

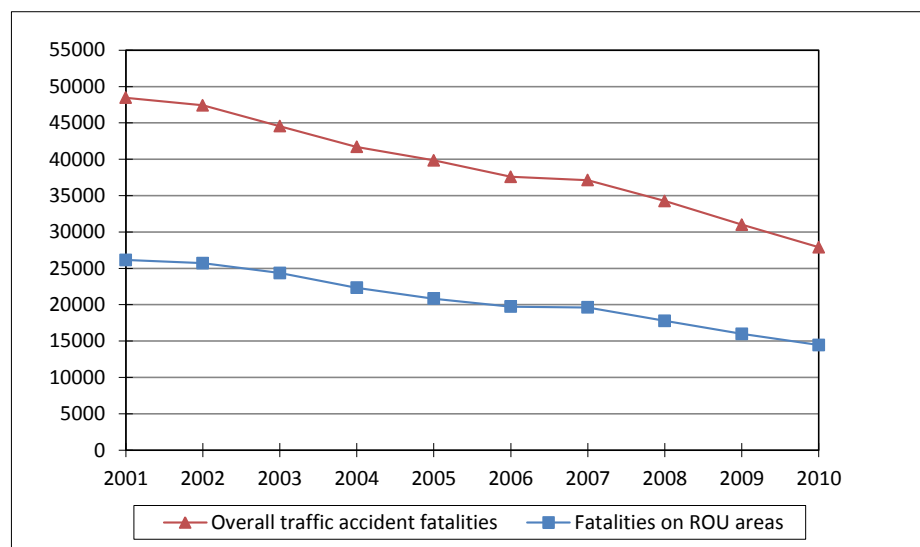
Traffic Safety Basic Facts 2012

Roads outside urban areas

More than 206.000 people were killed in traffic accidents on roads outside urban areas¹ (hereinafter “ROU areas”) – excluding motorways – in 17 European Union countries² between 2001 and 2010³. This number represents 53% of all traffic accident fatalities in those countries.

Figure 1 shows that fatalities on ROU areas have reduced by 44% over the last decade (from 26.139 in 2001 to 14.540 in 2010), following a similar trend to the total number of fatalities (that has reduced by 42% during the same period). The greatest decrease on ROU areas was recorded in 2010, with a fall of 10,1% compared with 2009.

Figure 1: Fatalities on ROU areas in EU-17², 2001-2010^{3,4}



Source: CARE Database / EC
Date of query: September 2012

Table 1 presents the number of fatalities on ROU areas by country from 2001 to 2010. Figure 2 presents the proportion of road accident fatalities that occurred on ROU areas with the total number of road accident fatalities during the same period. Since the data for Estonia, Ireland, Latvia, Hungary, the Netherlands and Slovakia are not available for all the decade, these countries have not been included in the EU-17 totals.

¹ Defined as roads outside urban areas, excluding motorways.

² See table “Definition of EU-level and used Country abbreviations” on page 16

³ Where a number is missing for an EU-17/22 country in a particular year, its contribution to the EU-17 total is estimated as the next known value

⁴ For EE, IE, LV, HU, NL and SK, all the data from 2001 to 2010 are not available; therefore they have been excluded from the figure.

During the last decade, more than 206000 people died in accidents on roads outside urban areas (53% of all road traffic fatalities).

Fatalities on roads outside urban areas were reduced by 44% between 2001 and 2010.

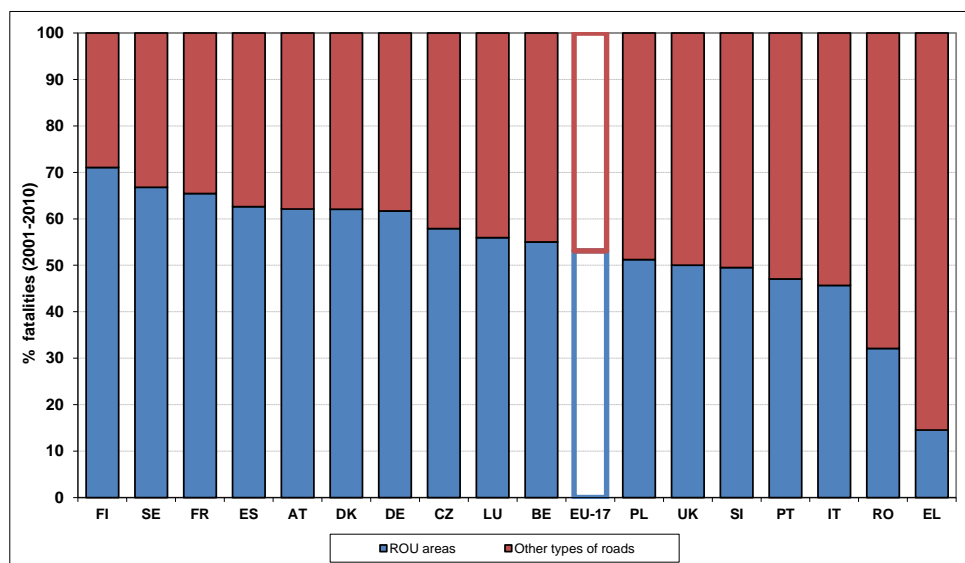
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Table 1: Fatalities on ROU areas by country by year in EU-17, 2001-2010

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
BE	841	782	644	639	617	600	591	474	483	449
CZ	765	807	843	799	738	599	731	602	547	483
DK	268	289	287	222	205	189	253	246	187	151
DE	4.481	4.301	4.156	3.664	3.228	3.062	3.012	2.721	2.452	2.207
EL	331	289	276	242	230	188	226	198	200	147
ES	3.396	3.328	3.418	2.920	2.801	2.600	2.471	1.977	1.669	1.516
FR	5.397	5.078	3.952	3.685	3.331	3.071	2.988	2.807	2.788	2.618
IT	2.972	3.096	3.106	2.878	2.653	2.585	2.336	2.203	1.995	1.955
LU	46	27	29	26	30	26	23	20	33	22
AT	586	565	602	528	477	456	444	419	399	352
PL	2.949	3.025	2.953	2.922	2.917	2.703	2.780	2.696	2.228	1.913
PT	839	861	760	621	612	437	457	372	365	339
RO	603	634	711	729	714	903	979	1.121	1.015	866
SI	163	153	136	154	19	137	162	128	77	59
FI	309	294	271	276	268	226	285	227	191	205
SE	373	387	354	309	302	302	314	271	237	-
UK	1.820	1.791	1.851	1.720	1.681	1.648	1.565	1.302	1.130	1.023
EU-17 ³	26.139	25.710	24.351	22.334	20.823	19.732	19.617	17.784	15.983	14.540
Yearly ³ Reduction		1,6%	5,3%	8,3%	6,8%	5,2%	0,6%	9,3%	10,1%	9,0%
EE	-	-	-	-	124	158	133	91	-	-
IE	150	139	240	127	56	0	-	-	-	-
LV	-	-	-	374	315	-	-	212	186	140
HU	-	-	790	760	729	740	666	523	483	424
NL	534	516	531	-	-	-	-	-	327	-
SK	-	-	-	-	308	308	344	312	197	200
CH	-	-	-	268	-	-	-	195	178	190
IS	-	27	17	15	16	21	14	7	12	4

Source: CARE Database / EC
Date of query: September 2012

Figure 2: Fatalities on ROU areas as a percentage of total fatalities in EU-17 (2001-2010)^{3, 5}



Source: CARE Database / EC
Date of query: September 2012

⁵ Other types of roads: Urban areas and motorways outside urban areas.

The greatest increase of fatalities on roads outside urban areas between 2001 and 2010 was in Romania (44%). The greatest reduction was in Slovenia (64%) and Portugal (60%).

In Finland, 71% of the road accident fatalities in the last decade (2001-2010) occurred on roads outside urban areas.

To compare the fatality data for ROU areas in the different countries, the respective population size was taken into account (see Table 2). In 2010, more than 60 people per million inhabitants died in accidents in ROU areas in Estonia and Latvia. This rate is more than twice as high as the EU-22⁵ rate (32,5) and more than 4 times higher than the Greek rate (the lowest), shown in Figure 3.

Table 2: Fatalities per million inhabitants on ROU areas by country in EU-22*, 2010⁶

	ROU areas fatalities	Population [million]	ROU areas fatalities by million inhabitants
BE	449	10,8	41,4
CZ	483	10,5	46,0
DK	151	5,5	27,3
DE	2.207	81,8	27,0
EE	91	1,3	70,0
EL	147	11,3	13,0
ES	1.516	46,0	33,0
FR	2.618	64,7	40,5
IT	1.955	60,3	32,4
LV	140	2,3	62,2
LU	22	0,5	44,0
HU	424	10,0	42,4
NL	327	16,5	19,8
AT	352	8,4	42,0
PL	1.913	38,2	50,1
PT	339	10,6	31,9
RO	866	21,5	40,4
SI	59	2,1	28,8
SK	200	5,4	36,9
FI	205	5,4	38,3
SE	237	9,3	25,6
UK	1.023	62,0	16,5
EU-22	15.722	484,3	32,5
CH	190	7,7	24,7
IS	4	0,3	13,3

* Data from 2008 for EE and LU and from 2009 for NL, NI and SE

Source: CARE Database / EC
Date of query: September 2012
Source of population data: EUROSTAT

Estonia, followed by Latvia, has the highest fatality rate per million inhabitants on roads outside urban areas.

⁶ Due to small numbers and a high number of “unknown” cases in the latest available year due to the fact that the classification criterion of the “motorway” variable has been suffering changes throughout time, hereinafter, IE will not be taken into account in the comparisons, tables and figures.

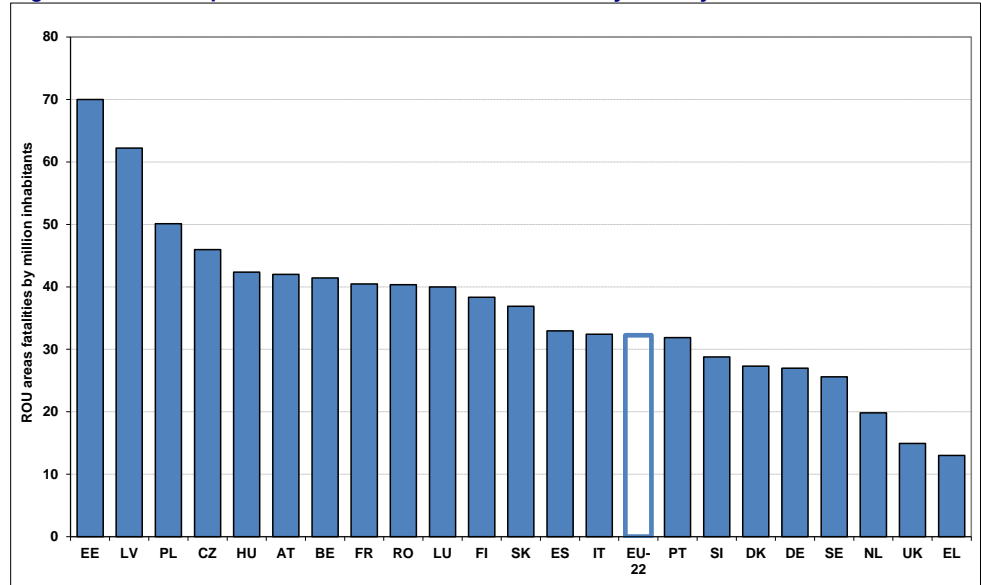
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Map 1: Fatalities per million inhabitants on ROU areas by country in 2010



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Figure 3: Fatalities per million inhabitants on ROU areas by country in EU-22*, 2010



* Data from 2008 for EE and LU and from 2009 for NL, NI and SE

Source: CARE Database / EC
Date of query: September 2012
Source of population data: EUROSTAT

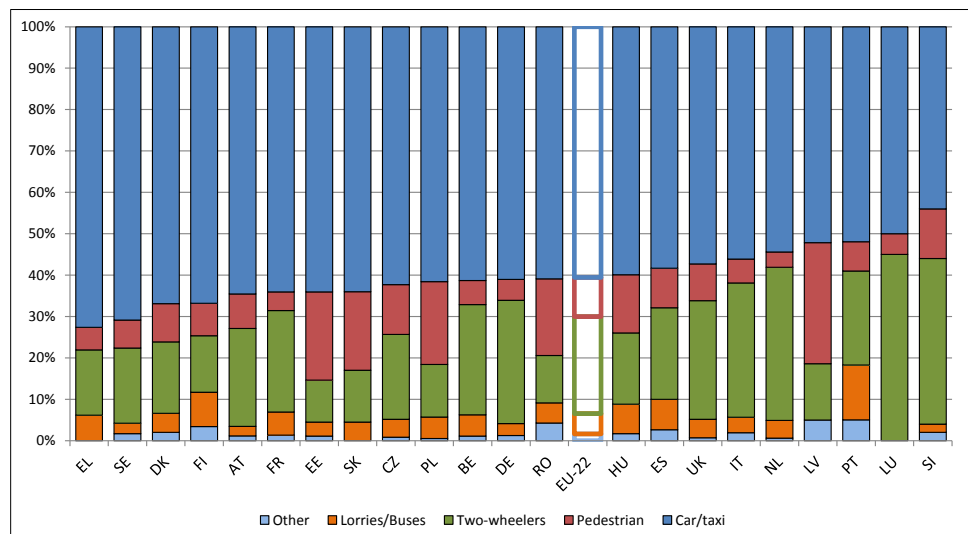
Mode of transport

Figure 4 shows that Greece has the highest percentage (73%) of fatalities on ROU areas by car or taxi, while Slovenia has the lowest (44%) and the EU-22 average is 61%.

23% of EU-22 fatalities on ROU areas were riders of two-wheeler vehicles (motorcycle, moped or pedal cycle users). The percentages are highest in Luxembourg (45%) and Slovenia (40%).

Portugal is the country with the highest proportion of fatalities on ROU areas involving lorries or buses (13%). 29% of the fatalities on ROU areas in Latvia were pedestrians, i.e. the largest proportion in the EU-22.

Figure 4: Distribution of fatalities on ROU areas by mode of transport in the EU-22*, 2010



* Data from 2008 for EE and LU and from 2009 for NL, NI and SE

Source: CARE Database / EC
Date of query: September 2012

23% of EU-22 fatalities on ROU areas were riders of two-wheeler vehicles.

9% of EU-22 fatalities on ROU areas were pedestrians.

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Table 3 shows the data that are represented in Figure 4.

Table 3: Distribution of fatalities on ROU areas by mode of transport in the EU-22*, 2010

	Pedestrian	Two-wheelers	Lorries/Buses	Car/taxi	Other	Total
BE	6%	27%	5%	61%	1%	447
CZ	12%	20%	4%	62%	1%	483
DK	9%	17%	5%	67%	2%	151
DE	5%	30%	3%	61%	1%	2.204
EE	21%	10%	3%	64%	1%	89
EL	5%	16%	6%	73%	0%	146
ES	10%	22%	7%	58%	3%	1.483
FR	4%	25%	6%	64%	1%	2.603
IT	6%	32%	4%	56%	2%	1.949
LV	29%	14%	0%	52%	5%	140
LU	5%	0%	5%	86%	5%	22
HU	14%	17%	7%	60%	2%	419
NL	4%	37%	4%	54%	1%	327
AT	8%	24%	2%	65%	1%	347
PL	20%	13%	5%	62%	1%	1.911
PT	7%	23%	13%	52%	5%	339
RO	18%	11%	5%	61%	4%	865
SI	12%	40%	2%	44%	2%	50
SK	19%	13%	5%	64%	0%	200
FI	8%	14%	8%	67%	3%	205
SE	7%	18%	3%	71%	2%	237
UK	9%	29%	4%	57%	1%	1.023
EU-22	9%	23%	5%	61%	2%	15.638
CH	11%	36%	5%	46%	2%	190
IS	0%	25%	25%	50%	0%	4

* Data from 2008 for EE and LU and from 2009 for NL, NI and SE

Source: CARE Database / EC
Date of query: September 2012

In Latvia, 29% of the fatalities on ROU areas in 2010 were pedestrians.

61% of fatalities on ROU areas across the EU-22 countries in 2010 were car or taxi occupants.

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Junction

Table 4 shows the proportion of fatalities in junction and non-junction accidents that were on ROU areas in the EU-20⁷ countries.

Table 4: Fatalities in junction/non- junction accidents on ROU areas by country in EU-20*, 2010

	Fatalities at junction			Fatalities not at junction		
	ROU areas	All roads	ROU proportion	ROU areas	All roads	ROU proportion
BE	90	158	57%	359	682	53%
CZ	91	177	51%	392	625	63%
DK	38	72	53%	113	183	62%
EE	25	38	66%	64	91	70%
ES	220	459	48%	1.295	2.022	64%
FR	233	490	48%	2.385	3.502	68%
IT	553	1.130	49%	1.402	2.960	47%
LV	6	28	21%	134	190	71%
LU	0	1	-	22	31	71%
HU	70	162	43%	354	578	61%
NL	86	221	39%	241	423	57%
AT	53	118	45%	299	434	69%
PL	160	616	26%	1.753	3.292	53%
PT	47	163	29%	288	742	39%
RO	38	208	18%	828	2.169	38%
SI	1	14	7%	58	121	48%
SK	16	44	36%	183	324	56%
FI	32	58	55%	173	214	81%
SE	35	65	54%	202	293	69%
UK	266	662	40%	757	1.303	58%
EU-20	2.062	4.891	42%	11.298	20.175	56%
IS	2	4	50%	2	4	50%

* Data from 2008 for EE and LU and from 2009 for NL, NI and SE

Source: CARE Database / EC
Date of query: September 2012

In 2010, at junctions, 42% of the fatalities occur on ROU areas. This proportion is much higher in Estonia (66%) and is also high in Belgium (57%), Finland (55%) and Sweden (54%).

56% of the fatalities in non-junction accidents that occurred in the EU-20 countries are recorded on ROU areas. However, this percentage is higher than 67% in Latvia (71%), Estonia (70%), Sweden and Austria (69%) and France (68%). Finland has the highest proportion (81%).

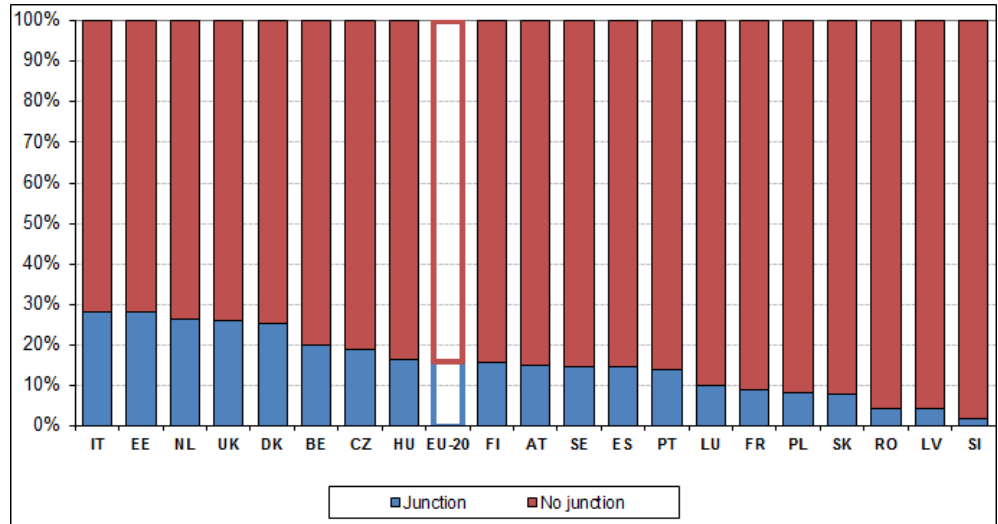
⁷ Given the high number of “unknown” cases at junction, Germany and Greece have not been taken into account in this analysis.

More than half of the fatalities not at junction are recorded on roads outside urban areas.

More than 40% of fatalities at junction are recorded on ROU areas.

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Figure 5: Fatalities on junction/no junction ROU areas by country in EU-20*, 2010



* Data from 2008 for EE and LU and from 2009 for NL, NI and SE

Source: CARE Database / EC
Date of query: September 2012

Figure 5 shows the distribution of fatalities on ROU areas according to the road design (i.e. at junction, not at junction) in the EU-20 countries. While 84% of the total of the ROU areas fatalities did not occur at junctions, this percentage is higher in Slovenia (98%), Latvia (96%) and Romania (96%).

Although the EU-20 percentage of fatalities on ROU areas is lower at junctions (16%), Italy, Estonia, the Netherlands, the United Kingdom and Denmark have a higher percentage (more than 25%) than the average.

In Italy, Estonia, the Netherlands, the United Kingdom and Denmark more than a quarter of fatalities on roads outside urban areas occur at junctions.

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Lighting Conditions

Table 5 shows that in the 20 EU countries⁹, the proportion of fatalities in daylight conditions is slightly higher on ROU areas (59,4%) than on urban areas or motorways.

34,9% of the ROU areas fatalities occurred in accidents in the dark, this percentage being slightly lower than in urban areas (37,9%) and also lower than on motorways 42,8%).

The “darkness” variable is divided into specific lighting conditions that can occur with darkness conditions. In ROU areas, about 20% of the fatalities happened in darkness without any street light. However, the proportions collected under the different categories of “darkness” may be distorted because of the high percentage of unknown in the variable describing whether the street light is lit or unlit.

Table 5: Fatalities on ROU areas, urban areas and motorways⁸ by lighting conditions in EU-20⁹, 2010

	ROU areas	Urban areas (no motorways)	Motorways	Total
Daylight	59,4%	56,5%	52,0%	57,8%
Twilight	5,7%	5,5%	4,8%	5,6%
Darkness - no street lights	19,4%	6,7%	14,5%	14,6%
Darkness - street lights lit	4,9%	24,4%	11,2%	12,1%
Darkness - street lights unknown	8,1%	4,6%	14,2%	7,4%
Darkness - street lights unlit	2,5%	2,2%	2,9%	2,4%
Unknown	0,1%	0,1%	0,3%	0,1%
Total	13.709	8.196	1.879	23.784

* Data from 2008 for EE and LU and from 2009 for NL, NI and SE

Source: CARE Database / EC
Date of query: September 2012

⁸ Motorways include the accidents that occurred inside and outside urban areas. Urban areas do not include accidents in urban motorways.

⁹ Given the high number of “unknown” cases in this variable, Italy and Slovenia have not been taken into account in this analysis.

More than half of the fatalities on roads outside urban areas occurred with daylight conditions.

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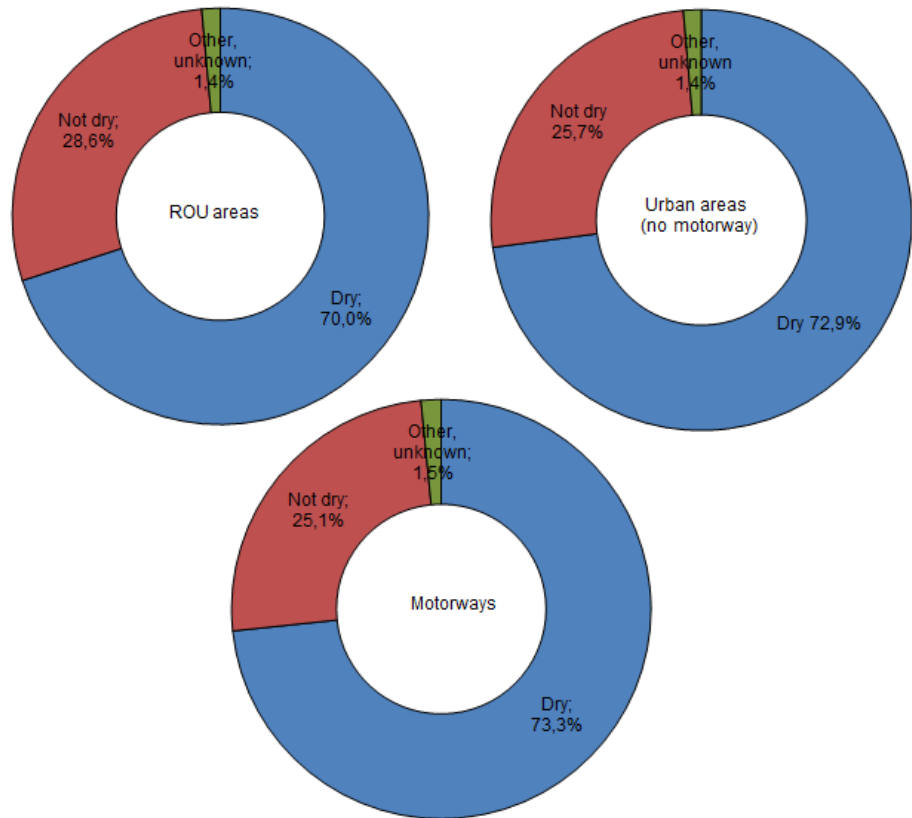
Road Surface Conditions

Figure 6 shows that in 2010, 28,6% (4489 persons) of the ROU areas fatalities in the 22 EU countries were killed on non-dry road surface conditions (water, ice, snow or slippery). This percentage is lower on urban areas and on motorways.

By analysing the categories in a disaggregated way, we can see that almost three-quarters of the ROU areas fatalities that occurred on non-dry road surface conditions occurred with wet or damp roads.

Figure 6: Fatalities on ROU areas, urban areas and motorways by road surface conditions in EU-22*, 2010

More than 28% of the fatalities on roads outside urban areas occurred on non-dry road surface conditions.



* Data from 2008 for EE and LU and from 2009 for NL, NI and SE

Source: CARE Database / EC
Date of query: September 2012

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Age and Gender

Table 6 provides the age distribution of the people killed in accidents on ROU areas. More than half of the fatalities on ROU areas were aged 25-59. And concretely, 28% of the fatalities on ROU areas were aged 40-59.

Even though they represent low frequencies with respect to the total, the countries with the highest proportion of child fatalities on ROU areas are Denmark (4%) and Latvia (3,6%). In the 15-24 age group, the highest proportion is recorded in Austria and Luxembourg (high proportion in the 25-39 group as well).

In contrast, Slovenia and Latvia have the highest proportions of adult fatalities (40-59 age group) on ROU areas, while the Netherlands and Portugal show a high percentage of fatalities in the 60+ age group.

Table 6: Distribution of fatalities on ROU areas by age group in EU-22*, 2010

	0-14	15-24	25-39	40-59	60+	unknown	Total
BE	2%	25%	29%	24%	19%	1%	449
CZ	3%	19%	30%	29%	19%	0%	483
DK	4%	22%	20%	27%	27%	0%	151
DE	2%	27%	20%	27%	24%	0%	2.207
EE	3%	25%	24%	27%	20%	0%	91
EL	2%	16%	29%	33%	20%	1%	147
ES	2%	16%	28%	28%	26%	0%	1.515
FR	3%	26%	26%	25%	21%	0%	2.618
IT	2%	16%	28%	28%	24%	2%	1.955
LV	4%	16%	21%	40%	15%	4%	140
LU	0%	55%	14%	27%	5%	0%	22
HU	2%	12%	30%	36%	20%	0%	424
NL	3%	25%	22%	19%	31%	0%	327
AT	1%	30%	17%	29%	23%	0%	352
PL	3%	22%	27%	30%	17%	1%	1.913
PT	2%	13%	28%	29%	29%	0%	339
RO	3%	18%	26%	34%	20%	0%	866
SI	0%	19%	22%	44%	15%	0%	59
SK	2%	20%	26%	24%	13%	16%	200
FI	3%	23%	19%	31%	24%	0%	205
SE	3%	25%	19%	26%	27%	0%	237
UK	1%	26%	25%	27%	21%	0%	1.023
EU-22	2%	22%	25%	28%	22%	1%	15.721
CH	2%	18%	22%	27%	31%	0%	190
IS	0%	25%	25%	25%	25%	0%	4

* Data from 2008 for EE and LU and from 2009 for NL, NI and SE

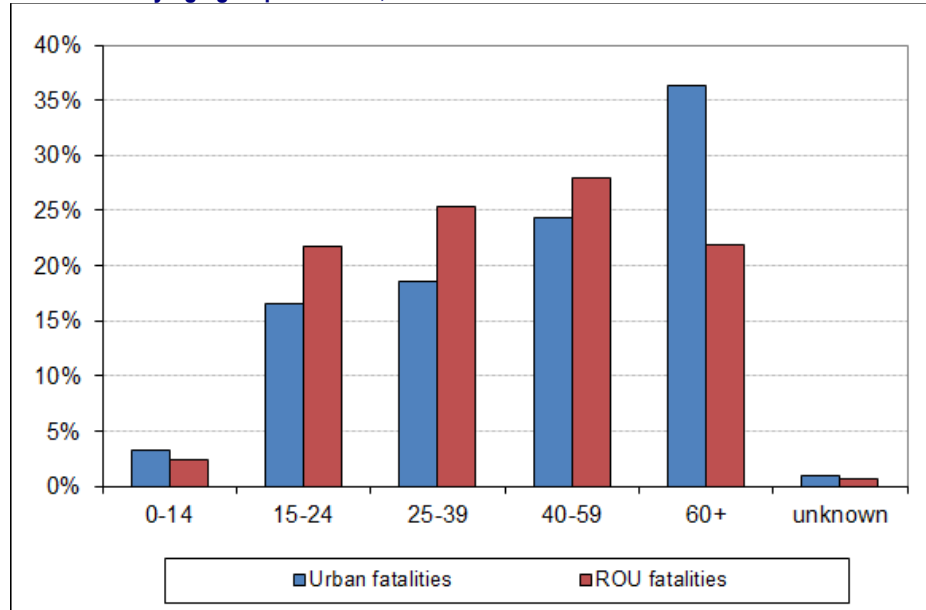
Source: CARE Database / EC
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In 2010, more than half of the people killed on roads outside urban areas were aged 25-59.

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Figure 7 illustrates the EU-22 age distribution and also includes the distribution for fatalities on urban roads.

Figure 7: Distribution of fatalities in accidents on ROU areas and in accidents on roads in urban areas by age group in EU-22*, 2010



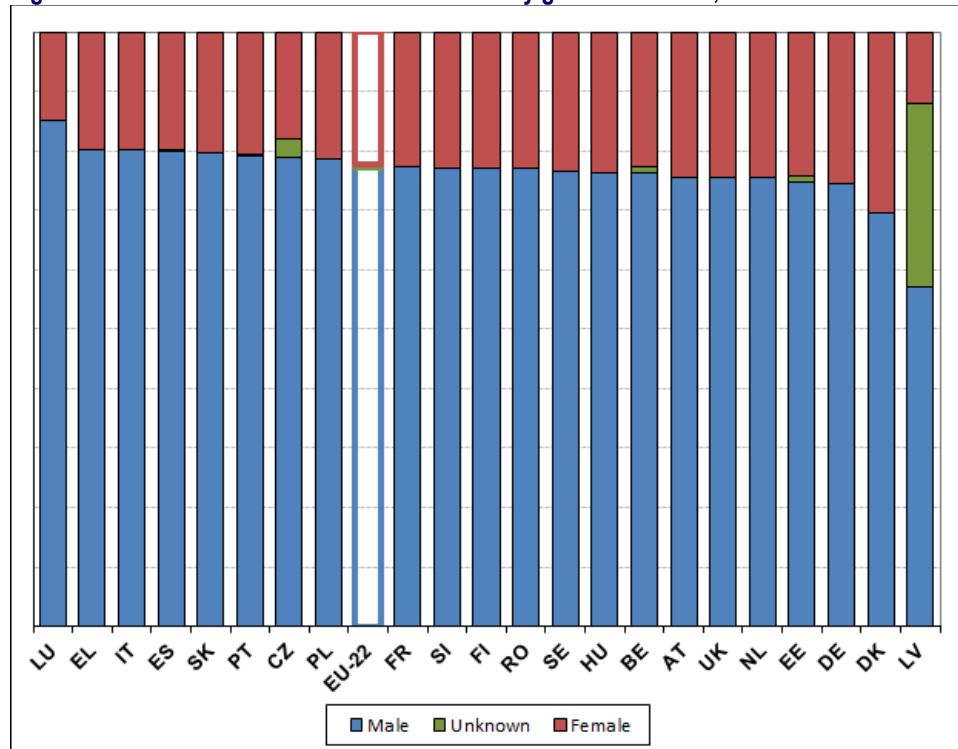
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Source: CARE Database / EC
Date of query: September 2012

37% of the fatalities on urban areas are elderly people. On ROU areas, this percentage is reduced to almost half of it (22%).

Figure 8 shows how the fatalities on ROU areas are distributed by gender. Luxembourg is the country with the lowest percentage of female fatalities (15%) while Denmark is the country with the highest percentage of female fatalities (30%).

Figure 8: Distribution of fatalities on ROU areas by gender in EU-22*, 2010



* Data from 2008 for EE and LU and from 2009 for NL, NI and SE

Source: CARE Database / EC
Date of query: September 2012

In Denmark and Germany, more than one quarter of the fatalities on roads outside urban areas are women.

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Person class

Table 7 shows fatalities in accidents on ROU areas by person class in the 22 EU countries. 9% of the fatalities were pedestrians in 2010. This percentage varies between countries being highest in Latvia (29%), Estonia (21%) and Poland (20%).

In contrast, 90% of the fatalities in Luxembourg, 82% in the Netherlands and 79% in Germany are drivers, higher than the EU-22 average of 70%.

In Romania, 37% of the fatalities in accidents on ROU areas are passengers.

Table 7: Fatalities on ROU areas by person class in EU-22*, 2010

	Driver	Passenger	Pedestrian	Total
BE	78%	16%	6%	448
CZ	67%	21%	12%	483
DK	67%	24%	9%	151
DE	79%	16%	5%	2.207
EE	50%	29%	21%	90
EL	64%	31%	5%	147
ES	69%	22%	9%	1.517
FR	77%	18%	4%	2.618
IT	76%	18%	6%	1.955
LV	46%	24%	29%	140
LU	77%	18%	5%	22
HU	58%	28%	14%	424
NL	82%	14%	4%	326
AT	78%	14%	8%	352
PL	54%	26%	20%	1.913
PT	67%	26%	7%	339
RO	44%	37%	18%	865
SI	75%	15%	10%	59
SK	57%	24%	19%	200
FI	71%	21%	8%	205
SE	75%	18%	7%	230
UK	71%	20%	9%	1.023
EU-22	70%	21%	9%	15.712
CH	71%	18%	11%	190
IS	100%	0%	0%	4

* Data from 2008 for EE and LU and from 2009 for NL, NI and SE

Source: CARE Database / EC
Date of query: September 2012

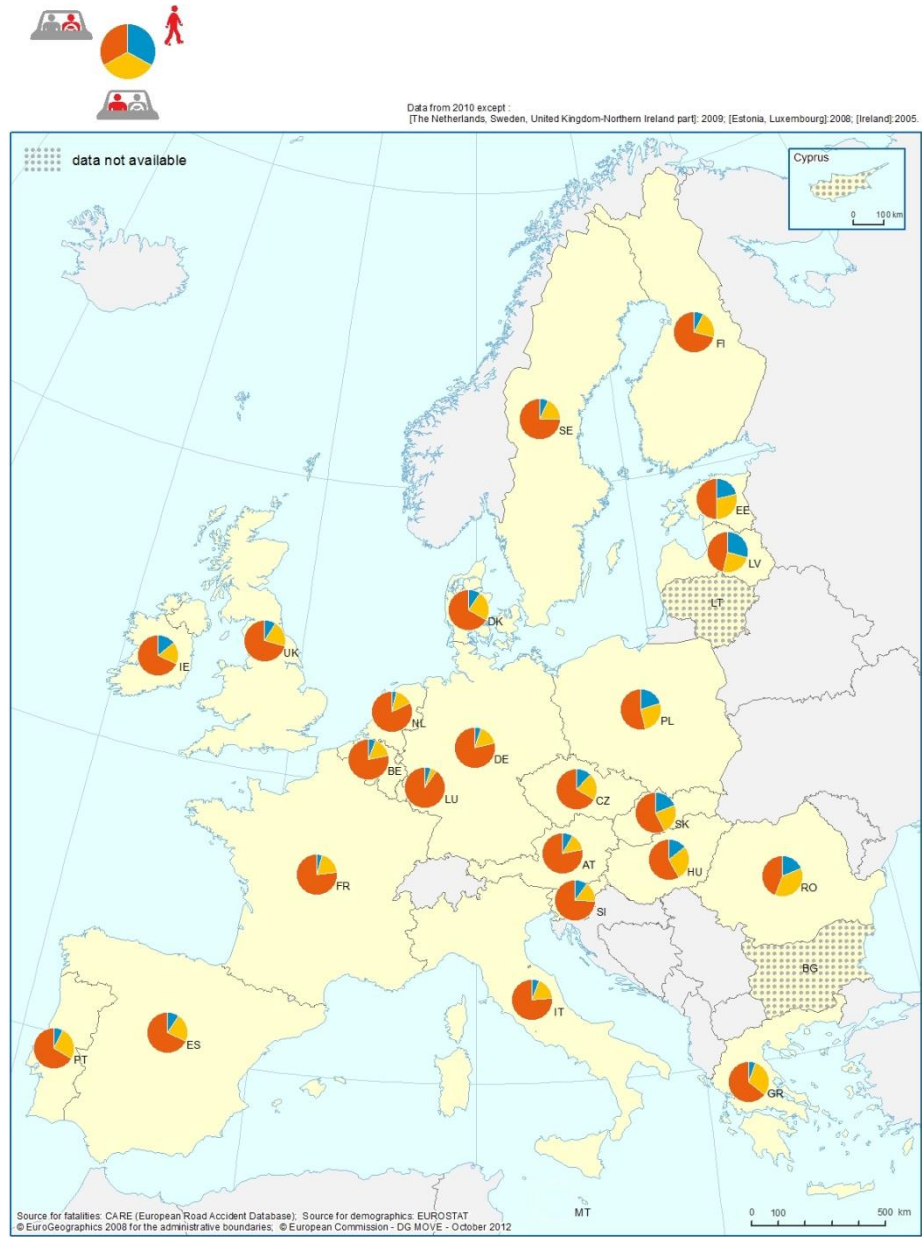
Almost one out of ten people killed on roads outside urban areas were pedestrian.

In Romania and Latvia, more than half of the fatalities on roads outside urban areas are pedestrians and passengers.

- Main Figures
- Children (Aged < 15)
- Youngsters (Aged 15-17)
- Young People (Aged 18-24)
- The Elderly (Aged > 64)
- Pedestrians
- Bicycles
- Motorcycles & Mopeds
- Car occupants
- Heavy Goods Vehicles
- Motorways
- Junctions
- Roads in urban areas
- Roads outside urban areas
- Seasonality
- Single vehicle accidents
- Gender
- Causation

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Map 2: Proportion of fatalities on ROU areas by person class in 2010



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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.

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

- Main Figures
- Children (Aged <15)
- Youngsters (Aged 15-17)
- Young People (Aged 18-24)
- The Elderly (Aged >64)
- Pedestrians
- Cyclists
- Motorcycles and Mopeds
- Car occupants
- Heavy Goods Vehicles and Buses
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(Aged 15-17)Young People
(Aged 18-24)The Elderly
(Aged > 64)

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Bicycles

Motorcycles
& MopedsCar
occupantsHeavy Goods
Vehicles

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Junctions

Roads in
urban areasRoads outside
urban areas

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accidents

Gender

Causation

Country abbreviations used and definition of EU-level

EU-17		EU-22 = EU-17 +	
BE	Belgium	EE	Estonia
CZ	Czech Republic	LV	Latvia
DK	Denmark	HU	Hungary
DE	Germany	NL	The Netherlands
EL	Greece	SK	Slovakia
ES	Spain		
FR	France		
IT	Italy		
LU	Luxembourg		
AT	Austria		
PL	Poland		
PT	Portugal		
RO	Romania		
SI	Slovenia		
FI	Finland		
SE	Sweden		
UK	United Kingdom (GB+NI)		

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.

More information on the DaCoTA Project, co-financed by the European Commission, Directorate-General for Mobility and Transport is available at the DaCoTA Website: <http://www.dacota-project.eu/index.html>.

Authors

Jean-François Pace, María Teresa Tormo, Jaime Sanmartín	INTRAS-UVEG, Spain
George Yannis, Petros Evgenikos, Panagiotis Papantoniou	NTUA, Greece
Jeremy Broughton	TRL, UK
Christian Brandstaetter	KfV, Austria
Nimmi Candappa, Michiel Christoph, Kirsten van Duijvenvoorde, Martijn Vis	SWOV, The Netherlands
Mohamed Mouloud Haddak, Léa Pascal, Marie Lefèvre, Emmanuelle Amoros	IFSTTAR, France
Pete Thomas, Alan Kirk, Laurie Brown	Loughborough University, UK

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