,5	46,0	36,1	33,0	39,3	41,2	44,7
ES	22,7	23,4	22,7	21,6	20,5	19,1	18,2	17,9	18,2	18,0
FR	23,7	23,8	24,5	23,4	25,3	23,6	20,6	19,4	19,9	17,6
IE	18,6	10,0	11,5	10,6	13,0	11,3	13,9	-	-	-
IT	21,5	20,9	20,7	22,5	23,1	22,6	25,1	25,2	-	-
LU	7,2	16,6	11,7	18,5	13,7	0,0	-	-	-	-
HU	-	-	-	-	-	-	10,1	9,3	13,9	13,0
MT	-	-	-	-	-	-	-	-	7,5	4,9
NL	11,6	10,5	11,5	12,4	9,6	11,9	11,7	-	-	-
AT	21,2	15,1	18,9	19,5	18,0	16,7	19,3	17,4	16,9	16,2
PL	-	-	-	-	-	-	-	-	5,5	-
PT	67,5	55,0	49,9	42,8	40,2	35,8	35,6	28,8	27,9	22,1
FI	4,7	4,9	4,1	3,7	4,4	5,6	6,7	6,9	6,9	7,4
SE	5,5	5,9	5,4	5,5	5,3	5,5	6,3	8,2	6,0	7,7
UK*	9,0	8,7	9,5	10,4	10,1	10,6	12,0	10,2	9,7	10,2
EU-14 ¹	20,5	20,0	20,1	19,8	19,9	19,0	18,8	18,1	18,0	17,6

UK (2006) = GB (2006) + NI (2005)

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

The greatest reduction in motorcycle and moped fatalities between 1997 and 2006 occurred in Portugal.

Figure 1: Motorcycle and moped rider fatalities per million inhabitants, 1997 versus 2006⁴

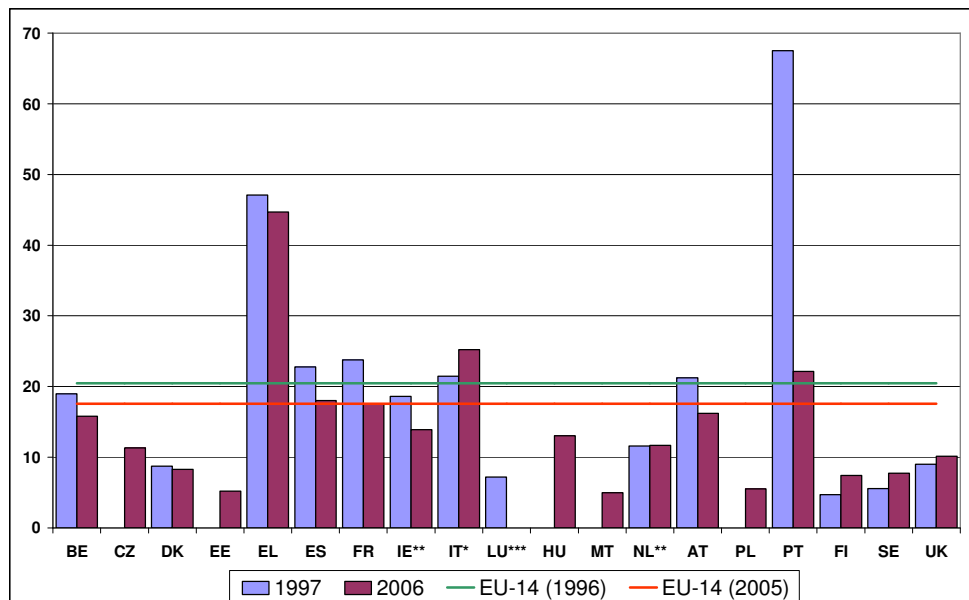


Figure 1 indicates that between 1997 and 2006 the fatality rate of PTW in the EU-14 declined in most of the countries. The greatest reduction occurred in Portugal (46%), whereas the fatality rate has increased in Italy, Sweden, Finland and the United Kingdom.

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





Table 4: PTW rider fatalities as percentages of the total number of road accident fatalities by country, 1997-2006¹

%	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
BE	14,1	13,3	14,2	12,5	14,1	17,3	13,9	13,2	14,0	15,5
CZ	-	-	-	-	-	-	-	-	-	10,9
DK	9,4	12,0	13,0	14,3	12,8	13,4	15,7	18,7	13,6	14,7
EE	-	-	-	-	-	-	-	-	4,1	3,4
EL	24,0	26,1	26,5	24,3	26,8	24,2	22,6	26,0	27,6	30,0
ES	16,0	15,6	15,7	15,0	15,1	14,7	14,0	16,0	17,7	19,2
FR	16,8	16,0	17,4	17,6	18,9	18,9	21,1	21,8	23,5	23,5
IE	14,4	8,1	10,4	9,6	12,1	11,6	16,3	-	-	-
IT	18,2	18,9	17,6	19,2	19,7	19,1	23,8	25,9	-	-
LU	5,0	12,3	8,6	10,5	8,6	0,0	-	-	-	-
HU	-	-	-	-	-	-	7,7	7,3	11,0	10,1
MT	-	-	-	-	-	-	-	-	17,6	18,2
NL	15,5	15,5	16,7	18,1	15,5	19,4	18,4	-	-	-
AT	15,3	12,5	14,0	16,0	15,0	14,1	16,8	16,2	18,1	18,4
PL	-	-	-	-	-	-	-	-	3,9	-
PT	27,0	26,2	25,4	23,5	24,7	22,1	24,0	23,3	23,6	24,1
FI	5,5	6,3	4,9	4,8	5,3	7,0	9,2	9,6	9,5	11,6
SE	9,1	9,8	8,3	8,3	8,1	8,8	10,6	15,4	12,3	15,7
UK*	14,0	14,2	15,6	17,1	16,5	17,5	19,5	18,0	17,5	18,5
EU-14 ¹	17,2	16,9	17,3	17,4	17,9	17,8	19,3	20,4	21,1	21,9

UK (2006) = GB (2006) + NI (2005)

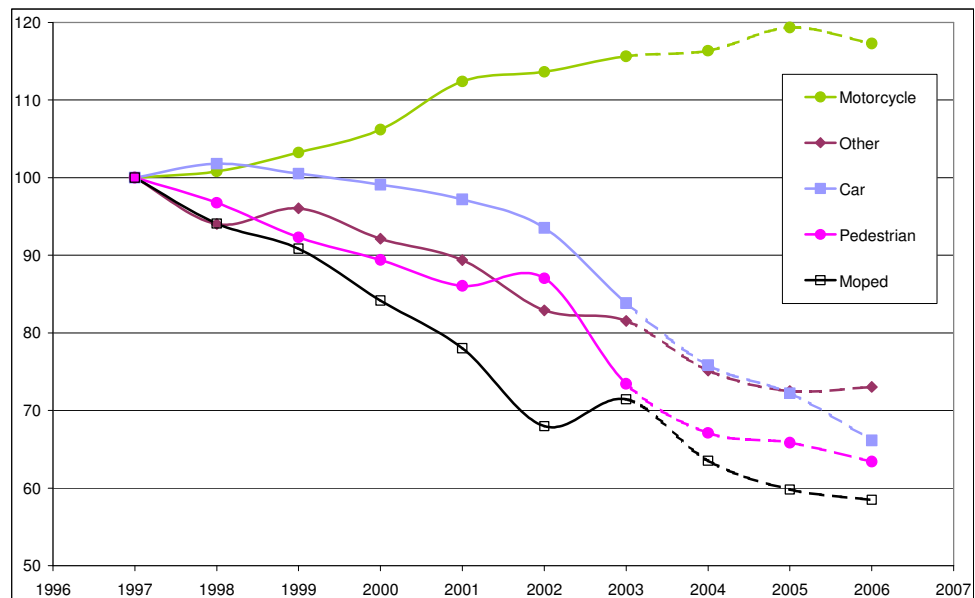
Source: CARE Database / EC
Date of query: August 2008

Motorcycling is the only mode of transport with an increasing number of fatalities.

Table 4 shows that there are regional differences. The share of PTW fatalities varies from 10 to 30%.

The increasing trend for motorcycle user fatalities differs clearly from the trends for other modes of transport, as shown by Figure 2.

Figure 2: Index (1997=100) of motorcycle and moped fatalities compared with other modes EU-14, 1997-2006 (dashed lines indicate where most recent year is used)



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

Probably due to a decrease in use, 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. In 2006, almost 30% of the total motorcycle and moped rider fatalities 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 10% is female, among motorcycle riders 6% is female.

Table 5: Percentage of motorcycle and moped rider fatalities by age and gender, 2006

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	0,0	1,2	3,6	22,9	4,2	43,4	1,8	19,3	0,6	3,0	0,0	10,2
CZ	0,0	0,9	1,7	22,4	2,6	54,3	1,7	12,1	0,0	4,3	0,0	6,0
DK	0,0	2,2	4,4	28,9	4,4	28,9	2,2	17,8	0,0	11,1	0,0	11,1
EE	0,0	0,0	0,0	0,0	0,0	85,7	0,0	14,3	0,0	0,0	0,0	0,0
EL	0,0	0,8	2,2	30,6	3,6	43,7	0,6	11,9	0,0	6,0	0,6	6,5
ES	0,4	1,3	2,2	24,2	3,4	47,2	1,0	13,7	0,3	4,6	1,8	7,3
FR	0,1	0,7	3,5	32,8	2,4	39,1	1,4	16,5	0,5	2,3	0,7	7,9
IE***	0,0	0,0	0,0	25,5	0,0	65,5	0,0	5,5	0,0	0,0	3,6	0,0
IT**	0,3	1,1	2,7	23,3	3,8	45,4	0,8	13,0	0,5	6,1	3,1	8,0
LU****	-	-	-	-	-	-	-	-	-	-	-	-
HU	0,0	0,8	0,8	17,6	2,3	55,7	1,5	17,6	0,0	3,8	0,0	4,6
MT	0,0	0,0	0,0	50,0	0,0	50,0	0,0	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	0,0	11,1
AT	0,0	0,7	3,7	20,1	6,0	29,9	2,2	28,4	0,0	9,0	0,0	11,9
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	1,0	2,4	20,0	1,5	44,4	0,5	18,0	0,5	10,7	1,0	4,9
FI	0,0	0,0	2,6	43,6	2,6	25,6	0,0	15,4	0,0	10,3	0,0	5,1
SE	0,0	0,0	1,4	21,4	5,7	31,4	4,3	27,1	0,0	8,6	0,0	11,4
UK*	0,0	1,0	0,5	23,5	2,8	50,9	1,3	17,8	0,2	2,0	0,2	4,7
Moped	0,3	3,0	5,8	37,2	2,0	19,0	1,1	15,5	0,9	13,8	1,5	10,0
Motor cycle	0,1	0,3	1,3	22,0	3,5	52,9	1,2	15,1	0,2	2,0	1,3	6,3
EU-19	0,1	1,0	2,5	26,0	3,1	44,1	1,1	15,2	0,4	5,1	1,3	7,3

* Data from 2005
UK = GB (2006) + NI (2005)
** Data from 2004

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

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

In 2006, 28% of the total motorcycle and moped fatalities were between 15 and 24 years old.

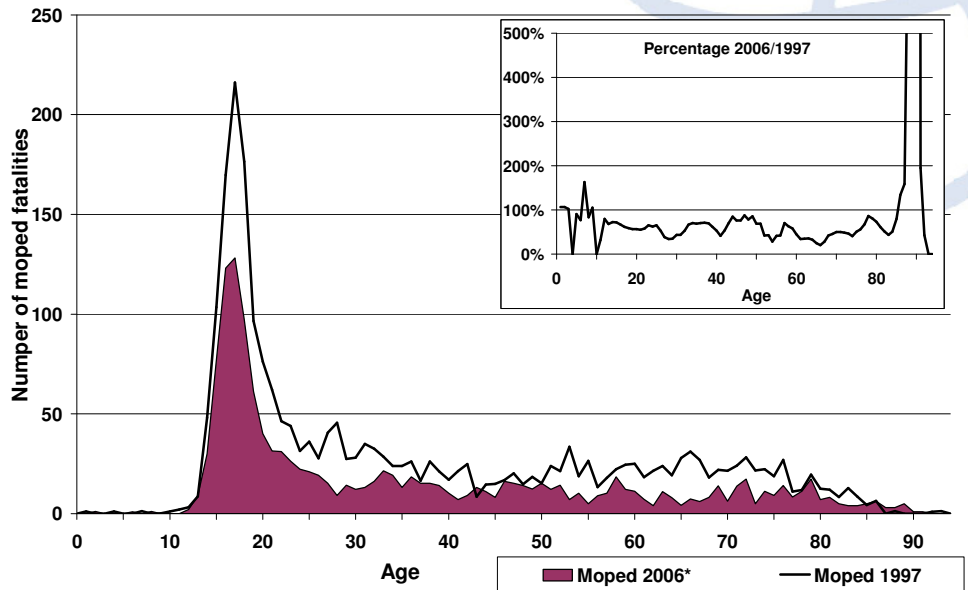
The number of moped rider fatalities by single year age bands are presented in figures 3 and 4. The number fell between 1997 and 2006 for almost all ages, as can be seen in the inset.

In the inset the numbers have been averaged over the age year before and after in order to smooth the age dependency.





Figure 3: Age distribution of moped rider fatalities in 1997 and 2006¹, both EU-14

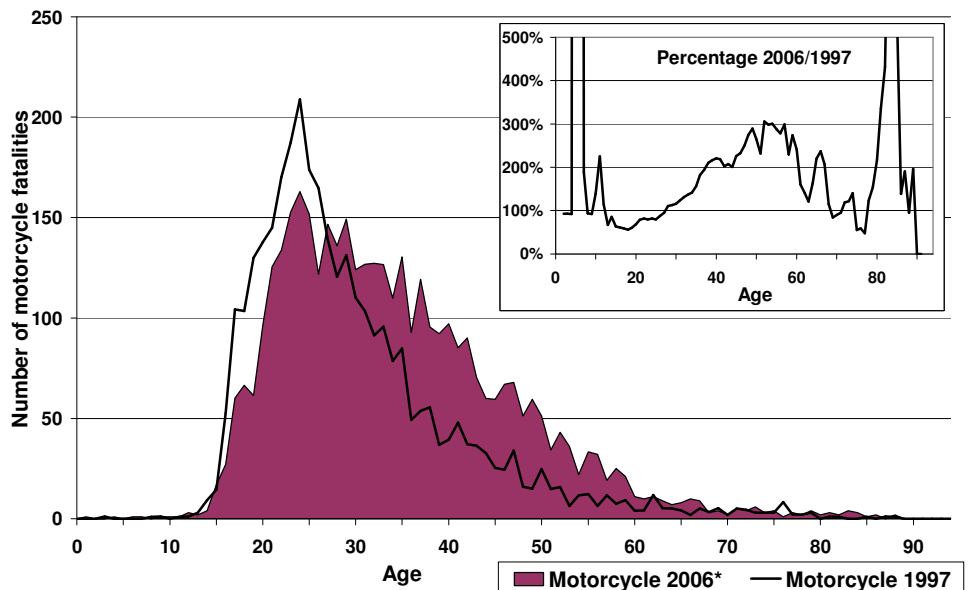


Source: CARE Database / EC
Date of query: August 2008

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

The number of motorcycle rider fatalities fell between 1997 and 2006 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 1997 and 2006¹, both EU-14



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

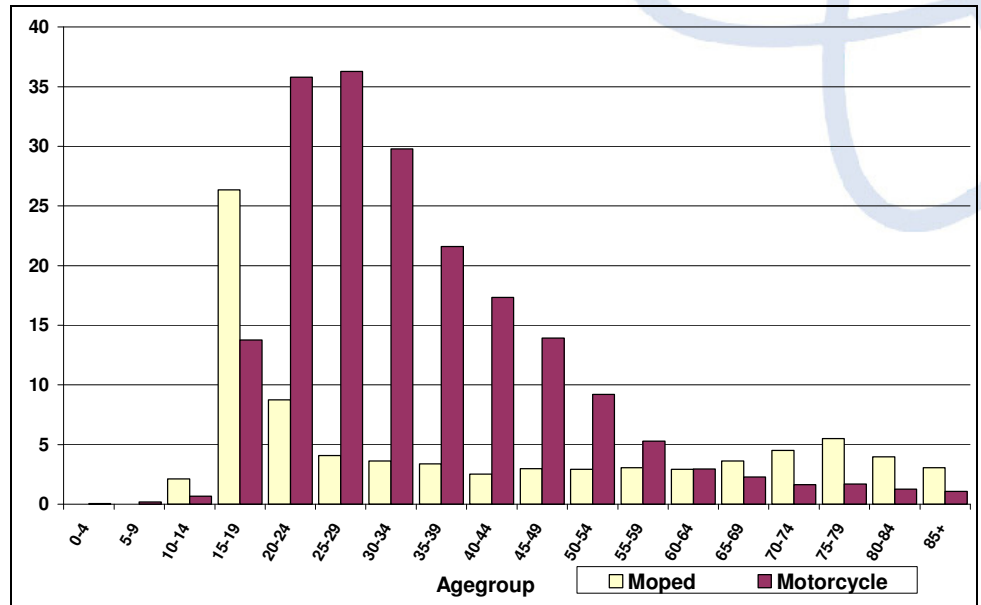
During the decade, the number of motorcycle fatalities among 40-60 year old riders has doubled.

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 20-35 are notably high. Being young, male and lacking experience probably account for this.





Figure 5: Fatalities per million population by age group – EU-14, 2006³



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

Drivers and passengers

Almost all fatalities among PTW users are drivers, less than 8% are passengers.

Table 6: Driver and passenger fatalities on motorcycle and mopeds, 2006

	female		male		SUM	%driver	%passenger
	driver	passenger	driver	passenger			
BE	10	7	146	3	166	94,0%	6,0%
CZ	2	5	104	5	116	91,4%	8,6%
DK	3	2	39	1	45	93,3%	6,7%
EE	0	0	7	0	7	100,0%	0,0%
EL	10	22	431	33	497	88,7%	11,1%
ES	28	30	689	34	788	91,0%	8,1%
FR	49	38	991	28	1.106	94,0%	6,0%
IE***	0	0	50	3	55	90,9%	5,5%
IT**	59	71	1.265	63	1.458	90,8%	9,2%
LU****	0	0	0	0	0	-	-
HU	4	2	121	4	131	95,4%	4,6%
MT	0	0	1	1	2	50,0%	50,0%
NL***	16	5	164	4	189	95,2%	4,8%
AT	12	4	114	4	134	94,0%	6,0%
PL*	2	9	191	8	210	91,9%	8,1%
PT	6	6	210	11	234	92,2%	7,3%
FI	1	1	37	0	39	97,4%	2,6%
SE	6	2	61	1	70	95,7%	4,3%
UK*	20	10	569	14	613	96,1%	3,9%
Moped	115	41	1.284	75	1.517	92,2%	7,7%
Motorcycle	113	172	3.906	143	4.343	92,5%	7,3%
EU-19	234	239	5.173	203	5.860	92,3%	7,5%

* Data from 2005
UK = GB (2006) + NI (2005)
** Data from 2004

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

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

When females are killed in an accident as moped rider, two out of three are killed as *drivers*.

As motorcycle rider two out of three female fatalities are *passengers*.





The proportion of passengers among fatalities is relatively high in Italy and Greece.

Road network: area and road type

fatalities in all countries occur non-motorway network. In case of mopeds, this is a logical consequence of 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, 2006

	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	18	18	0	49	72	9	25,3%	14,1%	5,5%
CZ	1	2	0	46	66	1	11,0%	11,4%	2,7%
DK	14	10	0	5	16	0	18,8%	13,8%	0,0%
EE	2	0	0	1	4	0	6,5%	2,5%	-
EL	33	18	6	273	137	30	39,5%	21,1%	24,5%
ES	133	172	3	112	347	21	33,2%	16,6%	10,2%
FR	157	158	2	294	453	42	33,6%	19,9%	14,9%
IE***	0	0	0	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	30	12	0	34	54	1	12,6%	8,9%	1,8%
MT	0	0	0	2	0	0	18,2%	-	-
NL***	55	38	1	22	52	21	22,3%	16,9%	14,6%
AT	16	23	0	18	74	3	17,0%	21,3%	4,1%
PL*	23	30	0	94	63	0	4,7%	3,2%	0,0%
PT	56	41	0	74	57	6	29,0%	22,5%	6,8%
FI	3	10	0	5	19	2	8,6%	12,8%	11,8%
SE	7	8	0	14	39	2	20,2%	15,0%	7,1%
UK*	19	10	0	207	355	22	17,1%	20,4%	11,6%
EU-19	808	697	12	1.767	2.353	223	22,1%	16,2%	10,7%
%	53,3	46,0	0,8	40,7	54,2	5,1			

* Data from 2005
UK = GB (2006) + NI (2005)
** Data from 2004

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

Source: CARE Database / EC
Date of query: August 2008
For IE and UK, see also the notes to tables 1 and 2

The highest percentage of killed passengers are found in Italy and Greece.

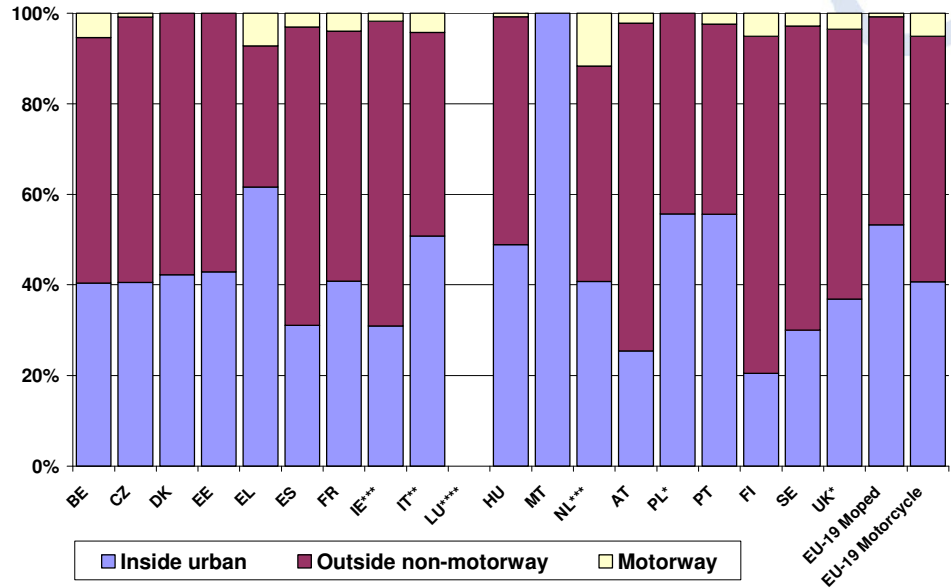




In Greece, Poland and Portugal far more fatalities occurred inside urban areas than outside.

The data for Figure 6 show that in 2006 40% of the motorcycle riders and 53% of the moped riders were killed inside urban areas. This is a large proportion compared to car occupants (20%).

Figure 6: The distribution of PTW fatalities by area type and road type, 2006



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

Junction type

Table 8 indicates that almost a third of all motorcycle rider and moped rider fatalities occur at a junction. For comparison, for car occupants only 16% occur at junctions.

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, 2006

	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	3	54	0	166
CZ	86	10	17	3	0	0	0	116
DK	30	3	0	0	2	10	0	45
EE	4	0	2	0	0	1	0	7
EL	430	0	0	0	0	67	0	497
ES	547	85	103	0	30	23	0	788
FR	905	91	64	2	13	31	0	1.106
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	99	31	0	0	1	0	0	131
MT	0	0	0	0	0	0	2	2
NL***	112	41	34	0	1	1	0	189
AT	77	17	9	0	1	0	30	134
PL*	163	47	0	0	0	0	0	210
PT	135	15	35	1	5	0	43	234
FI	25	0	0	0	0	13	1	39
SE	3	28	0	0	2	1	36	70
UK*	371	32	141	0	12	57	0	613
EU-19	4.001	1.705					154	5.860
%	68,3%	29,1%					2,6%	100%
EU-19 At junction		664	411	7	99	524		
% junction type		38,9%	24,1%	0,4%	5,8%	30,7%		

* Data from 2005
UK = GB (2006) + NI (2005)
** Data from 2004

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

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

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.

Table 9: Fatalities by junction type and mode of transport – EU-19, 2006

	Not at junction	At junction	Not defined
Pedestrian	74,7%	22,6%	2,6%
Bicycle	61,8%	36,5%	1,7%
Moped	65,2%	32,7%	2,2%
Motorcycle	69,4%	27,8%	2,8%
Car + taxi	80,0%	16,3%	3,7%
Lorry, under 3.5 tonnes	80,4%	13,7%	6,0%
Heavy goods vehicle	84,7%	12,6%	2,8%
Other / Unknown	79,5%	16,3%	4,2%
EU-19 all modes	75,9%	20,8%	3,2%

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

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





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, EU-19, 2006¹

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
BE	6	3	11	19	21	19	24	11	25	14	10	3	166
CZ	0	0	0	15	14	17	17	14	21	14	2	2	116
DK	1	1	1	4	6	4	7	6	3	3	7	2	45
EE	0	0	0	0	1	1	2	1	0	1	1	0	7
EL	21	25	43	34	45	52	69	69	49	31	26	33	497
ES	50	47	53	82	84	86	87	67	66	63	62	41	788
FR	43	39	67	111	107	107	136	111	132	103	87	63	1.106
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	0	1	6	17	16	11	22	13	17	21	2	5	131
MT	0	0	0	0	1	0	0	0	0	0	0	1	2
NL ^{***}	6	8	29	13	17	31	17	21	22	14	6	5	189
AT	2	2	0	6	17	16	32	13	23	21	0	2	134
PL [*]	5	0	4	18	31	17	36	39	39	16	5	0	210
PT	11	15	13	24	32	18	27	29	17	10	19	18	234
FI	0	1	0	0	3	9	8	9	7	1	0	1	39
SE	0	0	0	7	6	14	10	9	11	6	2	5	70
UK [*]	21	26	21	64	56	85	81	65	78	60	27	29	613
Moped	92	81	82	141	157	133	186	154	148	131	118	94	1.517
Motor-cycle	132	144	270	402	468	559	602	501	515	360	223	166	4.343
EU-19	223	225	353	543	625	691	788	656	663	491	341	260	5.860
%	3,8	3,8	6,0	9,3	10,7	11,8	13,5	11,2	11,3	8,4	5,8	4,4	100

* Data from 2005
UK = GB (2006) + NI (2005)
** Data from 2004

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

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

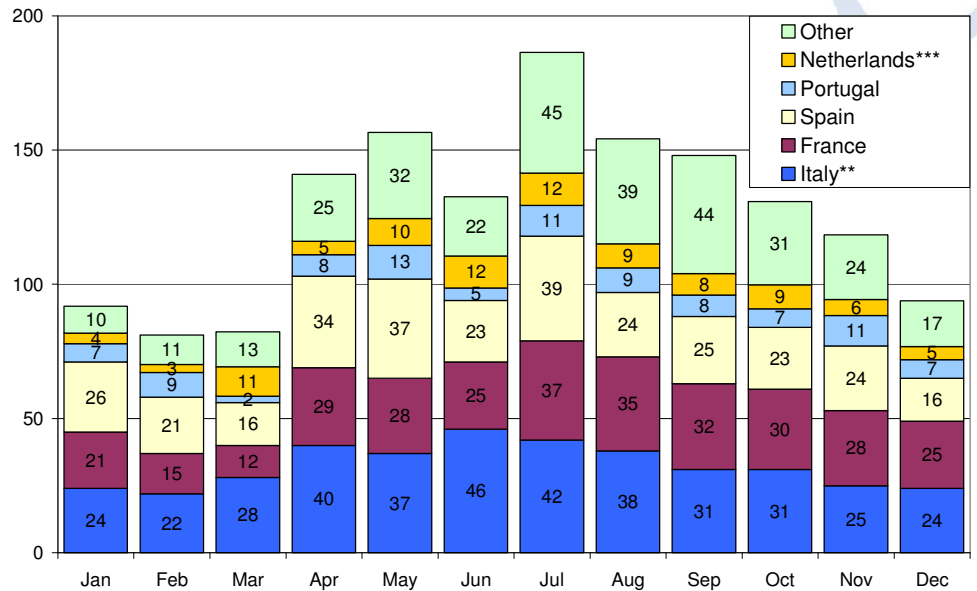
In winter there are fewer motorcycle and moped rider fatalities than in other seasons.

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-19.



The number of moped fatalities does 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-19, 2006

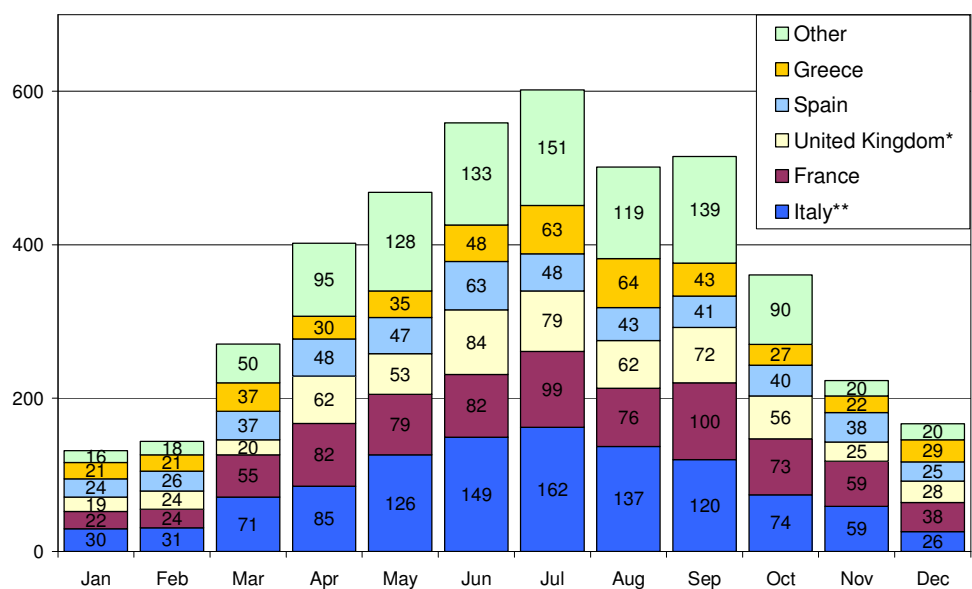


** Data from 2004
*** Data from 2003

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

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

Figure 8: Motorcycle fatalities by month, top 5 countries and other EU-19, 2006



* Data NI from 2005
** Data from 2004

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

Main Figures
Children
Young People
The Elderly
Pedestrians
Bicycles
Motorcycles & Mopeds
Car Occupants
Heavy Goods Vehicles
Motorways
Junctions
Urban Areas





Definition and regulations on motorcycles and mopeds

Moped

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.

The use of a helmet is required in most of the countries.

A compulsory theoretical is often required.

In some countries a practical test.

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. A driving licence is compulsory.

The minimum age 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.

Scoters 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-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.

Authors

Niels Bos and Martine Reurings	SWOV, The Netherlands
Stefan Hoeglinger, Thomas Leitner	KfV, Austria
George Yannis and Petros Evgenikos	NTUA, Greece
Jeremy Broughton, Brian Lawton and Louise Walter	TRL, United Kingdom
Manuel Andreu, Jean-François Pace and Jaime Sanmartín	INTRAS-UVEG, Spain