

Traffic Safety Basic Facts 2011

Heavy Goods Vehicles and Buses

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

Table 1: Fatalities in accidents involving Heavy Goods Vehicles, 2000-2009

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
BE	204	193	178	136	143	161	133	156	122	117
CZ	247	222	234	241	257	240	215	220	169	163
DK	97	78	80	69	65	79	49	66	62	35
DE	974	824	836	815	738	684	719	687	625	536
IE	67	70	42	54	55	51	57	40	44	-
EL	205	220	219	217	181	158	167	141	138	113
ES	920	803	860	834	766	714	659	528	452	353
FR	1.051	1.057	988	758	727	726	683	658	596	502
IT	588	418	365	369	356	320	338	308	278	195
LU	5	6	12	9	6	4	7	7	2	2
NL	168	169	129	158	137	103	129	123	107	95
AT	143	122	143	140	144	126	120	89	111	81
PL	1.547	1.443	1.474	1.462	1.487	1.425	1.374	1.246	1.155	952
PT	284	197	214	213	187	163	130	145	112	120
RO	203	193	191	224	207	297	263	271	292	252
SI	11	15	19	11	21	21	4	20	7	12
FI	77	118	105	97	107	92	82	97	106	70
SE	119	118	135	92	59	61	83	92	72	-
UK	581	607	561	548	478	510	434	449	380	287
EU-19 ²	7.491	6.873	6.785	6.447	6.121	5.935	5.646	5.343	4.830	4.001
Yearly reduction		8,2%	1,3%	5,0%	5,1%	3,0%	4,9%	5,4%	9,6%	17,2%
EE	-	-	-	-	-	50	37	35	32	21
LV	-	-	-	-	-	-	81	97	67	47
HU	-	-	-	115	264	251	239	218	173	118
MT	-	-	-	-	-	0	1	0	1	0
SK	-	-	-	-	-	134	122	220	196	69
CH	-	-	-	-	56	-	-	-	47	-

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

Table 1 presents the number of people killed in accidents involving HGVs in each of the EU-24¹ countries and Switzerland for each year for which the data are available over the last ten years.

¹ See Table "Definition of EU-level and used Country abbreviations" on Page 17

More than 4200 people died in road traffic accidents involving HGVs in 2009 (EU-24¹).

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The total number killed in these accidents in EU-19² fell from 7.491 in 2000 to 4.001 in 2009, a fall of 46,6%.

Table 2 presents the number of people killed in each of the EU-24 countries and Switzerland over the last ten years in accidents involving buses and coaches. The number of people killed in these accidents in EU-19² fell from 1.394 in 2000 to 772 in 2009, a fall of 44,6%. The totals from this and the previous table are presented in Figure 1. They have fallen in parallel, with approximately five times as many people killed per year in accidents involving HGVs as in accidents involving buses or coaches.

Table 2: Fatalities in accidents involving buses or coaches, 2000-2009

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
BE	28	29	31	29	31	19	31	30	23	22
CZ	32	44	42	68	49	31	34	35	27	28
DK	14	14	22	26	15	11	14	20	10	9
DE	138	137	117	110	105	108	86	94	75	66
IE	12	9	8	2	17	11	11	7	10	-
EL	71	59	60	94	48	53	36	35	33	33
ES	144	135	109	126	80	108	102	73	81	69
FR	144	117	109	97	99	91	76	110	80	36
IT	129	122	107	131	136	108	116	91	102	71
LU	4	6	4	1	2	2	0	0	1	2
NL	23	27	21	21	15	18	14	15	14	14
AT	36	33	17	20	24	10	19	17	9	15
PL	269	251	216	246	247	252	174	148	142	128
PT	57	66	51	26	41	23	13	33	21	15
RO	71	52	113	86	102	120	117	132	100	123
SI	12	6	4	12	12	8	2	2	4	8
FI	18	28	17	13	29	13	19	13	13	8
SE	16	32	29	33	16	13	36	15	13	-
UK	176	215	165	160	154	140	164	151	121	102
EU-19 ²	1.394	1.382	1.242	1.301	1.222	1.139	1.064	1.021	879	772
Yearly reduction		0,9%	10,1%	-4,8%	6,1%	6,8%	6,6%	4,0%	13,9%	12,2%
EE	-	-	-	-	-	7	13	7	4	4
LV	-	-	-	-	-	-	16	16	27	29
HU	-	-	-	71	58	62	64	48	33	39
MT	-	-	-	-	-	1	0	1	3	0
SK	-	-	-	-	-	35	35	50	29	35
CH	-	-	-	-	10	-	-	-	22	-

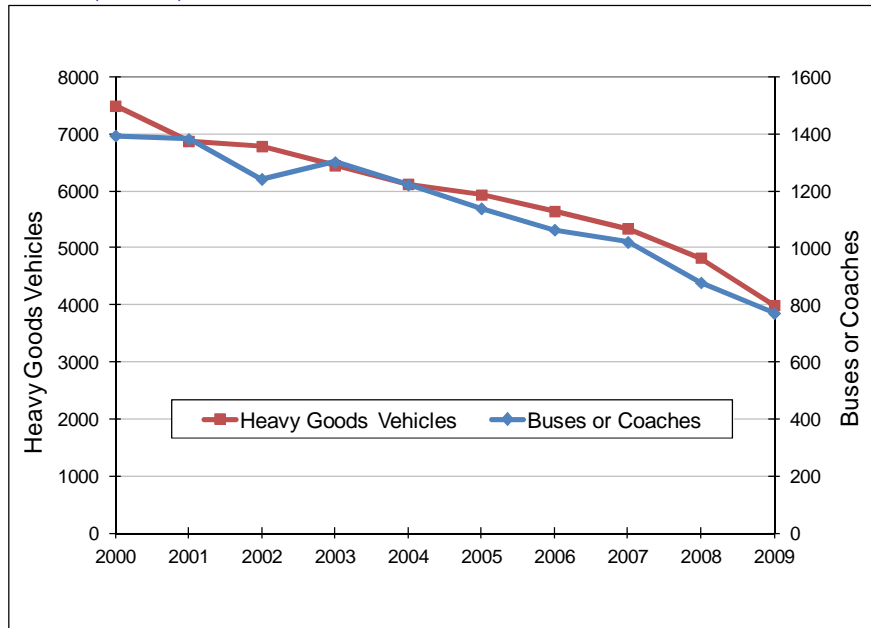
Source: CARE Database / EC
Date of query: December 2011

² Where a number is missing for an EU-19/24 country in a particular year, its contribution to the EU-19/24 total is estimated as the next known value

More than 850 people died in road traffic accidents involving buses or coaches in 2009. (EU-24)

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Figure 1: The number of fatalities in accidents involving Heavy Goods Vehicles and buses or coaches, EU-19², 2000-2009



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

The risk of being killed in such an accident can be compared for each Member State using the rate of deaths per million population. These rates are shown in Table 3 and Map 1.

Table 3: The fatality rates per million population in accidents involving HGVs and buses or coaches, 2009

	HGVs accidents	Bus or Coach accidents
BE	10,8	2,0
CZ	15,5	2,7
DK	6,4	1,6
DE	6,5	0,8
EE	16,2	3,1
IE*	10,0	2,3
EL	10,0	2,9
ES	7,7	1,5
FR	7,8	0,6
IT	3,3	1,2
LV	20,4	12,6
LU	4,0	4,0
HU	11,8	3,9
MT	0,0	0,0
NL	5,8	0,8
AT	9,6	1,8
PL	25,0	3,4
PT	11,3	1,4
RO	11,7	5,7
SI	6,0	4,0
SK	12,8	6,5
FI	13,3	1,5
SE*	7,8	1,4
UK	4,7	1,7
EU-24	8,7	1,8
CH*	6,2	2,2

* Data from 2008

Source of population data: EUROSTAT

Source: CARE Database / EC

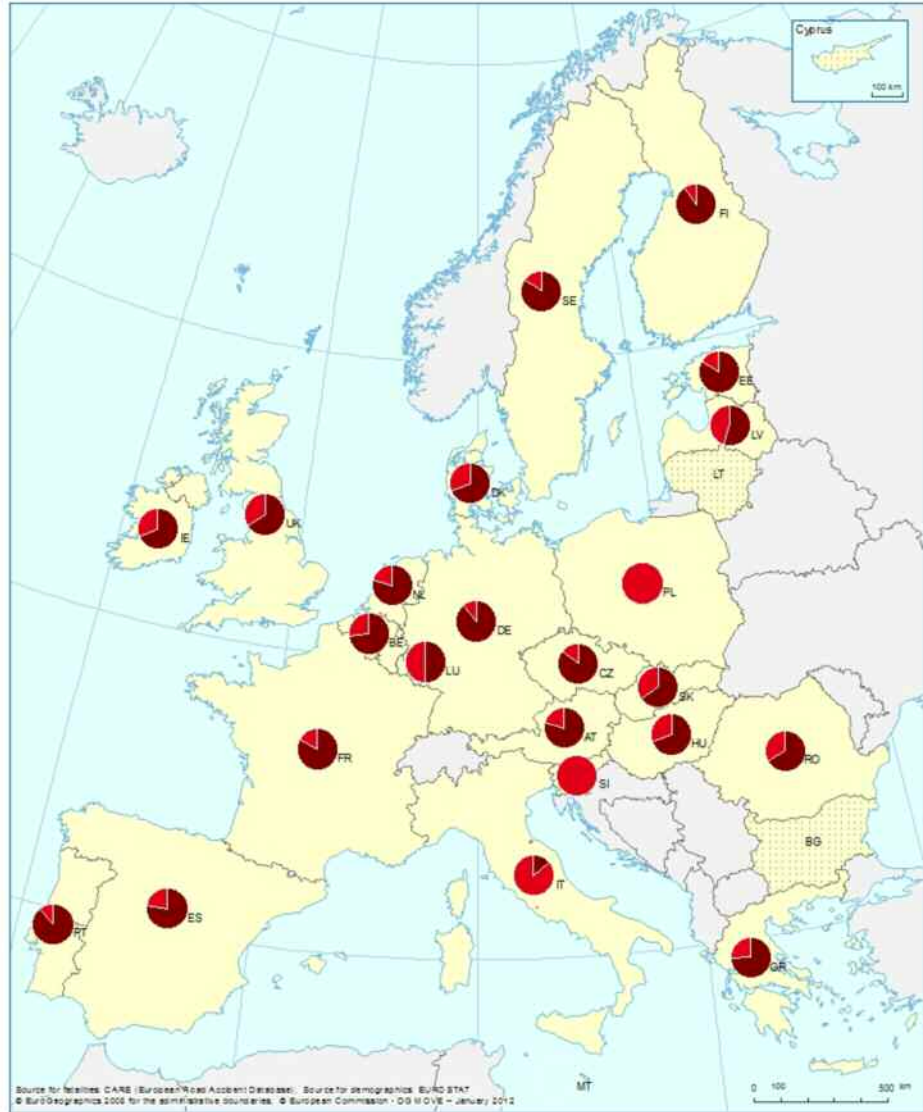
Date of query: December 2011

The annual number of people killed in road traffic accidents involving HGVs, buses or coaches fell by more than 40% between 2000 and 2009 in EU-19.

The risk of being killed in a road traffic accident involving an HGV is more than seven times higher in Poland than in Italy.

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Map 1: The fatality rates in accidents involving HGVs and buses or coaches, 2009

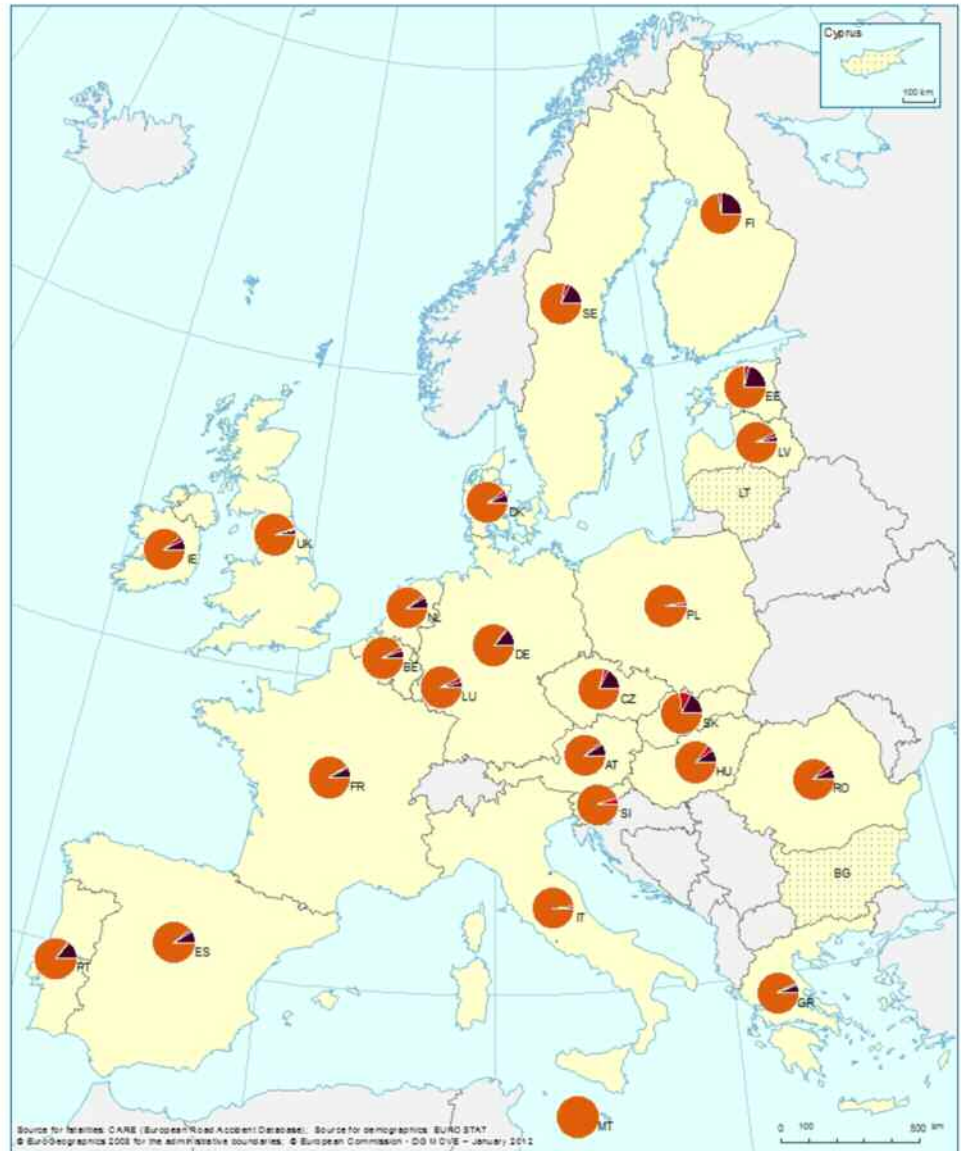


One fourteenth of people who died in road traffic accidents in 2009 died in accidents that involved HGVs.

The EU-24 average fatality rate in accidents involving HGVs is 8,7 per million population, and ranges from 3,3 in Italy to 25,0 in Poland. For accidents involving buses or coaches, the EU-24 average fatality rate is 1,8 per million, and ranges from 0,6 in France to 12,6 in Latvia.

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Map 2: The proportion of fatalities in accidents involving HGVs and in accidents involving buses or coaches, 2009

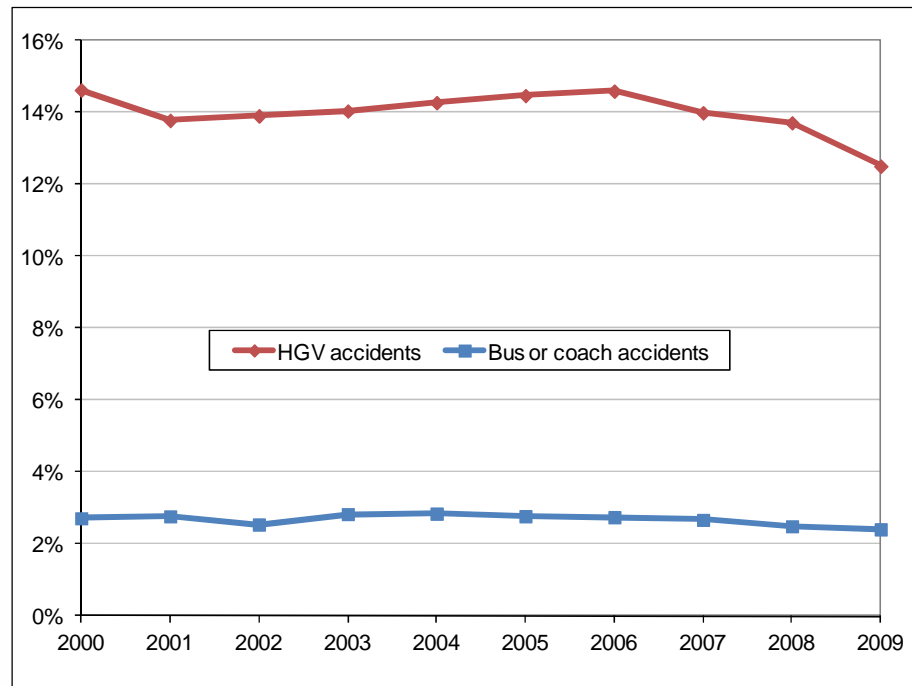


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In the EU-24 countries, 12,7% of deaths occurred in 2009 in accidents involving HGVs, and 2,6% in accidents involving buses or coaches. Map 2 shows considerable variation around these averages in individual countries.

Figure 1 shows that the number of deaths in accidents involving HGVs and in accidents involving buses or coaches fell between 2000 and 2009, but the EU-19² total number of deaths also fell over this period. Figure 2 shows the proportion of fatalities in accidents involving HGVs and buses or coaches.

Figure 2: The proportion of fatalities in accidents involving Heavy Goods Vehicles and buses or coaches, EU-19², 2000-2009



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

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

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Type of casualties

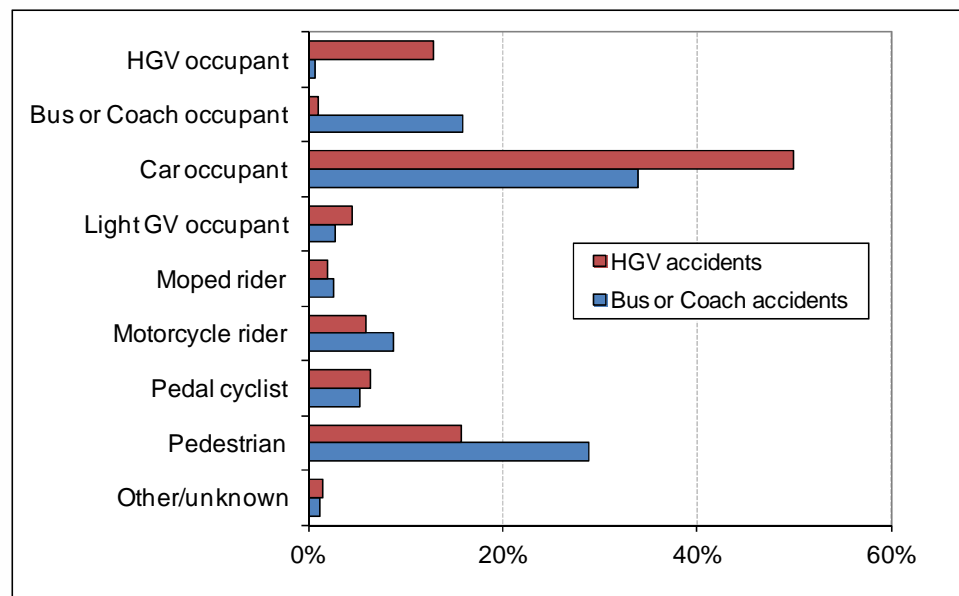
These accidents injured those outside the vehicles as well as their occupants. Across the EU-24, 13% of those killed in HGV accidents in 2009 were occupants of HGVs, and 16% of those killed in bus or coach accidents were occupants of buses or coaches. Table 4 lists those killed in these accidents by road user type. The distributions are illustrated in Figure 3.

Table 4: Fatalities in accidents involving HGVs and in accidents involving buses or coaches, by road user type, EU-24², 2009

	Accidents involving			
	HGVs		Buses or Coaches	
	fatalities	%	fatalities	%
HGV occupant	548	13%	6	1%
Bus or Coach occupant	45	1%	144	16%
Car occupant	2.126	50%	307	34%
Light GV occupant	193	5%	25	3%
Moped rider	81	2%	23	3%
Motorcycle rider	252	6%	79	9%
Pedal cyclist	271	6%	48	5%
Pedestrian	672	16%	260	29%
Other/unknown	66	2%	10	1%
All	4.254	100%	902	100%

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

Figure 3: Distribution of fatalities in accidents involving HGVs and in accidents involving buses or coaches, by road user type, EU-24², 2009



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

Half of those who died in 2009 in road traffic accidents that involved HGVs were travelling by car.

Almost 30% of those who died in 2009 in road traffic accidents that involved buses or coaches were pedestrians.

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Type of road

The CARE data show whether accidents occurred on motorways and, for non-motorway accidents, whether on urban or rural roads. Table 5 shows the distribution of fatalities in accidents involving HGVs. The results for these 24 EU countries are illustrated in Figure 4 for HGV accidents and for Bus or Coach accidents.

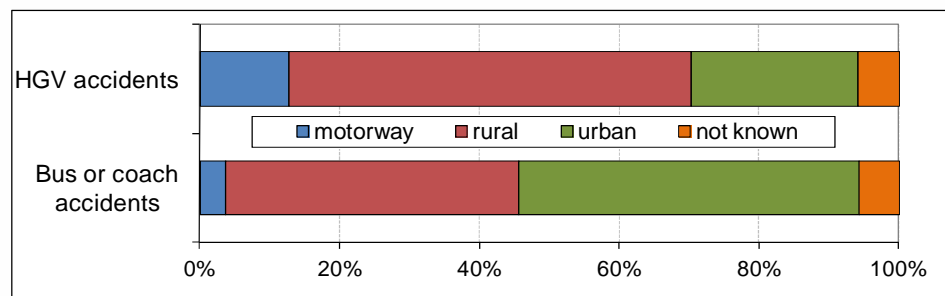
Table 5: Distribution of fatalities in accidents involving HGVs by road type, EU-24², 2009

	Motorway	Non-motorway		Not known	Total
		Rural	Urban		
BE	35%	43%	22%	0%	117
CZ	7%	57%	36%	0%	163
DK	17%	51%	31%	0%	35
DE	33%	46%	21%	0%	536
EE	0%	0%	0%	100%	21
IE*	0%	0%	0%	100%	44
EL	16%	24%	5%	55%	113
ES	20%	74%	6%	0%	353
FR	14%	67%	20%	0%	502
IT	35%	48%	17%	0%	195
LV	0%	85%	15%	0%	47
LU	100%	0%	0%	0%	2
HU	7%	76%	17%	0%	118
MT	0%	0%	0%	0%	0
NL	19%	49%	31%	1%	95
AT	22%	56%	22%	0%	81
PL	2%	58%	30%	10%	952
PT	14%	52%	34%	0%	120
RO	1%	48%	51%	0%	252
SI	58%	25%	17%	0%	12
SK	4%	61%	32%	3%	69
FI	0%	84%	16%	0%	70
SE*	8%	76%	13%	3%	72
UK	14%	52%	27%	7%	287
EU-24	14%	56%	24%	6%	4.256

* Data from 2008

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

Figure 4: Distribution of fatalities in accidents involving HGVs and in accidents involving buses or coaches by road type, EU-24², 2009



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

Near 60% of fatalities in HGV accidents in 2009 occurred in rural areas, while almost 50% of fatalities in Bus or Coach accidents occurred in urban areas.

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Time of day

The distribution of fatalities by time of day was examined by dividing the day into six 4-hour periods. This is shown for HGV accidents in Table 6. The hourly rates are relatively high between 0800 and 2000 in all countries. Figure 5 illustrates the EU-23³ distribution for HGV accidents and for bus or coach accidents by hour of day.

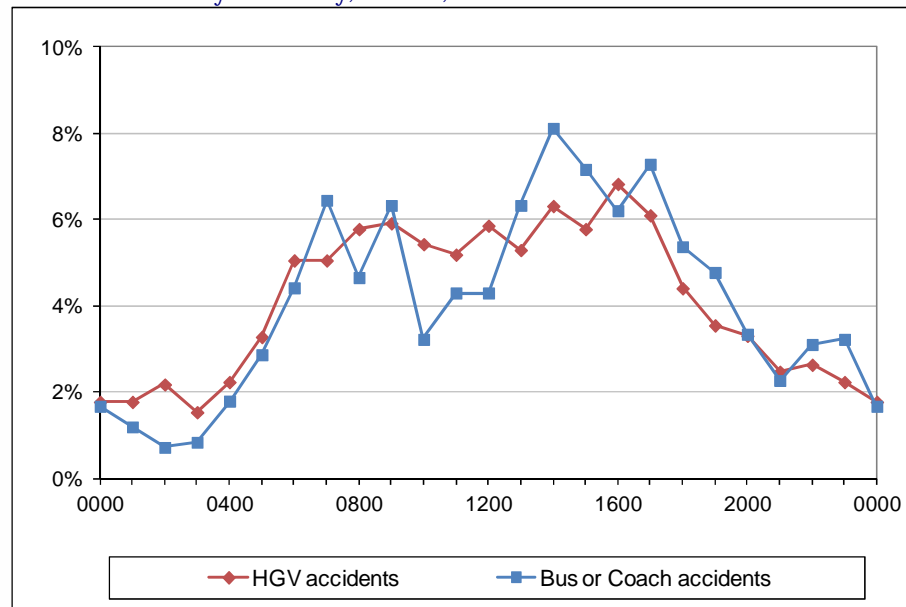
Table 6: Distribution of fatalities by in accidents involving HGVs, by time of day, EU-23³, 2009

	0000-0400	0400-0800	0800-1200	1200-1600	1600-2000	2000-0000	Total
BE	11%	15%	30%	21%	15%	8%	117
CZ	6%	17%	17%	29%	25%	7%	163
DK	9%	9%	31%	31%	14%	6%	35
EE	5%	5%	38%	14%	29%	10%	21
IE*	5%	9%	27%	36%	16%	7%	44
EL	6%	11%	23%	27%	23%	11%	113
ES	7%	13%	21%	24%	24%	12%	353
FR	8%	16%	25%	22%	25%	6%	502
IT	10%	14%	20%	25%	23%	9%	194
LV	2%	11%	17%	13%	28%	30%	47
LU	0%	50%	0%	50%	0%	0%	2
HU	14%	19%	21%	14%	19%	13%	118
MT	0%	0%	0%	0%	0%	0%	0
NL	3%	15%	28%	37%	12%	5%	95
AT	6%	20%	33%	23%	16%	1%	81
PL	8%	17%	19%	21%	22%	14%	952
PT	6%	18%	26%	18%	22%	10%	120
RO	5%	16%	17%	25%	18%	18%	252
SI	0%	58%	25%	17%	0%	0%	12
SK	3%	13%	14%	26%	33%	10%	69
FI	7%	10%	30%	27%	19%	7%	70
SE*	4%	8%	22%	43%	11%	11%	72
UK	7%	18%	28%	23%	15%	9%	287
EU-23	7%	16%	22%	23%	21%	11%	3,719

* Data from 2008

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

Figure 5: Distribution of fatalities in accidents involving HGVs and in accidents involving buses or coaches by time of day, EU-23³, 2009



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

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

The hourly fatality rate in road traffic accidents involving HGVs in 2009 was uniform between 6am and 6pm. The rate of accidents involving buses or coaches peaked in the morning hours and also between 3 and 6pm.

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Day of week

Table 7 shows the distribution of HGV accidents by day of week. The rates are generally much higher on weekdays than at the weekend. Figure 6 illustrates the EU-24 distribution for HGV accidents and bus or coach accidents, and shows the high proportion of fatalities in the accidents that occurred on Fridays.

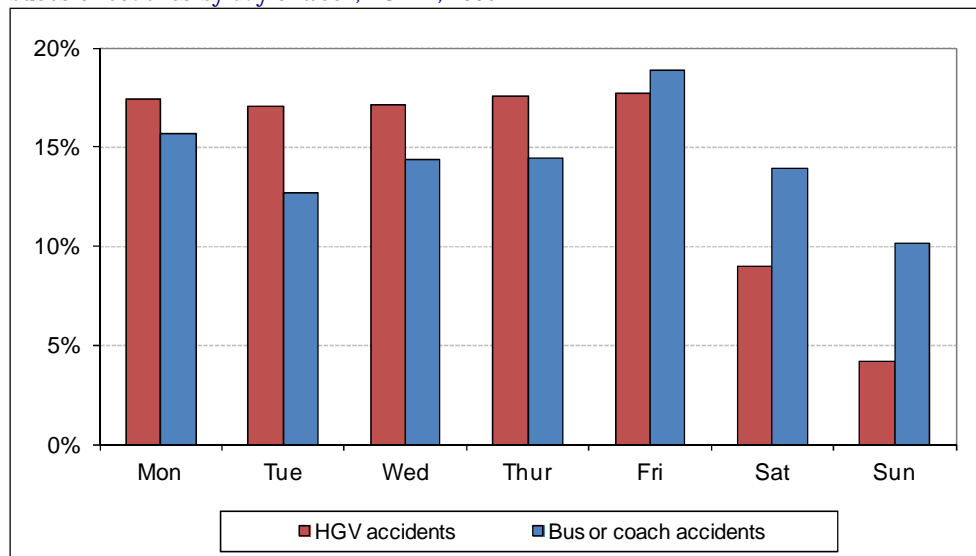
Table 7: Distribution of fatalities in accidents involving HGVs, by day of week, 2009

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
BE	21%	15%	18%	20%	15%	9%	3%	117
CZ	20%	17%	18%	17%	17%	10%	2%	163
DK	14%	23%	14%	17%	11%	11%	9%	35
DE	24%	17%	17%	19%	16%	7%	1%	536
EE	19%	5%	10%	24%	14%	24%	5%	21
IE*	9%	23%	11%	30%	20%	7%	0%	44
EL	17%	17%	14%	20%	16%	12%	4%	113
ES	16%	16%	18%	21%	16%	8%	6%	353
FR	19%	20%	18%	17%	17%	8%	1%	502
IT	17%	15%	19%	13%	26%	6%	3%	195
LV	17%	15%	13%	9%	17%	15%	15%	47
LU	0%	0%	0%	0%	50%	50%	0%	2
HU	14%	16%	14%	20%	19%	8%	8%	118
MT	0%	0%	0%	0%	0%	0%	0%	0
NL	18%	19%	19%	19%	20%	4%	1%	95
AT	16%	21%	15%	21%	14%	9%	5%	81
PL	17%	16%	16%	16%	17%	12%	6%	952
PT	16%	15%	20%	21%	16%	8%	3%	118
RO	14%	17%	16%	17%	21%	9%	6%	252
SI	33%	17%	8%	8%	33%	0%	0%	12
SK	14%	19%	20%	9%	20%	14%	3%	69
FI	11%	19%	26%	13%	21%	6%	4%	70
SE*	18%	14%	21%	25%	11%	8%	3%	72
UK	14%	19%	16%	16%	20%	7%	8%	287
EU-24	17%	17%	17%	18%	18%	9%	4%	4.254

* Data from 2008

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

Figure 6: Distribution of fatalities in accidents involving HGVs and in accidents involving buses or coaches by day of week, EU-24², 2009



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

The fatality rate in road traffic accidents involving HGVs in 2009 was much lower at the weekend than on weekdays.

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Seasonality

Table 8 shows the distribution of fatalities in accidents involving HGVs through the year, using pairs of months. The peak period varies between countries, and for the EU-24 is July-October. Figure 7 illustrates the EU-24 distribution. It includes the distribution for accidents involving buses or coaches, which peaks in September-October.

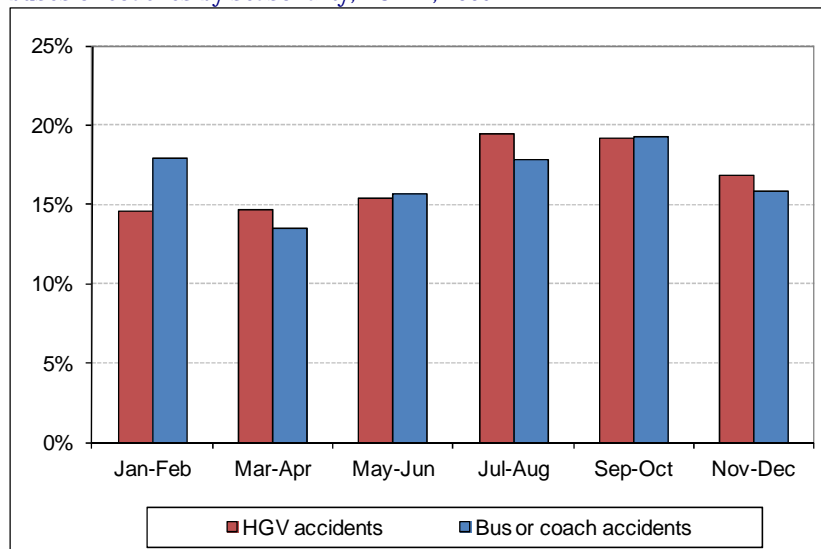
Table 8: Distribution of fatalities in accidents involving HGVs by month, 2009

	Jan-Feb	Mar-Apr	May-Jun	Jul-Aug	Sep-Oct	Nov-Dec	Total
BE	14%	21%	15%	18%	11%	21%	117
CZ	15%	10%	18%	20%	18%	18%	163
DK	23%	20%	3%	17%	17%	20%	35
DE	13%	15%	19%	20%	19%	15%	536
EE	19%	14%	10%	0%	29%	29%	21
IE*	16%	9%	2%	30%	14%	30%	44
EL	17%	14%	15%	15%	22%	17%	113
ES	18%	14%	16%	17%	17%	18%	355
FR	14%	18%	15%	17%	21%	16%	502
IT	11%	13%	24%	17%	18%	17%	195
LV	13%	15%	11%	26%	21%	15%	47
LU	0%	50%	0%	50%	0%	0%	2
HU	14%	17%	24%	20%	12%	14%	118
MT	0%	0%	0%	0%	0%	0%	0
NL	15%	16%	15%	19%	24%	12%	95
AT	11%	15%	17%	17%	21%	19%	81
PL	15%	12%	14%	20%	21%	19%	952
PT	19%	13%	12%	21%	23%	13%	120
RO	9%	15%	10%	26%	23%	17%	252
SI	8%	25%	17%	0%	25%	25%	12
SK	23%	20%	14%	16%	16%	10%	69
FI	20%	23%	14%	14%	19%	10%	70
SE*	18%	15%	10%	28%	15%	14%	72
UK	14%	16%	16%	22%	17%	15%	287
EU-24	15%	15%	15%	19%	19%	17%	4.258

* Data from 2008

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

Figure 7: Distribution of fatalities in accidents involving HGVs and in accidents involving buses or coaches by seasonality, EU-24², 2009



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

There was little variation through the year in the fatality rate in road traffic accidents involving HGVs in 2009.

The rate for accidents involving buses or coaches in 2009 peaked in September-October period.

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Age

Table 9 provides details of the age of fatalities in accidents involving HGVs. Figure illustrates the EU-24 age distribution, and also includes the distribution for accidents involving buses or coaches.

Table 9: Distribution of fatalities in accidents involving HGVs by age, 2009

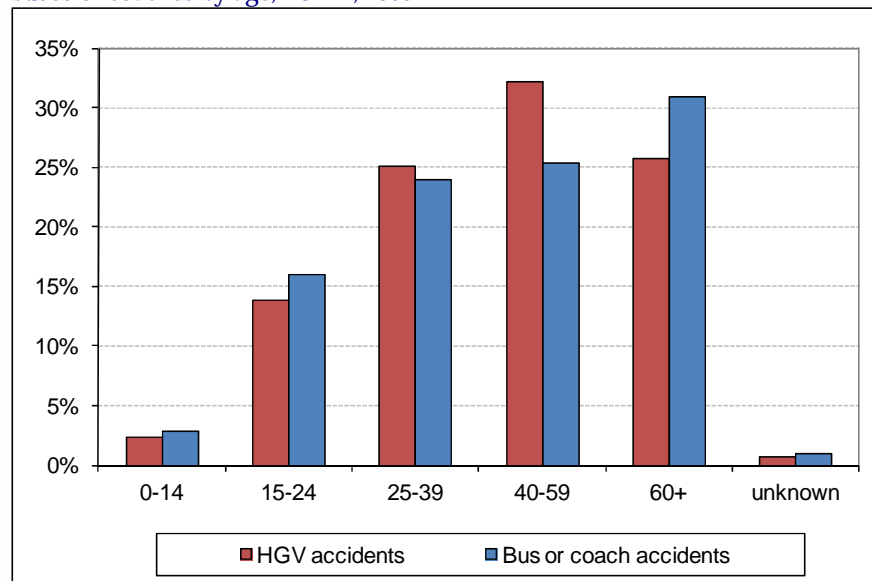
	0-14	15-24	25-39	40-59	60+	Unknown	Total
BE	1%	11%	18%	36%	24%	10%	117
CZ	2%	12%	33%	27%	26%	0%	163
DK	6%	6%	29%	17%	43%	0%	35
DE	2%	14%	23%	33%	28%	0%	536
EE	0%	24%	14%	38%	24%	0%	21
IE*	7%	23%	20%	18%	32%	0%	44
EL	3%	13%	35%	25%	24%	0%	113
ES	2%	10%	31%	32%	23%	0%	344
FR	3%	17%	22%	31%	27%	0%	502
IT	2%	8%	24%	32%	34%	2%	195
LV	4%	9%	26%	32%	30%	0%	47
LU	0%	50%	0%	50%	0%	0%	2
HU	2%	17%	31%	33%	17%	0%	118
MT	0%	0%	0%	0%	0%	0%	0
NL	5%	16%	31%	20%	28%	0%	95
AT	1%	19%	15%	37%	28%	0%	81
PL	2%	15%	26%	34%	21%	1%	952
PT	0%	9%	21%	42%	28%	0%	112
RO	2%	15%	24%	33%	27%	0%	252
SI	0%	33%	0%	42%	25%	0%	12
SK	4%	12%	22%	38%	16%	9%	69
FI	1%	13%	23%	29%	34%	0%	70
SE*	1%	13%	13%	28%	46%	0%	72
UK	2%	14%	27%	31%	26%	0%	287
EU-24	2%	14%	25%	32%	26%	1%	4.239

* Data from 2008

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

Relatively few children died in road traffic accidents involving HGVs in 2009, and almost three-fifths of fatalities were aged 25-59.

Figure 8: Distribution of fatalities in accidents involving HGVs and in accidents involving buses or coaches by age, EU-24², 2009



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

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Gender

Table 10 provides gender details of fatalities in accidents involving HGVs. Figure 9 illustrates the EU-24 distribution, and also includes the distribution for accidents involving buses or coaches. The percentage of female fatalities in the latter accidents is higher than in the HGVs ones.

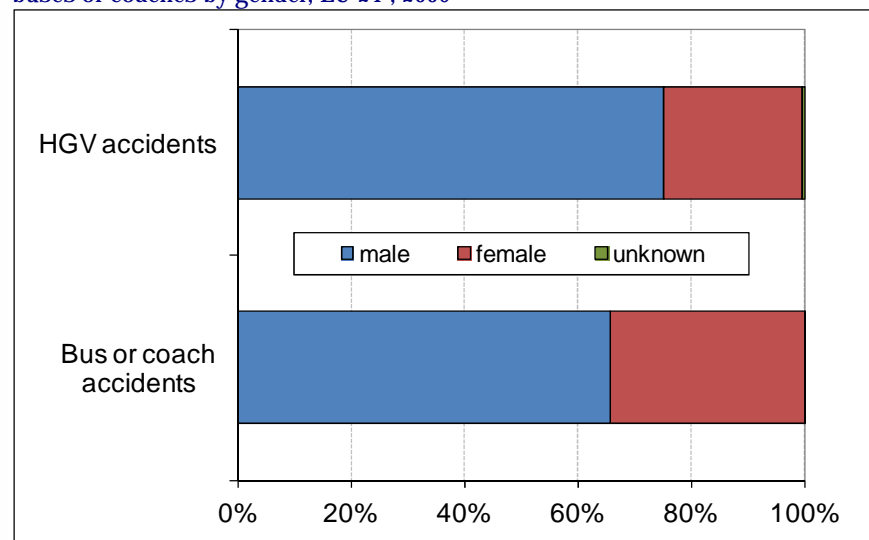
Table 10: Distribution of fatalities in accidents involving HGVs by gender, 2009

	Male	Female	Unknown	Total
BE	72%	26%	3%	117
CZ	74%	24%	2%	163
DK	69%	31%	0%	35
DE	74%	26%	0%	536
EE	71%	29%	0%	21
IE*	73%	23%	5%	44
EL	86%	14%	0%	113
ES	86%	14%	0%	353
FR	68%	32%	0%	502
IT	77%	23%	0%	195
LV	66%	15%	19%	47
LU	50%	50%	0%	2
HU	79%	21%	0%	118
MT	0%	0%	0%	0
NL	63%	37%	0%	95
AT	73%	27%	0%	81
PL	77%	23%	0%	952
PT	77%	23%	0%	119
RO	74%	26%	0%	252
SI	58%	42%	0%	12
SK	86%	14%	0%	69
FI	79%	21%	0%	70
SE*	67%	33%	0%	72
UK	73%	27%	0%	287
EU-24	75%	24%	0%	4.255

* Data from 2008

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

Figure 9: Distribution of fatalities in accidents involving HGVs and in accidents involving buses or coaches by gender, EU-24², 2009



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

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

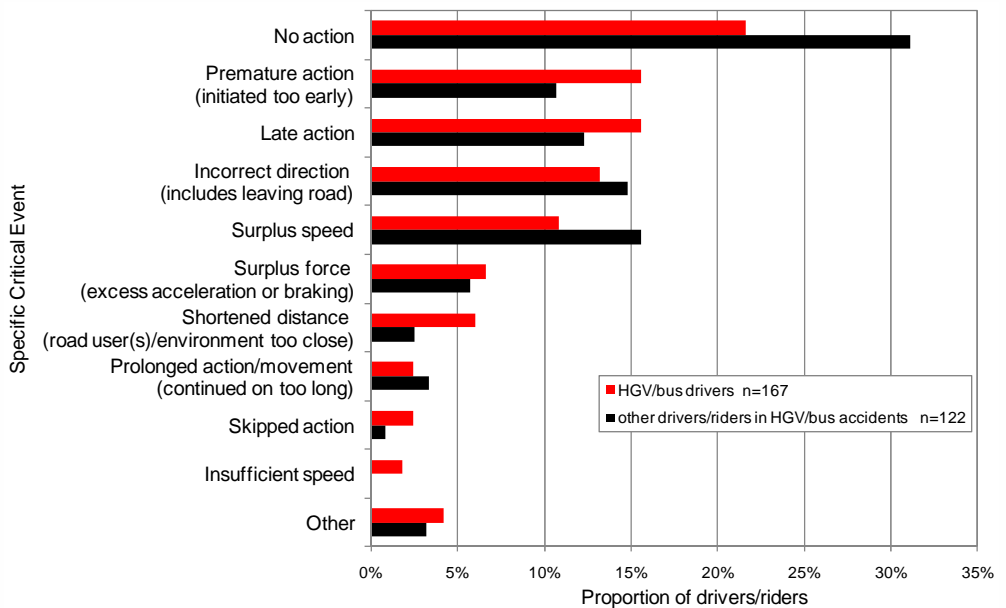
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Accident Causation

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

In the database, 16% (158) of the accidents involve HGV or bus drivers. Minibuses are included in the bus category in the database. HGV drivers account for 79% of this group and bus drivers 21%, with 94% being male. Figure 10 compares the distributions of specific critical events for HGV or bus drivers and other drivers or riders in HGV/bus accidents.

Figure 10: Distribution of specific critical events - HGV or bus drivers and other drivers/riders in HGV/bus accidents



N=289

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

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

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

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

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

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

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

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

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

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

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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 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:

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- Children (Aged <15)
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Country abbreviations used and definition of EU-level

EU-19		EU-24 = EU-19 +	
BE	Belgium	EE	Estonia
CZ	Czech Republic	LV	Latvia
DK	Denmark	HU	Hungary
DE	Germany	MT	Malta
IE	Ireland	SK	Slovakia
EL	Greece		
ES	Spain		
FR	France		
IT	Italy		
LU	Luxembourg		
NL	Netherlands		
AT	Austria		
PL	Poland		
PT	Portugal		
RO	Romania		
SI	Slovenia		
FI	Finland		
SE	Sweden		
UK	United Kingdom (GB+NI)		

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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