

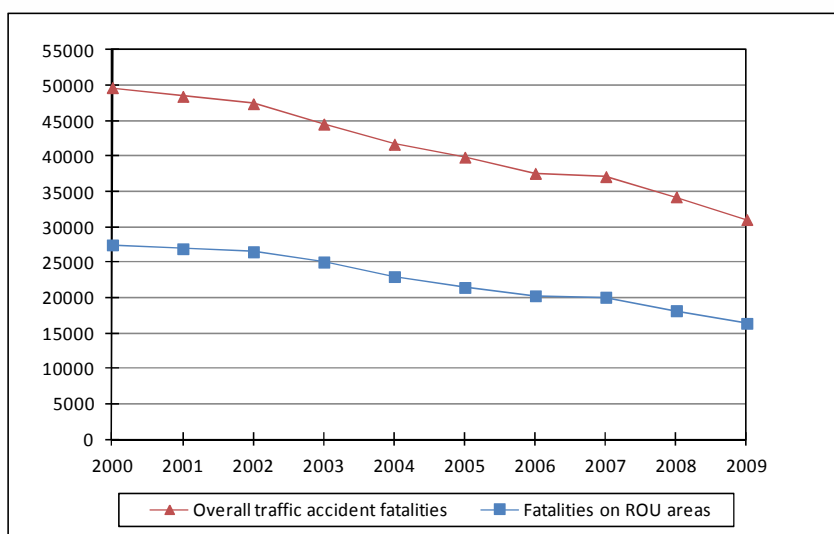
Traffic Safety Basic Facts 2011

Roads outside urban areas

More than 225.000 people were killed in traffic accidents on roads outside urban areas¹ (hereinafter “ROU areas”) – excluding motorways – in 17 European Union countries² between 2000 and 2009³. This number represents 55% of all traffic accident fatalities in those countries.

Figure 1 shows that fatalities on ROU areas have reduced by 40% over the last decade (from 27.452 in 2000 to 16.389 in 2009), following a similar trend to the total number of fatalities (that has reduced by 38% during the same period). The greatest decrease on ROU areas was recorded in 2009, with a fall of 9,8% compared with 2008.

Figure 1: Fatalities on ROU areas in EU-17², 2000-2009^{3,4}



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

Table 1 presents the number of fatalities on ROU areas by country from 2000 to 2009. Figure 2 presents the proportion of road accident fatalities that occurred on ROU areas with the total number of road accident fatalities during the same period. Since the data for Estonia, Ireland, Latvia, Hungary, the Netherlands and Slovakia are not available for all the decade, these countries have not been included in the EU-17 totals.

¹ Defined as roads outside urban areas, excluding motorways.

² See table “Definition of EU-level and used Country abbreviations” on page 16

³ Where a number is missing for an EU-17/22 country in a particular year, its contribution to the EU-17 total is estimated as the next known value

⁴ For EE, IE, LV, HU, NL and SK, all the data from 2000 to 2009 are not available; therefore they have been excluded from the figure.

During the last decade, more than 225000 people died in accidents on roads outside urban areas (55% of all road traffic fatalities).

Fatalities on roads outside urban areas were reduced by 40% between 2000 and 2009.

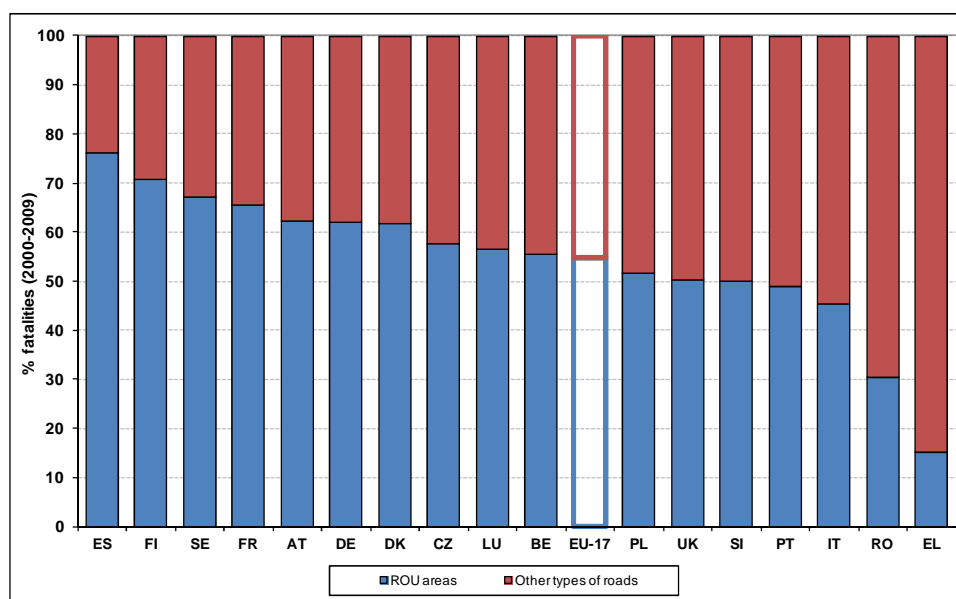
- Main Figures
- Children (Aged < 15)
- Youngsters (Aged 15-17)
- Young People (Aged 18-24)
- The Elderly (Aged > 64)
- Pedestrians
- Cyclists
- Motorcycles & Mopeds
- Car occupants
- Heavy Goods Vehicles and Buses
- Motorways
- Junctions
- Urban areas
- Roads outside urban areas
- Seasonality
- Single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

Table 1: Fatalities on ROU areas by country by year in EU-17, 2000-2009

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
BE	831	841	782	644	639	617	600	591	474	483
CZ	828	765	807	843	799	738	599	731	602	547
DK	288	268	289	287	222	205	189	253	246	187
DE	4.767	4.481	4.301	4.156	3.664	3.228	3.062	3.012	2.721	2.452
EL	339	331	289	276	242	230	188	226	198	200
ES	4.352	4.168	4.114	4.111	3.562	3.431	3.132	2.916	2.357	2.041
FR	5.301	5.397	5.078	3.952	3.685	3.331	3.071	2.988	2.807	2.788
IT	3.130	2.972	3.096	3.106	2.878	2.653	2.585	2.336	2.203	1.995
LU	47	46	30	31	26	30	26	23	20	-
AT	633	586	565	602	528	477	456	444	419	399
PL	2.949	2.949	3.025	2.953	2.922	2.917	2.703	2.780	2.696	2.228
PT	1.007	839	861	760	621	612	437	457	372	365
RO	458	603	634	711	729	714	903	979	1.121	1.015
SI	156	163	153	136	154	19	137	162	128	77
FI	280	309	294	271	276	268	226	285	227	191
SE	404	373	387	354	309	302	302	314	271	-
UK	1.772	1.820	1.791	1.851	1.720	1.681	1.648	1.565	1.302	1.130
EU-17 ³	27.542	26.911	26.496	25.044	22.976	21.453	20.264	20.062	18.164	16.389
Yearly ³ Reduction		2,3%	1,5%	5,5%	8,3%	6,6%	5,5%	1,0%	9,5%	9,8%
EE	-	-	-	-	-	124	158	133	91	-
IE	152	150	139	240	127	56	0	-	-	-
LV	-	-	-	-	-	-	-	-	-	212
HU	-	-	-	790	760	729	740	666	523	483
NL	570	534	516	531	-	-	-	-	-	327
SK	-	-	-	-	-	308	308	344	312	197
CH	-	-	-	-	268	-	-	-	195	178
IS	-	-	27	17	15	16	21	14	7	12

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

Figure 2: Fatalities on ROU areas as a percentage of total fatalities in EU-17 (2000-2009)^{3, 5}



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

⁵ Other types of roads: Urban areas and motorways outside urban areas.

The greatest increase of fatalities on roads outside urban areas between 2000 and 2009 was in Romania (122%). The greatest reduction was in Portugal (64%) and Luxembourg (57%).

In Spain, 76% of the road accident fatalities in the last decade (2000-2009) occurred on roads outside urban areas.

- 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

To compare the fatality data for ROU areas in the different countries, the respective population size was taken into account (see Table 2). In 2009, more than 80 people per million inhabitants died in accidents in ROU areas in Latvia. This rate is more than twice as high as the EU-22⁵ rate (36,6) and more than 4 times higher than the Greek rate (the lowest), shown in Figure 3.

Table 2: Fatalities per million inhabitants on ROU areas by country in EU-22³, 2009⁶

	ROU areas fatalities	Population [million]	ROU areas fatalities by million inhabitants
BE	483	10,8	44,7
CZ	547	10,5	52,1
DK	187	5,5	34,0
DE	2.452	82,0	29,9
EE*	91	1,3	70,0
EL	200	11,3	17,7
ES	2.041	45,8	44,6
FR	2.788	64,4	43,3
IT	1.995	60,0	33,3
LV	186	2,3	80,9
LU*	20	0,5	40,0
HU	483	10,0	48,3
NL	327	16,5	19,8
AT	399	8,4	47,5
PL	2.228	38,1	58,5
PT	365	10,6	34,4
RO	1.015	21,5	47,2
SI	77	2,0	38,5
SK	197	5,4	36,5
FI	191	5,3	36,3
SE*	271	9,2	29,5
UK	1.130	61,6	18,3
EU-22	17.673	483,0	36,6
CH	178	7,7	23,1
IS	12	0,3	40,0

* Data from 2008

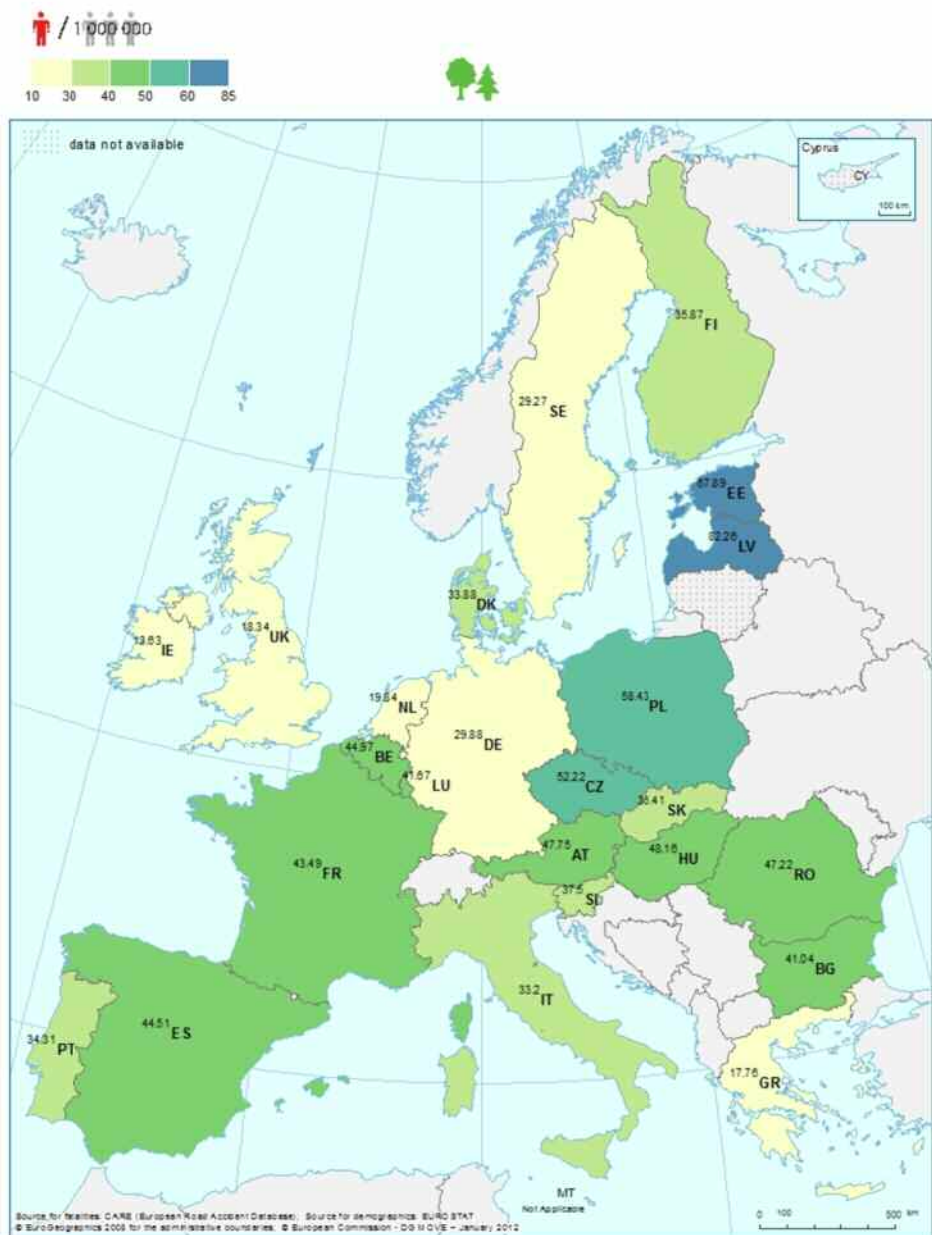
Source: CARE Database / EC
Date of query: December 2011
Source of population data: EUROSTAT

Latvia, followed by Estonia, has the highest fatality rate per million inhabitants on roads outside urban areas.

⁶ Due to small numbers and a high number of "unknown" cases in the latest available year due to the fact that the classification criterion of the "motorway" variable has been suffering changes throughout time, hereinafter, IE will not be taken into account in the comparisons, tables and figures.

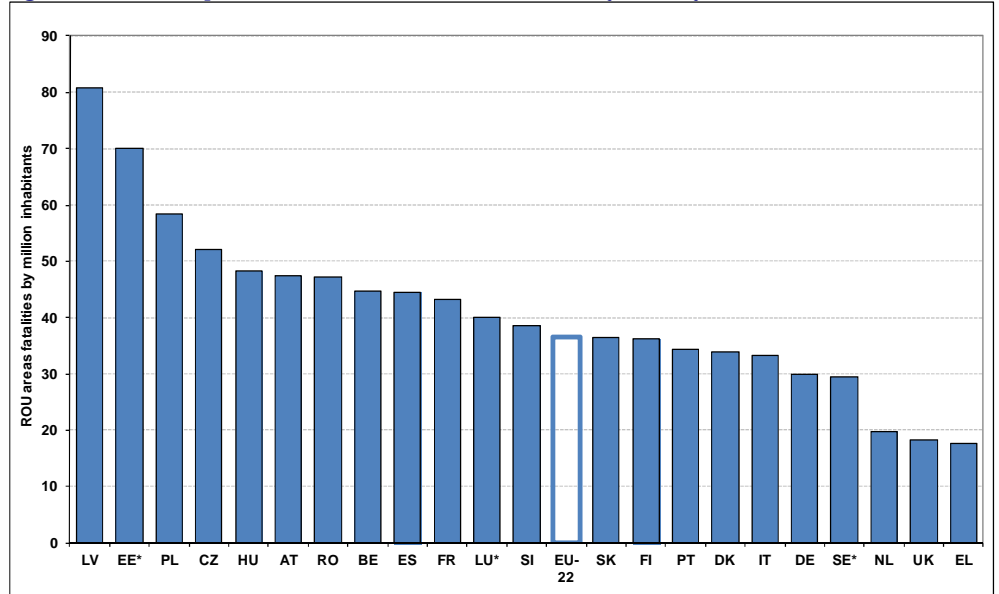
Traffic Safety Basic Facts 2011

Map 1: Fatalities per million inhabitants on ROU areas by country in 2009



- 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

Figure 3: Fatalities per million inhabitants on ROU areas by country in EU-22³, 2009



* Data from 2008

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

Source of population data: EUROSTAT

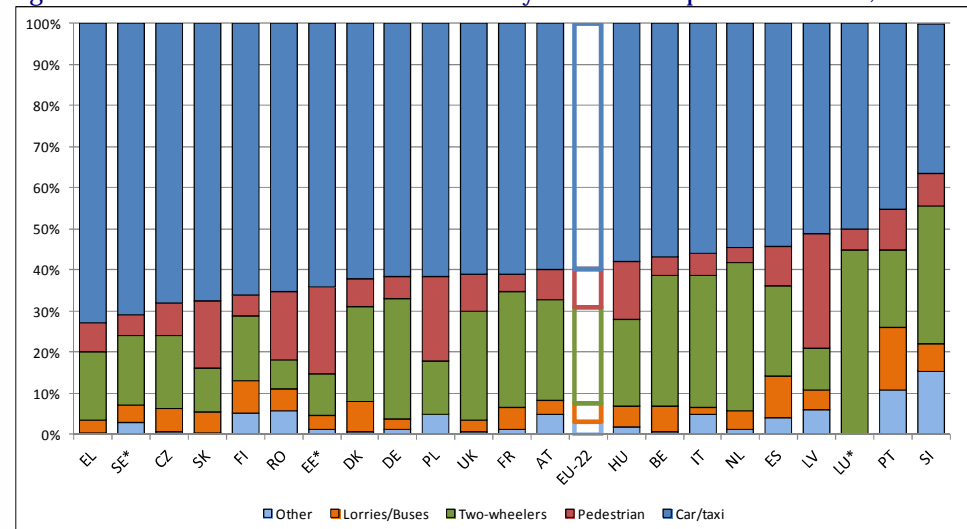
Mode of transport

Figure 4 shows that Greece has the highest percentage (73%) of fatalities on ROU areas by car or taxi, while Slovenia has the lowest (36%) and the EU-22 average is 60%.

23% of EU-22 fatalities on ROU areas were riders of two-wheeler vehicles (motorcycle, moped or pedal cycle users). The percentages are highest in Luxembourg (45%) and Slovenia (34%).

Spain and Portugal are the countries with the highest proportion of fatalities on ROU areas involving lorries or buses (10% and 15% respectively). 28% of the fatalities on ROU areas in Latvia were pedestrians, i.e. the largest proportion in the EU-22.

Figure 4: Distribution of fatalities on ROU areas by mode of transport in the EU-22³, 2009



* Data from 2008

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

23% of EU-22 fatalities on ROU areas were riders of two-wheeler vehicles.

- 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

Table 3 shows the data that are represented in Figure 4.

Table 3: Distribution of fatalities on ROU areas by mode of transport in the EU-22³, 2009

	Pedestrian	Two-wheelers	Lorries/Buses	Car/taxi	Other	Total
BE	5%	32%	6%	57%	1%	483
CZ	8%	18%	6%	68%	1%	547
DK	7%	23%	7%	62%	1%	187
DE	5%	29%	3%	62%	1%	2.452
EE*	21%	10%	3%	64%	1%	89
EL	7%	17%	3%	73%	1%	200
ES	10%	22%	10%	54%	4%	2.043
FR	4%	28%	5%	61%	1%	2.788
IT	5%	32%	2%	56%	5%	1.995
LV	28%	10%	5%	51%	6%	186
LU*	5%	45%	0%	50%	0%	20
HU	14%	21%	5%	58%	2%	483
NL	4%	36%	5%	54%	1%	327
AT	7%	25%	4%	60%	5%	399
PL	21%	13%	0%	61%	5%	2.228
PT	10%	19%	15%	45%	11%	365
RO	16%	7%	6%	65%	6%	1.015
SI	8%	34%	6%	36%	16%	77
SK	16%	11%	5%	68%	1%	197
FI	5%	16%	8%	66%	5%	191
SE*	5%	17%	4%	71%	3%	271
UK	9%	26%	3%	61%	1%	1.130
EU-22	9%	23%	4%	60%	3%	17.673

* Data from 2008

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

In Latvia, 28% of the fatalities on ROU areas in 2009 were pedestrians.

60% of fatalities on ROU areas across the EU-22 countries in 2009 were car or taxi occupants.

- 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

Junction

Table 4 shows the proportion of fatalities in junction and non-junction accidents that were on ROU areas in the EU-20⁷ countries.

Table 4: Fatalities in junction/non-junction accidents on ROU areas by country in EU-20, 2009

	Fatalities at junction			Fatalities not at junction		
	ROU areas	All roads	ROU proportion	ROU areas	All roads	ROU proportion
BE	98	164	60%	385	780	49%
CZ	77	177	44%	470	724	65%
DK	52	93	56%	135	210	64%
EE*	25	38	66%	64	91	70%
EL	3	197	2%	197	1.329	15%
ES	275	484	57%	1.767	2.230	79%
FR	280	576	49%	2.508	3.697	68%
IT	561	1.218	46%	1.434	3.019	47%
LV	2	17	12%	184	237	78%
LU*	2	8	25%	18	27	67%
HU	74	169	44%	409	653	63%
NL	86	221	39%	241	423	57%
AT	73	139	53%	326	494	66%
PL	181	739	24%	2.047	3.833	53%
PT	42	136	31%	321	691	46%
RO	52	255	20%	963	2.541	38%
SI	4	12	33%	73	157	46%
SK	11	35	31%	179	337	53%
FI	32	51	63%	159	228	70%
UK	281	816	34%	849	1.521	56%
EU-20	2.211	5.545	40%	12.729	23.222	55%

* Data from 2008

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

In 2009, almost 55% of the fatalities in non-junction accidents that occurred in the EU-20 countries are recorded on ROU areas. However, this percentage is higher in Spain (79,2%), Latvia (77,6%) and Estonia (70,3%).

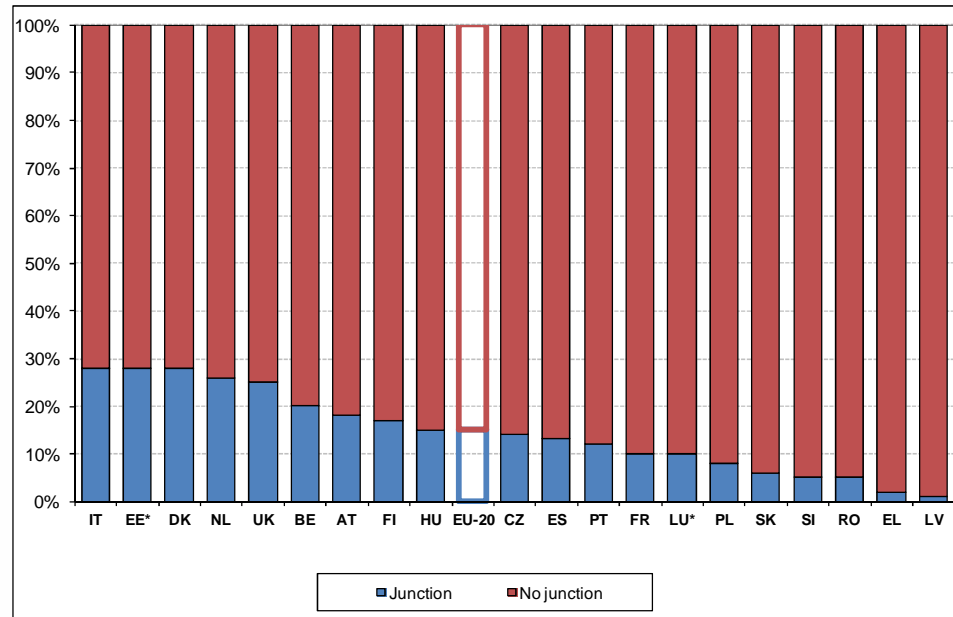
At junctions, more than one third of the fatalities occur on ROU areas. This proportion is much higher in Estonia (65,8%) and is also high in Finland (62,7%), Belgium (59,8%) and Spain (56,8%).

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

⁷ Given the high number of “unknown” cases at junction, Germany, Malta and Sweden have not been taken into account in this analysis.

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

Figure 5: Fatalities on junction/no junction ROU areas by country in EU-20, 2009



* Data from 2008

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

Figure 5 shows the distribution of fatalities on ROU areas according to the road design (i.e. at junction, not at junction) in the EU-20 countries. While 85% of the total of the ROU areas fatalities did not occur at junctions, this percentage is higher in Latvia (99%), Greece (98%) and Slovenia and Romania (95%).

Although the EU-20 percentage of fatalities on ROU areas is lower at junctions (14,8%), Italy, Estonia, Denmark and the Netherlands have a higher percentage than the average (more than 26%).

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

- 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

Lighting Conditions

Table 5 shows that in the 20 EU countries⁹, the proportion of fatalities in daylight conditions is slightly higher on ROU areas (57,9%) than on urban areas or motorways.

35,5% of the ROU areas fatalities occurred in accidents in the dark, this percentage being slightly lower than in urban areas (39,7%) and also lower than on motorways 44,6%).

The “darkness” variable is divided into specific lighting conditions that can occur with darkness conditions. In ROU areas, about 20% of the fatalities happened in darkness without any street light. However, the proportions collected under the different categories of “darkness” may be distorted because of the high percentage of unknown in the variable describing whether the street light is lit or unlit.

Table 5: Fatalities on ROU areas, urban areas and motorways⁸ by lighting conditions in EU-20⁹, 2009

	ROU areas	Urban areas (no motorways)	Motorways	Total
Daylight	57,9%	53,1%	49,8%	55,8%
Twilight	6,5%	6,9%	5,0%	6,5%
Darkness - no street lights	19,6%	6,8%	15,6%	15,1%
Darkness - street lights lit	5,4%	25,6%	9,7%	12,4%
Darkness - street lights unknown	8,0%	5,3%	15,0%	7,5%
Darkness - street lights unlit	2,5%	2,0%	4,3%	2,4%
Unknown	0,1%	0,2%	0,6%	0,2%
Total	16.731	9.259	1.642	27.631

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

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

⁹ Given the high number of “unknown” cases in this variable, Italy, Malta and Slovenia have not been taken into account in this analysis.

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

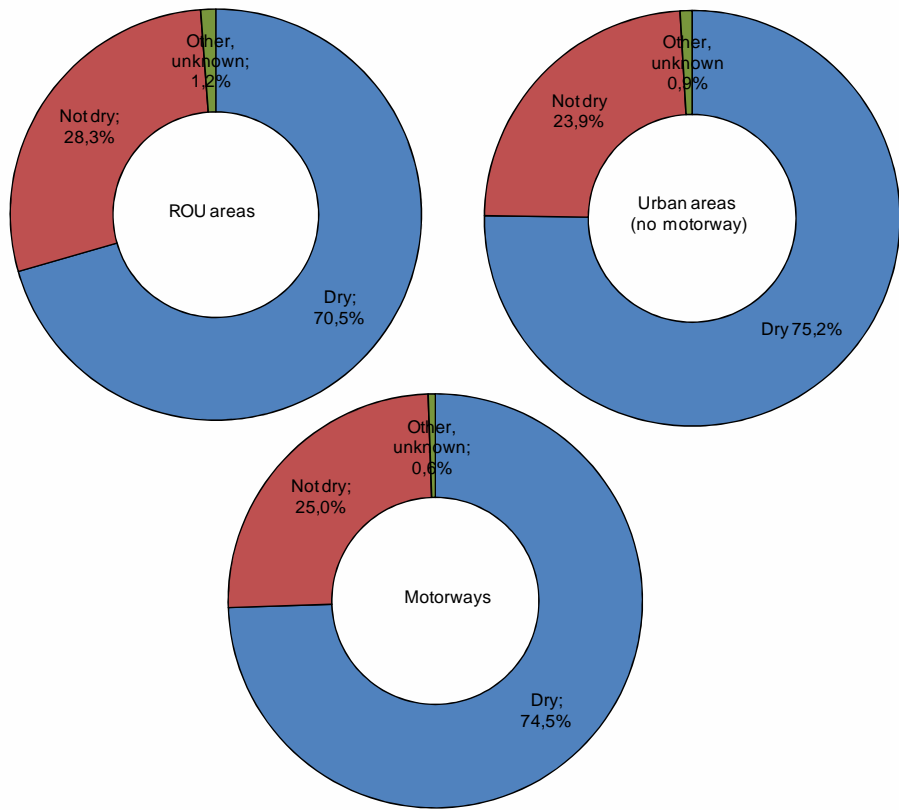
Road Surface Conditions

Figure 7 shows that in 2009, 28,3% (5057 persons) of the ROU areas fatalities in the 22 EU countries were killed on non-dry road surface conditions (water, ice, snow or slippery). This percentage is lower on urban areas and on motorways where the fatality rate is higher in dry conditions.

By analysing the categories in a disaggregated way, we can see that almost three-quarters of the ROU areas fatalities that occurred on non-dry road surface conditions occurred with ice, frost or snow on the roads.

Figure 7: Fatalities on ROU areas, urban areas and motorways by road surface conditions in EU-22³, 2009

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



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

- 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

Age and Gender

Table 6 provides the age distribution of the people killed in accidents on ROU areas. More than half of the fatalities on ROU areas were aged 25-59.

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

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

Table 6: Distribution of fatalities on ROU areas by age group in EU-22³, 2009

	0-14	15-24	25-39	40-59	60+	unknown	Total
BE	2%	19%	25%	26%	19%	8%	483
CZ	1%	19%	31%	29%	19%	0%	547
DK	2%	25%	22%	29%	22%	0%	187
DE	2%	27%	20%	27%	24%	0%	2.452
EE*	3%	25%	24%	27%	20%	0%	91
EL	5%	13%	32%	26%	24%	1%	200
ES	2%	16%	32%	29%	21%	1%	2.036
FR	3%	26%	26%	26%	20%	0%	2.788
IT	1%	16%	28%	26%	27%	2%	1.995
LV	3%	12%	29%	33%	17%	5%	186
LU*	0%	30%	35%	15%	10%	10%	20
HU	2%	13%	34%	34%	18%	0%	483
NL	3%	25%	22%	19%	31%	0%	327
AT	3%	25%	21%	26%	25%	0%	399
PL	2%	23%	27%	30%	16%	1%	2.228
PT	2%	15%	27%	28%	27%	0%	365
RO	2%	22%	30%	30%	16%	0%	1.015
SI	0%	22%	25%	25%	29%	0%	77
SK	1%	19%	26%	23%	16%	15%	197
FI	1%	27%	19%	21%	31%	0%	191
SE*	2%	23%	20%	28%	26%	0%	271
UK	2%	26%	24%	29%	20%	0%	1.130
EU-22	2%	22%	26%	28%	21%	1%	17.668
CH	3%	26%	18%	29%	24%	0%	178
IS	0%	17%	8%	50%	25%	0%	12

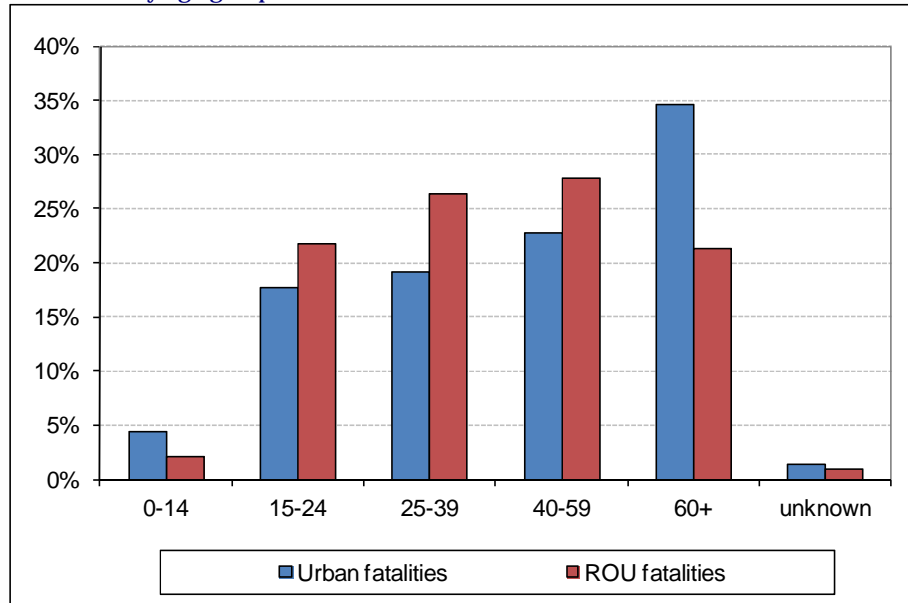
* Data from 2008

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

In 2009, more than half of the people killed on roads outside urban areas were aged 25-59.

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

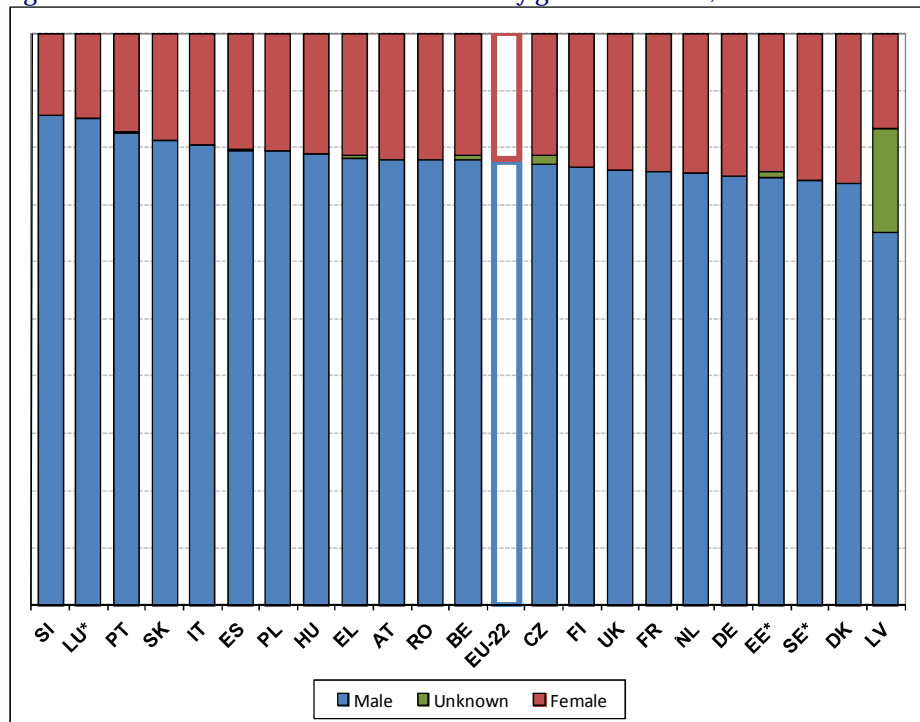
Figure 8: Distribution of fatalities in accidents on ROU areas and in accidents on roads in urban areas by age group in EU-22³, 2009



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

Figure 9 shows how the fatalities on ROU areas are distributed by gender. Slovenia is the country with the lowest percentage of female fatalities (14%) while Denmark and Sweden are the countries with the lowest percentage of male fatalities (74%).

Figure 9: Distribution of fatalities on ROU areas by gender in EU-22³, 2009



* Data from 2008

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

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

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

- 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

Person class

Table 7 shows fatalities in accidents on ROU areas by person class in the 22 EU countries. More than 9% of the fatalities were pedestrians in 2009. This percentage varies between countries being highest in Latvia (28%), Estonia (21%) and Poland (21%).

In contrast, 90% of the fatalities in Luxembourg, 82% in the Netherlands and 81% in Belgium are drivers, higher than the EU-22 average of 69%.

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

Table 7: Fatalities on ROU areas by person class in EU-22³, 2009

	Driver	Passenger	Pedestrian	Total
BE	82%	14%	5%	483
CZ	67%	25%	8%	546
DK	74%	19%	7%	187
DE	79%	15%	5%	2.452
EE*	50%	29%	21%	90
EL	61%	32%	7%	200
ES	68%	23%	10%	2.041
FR	77%	19%	4%	2.788
IT	77%	17%	5%	1.995
LV	48%	24%	28%	186
LU*	90%	5%	5%	20
HU	65%	21%	14%	483
NL	82%	14%	4%	326
AT	74%	19%	7%	399
PL	53%	26%	21%	2.228
PT	64%	26%	10%	365
RO	46%	37%	16%	1.015
SI	74%	18%	8%	76
SK	55%	28%	16%	197
FI	72%	23%	5%	191
SE*	76%	19%	5%	267
UK	71%	20%	9%	1.130
EU-22	69%	21%	9%	17.665
Share	69,4%	21,2%	9,4%	100%
CH	77%	13%	10%	178
IS	50%	42%	8%	12

* Data from 2008

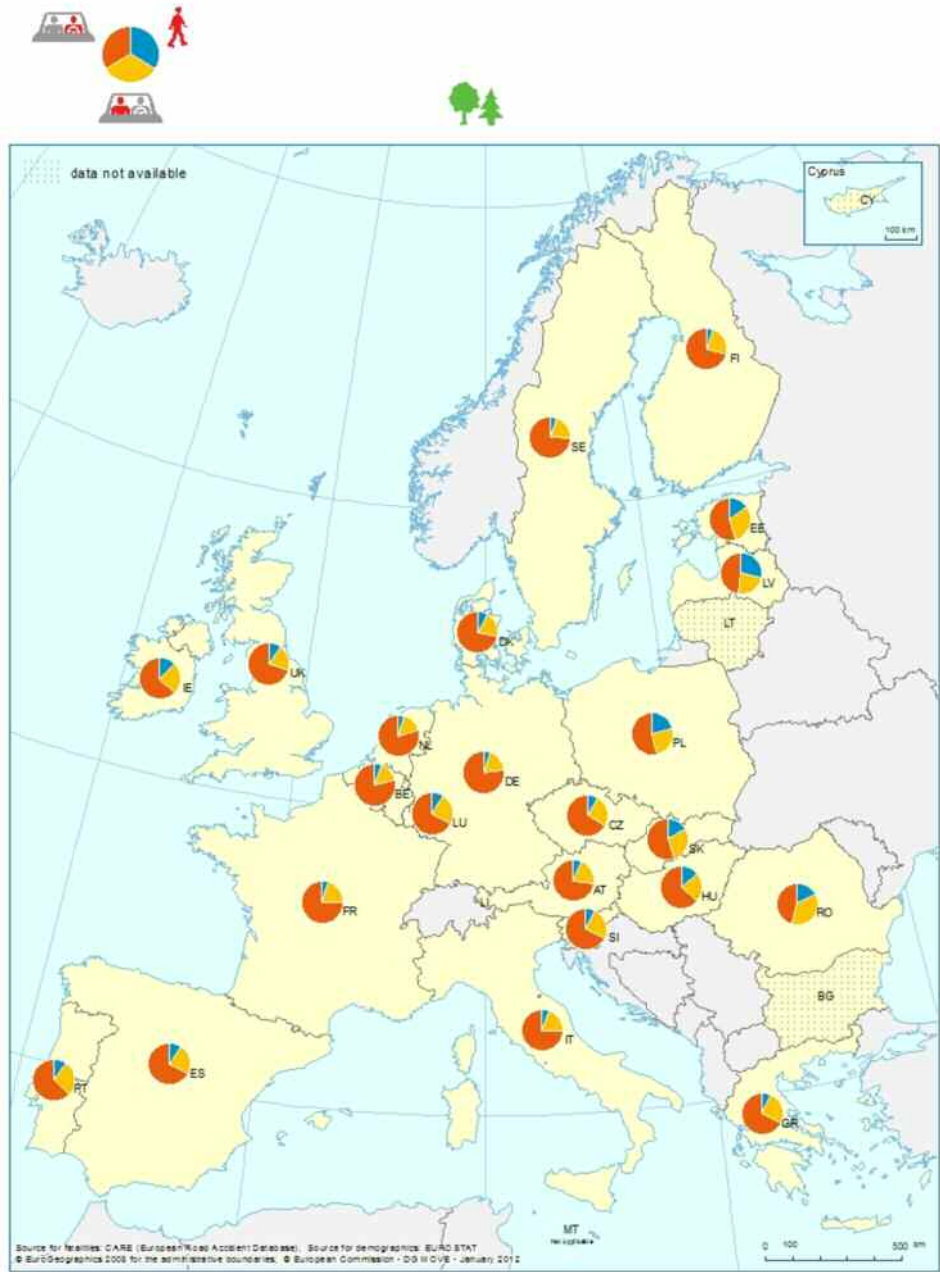
Source: CARE Database / EC
Date of query: December 2011

More than one out of nine people killed on roads outside urban areas were pedestrian.

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

- 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

Map 2: Proportion of fatalities on ROU areas by person class in 2009



- Main Figures
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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:

- Main Figures
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- Junctions
- Urban areas
- Roads outside urban areas
- Seasonality
- Single vehicle accidents
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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-17		EU-22 = EU-17 +	
BE	Belgium	EE	Estonia
CZ	Czech Republic	LV	Latvia
DK	Denmark	HU	Hungary
DE	Germany	NL	The Netherlands
EL	Greece	SK	Slovakia
ES	Spain		
FR	France		
IT	Italy		
LU	Luxembourg		
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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Main Figures

Children
(Aged < 15)Youngsters
(Aged 15-17)Young People
(Aged 18-24)The Elderly
(Aged > 64)

Pedestrians

Cyclists

Motorcycles
& MopedsCar
occupantsHeavy Goods
Vehicles and
Buses

Motorways

Junctions

Urban
areasRoads outside
urban areas

Seasonality

Single vehicle
accidents

Gender