

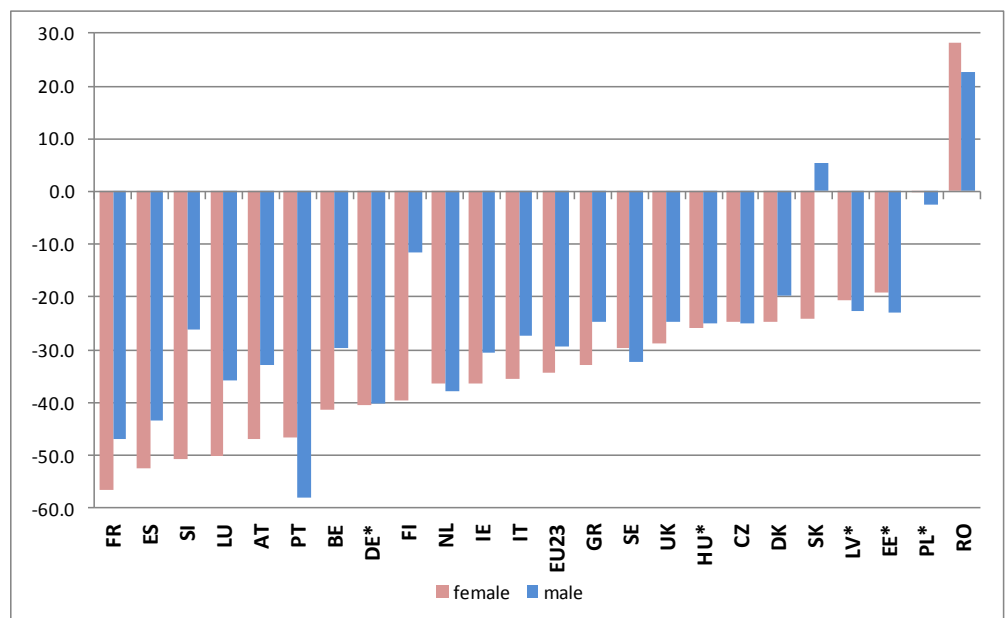
Traffic Safety Basic Facts 2010

Gender

Trends in the last decade

In 2008, 36.721 people were killed in road traffic accidents throughout the EU-23, a reduction of almost one third since 1999 (30.1%). There is little difference in this positive development by gender overall in the EU-23: the reduction is 34.5% for females and 29.4% for males (see Figure 1 and Table 1). There are, however, many gender-related differences in individual countries.

Figure 1: Change in number of fatalities between 1999 and 2008, by gender¹, EU-23



* used data nearest to 1999

Source: CARE Database
Date of Query: December 2010

Most countries show a greater reduction for females than for males. The highest reductions above 50% for female fatalities are found in France, Spain and Slovenia. On the other hand, the number increased by 28% in Romania, and scarcely changed in Poland (1322 female fatalities in 1999 compared with 1321 in 2008). The biggest differences between the female and male reductions were in Slovakia (female reduction of 24.1%, male increase of 5.3%), Finland with a female reduction that was three times the male reduction (39.7% compared with 11.7%) and Slovenia, where the female reduction was nearly double the male reduction (50.7% compared with 26.1%).

¹ The country abbreviations used and definition of EU-level are shown on Page 14

The number of people killed in road accidents in the EU-23 decreased between 1999 and 2008 by 29% for males and 34% for females

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

But there are also countries where male fatalities decreased more than female fatalities: Portugal is the most outstanding country for this pattern with a reduction of nearly 60% for males compared with 47% for females. Table 1 shows the detailed male and female fatality numbers for the EU-23 countries and additionally the fatality numbers from 2004 for Switzerland.

Table 1: Fatalities in Europe by country, 1999-2008, by gender

	gender	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
BE	female	376	367	384	341	299	250	260	248	215	221
	male	1021	1102	1102	962	911	908	823	818	850	717
	unknown	0	1	0	3	3	4	6	3	6	6
CZ	female	312	328	299	316	288	285	260	196	244	235
	male	1020	1029	926	1006	1036	943	878	762	882	765
	unknown	0	0	0	0	0	0	0	0	0	0
DK	female	142	146	107	106	122	98	80	87	105	107
	male	372	332	293	310	310	271	251	219	300	299
	unknown	0	0	0	0	0	0	0	0	1	0
DE	female	2065	2065	1923	1889	1757	1571	1445	1371	1309	1229
	male	5434	5434	5052	4952	4854	4264	3913	3717	3638	3247
	unknown	4	4	2	1	2	7	3	3	2	1
EE	female	42	42	42	42	42	42	42	50	45	34
	male	126	126	126	126	126	126	126	152	147	97
	unknown	2	2	2	2	2	2	2	2	4	1
IE	female	118	104	103	101	79	102	102	97	85	75
	male	287	302	304	260	246	259	286	262	250	199
	unknown	9	12	5	17	12	15	10	6	3	6
GR	female	453	440	416	351	289	364	355	290	338	304
	male	1653	1590	1458	1277	1313	1303	1296	1361	1268	1244
	unknown	10	7	6	6	3	3	7	6	6	5
ES	female	1168	1139	1141	1079	1061	970	804	750	688	556
	male	3731	3861	3674	3570	3626	3180	3061	2815	2637	2114
	unknown	49	87	49	57	70	49	30	7	10	8
FR	female	2329	1951	2057	1869	1435	1349	1314	1155	1118	1013
	male	6158	6127	6103	5786	4622	4181	4004	3554	3502	3262
	unknown	0	0	0	0	0	0	0	0	0	0
IT	female	1496	1631	1754	1578	1409	1245	1243	1277	1005	965
	male	5192	5430	5342	5402	5154	4877	4575	4392	4126	3766
	unknown	0	0	0	0	0	0	0	0	0	0
LV	female	97	97	97	97	97	97	97	97	100	77
	male	309	309	309	309	309	309	309	309	317	239
	unknown	1	1	1	1	1	1	1	1	2	0
LU	female	16	17	17	12	10	16	17	10	7	8
	male	42	59	52	50	43	34	30	33	38	27
	unknown	0	0	1	0	0	0	0	0	1	0
HU	female	318	318	318	318	318	302	308	293	314	236
	male	1008	1008	1008	1008	1008	993	963	1008	915	757
	unknown	0	0	0	0	0	1	7	2	2	2
NL	female	282	294	246	246	262	224	210	212	192	179
	male	802	784	743	734	758	568	540	518	517	498
	unknown	6	4	4	7	8	12	0	0	0	0
AT	female	320	246	251	276	251	215	195	190	161	170
	male	759	730	707	680	680	663	573	540	530	509
	unknown	0	0	0	0	0	0	0	0	0	0
PL	female	1322	1322	1322	1363	1324	1291	1243	1232	1333	1321
	male	4202	4202	4202	4448	4299	4395	4175	3993	4241	4099
	unknown	10	10	10	15	19	26	26	18	9	17
PT	female	390	347	363	348	302	264	233	182	188	209
	male	1599	1504	1306	1326	1244	1028	1005	779	779	674
	unknown	6	7	2	1	0	1	9	8	7	2
RO	female	595	613	579	594	504	600	688	661	740	763
	male	1873	1853	1871	1815	1725	1841	1941	1926	2060	2298
	unknown										
SI	female	73	73	51	67	54	54	71	42	59	36
	male	241	241	227	202	188	220	187	220	232	178
	unknown									2	
SK	female	133	133	133	133	133	133	133	127	150	101
	male	436	436	436	436	436	436	436	459	480	459
	unknown										
FI	female	131	133	137	114	107	118	96	95	101	79
	male	300	263	296	301	272	257	283	241	279	265
	unknown										
SE	female	158	153	149	137	138	116	113	112	127	111
	male	422	438	433	423	391	364	324	333	344	286
	unknown	0	0	1	0	0	0	3	0	0	0
UK	female	958	914	864	915	920	829	816	806	752	682
	male	2604	2666	2728	2662	2738	2539	2520	2492	2307	1962
	unknown	2	0	6	4	0	0	0	0	0	1
EU 23	female	13293	12873	12753	12292	11202	10535	10124	9580	9376	8710

Grey indicates used data nearest to 1999

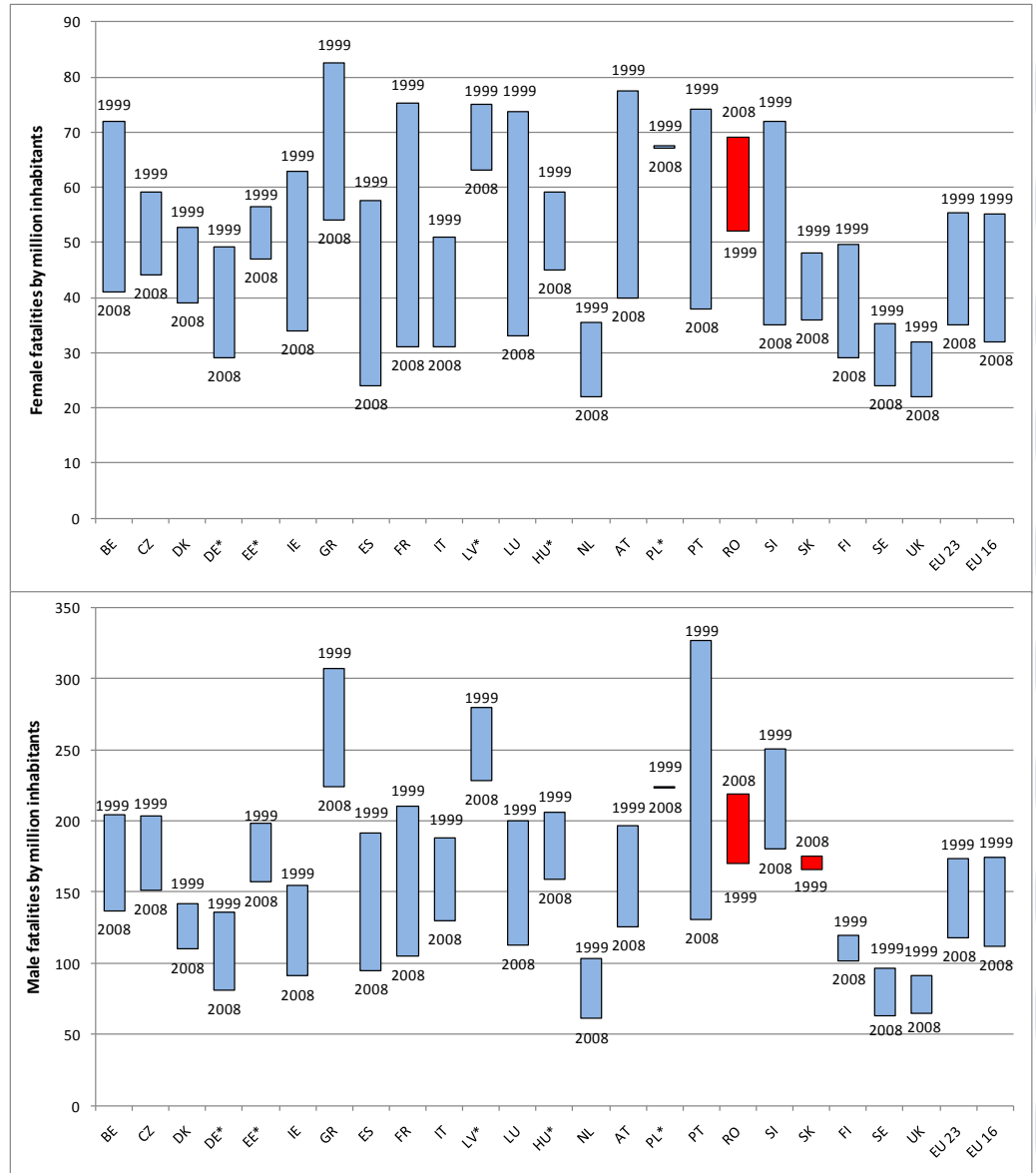
Source: CARE Database
Date of Query: December 2010

The reductions in most countries were greater for female fatalities than for male.

The number of male fatalities increased in Romania and Slovakia

Figure 2 shows the change in the rate of fatalities per million inhabitants in each EU-23 country between 1999 and 2008. Population is not really a good exposure measure for gender questions, so the results are nearly the same as for the fatality counts. The largest rate reductions were again in Portugal and only in Romania was there an increase over the decade.

Figure 2: Fatalities per million inhabitants by country, 1999 and 2008 by gender



* used data nearest to 1999

Source: CARE Database
Eurostat for population data
Date of Query: December 2010

Fatality rates decreased between 1999 and 2008 for males and females in all EU-23 countries except Romania.

In Slovakia there was an increase in the fatality rate for males.

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

Table 2 shows the annual fatality rates per country from 1999 to 2008.

Table 2: Fatalities per million inhabitants by country, 1999-2008

		1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
BE	female	72	70	73	65	57	47	49	46	40	41
	male	204	220	220	191	180	178	161	159	138	137
CZ	female	59	62	57	60	55	54	50	37	46	44
	male	204	206	185	202	209	190	176	152	152	151
DK	female	53	54	40	39	45	36	29	32	38	39
	male	142	126	111	117	116	101	94	82	111	110
DE	female	49	49	46	45	42	37	34	33	31	29
	male	136	136	126	123	120	106	97	92	90	81
EE	female	57	57	171	57	57	173	58	69	62	47
	male	198	199	0	201	202	0	203	245	157	157
IE	female	63	55	53	51	40	50	49	46	39	34
	male	155	161	160	134	125	129	140	125	92	91
GR	female	83	80	75	63	52	65	63	52	60	54
	male	307	294	269	235	241	238	236	247	225	224
ES	female	57	56	55	52	50	45	37	34	31	24
	male	191	197	185	178	177	153	145	131	96	95
FR	female	75	63	66	59	45	42	41	36	34	31
	male	211	209	206	194	154	139	132	116	106	105
IT	female	51	56	60	54	48	42	41	42	33	31
	male	188	197	194	196	186	174	161	154	131	130
LV	female	75	75	76	77	77	78	78	78	81	63
	male	280	282	284	286	288	289	291	292	227	228
LU	female	74	77	76	53	44	69	73	42	29	33
	male	200	276	240	228	195	151	131	142	115	113
HU	female	59	59	59	60	60	57	58	55	59	45
	male	206	207	208	208	209	207	201	211	158	159
NL	female	35	37	30	30	32	27	25	26	23	22
	male	103	100	94	92	95	71	67	64	62	61
AT	female	78	60	61	66	60	51	46	45	38	40
	male	197	189	182	174	173	168	144	135	126	126
PL	female	67	67	67	69	67	66	63	63	68	67
	male	224	224	227	240	232	238	226	216	222	223
PT	female	74	66	68	65	56	49	43	33	34	38
	male	327	306	264	266	247	203	197	152	131	131
RO	female	52	53	50	53	45	54	62	60	67	69
	male	170	169	171	170	162	174	184	183	219	219
SI	female	72	72	50	66	53	53	70	41	58	35
	male	250	248	233	207	193	225	191	224	180	180
SK	female	48	48	48	48	48	48	48	46	54	36
	male	166	166	167	167	167	167	167	175	175	175
FI	female	50	50	52	43	40	44	36	35	38	29
	male	119	104	117	119	107	101	110	94	103	102
SE	female	35	34	33	30	31	26	25	25	28	24
	male	96	100	99	96	88	82	73	74	63	63
UK	female	32	30	29	30	30	27	27	26	24	22
	male	91	93	95	92	94	87	86	84	77	65
EU 23	female	55	53	53	51	46	43	41	39	38	35
	male	173	174	168	165	157	146	139	132	130	118
EU 16	female	55	53	53	50	44	41	39	37	35	32
	male	175	176	170	165	155	142	136	127	124	112
CH	female	0	0	0	0	0	31	0	0	0	0
	male	0	0	0	0	0	110	0	0	0	0

Grey indicates used data nearest to 1999

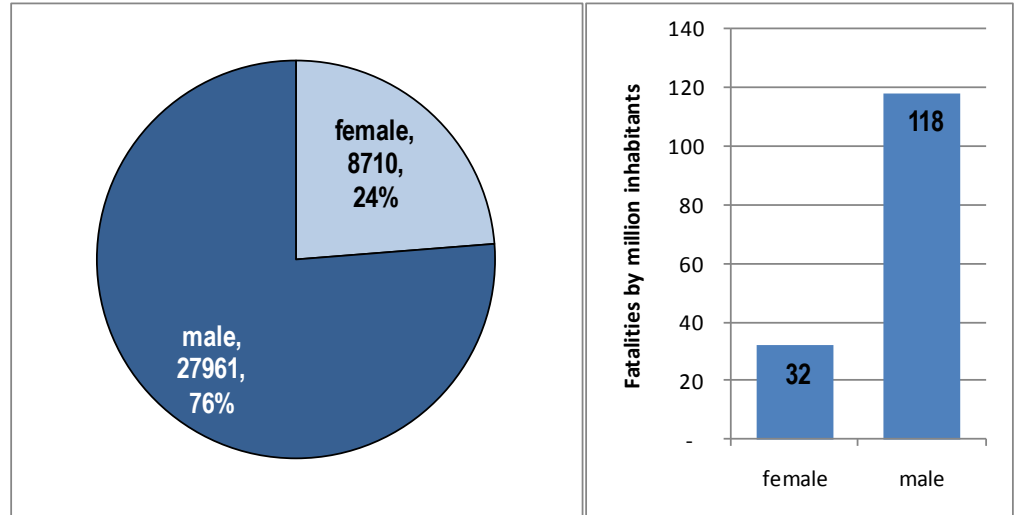
Source: CARE Database
Eurostat for population data
Date of Query: December 2010

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

The relationship between male and female fatalities

Beside the trends presented above over the last ten years, one fact is obvious from the tables: far more males than females are killed in road accidents. Figure 3 shows the clear difference between the male and female fatality rates: less than one quarter of all fatalities are female fatalities.

Figure 3: Fatalities and fatality rates by gender, EU-23, 2008

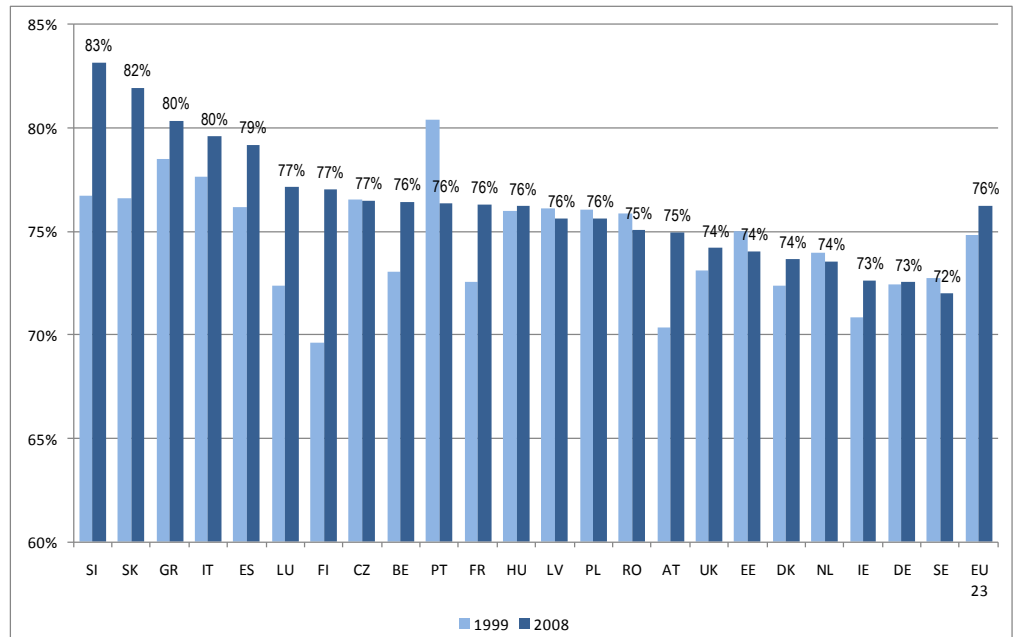


Countries included: BE, CZ, DK, DE, EE, IE, GR, ES, FR, IT, LV, LU, HU, NL, AT, PL, PT, RO, SI, SK, FI, SE, UK

Source: CARE Database
Date of Query: October 2010

Figure 4 shows that the high proportion of fatalities who were male increased slightly in the EU-23 in the last decade, from 75% to 76%. The highest increases occurred in Finland (from 70% in 1999 to 77% in 2008) and Slovenia (from 77% to 83%). Slovenia had the highest male percentage in Europe in 2008. The only appreciable decrease was in Portugal from 80% to 76%.

Figure 4: Percentage of fatalities who were male, EU-23, 1999 and 2008



* used data nearest to 1999

Source: CARE Database
Eurostat for population data
Date of Query: December 2010

The male fatality rate is more than three times the female rate.

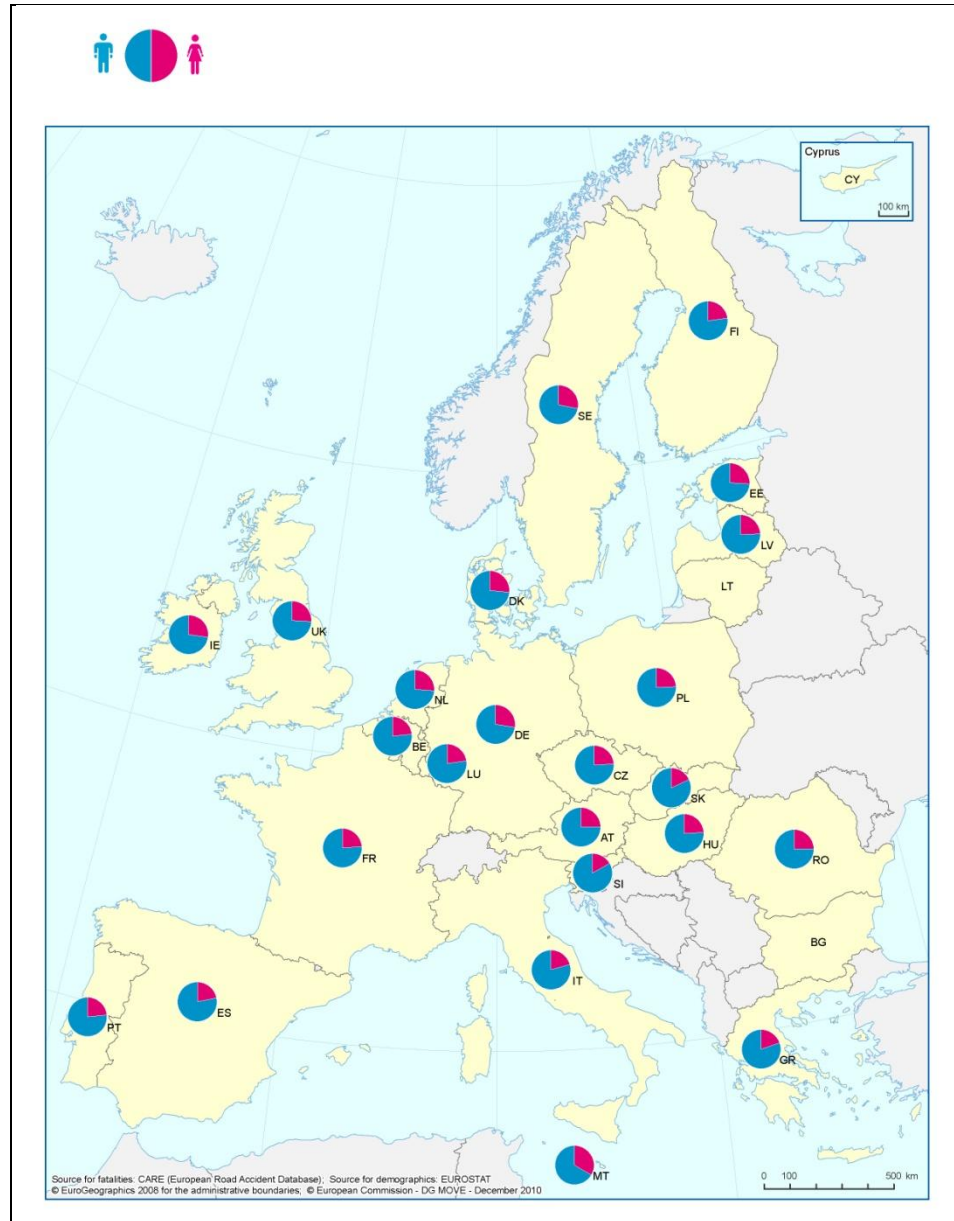
76% of all road accident fatalities in the EU-23 were male in 2008.

The high male fatality rate increased in EU-23 from 75% in 1999 to 76% in 2008.

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

Figure 5 shows a geographical representation of the ratios between the male and female fatality counts. There is a slight tendency for rates to be higher in the south, and the highest male ratios were in Slovakia and Slovenia.

Figure 5: Fatality rates: Fatalities in Europe per million inhabitants, 2008



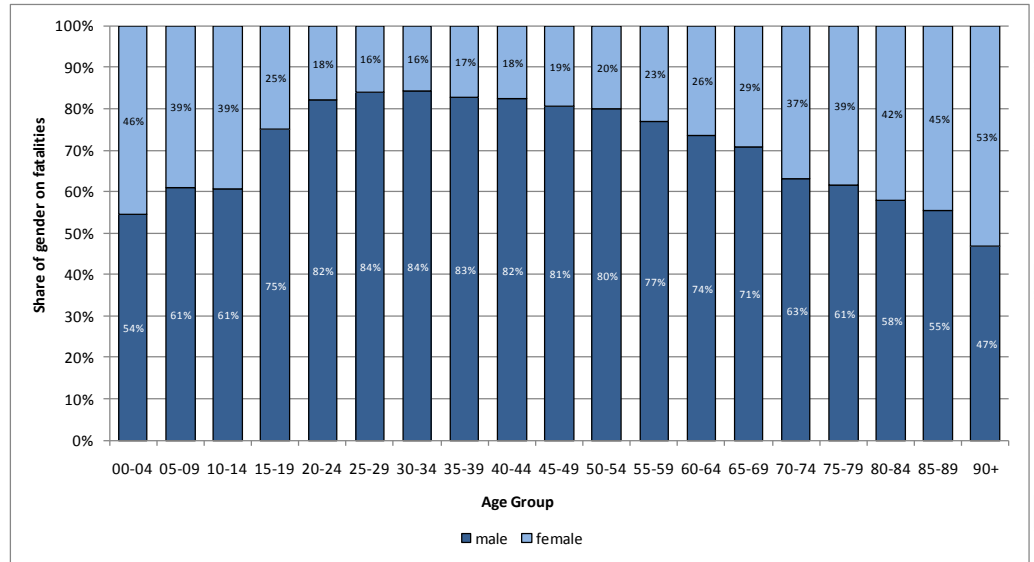
The highest male fatality proportions in 2008 were in Slovenia, Slovakia and the Mediterranean countries (Greece, Italy and Spain)

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

Age and Gender

The ratio between male and female fatalities increases from the younger age groups, and reaches the peak of 84% male fatalities at ages 25 to 34. Figure 6 shows that about four fifths of 15-54 year olds fatalities were men: over all ages, 76% of fatalities were male. This reflects a very gender-specific development in the travel behaviour of men and women in Europe, beginning from the age of 15 years.

Figure 6: Distribution of fatalities by gender, by age group, EU-23, 2008



Countries included: BE, CZ, DK, DE, EE, IE, GR, ES, FR, IT, LV, LU, HU, NL, AT, PL, PT, RO, SI, SK, FI, SE, UK

Source: CARE Database
Date of Query: October 2010

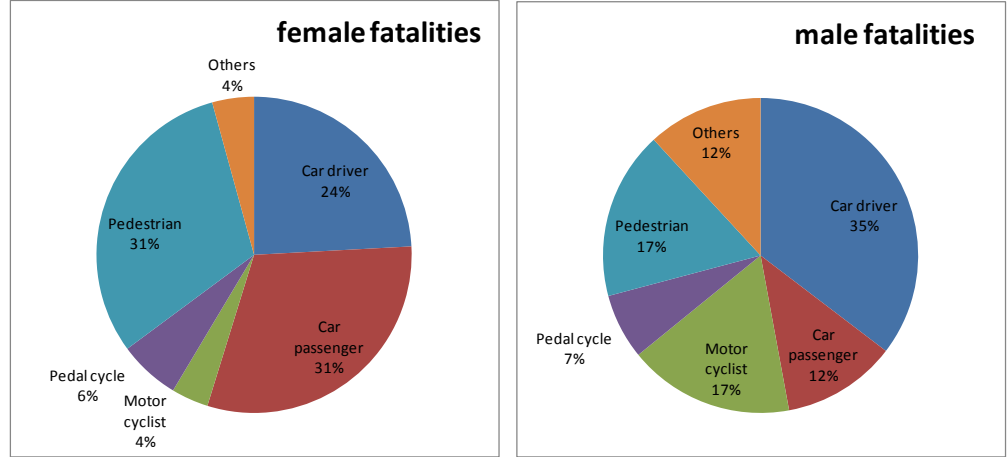
The peak in the male percentage of fatalities is in the 25 – 34 age group.

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

Modal split and Gender

The male and female distributions of fatalities by road user type also differ (see Figure 7). While almost two thirds of male fatalities were drivers (71%), only one third of female fatalities were drivers of motorized vehicles (34%). Nearly two third of female fatalities were car passengers (31%) or pedestrians (31%) while only 12% of male fatalities were car passengers and 17% pedestrians.

Figure 7: Fatalities by gender and mode of transport in EU (23), 2008

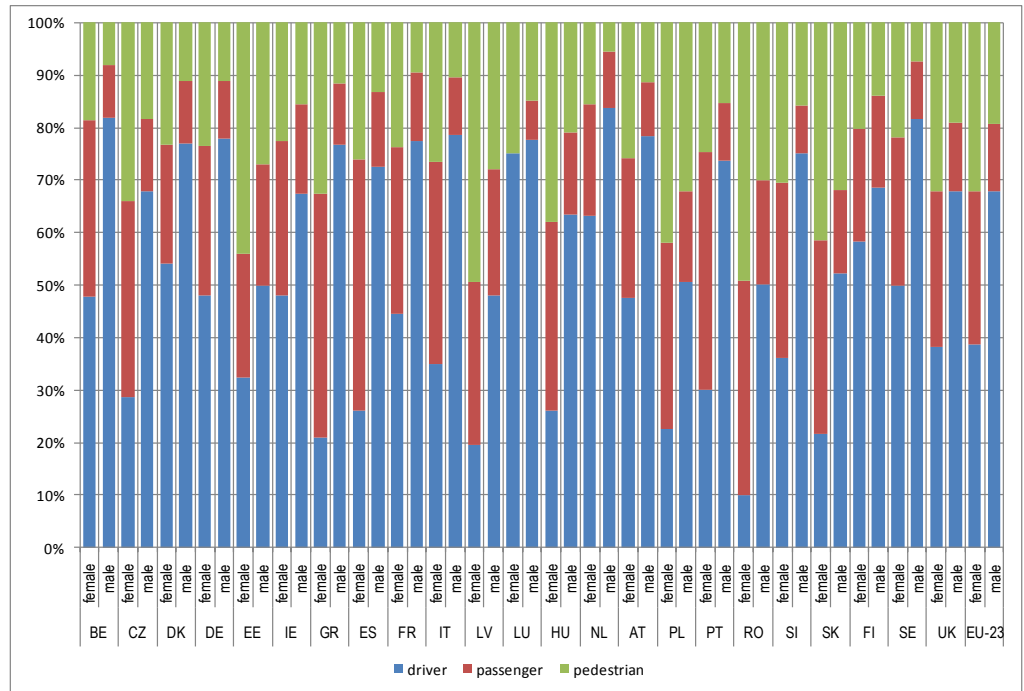


Countries included: BE, CZ, DK, DE, EE, IE, GR, ES, FR, IT, LV, LU, HU, NL, AT, PL, PT, RO, SI, SK, FI, SE, UK

Source: CARE Database
Date of Query: October 2010

Detailed results for person class are shown in Figure 8 and Table 3.

Figure 8: Percentage of fatalities for person class by gender, EU-23, 2008



Source: CARE Database
Date of query: December 2011

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

In EU-23 only 34% of female fatalities were drivers, compared with 69% of males.

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

Table 3: Number of male and female fatalities by person class, EU-23, 2008

Country	Gender	driver		passenger		pedestrian		Total
		fatalities	%	fatalities	%	fatalities	%	
BE	female	105	48%	74	34%	41	19%	220
	male	586	82%	72	10%	58	8%	716
CZ	female	74	29%	97	37%	88	34%	259
	male	555	68%	112	14%	150	18%	817
DK	female	58	54%	24	22%	25	23%	107
	male	230	77%	36	12%	33	11%	299
DE	female	591	48%	348	28%	290	24%	1,229
	male	2,527	78%	357	11%	363	11%	3,247
EE	female	11	32%	8	24%	15	44%	34
	male	48	50%	22	23%	26	27%	96
IE	female	36	48%	22	29%	17	23%	75
	male	134	67%	34	17%	31	16%	199
GR	female	64	21%	141	46%	99	33%	304
	male	956	77%	144	12%	144	12%	1,244
ES	female	176	26%	324	48%	176	26%	676
	male	1,751	73%	343	14%	319	13%	2,413
FR	female	451	45%	322	32%	240	24%	1,013
	male	2,526	77%	428	13%	308	9%	3,262
IT	female	337	35%	370	38%	255	27%	962
	male	2,960	79%	409	11%	393	10%	3,762
LV	female	15	19%	24	31%	38	49%	77
	male	115	48%	57	24%	67	28%	239
LU	female	6	75%	0	0%	2	25%	8
	male	21	78%	2	7%	4	15%	27
HU	female	62	26%	85	36%	90	38%	237
	male	480	63%	118	16%	159	21%	757
NL	female	113	63%	38	21%	28	16%	179
	male	417	84%	53	11%	28	6%	498
AT	female	81	48%	45	26%	44	26%	170
	male	399	78%	52	10%	58	11%	509
PL	female	299	23%	469	36%	553	42%	1,321
	male	2,070	51%	711	17%	1,318	32%	4,099
PT	female	63	30%	95	45%	51	25%	209
	male	496	74%	74	11%	104	15%	674
RO	female	77	10%	311	41%	375	49%	763
	male	1,149	50%	457	20%	690	30%	2,296
SI	female	13	36%	12	33%	11	31%	36
	male	133	75%	16	9%	28	16%	177
SK	female	24	22%	41	37%	46	41%	111
	male	258	52%	79	16%	158	32%	495
FI	female	46	58%	17	22%	16	20%	79
	male	182	69%	46	17%	37	14%	265
SE	female	55	50%	31	28%	24	22%	110
	male	231	82%	31	11%	21	7%	283
UK	female	260	38%	203	30%	219	32%	682
	male	1,333	68%	257	13%	372	19%	1,962
EU-23	female	3,017	34%	3,100	35%	2,743	31%	8,860
	male	19,557	69%	3,910	14%	4,868	17%	28,336

Source: CARE Database
Date of query: December 2011

The proportion of fatalities who were drivers is much higher for males than for females. The male proportion exceeds 80% in some countries, whereas the highest female proportion is near 50% of all accidents (excluding the proportion in Luxembourg that is based on a rather small fatality count). Female proportions as passengers or pedestrians are higher than male proportions in all countries. For the EU-23, 35% of all female fatalities were passengers compared with 14% of males; 31% of all female fatalities were pedestrians compared with 17% of males.

The proportion of male fatalities who were drivers exceeded 80% in Netherlands, Sweden and Belgium in 2008

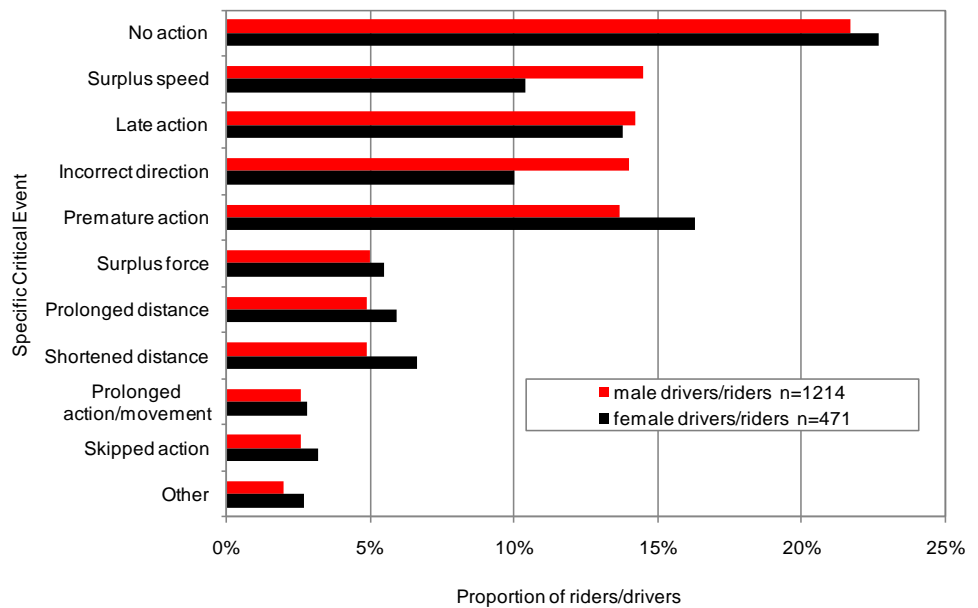
Main Figures
Children (Aged < 15)
Youngsters (Aged 15-17)
Young People (Aged 18-24)
The Elderly (Aged > 64)
Pedestrians
Cyclists
Motorcycles & Mopeds
Car occupants
Heavy Goods Vehicles and Buses
Motorways
Junctions
Urban areas
Roads outside urban areas
Seasonality
Single vehicle accidents
Gender

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^{2 3}. 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, 71% of the drivers or riders are male and 28% are female (1% are unknown). The male mean age is 41 years old; 62% are car drivers, 12% powered two wheeler riders and 11% HGV drivers. The female mean age is 40 years old; 82% are car drivers and 10% bicycle riders. Figure 9 compares the distribution of specific critical events for male drivers/riders to the distribution for females.

Figure 9: Distribution of specific critical events for drivers or riders by gender



N=1685

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

The main differences for the most frequently recorded specific critical events are that surplus speed and incorrect direction (includes going off the road instead of following the lane) are recorded more frequently for male drivers/riders and premature action is recorded more frequently for female drivers/riders.

² SafetyNet D5.5, Glossary of Data Variables for Fatal and Accident Causation Databases
³ SafetyNet D5.8, In-Depth Accident Causation Database and Analysis Report

'Surplus speed' and 'incorrect direction' are recorded more frequently for male drivers/riders than females.

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

Table 4 gives the most frequent links between causes for male drivers/riders. For this group there are 1.378 such links in total.

Table 4: Ten most frequent links between causes – male drivers/riders

Links between causes	Frequency
Faulty diagnosis - Information failure (between driver and traffic environment or driver and vehicle)	232
Observation missed - Temporary obstruction to view	83
Observation missed - Distraction	78
Inadequate plan - Insufficient knowledge	75
Observation missed - Faulty diagnosis	72
Faulty diagnosis - Communication failure	66
Observation missed - Permanent obstruction to view	62
Observation missed - Inadequate plan	56
Observation missed - Inattention	56
Inadequate plan - Under the influence of substances	43
Others	555
Total	1.378

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

Table 4 gives both an indication of the most frequently recorded causes and the most frequently recorded links between them. Faulty diagnosis and observation missed are the two dominant causes for this group. Faulty diagnosis is linked to both information and communication failure and the causes leading to observation missed can be seen to fall into two groups, physical 'obstruction to view' type causes and driver/rider functional failures.

Inadequate plan can also be seen to be frequently recorded, most often with a link to insufficient knowledge but also linked with under the influence of substances.

As expected, with male drivers being such a high proportion of the database, the links between causes are similar to the results for car drivers overall.

17% of the links for male drivers and riders between causes are observed to be between 'faulty diagnosis' and 'information failure'.

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

Table 5 gives the most frequent links between causes for female drivers/riders. For this group there are 522 such links in total.

Table 5: Ten most frequent links between causes – female drivers/riders

Links between causes	Frequency
Faulty diagnosis - Information failure (between driver and traffic environment or driver and vehicle)	91
Observation missed - Distraction	40
Observation missed - Temporary obstruction to view	33
Observation missed - Faulty diagnosis	31
Observation missed - Permanent obstruction to view	30
Inadequate plan - Insufficient knowledge	28
Faulty diagnosis - Communication failure	26
Observation missed - Inadequate plan	24
Observation missed - Inattention	18
Information failure (between driver and traffic environment or driver and vehicle) - State of road	13
Others	188
Total	522

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

The causal links for female drivers/riders are very similar to those for male drivers/riders, although, as Figure 9 shows, they do not always lead to the same critical events.

Looking at the ten most frequent links between causes for females, under the influence of substances does not feature (as with the male group), but state of the road can be seen (current road-holding characteristics) leading to information failure.

17% of the links for female drivers and riders between causes are observed to be between 'faulty diagnosis' and 'information failure'.

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

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
- Bicycles
- Motorcycles and Mopeds
- Car occupants
- Heavy Goods Vehicles
- Motorways
- Junctions
- Roads in urban areas
- Roads outside urban areas
- Seasonality
- Single vehicle accidents
- Gender

Main Figures

Children
(Aged < 15)

Youngsters
(Aged 15-17)

Young People
(Aged 18-24)

The Elderly
(Aged > 64)

Pedestrians

Cyclists

Motorcycles
& 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		EU-21= EU-16 +		EU-23 = EU-21 +	
BE	Belgium	DE	Germany	EE	Estonia
CZ	Czech Republic	HU	Hungary	LV	Latvia
DK	Denmark	PL	Poland		
IE	Ireland	SI	Slovenia		
GR	Greece	SK	Slovakia		
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)				

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

Christian Brandstaetter	KfV, Austria
Alan Kirk	Loughborough University, UK
Jeremy Broughton, Jackie Knowles	TRL, UK
George Yannis, Petros Evgenikos, Efi Argyropoulou, Panagiotis Papantoniou	NTUA, Greece
Nimmi Candappa, Michiel Christoph, Martijn Vis	SWOV, The Netherlands
Jean-François Pace, Elena López-de-Cozar, Patricia Pérez-Fuster and Jaime Sanmartín	INTRAS-UEG, Spain
Mouloud Haddak, Elodie Moutengou	IFSTTAR, France