Traffic Safety Basic Facts 2010

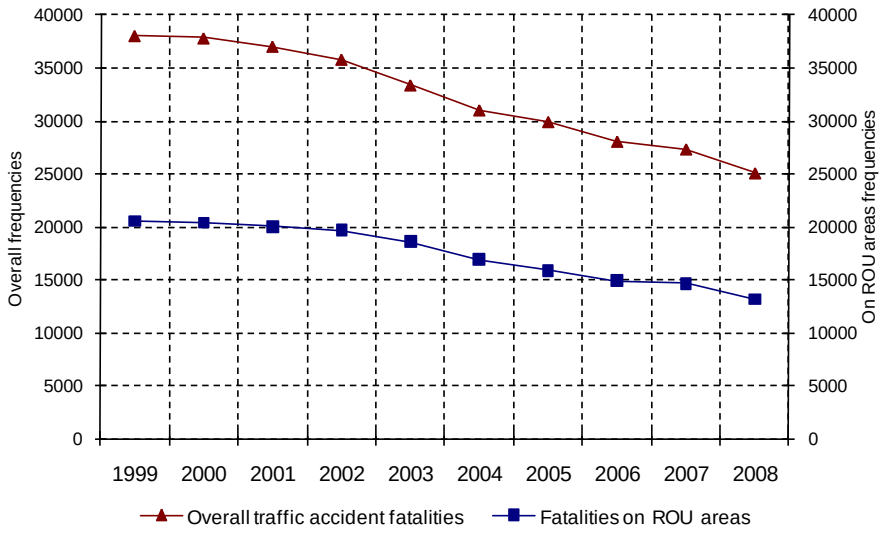
Roads outside urban areas

More than 174.000 people were killed in traffic accidents on roads outside urban areas[1] (hereinafter "ROU areas") – excluding motorways – in 16 European Union countries[2] between 1999 and 2008[3]. This number represents 54% of all traffic accident fatalities in those countries.

During the last decade, more than 174000 people died in accidents on roads outside urban areas (54% of all road traffic fatalities).

Figure 1 shows that fatalities on ROU areas have reduced by 36% over the last decade (from 20.524 in 1999 to 13.150 in 2008), following a similar trend to the total number of fatalities (that has reduced by 34% during the same period). The greatest decrease on ROU areas was recorded in 2008, with a fall of 10,2% compared with 2007.

Figure 1: Fatalities in EU-16[2], 1999-2008[3,4]



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

Fatalities on roads outside urban areas were reduced by 36% between 1999 and 2008.

Table 1 presents the number of fatalities on ROU areas by country from 1999 to 2008. 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 Germany, Estonia, Latvia, Hungary, Poland, Slovenia and Slovakia are not available for all the decade, these countries have not been included in the totals (EU-16).

[1] Defined as roads outside urban areas, excluding motorways.
[2] See table "Definition of EU-level and used Country abbreviations" on page 14
[3] Using latest data available, i.e. 2008 for all countries except IE (2006) and NL(2003)
[4] For DE, EE, LV, HU, PL, SI and SK, all the data from 1999 to 2008 are not available; therefore they have been excluded from the figure.

The greatest increase of fatalities on roads outside urban areas between 1999 and 2008 was in Romania (210%). The greatest reduction was in Portugal (-63%) and Luxembourg (-53%).

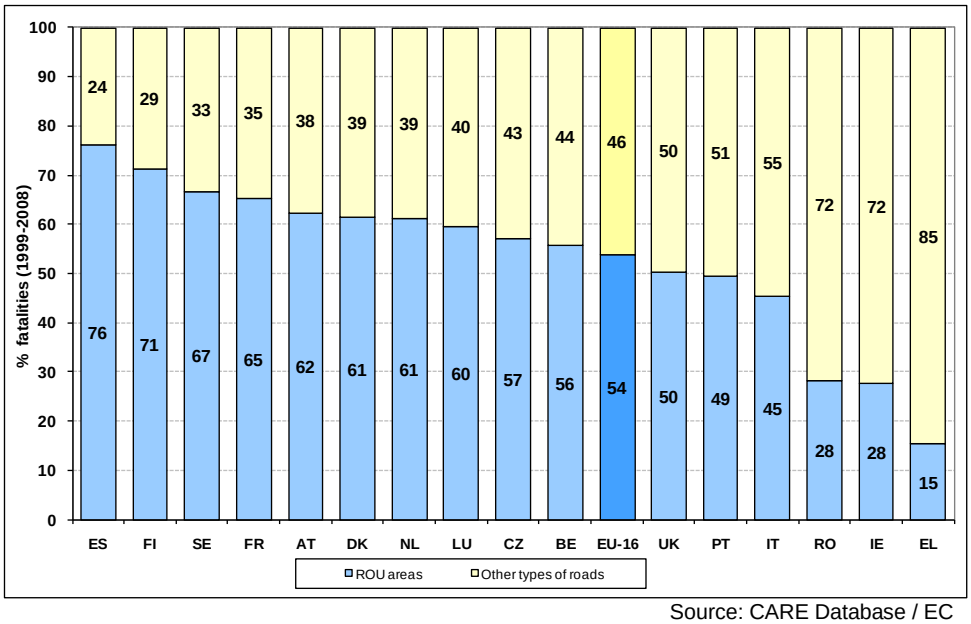
In Spain, 76% of the road accident fatalities in the last decade (1999-2008) occurred on roads outside urban areas.

Table 1: Fatalities on ROU areas by country by year in EU-16, 1999-2008

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
BE	779	831	841	782	644	639	617	600	591	474
CZ	827	828	765	807	843	799	738	599	731	602
DK	304	288	268	289	287	222	205	189	253	246
DE	-	4.767	4.481	4.301	4.156	3.664	3.228	3.062	3.012	2.721
EE	-	-	-	-	-	-	124	158	133	91
IE	160	152	150	139	240	127	56	0	*0*	*0*
EL	350	339	331	289	276	242	230	188	226	198
ES	4.381	4.352	4.168	4.114	4.111	3.562	3.431	3.132	2.916	2.357
FR	5.481	5.301	5.397	5.078	3.952	3.685	3.331	3.071	2.988	2.807
IT	3.086	3.130	2.972	3.096	3.106	2.878	2.653	2.585	2.336	2.203
LV	-	-	-	-	-	-	-	-	-	212
LU	43	47	46	30	31	26	30	26	23	20
HU	-	-	-	-	790	760	729	740	666	523
NL	601	570	534	516	531	*531*	*531*	*531*	*531*	*531*
AT	680	633	586	565	602	528	477	456	444	419
PL	-	-	2.949	3.025	2.953	2.922	2.917	2.703	2.780	2.696
PT	1.007	1.007	839	861	760	621	612	437	457	372
RO	362	458	603	634	711	729	714	903	979	1.121
SI	-	156	163	153	136	154	19	137	162	128
SK	-	-	-	-	-	-	308	308	344	312
FI	320	280	309	294	271	276	268	226	285	227
SE	371	404	373	387	354	309	302	302	314	271
UK	1.773	1.772	1.820	1.791	1.851	1.720	1.681	1.648	1.565	1.302
EU-16[3]	20.525	20.392	20.002	19.672	18.570	16.894	15.876	14.893	14.639	13.150
Yearly [3] Change		-0,6%	-1,9%	-1,6%	-5,6%	-9,0%	-6,0%	-6,2%	-1,7%	-10,2%
CH	-	-	-	-	-	268	-	-	-	-

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

Figure 2: Fatalities on ROU areas as a percentage of total fatalities in EU-16 (1999-2008)3, 5



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

[5] Other types of roads: Urban areas and motorways 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 2008, 92 people per million inhabitants died in accidents in ROU areas in Latvia. This rate is more than twice as high as the EU-22[5] rate (41) and more than 5 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, 2008[6]

	Fatalities in ROU areas	Population [million]	Fatalities per million inhabitants in ROU areas
BE	474	10,7	44,3
CZ	602	10,4	57,9
DK	246	5,5	44,7
DE	2.721	82,2	33,1
EE	91	1,3	70,0
EL	198	11,2	17,7
ES	2.357	45,3	52,0
FR	2.807	64,0	43,9
IT	2.203	59,6	37,0
LV	212	2,3	92,2
LU	20	0,5	40,0
HU	523	10,0	52,3
NL*	531	16,4	32,4
AT	419	8,3	50,5
PL	2.696	38,1	70,8
PT	372	10,6	35,1
RO	1.121	21,5	52,1
SI	128	2,0	64,0
SK	312	5,4	57,8
FI	227	5,3	43,1
SE	271	9,2	29,5
UK	1.302	61,2	21,3
EU-22	19.833	481,0	41,2

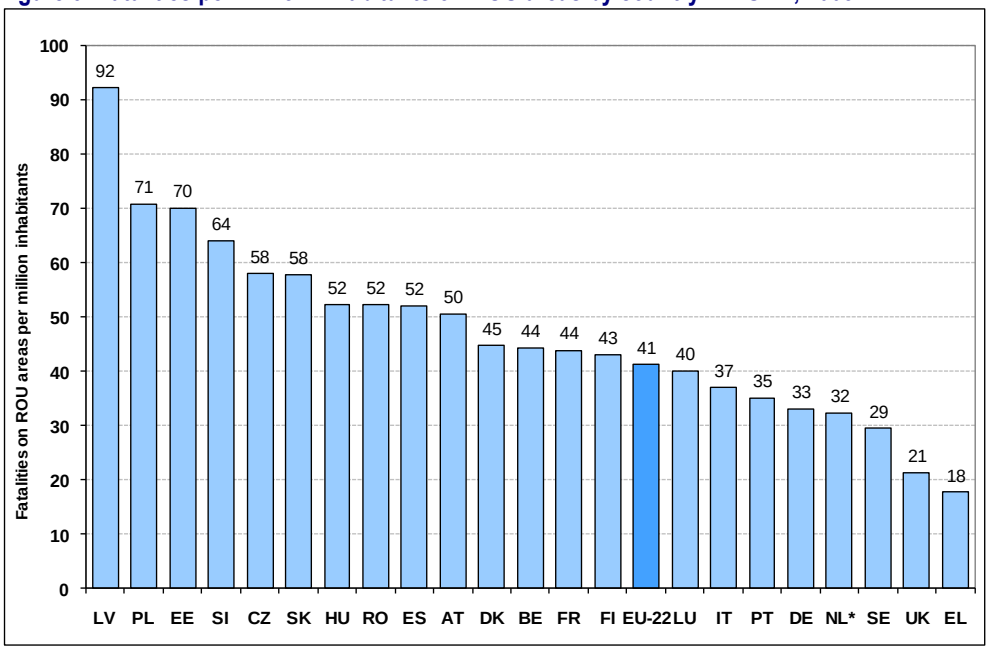
* Data from 2003

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

Latvia, followed by Poland and Estonia, 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.

Figure 3: Fatalities per million inhabitants on ROU areas by country in EU-22, 2008



* Data from 2003

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

Mode of transport

Table 3 shows that 61% of fatalities on ROU areas across the EU-22 countries (EU-23 less Ireland) were car or taxi occupants.

Table 3: Fatalities on ROU areas per transport mode by country in EU-22, 2008

	Car o taxi	Motorcycle	Pedestrian	Pedal cycle	Moped	Lorry, under 3,5 tons	Heavy goods vehicle	Other	Total
BE	285	65	25	43	11	24	9	10	472
CZ	396	68	64	47	0	18	8	1	602
DK	147	28	21	17	11	18	2	2	246
DE	1774	451	156	178	63	56	17	21	2716
EE	57	1	19	3	5	0	3	1	89
EL	153	16	7	1	1	10	9	1	198
ES	1308	338	222	46	104	178	83	64	2343
FR	1755	498	149	75	143	107	49	25	2801
IT	1249	476	129	106	103	20	14	47	2144
LV	128	5	59	10	0	2	3	3	210
LU	10	9	1	0	0	-	0	0	20
HU	311	44	81	33	8	23	13	10	523
NL*	297	52	26	72	38	36	5	5	531
AT	263	72	25	30	11	10	1	7	419
PL	1645	110	585	181	34	-	122	19	2696
PT	192	35	42	17	23	43	8	11	372
RO	728	25	168	46	32	72	10	40	1121
SL	52	35	12	8	3	2	0	2	114
SK	202	21	49	20	-	2	13	4	311
FI	156	24	16	4	9	7	5	6	227
SE	192	27	14	10	9	10	1	8	271
UK	811	254	126	51	9	27	12	11	1301
EU-22	12111	2654	1996	998	617	665	387	298	19726
% by mode of transport	61,4%	13,5%	10,1%	5,1%	3,1%	3,4%	2,0%	1,5%	100,0%

* Data from 2003

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

More than 60% of fatalities on ROU areas across the EU-22 countries in 2008 were car or taxi occupants.

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

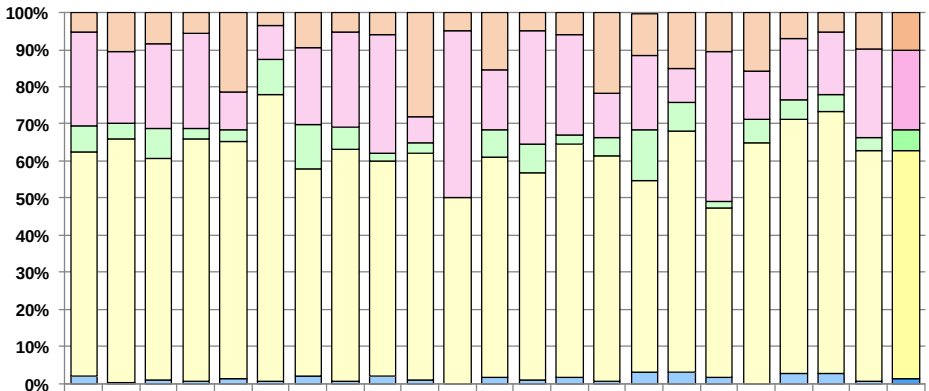
In Latvia, 28% of the fatalities on ROU areas in 2008 were pedestrians.

Figure 4 shows that Greece has the highest percentage (77%) of fatalities on ROU areas by car or taxi, while Slovenia has the lowest (46%) and the EU-22 average is 61%.

22% 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%).

Spain and Portugal are the countries with the highest proportion of fatalities on ROU areas involving lorries or buses (12% and 14% respectively). 28% 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, 2008



	BE	CZ	DK	DE	EE	EL	ES	FR	IT	LV	LU	HU	NL*	AT	PL	PT	RO	SL	SK	FI	SE	UK	EU-22
Pedestrian	5%	11%	9%	6%	21%	4%	9%	5%	6%	28%	5%	15%	5%	6%	22%	11%	15%	11%	16%	7%	5%	10%	10%
Two-wheelers	25%	19%	23%	25%	10%	9%	21%	26%	32%	7%	45%	16%	31%	27%	12%	20%	9%	40%	13%	16%	17%	24%	22%
Lorries/Buses	7%	4%	8%	3%	3%	10%	12%	6%	2%	3%	0%	7%	8%	3%	5%	14%	8%	2%	6%	5%	4%	3%	6%
Car/taxi	60%	66%	60%	65%	64%	77%	56%	63%	58%	61%	50%	59%	56%	63%	61%	52%	65%	46%	65%	69%	71%	62%	61%
Other	2%	0%	1%	1%	1%	1%	2%	1%	2%	1%	0%	2%	1%	2%	1%	3%	3%	2%	0%	3%	3%	1%	1%

* Data from 2003

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

Junction

Table 4 shows the proportion of fatalities in junction and non-junction accidents that were on ROU areas in the EU-19[7] countries.

Table 4: Fatalities in junction/non- junction accidents on ROU areas by country in EU-19, 2008

	Fatalities at junctions			Fatalities not at a junction		
	ROU areas	All roads	ROU proportion	ROU areas	All roads	ROU proportion
BE	82	167	49,1%	392	777	50,5%
CZ	103	238	43,3%	499	836	59,7%
DK	68	126	54,0%	177	279	63,4%
EE	25	38	65,8%	64	91	70,3%
EL	8	147	5,4%	190	1406	13,5%
ES	332	577	57,6%	2025	2523	80,3%
FR	200	475	42,1%	2607	3800	68,6%
IT	612	1372	44,6%	1591	3359	47,4%
LV	6	20	30,0%	206	285	72,3%
LU	2	8	25,0%	18	27	66,7%
HU	86	246	35,0%	437	750	58,3%
NL*	148	324	45,7%	383	704	54,4%
PL	248	834	29,7%	2448	4603	53,2%
PT	33	140	23,6%	325	713	45,6%
RO	51	269	19,0%	1070	2792	38,3%
SI	-	0	-	128	156	82,1%
SK	26	70	37,1%	281	528	53,2%
FI	40	72	55,6%	187	271	69,0%
UK	314	907	34,6%	988	1738	56,8%
EU-19	2384	6030	39,5%	14016	25638	54,7%

* Data from 2003

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

More than half of the fatalities not at junction are recorded on roads outside urban areas, as well as more than one third of the fatalities at junctions.

In 2008, almost 55% of the fatalities in non-junction accidents that occurred in the EU-19 countries are recorded on ROU areas. However, this percentage is higher in Slovenia (82,1%), Spain (80,3%), Latvia (72,3%) and Estonia (70,3%).

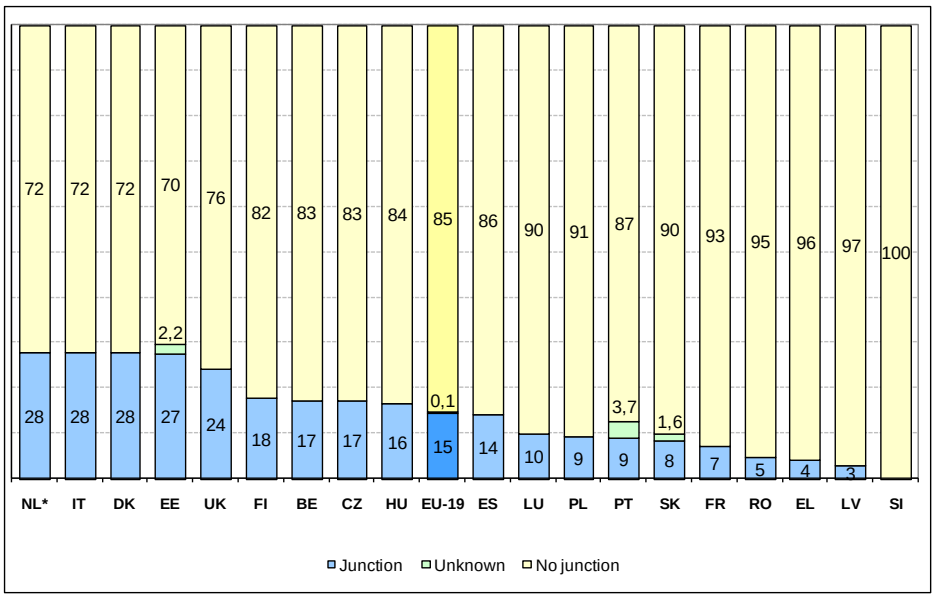
At junctions, more than one third of the fatalities occur on ROU areas. This proportion is much higher in Estonia (65,8%) and is also high in Spain (57,6%), Finland (55,6%) and Denmark (54%).

Greece has the lowest proportion of fatalities on ROU areas both at junctions and not at junctions.

[7] Given the high number of "unknown" cases at junction, Germany, Austria and Sweden have not been taken into account in this analysis.

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

Figure 5: Fatalities on junction/no junction ROU areas by country in EU-19, 2008



* Data from 2003

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

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-19 countries. While 85% of the total of the ROU areas fatalities did not occur at junctions, this percentage is higher in Slovenia (100%), Latvia (97%) and Greece (96%).

Although the EU-19 percentage of fatalities on ROU areas is lower at junctions (14,5%), the Netherlands, Italy, Denmark and Estonia have a higher percentage than the average (more than 27%).

Lighting Conditions

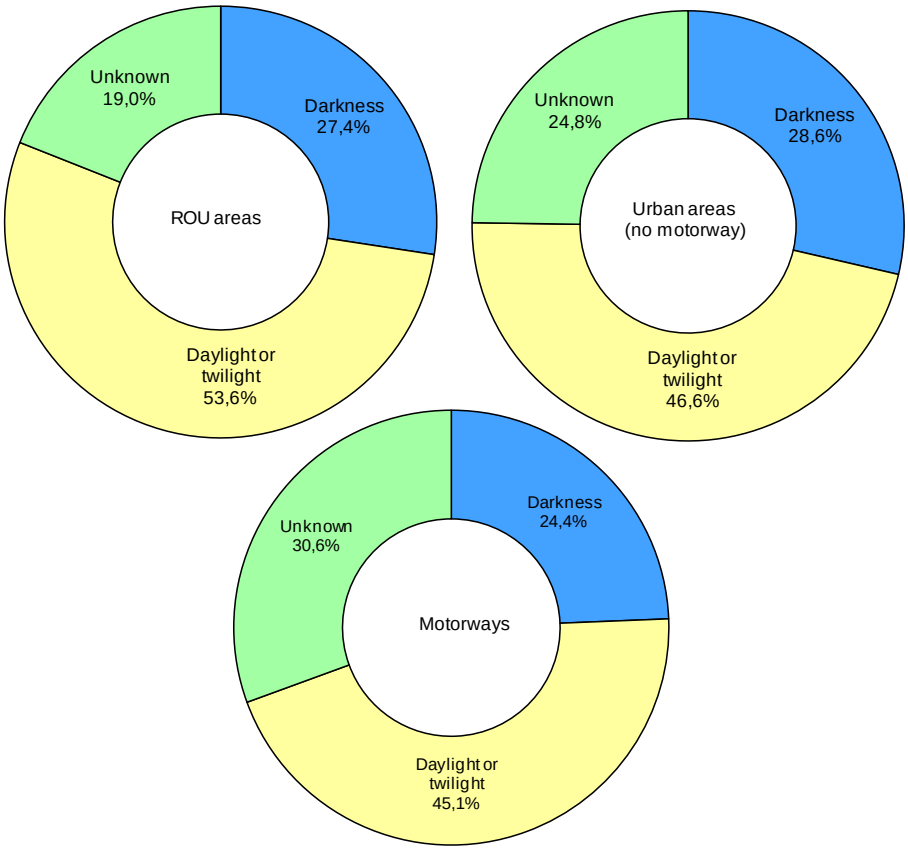
Figure 6 shows that in the 22 EU countries, the proportion of fatalities in daylight or twilight conditions is slightly higher on ROU areas (54%) than on urban areas or motorways.

27% of the ROU areas fatalities occurred in accidents in the dark, this percentage being slightly lower than in urban areas but above the one recorded in motorways.

These proportions may be different because of a large number of fatalities with “unknown” lighting condition.

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

Figure 6: Fatalities on ROU areas, urban areas and motorways[8] by lighting conditions in EU-22, 2008



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

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

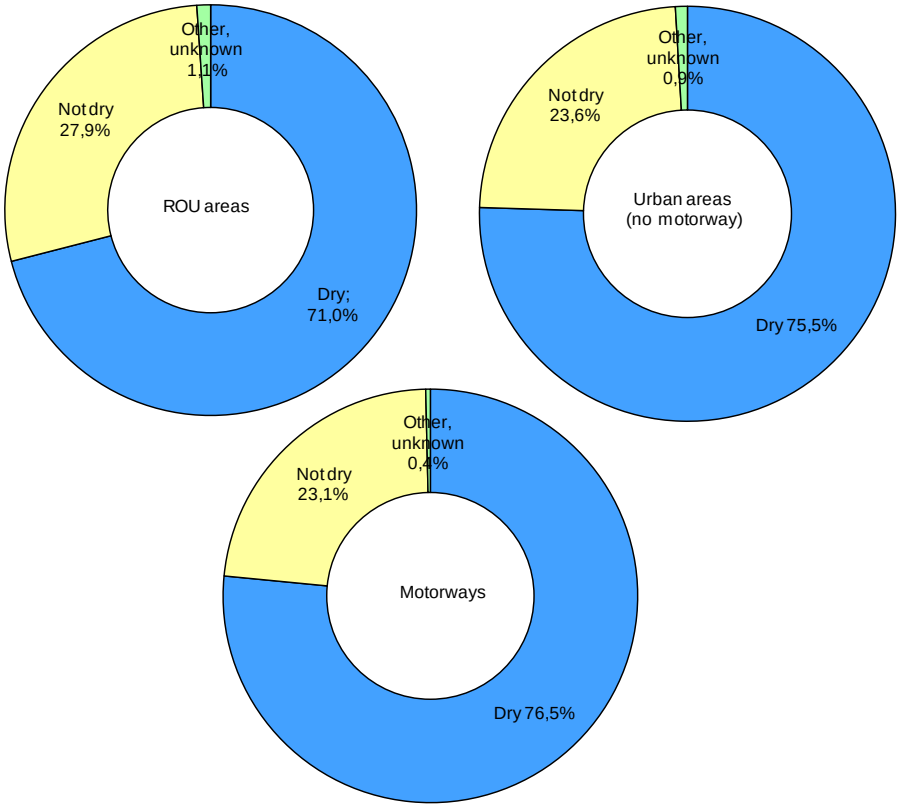
Road Surface Conditions

Figure 7 shows that in 2008, 27,9% (5541 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 where the fatality rate is higher in dry conditions.

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 ice, frost or snow on the roads.

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

Figure 7: Fatalities on ROU areas, urban areas and motorways by road surface conditions in EU-22, 2008



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

Age and Gender

Table 5 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.

Even though they represent low frequencies with respect to the total, the countries with the higher proportion of child fatalities on ROU areas are Denmark (6,5%), followed by Greece (4,5%) and the Netherlands (5,5%). In the 15-24 age group, the highest proportion is recorded in Luxembourg (high proportion in the 25-39 group as well), Austria and Germany.

In contrast, Slovenia and Hungary have the highest proportions of adult fatalities on ROU areas, while Finland and Portugal show a high percentage of fatalities in the 60+ age group.

In 2008, more than half of the people killed on roads outside urban areas were aged 25-59.

Table 5: Distribution of fatalities on ROU areas by age group in EU-22, 2008

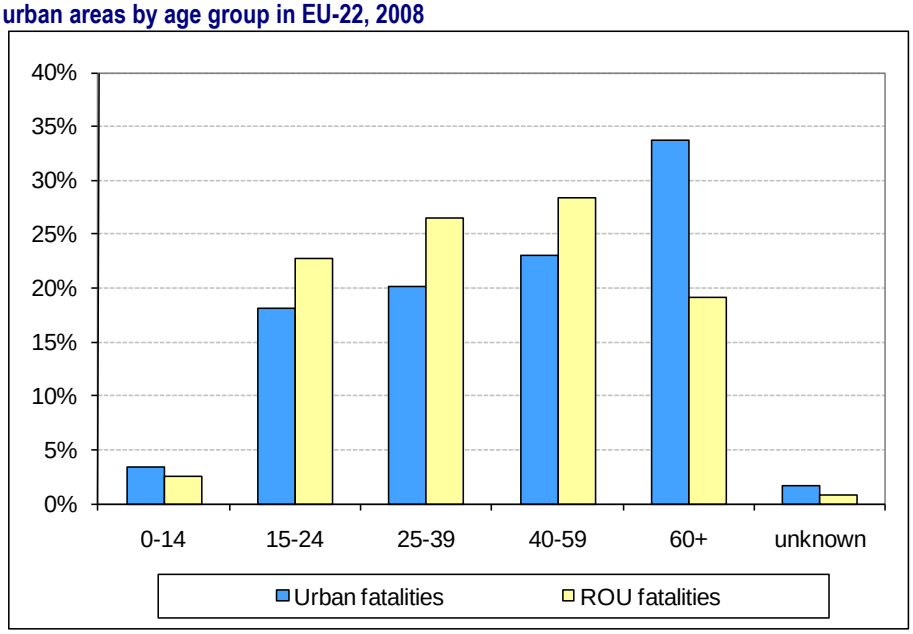
	0-14	15-24	25-39	40-59	60+	unknown
BE	3,2%	21,7%	29,3%	27,6%	18,1%	0,0%
CZ	1,0%	23,6%	32,2%	26,2%	15,9%	1,0%
DK	6,5%	22,0%	23,6%	22,0%	26,0%	0,0%
DE	2,3%	29,2%	19,9%	28,0%	20,5%	0,1%
EE	3,3%	25,3%	24,2%	27,5%	19,8%	0,0%
EL	4,5%	16,2%	33,3%	23,2%	22,7%	0,0%
ES	2,0%	17,4%	30,7%	28,4%	20,5%	1,0%
FR	2,4%	26,3%	25,2%	26,0%	20,3%	0,0%
IT	1,5%	17,2%	30,1%	26,8%	21,8%	2,5%
LV	2,8%	18,4%	24,5%	34,4%	19,8%	0,0%
LU	0,0%	30,0%	35,0%	15,0%	10,0%	10,0%
HU	2,7%	14,5%	31,4%	35,8%	14,9%	0,8%
NL*	5,5%	23,9%	26,2%	21,8%	22,6%	0,0%
AT	1,7%	28,6%	18,6%	29,6%	21,5%	0,0%
PL	2,5%	23,8%	26,7%	31,5%	14,8%	0,8%
PT	2,7%	11,3%	26,4%	32,3%	27,2%	0,0%
RO	3,1%	19,1%	31,4%	33,9%	12,3%	0,2%
SI	0,8%	22,7%	22,7%	38,3%	15,6%	0,0%
SK	3,5%	22,1%	25,0%	27,6%	9,3%	12,5%
FI	2,6%	21,1%	21,6%	25,6%	29,1%	0,0%
SE	2,2%	23,2%	19,9%	28,4%	26,2%	0,0%
UK	3,0%	27,1%	25,5%	25,9%	18,5%	0,0%
EU-22	2,5%	22,7%	26,5%	28,3%	19,2%	0,8%

* Data from 2003

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

Figure 8 illustrates the EU-22 age distribution and also includes the distribution for fatalities on urban roads.

Figure 8: Distribution of fatalities in accidents on ROU areas and in accidents on roads in urban areas by age group in EU-22, 2008

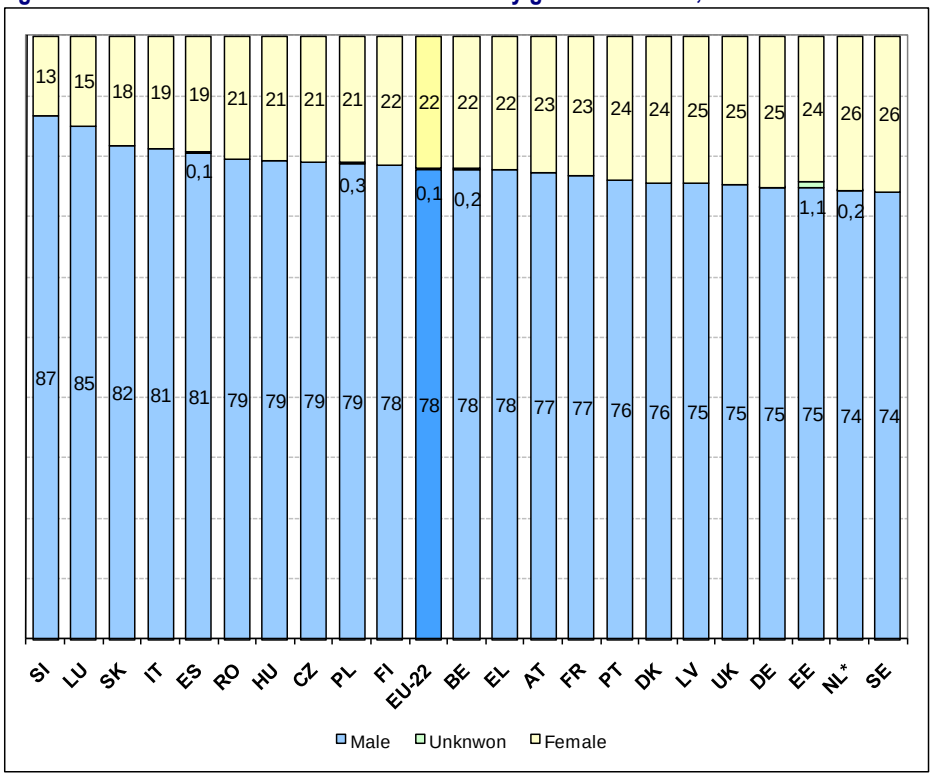


Source: CARE Database / EC
Date of query: November 2010

A lower percentage of elderly people are killed on ROU areas than on roads in urban areas.

Figure 9 shows how the fatalities on ROU areas are distributed by gender. Slovenia is the country with the lowest percentage of female fatalities (13%) while Sweden and Netherlands are the countries with the lowest percentage of male fatalities (74%).

Figure 9: Distribution of fatalities on ROU areas by gender in EU-22, 2008



* Data from 2003

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

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

Person class

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

Table 6 shows fatalities in accidents on ROU areas by person class in the 22 EU countries. 10% of the fatalities were pedestrians in 2008. This percentage varies between countries being highest in Latvia (27,8%), Poland (21,7%) and Estonia (21,1%).

In contrast, 90% of the fatalities in Luxembourg, 79% in Belgium and 79% in Austria are drivers, higher than the EU-22 average of 68%.

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

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

Table 6: Fatalities on ROU areas by person class in EU-22, 2008

	Driver	Passenger	Pedestrian
BE	374	74	25
CZ	412	126	64
DK	184	41	21
DE	2100	465	156
EE	45	26	19
EL	127	64	7
ES	1571	564	222
FR	2121	537	149
IT	1664	410	129
LV	96	57	59
LU	18	1	1
HU	311	131	81
NL*	413	92	26
AT	330	64	25
PL	1365	746	585
PT	250	80	42
RO	534	417	168
SI	98	18	12
SK	183	80	49
FI	169	42	16
SE	202	51	14
UK	912	264	126
EU-22	13479	4350	1996
Share	68,0%	21,9%	10,1%

* Data from 2003 Source: CARE Database / EC
Date of query: November 2010

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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-16	
BE	Belgium
CZ	Czech Republic
DK	Denmark
IE	Ireland
EL	Greece
ES	Spain
FR	France
IT	Italy
LU	Luxembourg
NL	Netherlands
AT	Austria
PT	Portugal
RO	Romania
FI	Finland
SE	Sweden
UK	United Kingdom (GB+NI)

EU-22 = EU-16 (less IE) +	
DE	Germany
EE	Estonia
LV	Latvia
HU	Hungary
PL	Poland
SI	Slovenia
SK	Slovakia

EU-19 = EU-22 -	
DE	Germany
AT	Austria
SE	Sweden

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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