

Traffic Safety Basic Facts 2011

Motorways

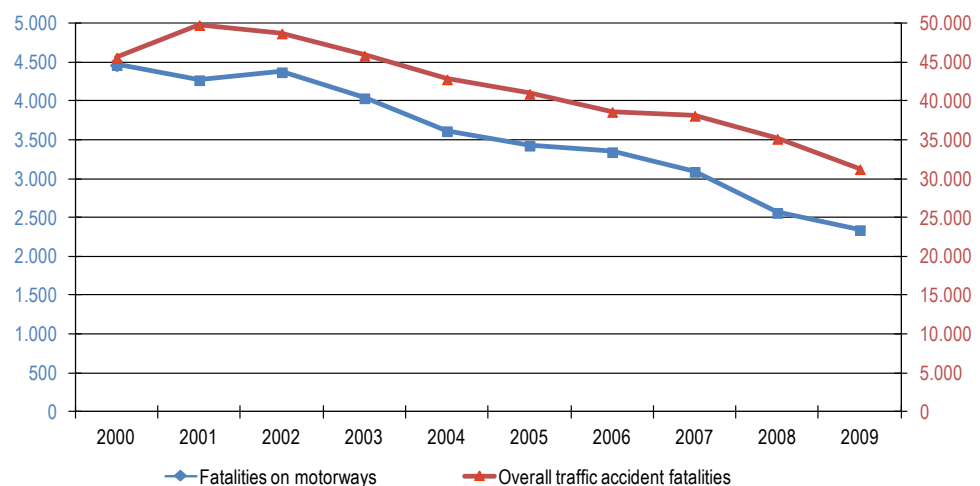
Approximately 30.000 people were killed in traffic accidents on motorways in 18¹ European Union countries between 2000 and 2009². This number corresponds to 9% of all traffic accident fatalities in those countries.

There were 4.471 traffic accident fatalities on motorways in 2000, and the number fell by 48% by 2009² (2.346). The total number of traffic accident fatalities in the 16 European Union countries also fell significantly over the same decade, by 46%.

Although the overall number of road accident fatalities shows a rather steady decrease, the trend for motorway fatalities has more variable. The most significant reduction of the number of fatalities on motorways in the 18 countries occurred between 2003 - 2004 and between 2007 and 2009.

It is noted though that in three countries (Greece, Poland and United Kingdom) there is significant number of fatalities recorded on non-specified road network type (unknown whether they occurred on motorway or non-motorway network).

Figure 1: Fatalities evolution in the EU-18¹, 2000-2009²



Source: CARE Database / EC
Date of query: December 2011

¹ See Table "Country abbreviations used and definition of EU-level" on page 20.

² Where a number is missing for an EU-18/20 country in a particular year, its contribution to the EU-18/20 total is estimated as the closer known value.

The number of people killed in traffic accident on motorways fell by 48% in the decade from 2000 to 2009

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The reduction in motorway fatalities between 2000 and 2009 was highest in Spain (60%)

Table 1 provides an overview of the changes in the number of fatalities on motorways split by country. The totals refer to the 18 countries with available data since 2000.

Table 1: Fatalities on motorways by country, 2000-2009

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
BE	238	196	172	140	125	161	164	153	139	150
CZ	45	43	53	48	58	45	37	48	30	25
DK	29	38	48	31	27	31	16	24	31	24
DE	907	770	857	811	694	662	645	602	495	475
EL	61	86	69	58	116	111	147	140	120	108
ES	1.137	1.146	1.107	1.063	920	851	767	611	487	460
FR	527	487	521	439	316	323	296	273	233	225
IT	764	773	801	711	648	577	590	526	452	350
LU	9	7	12	6	7	4	6	11	6	36
NL	138	124	123	151	-	-	-	-	-	83
AT	126	156	126	107	118	89	74	74	71	61
PL	-	57	41	37	42	33	55	53	35	43
PT	128	112	115	127	116	98	84	128	96	89
RO	19	10	27	20	19	37	50	41	21	25
SI	57	24	35	34	37	20	33	37	13	30
FI	13	11	16	7	17	10	17	14	9	12
SE	25	30	27	34	42	24	28	25	18	-
UK	191	206	228	220	166	206	189	185	160	132
EU-18	4.471	4.276	4.378	4.043	3.619	3.433	3.349	3.096	2.567	2.346
%	-	-4,4%	2,4%	-7,7%	-10,5%	-5,1%	-2,4%	-7,6%	-17,1%	-8,6%
HU	-	-	-	58	62	48	55	61	54	38
SK	-	-	-	-	-	21	15	19	14	9
CH	-	-	-	-	51	-	-	-	27	34

Source: CARE Database / EC

Date of query: December 2011

Table 2 shows the rate of fatalities on motorways per million inhabitants between 2000 and 2009. The 2009 rate was higher in Belgium (13,0) and Slovenia (14,6) than in the other European countries and hence higher than the average rate (5,0) of the EU-20 countries.

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Table 2: Fatalities on motorways per million inhabitants in the EU-18/20¹, 2000-2009

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
BE	23,2	19,1	16,7	13,5	12,0	15,4	15,6	14,5	13,0	14,0
CZ	4,4	4,2	5,2	4,7	5,7	4,4	3,6	4,7	2,9	2,4
DK	5,4	7,1	8,9	5,8	5,0	5,7	2,9	4,4	5,7	4,3
DE	11,0	9,4	10,4	9,8	8,4	8,0	7,8	7,3	6,0	5,8
EL	5,6	7,9	6,3	5,3	10,5	10,0	13,2	12,5	10,7	9,6
ES	28,4	28,3	27,0	25,5	21,7	19,8	17,5	13,7	10,8	10,0
FR	8,7	8,0	8,5	7,1	5,1	5,2	4,7	4,3	3,7	3,5
IT	13,4	13,6	14,1	12,4	11,2	9,9	10,0	8,9	7,6	5,8
LU	20,8	15,9	27,0	13,4	15,4	8,7	12,8	23,1	12,4	73,2
NL	8,7	7,8	7,6	9,3	9,3	9,3	9,2	9,2	9,2	5,0
AT	15,7	19,4	15,6	13,2	14,5	10,8	9,0	8,9	8,5	7,3
PL	-	1,5	1,1	1,0	1,1	0,9	1,4	1,4	0,9	1,1
PT	12,5	10,9	11,1	12,2	11,1	9,3	8,0	12,0	9,0	8,4
RO	0,8	0,4	1,2	0,9	0,9	1,7	2,3	1,9	1,0	1,2
SI	28,7	12,1	17,6	17,0	18,5	10,0	16,5	18,4	6,4	14,6
FI	2,5	2,1	3,1	1,3	3,3	1,9	3,2	2,7	1,7	2,3
SE	2,8	3,4	3,0	3,8	4,7	2,7	3,1	2,7	2,0	-
UK	3,2	3,5	3,9	3,7	2,8	3,4	3,1	3,0	2,6	2,1
EU-18	10,0	9,5	9,8	9,0	8,0	7,5	7,3	6,7	5,6	5,1
HU	-	-	-	5,7	6,1	4,8	5,5	6,1	5,4	3,8
SK	-	-	-	-	-	3,9	2,8	3,5	2,6	1,7
EU-20	-	-	-	-	-	7,4	7,2	6,7	5,5	5,0
CH	-	-	-	-	-	6,8	-	-	3,5	4,4

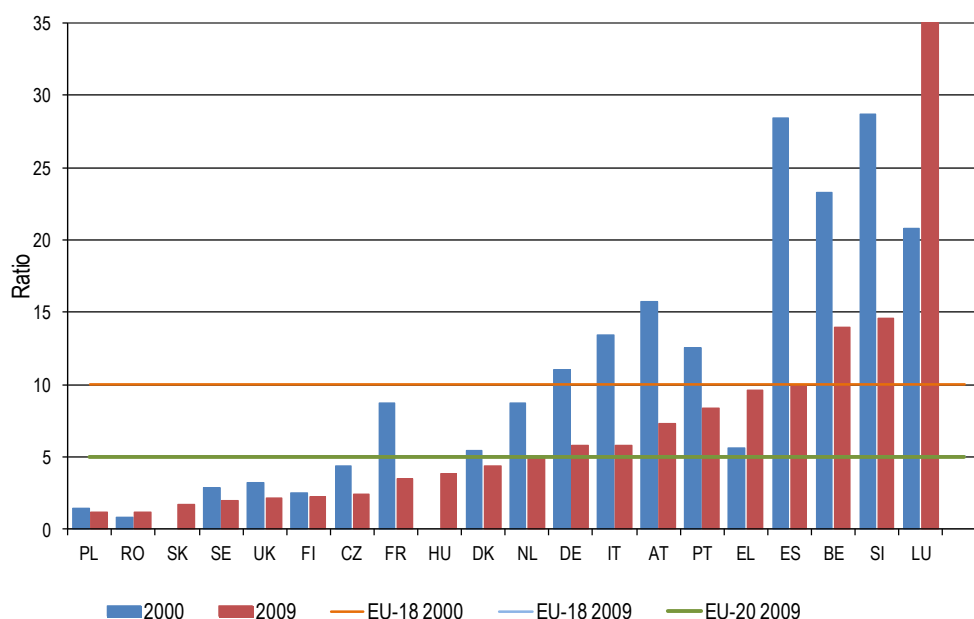
Source: CARE Database / EC
Date of query: December 2011
Source of population data: Eurostat

Spain experienced a significant reduction (65%) in the fatality rate on its motorway network within the decade analysed

Figure 2 shows that the fatality rate on motorways decreased by almost 49% between 2000 and 2009, from 10,0 per million inhabitants in 2000 to 5,1 in 2009.

Figure 2: Fatalities on motorways per million inhabitants, 2000 and 2009²

The fatality rate on motorways decreased by almost 49% between 2000 and 2009



Source: CARE Database / EC
 Date of query: December 2011
 Source of population data: Eurostat

A fairer comparison of the level of safety on motorways involves the fatality rate per thousand kilometers of motorway. Using this exposure measure (motorway network length), Table 3 and Figure 3 show that the motorway fatality rate in Spain decreased by 65% between 2000 and 2009. Furthermore, the average rate for EU-16 fell 33% between 2000 (70) and 2009 (46,4).

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Table 3: Fatalities on motorways per 1.000 km of motorways, 2000-2009²

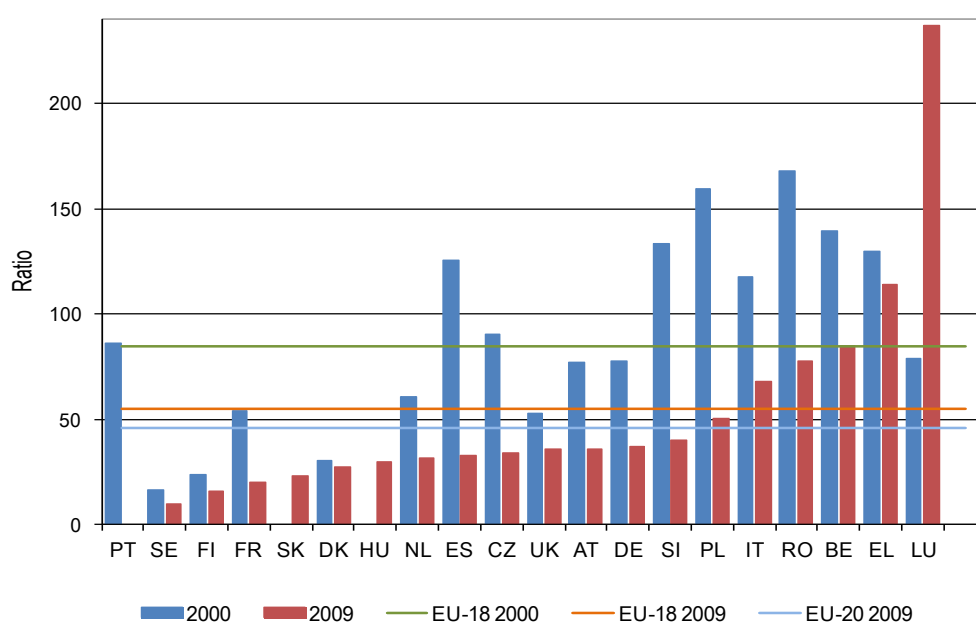
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
BE	139,8	113,5	99,5	81,0	71,6	92,2	93,0	86,8	78,8	85,1
CZ	90,1	83,1	102,4	92,7	106,2	79,8	58,5	73,1	43,4	34,3
DK	30,4	39,1	47,5	-	-	-	14,9	21,6	27,5	27,5
DE	77,4	65,3	71,2	67,3	57,0	53,5	51,5	47,8	39,1	37,1
EL	129,8	183,0	146,8	65,9	131,8	126,1	169,4	161,3	126,6	113,9
ES	125,7	119,8	113,7	103,2	85,7	74,5	63,6	47,0	36,0	32,8
FR	54,0	48,4	51,0	42,3	30,1	29,9	27,3	24,9	21,1	20,2
IT	117,9	119,3	123,5	109,6	99,2	88,2	90,0	79,8	68,2	68,2
LU	78,9	60,9	95,2	40,8	47,9	27,2	40,8	74,8	40,8	236,8
NL	60,9	49,6	48,9	59,4	58,4	58,1	58,0	58,5	57,3	31,5
AT	77,2	94,8	76,6	64,1	70,4	53,1	44,1	43,6	41,9	36,0
PL	159,2	143,2	101,2	91,4	76,1	59,8	83,0	79,9	45,8	50,6
PT	86,2	67,3	62,7	-	-	-	-	-	-	-
RO	168,1	88,5	238,9	177,0	83,3	162,3	219,3	145,9	74,7	77,9
SI	133,5	55,2	76,8	71,3	76,6	35,1	57,0	63,9	18,7	40,2
FI	23,7	18,6	26,5	10,7	26,0	14,4	24,3	20,0	12,2	15,7
SE	16,7	19,9	17,5	21,4	24,9	14,3	16,1	13,8	9,7	9,7
UK	53,1	57,1	63,1	60,9	45,4	56,8	51,6	50,4	43,6	35,9
EU-18	84,7	78,8	79,3	71,5	62,6	58,0	55,4	50,1	40,7	55,1
HU	-	-	-	107,0	109,0	75,5	70,1	71,1	42,4	29,9
SK	-	-	-	-	-	64,1	45,8	52,1	36,5	23,0
EU-20	-	-	-	-	-	47,8	47,1	43,5	34,9	45,7
CH	-	-	-	-	37,7	-	38,0	38,0	38,0	38,0

Source: CARE Database / EC
Date of query: December 2011
Source of road length data: Eurostat

The fatality rate in the Spanish motorways decreased by 74% between 2000 and 2009

The average fatality rate per thousand kilometers of motorways for EU-18 fell 35% between 2000 (84,7) and 2009 (55,1)

Figure 3: Fatalities on motorways per 1.000 km of motorways, 2000 and 2009



Source: CARE Database / EC
Date of query: December 2011
Source of road length data: Eurostat

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The lowest proportion of fatalities occurred on motorways is observed in Romania (0,9%)

Greece and Belgium are the countries (with data up to 2009) with the highest number of fatalities on motorways per thousand kilometres of motorway network in 2009. Conversely, the fatality rate in Spain in 2008 (8,0) is significantly lower than the average rate for EU-20 countries (45,7).

Table 4 shows the proportion of road accident fatalities that occurred on motorways by country. Slovenia had the largest proportion in 2009 in the EU-20 countries (17,5%), followed by Spain (17%). By contrast, the lowest proportion of fatalities occurring on motorways was in Romania (0,9%).

Table 4: Proportion of road accident fatality total that occurred on motorways, 2000-2009²

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
BE	16%	13%	13%	12%	11%	15%	15%	14%	15%	16%
CZ	3%	3%	4%	3%	4%	4%	4%	4%	3%	3%
DK	6%	9%	10%	7%	7%	9%	5%	6%	8%	8%
DE	12%	11%	13%	12%	12%	12%	13%	12%	11%	11%
EL	3%	5%	4%	4%	7%	7%	9%	9%	8%	7%
ES	20%	21%	21%	20%	19%	19%	19%	16%	16%	17%
FR	7%	6%	7%	7%	6%	6%	6%	6%	6%	5%
IT	11%	11%	12%	11%	11%	10%	10%	10%	10%	8%
LU	12%	10%	19%	11%	14%	9%	14%	24%	17%	75%
NL	13%	13%	13%	15%	19%	20%	21%	21%	22%	13%
AT	13%	16%	13%	12%	13%	12%	10%	11%	11%	10%
PL	-	1%	1%	1%	1%	1%	1%	1%	1%	1%
PT	7%	7%	7%	8%	9%	8%	9%	13%	11%	11%
RO	1%	0%	1%	1%	1%	1%	2%	2%	1%	1%
SI	18%	9%	13%	14%	14%	8%	13%	13%	6%	18%
FI	3%	3%	4%	2%	5%	3%	5%	4%	3%	4%
SE	4%	5%	5%	6%	9%	6%	6%	5%	5%	-
UK	5%	6%	6%	6%	5%	6%	6%	6%	6%	6%
EU-18	9,8%	8,6%	9,0%	8,8%	8,5%	8,4%	8,7%	8,1%	7,3%	7,5%
HU	-	-	-	4%	5%	4%	4%	5%	5%	5%
SK	-	-	-	-	-	4%	2%	3%	2%	2%
EU-20	-	-	-	-	-	8,2%	8,5%	8,0%	7,2%	7,4%
CH	-	-	-	-	10%	-	-	-	8%	10%

Slovenia has the largest proportion of road accident fatalities on motorways (18%) for 2009 followed by Spain (17%)

Source: CARE Database / EC
Date of query: December 2011

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Mode of transport

Table 5 shows the number of fatalities on motorways in 2009 by mode of transport. More than 60% of fatalities on motorways across the European countries were car or taxi occupants and about 11% of fatalities were users of two-wheelers.

Table 5: Percentage of fatalities on motorways by mode of transport, 2009²

	Car / taxi	Lorries	Two-wheelers	Pedestrian	Others	Total
BE	61%	14%	9%	9%	6%	150
CZ	48%	24%	8%	20%	0%	25
DK	71%	4%	4%	17%	4%	24
DE	65%	18%	9%	4%	3%	475
EL	60%	4%	17%	17%	3%	108
ES	52%	18%	14%	13%	3%	460
FR	64%	6%	13%	10%	6%	225
IT	62%	1%	15%	7%	15%	350
LU	69%	0%	17%	8%	6%	36
HU	68%	16%	5%	8%	3%	38
NL	78%	7%	8%	6%	0%	83
AT	84%	10%	2%	2%	3%	61
PL	70%	7%	7%	16%	0%	43
PT	45%	20%	10%	8%	17%	89
RO	52%	12%	4%	28%	4%	25
SI	50%	3%	7%	7%	33%	30
SK	78%	0%	0%	22%	0%	9
FI	83%	0%	17%	0%	0%	12
SE	47%	21%	16%	16%	0%	18
UK	63%	14%	9%	14%	1%	132
EU-20	1.280	223	221	171	128	2.394
% by mode of transport	61,4%	12,0%	11,5%	9,5%	5,7%	100%
CH	65%	6%	18%	12%	0%	34

Source: CARE Database / EC
Date of query: December 2011

More than 60% of fatalities on motorways across the European countries were car or taxi occupants

12% of fatalities on motorways across the European countries were motorcycle riders

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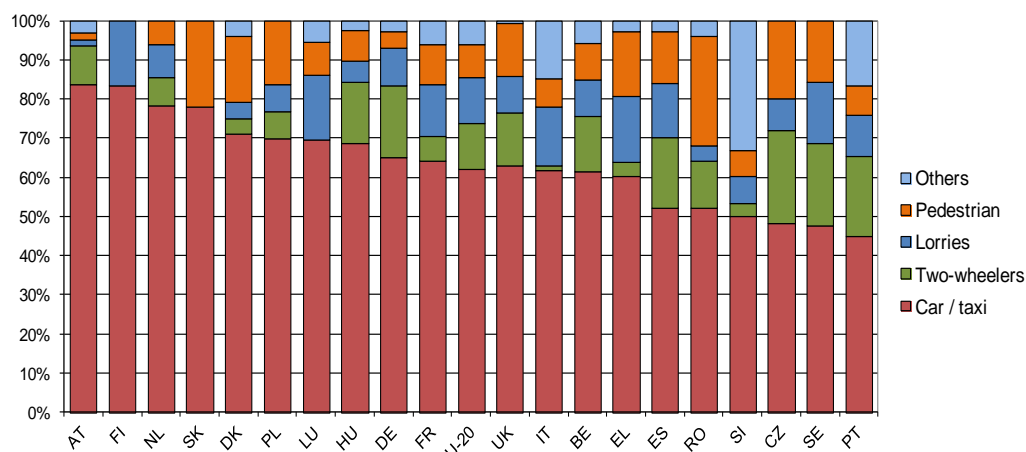
Seasonality

Single vehicle accidents

Gender

Figure 4 shows that in 2009, 28% of fatalities on motorways in Romania were pedestrians, the highest proportion among the 20 countries. Furthermore, the second highest proportion of pedestrian fatalities on motorways is 22% in Slovakia.

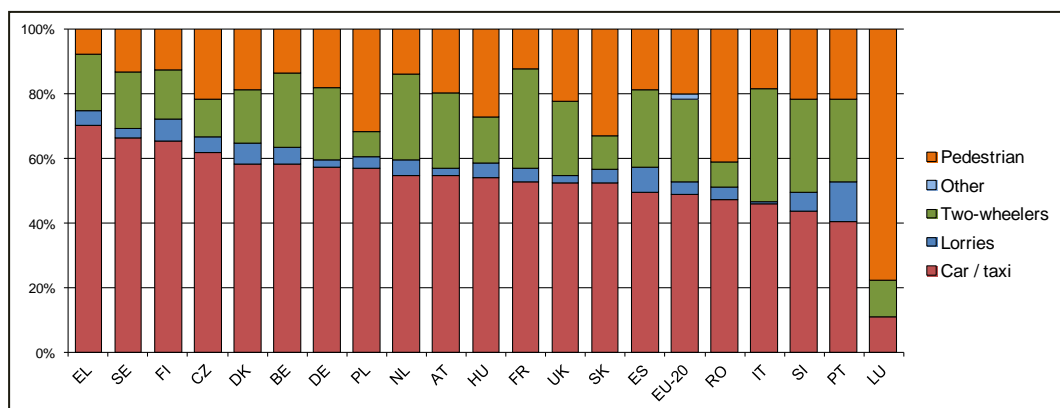
Figure 4: Distribution of fatalities on motorways by mode of transport in the EU-20¹, 2009²



Source: CARE Database / EC
Date of query: December 2011
Source of population data: Eurostat

It is worth noticing that only 11% of the fatalities occurring on motorways in the 20 countries were users of two wheeled vehicles (motorcycle, moped or pedal cycle users); Czech Republic (24%) and Spain (23%) had the largest percentage. By comparison, Figure 5 shows that 25% of fatalities on non-motorway roads were users of two wheeled vehicles. As far as fatalities on non-motorway roads are concerned, the largest percentage of two wheeled vehicles users' fatalities was in Italy, about 35%.

Figure 5: Distribution of fatalities on non-motorway road network by mode of transport in the EU-20¹, 2009²



Source: CARE Database / EC
Date of query: December 2011
Source of population data: Eurostat

28% of fatalities on motorways in Romania were pedestrians, the highest proportion in any of the 20 countries

Czech Republic (24%) and Spain (23%) had the largest percentage of the fatalities occurring on motorways

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Manoeuvre Type

Table 6 shows that the vehicle manoeuvre most frequently associated with fatalities on motorways in all EU-20 countries is driving 'straight ahead'. About 25% of fatalities were occupants of vehicles which were driving straight ahead and making no other manoeuvre. However, the corresponding percentage for this manoeuvre on non-motorway network is lower (23%), as shown in Table 7, maybe due to the large number of "not defined" manoeuvres. More specifically, in 9 countries (Czech Republic, Germany, Italy, Luxembourg, Austria, Romania, Slovakia, Finland and Sweden) over 90% of the manoeuvres on motorways and on non-motorways are "not defined".

Table 6: Fatalities on motorways by manoeuvre type, 2009²

	changing lane	overtaking	stopped stopping	straight ahead	turning	u turn	other	not defined	Total
BE	0	8	5	37	2	0	79	19	150
CZ	0	0	0	0	0	0	0	25	25
DK	0	0	4	16	0	0	0	4	24
DE	0	0	0	0	0	0	0	475	475
EL	7	0	2	31	6	0	24	38	108
ES	0	25	21	323	7	0	27	57	460
FR	6	10	8	104	34	0	20	43	225
IT	0	0	0	0	0	0	1	349	350
LU	0	0	0	0	0	0	0	36	36
HU	2	0	4	25	0	0	4	3	38
NL	4	0	3	68	0	0	1	7	83
AT	1	0	1	0	0	0	15	44	61
PL	0	0	1	0	0	0	35	7	43
PT	6	3	1	59	0	0	2	17	89
RO	0	0	0	0	0	0	0	25	25
SI	7	0	0	0	0	0	12	11	30
SK	0	0	0	0	0	0	0	9	9
FI	0	0	0	0	0	0	0	12	12
SE	0	0	0	0	0	0	0	18	18
UK	6	0	5	95	0	0	8	18	132
EU-20	39	46	55	758	49	0	228	1219	2,394
%	1,6%	1,9%	2,3%	31,7%	2,0%	0,0%	9,5%	50,9%	100,0%
CH	0	0	0	0	0	0	0	34	34

Source: CARE Database / EC

Date of query: December 2011

The vehicle manoeuvre most frequently associated with fatalities on motorways in EU-20 countries is driving 'straight ahead'

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Table 7: Fatalities on non-motorway road network by manoeuvre type, 2009²

	changing lane	overtaking	stopped stopping	straight ahead	turning	u turn	other	not defined	Total
BE	0	67	1	205	36	4	311	170	794
CZ	0	0	0	0	0	0	0	876	876
DK	1	0	3	207	18	0	0	50	279
DE	0	0	0	0	0	0	0	3.677	3.677
GR	7	0	1	44	6	0	95	87	240
ES	0	67	222	1.185	43	5	173	559	2.254
FR	8	173	19	2.015	1.020	11	131	663	4.040
IT	0	9	0	32	16	0	11	3.819	3.887
LU	0	0	0	0	0	0	0	10	10
HU	37	0	3	486	0	0	75	183	784
NL	8	0	7	421	41	1	12	59	549
AT	3	0	10	1	16	1	82	459	572
PL	0	0	6	0	43	0	2.539	1.052	3.640
PT	66	33	0	400	23	2	42	185	751
RO	0	0	0	0	0	0	0	2.771	2.771
SI	34	0	0	0	0	0	68	39	141
SK	0	0	0	0	0	0	0	373	373
FI	0	0	0	0	0	0	0	267	267
SE	0	0	0	0	0	0	0	377	377
UK	15	0	20	1.246	76	3	129	403	1.892
EU-20	179	349	292	6242	1338	27	3668	16079	27.902
%	0,6%	1,2%	1,0%	22,2%	4,7%	0,1%	13,0%	57,1%	100%
CH	0	0	0	0	0	0	0	315	315

Almost the same percentage of fatalities is associated with overtaking vehicle maneuver both on motorways and non-motorways

Source: CARE Database / EC
Date of query: December 2011

Age and Person class

Table 8 shows the number of fatalities on motorways in 2009 by person class and age in the EU-20 countries, while Table 9 shows the number on non-motorways. Table 8 shows that, of the age groups studied, the highest percentage of fatalities on motorways for drivers, passengers and pedestrians occurred in the 25-49 age group.

Table 9 shows that in the EU-20 countries, the highest percentage of driver fatalities on non-motorway roads was also in the 25-49 age group. As far as pedestrian fatalities on non-motorway roads are concerned, the highest percentage of fatalities (44%) was among the elderly, i.e. people over 64 years old.

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Table 8: Percentage of fatalities on motorways by person class and age, 2009²

	Person Class			Age group					Total
	Driver	Passenger	Pedestrian	<18	18-24	25-49	50-64	>64	
BE	79%	10%	11%	2%	21%	48%	22%	8%	130
CZ	48%	32%	20%	0%	4%	84%	8%	4%	25
DK	54%	29%	17%	13%	17%	58%	8%	4%	24
DE	66%	30%	4%	3%	17%	47%	20%	12%	475
EL	56%	29%	15%	7%	14%	47%	16%	16%	106
ES	58%	29%	13%	3%	10%	58%	17%	11%	460
FR	57%	32%	10%	6%	18%	43%	17%	16%	225
IT	63%	30%	7%	3%	14%	51%	18%	13%	344
LU	67%	25%	8%	11%	28%	31%	19%	11%	36
HU	58%	34%	8%	5%	11%	68%	13%	3%	38
NL	71%	23%	6%	1%	27%	40%	20%	12%	83
AT	62%	36%	2%	3%	8%	49%	26%	13%	61
PL	42%	42%	16%	12%	9%	49%	19%	12%	43
PT	56%	36%	8%	1%	12%	58%	19%	10%	89
RO	28%	44%	28%	8%	16%	40%	24%	12%	25
SI	50%	43%	7%	7%	23%	30%	23%	17%	30
SK	44%	33%	22%	0%	22%	56%	22%	0%	9
FI	58%	42%	0%	8%	0%	67%	17%	8%	12
SE	56%	28%	17%	0%	11%	44%	22%	22%	18
UK	55%	31%	14%	4%	17%	51%	20%	8%	132
EU-20	62%	30%	8%	4%	16%	49%	19%	12%	2.394
CH	71%	18%	12%	3%	29%	32%	21%	15%	34

Pedestrians killed on non-motorways are more than twice the respective number on

motorway network

Source: CARE Database / EC
Date of query: December 2011

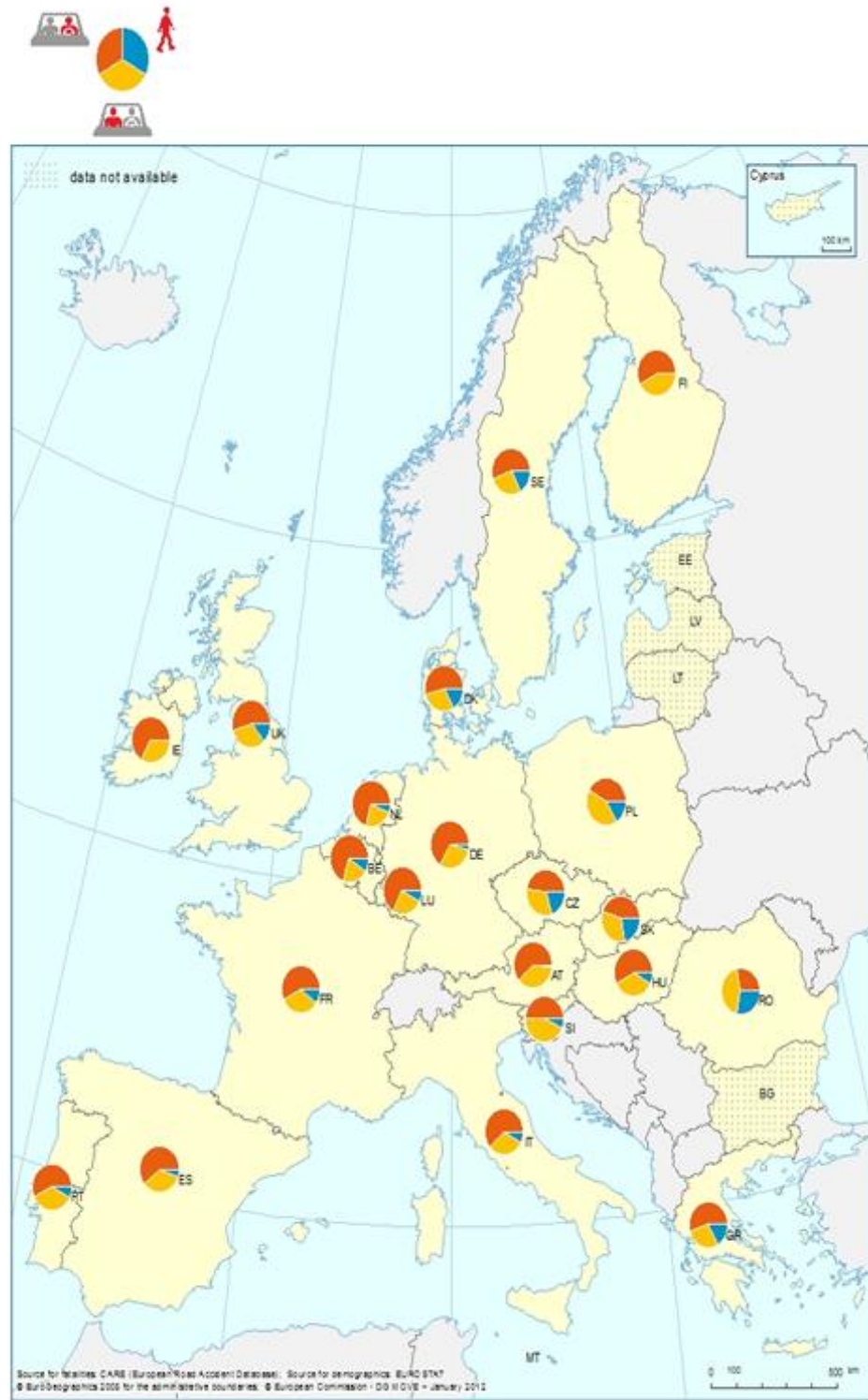
Table 9: Percentage of fatalities on non-motorways by person class and age, 2009²

	Person Class			Age group					Total
	Driver	Passenger	Pedestrian	<18	18-24	25-49	50-64	>64	
BE	83%	5%	12%	5%	17%	41%	17%	21%	720
CZ	61%	20%	20%	3%	15%	44%	19%	19%	875
DK	66%	16%	17%	9%	18%	38%	14%	22%	279
DE	71%	13%	16%	6%	19%	31%	16%	28%	3.677
EL	63%	29%	8%	5%	13%	51%	18%	13%	237
ES	63%	19%	18%	5%	14%	45%	15%	20%	2.254
FR	72%	16%	12%	7%	21%	38%	14%	19%	4.040
IT	71%	13%	16%	5%	14%	37%	16%	28%	3.803
LU	30%	0%	70%	20%	0%	10%	30%	40%	10
HU	60%	17%	23%	5%	10%	42%	23%	21%	784
NL	77%	13%	10%	9%	19%	28%	13%	31%	548
AT	67%	16%	17%	7%	16%	35%	15%	26%	572
PL	49%	23%	28%	5%	19%	38%	22%	16%	3.609
PT	62%	20%	19%	5%	13%	37%	18%	26%	749
RO	38%	26%	36%	7%	15%	36%	21%	21%	2.764
SI	68%	16%	16%	3%	16%	37%	20%	24%	140
SK	46%	24%	30%	5%	16%	38%	25%	17%	309
FI	66%	23%	11%	10%	19%	28%	16%	25%	267
SE	74%	15%	11%	5%	16%	36%	18%	26%	373
UK	61%	18%	21%	8%	20%	39%	14%	19%	1.892
EU-20	63%	18%	20%	6%	17%	38%	17%	22%	27.902
CH	70%	12%	18%	8%	18%	27%	19%	27%	315

Source: CARE Database / EC
Date of query: December 2011

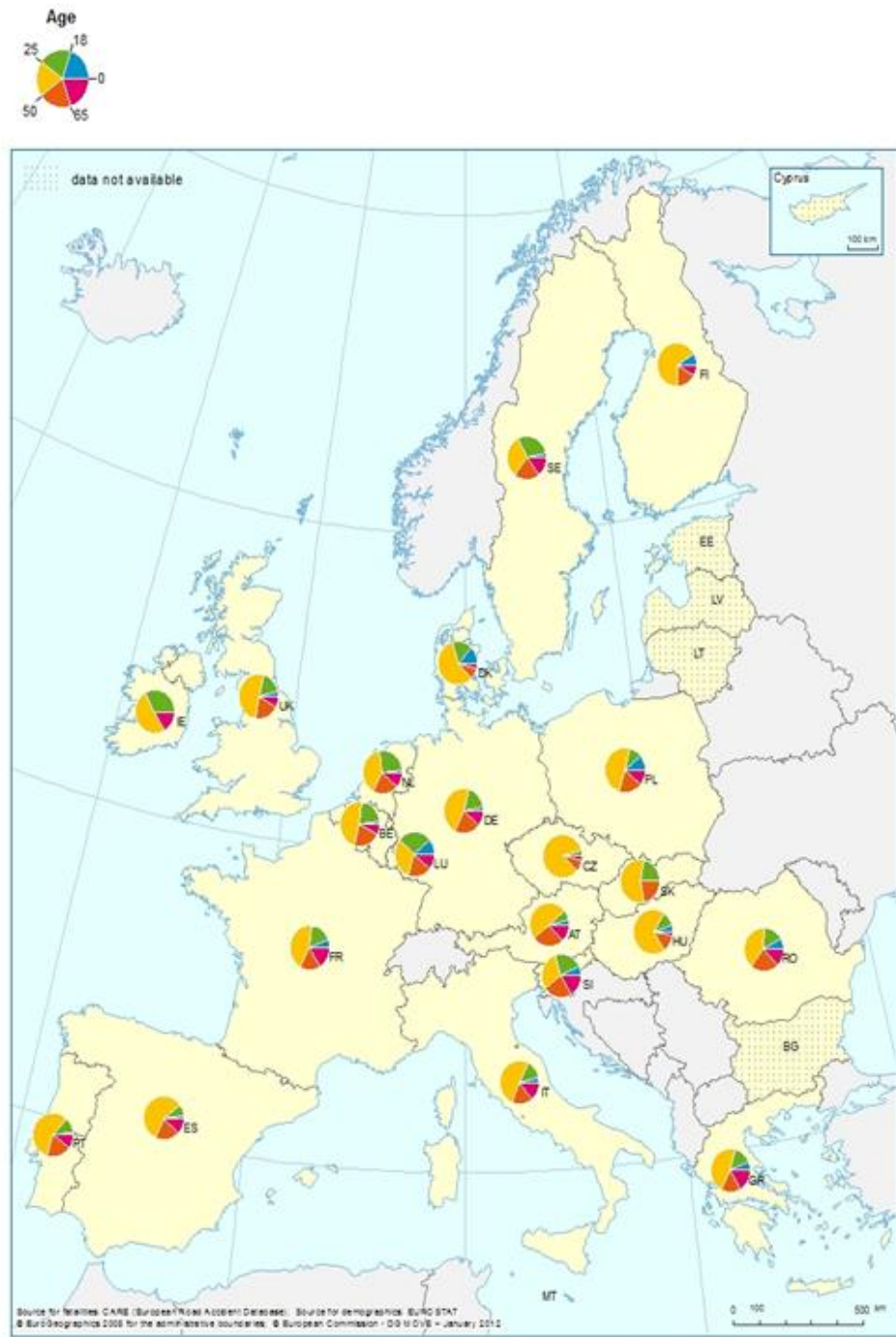
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Figure 6: Percentage of fatalities on motorways by person class, 2009



Source: CARE Database / EC

Figure 7: Percentage of fatalities on motorways by age group, 2009



Source: CARE Database / EC

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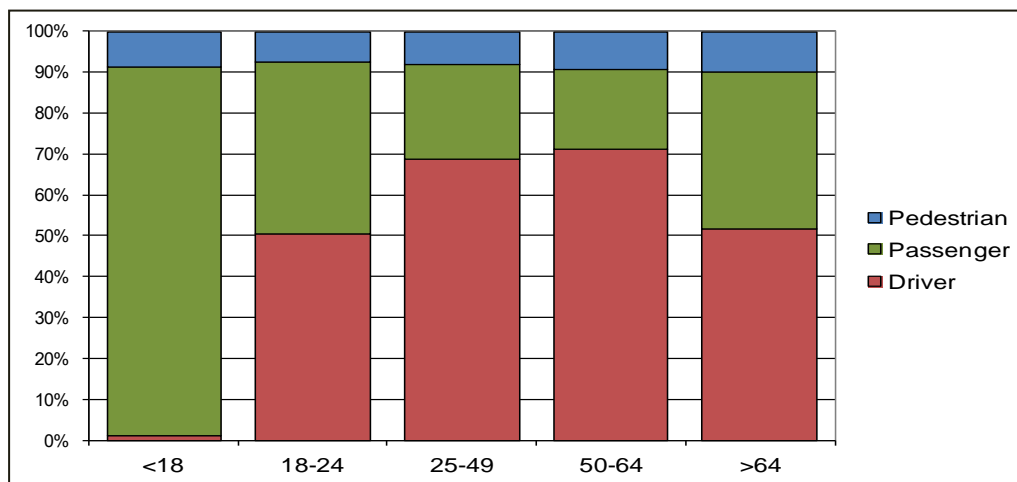
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Figure 8 shows the distribution of fatalities on motorways by age and person class in the EU-20 in 2009. Only a small percentage of fatalities were pedestrians (9% - 10%, depending on age group). The proportion of driver fatalities on motorways is higher for the 50 – 64 age group (70%) than for the other age groups

Figure 8: Fatalities on motorways by age and person class in the EU-20¹, 2009²

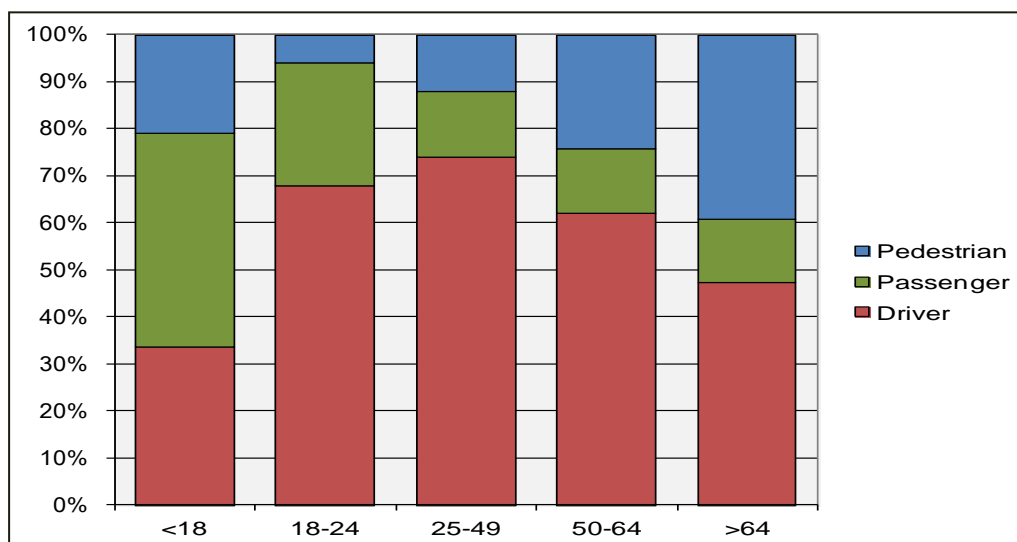


Source: CARE Database / EC
Date of query: December 2011

On motorways, the proportion of fatalities who are drivers is highest for the 50-64 age group, whereas on the remaining road network it is highest for the 25-49 age group

Figure 9 shows the distribution for non-motorway roads that corresponds to the motorway distribution of Figure 8. On these roads, the proportion of drivers' fatalities is highest in the 25 – 49 age group (74%). Children (up to 18 years old) were mostly killed as passengers on non-motorway roads (45 fatalities). Figure 8 also shows that on non-motorway roads 21% of child fatalities and almost 40% of elderly fatalities (more than 64 years old) were pedestrians.

Figure 9: Fatalities on non-motorway road network by age and person class in the EU-20¹, 2009²



Source: CARE Database / EC
Date of query: December 2011

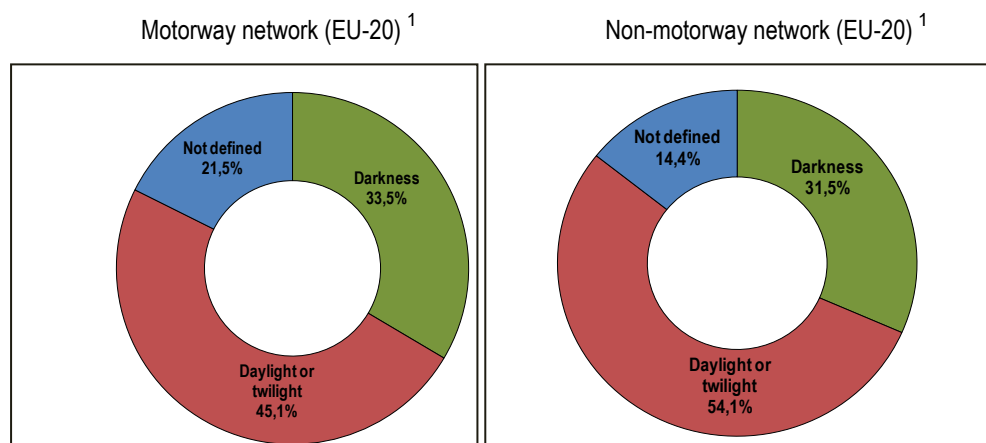
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Lighting Conditions

Figure 10 shows that, in 2009, 49% (1.171 persons) of the fatalities on motorways in the 20 European countries are killed in accidents during daylight or twilight. The respective percentage for the remaining road network in the 20 EU countries appears to be slightly higher, almost 55% (corresponding to 15.490 people), as also indicated in Figure 10. Note that the high percentage of fatalities for which the lighting condition is “not defined” means that the actual percentages are rather higher.

49% of the fatalities on motorways in the 20 European countries were killed in accidents in the daylight or twilight

Figure 10: Fatalities on motorways and non-motorway network by lighting conditions - 2009²



Furthermore, 34% of the fatalities on motorways occurred in darkness, whereas on non-motorway network, the respective percentage is slightly smaller (32%). The percentage of “not defined” fatalities by lighting conditions is lower on non-motorway network (17%) than on motorways (22%).

Day of week

Table 10 shows that in the EU-20 countries in 2009, the percentage of fatalities on motorways per fatalities on the remaining road network is highest on Sundays (10%) and lowest on Fridays (7%).

Table 10: Number of fatalities on motorways as a percentage of fatalities on non motorways by day of week, 2009²

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
BE	17%	14%	19%	33%	16%	22%	15%
CZ	3%	4%	5%	2%	3%	1%	4%
DK	8%	5%	14%	3%	15%	6%	9%
DE	13%	12%	11%	13%	13%	13%	17%
EL	46%	33%	48%	65%	23%	42%	63%
ES	27%	21%	20%	14%	22%	16%	14%
FR	6%	6%	6%	5%	5%	6%	5%
IT	11%	9%	10%	9%	7%	8%	9%
LU	0%	500%	100%	-	200%	1.100%	333%
HU	2%	5%	2%	8%	7%	3%	5%
NL	15%	14%	19%	9%	12%	24%	15%
AT	16%	6%	12%	13%	6%	10%	12%
PL	2%	1%	0%	2%	1%	1%	1%
PT	15%	13%	10%	8%	13%	9%	16%
RO	0%	1%	1%	1%	0%	1%	1%
SI	11%	8%	35%	35%	33%	25%	12%
SK	2%	5%	0%	2%	0%	4%	4%
FI	0%	0%	5%	0%	10%	7%	6%
SE	4%	8%	6%	4%	0%	6%	6%
UK	6%	8%	7%	7%	5%	8%	7%
EU-20	9%	8%	8%	8%	7%	8%	10%
CH	11%	0%	25%	5%	9%	17%	8%

Source: CARE Database / EC
Date of query: December 2011

In the EU-20 the highest percentage of fatalities on motorways per fatalities on the remaining road network (8%) is noticed on Mondays and Sundays

Seasonality

Table 11 shows that in the EU-20 countries, the peak period for fatalities on motorways is May/June (19%). However, the peak periods differ among countries, as the peak of motorway fatalities is in January/February in Slovenia (27%) and in March/April in Slovenia and Denmark. Additionally, the peak value occurs in more than one pair of months in countries such as Belgium and Czech Republic.

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Table 11: Percentage of fatalities on motorways by pair of months, 2009²

	January/ February	March/ April	May/ June	July/ August	September/ October	November/ December
BE	15%	12%	20%	20%	18%	15%
CZ	20%	4%	32%	0%	32%	12%
DK	17%	29%	8%	17%	17%	13%
DE	15%	16%	22%	16%	18%	13%
EL	19%	11%	21%	14%	25%	10%
ES	14%	19%	18%	18%	16%	15%
FR	10%	18%	17%	24%	17%	14%
IT	16%	15%	17%	21%	16%	15%
LU	3%	22%	28%	14%	19%	14%
HU	13%	21%	24%	16%	11%	16%
NL	14%	18%	24%	10%	10%	24%
AT	10%	20%	10%	25%	21%	15%
PL	9%	19%	19%	14%	14%	26%
PT	13%	12%	18%	22%	23%	13%
RO	0%	16%	24%	40%	4%	16%
SI	27%	33%	10%	13%	17%	0%
SK	0%	0%	22%	22%	33%	22%
FI	8%	25%	33%	17%	17%	0%
SE	6%	17%	28%	11%	17%	22%
UK	13%	20%	23%	15%	14%	14%
EU-20	14%	17%	19%	18%	17%	15%
CH	9%	6%	35%	12%	15%	24%

Source: CARE Database / EC
Date of query: December 2011

Table 12 shows that for the EU-20 countries the highest percentage of fatalities on motorways per fatalities on non-motorways is 8% and is noticed for the six months of the year whereas the lowest respective percentage is noticed only for three months. It should be noted that the unknown road network fatalities are not included.

In the EU-20, the peak period for fatalities on motorways is May/June(19%)

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Table 12: Number of fatalities on motorways as a percentage of fatalities on non motorways per month, 2009²

	January	February	March	April	May	June	July	August	September	October	November	December
BE	27%	16%	13%	12%	20%	24%	24%	16%	21%	22%	17%	18%
CZ	4%	4%	0%	2%	1%	9%	0%	0%	5%	4%	2%	3%
DK	0%	22%	12%	13%	7%	0%	7%	13%	6%	14%	5%	10%
DE	11%	21%	17%	10%	14%	17%	10%	13%	13%	12%	9%	13%
EL	50%	50%	26%	26%	82%	100%	26%	35%	34%	80%	40%	44%
ES	21%	14%	21%	29%	20%	20%	17%	21%	19%	22%	18%	23%
FR	5%	3%	5%	9%	4%	6%	7%	7%	5%	5%	5%	5%
IT	10%	12%	11%	7%	7%	10%	11%	7%	7%	9%	9%	10%
LU	100%	0%	400%	-	400%	-	-	300%	200%	500%	200%	100%
HU	4%	6%	1%	11%	4%	8%	3%	5%	2%	4%	6%	4%
NL	13%	19%	11%	25%	22%	17%	4%	13%	9%	5%	20%	30%
AT	5%	10%	26%	12%	6%	6%	9%	15%	10%	17%	9%	11%
PL	1%	1%	3%	0%	2%	1%	0%	1%	1%	1%	1%	2%
PT	13%	8%	16%	4%	12%	17%	18%	7%	19%	10%	9%	10%
RO	0%	0%	2%	1%	1%	2%	3%	1%	0%	0%	1%	0%
SI	10%	117%	50%	43%	5%	17%	0%	33%	11%	27%	0%	0%
SK	0%	0%	0%	0%	0%	6%	3%	3%	8%	3%	8%	0%
FI	5%	0%	19%	0%	3%	10%	8%	0%	0%	9%	0%	0%
SE	0%	5%	0%	10%	3%	10%	4%	0%	3%	7%	4%	21%
UK	7%	4%	3%	14%	15%	5%	4%	7%	7%	6%	7%	6%
EU-20	8%	9%	9%	9%	9%	10%	8%	8%	8%	8%	7%	9%
CH	13%	3%	9%	18%	11%	20%	3%	19%	8%	11%	12%	9%

The highest percentage of fatalities on motorways per fatalities on non-motorways is 10% (June) in the EU-20 countries

Source: CARE Database / EC
Date of query: December 2011

Although for 2009 the EU-20 average monthly percentage was between 6% and 9%, there were considerably higher percentages in some months in Belgium and Greece. A very high percentage of motorway fatalities occurred in Austria in March (26%), whereas in Slovakia no motorway fatalities were recorded for 6 months in 2009.

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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 Mobility and Transport of the European Commission, 28 Rue de Mot, B -1040 Brussels.

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

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Country abbreviations used and definition of EU-level

EU - 18		EU-20= EU-18 +	
BE	Belgium	HU	Hungary
CZ	Czech Republic	SK	Slovakia
DK	Denmark		
DE	Germany		
EL	Greece		
ES	Spain		
FR	France		
IT	Italy		
LU	Luxembourg		
NL	Netherlands		
AT	Austria		
PL	Poland		
PT	Portugal		
RO	Romania		
SE	Slovenia		
FI	Finland		
SE	Sweden		
UK	United Kingdom		

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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