



Traffic Safety Basic Facts 2006

Heavy Goods Vehicles & Buses

Heavy goods vehicles (HGVs) are defined as goods vehicles of over 3,5 tons maximum permissible gross vehicle weight. Road traffic accidents involving heavy goods vehicles (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.

The number of road traffic fatalities involving HGVs fell from 4.988 in 1995 to 3.417 in 2004¹, a fall of more than 30%. The number of fatalities involving buses or coaches fell from 1.029 in 1995 to 689 in 2004¹, also a fall of more than 30%.

Table 1: Fatalities involving Heavy Goods Vehicles, 1995-2004¹

	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
BE	215	192	195	228	193	204	193	178	136	143
DK	93	102	93	88	86	97	78	80	69	65
EL	405	245	242	277	268	205	220	219	217	181
ES	951	839	888	959	905	920	803	860	834	766
FR	1.242	1.064	1.027	1.100	1.000	964	970	915	720	727
IE	79	54	85	63	61	67	70	42	54	-
IT	406	484	476	421	562	582	411	359	358	336
LU	8	8	6	7	3	5	6	12	-	-
NL	226	209	177	140	175	168	169	129	158	-
AT	181	136	150	145	177	143	122	143	140	144
PT	377	365	356	219	296	284	197	214	213	187
FI	79	91	112	88	121	77	118	105	97	107
SE	98	100	97	117	93	119	118	135	92	59
UK	628	605	554	605	641	581	607	561	548	478
EU-14	4.988	4.495	4.459	4.458	4.581	4.416	4.082	3.953	3.648	3.417
Yearly change		-10%	-1%	0%	3%	-4%	-8%	-3%	-8%	-6%

Source: CARE Database / EC
Date of query: October 2006

Approximately 3.400 people died in road traffic accidents involving HGVs in 2004¹.





Table 1 presents the number of fatalities in each of the EU-14 countries for each year for which the data are available over the last ten years in accidents involving HGVs.

Table 2 presents the number of fatalities in each of the EU-14 countries over the last ten years in accidents involving buses and coaches. The totals from this and the previous tables are presented in Figure 1¹. They have fallen in parallel, with approximately five times as many fatalities per year in accidents involving HGVs as in accidents involving buses or coaches. National data for bus and coach accidents will not be presented in subsequent tables because of the relatively small numbers.

Table 2: Fatalities in accidents involving buses or coaches, 1995-2004¹

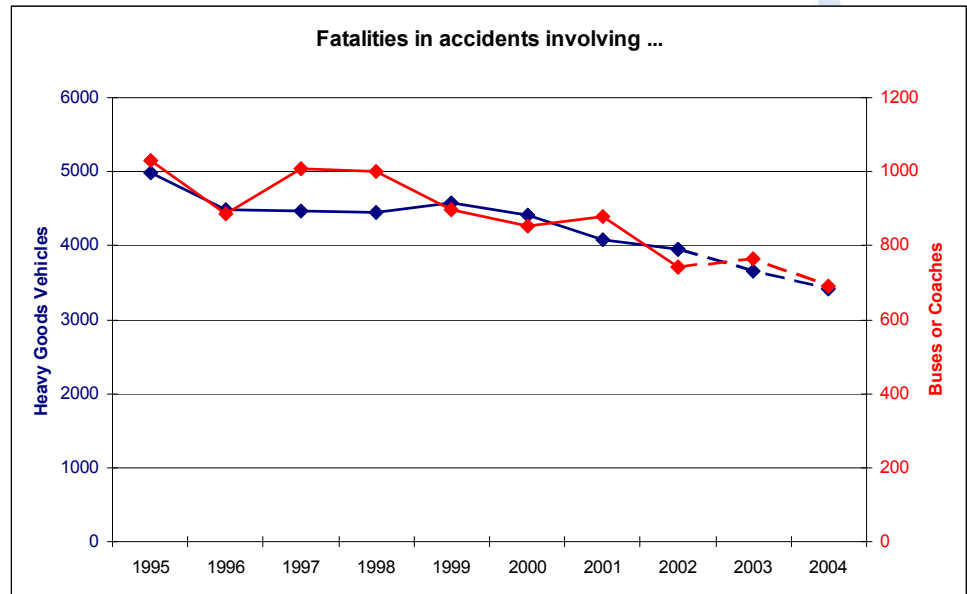
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
BE	20	37	37	47	23	28	29	31	29	31
DK	22	24	15	11	25	14	14	22	26	15
EL	81	66	79	93	79	71	59	60	94	48
ES	153	154	180	184	163	144	135	109	126	80
FR	156	106	180	122	117	136	114	104	87	99
IE	14	15	11	16	14	12	9	8	2	-
IT	147	121	137	105	131	119	113	105	122	125
LU	4	5	3	0	0	4	6	4	-	-
NL	20	23	29	29	21	23	27	21	21	-
AT	46	18	25	14	41	36	33	17	20	24
PT	91	86	104	145	58	57	66	51	26	41
FI	26	12	20	22	18	18	28	17	13	29
SE	28	35	15	16	23	16	32	29	33	16
UK	220	184	174	198	182	176	215	165	160	154
EU-14	1.029	885	1.009	1.001	896	854	880	743	763	689
Yearly change		-14%	14%	-1%	-10%	-5%	3%	-16%	3%	-10%

Source: CARE Database / EC
Date of query: October 2006

Approximately 700 people died in road traffic accidents involving buses or coaches in 2004¹.



Figure 1: The number of fatalities in accidents involving HGVs and buses or coaches, EU-14, 1995-2004¹



Source: CARE Database / EC
Date of query: October 2006

The annual number of people killed in road traffic accidents involving HGVs, buses or coaches fell by almost a third between 1995 and 2004¹.

The risk of being killed in one of these accidents can be compared for each Member State using the rate of deaths per million population. These rates are shown in Table 3 and Figure 2.

Table 3: The fatality rates (fatalities per million population) in accidents involving HGVs and buses or coaches, 2004

	HGV accidents	Bus or Coach accidents
BE	13,9	3,0
DK	12,0	2,8
EL	17,1	4,5
ES	18,2	1,9
FR	12,1	1,7
IE*	13,6	0,5
IT	5,9	2,2
LU**	26,6	8,9
NL*	9,7	1,3
AT	32,1	5,3
PT	17,8	3,9
FI	20,5	5,6
SE	6,6	1,8
UK	8,0	2,6
EU-14	11,6	2,3

* Data from 2003
** Data from 2002

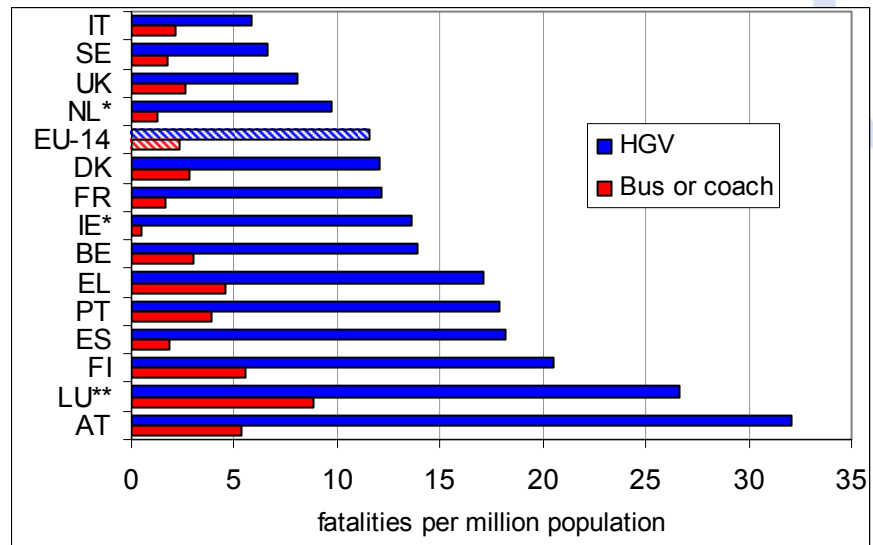
Source: CARE Database / EC
Date of query: October 2006
Source of population data: EUROSTAT

The risk of being killed in a road traffic accident involving an HGV varies by a factor of 5 across Europe.





Figure 2: The fatality rates in accidents involving HGVs and buses or coaches, EU-14, 2004

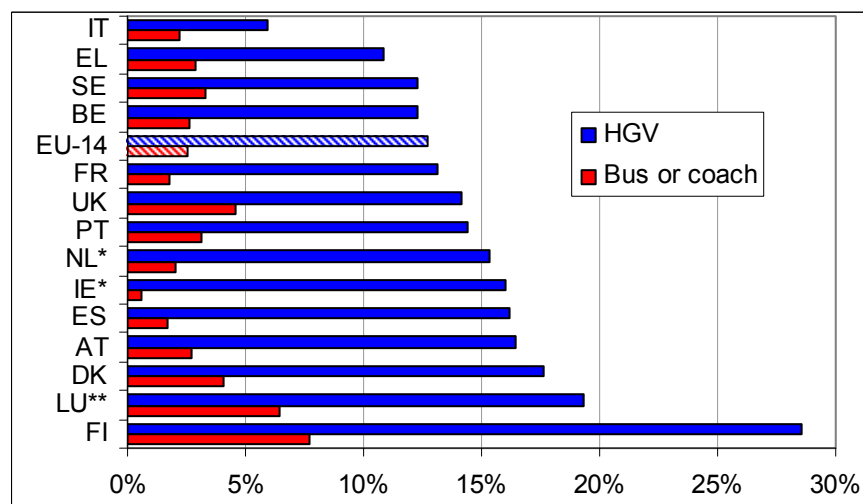


* Data from 2003
** Data from 2002

Source: CARE Database / EC
Date of query: October 2006
Source of population data: EUROSTAT

The EU-14 average fatality rate in accidents involving HGVs is 11,6 per million population, and ranges from 5,9 in Italy to 32,1 in Austria. For accidents involving buses or coaches, the EU-14 average fatality rate is 2,3 per million, and ranges from 0,5 in Ireland to 5,6 in Finland (the high rate in Luxembourg is based on only 4 fatalities).

Figure 3: The proportion of fatalities in accidents involving HGVs and buses or coaches, EU-14, 2004



Data from 2003
Data from 2002

Source: CARE Database / EC
Date of query: October 2006

One eighth of people who died in road traffic accidents in 2004¹ died in accidents that involved HGVs.

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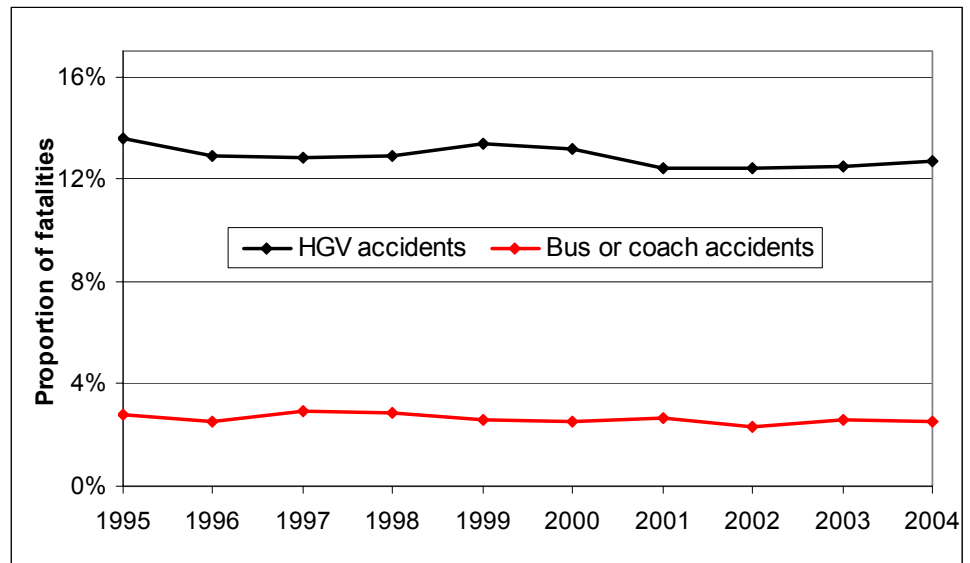




Averaged over the EU-14 countries, 12,8% of deaths occurred in 2004 in accidents involving HGVs, and 2,6% in accidents involving buses or coaches. Figure 3 shows considerable variation about these averages in individual countries.

Figure 1 showed that the number of fatalities involving HGVs, and involving buses or coaches fell between 1995 and 2004, but the EU-14 total number of deaths also fell over this period. Figure 4 shows that these numbers tended to fall as a proportion of the total.

Figure 4: The proportion of fatalities in accidents involving HGVs and buses or coaches, EU-14, 1995-2004¹



Source: CARE Database / EC
Date of query: October 2006

The number of deaths in road traffic accidents that involved HGVs has fallen slightly faster than the total number of deaths.





Fatalities by road user type

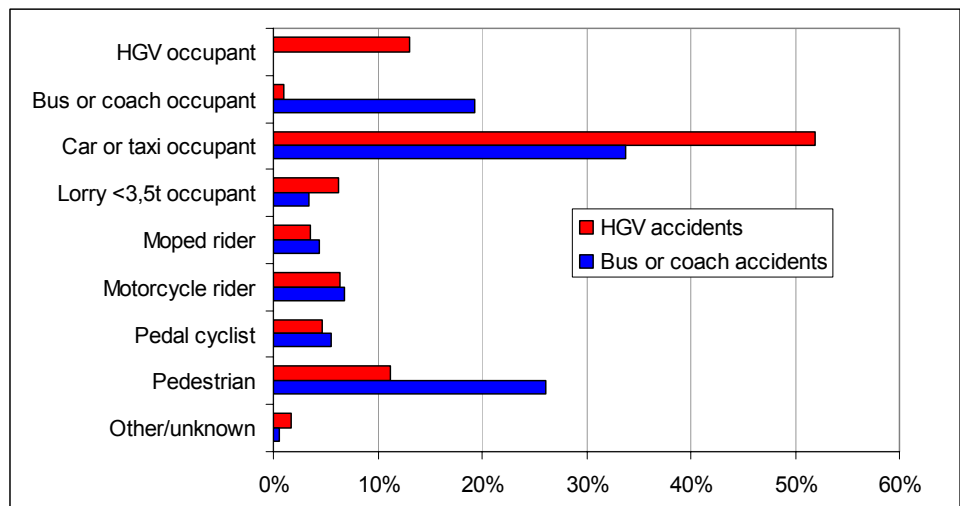
HGV and bus or coach accidents injure those outside the vehicles as well as their occupants. Across the EU-14, 13,1% of those killed in HGV accidents in 2004 were occupants of HGVs, and 19,2% of those killed in bus or coach accidents were occupants of buses or coaches. Table 4 lists those killed in these accidents in the latest year by road user type. The distributions are illustrated in Figure 5.

Table 4: Fatalities in accidents involving HGVs and in accidents involving buses or coaches, by road user type, EU-14, 2004¹

accidents involving	HGVs		Buses or Coaches	
	fatalities		fatalities	
HGV occupant	448	13%	1	0%
Bus or Coach occupant	36	1%	132	19%
Car or taxi occupant	1.776	52%	232	34%
Lorry, <3,5 tons occupant	215	6%	23	3%
Moped rider	121	4%	30	4%
Motorcycle rider	217	6%	47	7%
Pedal cyclist	162	5%	38	6%
Pedestrian	384	11%	179	26%
Other/unknown	58	2%	4	1%
All	3.417	100%	686	100%

Source: CARE Database / EC
Date of query: October 2006

Figure 5: Distribution of fatalities in accidents involving HGVs and buses or coaches, by road user type, EU-14, 2004¹



Source: CARE Database / EC
Date of query: October 2006

Half of those who died in 2004¹ in road traffic accidents that involved HGVs were travelling by car.

One third of those who died in 2004¹ in road traffic accidents that involved buses or coaches were travelling by car.



Type of road

The CARE data show whether accidents occurred on motorways and, for non-motorway accidents, whether on urban or rural roads. Motorway accidents are not fully recorded in Greece and Finland, and Table 5 shows the distribution in the remaining countries of fatalities in accidents involving HGVs and in accidents involving buses or coaches. The results for the 12 EU countries in the latest year are illustrated in Figure 6.

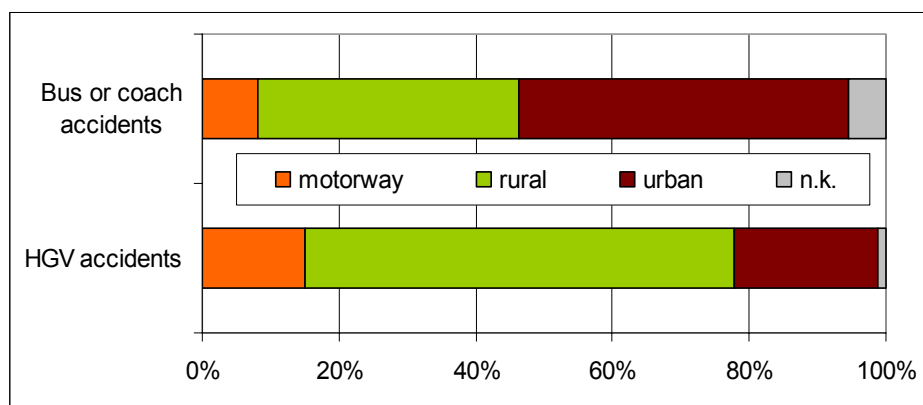
Table 5: Distribution of fatalities in accidents involving HGVs by road type, 2004

	motorway	non-motorway		not known
		rural	urban	
BE	24%	52%	24%	0%
DK	8%	51%	42%	0%
ES	5%	85%	10%	0%
FR	12%	64%	24%	0%
IE*	4%	65%	31%	0%
IT	39%	39%	22%	0%
LU**	58%	42%	0%	0%
NL*	25%	48%	27%	0%
AT	23%	51%	26%	0%
PT	12%	56%	32%	0%
SE	2%	83%	12%	3%
UK	13%	58%	21%	8%
EU-12	15%	63%	21%	1%

* Data from 2003
** Data from 2002

Source: CARE Database / EC
Date of query: October 2006

Figure 6: Distribution of fatalities in accidents involving HGVs and buses or coaches by road type, EU-12, 2004¹



Source: CARE Database / EC
Date of query: October 2006

About one fifth of fatalities in HGV accidents in 2004¹ occurred in urban areas, compared with half of fatalities in bus or coach accidents.



Time of day

In order to examine the distribution of fatalities by time of day, the day has been divided into 6 4-hour periods beginning at midnight. Table 6 shows the distribution of fatalities in HGV accidents. The hourly rates are relatively high between 0800 and 2000 in all countries. Figure 7 illustrates the EU-14 distribution for HGV accidents and for bus or coach accidents by hour of day.

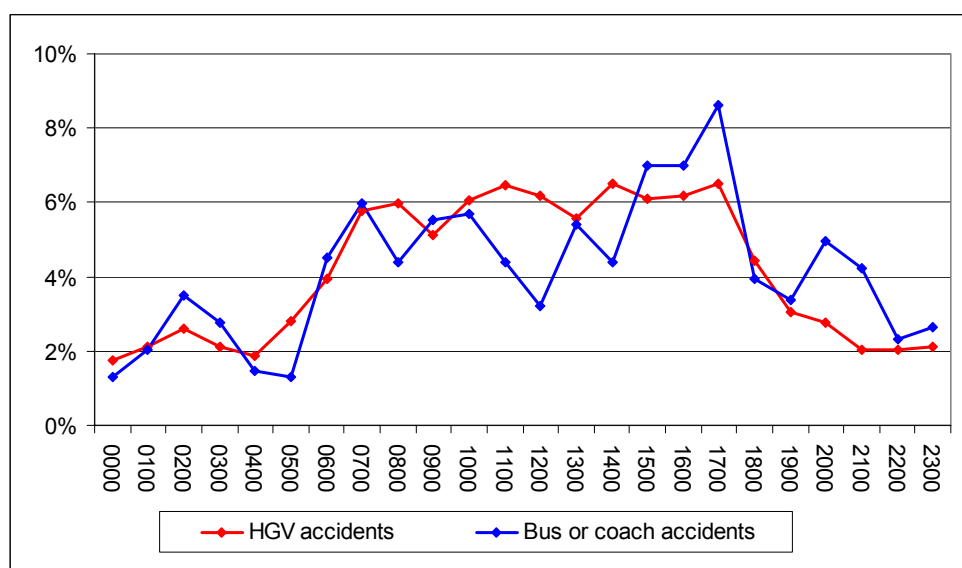
Table 6: Distribution of fatalities in accidents involving HGVs, by time of day, 2004

	0000 – 0400	0400 - 0800	0800 – 1200	1200 – 1600	1600-2000	2000-0000
BE	7%	19%	17%	31%	17%	8%
DK	12%	8%	26%	23%	25%	6%
EL	9%	13%	23%	23%	22%	9%
ES	6%	15%	24%	24%	22%	10%
FR	7%	13%	27%	24%	22%	8%
IE*	15%	6%	22%	30%	20%	7%
IT	11%	16%	20%	22%	20%	11%
LU**	8%	25%	17%	25%	17%	8%
NL*	4%	15%	29%	28%	20%	4%
AT	8%	25%	29%	20%	16%	2%
PT	7%	13%	24%	27%	17%	12%
FI	31%	9%	17%	19%	18%	7%
SE	7%	14%	17%	36%	19%	8%
UK	10%	15%	21%	25%	19%	11%
EU-14	9%	14%	24%	24%	20%	9%

* Data from 2003
** Data from 2002

Source: CARE Database / EC
Date of query: October 2006

Figure 7: Distribution of fatalities in accidents involving HGVs and in accidents involving buses or coaches by time of day, EU-14, 2004¹



Source: CARE Database / EC
Date of query: October 2006

The hourly fatality rate in road traffic accidents involving HGVs in 2004¹ was uniform between 7am and 6pm. The rate of accidents involving buses or coaches peaked between 5 and 6pm.



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 8 illustrates the EU-14 distribution for HGV accidents and bus or coach accidents, and shows the high proportion of fatalities in the latter accidents that occurred on Fridays.

Table 7: Distribution of fatalities in accidents involving HGVs, by day of week, 2004

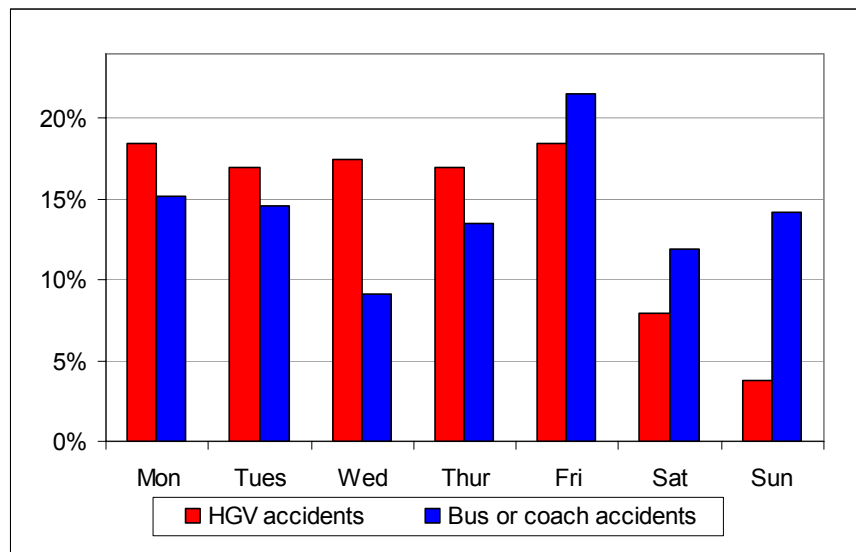
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
BE	18%	20%	16%	15%	17%	10%	4%
DK	20%	11%	17%	25%	12%	6%	9%
EL	19%	17%	13%	15%	14%	10%	12%
ES	19%	15%	19%	18%	18%	6%	5%
FR	21%	20%	19%	15%	17%	7%	2%
IE*	17%	9%	13%	24%	22%	15%	0%
IT	15%	15%	15%	21%	21%	9%	4%
LU**	8%	8%	42%	0%	17%	25%	0%
NL*	15%	19%	18%	16%	20%	7%	4%
AT	15%	16%	27%	19%	18%	3%	1%
PT	18%	21%	18%	12%	19%	10%	2%
FI	18%	18%	14%	10%	33%	5%	3%
SE	20%	12%	22%	14%	14%	14%	5%
UK	19%	17%	14%	18%	19%	10%	3%
EU-14	18%	17%	18%	17%	18%	8%	4%

* Data from 2003
** Data from 2002

Source: CARE Database / EC
Date of query: October 2006

The fatality rate in road traffic accidents involving HGVs in 2004¹ was much lower at the weekend than on weekdays.

Figure 8: Distribution of fatalities in accidents involving HGVs and in accidents involving buses or coaches by day of week, EU-14, 2004¹



Source: CARE Database / EC
Date of query: October 2006



Part of year

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-14 are May-June and September-October. Figure 9 illustrates the EU-14 distribution, with little variation between March and December. The Figure also includes the distribution for accidents involving buses or coaches, which has a clear peak in March-April.

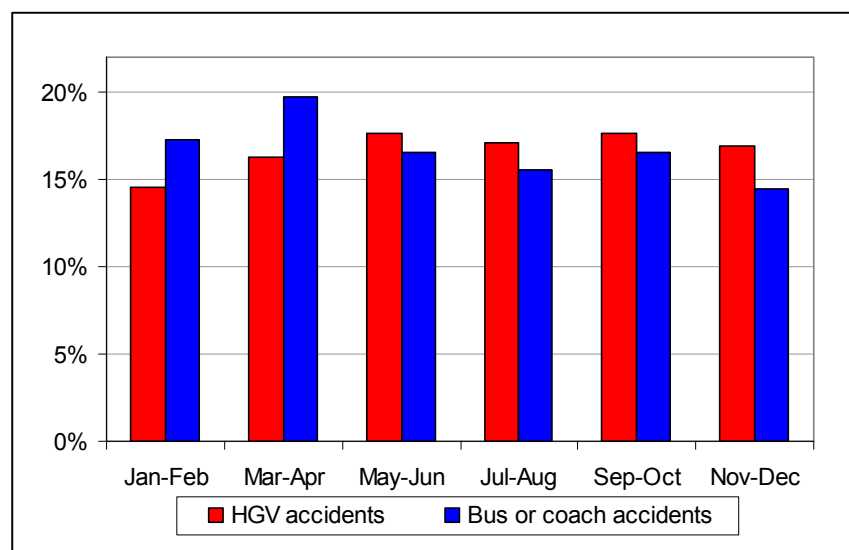
Table 8: Distribution of fatalities in accidents involving HGVs by month, 2004

	Jan-Feb	Mar-Apr	May-Jun	Jul-Aug	Sep-Oct	Nov-Dec
BE	16%	20%	17%	15%	19%	13%
DK	18%	14%	18%	15%	16%	19%
EL	20%	11%	15%	14%	17%	23%
ES	16%	18%	19%	16%	15%	16%
FR	14%	15%	18%	16%	18%	18%
IE*	4%	17%	37%	17%	9%	17%
IT	13%	18%	15%	21%	18%	15%
LU**	17%	8%	0%	33%	8%	33%
NL*	20%	11%	16%	25%	15%	13%
AT	11%	11%	24%	19%	18%	17%
PT	11%	17%	12%	24%	23%	14%
FI	12%	35%	16%	5%	20%	13%
SE	17%	14%	19%	12%	14%	25%
UK	14%	15%	17%	15%	20%	20%
EU-14	15%	16%	18%	17%	18%	17%

* Data from 2003
** Data from 2002

Source: CARE Database / EC
Date of query: October 2006

Figure 9: Distribution of fatalities in accidents involving HGVs and in accidents involving buses or coaches by part of year, EU-14, 2004¹



Source: CARE Database / EC
Date of query: October 2006

There was little variation through the year in the fatality rate in road traffic accidents involving HGVs in 2004¹.

The rate for accidents involving buses or coaches in 2004¹ peaked in March and April.



Age and Sex

Table 9 provides details of the age and sex of fatalities in accidents involving HGVs. Figure 10 illustrates the EU-14 age distribution, and also includes the distribution for accidents involving buses or coaches.

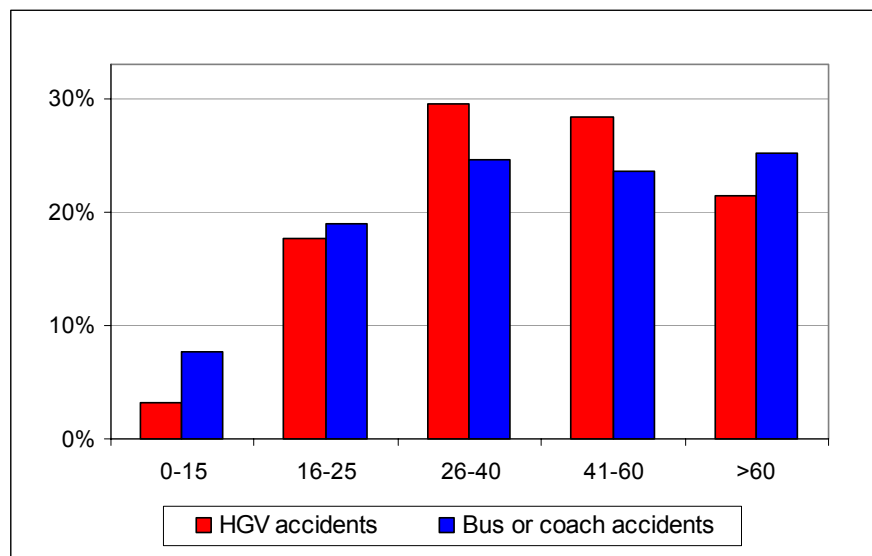
Table 9: Distribution of fatalities in accidents involving HGVs by sex and age, 2004

	0-15	16-25	26-40	41-60	>60	male
BE	1%	23%	21%	35%	19%	79%
DK	9%	23%	15%	14%	38%	66%
EL	6%	18%	26%	24%	25%	74%
ES	2%	14%	37%	28%	18%	81%
FR	2%	17%	26%	30%	25%	73%
IE*	10%	25%	19%	17%	29%	73%
IT	2%	14%	33%	34%	17%	83%
LU**	8%	17%	50%	25%	0%	83%
NL*	8%	22%	27%	22%	21%	81%
AT	3%	17%	30%	23%	27%	77%
PT	4%	19%	30%	28%	19%	76%
FI	2%	32%	29%	21%	16%	68%
SE	5%	15%	22%	29%	29%	68%
UK	3%	17%	29%	31%	20%	73%
EU-14	3%	18%	29%	28%	21%	76%

* Data from 2003
** Data from 2002

Source: CARE Database / EC
Date of query: October 2006

Figure 10: Distribution of fatalities in accidents involving HGVs and in accidents involving buses or coaches by age, EU-14, 2004¹



Source: CARE Database / EC
Date of query: October 2006

Relatively few children died in road traffic accidents involving HGVs in 2004¹, and almost three-fifths of fatalities were aged 26-60.



In 5 of these 7 countries, at least one-tenth of those who died in HGV accidents in 2004¹ died in accidents that involved foreign vehicles.

Nationality of vehicles

Seven of the 14 countries record whether vehicles involved in accidents were foreign or domestic, i.e. whether they were registered in the country or abroad. Table 10 shows the proportion of fatalities in accidents involving foreign HGVs in these countries. The Table also includes the proportion in accidents involving buses or coaches. In 5 of these 7 countries, at least one-tenth of those who died in HGV accidents in 2004¹ died in accidents that involved foreign vehicles.

Table 10: Proportion of fatalities in accidents involving foreign vehicles, 2004

	accidents involving	
	HGVs	Buses or Coaches
EL	11%	13%
ES	13%	24%
LU**	92%	50%
NL*	10%	10%
AT	20%	50%
FI	2%	7%
SE	3%	6%
EU-7	13%	19%

* Data from 2003

** Data from 2002

Source: CARE Database / EC

Date of query: October 2006





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, readers use 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 (see

ec.europa.eu/transport/roadsafety/road_safety_observatory/care_reports_en.htm).

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

- Main Figures
- Children (Aged <16)
- Young People (Aged 16-24)
- The Elderly (Aged >64)
- Pedestrians
- Bicycles
- Motorcycles and Mopeds
- Car Occupants
- Heavy Goods Vehicles & Buses
- Motorways
- Junctions

Detailed data on traffic accidents are published annually by the European Commission in the Annual Statistical Report. This includes country abbreviations and a glossary of definitions on all variables used.

All these reports and more information on the Integrated Project SafetyNet, co-financed by the European Commission, Directorate-General Energy and Transport are also available at the SafetyNet website: www.erso.eu.

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