

Traffic Safety Basic Facts 2010

Motorways

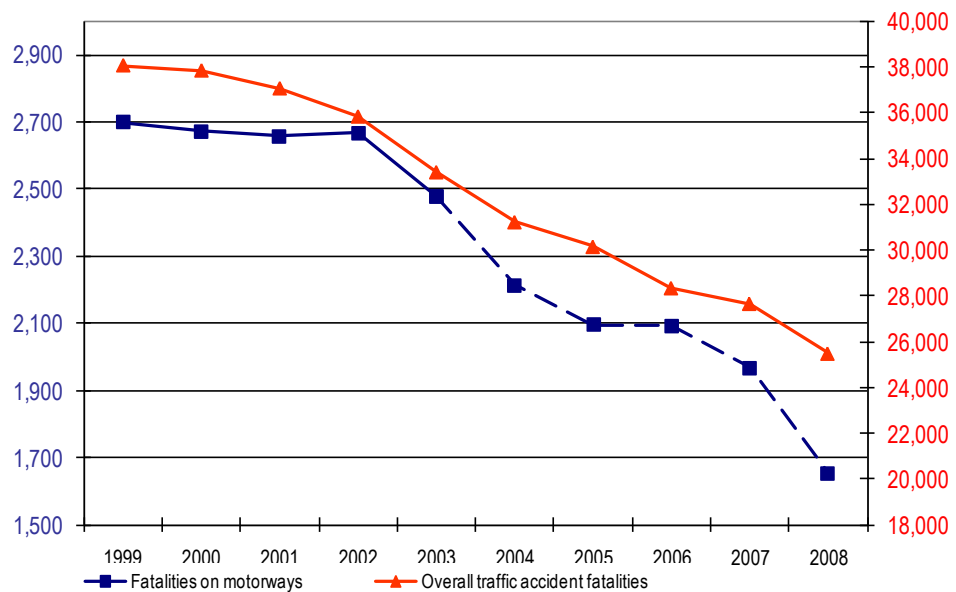
More than 23.000 people were killed in traffic accidents on motorways in 16¹ European Union countries between 1999 and 2008². This number corresponds to 7% of all traffic accident fatalities in those countries.

There were 2.699 traffic accident fatalities on motorways in 1999, and the number fell by 39% by 2008². The total number of traffic accident fatalities in the 16 European Union countries also fell significantly over the same decade, by 33%.

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 16 countries occurred between 2002 and 2004 and between 2006 and 2008².

It is noted though that in five countries (Greece, The Netherlands, Poland, Sweden 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-16¹, 1999-2008²



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

¹ See Table "Country abbreviations used and definition of EU-level" on page 19.

² Using latest data available, i.e. 2008 for all countries except IE (2003), NL (2003), CH (2004).

The number of people killed in traffic accident on motorways fell by 39% in the decade from 1999 to 2008

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The reduction in motorway fatalities between 1999 and 2008 was highest in Spain (67%)

Table 1 provides an overview of the changes in the number of fatalities on motorways split by country. The totals refer to the 16 countries with available data since 1999.

Table 1: Fatalities on motorways by country, 1999-2008²

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
BE	213	238	196	172	140	125	161	164	153	139
CZ	44	45	43	53	48	58	45	37	48	30
DK	41	29	38	48	31	27	31	16	24	31
DE	-	907	770	857	811	694	662	645	602	495
IE**	1	6	4	5	8	8	8	8	8	8
EL	105	61	86	69	58	116	111	147	140	120
ES	327	354	376	324	372	279	221	236	166	109
FR	492	527	487	521	439	316	323	296	273	233
IT	804	764	773	801	711	648	577	590	526	452
LU	6	9	7	12	6	7	4	6	11	6
HU	-	-	-	-	58	62	48	55	61	54
NL**	132	138	124	123	151	151	151	151	151	151
AT	146	126	156	126	107	118	89	74	74	71
PL	-	-	57	41	37	42	33	55	53	35
PT	123	128	112	115	127	116	98	84	128	96
RO	26	19	10	27	20	19	37	50	41	21
SI	-	57	24	35	34	37	20	33	37	13
SK	-	-	-	-	-	-	21	15	19	14
FI	9	13	11	16	7	17	10	17	14	9
SE	25	25	30	27	34	42	24	28	25	18
UK	205	191	206	228	220	166	206	189	185	160
EU-16	2.699	2.673	2.659	2.667	2.479	2.213	2.096	2.093	1.967	1.654
%	-	-1,0%	-0,5%	0,3%	-7,1%	-10,7%	-5,3%	-0,1%	-6,0%	-15,9%
CH*	-	-	-	-	-	51	51	51	51	51

* Data from 2004

** Data from 2003

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

Table 2 shows the rate of fatalities on motorways per million inhabitants between 1999 and 2008. The 2008 rate was higher in Belgium (13,0) than in the other European countries and hence higher than the average rate (4,7) of the EU-21 countries.

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Table 2: Fatalities on motorways per million inhabitants in the EU-16/21¹, 1999-2008²

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
BE	20,9	23,2	19,1	16,7	13,5	12,0	15,4	15,6	14,5	13,0
CZ	4,3	4,4	4,2	5,2	4,7	5,7	4,4	3,6	4,7	2,9
DK	7,7	5,4	7,1	8,9	5,8	5,0	5,7	2,9	4,4	5,7
DE	-	11,0	9,4	10,4	9,8	8,4	8,0	7,8	7,3	6,0
IE**	-	-	-	-	2,0	2,0	1,9	1,9	1,9	1,8
EL	9,7	5,6	7,9	6,3	5,3	10,5	10,0	13,2	12,5	10,7
ES	8,2	8,8	9,3	7,9	8,9	6,6	5,1	5,4	3,7	2,4
FR	8,2	8,7	8,0	8,5	7,1	5,1	5,1	4,7	4,3	3,6
IT	14,1	13,4	13,6	14,1	12,4	11,2	9,9	10,0	8,9	7,6
LU	14,0	20,8	15,9	27,0	13,4	15,4	8,7	12,8	23,1	12,4
HU	-	-	-	-	5,7	6,1	4,8	5,5	6,1	5,4
NL**	8,4	8,7	7,8	7,6	9,3	9,3	9,3	9,2	9,2	9,2
AT	18,3	15,7	19,4	15,6	13,2	14,5	10,9	9,0	8,9	8,5
PL	-	-	1,5	1,1	1,0	1,1	0,9	1,4	1,4	0,9
PT	12,1	12,6	10,9	11,1	12,2	11,1	9,3	7,9	12,1	9,0
RO	1,2	0,8	0,4	1,2	0,9	0,9	1,7	2,3	1,9	1,0
SI	-	28,7	12,1	17,6	17,0	18,5	10,0	16,5	18,4	6,5
SK	-	-	-	-	-	-	3,9	2,8	3,5	2,6
FI	1,7	2,5	2,1	3,1	1,3	3,3	1,9	3,2	2,7	1,7
SE	2,8	2,8	3,4	3,0	3,8	4,7	2,7	3,1	2,7	2,0
UK	3,5	3,2	3,5	3,9	3,7	2,8	3,4	3,1	3,0	2,6
EU-16	8,3	8,2	8,1	8,1	7,5	6,6	6,2	6,2	5,8	4,8
EU-21	-	-	-	-	-	-	6,1	6,1	5,7	4,7
CH*	-	-	-	-	-	6,9	6,9	6,9	6,9	6,9

* Data from 2004

** Data from 2003

Source: CARE Database / EC

Date of query: November 2010

Source of population data: Eurostat

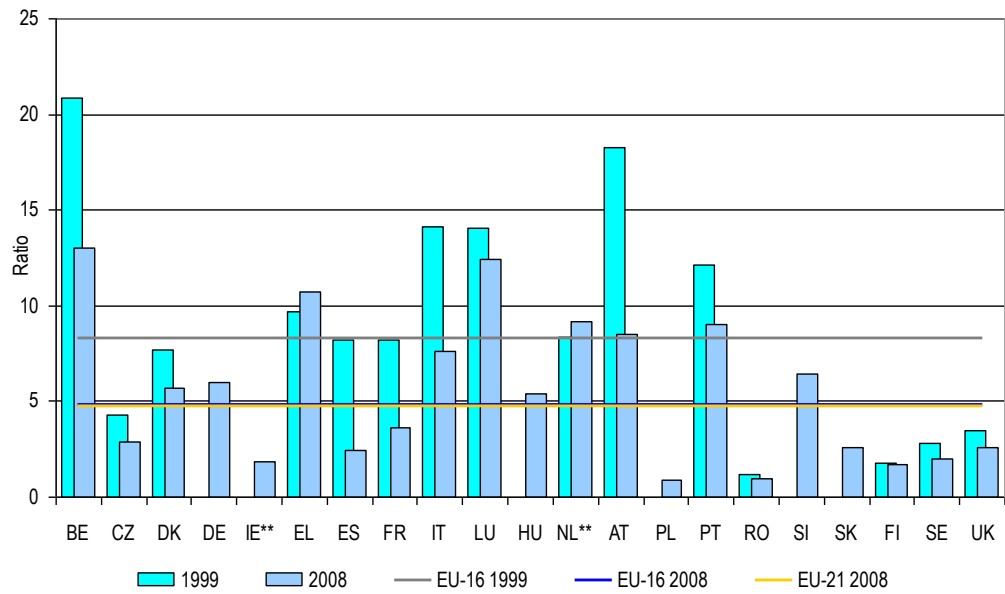
Spain experienced a significant reduction (71%) in the fatality rate on its motorway network within the decade analysed

Figure 2 shows that the fatality rate on motorways decreased by almost 42% between 1999 and 2008, from 8,3 per million inhabitants in 1999 to 4,8 in 2008. The corresponding fatality rate for the non-motorway road network decreased by approximately 36%, from 100,9 per million people to 64,7 for EU-16 countries. The motorway fatality rate decreased most rapidly over this decade in Spain (71%).

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The fatality rate on motorways decreased by almost 42% between 1999 and 2008

Figure 2: Fatalities on motorways per million inhabitants, 1999 and 2008²



** Data from 2003

Source: CARE Database / EC
Date of query: November 2010
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 78% between 1999 and 2008. The average rate for EU-16 fell by more than one half between 1999 (68) and 2008 (30).

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Table 3: Fatalities on motorways per 1.000 km of motorways, 1999-2008²

	1999	2000	2001	2002	2003	2004	2004	2006	2007	2008
BE	126,0	139,8	113,5	99,5	81,0	71,6	92,2	93,0	86,8	78,8
CZ	88,1	90,1	83,1	102,4	92,7	106,2	79,8	58,5	73,1	43,4
DK	46,0	30,4	39,1	47,5	30,7	26,7	30,7	14,9	22,4	28,9
DE	-	77,4	65,3	71,2	67,3	57,0	53,5	51,5	47,8	39,1
IE**	9,7	58,3	32,0	40,0	45,5	41,7	32,4	32,4	29,7	29,7
EL	223,4	129,8	183,0	146,8	65,9	131,8	126,1	169,4	161,3	126,6
ES	36,8	39,1	39,3	33,3	36,1	26,0	19,3	19,5	12,8	8,1
FR	51,1	54,0	48,4	51,0	42,3	30,1	29,9	27,3	24,9	21,3
IT	124,1	117,9	119,3	123,5	109,6	99,2	88,2	90,0	80,3	68,2
LU	52,2	78,9	60,9	95,2	40,8	47,9	29,2	40,8	74,8	40,8
HU	-	-	-	-	107,0	109,0	75,5	70,1	71,1	62,9
NL**	57,6	60,9	54,4	53,9	65,4	64,5	18,8	18,5	18,3	17,9
AT	89,4	77,2	94,8	76,6	64,1	70,4	53,1	44,1	43,6	41,9
PL	-	-	143,2	101,2	91,4	76,1	59,8	83,0	79,9	45,8
PT	85,4	86,4	67,5	62,7	69,2	63,2	53,4	33,0	49,0	36,7
RO	230,1	168,1	88,5	238,9	177,0	83,3	162,3	219,3	145,9	74,7
SI	-	133,5	55,2	76,8	71,3	76,6	35,1	57,0	63,9	18,7
SK	-	-	-	-	-	-	64,1	45,8	52,1	36,5
FI	17,6	23,7	18,6	26,5	10,7	26,0	14,4	24,3	20,0	12,2
SE	16,8	16,7	19,9	17,5	21,4	24,9	14,3	16,1	13,8	9,7
UK	57,2	53,1	57,1	63,1	60,9	45,4	56,8	51,6	50,4	45,0
EU-16	67,8	66,4	64,2	63,4	57,1	49,9	41,0	39,6	36,2	30,0
EU-21	-	-	-	-	-	-	43,9	42,7	39,5	32,1
CH*	-	-	-	-	-	38,0	38,0	38,0	38,0	38,0

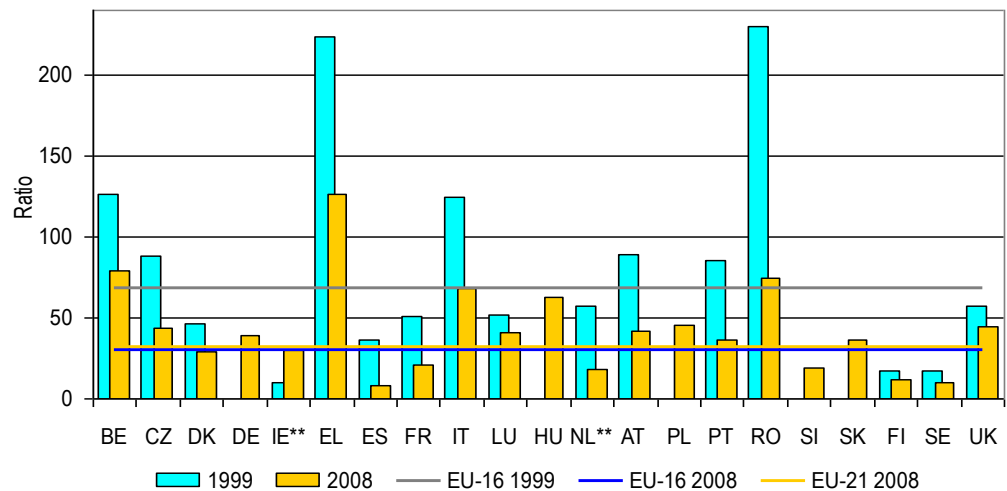
* Data from 2004
** Data from 2003

Source: CARE Database / EC
Date of query: November 2010
Source of road length data: Eurostat

The fatality rate in the Spanish motorways decreased by 78% between 1999 and 2008

The average fatality rate per thousand kilometers of motorways for EU-16 fell by more than one half between 1999 (68) and 2008 (30)

Figure 3: Fatalities on motorways per 1.000 km of motorways, 1999 and 2008²



** Data from 2003

Source: CARE Database / EC
Date of query: November 2010
Source of road length data: Eurostat

Greece and Belgium are the countries (with data up to 2008) with the highest number of fatalities on motorways per thousand kilometres of motorway network in 2008. Conversely, the fatality rate in Spain in 2008 (8,1) is significantly lower than the average rate for EU-21 countries (32,1), this may be related to the opening of 4.622 new kilometers of motorways.

Table 4 shows the proportion of road accident fatalities that occurred on motorways by country. Belgium had the largest proportion in 2008 in the EU-21 countries (almost 15%), followed by Germany (11%). By contrast, the lowest proportion of fatalities occurring on motorways was in Poland (0,6%).

Table 4: Proportion of all road accident fatalities that occurred on motorways, 1999-2008²

	1999	2000	2001	2002	2003	2004	2004	2006	2007	2008
BE	15,2%	16,2%	13,2%	13,2%	11,5%	10,8%	14,8%	15,3%	14,3%	14,7%
CZ	3,0%	3,0%	3,2%	3,7%	3,3%	4,2%	3,5%	3,5%	3,9%	2,8%
DK	8,0%	5,8%	8,8%	10,4%	7,2%	7,3%	9,4%	5,2%	5,9%	7,6%
DE	-	12,1%	11,0%	12,5%	12,3%	11,9%	12,3%	12,7%	12,2%	11,1%
IE**	-	-	-	-	2,4%	2,4%	2,4%	2,4%	2,4%	2,4%
EL	5,0%	3,0%	4,6%	4,2%	3,6%	6,9%	6,7%	8,9%	8,7%	7,7%
ES	5,7%	6,1%	6,8%	6,1%	6,9%	5,9%	5,0%	5,8%	4,3%	3,5%
FR	5,8%	6,5%	6,0%	6,8%	7,2%	5,7%	6,1%	6,3%	5,9%	5,5%
IT	12,0%	10,8%	10,9%	11,5%	10,8%	10,6%	9,9%	10,4%	10,3%	9,6%
LU	10,3%	11,8%	10,0%	19,4%	11,3%	14,0%	8,5%	14,0%	23,9%	17,1%
HU	-	-	-	-	4,4%	4,8%	3,8%	4,2%	5,0%	5,4%
NL**	12,1%	12,8%	12,5%	12,5%	14,7%	14,7%	14,7%	14,7%	14,7%	14,7%
AT	13,5%	12,9%	16,3%	13,2%	11,5%	13,4%	11,6%	10,1%	10,7%	10,5%
PL			1,0%	0,7%	0,7%	0,7%	0,6%	1,0%	0,9%	0,6%
PT	6,2%	6,9%	6,7%	6,9%	8,2%	9,0%	7,9%	8,7%	13,1%	10,8%
RO	1,1%	0,8%	0,4%	1,1%	0,9%	0,8%	1,4%	1,9%	1,5%	0,7%
SI	-	18,2%	8,6%	13,0%	14,0%	13,5%	7,8%	12,6%	12,6%	6,1%
SK	-	-	-	-	-	-	3,5%	2,4%	2,9%	2,3%
FI	2,1%	3,3%	2,5%	3,9%	1,8%	4,5%	2,6%	5,1%	3,7%	2,6%
SE	4,3%	4,2%	5,1%	4,8%	6,4%	8,8%	5,5%	6,3%	5,3%	4,5%
UK	5,8%	5,3%	5,7%	6,4%	6,0%	4,9%	6,2%	5,7%	6,0%	6,0%
EU-16	7,1%	7,1%	7,2%	7,4%	7,4%	7,1%	6,9%	7,4%	7,1%	6,5%
EU-21	-	-	-	-	-	-	6,7%	7,1%	6,8%	6,1%
CH*	-	-	-	-	-	-	10,0%	10,0%	10,0%	10,0%

* Data from 2004
** Data from 2003

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

The lowest proportion of fatalities occurred on motorways is observed in Poland (0,6%)

Belgium has the largest proportion of road accident fatalities on motorways (almost 15%) for 2008 followed by Germany (11%)

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Mode of transport

Table 5 shows the number of fatalities on motorways in 2008 by mode of transport. More than 65% of fatalities on motorways across the European countries were car or taxi occupants and 11% of fatalities were users of two-wheelers.

Table 5: Fatalities on motorways by mode of transport, 2008²

	Car / taxi	Lorries	Two-wheelers	Pedestrian	Others	Total
BE	99	25	9	4	1	138
CZ	18	8	1	3	0	30
DK	23	2	4	2	0	31
DE	325	93	40	30	5	493
IE**	6	1	1	0	0	8
EL	65	8	36	11	0	120
ES	64	7	13	14	11	109
FR	143	35	27	18	10	233
IT	268	39	54	24	5	390
LU	6	0	0	0	0	6
HU	27	9	9	9	0	54
NL**	108	12	24	7	0	151
AT	56	8	2	3	2	71
PL	21	5	0	9	0	35
PT	55	18	9	10	3	95
RO	10	2	0	7	2	21
SI	8	0	0	2	0	10
SK	9	2	0	3	0	14
FI	6	0	2	1	0	9
SE	9	4	2	3	0	18
UK	105	18	15	21	1	160
EU-21	1.431	296	248	181	40	2.196
% by mode of transport	65,2%	13,5%	11,3%	8,2%	1,8%	100%
CH*	43	0	6	2	0	51

* Data from 2004

** Data from 2003

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

More than 65% of fatalities on motorways across the European countries were car or taxi occupants

11% of fatalities on motorways across the European countries were motorcycle riders

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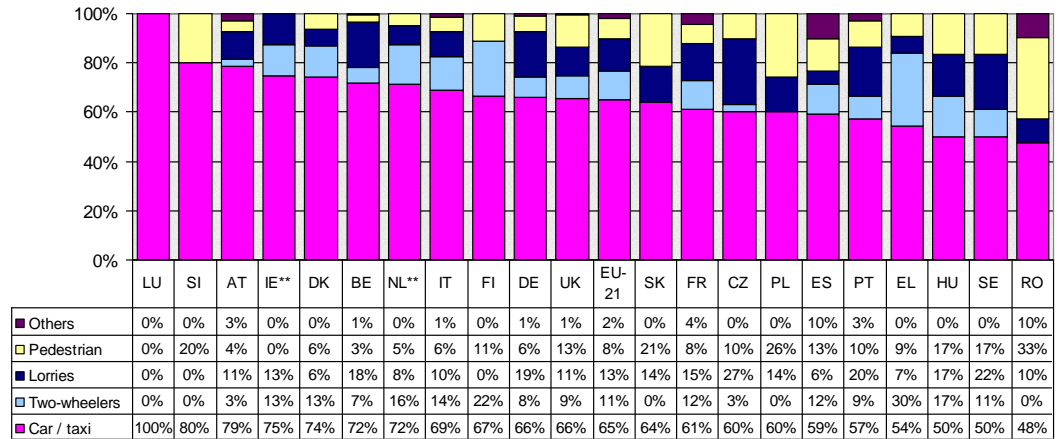
Seasonality

Single vehicle accidents

Gender

Figure 4 shows that in 2008, 33% of fatalities on motorways in Romania were pedestrians, the highest proportion among the 21 countries. Furthermore, the second highest proportion of pedestrian fatalities on motorways is 26% in Poland.

Figure 4: Distribution of fatalities on motorways by mode of transport in the EU-21¹, 2008²

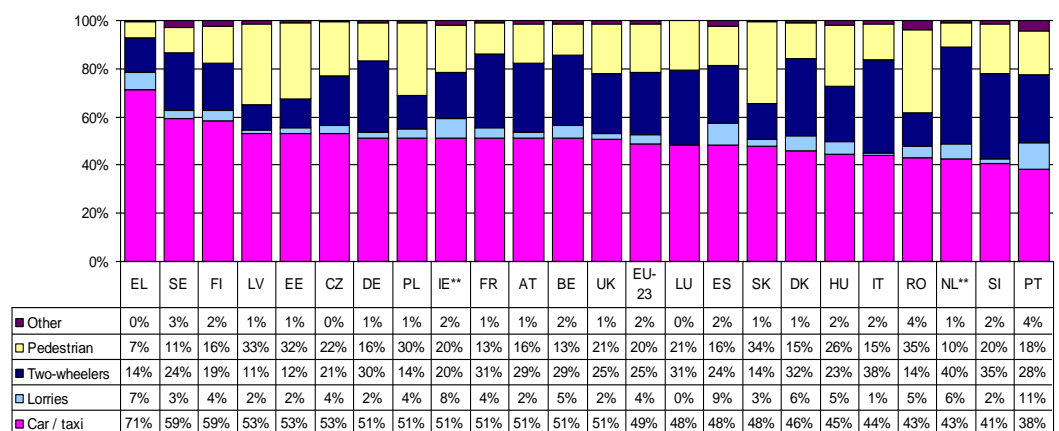


** Data from 2003

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

It is worth noticing that only 11% of the fatalities occurring on motorways in the 21 countries were users of two wheeled vehicles (motorcycle, moped or pedal cycle users); Greece had the largest percentage (30%). By comparison, Figure 5 shows that 26% 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, more than 38%.

Figure 5: Distribution of fatalities on non-motorway road network by mode of transport in the EU-23¹, 2008²



** Data from 2003

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

33% of fatalities on motorways in Romania were pedestrians, the highest proportion in any of the 21 countries

Greece has the largest percentage (30%) of the fatalities occurring on motorways

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The vehicle manoeuvre most frequently associated with fatalities on motorways in EU-21 countries is driving 'straight ahead'

Manoeuvre Type

Table 6 shows that the vehicle manoeuvre most frequently associated with fatalities on motorways in all EU-21 countries is driving 'straight ahead'. 24% 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 (21,7%), 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 are "not defined" while in 10 countries (Czech Republic, Germany, Estonia, Latvia, Luxembourg, Austria, Romania, Slovakia, Finland and Sweden) over 90% of the manoeuvres on non-motorway road network are "not defined".

Table 6: Fatalities on motorways by manoeuvre type, 2008²

	changing lane	overtaking	stopped stopping	straight ahead	turning	u turn	other	not defined	Total
BE	0	14	2	39	0	0	74	10	139
CZ	0	0	0	0	0	0	0	30	30
DK	3	0	1	25	0	0	0	2	31
DE	0	0	0	0	0	0	0	495	495
IE**	1	1	0	0	0	0	3	3	8
EL	7	1	3	43	3	0	30	33	120
ES	0	5	1	78	2	0	8	14	108
FR	4	10	9	108	37	0	20	45	233
IT	0	4	0	0	0	0	17	431	452
LU	0	0	0	0	0	0	0	6	6
HU	5	3	5	31	0	0	1	9	54
NL**	0	0	0	0	0	0	0	0	0
AT	0	0	0	0	0	0	0	71	71
PL	0	2	0	0	0	0	24	9	35
PT	6	1	9	68	0	0	1	10	95
RO	0	0	0	0	0	0	0	21	21
SI	0	3	0	0	0	0	5	5	13
SK	0	0	0	0	0	0	0	14	14
FI	0	0	0	0	0	0	0	9	9
SE	0	0	0	0	0	0	0	18	18
UK	7	7	13	104	0	0	8	21	160
EU-21	33	51	43	496	42	0	191	1,256	2,112
%	1,6%	2,4%	2,0%	23,5%	2,0%	0,0%	9,0%	59,5%	100,0%
CH*	0	0	0	0	0	0	0	51	51

* Data from 2004

** Data from 2003

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

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Table 7: Fatalities on non-motorway road network by manoeuvre type, 2008²

	changing lane	over-taking	stopped stopping	straight ahead	turning	u turn	other	not defined	Total
BE	0	59	1	183	35	5	335	187	805
CZ	0	0	0	0	0	0	0	1.046	1.046
DK	6	0	2	284	26	0	1	56	375
DE	0	0	0	0	0	0	0	3.982	3.982
EE	0	0	0	0	0	0	0	132	132
IE**	5	21	0	0	14	0	150	139	329
EL	3	3	0	46	2	1	138	63	256
ES	0	113	147	1.703	41	9	230	748	2.991
FR	17	190	16	1.969	946	14	163	727	4.042
IT	0	67	0	333	78	0	83	3.718	4.279
LV	0	0	0	0	0	0	0	316	316
LU	0	0	0	0	0	0	0	29	29
HU	35	45	5	530	0	0	85	242	942
NL**	0	0	0	0	0	0	0	0	0
AT	0	21	0	1	20	0	1	565	608
PL	0	181	5	0	67	0	2.661	1.248	4.162
PT	63	24	5	465	18	1	58	155	789
RO	0	0	0	0	0	0	0	3.040	3.040
SI	31	9	0	0	0	0	104	57	201
SK	0	0	0	0	0	0	0	592	592
FI	0	0	0	0	0	0	0	335	335
SE	0	0	0	0	0	0	0	377	377
UK	30	117	22	1.364	78	4	30	440	2.085
EU-23	190	850	203	6.878	1.325	34	4.039	18.194	31.713
%	0,6%	2,7%	0,6%	21,7%	4,2%	0,1%	12,7%	57,4%	100%
CH*	-	-	-	-	-	-	-	459	459

* Data from 2004

** Data from 2003

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

In EU-21 more drivers, passengers and pedestrians aged 35-64 years old are killed on motorways

Age and Person class

Table 8 shows the number of fatalities on motorways in 2008 by person class and age in the EU-21 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 35-64 age group.

Table 9 shows that in the EU-23 countries, the highest percentage of driver fatalities on non-motorway roads was also in the 35-64 age group, whereas for passengers the highest percentage was in the 15-24 age group. As far as pedestrian fatalities on non-motorway roads are concerned, the highest percentage of fatalities (40%) was among the elderly, i.e. people over 64 years old.

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Over 40% of pedestrian fatalities on non-motorway roads were elderly (over 64 years old) in the EU-23 countries

Table 8: Fatalities on motorways by person class and age, 2008²

	Driver					Passenger					Pedestrian				
	<15	15-24	25-34	35-64	>64	<15	15-24	25-34	35-64	>64	<15	15-24	25-34	35-64	>64
BE	0	16	26	48	10	2	13	9	6	1	0	1	0	3	0
CZ	0	3	2	11	0	1	3	2	5	0	0	0	2	1	0
DK	0	2	4	12	2	0	1	2	3	3	0	1	0	1	0
DE	0	40	55	188	38	6	17	29	72	19	0	7	7	15	1
IE **	0	2	0	1	1	0	1	0	1	0	0	0	0	0	0
EL	0	12	27	30	5	4	6	4	12	5	0	1	1	5	2
ES	0	11	9	21	6	4	9	4	15	3	0	0	4	9	0
FR	0	21	40	52	21	9	20	9	27	16	0	5	2	9	2
IT	0	22	72	147	28	14	31	34	47	26	0	1	7	11	4
LU	0	1	0	3	1	0	0	0	1	0	0	0	0	0	0
HU	0	1	7	18	2	0	1	1	13	2	0	2	0	6	0
NL**	0	22	29	47	5	6	17	5	9	4	1	1	2	3	0
AT	0	8	4	29	7	1	3	5	10	1	1	0	1	1	0
PL	0	2	4	5	0	0	4	4	6	1	0	1	2	4	0
PT	0	7	14	26	9	6	7	2	10	3	0	0	3	6	0
RO	0	1	1	6	1	0	0	2	2	1	0	0	0	6	1
SI	0	2	2	3	0	0	2	1	1	0	0	0	0	2	0
SK	0	1	2	2	1	0	3	1	1	0	0	0	2	1	0
FI	0	1	1	5	1	0	0	0	0	0	0	0	0	1	0
SE	0	2	3	4	1	0	0	2	1	2	0	0	1	1	1
UK	0	18	14	56	7	10	10	9	12	3	1	4	5	9	2
EU-21	0	195	316	714	146	63	148	125	254	90	3	24	39	94	13
%	0%	14,2%	23,0%	52,1%	10,7%	9,2%	21,7%	18,4%	37,4%	13,3%	1,7%	13,9%	22,8%	54,1%	7,5%
CH*	0	7	11	13	4	0	9	1	2	2	0	0	0	2	0

* Data from 2004

** Data from 2003

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

Table 9: Fatalities on non-motorways by person class and age, 2008²

	Driver					Passenger					Pedestrian				
	<15	15-24	25-34	35-64	>64	<15	15-24	25-34	35-64	>64	<15	15-24	25-34	35-64	>64
BE	12	121	119	248	91	14	41	21	27	13	7	13	8	33	34
CZ	3	116	165	250	78	7	67	40	57	24	8	18	20	91	84
DK	3	52	43	112	58	10	20	5	5	11	6	7	3	17	23
DE	23	688	433	1.086	564	50	240	45	107	120	23	69	42	163	324
EE	0	16	8	26	10	2	13	6	7	2	1	3	2	18	17
IE **	3	49	61	55	23	6	36	6	15	7	7	6	5	22	22
EL	0	28	48	65	22	11	10	13	28	14	1	1	0	6	9
ES	9	348	472	822	212	43	162	107	193	112	27	31	39	160	212
FR	19	739	570	1.112	403	53	264	98	139	115	33	43	32	156	266
IT	21	525	649	1.210	578	32	205	95	129	100	19	16	39	158	364
LV	2	26	27	61	14	3	32	14	26	6	6	3	8	53	35
LU	0	7	6	7	0	0	0	1	0	0	0	0	0	3	3
HU	0	69	117	255	68	14	47	46	63	15	10	15	13	105	92
NL**	22	142	125	222	153	19	48	12	23	20	16	3	4	4	39
AT	0	111	49	181	91	7	29	11	15	15	3	9	8	21	58
PL	12	407	457	809	230	74	365	155	288	103	32	128	119	638	308
PT	0	70	124	229	81	9	36	18	39	38	8	5	3	62	66
RO	12	211	292	577	125	49	232	157	262	63	76	51	50	502	379
SI	1	30	29	64	15	0	13	3	7	1	3	1	1	14	18
SK	3	58	57	97	18	9	25	24	33	8	11	14	10	79	45
FI	0	50	32	82	56	5	24	11	15	8	3	1	2	18	28
SE	3	47	36	119	70	2	21	10	15	9	1	4	2	17	17
UK	6	328	250	533	166	33	154	50	64	63	26	69	46	134	162
EU-23	154	4.238	4.169	8.222	3.126	452	2.084	948	1.557	867	327	510	456	2.474	2.605
%	0,8%	21,3%	20,9%	41,3%	15,7%	7,7%	35,3%	16,0%	26,4%	14,7%	5,1%	8%	7,2%	38,8%	40,9%
CH*	4	87	49	120	48	8	23	10	7	10	8	3	5	18	59

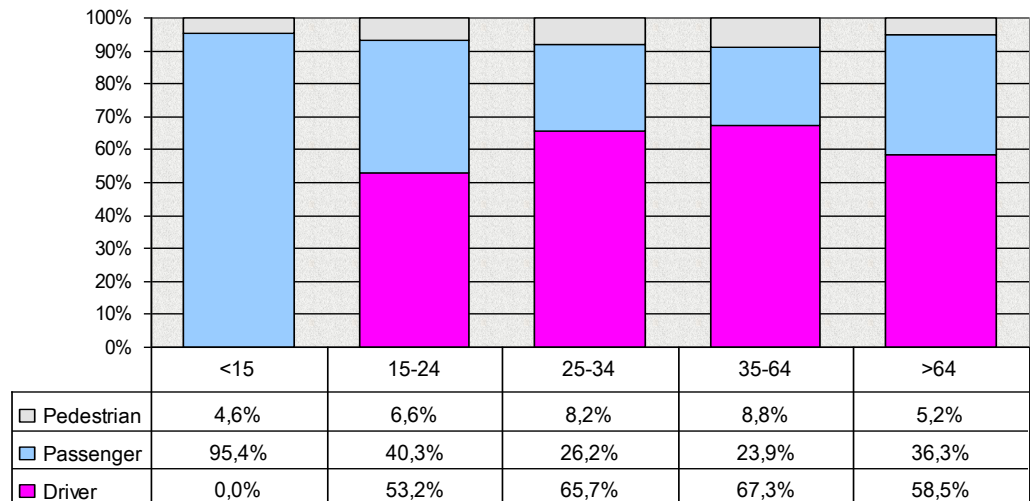
* Data from 2004

** Data from 2003

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

Figure 6 shows the distribution of fatalities on motorways by age and person class in the EU-21 in 2008. Only a small percentage of fatalities were pedestrians (4,6% - 8,8%, depending on age group). The proportion of driver fatalities on motorways is higher for the 35 – 64 age group (67%) than for the other age groups

Figure 6: Fatalities on motorways by age and person class in the EU-21¹, 2008²

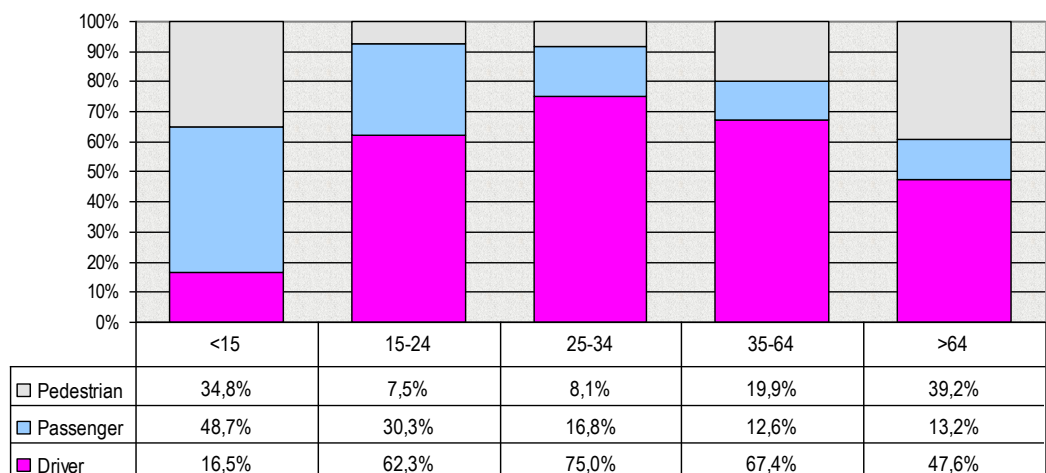


Source: CARE Database / EC
Date of query: November 2010

On motorways, the proportion of fatalities who are drivers is highest for the 35-64 age group, whereas on the remaining road network it is highest for the 25-34 age group

Figure 7 shows the distribution for non-motorway roads that corresponds to the motorway distribution of Figure 6. On these roads, the proportion of drivers' fatalities is highest in the 25 – 34 age group (75%). Children (up to 15 years old) were only killed as drivers on non-motorway roads (152 fatalities). Figure 7 also shows that on non-motorway roads 35% of child fatalities and almost 40% of elderly fatalities (more than 64 years old) were pedestrians.

Figure 7: Fatalities on non-motorway road network by age and person class in the EU-21¹, 2008²



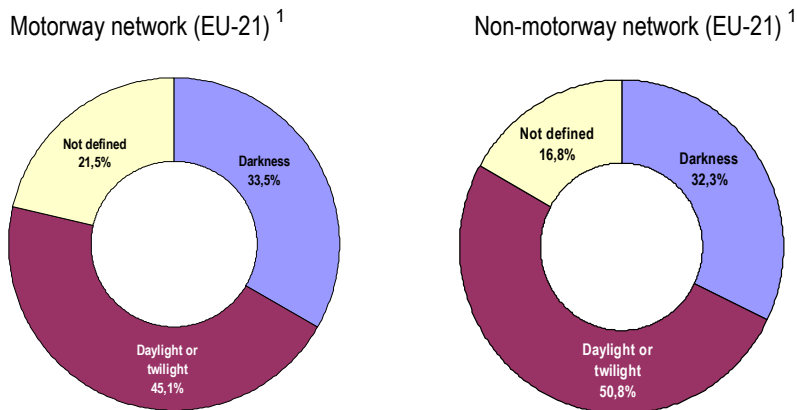
Source: CARE Database / EC
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Lighting Conditions

Figure 8 shows that 45% (1.021 people) of fatalities on motorways in the 21 European countries were killed in accidents during daylight or twilight in 2008. The respective percentage for the remaining road network in the 23 EU countries appears to be slightly higher, almost 51% (corresponding to 16.310 people), as indicated in Figure 8. Note that the high percentage of fatalities for which the lighting condition is “not defined” means that the actual percentages are rather higher.

Figure 8: Fatalities on motorways and non-motorway network by lighting conditions - 2008²



Furthermore, 33,5% of the fatalities on motorways were occurred in darkness, whereas on non-motorway network, the respective percentage is slightly smaller (32,3%). The percentage of “not defined” fatalities by lighting conditions is lower on non-motorway network (16,8%) than on motorways (21,5%).

Day of week

Table 10 shows that in the EU-21 countries in 2008, the percentage of fatalities on motorways per fatalities on the remaining road network (8%) is highest on Mondays and Sundays and lowest on Tuesdays.

45% of the fatalities on motorways in the 21 European countries were killed in accidents in the daylight or twilight

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Table 10: Percentage of fatalities on motorways per fatalities on non motorways by day of week, 2008²

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
BE	18%	14%	13%	26%	17%	13%	21%
CZ	1%	5%	2%	6%	1%	2%	2%
DK	12%	17%	13%	2%	7%	3%	9%
DE	14%	13%	12%	12%	11%	13%	13%
IE**	2%	3%	0%	10%	0%	0%	3%
EL	30%	46%	42%	69%	54%	46%	53%
ES	3%	3%	2%	4%	3%	4%	6%
FR	10%	5%	5%	6%	5%	5%	5%
IT	14%	9%	11%	8%	13%	7%	13%
LU	150%	0%	0%	0%	0%	50%	0%
HU	6%	5%	9%	5%	6%	4%	6%
NL**	19%	8%	18%	16%	11%	25%	24%
AT	23%	5%	8%	14%	8%	15%	10%
PL	1%	1%	2%	1%	1%	1%	1%
PT	14%	11%	13%	8%	16%	12%	12%
RO	1%	1%	1%	1%	1%	1%	0%
SI	6%	11%	0%	3%	13%	0%	14%
SK	4%	5%	1%	1%	2%	2%	0%
FI	5%	2%	2%	4%	2%	2%	3%
SE	4%	8%	6%	4%	0%	6%	6%
UK	7%	6%	9%	6%	6%	11%	8%
EU-21	8%	6%	7%	7%	7%	7%	8%
CH*	8%	12%	10%	14%	7%	14%	13%

* Data from 2004
 ** Data from 2003

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

In the EU-21 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-21 countries, the peak period for fatalities on motorways is July/August (20%). However, the peak periods differ among countries, as the peak of motorway fatalities is in January/February in Poland (26%) and in March/April in Austria (25%). Additionally, the peak value occurs in more than one pair of months in countries such as France, Finland, Portugal and Slovakia,.

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In the EU-21, the peak period for fatalities on motorways is July/August (20%)

 Table 11: Percentage of fatalities on motorways by pair of months, 2008²

	January/ February	March/ April	May/ June	July/ August	September/ October	November/ December
BE	14%	17%	24%	15%	15%	14%
CZ	10%	13%	7%	37%	10%	23%
DK	13%	19%	6%	16%	29%	16%
DE	15%	21%	19%	17%	14%	13%
IE**	13%	0%	38%	13%	0%	38%
EL	17%	22%	18%	20%	15%	9%
ES	14%	9%	20%	32%	12%	13%
FR	11%	18%	19%	19%	18%	15%
IT	16%	15%	17%	23%	14%	14%
LU	0%	33%	17%	33%	0%	17%
HU	19%	7%	28%	24%	6%	17%
NL**	26%	16%	17%	15%	14%	13%
AT	15%	25%	18%	17%	21%	3%
PL	26%	3%	11%	23%	20%	17%
PT	12%	19%	11%	20%	20%	18%
RO	29%	10%	14%	24%	14%	10%
SI	23%	15%	8%	8%	8%	38%
SK	0%	21%	7%	0%	36%	36%
FI	22%	11%	22%	11%	11%	22%
SE	6%	17%	28%	11%	17%	22%
UK	16%	11%	19%	21%	19%	15%
EU-21	16%	17%	18%	20%	15%	14%
CH*	6%	20%	25%	18%	20%	12%

* Data from 2004

** Data from 2003

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

Table 12 shows that for the EU-21 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.

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Table 12: Percentage of fatalities on motorways per fatalities on non motorways per month, 2008²

	January	February	March	April	May	June	July	August	September	October	November	December
BE	11%	19%	21%	19%	28%	24%	15%	10%	15%	17%	18%	14%
CZ	4%	0%	3%	3%	2%	0%	6%	5%	2%	1%	5%	2%
DK	0%	13%	14%	8%	6%	0%	8%	9%	17%	8%	8%	7%
DE	13%	13%	16%	19%	11%	13%	13%	10%	7%	12%	14%	10%
IE**	5%	0%	0%	0%	3%	5%	0%	4%	0%	0%	7%	5%
EL	156%	35%	61%	63%	50%	46%	42%	40%	53%	32%	38%	16%
ES	4%	3%	3%	1%	5%	4%	4%	8%	5%	1%	4%	2%
FR	5%	4%	7%	6%	9%	4%	7%	5%	5%	6%	5%	5%
IT	10%	13%	9%	11%	8%	11%	13%	12%	8%	11%	12%	9%
LU	0%	0%	100%	50%	25%	0%	200%	0%	0%	0%	0%	20%
HU	8%	9%	2%	5%	8%	13%	9%	4%	0%	3%	3%	8%
NL**	25%	43%	16%	16%	19%	14%	11%	15%	21%	10%	16%	11%
AT	26%	6%	16%	28%	4%	17%	14%	6%	14%	13%	2%	2%
PL	1%	2%	0%	0%	0%	1%	1%	1%	1%	1%	1%	1%
PT	9%	13%	8%	19%	10%	8%	15%	11%	15%	19%	10%	11%
RO	1%	2%	0%	1%	0%	1%	1%	1%	0%	1%	0%	0%
SI	17%	6%	9%	4%	7%	0%	0%	3%	0%	5%	18%	23%
SK	0%	0%	7%	0%	0%	2%	0%	0%	2%	8%	5%	3%
FI	11%	0%	0%	4%	0%	9%	0%	4%	0%	2%	4%	4%
SE	0%	5%	0%	10%	3%	10%	4%	0%	3%	7%	4%	21%
UK	6%	10%	6%	5%	11%	8%	10%	6%	6%	10%	6%	7%
EU-21	8%	8%	7%	8%	8%	8%	8%	7%	6%	6%	7%	6%
CH*	13%	3%	9%	18%	11%	20%	3%	19%	8%	11%	12%	9%

Although for 2008 the EU-21 average monthly percentage was between 6% and 8%, there were considerably higher percentages in some months in Belgium. A very high percentage of motorway fatalities occurred in Austria in April (28%), whereas in Slovakia no motorway fatalities were recorded for 6 months in 2008.

The highest percentage of fatalities on motorways per fatalities on non-motorways is 8% in the EU-21 countries

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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 - 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		
EL	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>.

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