Traffic Safety Basic Facts 2007

Bicycles

In 2005, bicycle fatalities make up 4,7% of the total number of road accident fatalities in the EU-14.

A reduction of 32% in the number of bicycle fatalities is observed during the last decade in the EU-14 countries.

Bicycle fatalities make up 4,7% of the total number of road accident fatalities in 2005[1]. In 2005[1], 1.214 people riding bicycles were killed in traffic accidents in 14 European Union countries[2], which is 0,4% more than the 1.209 bicycle fatalities reported in 2004[1] in the same countries. There was a reduction of 32% during the decade for the same countries.
Table 1 shows the number of bicycle fatalities for 14 European Union countries from 1996 up to 2005. Because the data for the new EU countries (Estonia, Poland, Malta and Hungary) are only available for 2005, they are not included in EU total trends.

Table 1: The number of bicycle fatalities by country, 1996-2005[1]

	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
BE	121	122	135	122	134	130	105	110	79	71
DK	88	65	58	59	58	56	52	47	53	41
EE	-	-	-	-	-	-	-	-	-	7
EL	28	32	34	23	22	29	14	21	24	18
ES	101	116	114	119	84	100	96	78	88	82
FR	317	348	318	324	270	256	223	201	177	180
IE	22	24	21	14	10	12	18	10	-	-
IT	413	428	364	402	381	331	314	326	296	-
LU	1	1	1	0	1	1	1	-	-	-
HU	-	-	-	-	-	-	-	-	-	152
MT	-	-	-	-	-	-	-	-	-	0
NL	233	242	194	194	198	195	169	188	-	-
AT	73	66	57	68	62	55	80	56	58	47
PL	-	-	-	-	-	-	-	-	-	603
PT	75	75	74	41	56	50	58	63	47	48
FI	46	61	54	63	53	59	53	39	26	43
SE	49	42	58	45	47	43	42	35	27	38
UK	208	187	165	173	131	140	133	116	136	152
EU-14 [1]	1.776	1.809	1.648	1.648	1.506	1.457	1.358	1.291	1.209	1.214
Yearly [1] change	-	1,9%	-8,9%	0,0%	-8,6%	-3,3%	-6,8%	-5,0%	-6,3%	0,4%

Source: CARE Database / EC
Date of query: November 2007

Table 2 shows the fatality rates of bicycles. This is defined as the number of bicycle fatalities per million inhabitants. Bicycle fatality rates are highest in Hungary, Poland and the Netherlands and lowest in Spain and Greece.

[1] Using latest data available, i.e. 2005 for all countries except LU (2002), IE and NL (2003) and IT (2004). The data for the New EU countries EE, HU, MT and PL are not included in total trends because they are only available for 2005.
[2] See table "Definitions of EU-level and used Country abbreviations" on page 11.

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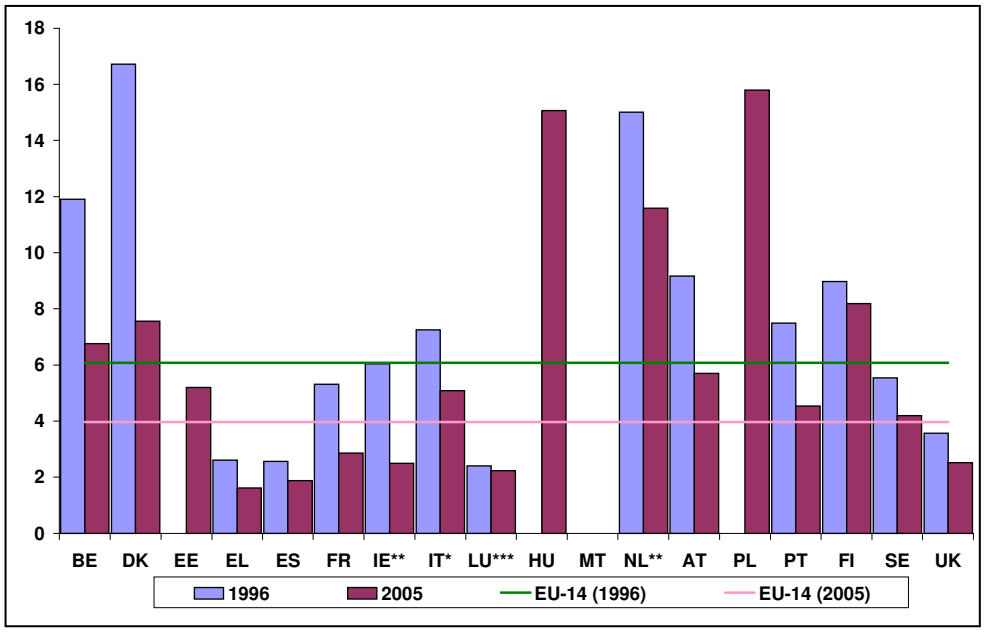
Table 2: Bicycle fatality rates per million inhabitants by country, 1996-2005

	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
BE	11,9	12,0	13,2	11,9	13,1	12,6	10,2	10,6	7,6	6,8
DK	16,7	12,3	10,9	11,1	10,9	10,5	9,7	8,7	9,8	7,6
EE	-	-	-	-	-	-	-	-	-	5,2
EL	2,6	3,0	3,1	2,1	2,0	2,6	1,3	1,9	2,2	1,6
ES	2,6	2,9	2,9	3,0	2,1	2,5	2,3	1,9	2,1	1,9
FR	5,3	5,8	5,3	5,4	4,4	4,2	3,6	3,2	2,8	2,9
IE	6,0	6,5	5,7	3,7	2,6	3,1	4,6	2,5	-	-
IT	7,3	7,5	6,4	7,1	6,7	5,8	5,5	5,7	5,1	-
LU	2,4	2,4	2,4	0	2,3	2,3	2,2	-	-	-
HU	-	-	-	-	-	-	-	-	-	15,1
MT	-	-	-	-	-	-	-	-	-	0
NL	15,0	15,5	12,4	12,3	12,4	12,2	10,5	11,6	-	-
AT	9,2	8,3	7,1	8,5	7,7	6,8	9,9	6,9	7,1	5,7
PL	-	-	-	-	-	-	-	-	-	15,8
PT	7,5	7,5	7,3	4,0	5,5	4,9	5,6	6,0	4,5	4,5
FI	9,0	11,9	10,5	12,2	10,2	11,4	10,2	7,5	5,0	8,2
SE	5,5	4,7	6,6	5,1	5,3	4,8	4,7	3,9	3,0	4,2
UK	3,6	3,2	2,8	2,9	2,2	2,4	2,2	1,9	2,3	2,5
EU-14 [1]	6,1	6,2	5,6	5,6	5,1	4,9	4,5	4,3	4,0	4,0

Source: CARE Database / EC, EUROSTAT
Date of query: November 2007

Figure 1: Bicycle fatality rates, 1996 and 2005[1]



* Data from 2004
** Data from 2003
*** Data from 2002

Source: CARE Database / EC, EUROSTAT
Date of query: November 2007

The cyclist fatality rates fell most between 1996 and 2005 in Ireland and Denmark.

Figure 1 indicates that Denmark had the highest cyclist fatality rate in 1996 and Poland had the highest rate in 2005. The greatest reduction between 1996 and 2005 occurred in Ireland (59% decrease). The overall rate for the EU-14 countries reduced by 34% (from 6,1 in 1996 to 4,0 in 2005). In all EU-14 countries the fatality rate has decreased over the decade.

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Table 3: Percentages of bicycle fatalities in the total number of road accident fatalities, 1996-2005

%	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
BE	8,9	8,9	9,0	8,7	9,1	8,7	8,0	9,1	6,8	6,5
DK	17,1	13,3	11,6	11,5	11,6	13,0	11,2	10,9	14,4	12,4
EE	-	-	-	-	-	-	-	-	-	4,1
EL	1,3	1,5	1,6	1,1	1,1	1,5	0,9	1,3	1,4	1,1
ES	1,8	2,1	1,9	2,1	1,5	1,8	1,8	1,4	1,9	1,8
FR	3,7	4,1	3,6	3,8	3,3	3,1	2,9	3,3	3,2	3,4
IE	4,9	5,1	4,6	3,4	2,4	2,9	4,8	3,0	-	-
IT	6,2	6,4	5,8	6,0	5,7	4,9	4,7	5,4	5,3	-
LU	1,4	1,7	1,8	0	1,3	1,4	1,6	-	-	-
HU	-	-	-	-	-	-	-	-	-	11,9
MT	-	-	-	-	-	-	-	-	-	0
NL	19,7	20,8	18,2	17,8	18,3	19,6	17,1	18,3	-	-
AT	7,1	6,0	5,9	6,3	6,4	5,7	8,4	6,0	6,6	6,1
PL	-	-	-	-	-	-	-	-	-	11,1
PT	2,8	3,0	3,5	2,1	3,0	3,0	3,5	4,1	3,6	3,8
FI	11,4	13,9	13,5	14,6	13,4	13,6	12,8	10,3	6,9	11,3
SE	9,1	7,8	10,9	7,8	8,0	7,4	7,5	6,6	5,6	8,6
UK	5,6	5,0	4,6	4,9	3,7	3,9	3,7	3,2	4,0	4,6
EU-14[1]	5,1	5,2	4,8	4,8	4,5	4,4	4,3	4,4	4,5	4,7

Source: CARE Database / EC
Date of query: November 2007

The three countries with the highest percentage of bicycle fatalities are Denmark, the Netherlands and Hungary, as is indicated by Table 3. In Greece and Spain, by contrast, cyclists make up less than 2% of road accident fatalities (Luxembourg and Malta are not considered because of the small number of fatalities).

One third of bicycle fatalities are male riders over 60 years of age.

Age and gender

In 2005[3] 44% of the total bicycle fatalities (859 people) were riders older than 60. In Finland and Sweden more than 60% of bicycle fatalities were over 60 years old. It also follows from Table 4 that four out of five bicycle fatalities in all countries are male. This is similar to other modes.

[3] Using latest data available, i.e. 2005 for all countries except LU (2002), IE and NL (2003) and IT (2004).

80% of all bicycle fatalities is male.

In Belgium and The Netherlands more than one third is female.

The number of bicycle fatalities has decreased most for younger bicyclists.

Table 4: Percentage of bicycle fatalities by age and gender, 2005

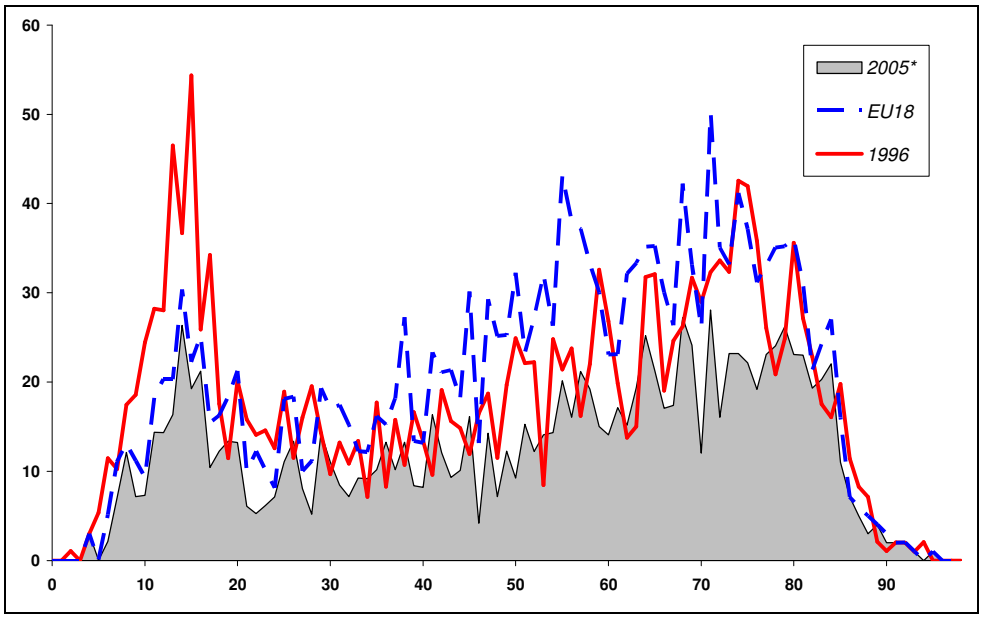
Age group	0-14		15-24		25-39		40-59		60+		Un-known	%fem from known
Gender	fem.	male	fem.	male	fem.	male	fem.	male	fem.	male		
BE	2,8	11,3	2,8	2,8	7,0	1,4	7,0	11,3	19,7	33,8	0,0	39,4
DK	4,9	2,4	2,4	12,2	7,3	9,8	4,9	22,0	9,8	24,4	0,0	29,3
EE	14,3	28,6	0,0	0,0	0,0	0,0	0,0	14,3	14,3	28,6	0,0	28,6
EL	11,1	16,7	0,0	16,7	5,6	16,7	0,0	11,1	5,6	16,7	0,0	22,2
ES	1,4	12,7	0,1	7,0	1,5	13,7	0,2	26,3	2,6	32,7	1,7	6,0
FR	1,7	4,4	3,3	11,1	1,1	9,4	5,0	16,7	7,8	39,4	0,0	18,9
IE**	10,0	20,0	10,0	0,0	0,0	10,0	0,0	10,0	0,0	40,0	0,0	20,0
IT*	0,0	4,1	1,7	2,0	1,7	10,5	4,4	16,9	9,1	47,6	2,0	16,9
LU***	0,0	0,0	0,0	0,0	0,0	0,0	0,0	100	0,0	0,0	0,0	0,0
HU	0,7	2,0	0,0	3,3	2,0	8,6	6,6	32,2	9,9	33,6	1,3	19,1
MT	-	-	-	-	-	-	-	-	-	-	-	-
NL**	5,9	5,3	3,7	6,4	3,7	3,7	4,3	12,8	19,1	34,6	0,5	36,7
AT	0,0	6,4	2,1	8,5	4,3	8,5	6,4	21,3	14,9	27,7	0,0	27,7
PL	1,0	3,2	0,8	5,8	1,0	11,1	6,6	29,0	8,3	29,7	3,5	17,7
PT	0,0	11,9	0,0	9,5	0,0	14,3	2,4	14,3	9,5	31,0	7,1	11,9
FI	2,3	11,6	4,7	2,3	0,0	0,0	4,7	11,6	18,6	44,2	0,0	30,2
SE	0,0	2,6	7,9	0,0	5,3	2,6	2,6	18,4	15,8	44,7	0,0	31,6
UK	1,3	10,5	1,3	13,2	3,3	21,1	2,6	27,0	3,3	15,8	0,7	11,8
EU-18	1,7	5,5	1,8	6,2	2,1	10,1	5,0	22,3	9,9	33,6	1,8	20,4

* Data from 2004
** Data from 2003
*** Data from 2002

Source: CARE Database / EC
Date of query: November 2007

The age distribution for all countries by single year age bands is displayed in Figure 2. The red line and grey area show the numbers for EU-14 in 1996 and 2005[1] respectively. The blue line shows the numbers for all countries (EU-18) in 2005[3]. The number of fatalities in EU-14 has dropped for almost all ages, but most for people younger than 25 years old.

Figure 2: Bicycle fatalities by age – EU-14 in 2005[1] compared with 1996 and EU-18 in 2005[3]



* Data IT from 2004, IE and NL 2003, LU 2002

Source: CARE Database
Date of query: November 2007

Road network: area type

Table 5 shows that, summed over these countries, the majority (53%) of cyclist fatalities died inside urban areas. Portugal has the highest percentage of cyclist fatalities inside urban areas. All cycle fatalities in Ireland (10) and Luxembourg (1) died outside urban areas, but these are rather small numbers.

The majority of cyclist fatalities die inside urban areas.

Table 5: Bicycle fatalities by area type, 2005

	Inside urban area	Outside urban area	% inside urban area
BE	21	50	30%
DK	22	19	54%
EE	3	4	43%
EL	10	8	56%
ES	23	59	28%
FR	69	111	38%
IE**	0	10	0%
IT*	184	112	62%
LU***	0	1	0%
HU	88	64	58%
MT	0	0	-
NL**	114	74	61%
AT	25	22	53%
PL	324	279	54%
PT	32	16	67%
FI	21	22	49%
SE	24	11	63%
UK	86	66	57%
EU-18	1046	928	53%

* Data from 2004
** Data from 2003
*** Data from 2002

Source: CARE Database / EC
Date of query: November 2007

Road network: junction type

Table 6 shows the percentage of road traffic fatalities in 2005 who died at junctions by road user type. Cyclists have the highest proportion of fatalities at junctions: more than a third. Of all the fatal bicycle accidents that occurred at a junction, Table 7 shows that the majority occurred at crossroads.

Compared with other road user types, the proportion of fatalities who die at junctions is greatest for cyclists.

Table 6: Percentage of road traffic fatalities by junction type and mode of transport – EU-18, 2005

	Not at junction	At junction	Not defined
Pedestrian	75,7%	21,6%	2,7%
Bicycle	61,0%	37,2%	1,8%
Moped	63,9%	34,1%	1,9%
Motor cycle	68,8%	28,1%	3,0%
Car + taxi	80,5%	15,8%	3,7%
Lorry, under 3.5 tonnes	80,0%	12,6%	7,4%
Heavy goods vehicle	85,4%	10,0%	4,5%
Other / unknown	78,2%	18,6%	3,2%
EU-18 all modes	76,2%	20,4%	3,3%

Source: CARE Database / EC
Date of query: November 2007

In Denmark, the Netherlands and the United Kingdom more than half of cyclist fatalities die at junctions.

In Estonia, Greece, France and Poland less than a quarter of cyclist fatalities die at junctions.

Low fatality numbers for bicyclists are found on Sundays.

Table 7: The number of bicycle fatalities by junction type, 2005

	Not at junction	At junction					Not defined	% at junction
		cross-road	T or Y junction	level cross-ing	round-about	Other junction type / unknown		
BE	37			1	5	28		48%
DK	18	11				12		56%
EE	6					1		14%
EL	18							0%
ES	58	12	8		1	2		29%
FR	144	18	7	1	5	5		20%
IE**		2			1		7	30%
IT*	155	52			6	83		48%
LU***	1							0%
HU	98	48		1		5		36%
MT								-
NL**	78	49	48	9	4			59%
AT	22	12	7				6	40%
PL	451	151			1			25%
PT	25	7	8				8	31%
FI	21					21	1	49%
SE	8	16				1	13	45%
UK	66	12	51		6	17		57%
EU-18	1206	735					35	
%	61,0%	37,2%					1,8%	
		389	129	12	29	175		
% junction type		53,0%	17,6%	1,6%	4,0%	23,8%		

* Data from 2004
** Data from 2003
*** Data from 2002

Source: CARE Database / EC
Date of query: November 2007

Day of the week

Table 8 shows that, summed over these 18 countries, the number of cyclist fatalities is slightly higher on Mondays and Fridays than on the other days of the week. There were more cyclist fatalities on Saturday than on Sunday in 12 of these countries.

Table 8: Bicycle fatalities by day of week, 2005

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
BE	17	7	13	8	13	10	3
DK	10	9	6	3	7	4	2
EE		2		2	2		1
EL	1	5	3	3	3	1	2
ES	12	15	7	11	9	14	13
FR	24	34	27	25	32	15	23
IE**		1	3	4		2	
IT*	47	43	48	35	44	46	33
LU***						1	
HU	23	24	20	19	20	28	18
MT							
NL**	35	26	27	29	26	24	21
AT	3	9	6	9	7	8	5
PL	96	83	69	86	105	99	65
PT	8	8	5	7	6	7	8
FI	5	7	9	9	7	6	
SE	8	4	5	6	7	3	5
UK	17	20	14	29	33	22	17
EU-18	306	297	262	285	320	290	215
%	15,5	15,0	13,2	14,4	16,2	14,7	10,9

* Data from 2004
** Data from 2003
*** Data from 2002

Source: CARE Database / EC
Date of query: November 2007

Table 9 shows the proportion of bicycle fatalities by time of the day and day of the week for all 18 countries together in 2005. If these fatalities were distributed equally over time of day and day of week, 100/84 = 1,19% would be expected in each cell. Cells with 30% higher or lower values have been coloured. There are relatively few fatalities on Sunday and at night, and relatively many during the daytime.

The number of fatalities per hour is highest during the daytime.

The number is relatively low on Sunday and at night.

Table 9: Proportion of bicycle fatalities by day and hour – EU-18, 2005[1]

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	EU-18
0:00 – 1:59	0,2%	0,3%	0,3%	0,3%	0,2%	0,4%	0,3%	1,8%
2:00 – 3:39	0,1%	0,1%	0,1%	0,1%	0,1%	0,2%	0,3%	0,9%
4:00 – 5:59	0,4%	0,5%	0,2%	0,4%	0,2%	0,3%	0,2%	2,0%
6:00 – 7:59	1,2%	1,2%	1,1%	1,0%	1,0%	0,6%	0,5%	6,6%
8:00 – 9:59	1,5%	1,0%	1,2%	1,6%	1,9%	0,9%	1,0%	9,0%
10:00 –11:59	1,9%	2,2%	2,2%	1,3%	2,1%	1,9%	1,4%	13,2%
12:00 –13:59	1,4%	1,4%	1,1%	1,9%	2,0%	1,4%	1,5%	10,8%
14:00 –15:59	2,2%	2,1%	2,3%	1,9%	2,0%	2,5%	1,2%	14,3%
16:00 –17:59	2,9%	1,9%	1,7%	2,5%	2,5%	2,2%	1,6%	15,2%
18:00 –19:59	2,0%	2,7%	1,9%	1,6%	1,8%	2,1%	1,6%	13,7%
20:00 –21:59	1,1%	1,1%	0,8%	1,0%	1,4%	1,2%	0,7%	7,3%
22:00 –23:59	0,7%	0,5%	0,5%	0,9%	0,8%	0,9%	0,7%	5,0%
EU-18	15,5%	15,0%	13,2%	14,4%	16,2%	14,7%	10,9%	100%

>1,55 %
<0,92 %

Source: CARE Database / EC
Date of query: November 2007

Light conditions

The distribution of fatalities by light conditions (see Table 10) shows that most cyclists have their accident during daylight. The percentage of cyclist fatalities in darkness or twilight varies between the respective countries, from 9% in Finland to 40% in Portugal.
It is remarkable that countries that have more darkness, like Sweden and Finland, tend to have less fatalities in darkness.

The percentage of cyclist fatalities in darkness or twilight is highest in Hungary, Austria and Portugal.

Table 10: Number of bicycle fatalities by light condition, 2005

	Darkness	Twilight	Daylight or twilight	Daylight	Unknown	Sum	% dark or twilight
BE	10	3		58		71	18,3%
DK	8	1		32		41	22,0%
EE				7		7	0%
EL	2	1		15		18	16,7%
ES	8	4		69		82	15,5%
FR	23	5		152		180	15,6%
IE**	2		8			10	20,0%
IT*					296	296	-
LU***					1	1	-
HU	44	6		102		152	32,9%
MT						0	-
NL**	34	6		147	1	188	21,4%
AT	16			31		47	34,0%
PL	160		67	376		603	26,5%
PT	15	5		29		48	40,5%
FI	2	2		39		43	9,3%
SE	3	4		25	6	38	21,9%
UK	38		110	4		152	25,0%
EU-18	365	37	185	1085	304	1976	24,0%
%	18,5%	1,9%	9,4%	54,9%	15,4%	100,0%	

Table 11 shows the same numbers by the time of the accident.

Table 11: Number of bicycle fatalities by light condition and hour – EU-18 total, 2005[1]

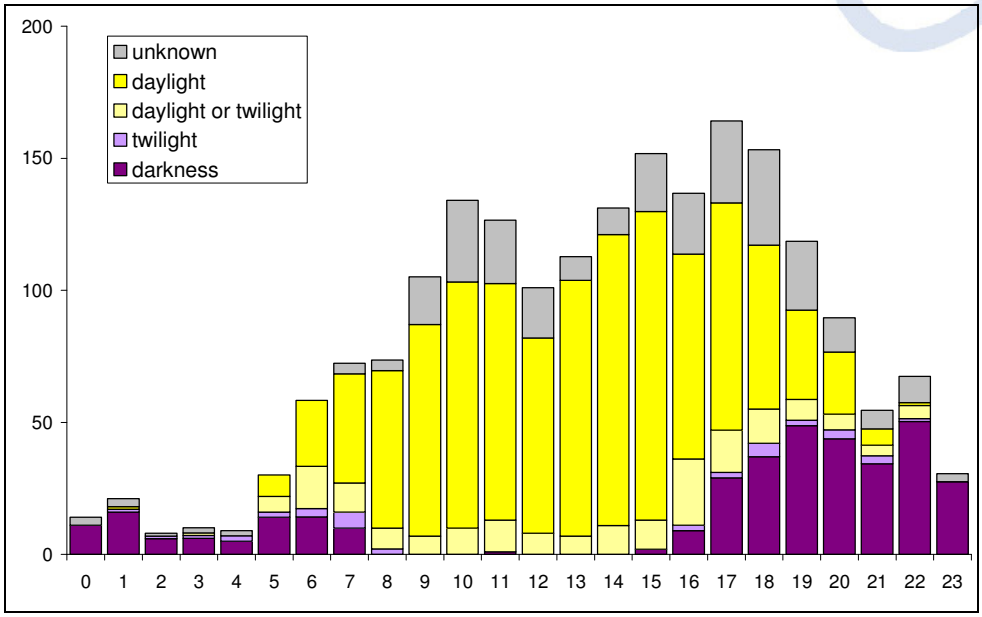
	Darkness	Twilight	Daylight or twilight	Daylight	Unknown	Sum	% dark or twilight
0:00 – 1:59	27	1		1	6	35	96,6%
2:00 – 3:39	12	2	1		3	18	93,4%
4:00 – 5:59	19	4	6	8	2	39	62,1%
6:00 – 7:59	24	9	27	66	4	131	26,4%
8:00 – 9:59	0	2	15	140	22	179	1,3%
10:00 –11:59	1		22	183	55	261	0,5%
12:00 –13:59			15	171	28	214	0,0%
14:00 –15:59	2		22	227	32	283	0,8%
16:00 –17:59	38	4	41	164	54	301	17,1%
18:00 –19:59	86	7	21	96	62	272	44,3%
20:00 –21:59	78	6	10	30	20	144	68,0%
22:00 –23:59	78	1	5	1	13	98	92,9%
unknown					3	3	
EU-18	365	37	185	1085	304	1976	24,0%

* Data from 2004
** Data from 2003
*** Data from 2002

Source: CARE Database / EC
Date of query: January 2008

In figure 3 shows the data from table 11; the time distribution is displayed by light condition. As the moment of darkness changes over the year, the percentage of darkness at a certain hour is a mix of daylight in summer and darkness in winter.

Figure 3: Number of bicycle fatalities by hour and light condition – EU-18, 2005[1]



The number of cyclist fatalities in darkness or twilight make 24% of the total number of cyclist fatalities.

Month of the year

The number of cyclist fatalities varies seasonally, with relatively few fatalities in the winter and relatively many from May to October.

Table 12: Bicycle fatalities by month, 2005

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
BE	7	3	9	9	6	11	4	3	5	9	2	3
DK	2	6	2	3	3	4		7	3	5	1	5
EE					2	1		1		3		
EL		2		2	2	3	2	4	2	1		
ES	5	7	1	8	9	7	14	9	6	10	4	1
FR	11	5	11	8	20	23	34	22	12	17	11	6
IE**				1	4			2	1		1	1
IT*	10	18	21	22	33	34	31	35	30	20	22	20
LU***						1						
HU	7	3	7	8	10	11	21	20	20	23	13	9
MT												
NL**	7	7	18	17	16	21	19	19	19	11	20	14
AT	2		3	5	4	5	8	5	4	5	4	2
PL	40	18	22	37	48	59	67	83	68	76	56	29
PT	3	5	7	1	6		5	7	5	2	5	3
FI	5			4	3	6	8	6	7	2	2	
SE	3		2	4	2	4	9	4	2	4	4	
UK	7	8	9	13	16	16	13	22	17	13	12	6
EU-18	109	82	112	142	184	206	235	249	200	201	156	100
%	5,5	4,1	5,6	7,2	9,3	10,4	11,9	12,6	10,1	10,2	7,9	5,1

* Data from 2004
** Data from 2003
*** Data from 2002

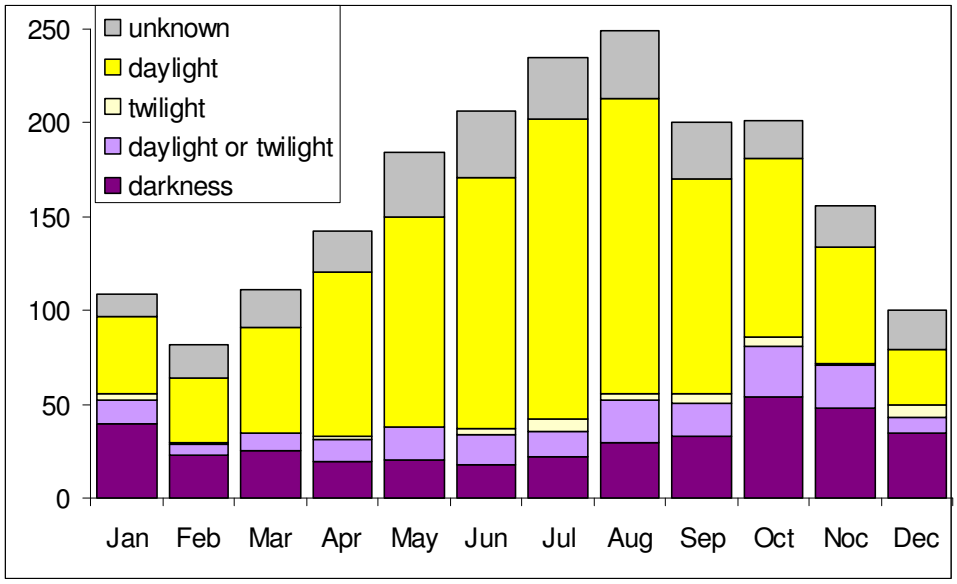
Source: CARE Database / EC
Date of query: November 2007

From May to October a relatively large number of bicycle fatalities is observed.
The same data can be categorized by month and light condition, as displayed in table 13 and figure 4.

Table 13: Number of bicycle fatalities by light condition – EU-18, 2005[1]

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Darkness	39	22	26	19	20	18	22	29	33	54	48	34
daylight or twilight	13	6	9	12	18	16	13	23	17	27	22	9
twilight	3	1	0	2	0	3	7	3	5	5	1	6
daylight	42	35	56	87	112	134	160	158	115	96	63	29
Unknown	12	18	21	22	34	35	33	36	30	20	22	21
EU-18	109	82	112	142	184	206	235	249	200	201	156	100
%dark	48	35	31	22	21	17	15	21	25	40	45	43

Figure 4: Percentage of bicycle fatalities by month – EU-18, 2005[1]



The number of cyclist fatalities per month is highest between May and October.

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 (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
- Motorcycle and Mopeds
- Car-Occupants
- Heavy Goods Vehicles
- Motorways
- Junctions
- Urban Areas

Definition of EU level and used Country abbreviations

EU 14		**EU 18 = EU 14 +**	
BE	Belgium	EE	Estonia
DK	Denmark	HU	Hungary
EL	Greece	MT	Malta
ES	Spain	PL	Poland
FR	France		
IE	Ireland	**EU 27 = EU 18 +**	
IT	Italy	BG	Bulgaria
LU	Luxembourg	CZ	Czech Republic
NL	Netherlands	DE	Germany
AT	Austria	CY	Cyprus
PT	Portugal	LV	Latvia
FI	Finland	LT	Lithuania
SE	Sweden	RO	Romania
UK	United Kingdom	SI	Slovenia
		SK	Slovakia

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.

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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