The number of road accident fatalities in the EU fell by **45%** between 2004 and 2013.

Nearly **two third** of female fatalities were car passengers or pedestrians, while only **10%** of male fatalities were car passengers and **18%** pedestrians.

Almost half of all road fatalities (45%) are **car occupants**. On **motorways** this proportion increases to almost **60%**.

Fatality rates show both a **north-south** divide and an **east-west** divide across Europe.
2. CHILDREN (Aged <15)

The age at which the risk of death in a road accident begins to rise steeply is 14 years old.

The proportion of fatalities that were children fell steadily from 2004 until 2013, with a slight raise in 2010.

In EU, children are, on average, at less than 1/6 of the risk of dying in a road traffic accident as the average person.

41% of children who died were travelling by car or taxi, whilst 38% were pedestrians.
3. YOUNG PEOPLE (Aged 18-24)

Young people are at almost **twice the risk** of being killed in a road accident than the average member of the population across the EU countries.

Relative fatality rate for young people, 2013

More than **62,000** young people were killed in road accidents in the EU between 2004 and 2013, less than **1/5** of all road accident fatalities.

**65%** of young people killed in road accidents were **drivers**, whereas only **8%** were **pedestrians**.

Rate of fatalities per million population by age group for drivers, passengers and pedestrians, 2013

**Percentages of young fatalities per gender, 2013**

- **Female**: 19%
- **Male**: 81%

Safety performance High vs Low

Data for 2013 or latest available year

www.erso.eu
In the EU countries, the number of 15-17 years old fatalities in road accidents has decreased by almost 63% between 2004 and 2013.

In 2013, the fatality rate has been more than four times higher in Bulgaria than in EU on average.

Fatality rates per million population for 15-17 year olds, by country, 2013

In Italy, Finland, France, Austria and Greece, more 15-17 year old fatalities occurred with motorized two-wheelers. The share of the pedestrian fatalities was highest in Denmark.

Latvia and Spain had a reduction in the fatality rate of youngsters of 85%.

In 2013, 15-17 year olds represented almost 2.5% of deaths in road accidents in the EU.
Since 2008, more than 1/5 of all road fatalities have been at least 65 years old.

The proportion of people over 85 years old killed in road accidents is highest in the UK and the Netherlands.

Almost two thirds of the elderly people killed in road accidents are men.

There are relatively few elderly fatalities between 
April and August, and relatively many between
October and January.

<table>
<thead>
<tr>
<th>Month</th>
<th>Middle-aged fatalities</th>
<th>Elderly fatalities</th>
<th>Total fatalities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan</td>
<td>2%</td>
<td>5%</td>
<td>8%</td>
</tr>
<tr>
<td>Feb</td>
<td>3%</td>
<td>6%</td>
<td>9%</td>
</tr>
<tr>
<td>Mar</td>
<td>4%</td>
<td>7%</td>
<td>11%</td>
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<tr>
<td>Apr</td>
<td>5%</td>
<td>8%</td>
<td>13%</td>
</tr>
<tr>
<td>May</td>
<td>6%</td>
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<td>15%</td>
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<tr>
<td>Jun</td>
<td>7%</td>
<td>10%</td>
<td>17%</td>
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<tr>
<td>Jul</td>
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<tr>
<td>Nov</td>
<td>12%</td>
<td>15%</td>
<td>27%</td>
</tr>
<tr>
<td>Dec</td>
<td>13%</td>
<td>16%</td>
<td>29%</td>
</tr>
</tbody>
</table>
6. PEDESTRIANS

The number of pedestrians killed in road accidents decreased by 37% from 2004 to 2013. In Estonia, Ireland, Latvia and Hungary the decrease was higher than 50%.

Pedestrian fatalities as a proportion of total road fatalities:
- 2004: 19.4%
- 2013: 21.9%

Pedestrian fatalities per month peaks in the winter, whereas the overall number of fatalities peaks in the summer.

Pedestrian fatalities in the darkness varies from 34% in Bulgaria to 63% in Slovakia. The EU average is 51%.

Pedestrian fatalities as a percentage of all fatalities by age group, EU, 2013:
- 0-4: 76%
- 5-9: 16%
- 10-14: 8%
- 15-19: 1%
- 20-24: 0%
- 25-29: 0%
- 30-34: 0%
- 35-39: 0%
- 40-44: 0%
- 45-49: 0%
- 50-54: 0%
- 55-59: 0%
- 60-64: 0%
- 65-69: 0%
- 70-74: 0%
- 75-79: 0%
- 80-84: 0%
- 85+: 0%

Pedestrian fatalities:
- Male: 63%
- Female: 37%
7. CYCLISTS

The number of cyclist fatalities increase with age; the age group 70+ is especially vulnerable.

2000 people die in EU roads every year while cycling; this corresponds to 8% of all road fatalities.

The number of cycling fatalities has dropped by 32% since 2004; this is one of the lowest reduction rates of all transport modes.

Fatality rates have substantially decreased since 2004.

The highest risk of being killed in 2013 was observed in Romania, Poland and Slovenia, and the lowest in Greece, Sweden and Spain.

The share of cycling fatalities has been increasing since 2007: now every 13th killed road user is a cyclist.
Power Two Wheelers (PTW), accounted for 18% of the total number of road accident fatalities in the in EU 2013:

Motorcycles
15%
3,862 deaths

Moped
3%
741 deaths

Despite an overall downward trend, the number of motorcycle rider fatalities increased for older riders.

The fatality rates for PTWs users are high, especially for young riders, ages 15-17 for moped riders and ages 18-24 for motorcycle riders.

The most significant reduction in the number of motorcycle and moped fatalities occurred in Cyprus, Italy and Portugal.

Motorcycle and moped rider change in fatality rates per million inhabitants, 2004 versus 2013.
9. CAR OCCUPANTS

The Netherlands had the lowest car occupant fatality rate per million population in 2013.

In 2013, 8,116 drivers and 3,722 passengers were killed in road accidents in the EU.

Across the EU countries, the majority of driver fatalities were male (82%). The lowest proportion of female car passenger fatalities was found in Ireland (32%).

34.7% of car occupant fatalities occurred either on a Saturday or a Sunday.

In 2013, 70% of the car occupant fatalities in the EU countries occurred outside urban areas on non-motorways.

The proportion of car passenger fatalities is highest (35%) between midnight and 04:00 AM.
Every 6th road fatality in the EU occurs in an accident involving an HGV, resulting in around 4000 fatalities annually.

Since 2004, the annual number of fatalities in accidents involving HGV, buses or coaches fell by 50%.

In 2013, the risk of being killed in an accident involving a HGV was highest in Poland, Finland and Czech Republic and lowest in Slovenia, Italia and the Netherlands.

The decreasing share of fatalities involving HGVs was inverted in 2010.

3% of fatalities in 2013 occurred in road accidents involving a bus or coach, resulting in 650 fatalities.
Austria experienced a significant reduction of 75% in the fatality rate on its motorway network within 2004-2013.

Almost 12% of fatalities on motorways across the EU, in 2013, were two-wheeler riders.

The vehicle manoeuvre most frequently associated with fatalities on motorways in the EU countries is driving straight ahead.

The average fatality rate per thousand kilometers of motorways for EU fell by 56%.
Every 5th road fatality in the EU occurs in an accident at a junction, resulting in more than 5000 fatalities.

The highest proportion of junction fatalities was observed in 2013 in the Netherlands, the United Kingdom, and Denmark and the lowest in Latvia, Romania and France.

The proportion of cyclists and pedestrians killed at junctions is on a steady increase, while the share of killed car occupants has been decreasing since 2004.
10,000 people die in accidents on urban roads. This corresponds to 38% of all road fatalities.

The number of fatalities in urban areas have dropped by 42% since 2004. However, the share of urban fatalities shows an increasing trend.

Fatality rates on urban roads are highest in Romania, Croatia, and Greece and lowest in Sweden, UK, and Spain.

The share of urban road fatalities varies widely in the EU, from 21% in Sweden to 68% in Cyprus.
14. ROADS OUTSIDE URBAN AREAS

58% of EU fatalities on ROU areas in 2013 were car/taxi occupants

11% were pedestrians
24% two-wheelers riders
3% lorry/bus occupants

Bulgaria had the highest percentage (75%) of fatalities on ROU areas by car or taxi. The highest percentage of pedestrians' fatalities on ROU areas was in Latvia (26%). The highest fatality percentages for two-wheelers were found in Belgium, Austria and the Netherlands.

40% of the fatalities on urban areas are elderly people.

On ROU areas, this percentage is reduced to 25%.

In 2013, in EU, 3,249 persons were killed on ROU areas, on non-dry road surface conditions (water, ice, snow or slippery).
Although the annual number of people who died in road accidents in Europe has fallen over many years, the distribution of the annual number by month has scarcely changed.

There is less seasonal variation on urban roads.

Motorcycling is the mode of transport with the most seasonal fatality distribution.

The seasonal variation of fatalities is greater on Sundays than on other days of the week and is greatest for fatalities occurring in the 10pm-4am and least for the 4am-10am period.
16. SINGLE VEHICLE ACCIDENTS

Over 115,000 persons - 1/3 of all traffic accident fatalities - were killed in single vehicle accidents, in EU, within the decade 2004-2013.

The percentage of drivers 18-24 y.o. killed in SVA is more than 60% higher than that for non-single vehicle accidents.

The most frequent manoeuvre associated with single accident fatalities is driving ‘straight ahead’.

24% of the fatalities that occurred in snow involved a single vehicle.

The most significant reduction of the single accident fatality rate between 2004 and 2013 occurred in Spain (69%). Bulgaria and Greece had a fatality rate in 2013 that was higher than the EU average for 2004.

More than one third of the fatalities that occurred when it was dark, concerned single vehicle accidents.

Single vehicle accident fatalities per million inhabitants, 2004 versus 2013.

Percentage of single vehicle accident fatalities by lighting condition, EU, 2013.
The number of people killed in road accidents in the EU decreased between 2004 and 2013 by **42% for males** and **41% for females**.

The proportion of fatalities as **passengers or pedestrians** is higher for females than for males.

Male fatalities who were drivers exceeded **80%** in the Netherlands and in Belgium in 2013.

Spain had the greatest reduction of fatalities per million inhabitants in 2004-2013 **68% for females**, **67% for males**.