Traffic Safety Basic Facts 2008

Bicycles

Bicycle fatalities make up 4,8% of the total number of road accident fatalities in 2006[1] in 14 European Union countries (EU-14) [2]. 1.188 bicyclist were killed in traffic accidents in 2006 in the EU-14. This is 2.2% less compared with 2005. Compared with 1997 there is a reduction of 34%.

Bicycle fatalities make up 4,8% of the total number of road accident fatalities in the EU-14.

Table 1 shows the number of bicycle fatalities for European Union countries from 1997 up to 2006. Because the data for the new EU countries (Czech republic, Estonia, Poland, Malta and Hungary) are only available from 2005 on, they are not included in EU total trends.

Table 1: The number of bicycle fatalities by country, 1997-2006[1]

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
BE	122	135	122	134	130	105	110	79	71	92
CZ	-	-	-	-	-	-	-	-	-	110
DK	65	58	59	58	56	52	47	53	41	31
EE	-	-	-	-	-	-	-	-	7	13
EL	32	34	23	22	29	14	21	24	18	21
ES	116	114	119	84	100	96	78	88	82	75
FR	348	318	324	270	256	223	201	177	180	181
IE	24	21	14	10	12	18	10	-	-	-
IT	428	364	402	381	331	314	326	296	-	-
LU	1	1	0	1	1	1	-	-	-	-
HU	-	-	-	-	-	-	178	183	152	153
MT	-	-	-	-	-	-	-	-	0	0
NL	242	194	194	198	195	169	188	-	-	-
AT	66	57	68	62	55	80	56	58	47	48
PL	-	-	-	-	-	-	-	-	603	-
PT	75	74	41	56	50	58	63	47	48	40
FI	61	54	63	53	59	53	39	26	43	29
SE	42	58	45	47	43	42	35	27	38	26
UK	187	165	173	131	140	133	116	136	152	150
EU-14 [1]	1.809	1.648	1.648	1.506	1.457	1.358	1.291	1.209	1.214	1.188
Yearly [1] change		-8,9%	0,0%	-8,6%	-3,3%	-6,8%	-5,0%	-6,3%	0,4%	-2,2%

EU-14 totals can differ due to rounding because of the use of coefficients in order to arrive to fatalities at 30 days

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

A reduction of 34% in the number of bicycle fatalities is observed during the last decade in the EU-14 countries.

Table 2 shows the number of bicycle fatalities per million inhabitants. Bicycle fatality rates are high in the Czech Republic,

[1] Using latest data available, i.e. 2006 for all countries except LU (2002), IE and NL (2003) IT (2004), PL (2005) and UK = GB (2006) + NI (2005). The data for the New EU countries CZ, EE, HU, MT and PL are not included in total trends because they are only available for a few years.

[2] See table Definitions of EU-level and used Country abbreviations on page 11.

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Estonia , Hungary, Poland and the Netherlands and low in Spain and Greece.

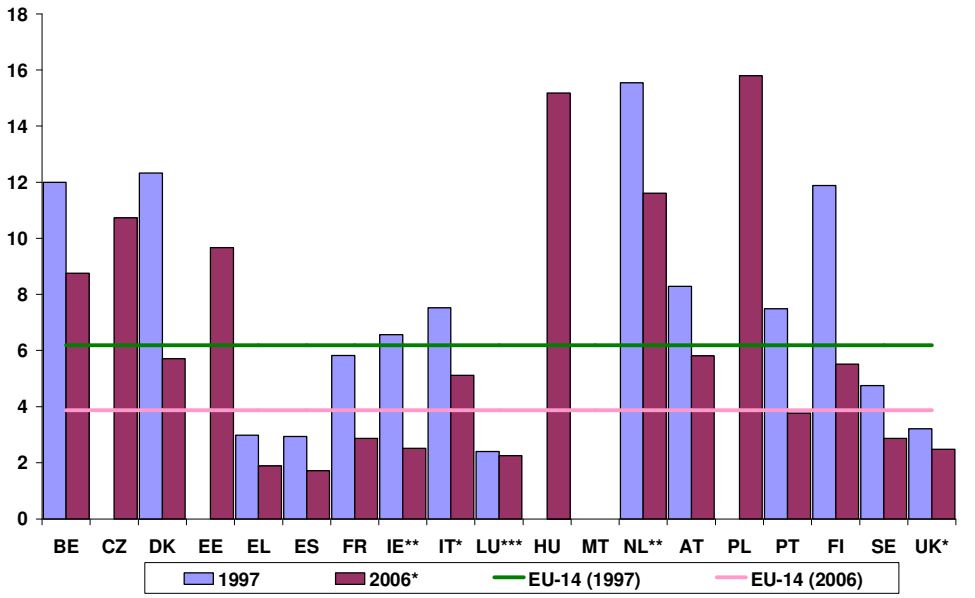
Table 2: Bicycle fatality rates per million inhabitants by country, 1997-2006

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
BE	12,0	13,2	11,9	13,1	12,7	10,2	10,6	7,6	6,8	8,8
CZ	-	-	-	-	-	-	-	-	-	10,7
DK	12,3	11,0	11,1	10,9	10,5	9,7	8,7	9,8	7,6	5,7
EE	-	-	-	-	-	-	-	-	5,2	9,7
EL	3,0	3,1	2,1	2,0	2,7	1,3	1,9	2,2	1,6	1,9
ES	2,9	2,9	3,0	2,1	2,5	2,3	1,9	2,1	1,9	1,7
FR	5,8	5,3	5,4	4,5	4,2	3,6	3,2	2,8	2,9	2,9
IE	6,6	5,7	3,8	2,6	3,1	4,6	2,5	-	-	-
IT	7,5	6,4	7,1	6,7	5,8	5,5	5,7	5,1	-	-
LU	2,4	2,4	0,0	2,3	2,3	2,3	-	-	-	-
HU	-	-	-	-	-	-	17,6	18,1	15,1	15,2
MT	-	-	-	-	-	-	-	-	-	0,0
NL	15,5	12,4	12,3	12,5	12,2	10,5	11,6	-	-	-
AT	8,3	7,2	8,5	7,7	6,9	9,9	6,9	7,1	5,7	5,8
PL	-	-	-	-	-	-	-	-	15,8	-
PT	7,5	7,3	4,0	5,5	4,9	5,6	6,0	4,5	4,5	3,8
FI	11,9	10,5	12,2	10,2	11,4	10,2	7,5	5,0	8,2	5,5
SE	4,7	6,6	5,1	5,3	4,8	4,7	3,9	3,0	4,2	2,9
UK*	3,2	2,8	3,0	2,2	2,4	2,2	2,0	2,3	2,5	2,5
EU-14 [1]	6,2	5,6	5,6	5,1	4,9	4,6	4,3	4,0	4,0	3,9

* UK (2006) = GB (2006) + NI (2005)

Source: CARE Database / EC, EUROSTAT
Date of query: August 2008

Figure 1: Bicycle fatality rates, 1997 and 2006[1]



* Data from 2005
UK = GB (2006) + NI (2005)
** Data from 2004
*** Data from 2003
**** Data from 2002

Source: CARE Database / EC, EUROSTAT
Date of query: August 2008

The cyclist fatality rate is reduced by 37% in the last decade.

In all EU-14 countries the fatality rate has decreased over the decade. Denmark, Ireland and Finland show a reduction of more than 50% The overall rate for the EU-14 countries is reduced by 37%.

Table 3: Percentages of bicycle fatalities in the total number of road accident fatalities, 1997-2006

%	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
BE	8,9	9,0	8,7	9,1	8,7	8,0	9,1	6,8	6,5	8,6
CZ	-	-	-	-	-	-	-	-	-	10,3
DK	13,3	11,6	11,5	11,6	13,0	11,2	10,9	14,4	12,4	10,1
EE	-	-	-	-	-	-	-	-	4,1	6,4
EL	1,5	1,6	1,1	1,1	1,5	0,9	1,3	1,4	1,1	1,3
ES	2,1	1,9	2,1	1,5	1,8	1,8	1,4	1,9	1,8	1,8
FR	4,1	3,6	3,8	3,3	3,1	2,9	3,3	3,2	3,4	3,8
IE	5,1	4,6	3,4	2,4	2,9	4,8	3,0	-	-	-
IT	6,4	5,8	6,0	5,7	4,9	4,7	5,4	5,3	-	-
LU	1,7	1,8	0,0	1,3	1,4	1,6	-	-	-	-
HU	-	-	-	-	-	-	13,4	14,1	11,9	11,7
MT	-	-	-	-	-	-	-	-	0,0	0,0
NL	20,8	18,2	17,8	18,3	19,6	17,1	18,3	-	-	-
AT	6,0	5,9	6,3	6,4	5,7	8,4	6,0	6,6	6,1	6,6
PL	-	-	-	-	-	-	-	-	11,1	-
PT	3,0	3,5	2,1	3,0	3,0	3,5	4,1	3,6	3,8	4,1
FI	13,9	13,5	14,6	13,4	13,6	12,8	10,3	6,9	11,3	8,6
SE	7,8	10,9	7,8	8,0	7,4	7,5	6,6	5,6	8,6	5,8
UK*	5,0	4,6	4,9	3,7	3,9	3,7	3,2	4,0	4,6	4,5
EU-14[1]	5,2	4,8	4,8	4,5	4,4	4,3	4,4	4,5	4,7	4,8

* UK (2006) = GB (2006) + NI (2005)

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

Bicycle fatalities account for 4.8% of all road accident fatalities. In the Czech Republic, Denmark, Hungary, the Netherlands and Poland this percentage is much higher.

33% of bicycle fatalities are male riders over 60 years of age.

Age and gender

In 2006[3] 44% of the total bicycle fatalities were riders older than 60. In Finland and Estonia more than 60% of bicycle fatalities were over 60 years old. In the UK only 20% is 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 transport modes.

Unfortunately only a few countries can use mobility figures to see if these high percentages of males can be explained by more travel kilometres.

[3] Using latest data available, i.e. 2006 for all countries except LU (2002), IE and NL (2003) and IT (2004).

Table 4: Percentage of bicycle fatalities by age and gender – EU-19, 2006

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	1,1	7,6	2,2	7,6	0,0	7,6	10,9	7,6	19,6	35,9	0,0	33,7
CZ	0,0	4,5	0,0	5,5	3,6	8,2	8,2	36,4	10,9	22,7	0,0	22,7
DK	3,2	3,2	12,9	0,0	3,2	9,7	3,2	9,7	22,6	32,3	0,0	45,2
EE	0,0	7,7	0,0	0,0	0,0	0,0	7,7	23,1	30,8	30,8	0,0	38,5
EL	0,0	14,3	0,0	14,3	0,0	4,8	0,0	28,6	0,0	38,1	0,0	0,0
ES	1,3	5,3	1,3	12,0	1,3	16,0	1,3	32,0	0,0	26,7	2,7	5,3
FR	1,7	5,0	1,7	9,9	1,7	4,4	6,1	19,9	6,1	43,1	0,6	17,1
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
HU	0,7	5,2	0,7	3,3	2,0	6,5	5,2	36,6	7,8	31,4	0,7	16,3
MT	0	0	0	0	0	0	0	0	0	0	0	-
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	0,0	2,1	4,2	6,3	6,3	8,3	18,8	22,9	31,3	0,0	39,6
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	5,7	0,0	8,6	0,0	11,4	2,9	20,0	2,9	45,7	2,9	5,7
FI	0,0	6,9	0,0	0,0	3,4	0,0	0,0	27,6	27,6	34,5	0,0	31,0
SE	0,0	7,7	3,8	3,8	7,7	3,8	15,4	7,7	15,4	34,6	0,0	42,3
UK*	4,0	17,3	0,7	6,0	4,0	21,3	4,7	20,7	3,3	18,0	0,0	16,7
EU-19	31	113	32	116	42	197	118	484	206	694	33	2.067
%	1,5	5,5	1,5	5,6	2,0	9,5	5,7	23,4	10,0	33,6	1,6	20,8

* Data from 2006
UK = GB (2006) + NI (2005)
** Data from 2004
*** Data from 2003
**** Data from 2002

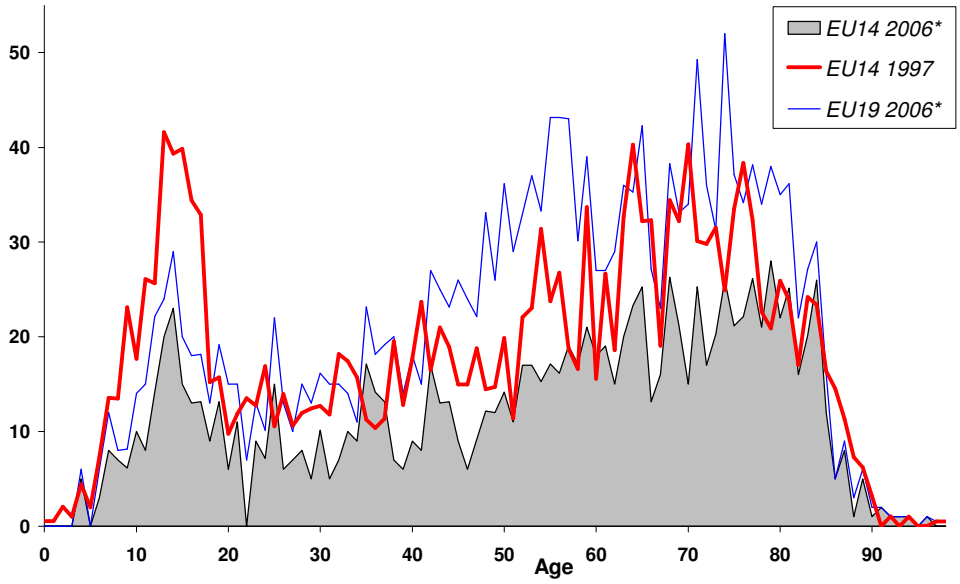
Source: CARE Database / EC
Date of query: August 2008

80% of all bicycle fatalities are male.

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

The age distribution for all countries by single year age bands is displayed in Figure 2. The red and black line show the numbers for EU-14 in 1997 and 2006[1] respectively. The blue line shows the numbers for all countries (EU-19) in 2006[3]. The number of fatalities in EU-14 has dropped for almost all ages, but the most for people younger than 25 years old.

Figure 2: Bicycle fatalities by age – EU-14 in 2006[1] compared with 1997 and EU-19 in 2006[3]



* Data PL and NI from 2005, IT 2004, IE and NL 2003, LU 2002

Source: CARE Database
Date of query: August 2008

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

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The number of fatalities peaks at 15 years old (a rate of 7 fatalities per million inhabitants) and again for elderly above 65. As the number of persons decreases with age (more drastically after 75 years), the fatality rate increases to 20 per million for 85 year olds.

Road network: area type

Table 5 shows that urban areas count the majority of cyclist fatalities (55%). Between the countries this value varies from one quarter (27% in Spain) to three quarters (79% in Finland).

Urban areas count more than half of all cyclist fatalities.

Table 5: Bicycle fatalities by area type – EU-19, 2006

	Inside urban area	Outside urban area	% inside urban area
BE	34	57	37%
CZ	72	38	65%
DK	21	10	68%
EE	5	8	38%
EL	15	6	71%
ES	20	55	27%
FR	79	102	44%
IE***	0	10	0%
IT**	184	112	62%
LU****	0	1	0%
HU	92	61	60%
MT	0	0	-
NL***	114	74	61%
AT	25	23	52%
PL*	324	279	54%
PT	21	19	51%
FI	23	6	79%
SE	15	8	58%
UK*	97	53	65%
EU-19	1.141	922	55%

* Data from 2005
UK = GB (2006) + NI (2005)
** Data from 2004
*** Data from 2003
**** Data from 2002

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

Road network: junction type

Table 6 shows the percentage of road traffic fatalities in 2006 at junctions by mode of transport. Cyclists have the highest proportion of fatalities at junctions: more than a third.

Cyclists have the highest proportion of fatalities at junctions.

Table 6: Percentage of road traffic fatalities at junctions by mode of transport – EU-19, 2006[3]

	Not at junction	At junction	Not defined
Pedestrian	74,7%	22,6%	2,6%
Bicycle	61,8%	36,5%	1,7%
Moped	65,2%	32,7%	2,2%
Motor cycle	69,4%	27,8%	2,8%
Car + taxi	80,0%	16,3%	3,7%
Lorry, under 3.5 tonnes	80,4%	13,7%	6,0%
Heavy goods vehicle	84,7%	12,6%	2,8%
Other / unknown	79,5%	16,3%	4,2%
EU-19 all modes	75,9%	20,8%	3,2%

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

Table 7: The number of bicycle fatalities by junction type, EU-19, 2006

	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	53	-	-	-	1	38	-	58%
CZ	80	9	16	4	-	-	1	73%
DK	13	11	-	-	1	6	-	42%
EE	10	1	1	-	-	1	-	77%
EL	21	-	-	-	-	-	-	100%
ES	50	11	9		2	3	--	67%
FR	139	17	14	2	5	4		77%
IE***	-	2	-	-	1	-	7	0%
IT**	155	52	-	-	6	83	-	52%
LU****	1	-	-	-	-	-	-	100%
HU	95	50	-	4	1	3	-	62%
MT	-	-	-	-	-	-	0	-
NL***	78	49	48	9	4	-	-	41%
AT	26	14	1	1	-	-	6	54%
PL*	451	151	-	-	1	-	-	75%
PT	26	1	5	-	1	-	7	66%
FI	16	-	-	-	-	12	1	55%
SE	4	7	-	-	1	1	13	15%
UK*	59	7	55	-	7	22	-	39%
EU-19	1.277	755					35	
%	61,8%	36,5%					1,7%	
		382	149	20	31	173		
% junction type		50,6%	19,7%	2,6%	4,1%	22,9%		

* Data from 2005
UK = GB (2006) + NI (2005)
** Data from 2004
*** Data from 2003
**** Data from 2002

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

Of all the fatal bicycle accidents that occurred at a junction, crossroads count the majority of fatalities.

Day of the week

Table 8 shows that, summed over these 19 countries, the number of cyclist fatalities slightly fluctuates over the week. The number is lowest on Sundays.

Lowers fatality numbers for bicyclists are found on Sundays.

Table 8: Bicycle fatalities by day of week – EU-19, 2006

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
BE	8	13	14	16	23	8	10
CZ	19	13	20	9	22	14	13
DK	7	3	4	4	6	4	3
EE	3	2	0	2	3	2	1
EL	2	5	0	6	3	4	1
ES	9	12	12	11	12	8	11
FR	24	23	28	23	28	21	34
IE***	0	1	3	4	0	2	0
IT**	47	43	48	35	44	46	33
LU****	0	0	0	0	0	1	0
HU	19	12	28	26	28	29	11
MT	0	0	0	0	0	0	0
NL***	35	26	27	29	26	24	21
AT	8	4	10	4	8	10	4
PL*	96	83	69	86	105	99	65
PT	1	5	7	10	3	6	8
FI	8	4	3	3	3	4	4
SE	4	4	4	2	6	3	3
UK*	23	31	24	20	21	20	11
EU-19	313	284	301	290	341	305	233
%	15,2%	13,7%	14,6%	14,0%	16,5%	14,7%	11,3%

* Data from 2005
UK = GB (2006) + NI (2005)
** Data from 2004
*** Data from 2003
**** Data from 2002

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

Table 9 shows the proportion of bicycle fatalities by time of the day and day of the week for all 19 countries together in 2006. If these fatalities were distributed equally over time of day and day of week, 1/84 = 1,19% would be expected in each cell. Cells with a deviation of more than 30% 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 at night.

Table 9: Proportion of bicycle fatalities by day and hour – EU-19, 2006[3]

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

>1,55 %
<0,92 %

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

Light conditions

The distribution of fatalities by light conditions (see Table 10) shows that most fatalities happens by daylight. The percentage of cyclist fatalities in darkness or twilight varies between countries, from 16% in Denmark and Finland to almost 40% in Estonia, Greece, Poland and Portugal.

The percentage of cyclist fatalities in darkness or twilight fluctuates between 20% and 40%.

Table 10: Number of bicycle fatalities by light condition – EU-19, 2006

	Darkness	Twilight	Daylight or twilight	Daylight	Unknown	Sum	% dark or twilight
BE	13	3	0	74	2	92	17,8%
CZ	36	0	0	0	74	110	-
DK	4	1	0	26	0	31	16,1%
EE	5	0	0	8	0	13	38,5%
EL	7	1	0	13	0	21	38,1%
ES	13	4	0	58	0	75	22,7%
FR	25	9	0	147	0	181	18,8%
IE***	2	0	8	0	0	10	20,0%
IT**	0	0	0	0	296	296	-
LU****	0	0	0	0	1	1	-
HU	47	6	0	100	0	153	34,6%
MT	0	0	0	0	0	0	-
NL***	34	6	0	147	1	188	21,4%
AT	6	3	0	39	0	48	18,8%
PL*	160	67	0	376	0	603	37,6%
PT	13	2	0	25	0	40	37,1%
FI	4	1	0	24	0	29	17,2%
SE	5	1	0	16	4	26	27,3%
UK*	42	0	104	4	0	150	28,0%
EU-19	416	104	112	1.057	378	2.067	30,8%
%	20,1%	5,0%	5,4%	51,1%	18,3%	100%	

* Data from 2005
UK = GB (2006) + NI (2005)
** Data from 2004
*** Data from 2003
**** Data from 2002

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

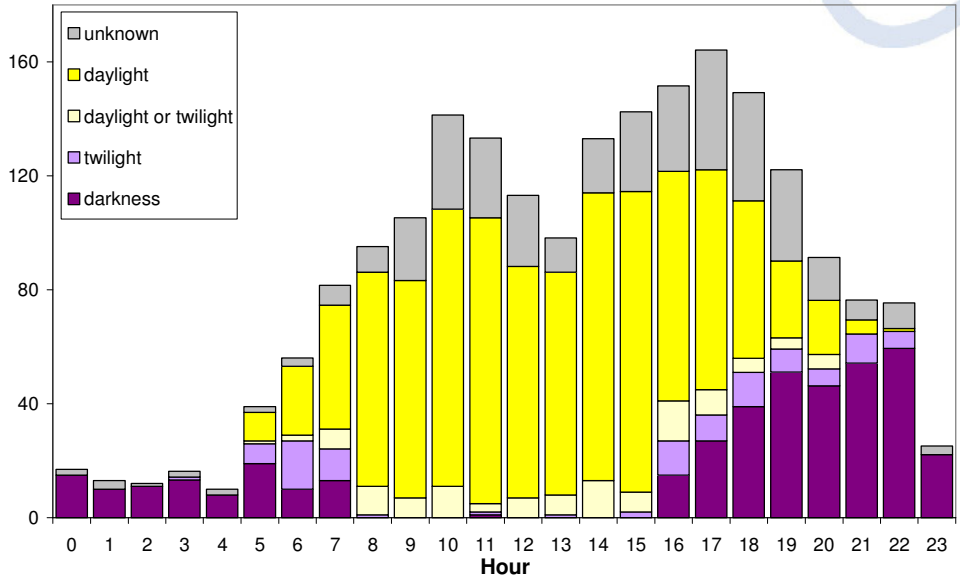
Table 11: Number of bicycle fatalities by light condition and hour – EU-19 total, 2006[3]

	Darkness	Twilight	Daylight or twilight	Daylight	Unknown	Sum	% dark or twilight
0:00 – 1:59	25	0	0	0	5	30	100%
2:00 – 3:39	24	1	0	0	3	28	100%
4:00 – 5:59	27	7	1	10	4	49	75,6%
6:00 – 7:59	23	28	9	68	10	138	40,0%
8:00 – 9:59	0	1	17	151	31	200	0,6%
10:00 –11:59	1	1	14	198	61	275	0,9%
12:00 –13:59	0	1	14	159	37	211	0,6%
14:00 –15:59	0	2	20	206	47	275	0,9%
16:00 –17:59	42	21	23	158	72	316	25,9%
18:00 –19:59	90	20	9	82	70	271	54,7%
20:00 –21:59	101	16	5	24	22	168	80,1%
22:00 –23:59	82	6	0	1	12	101	98,9%
unknown	1	0	0	0	4	5	
EU-19	416	104	112	1.057	378	2.067	30,8%

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

In figure 3 the time distribution is displayed by light condition. As the sun rises and sets at different hours over the year, certain hours of day (roughly 5-7 am and 16-21 pm) present a mix of daylight in summer and darkness in winter.

Figure 3: Number of bicycle fatalities by hour and light condition – EU-19, 2006[3]



The number of cyclist fatalities in darkness or twilight make 30% 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 many from May to October.

Table 12: Bicycle fatalities by month – EU-19, 2006

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
BE	4	7	5	3	14	12	11	4	13	10	4	5
CZ	4	0	6	12	12	12	13	15	10	11	9	6
DK	1	0	1	2	1	9	3	4	2	4	2	2
EE	1	0	1	0	0	0	2	3	2	1	0	3
EL	1	1	1	4	0	2	2	3	3	2	1	1
ES	2	7	6	9	8	8	6	8	10	4	3	4
FR	17	6	13	11	8	20	24	11	24	16	15	16
IE***	0	0	0	1	4	0	0	2	1	0	1	1
IT**	10	18	21	22	33	34	31	35	30	20	22	20
LU****	0	0	0	0	0	1	0	0	0	0	0	0
HU	3	8	4	16	9	10	22	5	23	29	16	8
MT	0	0	0	0	0	0	0	0	0	0	0	0
NL***	7	7	18	17	16	21	19	19	19	11	20	14
AT	2	1	2	3	3	5	12	5	8	5	2	0
PL*	40	18	22	37	48	59	67	83	68	76	56	29
PT	1	1	1	3	7	2	8	6	5	1	0	5
FI	0	1	1	0	2	4	8	5	4	2	1	1
SE	1	0	1	1	2	4	0	2	5	7	0	3
UK*	16	14	7	12	11	12	16	12	19	11	12	8
EU-19	110	89	110	153	178	215	244	222	246	210	164	126
%	5,3	4,3	5,3	7,4	8,6	10,4	11,8	10,7	11,9	10,2	7,9	6,1

* Data from 2005
UK = GB (2006) + NI (2005)
** Data from 2004
*** Data from 2003
**** Data from 2002

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

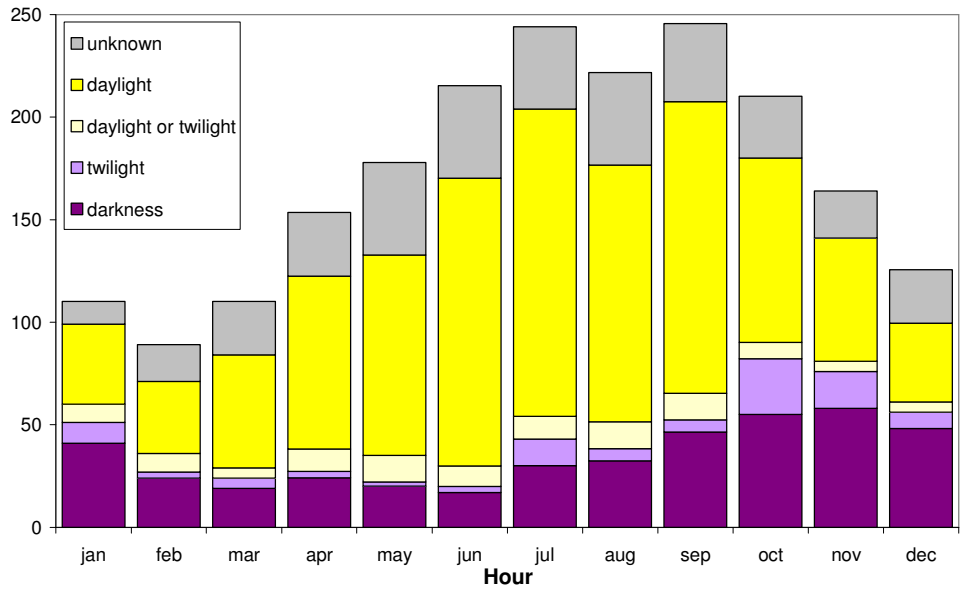
The month with the highest number of fatalities (July) has 2,75 times more fatalities than lowest month (February). Compared to other modes this is quite large (with pedestrians the factor is 2,2; cars 1,4; Motorized two wheelers 3,5; other 1,9). The pattern is comparable to other modes with more fatalities in summer and less in winter; only with pedestrians it is the other way around (highest in December, lowest in April).

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-19, 2006[3]

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Darkness	41	24	19	24	20	17	30	32	46	55	58	48
daylight or twilight	10	3	5	3	2	3	13	6	6	27	18	8
twilight	9	9	5	11	13	10	11	13	13	8	5	5
daylight	39	35	55	84	98	140	150	125	142	90	60	38
Unknown	11	18	26	31	45	45	40	45	38	30	23	26
EU-19	110	89	110	153	178	215	244	222	246	210	164	126
%dark/ tilight	52%	38%	29%	22%	16%	12%	21%	22%	25%	46%	54%	56%

Figure 4: Percentage of bicycle fatalities by month – EU-19, 2006[3]



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

BE	Belgium
DK	Denmark
EL	Greece
ES	Spain
FR	France
IE	Ireland
IT	Italy
LU	Luxembourg
NL	Netherlands
AT	Austria
PT	Portugal
FI	Finland
SE	Sweden
UK	United Kingdom

EU-19 = EU-14 +

CZ	Czech Republic
EE	Estonia
HU	Hungary
MT	Malta
PL	Poland

EU-25 = EU-19 +

DE	Germany
CY	Cyprus
LV	Latvia
LT	Lithuania
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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