1. MAIN FIGURES

The number of road accident fatalities in the EU fell by 42% between 2005 and 2014.

Nearly two thirds of female fatalities were car passengers or pedestrians, while only 9% 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

About 670 children died in road accidents in 2014 in the EU.

The percentage of fatalities that were children fell steadily over the decade 2005-2014, with a slight rise in 2010 and 2014.

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

44% of children who died were travelling by car or taxi, whilst 34% were pedestrians.

Road fatalities by age, gender and mode of transport, EU, 2014.
3. YOUNG PEOPLE

Young people are at 1.7 times 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, 2014

More than 57,000 young people were killed in road accidents in the EU between 2005 and 2014, close to 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, 2014

Percentages of young fatalities per gender, 2014

Female 20%

Male 80%
In the EU countries, the number of 15-17 years old fatalities in road accidents decreased by almost 61% between 2005 and 2014.

In 2014, the fatality rate was about five times higher in Finland than in Denmark.

In Greece, more 15-17 year old fatalities occurred with motorized two-wheelers, than in the other EU countries. The share of the pedestrian fatalities was highest in the UK and Romania.

Denmark, Ireland and the UK had a reduction in the fatality rate of youngsters of more than 83%.

In 2014, 15-17 year olds represented almost 4% of deaths in road accidents in the EU.
5. ELDERLY

Since 2009, more than \textbf{1/5} of all road fatalities have been at least 65 years old.

The number of elderly people killed in road accidents in the EU fell by \textbf{21\%} between 2005 and 2014.

Almost \textbf{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 February.
The number of pedestrians killed in road accidents decreased by 35% from 2005 to 2014. In Cyprus, Latvia and the Czech Republic the decrease was higher than 55%.

Pedestrian fatalities in the darkness varies from 34% in Bulgaria to 68% in Latvia. The EU average is 51%.

Pedestrian fatalities per month peaks in the winter, whereas the overall number of fatalities peaks in the summer.
The number of cycling fatalities dropped by 30% between 2005 and 2014; this is one of the lowest reduction rates of all transport modes.

The percentage of cyclist fatalities of all road fatalities increased from 7% in 2005 to 8% in 2014.

Fatality rates have substantially decreased since 2005.

The highest risk of being killed in 2014 was observed in Hungary, Latvia and Romania, and the lowest in Estonia, Spain and Greece.

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

2,112 people died in EU roads in 2014 while cycling; this corresponds to 8% of all road fatalities.
MOTORCycles & MOPEDs

Power Two Wheelers (PTW), accounted for 18% of the total number of road accident fatalities in the EU 2014:

Motorcycles
15%
3,841 deaths

Mopeds
3%
723 deaths

Despite an overall downward trend, the number of motorcycle rider fatalities increased for older riders, especially for young riders, age 15-17 for moped riders and age 18-24 for motorcycle riders.

The fatality rates for PTWs users are high, especially for young riders.

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

Motorcycle

Index (2004=100) of motorcycle and moped fatalities compared with other modes, Total EU, 2005-2014

Motorcycle is the mode of transport for which the number of fatalities decreased least by about 32% between 2005 and 2014.

Moped

is the mode of transport for which the number of fatalities decreased most by about 56% between 2005 and 2014.

Motorcycle and moped fatalities per population, 2005 and 2014
9. CAR OCCUPANTS

The Netherlands had the lowest car occupant fatality rate per million population in 2014.

Across the EU countries the majority of driver fatalities were male (81%).

The lowest proportion of female car passenger fatalities was found in Ireland (29%).

In 2014, 8,188 drivers and 3,452 passengers were killed in road accidents in the EU.

Number of car occupant fatalities and percentage of all road fatalities, EU, 2005-2014

34% of car occupant fatalities occurred either on a Saturday or a Sunday.

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 a HGV, resulting in around 4,000 fatalities annually.

Between 2005 and 2014, the annual number of fatalities in accidents involving HGV, buses or coaches fell by nearly 50%.

In 2014, the risk of being killed in an accident involving a HGV was highest in Latvia and Poland and lowest in Estonia and the Netherlands.

The decreasing share of fatalities involving HGVs was inverted in 2009.

3% of fatalities in 2014 occurred in road accidents involving a bus or coach, resulting in 751 fatalities.
11. MOTORWAYS

Spain experienced a significant reduction of 66% in the fatality rate on its motorway network within 2005-2014.

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

About 13% of fatalities on motorways across the EU, in 2014, were pedestrians.

The average fatality rate per thousand kilometers of motorways for EU fell by 44%. 

Fatalities on motorways by age and road user type in EU, 2014.
12. JUNCTIONS

Every 5th road fatality in the EU occurs in an accident at a junction, resulting in more than 5000 fatalities.

The highest percentage of junction fatalities was observed in 2014 in the Netherlands, the United Kingdom, and Germany and the lowest in Latvia, Romania, and Slovenia.

The proportion of pedestrians killed at junctions is on a steady increase, while the share of killed car occupants has been decreasing since 2005.
13. URBAN

About **9,900** people died in accidents on **urban roads**. This corresponds to **38%** of all road fatalities.

The number of fatalities in urban areas decreased by **42%** since 2005. However, the share of urban fatalities has **slightly increased**.

**Urban road fatalities per million inhabitants by country in the EU, 2014**

Fatality rates on urban roads are highest in **Romania, Croatia, and Cyprus** and lowest in **Sweden, Denmark, and the Netherlands**.

**The share of urban road fatalities varies widely in the EU, from 19% in Ireland to 76% in Cyprus.**
57% of EU fatalities on ROU areas in 2014 were car/taxi occupants.

11% were pedestrians
18% two-wheelers riders
4% 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 (29%). The highest fatality percentages for two-wheelers were found in Greece and Austria.

35% of the fatalities in urban areas are elderly people.
On ROU areas, this percentage is reduced to 21%.
15. SEASONALITY

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. Monthly proportion of fatalities by type of road, 2010-2014.

Motorcycling is the mode of transport with the most seasonal fatality distribution. Distribution of fatalities by month and mode of transport, EU, 2010-2014.

The proportion of fatalities occurring in daylight varies seasonally, which probably affects the seasonality of the fatality distribution.

Distribution of fatalities by month, lighting and weather condition, EU, 2010-2014.

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 period and least for the 4am-10am period.
16. SINGLE VEHICLE ACCIDENTS

The percentage of drivers 18-24 y.o. killed in SVA is more than 45% higher than that for non-single vehicle accidents.

About 108,000 persons - 1/3 of all road fatalities - were killed in single vehicle accidents, in EU, within the decade 2005-2014.

Road fatalities in the EU, 2005-2014

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

32% of the fatalities that occurred in snow involved a single vehicle.

The most significant reduction of the single accident fatality rate between 2005 and 2014 occurred in Spain (64%). Latvia had a fatality rate in 2014 that was higher than the EU average for 2005.

Single vehicle accident fatalities per million inhabitants, 2005 versus 2014.

One third of the fatalities that occurred in darkness, concerned single vehicle accidents.
The number of people killed in road accidents in the EU decreased between 2005 and 2014 by **43% for males** and **42% 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 Austria in 2014.

Spain had the highest reduction of fatalities per million inhabitants in 2005-2014. 61% for females and 65% for males.