Traffic Safety Basic Facts 2010

Heavy Goods Vehicles and Buses

Heavy Goods Vehicles (HGVs) are defined as goods vehicles of over 3,5 tons maximum permissible gross vehicle weight. Road traffic accidents involving HGVs tend to be more severe than other accidents because of the great size and mass of these vehicles. Buses and coaches are included in this Basic Fact Sheet because they too are normally relatively large, although minibuses are categorized as buses in some countries. Note that coaches are grouped with buses in the CARE database.

More than 5200 people died in road traffic accidents involving HGVs in 2008 (EU-23[1]).

Table 1: Fatalities in accidents involving Heavy Goods Vehicles, 1999-2008

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
BE	193	204	193	178	136	143	161	133	156	122
CZ	220	247	222	234	241	257	240	215	220	169
DK	86	97	78	80	69	65	79	49	66	62
DE	*974*	974	824	836	815	738	684	719	687	625
EE	-	-	-	-	-	-	50	37	35	32
IE	61	67	70	42	54	55	51	57	40	44
EL	268	205	220	219	217	181	158	167	141	138
ES	905	920	803	860	834	766	714	659	528	452
FR	1.090	1.051	1.057	988	758	727	726	683	658	596
IT	562	588	418	365	369	356	320	338	308	280
LV	-	-	-	-	-	-	-	81	97	55
LU	3	5	6	12	9	6	4	7	7	2
HU	-	-	-	-	115	264	251	239	218	173
NL	175	168	169	129	158	137	103	129	123	107
AT	177	143	122	143	140	144	126	120	89	111
PL	*1.443*	*1.443*	1.443	1.474	1.462	1.487	1.425	1.374	1.246	1.155
PT	296	284	197	214	213	187	163	130	145	112
RO	240	203	193	191	224	207	297	263	271	292
SI	*11*	11	15	19	11	21	21	4	20	7
SK	-	-	-	-	-	-	134	122	220	196
FI	121	77	118	105	97	107	92	82	97	106
SE	93	119	118	135	92	59	61	83	92	72
UK	641	581	607	561	548	478	510	434	449	380
EU-19[2]	7.559	7.387	6.873	6.785	6.447	6.121	5.935	5.646	5.343	4.832
Yearly Change		-2,3%	-7,0%	-1,3%	-5,0%	-5,1%	-3,0%	-4,9%	-5,4%	-9,6%
CH	-	-	-	-	-	56	-	-	-	45

Source: CARE Database / EC
Date of query: November 2010

Table 1 presents the number of people killed in accidents involving HGVs in each of the EU-23[1] countries and Switzerland for each year for which the data are available over the last ten years.

[1] See Table "Definition of EU-level and used Country abbreviations" on Page 14

The total number killed in these accidents in EU-19[2] fell from 7.559 in 1999 to 4.832 in 2008, a fall of 36,1%.

Table 2 presents the number of people killed in each of the EU-23 countries and Switzerland over the last ten years in accidents involving buses and coaches. The number of people killed in these accidents in EU-19[2] fell from 1.429 in 1999 to 879 in 2008, a fall of 38,5%. The totals from this and the previous table are presented in Figure 1. They have fallen in parallel, with approximately five times as many people killed per year in accidents involving HGVs as in accidents involving buses or coaches.

More than 950 people died in road traffic accidents involving buses or coaches in 2008. (EU-23)

Table 2: Fatalities in accidents involving buses or coaches, 1999-2008

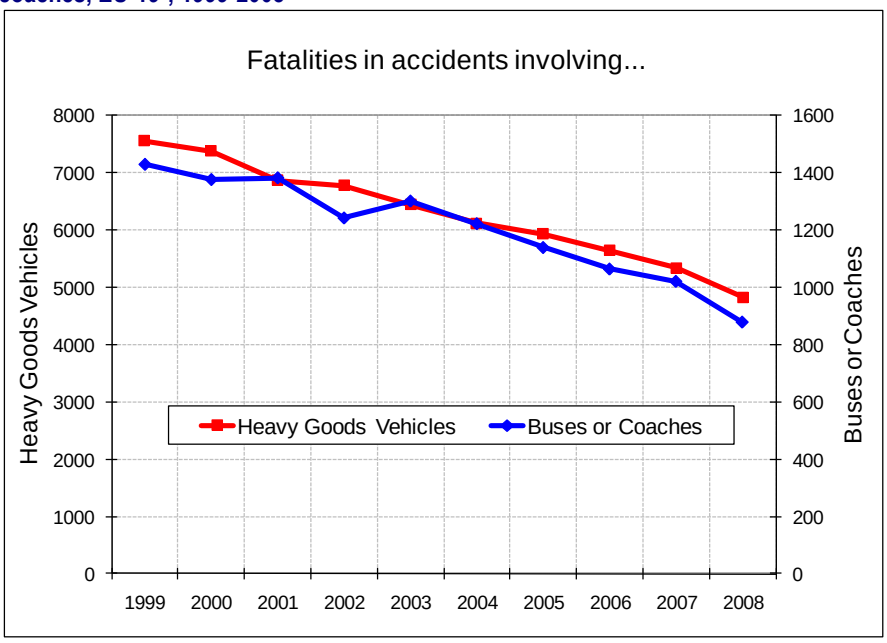
	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
BE	23	28	29	31	29	31	19	31	30	23
CZ	51	32	44	42	68	49	31	34	35	27
DK	25	14	14	22	26	15	11	14	20	10
DE	*138*	138	137	117	110	105	108	86	94	75
EE	-	-	-	-	-	-	7	13	7	4
IE	14	12	9	8	2	17	11	11	7	10
EL	79	71	59	60	94	48	53	36	35	33
ES	163	144	135	109	126	80	108	102	73	81
FR	127	144	117	109	97	99	91	76	110	80
IT	131	129	122	107	131	136	108	116	91	102
LV	-	-	-	-	-	-	-	16	16	15
LU	0	4	6	4	1	2	2	0	0	1
HU	-	-	-	-	71	58	62	64	48	33
NL	21	23	27	21	21	15	18	14	15	14
AT	41	36	33	17	20	24	10	19	17	9
PL	*251*	*251*	251	216	246	247	252	174	148	142
PT	58	57	66	51	26	41	23	13	33	21
RO	72	71	52	113	86	102	120	117	132	100
SI	*12*	12	6	4	12	12	8	2	2	4
SK	-	-	-	-	-	-	35	35	50	29
FI	18	18	28	17	13	29	13	19	13	13
SE	23	16	32	29	33	16	13	36	15	13
UK	182	176	215	165	160	154	140	164	151	121
EU-19[2]	1.429	1.376	1.382	1.242	1.301	1.222	1.139	1.064	1.021	879
Yearly Change		-3,7%	0,4%	-10,1%	4,8%	-6,1%	-6,8%	-6,6%	-4,0%	-13,9%
CH	-	-	-	-	-	10	-	-	-	17

Source: CARE Database / EC

Date of query: November 2010

[2] Where a number is missing for an EU-19 country in a particular year, its contribution to the EU-19 total is estimated as the next known value

Figure 1: The number of fatalities in accidents involving Heavy Goods Vehicles and buses or coaches, EU-19[2], 1999-2008



Source: CARE Database / EC
Date of query: November 2010

The annual number of people killed in road traffic accidents involving HGVs, buses or coaches fell by almost 40% between 1999 and 2008 in EU-19.

The risk of being killed in such an accident can be compared for each Member State using the rate of deaths per million population. These rates are shown in Table 3 and Figure 2.

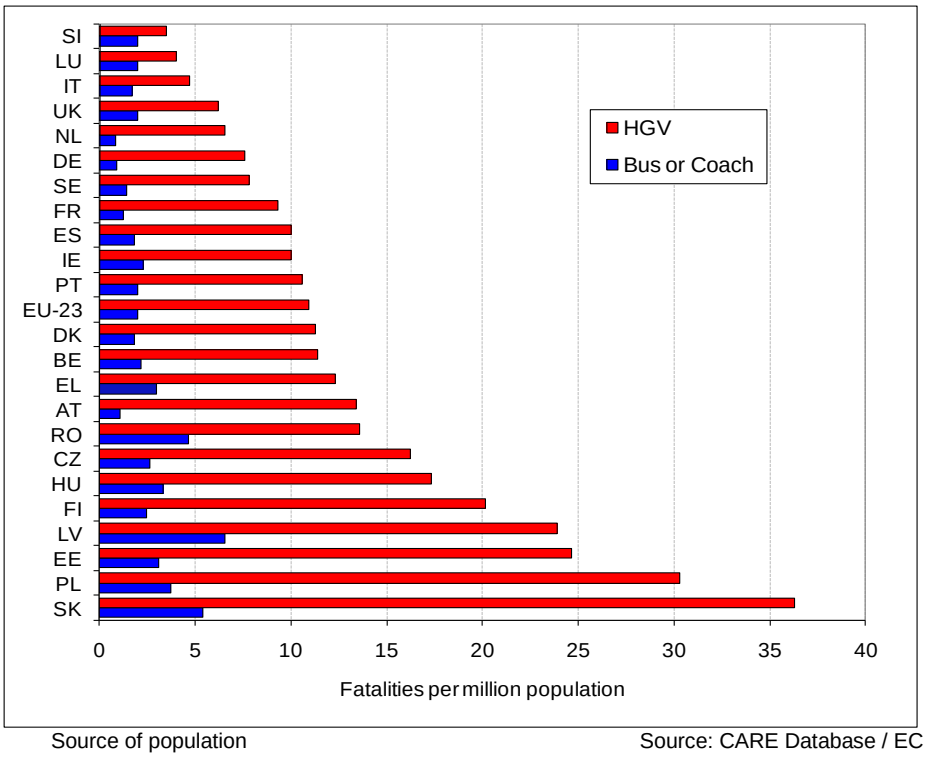
Table 3: The fatality rates per million population in accidents involving HGVs and buses or coaches, 2008

	HGVs accidents	Bus or coach accidents
BE	11,4	2,1
CZ	16,3	2,6
DK	11,3	1,8
DE	7,6	0,9
EE	24,6	3,1
IE	10,0	2,3
EL	12,3	2,9
ES	10,0	1,8
FR	9,3	1,3
IT	4,7	1,7
LV	23,9	6,5
LU	4,0	2,0
HU	17,3	3,3
NL	6,5	0,9
AT	13,4	1,1
PL	30,3	3,7
PT	10,6	2,0
RO	13,6	4,7
SI	3,5	2,0
SK	36,3	5,4
FI	20,1	2,5
SE	7,8	1,4
UK	6,2	2,0
EU-23	10,9	2,0
CH	5,9	2,2

Source of population data: EUROSTAT
Source: CARE Database / EC
Date of query: November 2010

The risk of being killed in a road traffic accident involving an HGV is more than ten times higher in Slovakia than in Slovenia.

Figure 2: The fatality rates in accidents involving HGVs and buses or coaches, 2008



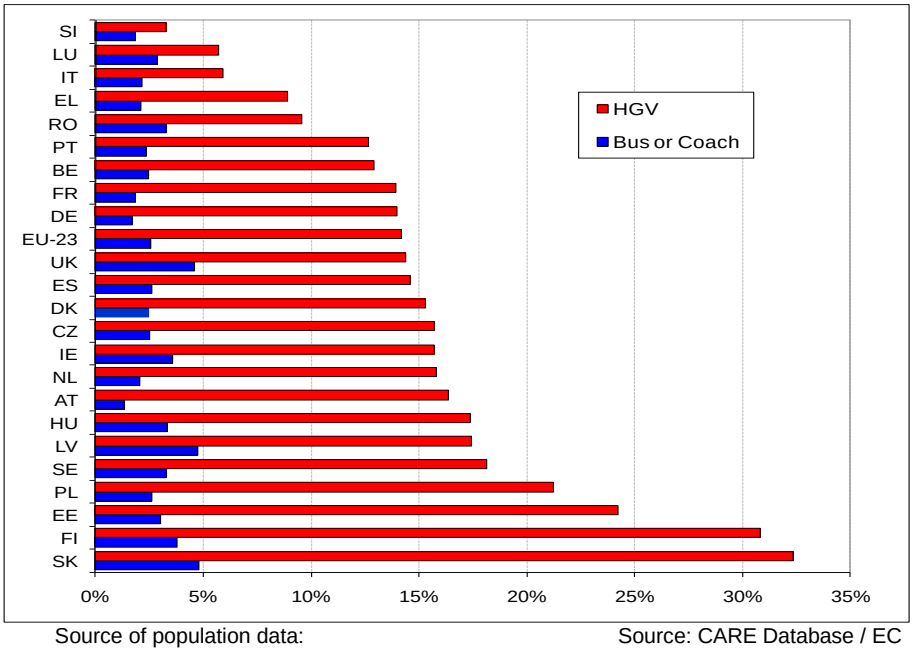
Source of population data: EUROSTAT

Source: CARE Database / EC
Date of query: November 2010

One seventh of people who died in road traffic accidents in 2008 died in accidents that involved HGVs.

The EU-23 average fatality rate in accidents involving HGVs is 10,9 per million population, and ranges from 3,5 in Slovenia to 36,3 in Slovakia. For accidents involving buses or coaches, the EU-23 average fatality rate is 2 per million, and ranges from 0,9 in Germany and the Netherlands to 6,5 in Latvia.

Figure 3: The proportion of fatalities in accidents involving HGVs and in accidents involving buses or coaches, 2008



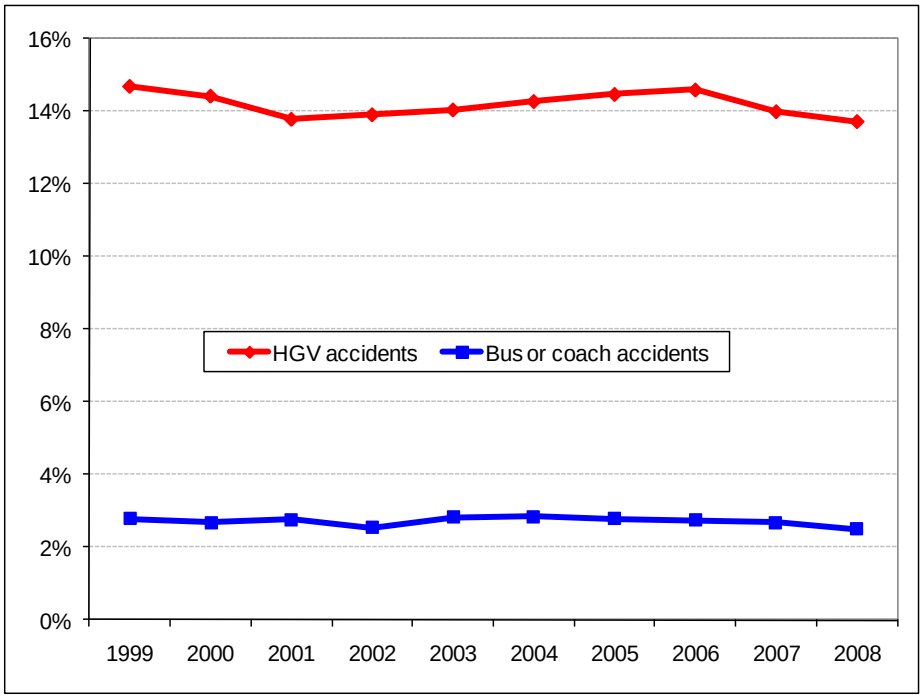
Source of population data: EUROSTAT

Source: CARE Database / EC
Date of query: November 2010

Averaged over the EU-23 countries, 14,2% of deaths occurred in 2008 in accidents involving HGVs, and 2,6% in accidents involving buses or coaches. Figure 3 shows considerable variation around these averages in individual countries.

Figure 1 shows that the number of deaths in accidents involving HGVs and in accidents involving buses or coaches fell between 1999 and 2008, but the EU-19[2] total number of deaths also fell over this period. Figure 4 shows the proportion of fatalities in accidents involving HGVs and buses or coaches.

Figure 4: The proportion of fatalities in accidents involving Heavy Goods Vehicles and buses or coaches, EU-19[2], 1999-2008



Source: CARE Database / EC
Date of query: November 2010

The number of deaths in road traffic accidents that involved HGVs has tended to fall together with the total number of deaths.

Type of casualties

These accidents injured those outside the vehicles as well as their occupants. Across the EU-23, 13% of those killed in HGV accidents in 2008 were occupants of HGVs, and also 13% of those killed in bus or coach accidents were occupants of buses or coaches. Table 4 lists those killed in these accidents by road user type. The distributions are illustrated in Figure 5.

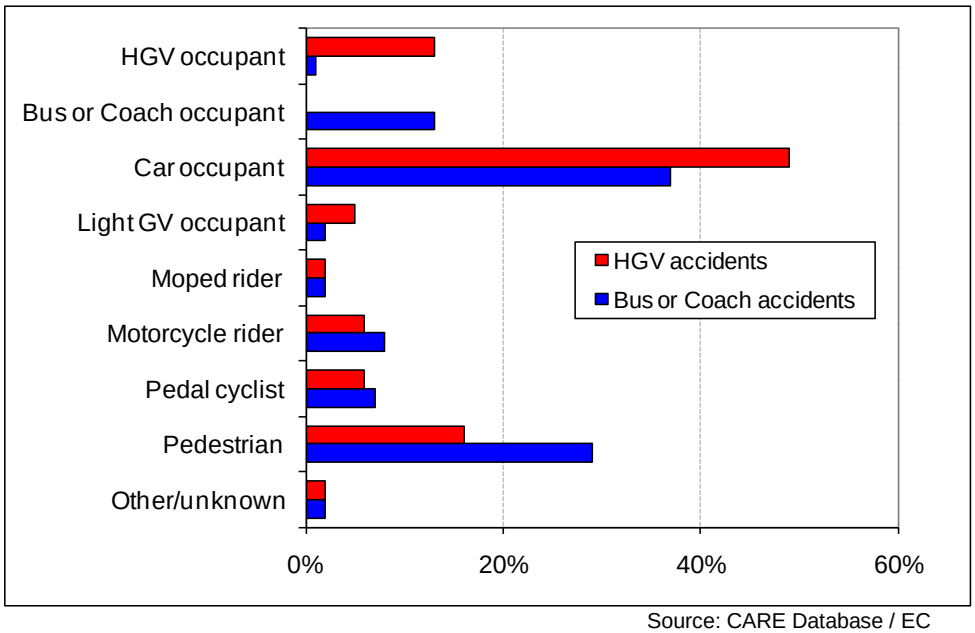
Half of those who died in 2008 in road traffic accidents that involved HGVs were travelling by car.

Table 4: Fatalities in accidents involving HGVs and in accidents involving buses or coaches, by road user type, EU-23, 2008

accidents involving	HGVs		Buses or coaches	
	fatalities	%	fatalities	%
HGV occupant	**676**	**13%**	7	1%
Bus or Coach occupant	16	0%	**121**	**13%**
Car occupant	2.604	49%	359	37%
Light GV occupant	271	5%	21	2%
Moped rider	119	2%	20	2%
Motorcycle rider	322	6%	76	8%
Pedal cyclist	325	6%	65	7%
Pedestrian	865	16%	275	29%
Other/unknown	90	2%	15	2%
All	5.288	100%	959	100%

Source: CARE Database / EC
Date of query: November 2010

Figure 5: Distribution of fatalities in accidents involving HGVs and in accidents involving buses or coaches, by road user type, EU-23, 2008



Source: CARE Database / EC
Date of query: November 2010

Almost 30% of those who died in 2008 in road traffic accidents that involved buses or coaches were pedestrians.

Type of road

The CARE data show whether accidents occurred on motorways and, for non-motorway accidents, whether on urban or rural roads. Table 5 shows the distribution of fatalities in accidents involving HGVs. The results for these 23 EU countries are illustrated in Figure 6 for HGV accidents and for Bus or Coach accidents.

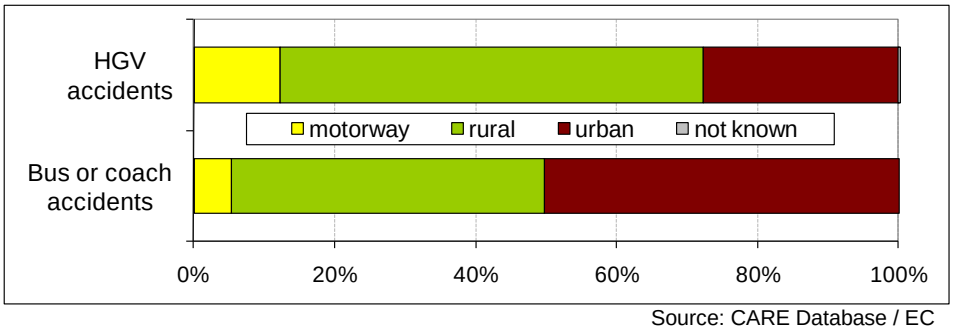
60% of fatalities in HGV accidents in 2008 occurred in rural areas, while 50% of fatalities in Bus or Coach accidents occurred in urban areas.

Table 5: Distribution of fatalities in accidents involving HGVs by road type, EU-23, 2008

	motorway	non-motorway		not known
		rural	urban	
BE	56%	36%	8%	0%
CZ	28%	44%	28%	0%
DK	0%	100%	0%	0%
DE	76%	19%	5%	0%
EE	0%	100%	0%	0%
IE	0%	0%	0%	100%
EL	26%	47%	0%	26%
ES	2%	98%	0%	0%
FR	25%	64%	11%	0%
IT	60%	31%	9%	0%
LV	0%	100%	0%	0%
LU	0%	0%	0%	0%
HU	18%	59%	23%	0%
NL	0%	0%	0%	100%
AT	33%	33%	33%	0%
PL	3%	70%	18%	10%
PT	28%	44%	28%	0%
RO	8%	38%	54%	0%
SI	0%	0%	0%	0%
SK	11%	72%	17%	0%
FI	0%	100%	0%	0%
SE	60%	20%	20%	0%
UK	42%	50%	8%	0%
EU-23	26%	56%	13%	5%
CH	75%	0%	25%	0%

Source: CARE Database / EC
Date of query: November 2010

Figure 6: Distribution of fatalities in accidents involving HGVs and in accidents involving buses or coaches by road type, EU-23, 2008



Source: CARE Database / EC
Date of query: November 2010

Time of day

The distribution of fatalities by time of day was examined by dividing the day into six 4-hour periods. This is shown for HGV accidents in Table 6. The hourly rates are relatively high between 0800 and 2000 in all countries. Figure 7 illustrates the EU-22[3] distribution for HGV accidents and for bus or coach accidents by hour of day.

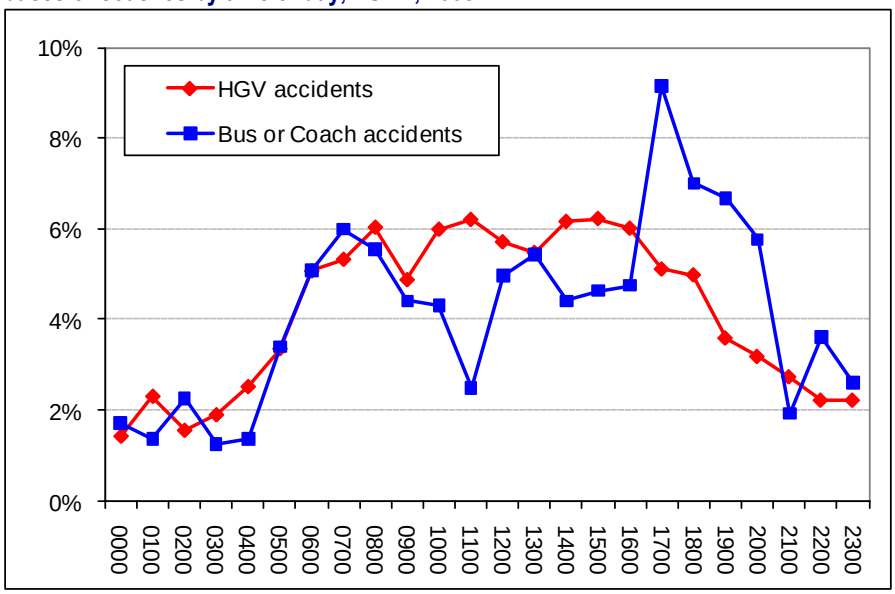
Table 6: Distribution of fatalities by in accidents involving HGVs, by time of day, 2008

	0000-0400	0400-0800	0800-1200	1200-1600	1600-2000	2000-0000
BE	9%	15%	33%	20%	16%	7%
CZ	6%	15%	27%	28%	17%	7%
DK	5%	15%	29%	40%	8%	3%
EE	6%	0%	31%	28%	22%	13%
IE	5%	9%	27%	36%	16%	7%
EL	12%	16%	16%	28%	20%	8%
ES	3%	15%	24%	21%	26%	11%
FR	5%	20%	25%	22%	20%	9%
IT	6%	15%	21%	29%	21%	7%
LV	7%	5%	33%	22%	20%	13%
LU	0%	50%	0%	0%	50%	0%
HU	12%	19%	22%	16%	18%	13%
NL	3%	12%	29%	30%	22%	4%
AT	6%	19%	30%	29%	14%	3%
PL	8%	18%	20%	21%	20%	13%
PT	5%	15%	26%	29%	19%	5%
RO	14%	13%	21%	17%	22%	13%
SI	0%	14%	0%	43%	29%	14%
SK	7%	15%	18%	22%	26%	12%
FI	3%	13%	27%	26%	13%	17%
SE	4%	8%	22%	43%	11%	11%
UK	9%	16%	25%	26%	14%	9%
EU-22	7%	16%	23%	24%	20%	10%
CH	0%	12%	16%	42%	30%	5%

Source: CARE Database / EC
Date of query: November 2010

The hourly fatality rate in road traffic accidents involving HGVs in 2008 was uniform between 6am and 6pm. The rate of accidents involving buses or coaches peaked in the morning hours and also between 5 and 6pm.

Figure 7: Distribution of fatalities in accidents involving HGVs and in accidents involving buses or coaches by time of day, EU-22, 2008



Source: CARE Database / EC
Date of query: November 2010

[3] Due to the high number of "unknown" cases, Germany has not been taken into account in this analysis.

Day of week

Table 7 shows the distribution of HGV accidents by day of week. The rates are generally much higher on weekdays than at the weekend. Figure 8 illustrates the EU-23 distribution for HGV accidents and bus or coach accidents, and shows the high proportion of fatalities in the accidents that occurred on Mondays.

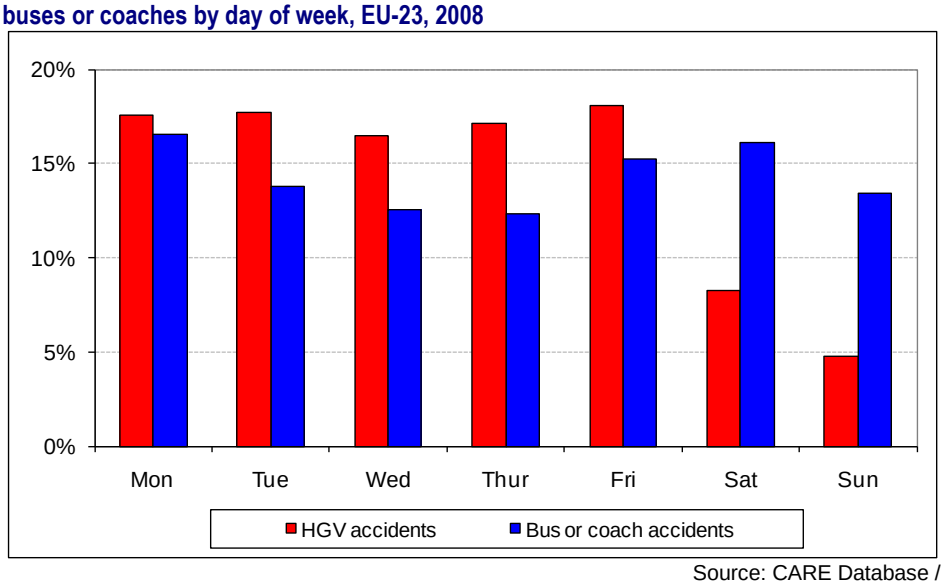
The fatality rate in road traffic accidents involving HGVs in 2008 was much lower at the weekend than on weekdays.

Table 7: Distribution of fatalities in accidents involving HGVs, by day of week, 2008

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
BE	15%	18%	18%	15%	22%	8%	4%
CZ	20%	20%	20%	20%	12%	7%	2%
DK	35%	15%	15%	19%	13%	3%	0%
DE	21%	19%	16%	17%	18%	7%	2%
EE	22%	19%	6%	28%	9%	16%	0%
IE	9%	23%	11%	30%	20%	7%	0%
EL	16%	20%	16%	10%	14%	17%	7%
ES	18%	17%	16%	22%	15%	6%	5%
FR	14%	22%	18%	16%	20%	7%	2%
IT	16%	18%	21%	19%	21%	4%	2%
LV	9%	15%	15%	15%	24%	13%	11%
LU	0%	50%	0%	0%	0%	50%	0%
HU	24%	17%	17%	10%	20%	6%	6%
NL	23%	16%	24%	22%	9%	4%	1%
AT	20%	13%	17%	24%	15%	11%	0%
PL	18%	15%	15%	15%	19%	9%	8%
PT	21%	21%	12%	17%	16%	7%	6%
RO	11%	16%	17%	14%	20%	13%	9%
SI	14%	0%	14%	14%	29%	29%	0%
SK	11%	19%	17%	15%	19%	15%	4%
FI	15%	16%	12%	19%	23%	9%	6%
SE	18%	14%	21%	25%	11%	8%	3%
UK	17%	17%	15%	18%	19%	9%	4%
EU-23	18%	18%	16%	17%	18%	8%	5%
CH	29%	22%	18%	0%	22%	7%	2%

Source: CARE Database / EC
Date of query: November 2010

Figure 8: Distribution of fatalities in accidents involving HGVs and in accidents involving buses or coaches by day of week, EU-23, 2008



Source: CARE Database / EC
Date of query: November 2010

Seasonality

Table 8 shows the distribution of fatalities in accidents involving HGVs through the year, using pairs of months. The peak period varies between countries, and for the EU-23 is July-August. Figure 9 illustrates the EU-23 distribution. It includes the distribution for accidents involving buses or coaches, which peaks in November-December.

There was little variation through the year in the fatality rate in road traffic accidents involving HGVs in 2008.

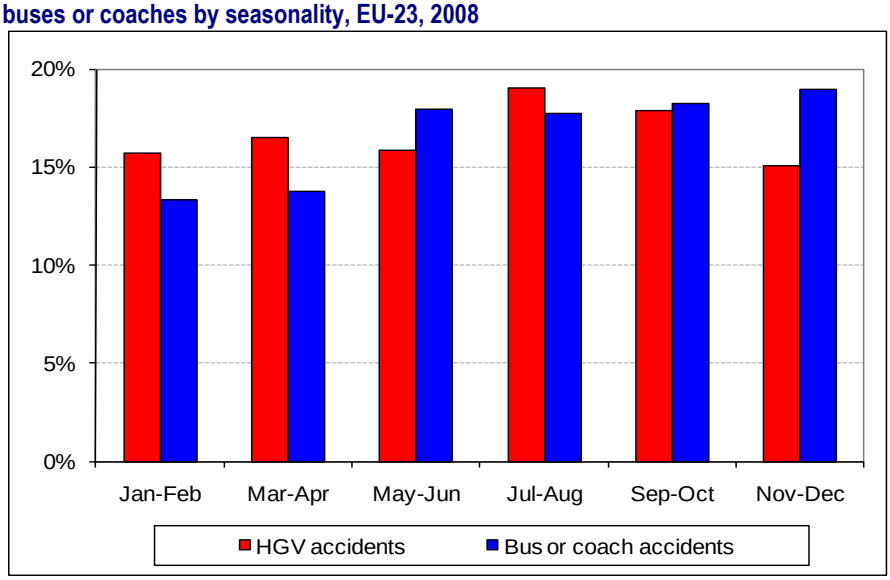
Table 8: Distribution of fatalities in accidents involving HGVs by month, 2008

	Jan-Feb	Mar-Apr	May-Jun	Jul-Aug	Sep-Oct	Nov-Dec
BE	16%	18%	14%	19%	16%	16%
CZ	15%	20%	15%	24%	17%	10%
DK	18%	10%	8%	27%	32%	5%
DE	17%	16%	18%	19%	17%	13%
EE	28%	9%	16%	16%	16%	16%
IE	16%	9%	2%	30%	14%	30%
EL	17%	15%	18%	19%	15%	15%
ES	14%	20%	16%	21%	16%	12%
FR	16%	18%	14%	17%	18%	17%
IT	18%	16%	21%	21%	14%	11%
LV	22%	13%	5%	24%	16%	20%
LU	0%	50%	0%	0%	50%	0%
HU	10%	12%	16%	24%	17%	20%
NL	13%	17%	21%	9%	21%	20%
AT	14%	13%	18%	14%	24%	17%
PL	13%	18%	16%	17%	19%	17%
PT	19%	19%	13%	15%	20%	14%
RO	16%	15%	20%	21%	15%	12%
SI	0%	43%	57%	0%	0%	0%
SK	14%	14%	14%	18%	18%	22%
FI	16%	13%	15%	10%	27%	18%
SE	18%	15%	10%	28%	15%	14%
UK	20%	14%	14%	21%	18%	13%
EU-23	16%	17%	16%	19%	18%	15%
CH	7%	20%	24%	16%	18%	16%

Source: CARE Database / EC
Date of query: November 2010

The rate for accidents involving buses or coaches in 2008 peaked in November and December.

Figure 9: Distribution of fatalities in accidents involving HGVs and in accidents involving buses or coaches by seasonality, EU-23, 2008



Source: CARE Database / EC
Date of query: November 2010

Age

Table 9 provides details of the age of fatalities in accidents involving HGVs. Figure 10 illustrates the EU-23 age distribution, and also includes the distribution for accidents involving buses or coaches.

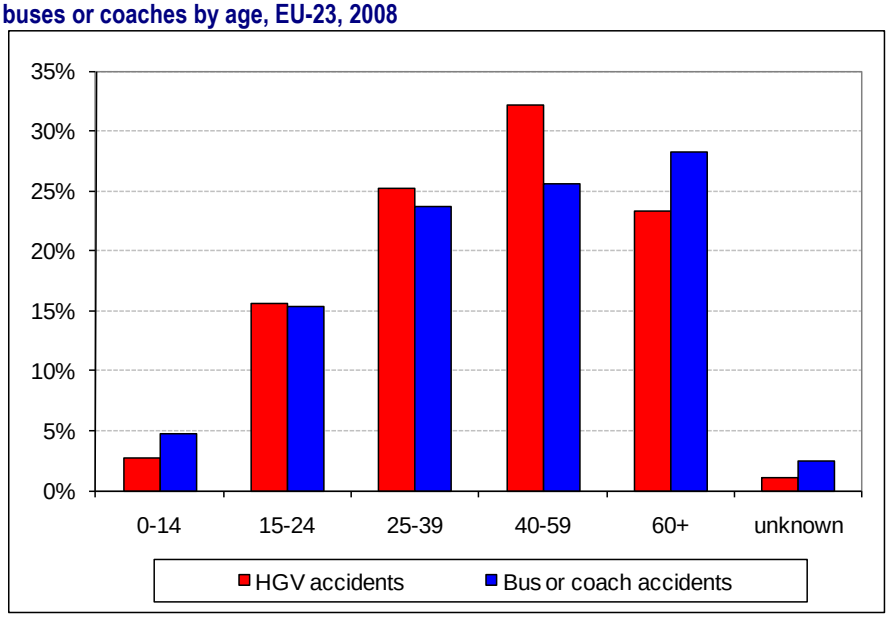
Relatively few children died in road traffic accidents involving HGVs in 2008, and almost three-fifths of fatalities were aged 25-59.

Table 9: Distribution of fatalities in accidents involving HGVs by age, 2008

	0-14	15-24	25-39	40-59	60+	unknown
BE	3%	9%	36%	30%	21%	-
CZ	3%	12%	28%	34%	23%	1%
DK	6%	11%	27%	26%	29%	-
DE	2%	16%	23%	34%	25%	-
EE	9%	22%	16%	25%	28%	-
IE	7%	23%	20%	18%	27%	5%
EL	4%	11%	30%	23%	30%	2%
ES	1%	13%	28%	36%	21%	1%
FR	2%	19%	25%	29%	25%	-
IT	1%	10%	32%	34%	21%	3%
LV	2%	20%	20%	31%	27%	-
LU	-	100%	-	-	-	-
HU	3%	12%	31%	35%	18%	1%
NL	3%	15%	18%	29%	36%	-
AT	-	24%	23%	26%	26%	-
PL	3%	17%	23%	36%	21%	1%
PT	3%	8%	30%	29%	30%	1%
RO	5%	15%	26%	36%	18%	-
SI	-	29%	-	43%	29%	-
SK	4%	11%	23%	24%	23%	16%
FI	4%	23%	20%	34%	20%	-
SE	1%	13%	13%	28%	46%	-
UK	3%	20%	26%	27%	22%	-
EU-23	3%	16%	25%	32%	23%	1%
CH	9%	13%	18%	29%	31%	-

Source: CARE Database / EC
Date of query: November 2010

Figure 10: Distribution of fatalities in accidents involving HGVs and in accidents involving buses or coaches by age, EU-23, 2008



Source: CARE Database / EC
Date of query: November 2010

Gender

Table 10 provides gender details of fatalities in accidents involving HGVs. Figure 11 illustrates the EU-23 distribution, and also includes the distribution for accidents involving buses or coaches. The percentage of female fatalities in the latter accidents is higher than in the HGVs ones.

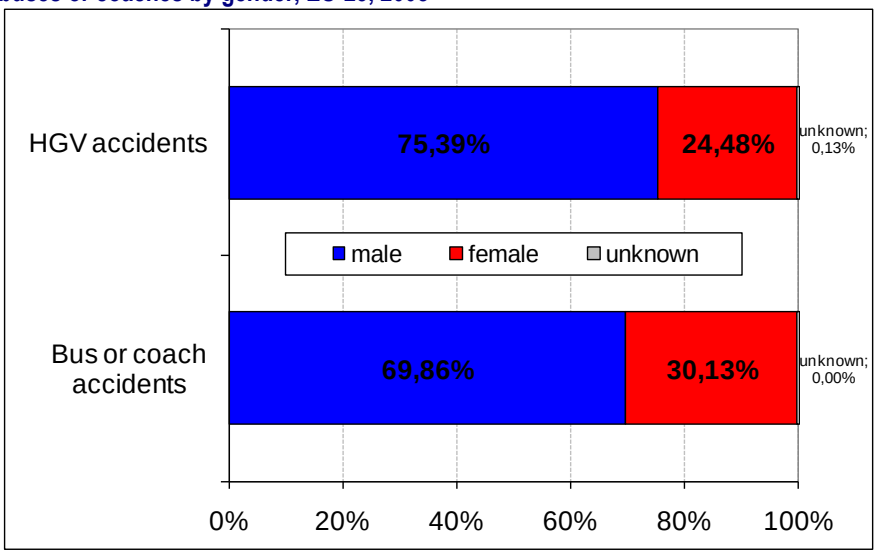
Three quarters of the fatalities in accidents involving HGVs are male.

Table 10: Distribution of fatalities in accidents involving HGVs by gender, 2008

	male	female	unknown
BE	76%	24%	-
CZ	80%	20%	-
DK	71%	29%	-
DE	74%	26%	-
EE	81%	19%	-
IE	73%	23%	5%
EL	76%	24%	-
ES	81%	19%	-
FR	71%	29%	-
IT	81%	19%	-
LV	75%	25%	-
LU	50%	50%	-
HU	79%	21%	-
NL	74%	26%	-
AT	73%	27%	-
PL	76%	24%	-
PT	76%	23%	1%
RO	74%	26%	-
SI	57%	43%	-
SK	81%	19%	-
FI	70%	30%	-
SE	67%	33%	-
UK	72%	28%	-
EU-23	75%	24%	0%
CH	78%	22%	-

Source: CARE Database / EC
Date of query: November 2010

Figure 11: Distribution of fatalities in accidents involving HGVs and in accidents involving buses or coaches by gender, EU-23, 2008



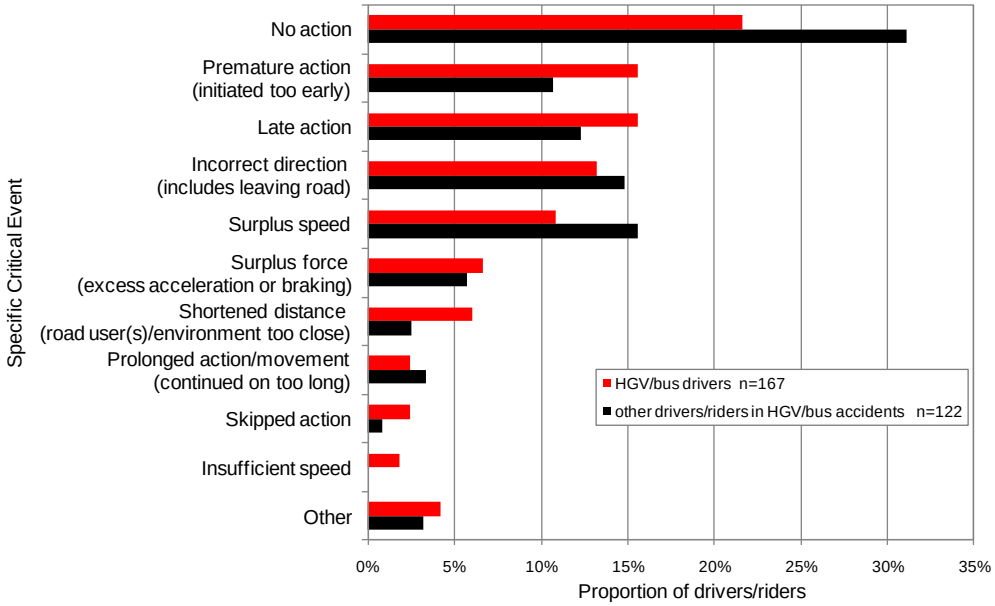
Source: CARE Database / EC
Date of query: November 2010

Accident Causation

During the EC SafetyNet project, in-depth data were collected using a common methodology for samples of accidents that occurred in Germany, Italy, The Netherlands, Finland, Sweden and the UK[4] [5]. The SafetyNet Accident Causation Database was formed between 2005 and 2008, and contains details of 1.006 accidents covering all injury severities. A detailed process for recording causation (SafetyNet Accident Causation System – SNACS) attributes one specific critical event to each driver, rider or pedestrian. Links then form chains between the critical event and the causes that led to it. For example, the critical event of late action could be linked to the cause observation missed, which was a consequence of fatigue, itself a consequence of an extensive driving spell.

In the database, 16% (158) of the accidents involve HGV or bus drivers. Minibuses are included in the bus category in the database. HGV drivers account for 79% of this group and bus drivers 21%, with 94% being male. Figure 12 compares the distributions of specific critical events for HGV or bus drivers and other drivers or riders in HGV/bus accidents.

Figure 12: Distribution of specific critical events - HGV or bus drivers and other drivers/riders in HGV/bus accidents



Source: SafetyNet Accident Causation Database 2005 to 2008 / EC
N=1317
Date of query: 2010

Specific critical events relating to 'timing' are recorded for 52% of HGV or bus drivers in the sample.

Of the specific critical events under the general category of 'timing', premature action and late action are both more frequent for HGV and bus drivers, with no action higher for the other drivers/riders. A premature action is one undertaken before a signal has been given or the required conditions are established, for example entering a junction before it is clear of other traffic.

[4] SafetyNet D5.5, Glossary of Data Variables for Fatal and Accident Causation Databases
[5] SafetyNet D5.8, In-Depth Accident Causation Database and Analysis Report

The next two specific critical events of incorrect direction and surplus speed are both higher for the other drivers/riders, although only slightly more for incorrect direction. Incorrect direction refers to a manoeuvre being carried out in the wrong direction (for example, turning left instead of right) or leaving the road (not following the intended direction of the road). Surplus speed describes speed that is too high for the conditions or manoeuvre being carried out, travelling above the speed limit and also if the driver is travelling at a speed unexpected by other road users.

22% of the links between causes are observed to be between 'faulty diagnosis' and 'information failure'.

Table 11 gives the most frequent links between causes for HGV or bus drivers/riders. For this group there are 195 such links in total. Like the car driver group (Traffic Safety Basic Facts: Car occupants), faulty diagnosis and observation missed are the two dominant causes. Faulty diagnosis is an incorrect or incomplete understanding of road conditions or another road user's actions. It is linked to both information failure (for example, a driver thinking another vehicle was moving when it was in fact stopped and colliding with it) and communication failure (for example, pulling out in the continuing path of a driver who has indicated for a turn too early). Unlike the car driver group, the most frequent cause leading to observation missed is permanent sight obstruction. This refers to vehicle blind spots on these larger vehicles, where drivers cannot see part of the road infrastructure or other road users. Also observed for these larger vehicles are causes leading to equipment failure, both unpredictable system functions/characteristics (covering problems with vehicle load) and poor maintenance.

Table 11: Ten most frequent links between causes – HGV or bus drivers

Links between causes	Frequency
Faulty diagnosis - Information failure (between driver and traffic environment or driver and vehicle)	43
Observation missed - Permanent sight obstruction	23
Observation missed - Distraction	13
Equipment failure - Unpredictable system functions/characteristics	10
Observation missed - Faulty diagnosis	8
Observation missed - Permanent obstruction to view	7
Observation missed - Inadequate plan	6
Equipment failure - Maintance failure – condition of vehicle	6
Observation missed - Inattention	5
Observation missed - Temporary obstruction to view	5
Others	69
Total	195

Source: SafetyNet Accident Causation Database 2005 to 2008 / EC
Date of query: 2010

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
- Motorways
- Junctions
- Urban areas
- Roads outside urban areas
- Seasonality
- Single vehicle accidents
- Gender

Country abbreviations used and definition of EU-level

EU-19	
BE	Belgium
CZ	Czech Republic
DE	Germany
DK	Denmark
IE	Ireland
EL	Greece
ES	Spain
FR	France
IT	Italy
LU	Luxembourg
NL	Netherlands
AT	Austria
PL	Poland
PT	Portugal
RO	Romania
SI	Slovenia
FI	Finland
SE	Sweden
UK	United Kingdom (GB+NI)

EU-23 = EU-19 +	
EE	Estonia
LV	Latvia
HU	Hungary
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.

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.

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