European Commission

European Road Safety Observatory
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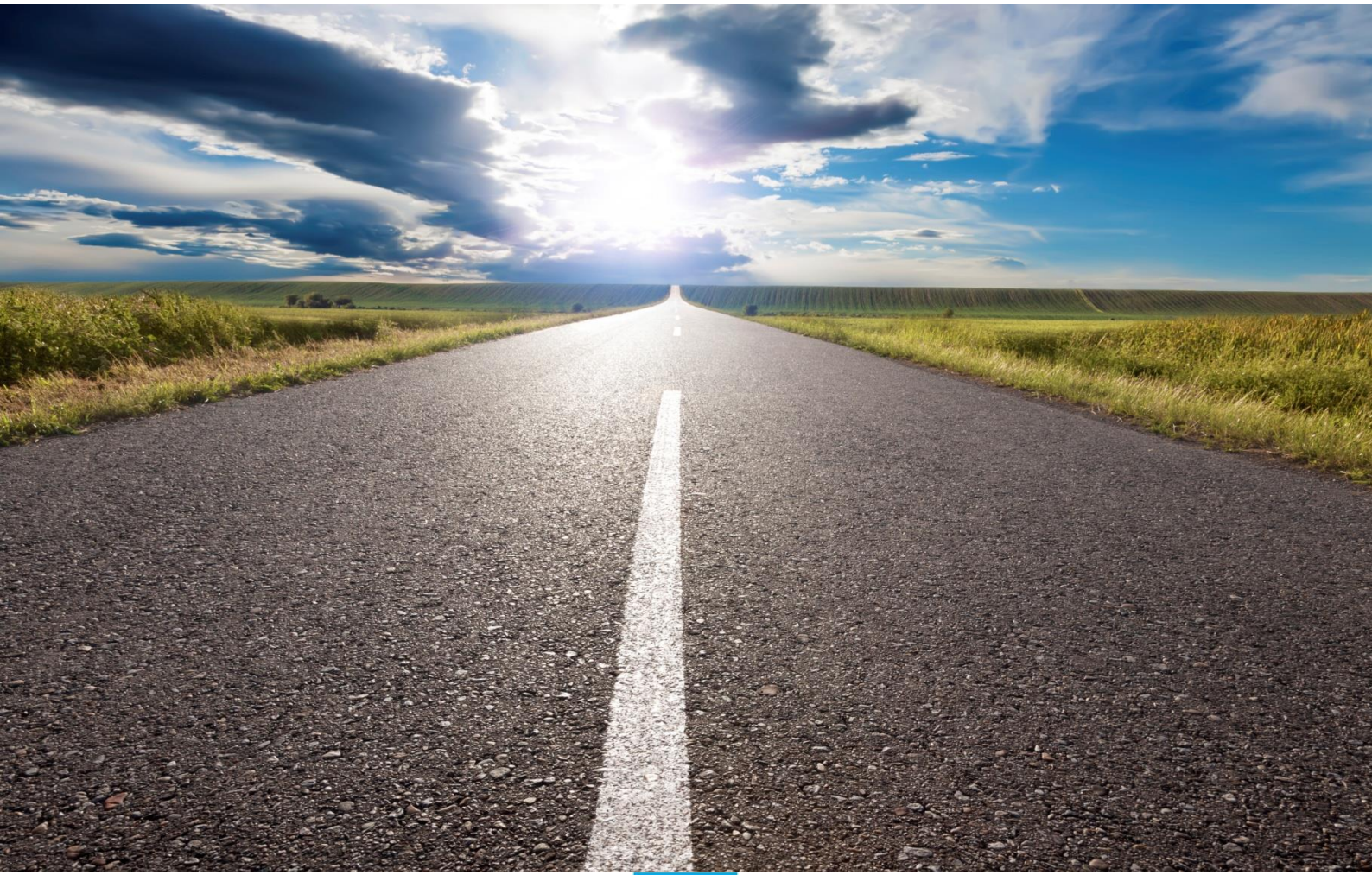
Traffic Safety Basic Facts 2018

Roads outside urban areas



Transport

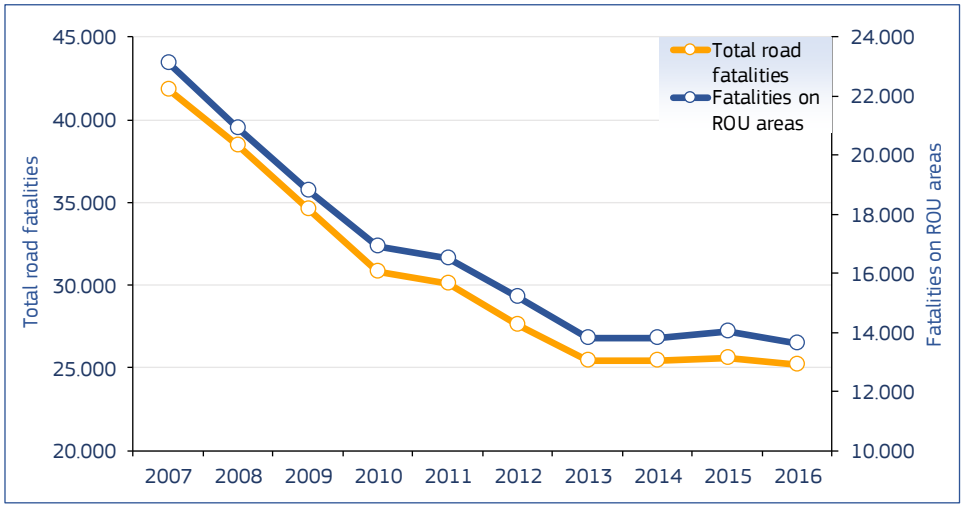
During the decade 2007-2016, about 170.000 people died in accidents on roads outside urban areas (55% of all road fatalities).

General

About 170.000 people were killed in accidents on roads outside urban areas (hereinafter "ROU areas") – excluding motorways – in the European Union (EU) between 2007 and 2016. This number represents 55% of all road fatalities in the EU.

Figure 1 shows that fatalities on ROU areas were reduced by 41% over this decade (from 23.105 in 2007 to 13.620 in 2016), following a similar trend to that of all road fatalities. The highest decrease on ROU areas was recorded in 2009, with a fall of 10,2% compared with 2008.

Figure 1: Number of fatalities on ROU areas and all road fatalities, EU, 2007-2016



Sources: CARE database, data available in May 2018

Table 1 presents the number of fatalities on ROU areas by country from 2007 to 2016.

The highest decrease in fatalities on ROU areas between 2007 and 2016 was recorded in Slovenia (62%), followed by Spain (61%), Estonia (58%) and Croatia (57%).

Fatalities on roads outside urban areas were reduced by 41% between 2007 and 2016.

Table 1: Number of fatalities on ROU areas by country, 2007-2016

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
BE	643	531	537	488	461	469	451	420	395	361
BG	-	576	553	427	385	348	354	371	379	-
CZ	731	602	547	483	472	455	388	431	483	356
DK	253	246	187	151	139	100	120	122	100	120
DE	3.012	2.721	2.452	2.207	2.441	2.151	1.934	2.019	1.997	1.853
EE	133	91	79	65	76	-	-	56	-	-
IE	251	216	178	159	139	121	145	127	-	-
EL	748	689	702	578	501	432	336	338	352	352
ES	2.471	1.977	1.669	1.516	1.266	1.144	939	957	971	964
FR	2.988	2.807	2.796	2.621	2.599	2.404	2.098	2.171	2.175	2.188
HR	226	183	189	128	143	121	117	95	112	97
IT	2.336	2.203	1.995	1.956	1.778	1.821	1.652	1.589	1.621	1.546
CY	27	18	22	10	24	17	12	8	14	10
LV	254	219	186	140	126	124	126	143	144	128
LT	-	-	-	-	-	-	-	-	-	-
LU	23	20	20	22	22	20	24	23	28	19
HU	666	523	483	424	355	364	329	362	349	346
MT	-	-	-	-	-	-	-	-	1	9
NL	439	431	332	254	266	280	203	205	305	239
AT	444	419	399	352	338	330	309	271	310	288
PL	2.981	2.903	2.358	2.067	2.193	1.875	1.736	1.680	1.629	1.701
PT	457	372	365	342	320	263	241	241	228	223
RO	979	1.122	1.015	866	731	779	677	651	720	698
SI	162	128	77	59	74	68	56	53	66	62
SK	344	312	199	200	-	-	-	-	-	-
FI	285	227	191	205	207	186	193	159	187	188
SE	323	281	243	170	217	178	181	158	179	168
UK	1.697	1.401	1.206	1.196	1.216	1.086	1.124	1.142	1.093	1.151
EU	**23.105**	**20.906**	**18.781**	**16.886**	**16.489**	**15.212**	**13.801**	**13.792**	**14.020**	**13.620**
Yearly change		-9,5%	-10,2%	-10,1%	-2,4%	-7,7%	-9,3%	-0,1%	1,7%	-2,9%
IS	14	7	12	4	9	7	11	4	13	13
NO	-	-	156	166	126	-	153	117	95	107
CH	196	195	178	190	165	151	133	138	113	109

Source: CARE database, data available in May 2018
Totals for EU include latest available data (Data for Lithuania, Malta and Slovakia not included in the totals)

The highest reduction of fatalities on roads outside urban areas between 2007 and 2016 was recorded in Slovenia (62%).

Table 2 shows the percentage of road fatalities that occurred on ROU areas during the decade 2007-2016 in each EU country.

While the number of fatalities on ROU areas in the EU countries decreased over that decade, the percentage of all road fatalities remained stable (about 55%), as shown in Figure 2a.

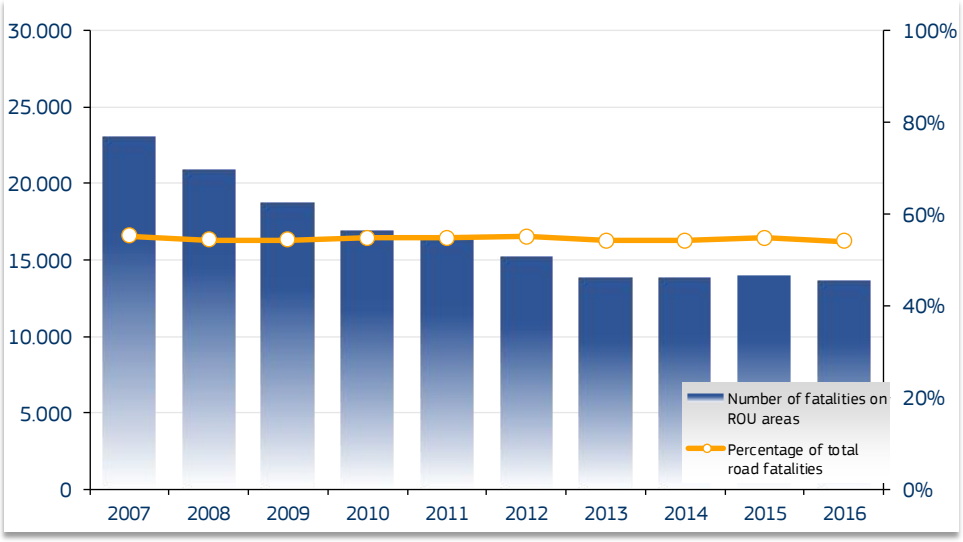
Table 2: Percentage of fatalities on ROU areas of all road fatalities, 2007-2016

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
BE	60%	56%	57%	58%	53%	61%	62%	58%	54%	57%
BG	-	54%	61%	55%	59%	58%	59%	56%	54%	-
CZ	60%	56%	61%	60%	61%	61%	59%	63%	66%	58%
DK	62%	61%	62%	59%	63%	60%	63%	67%	56%	57%
DE	61%	61%	59%	60%	61%	60%	58%	60%	58%	58%
EE	68%	69%	81%	82%	75%	87%	69%	72%	-	-
IE	74%	77%	75%	75%	75%	-	-	66%	-	-
EL	46%	44%	48%	46%	44%	44%	38%	43%	44%	43%
ES	65%	64%	62%	61%	61%	60%	56%	57%	57%	53%
FR	65%	66%	65%	66%	66%	66%	64%	64%	63%	63%
HR	37%	28%	34%	30%	34%	31%	32%	31%	32%	32%
IT	46%	47%	47%	48%	46%	49%	49%	47%	47%	47%
CY	30%	22%	31%	17%	34%	33%	27%	18%	25%	22%
LV	61%	69%	73%	64%	70%	70%	70%	67%	77%	81%
LT	-	-	-	-	-	-	-	-	-	-
LU	50%	-	-	69%	67%	59%	53%	66%	78%	59%
HU	54%	53%	59%	57%	56%	60%	56%	58%	54%	57%
MT	-	-	-	-	-	-	-	-	9%	39%
NL	62%	64%	52%	47%	49%	50%	43%	43%	57%	45%
AT	64%	62%	63%	64%	65%	62%	68%	63%	65%	67%
PL	53%	53%	52%	53%	52%	53%	52%	52%	55%	56%
PT	47%	42%	43%	36%	36%	37%	38%	38%	38%	40%
RO	35%	37%	36%	36%	36%	38%	36%	36%	38%	36%
SI	55%	60%	45%	43%	52%	52%	45%	49%	55%	48%
SK	52%	51%	52%	54%	-	-	-	-	-	-
FI	75%	66%	68%	75%	71%	73%	75%	69%	70%	73%
SE	69%	71%	68%	64%	68%	62%	70%	59%	69%	62%
UK	55%	53%	52%	63%	62%	60%	64%	62%	61%	62%
EU	**55%**	**54%**	**54%**	**55%**	**55%**	**55%**	**54%**	**54%**	**55%**	**54%**
IS	93%	58%	71%	50%	75%	78%	73%	100%	81%	72%
NO	-	-	74%	80%	75%	-	82%	80%	81%	79%
CH	51%	55%	51%	58%	52%	45%	49%	57%	45%	50%

Source: CARE database, data available in May 2018

The percentage of fatalities that occurred on ROU areas remained stable (about 55%) during the decade 2007-2016.

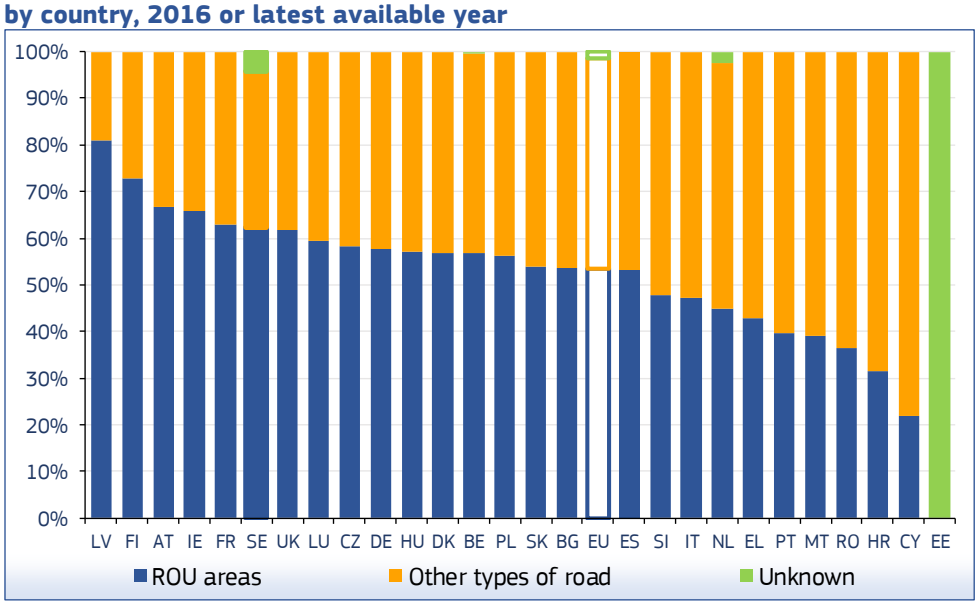
Figure 2a: Number of fatalities on ROU areas and percentage of all road fatalities, EU, 2007-2016



Source: CARE database, data available in May 2018

The percentages of fatalities on ROU areas in 2016 varied between 32% in Croatia and 81% in Latvia among the EU countries.

Figure 2b: Distribution of fatalities on ROU areas and on other types of roads by country, 2016 or latest available year



Source: CARE database, data available in May 2018

To compare the fatality data for ROU areas in the different countries, the respective population size was taken into account (see Table 3). About 65 people per million population were killed in accidents on ROU areas in Latvia, which is about 2,5 times as high as the EU rate (27).

In Latvia, 81% of the road fatalities in 2016 occurred on roads outside urban areas.

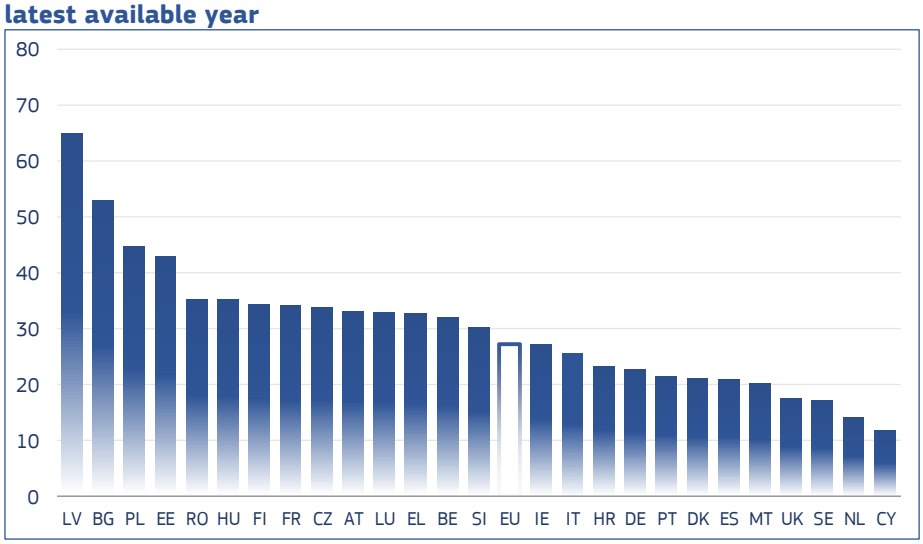
Table 3: ROU area fatality rates per million population by country, 2007-2016

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
BE	61	50	50	45	42	42	40	38	35	32
BG	-	77	74	58	52	47	49	51	53	-
CZ	71	58	52	46	45	43	37	41	46	34
DK	46	45	34	27	25	18	21	22	18	21
DE	37	33	30	27	30	27	24	25	25	23
EE	99	68	59	49	57	57	42	43	-	-
IE	58	48	39	35	30	-	-	27	-	-
EL	68	62	63	52	45	39	31	31	32	33
ES	55	43	36	33	27	24	20	21	21	21
FR	48	45	45	42	41	38	33	34	34	34
HR	52	42	44	30	33	28	27	22	27	23
IT	40	38	34	33	30	31	28	26	27	25
CY	36	23	28	12	29	20	14	9	17	12
LV	115	100	86	66	61	61	62	71	73	65
LT	-	-	-	-	-	-	-	-	-	-
LU	48	-	-	44	43	38	45	42	50	33
HU	66	52	48	42	36	37	33	37	35	35
MT	-	-	-	-	-	-	-	-	2	20
NL	27	26	20	15	16	17	12	12	18	14
AT	54	50	48	42	40	39	37	32	36	33
PL	78	76	62	54	58	49	46	44	43	45
PT	43	35	35	32	30	25	23	23	22	22
RO	46	54	50	43	36	39	34	33	36	35
SI	81	64	38	29	36	33	27	26	32	30
SK	64	58	37	37	-	-	-	-	-	-
FI	54	43	36	38	39	34	36	29	34	34
SE	35	31	26	18	23	19	19	16	18	17
UK	28	23	19	19	19	17	18	18	17	18
EU	47	43	38	34	33	31	28	28	28	27
IS	46	22	38	13	28	22	34	12	40	39
NO	-	-	33	34	26	-	30	23	18	21
CH	26	26	23	24	21	19	17	17	14	13

Sources: CARE database (EUROSTAT for population data), data available in May 2018

Latvia had the highest fatality rate per million population on roads outside urban areas in 2016.

Figure 3: ROU area fatality rates per million population by country, 2016 or latest available year



Sources: CARE database (EUROSTAT for population data), data available in May 2018

Map 1: ROU area fatality rates per million population by country, 2016 or latest available year

In the following tables and figures, the CARE data for 2016 are analysed in greater detail. It should be noted that the latest available data are used, meaning 2010 data for SK, 2014 data for EE and IE and 2015 data for BG and LT.

Age group and Gender

Table 4 provides the age distribution of the people killed in accidents on ROU areas. 53% of fatalities on ROU areas were aged 18-49 and concretely; 38% of fatalities on ROU areas were aged 25-49.

In 2016, 53% of the people killed on roads outside urban areas were aged 18-49.

Table 4: Total number and distribution of fatalities on ROU areas by country and age group, 2016 or latest available year

	0-14	15-17	18-24	25-49	50-64	65+	Unknown	Total
BE	2%	2%	14%	43%	18%	20%	1%	361
BG	2%	2%	15%	44%	22%	15%	1%	379
CZ	2%	2%	13%	42%	24%	18%	0%	356
DK	3%	2%	18%	32%	18%	29%	0%	120
DE	1%	3%	16%	31%	23%	25%	0%	1.853
EE	2%	2%	23%	34%	23%	16%	0%	56
IE	6%	3%	15%	39%	15%	20%	2%	127
EL	3%	1%	11%	36%	22%	28%	0%	352
ES	1%	1%	9%	41%	23%	24%	0%	964
FR	3%	3%	18%	37%	18%	21%	0%	2.188
HR	0%	0%	10%	36%	32%	22%	0%	97
IT	2%	2%	12%	39%	20%	25%	1%	1.546
CY	10%	20%	0%	30%	20%	20%	0%	10
LV	2%	4%	12%	34%	23%	21%	5%	128
LT	-	-	-	-	-	-	-	-
LU	5%	0%	5%	47%	5%	37%	0%	19
HU	2%	1%	8%	42%	26%	21%	0%	346
MT	0%	0%	0%	89%	11%	0%	0%	9
NL	3%	2%	14%	28%	18%	35%	0%	239
AT	1%	4%	15%	35%	18%	25%	0%	288
PL	2%	2%	17%	42%	21%	15%	0%	1.701
PT	0%	1%	11%	33%	26%	27%	0%	223
RO	2%	2%	11%	45%	23%	17%	0%	698
SI	2%	3%	19%	39%	26%	11%	0%	62
SK	2%	2%	18%	40%	15%	9%	16%	200
FI	4%	2%	19%	36%	17%	22%	0%	188
SE	1%	4%	13%	32%	21%	30%	0%	168
UK	3%	3%	16%	39%	17%	22%	0%	1.151
EU	**2%**	**2%**	**15%**	**38%**	**21%**	**22%**	**1%**	**13.829**
IS	8%	15%	0%	31%	31%	15%	0%	13
NO	1%	2%	15%	35%	27%	21%	0%	107
CH	3%	2%	17%	28%	28%	23%	0%	109

Source: CARE database, data available in May 2018

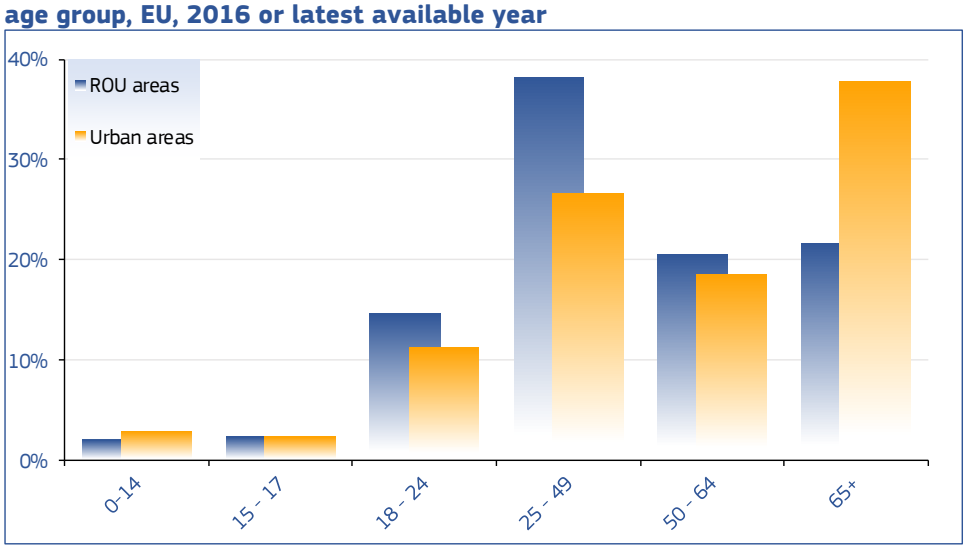
Even though they represent low frequencies with respect to the total, the countries with the highest percentages of child fatalities (aged below 15 years old) on ROU areas are Ireland (6%) and Finland (4%). In the 18-24 age group, the highest percentages were recorded in Estonia (23%), Slovenia and Finland (19%).

Romania (45%) and Bulgaria (44%) had the highest percentages of fatalities aged between 25 and 49 years old on ROU areas, while the Netherlands (35%) and Sweden (30%) had the highest percentages of elderly fatalities.

38% of the fatalities in urban areas were elderly people. On ROU areas, this percentage is reduced to 22%.

Figure 4 illustrates the distribution of fatalities in accidents on ROU areas, as well as in accidents in urban areas, by age group.

Figure 4: Distribution of fatalities on ROU areas and on roads in urban areas by age group, EU, 2016 or latest available year

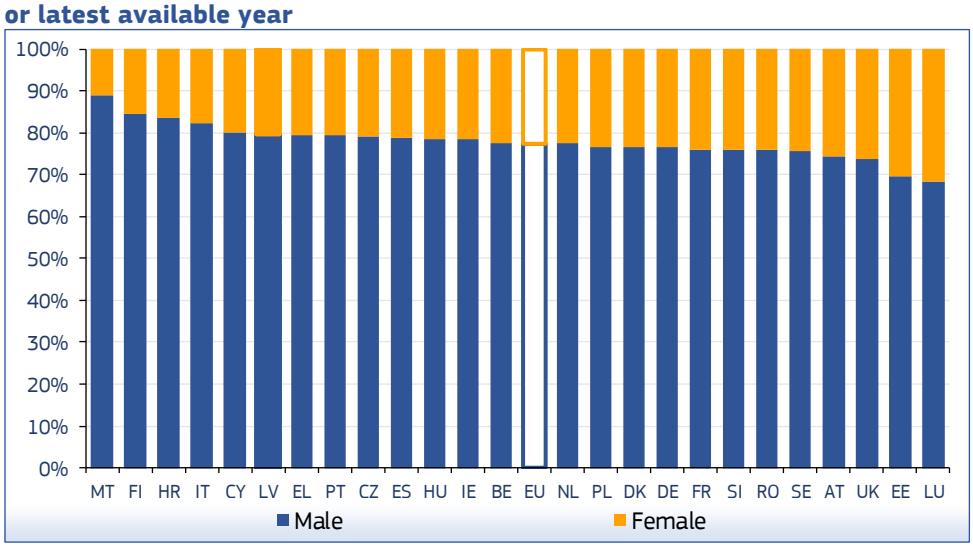


Source: CARE database, data available in May 2018

Figure 5 shows how the fatalities on ROU areas are distributed by gender. Estonia is the country with the highest percentage of female fatalities (30%), while Finland (15%), Croatia (16%) and Italy (18%) had the lowest percentages.

In Estonia, about 30% of the fatalities on roads outside urban areas concerned women.

Figure 5: Distribution of fatalities on ROU areas by country and gender, 2016 or latest available year



Source: CARE database, data available in May 2018

Road User Type and Transport Mode

Table 5 shows the distribution of fatalities on ROU areas by mode of transport in the EU countries.

59% of fatalities on ROU areas across the EU countries in 2016 were car or taxi occupants.

Table 5: Total number and distribution of fatalities on ROU areas by country and mode of transport, 2016 or latest available year

	Car/Taxi	PTW	Bus/Lorry	Pedestrian	Pedal cycle	Other/ unknown	Total
BE	58%	16%	6%	6%	11%	3%	361
BG	69%	6%	0%	11%	3%	10%	379
CZ	69%	12%	3%	7%	7%	3%	356
DK	55%	23%	6%	4%	10%	3%	120
DE	60%	23%	2%	6%	8%	2%	1.853
EE	52%	0%	11%	25%	0%	13%	56
IE	64%	16%	4%	9%	4%	3%	127
EL	57%	22%	7%	7%	3%	4%	352
ES	54%	20%	7%	9%	4%	5%	964
FR	62%	20%	5%	6%	4%	3%	2.188
HR	58%	18%	2%	11%	6%	5%	97
IT	57%	23%	2%	7%	7%	4%	1.546
CY	20%	20%	20%	10%	0%	30%	10
LV	47%	11%	2%	32%	5%	4%	128
LT	-	-	-	-	-	-	-
LU	74%	11%	0%	11%	5%	0%	19
HU	58%	10%	4%	17%	10%	2%	346
MT	11%	67%	0%	11%	11%	0%	9
NL	49%	16%	6%	4%	16%	9%	239
AT	51%	27%	3%	7%	9%	2%	288
PL	61%	9%	0%	17%	7%	6%	1.701
PT	54%	14%	8%	9%	4%	9%	223
RO	63%	3%	7%	17%	6%	3%	698
SI	44%	24%	0%	10%	13%	10%	62
SK	64%	7%	0%	19%	6%	5%	200
FI	67%	7%	7%	5%	5%	9%	188
SE	63%	17%	3%	8%	4%	7%	168
UK	56%	19%	4%	14%	5%	2%	1.151
EU	**59%**	**17%**	**4%**	**10%**	**6%**	**4%**	**13.829**
IS	77%	8%	0%	8%	0%	8%	13
NO	56%	18%	2%	6%	6%	13%	107
CH	42%	31%	2%	9%	10%	6%	109

Source: CARE database, data available in May 2018

17% of EU fatalities on ROU areas were riders of PTW.

In Latvia, 32% of the fatalities on ROU areas were pedestrians.

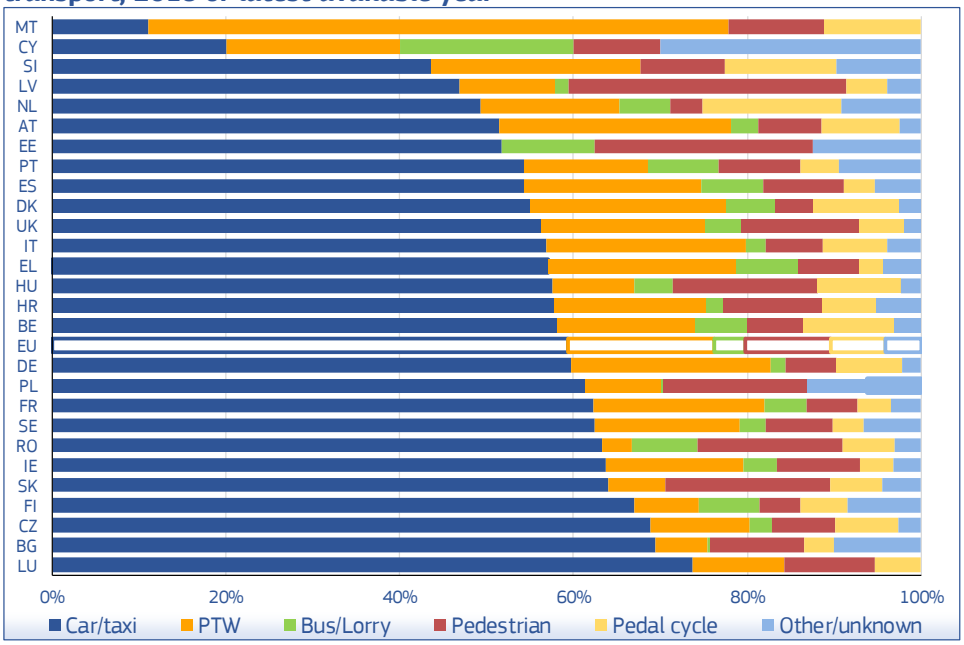
Austria had the highest percentages of PTW fatalities on ROU areas in 2016.

Figure 6 shows that in 2016, Bulgaria and the Czech Republic had the highest percentages (69%) of fatalities on ROU areas by car or taxi, while Slovenia had the lowest (44%) and the EU average was 59%.

17% of EU fatalities on ROU areas were riders of powered two-wheelers (motorcycle and moped users). The percentage was highest in Austria (27%). The highest percentages of cyclist fatalities on ROU areas were recorded in the Netherlands (16%) and in Slovenia (13%).

Estonia and Portugal are the countries with the highest percentages of fatalities on ROU areas involving lorries or buses (11% and 8% respectively). Also, 32% of the fatalities on ROU areas in Latvia were pedestrians, i.e. the highest percentage in the European Union.

Figure 6: Distribution of fatalities on ROU areas by country and mode of transport, 2016 or latest available year



Source: CARE database, data available in May 2018

About one out of ten people killed on roads outside urban areas were pedestrians.

Table 6 shows the distribution of fatalities on ROU areas by road user type in the EU countries. 10% of the fatalities were pedestrians in 2016. This percentage varies between countries, while it is highest in Latvia (32%) and Estonia (25%).

In contrast, more than 80% of fatalities in the Netherlands, Slovenia and Germany were drivers, higher than the EU average of 70%.

In Bulgaria and Romania, the share of passenger fatalities in accidents on ROU areas was more than 30%.

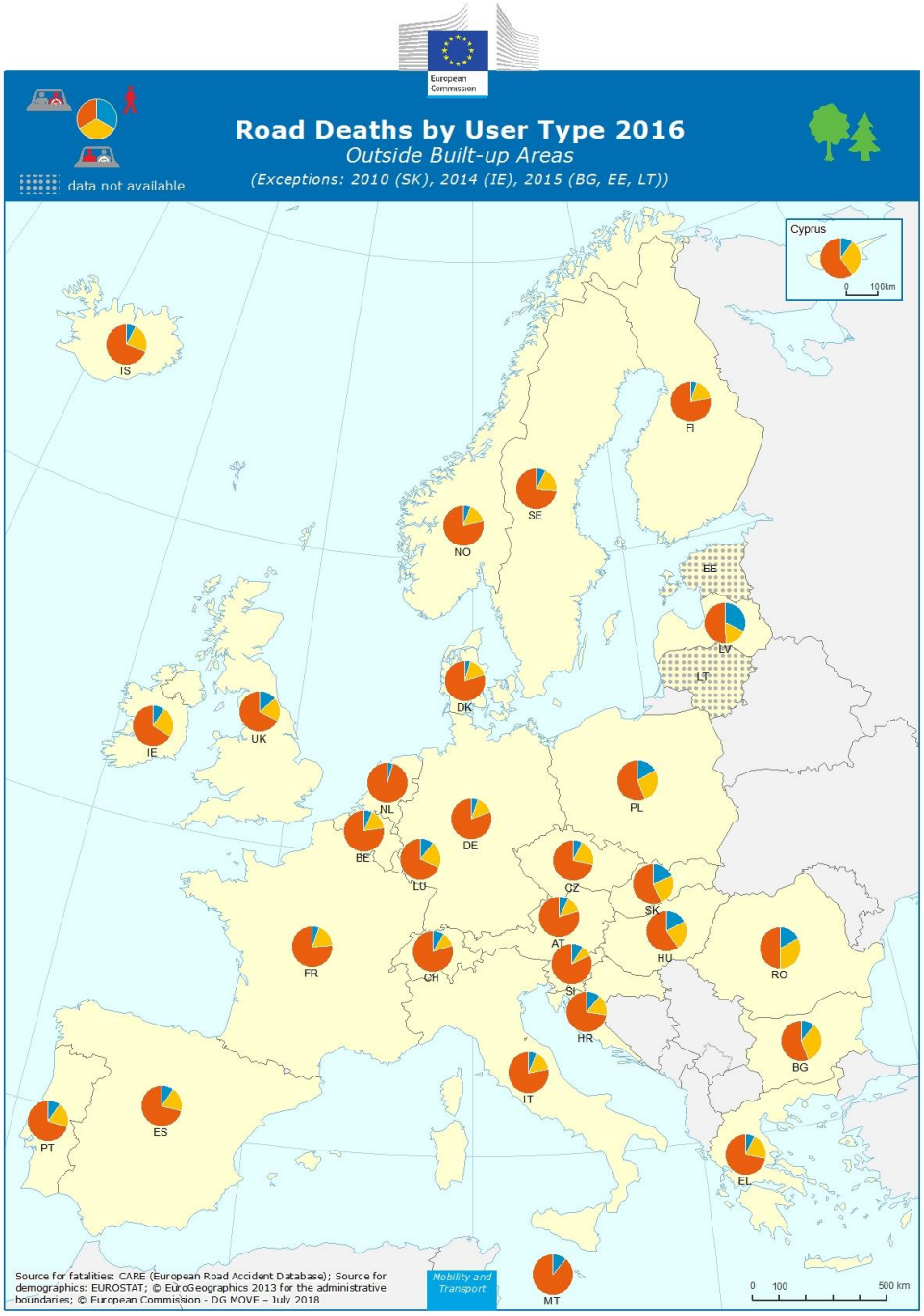
Table 6: Total number and distribution of fatalities on ROU areas by country and road user type, 2016 or latest available year

	Driver	Passenger	Pedestrian	Unknown	Total
BE	77%	16%	6%	1%	361
BG	55%	34%	11%	0%	379
CZ	72%	21%	7%	0%	356
DK	80%	16%	4%	0%	120
DE	81%	13%	6%	0%	1.853
EE	59%	13%	25%	4%	56
IE	66%	24%	9%	0%	127
EL	72%	21%	7%	0%	352
ES	71%	20%	9%	0%	964
FR	76%	18%	6%	0%	2.188
HR	72%	16%	11%	0%	97
IT	78%	16%	7%	0%	1.546
CY	60%	30%	10%	0%	10
LV	51%	17%	32%	0%	128
LT	-	-	-	-	-
LU	68%	21%	11%	0%	19
HU	60%	23%	17%	0%	346
MT	89%	0%	11%	0%	9
NL	86%	0%	4%	10%	239
AT	80%	13%	7%	0%	288
PL	57%	27%	17%	0%	1.701
PT	70%	20%	9%	0%	223
RO	50%	33%	17%	0%	698
SI	82%	8%	10%	0%	62
SK	57%	24%	19%	0%	200
FI	78%	17%	5%	0%	188
SE	73%	18%	8%	1%	168
UK	68%	19%	14%	0%	1.151
EU	**70%**	**20%**	**10%**	**0%**	**13.829**
IS	69%	23%	8%	0%	13
NO	79%	16%	6%	0%	107
CH	80%	11%	9%	0%	109

Source: CARE database, data available in May 2018

In Romania, half of the fatalities on roads outside urban areas were pedestrians and passengers.

Map 2: Distribution of fatalities on ROU areas by country and road user type, 2016 or latest available year



Junction

Table 7 shows the proportion of fatalities in junction and non-junction accidents that were recorded on ROU areas in the EU countries.

57% of the fatalities in non-junction accidents were recorded on roads outside urban areas.

Table 7: Number of road fatalities by country, "junction" and road type and percentage of fatalities on ROU areas by country and "junction", 2016 or latest available year

	Fatalities at junction			Fatalities not at junction		
	ROU areas	All roads	ROU proportion	ROU areas	All roads	ROU proportion
BE	36	85	42%	300	510	59%
BG	2	2	100%	362	647	56%
CZ	55	125	44%	301	486	62%
DK	30	58	52%	90	151	60%
DE	-	-	-	1.491	2.491	60%
EE	7	13	54%	49	65	75%
IE	17	35	49%	-	-	-
EL	-	-	-	-	-	-
ES	166	389	43%	798	1.421	56%
FR	226	486	47%	1.962	2.985	66%
HR	10	46	22%	87	261	33%
IT	336	760	44%	1.210	2.523	48%
CY	1	10	10%	9	36	25%
LV	2	7	29%	126	151	83%
LT	-	-	-	-	-	-
LU	0	4	0%	19	28	68%
HU	42	115	37%	304	492	62%
MT	1	3	33%	7	18	39%
NL	50	142	35%	188	375	50%
AT	37	85	44%	251	347	72%
PL	199	513	39%	1.502	2.513	60%
PT	13	78	17%	210	481	44%
RO	43	207	21%	655	1.706	38%
SI	1	2	50%	58	120	48%
SK	16	44	36%	183	324	56%
FI	4	8	50%	170	216	79%
SE	29	61	48%	139	209	67%
UK	282	626	45%	869	1.234	70%
EU	**1.605**	**3.904**	**41%**	**11.692**	**20.569**	**57%**
IS	1	3	33%	12	15	80%
NO	-	-	-	-	-	-
CH	14	33	42%	-	-	-

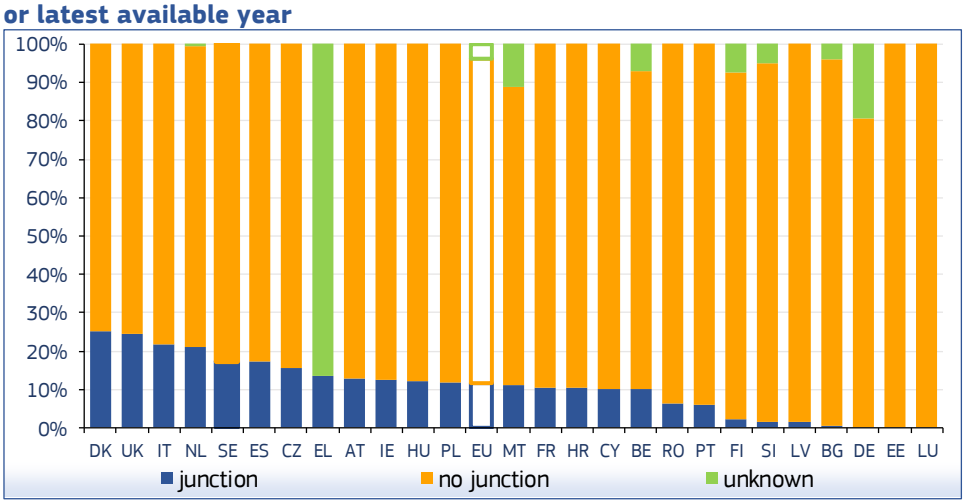
Source: CARE database, data available in May 2018

In 2016, at junctions, 41% of the fatalities occurred on ROU areas. This proportion is highest in Estonia (54%), Denmark (52%), Slovenia and Finland (50%).

41% of fatalities at junctions were recorded on ROU areas.

57% of the fatalities in non-junction accidents that occurred in the EU countries were recorded on ROU areas. However, this percentage is higher in Latvia (83%), Finland (79%) and Estonia (75%).

Figure 7: Distribution of fatalities on ROU areas by country and "junction", 2016 or latest available year



Source: CARE database, data available in May 2018

Figure 7 shows the distribution of fatalities on ROU areas according to the road segment (i.e. at junction, not at junction) in the EU countries. 85% of total ROU area fatalities in the EU did not occur at junctions; this percentage is higher in Latvia (98%).

Although the EU percentage of fatalities on ROU areas is lower at junctions (12%), Denmark and the UK had a higher percentage than the EU average (25%).

In Denmark and the UK, 25% of fatalities on roads outside urban areas occurred at junctions.

Lighting Conditions

Table 9 shows that in the EU countries the percentage of fatalities in daylight conditions is slightly higher on ROU areas (54,3%) than in urban areas or motorways.

About 30% of the ROU area fatalities occurred in accidents in the dark, this percentage being lower than in urban areas (31%) and also lower than on motorways (37%).

The "darkness" variable is divided into specific lighting conditions that can occur in combination with darkness conditions. On ROU areas, about 18% of the fatalities happened in darkness without any street light. However, the proportions collected under the different categories of "darkness" may be distorted because of the high percentage of unknown in the variable describing whether the street light was lit or unlit.

More than half of the fatalities on roads outside urban areas occurred under daylight conditions.

Table 9: Distribution of fatalities on ROU areas, urban areas and motorways by lighting conditions, EU, 2016 or latest available year

	ROU areas	Urban areas	Motorways	Total
Daylight	54,3%	49,1%	45,3%	51,6%
Twilight	4,7%	4,5%	3,8%	4,6%
Darkness - no street lights	18,4%	5,0%	17,9%	13,1%
Darkness - street lights lit	4,0%	21,8%	7,4%	11,1%
Darkness - street lights unknown	5,0%	3,3%	8,4%	4,6%
Darkness - street lights unlit	2,1%	1,1%	3,5%	1,8%
Unknown	11,5%	15,2%	13,8%	13,1%

Source: CARE database, data available in May 2018

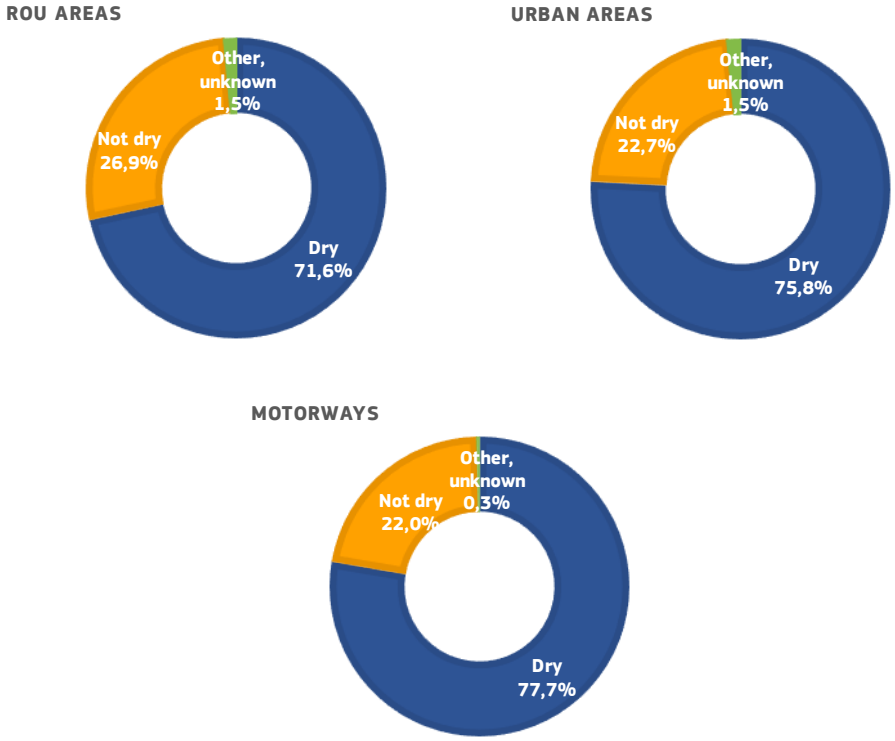
Road Surface Conditions

Figure 8 shows that in 2016, 27% of the fatalities on ROU areas in the EU countries were killed on non-dry road surface conditions (water, ice, snow or slippery). This percentage is lower in urban areas and on motorways.

By analysing the categories in a disaggregate way, we can see that almost 90% of the ROU area fatalities on non-dry road surface conditions occurred on wet or damp roads.

More than a quarter of the fatalities on roads outside urban areas occurred on non-dry road surface conditions.

Figure 8: Distribution of fatalities on ROU areas, urban areas and motorways by road surface conditions, EU, 2016 or latest available year



Source: CARE database, data available in May 2018

Notes

1. Country abbreviations

Belgium	BE	Italy	IT	Romania	RO		
Bulgaria	BG	Cyprus	CY	Slovenia	SI		
Czech Republic	CZ	Latvia	LV	Slovakia	SK		
Denmark	DK	Lithuania	LT	Finland	FI		
Germany	DE	Luxembourg	LU	Sweden	SE		
Estonia	EE	Hungary	HU	United Kingdom	UK		
Ireland	IE	Malta	MT				
Greece	EL	Netherlands	NL	Iceland	IS		
Spain	ES	Austria	AT	Liechtenstein	LI		
France	FR	Poland	PL	Norway	NO		
Croatia	HR	Portugal	PT	Switzerland	CH		

2. Sources: CARE (Community database on road accidents)
The full glossary of definitions of variables used in this Report is available at:
http://ec.europa.eu/transport/road_safety/pdf/statistics/cadas_glossary.pdf

3. Data available in May 2018.

4. Data refer to 2016 and when not available the latest available data are used (2010 data for SK, 2014 data for EE and IE and 2015 data for BG and LT). Totals and related average percentages for EU also include latest available data.

5. Data for Lithuania, Malta and Slovakia are not included in the totals of data comparing the years 2007-2016.

6. At the commenting of the tables and figures, countries with small figures are omitted.

7. This 2018 edition of Traffic Safety Basic Facts updates the previous versions produced within the EU co-funded research projects SafetyNet and DaCoTA.

8. Disclaimer
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9. Please refer to this Report as follows:
European Commission, Traffic Safety Basic Facts on Roads outside urban areas, European Commission, Directorate General for Transport, June 2018.


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