



# European Road Safety Observatory

Facts and Figures - Buses / coaches / heavy  
goods vehicles - 2023

This document is part of a series of 16 *Facts and Figures* reports. The purpose of these *Facts and Figures* reports is to provide recent statistics related to a specific road safety topic, for example a specific age group or transport mode. The *Facts and Figures* reports replace the Basic Fact Sheets series that were available until 2018 (containing data up to 2016). The most recent figures in this *Facts and Figures* report of 2023 refer to 2020. These reports can be found on the ERSO website ([https://road-safety.transport.ec.europa.eu/statistics-and-analysis/data-and-analysis/facts-and-figures\\_en](https://road-safety.transport.ec.europa.eu/statistics-and-analysis/data-and-analysis/facts-and-figures_en))

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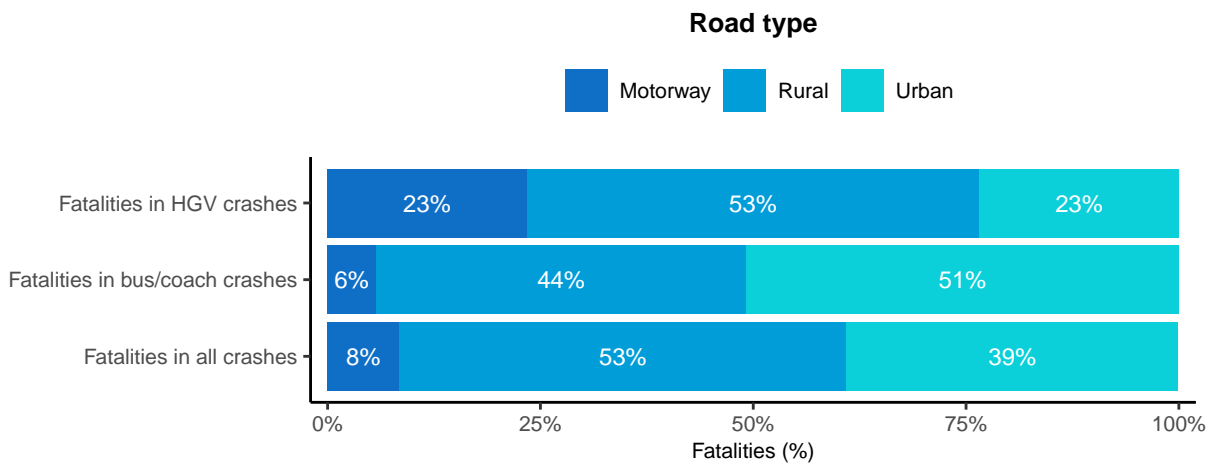
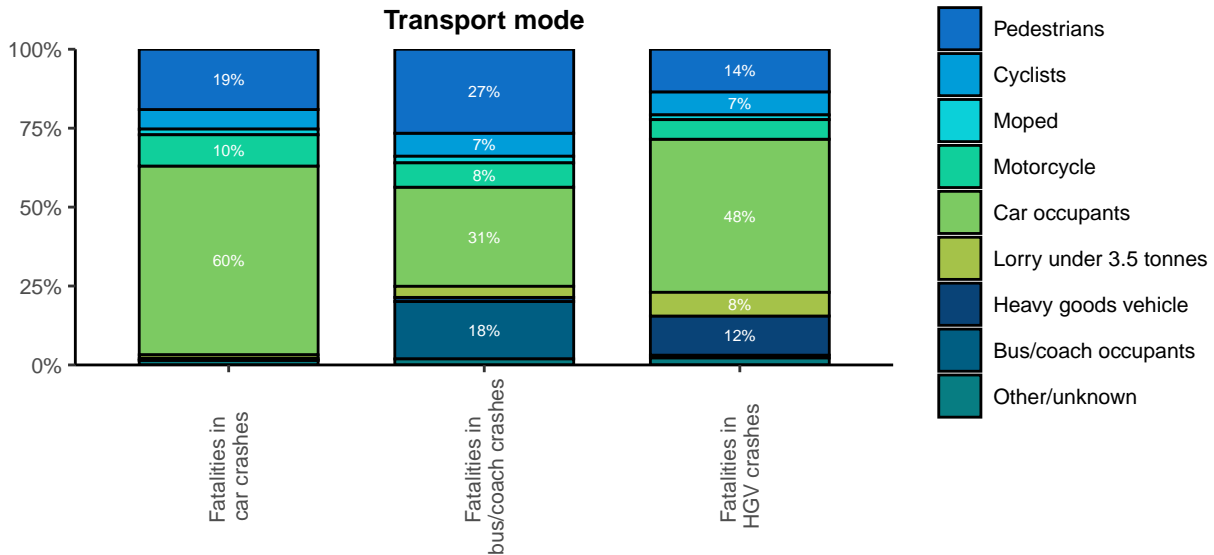
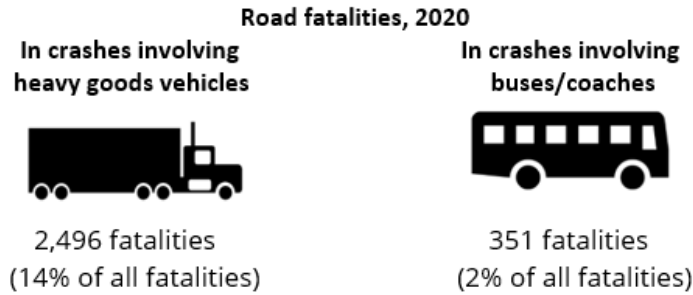
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# 1 Key Facts

In this Facts and Figures report, two types of heavy vehicles are discussed, on the one hand buses/coaches and on the other hand heavy goods vehicles. All differences reported were derived from the available data, the statistical significance of the differences between values has not been tested.





## 2 Summary

Buses/coaches and heavy goods vehicles differ not only with respect to their “cargo” (transport passengers and freight respectively) but also with respect to the location where they usually drive, i.e. heavy goods vehicles drive less often in urban areas than buses/coaches. Both types of vehicles, on the other hand, have in common that the **consequences of a collision are often serious for the victim** due to the mass of these vehicles.

Of all road fatalities in the EU in 2020, **14% and 2% respectively died in a crash involving an HGV or a bus/coach**. This proportion has remained virtually stable between 2011 and 2020 for crashes involving an HGV, but has decreased slightly for crashes involving a bus/coach.

**The pattern of fatalities in HGV crashes was not the same in all EU Member States.** Based on the “mortality” indicator, two Baltic States (i.e. Latvia and Estonia) scored worst in terms of HGV fatalities, along with Poland, Czechia, Lithuania and Finland (which is generally one of the better performing Member States in terms of the relative number of road fatalities). As far as fatalities in bus/coach crashes were concerned, the problem generally appeared to be more important in Eastern Europe, both in terms of mortality and in terms of the share in the total number of fatalities.

**In crashes involving heavy goods vehicles, only 12% of fatalities were the occupants of the HGV themselves.** The proportion of vulnerable road users (i.e. the total number of pedestrians, cyclists and powered two-wheelers) was relatively low (29% in HGV crashes) compared to crashes involving a bus/coach and crashes involving a car, but the proportion of occupants of passenger cars and lorries under 3.5 tonnes was relatively high. **In bus/coach crashes, 18% of the fatalities were the passengers in the buses/coaches themselves.** Pedestrians were also overrepresented among those killed in such crashes.

Among the fatalities in **crashes involving heavy goods vehicles**, we counted **76% men and a high proportion of 25-64 year olds**, which of course partly reflects the nature of the drivers of heavy goods vehicles. Among the fatalities in **bus/coach crashes**, we saw **66% men** (this was lower than the share of men in all road fatalities in the EU, which is 77%) and a relatively large number of **people over 50**.

**Compared to all fatalities across the entire EU, HGV fatalities and bus/coach also distinguished themselves in the following ways:**

- Fatalities occurred more often during the day and during the working week.
- HGV fatalities occurred more often on motorways, while bus/coach fatalities occurred more often in urban areas.
- HGV vehicles in fatal crashes were more likely to be foreign vehicles than was the case for cars.

The impact of the global COVID-19 pandemic on the CARE data for 2020 is clear. Traffic volumes dropped sharply during the pandemic, which was associated with a significant drop in road traffic crashes and fatalities.

**Basic definitions***Heavy goods vehicle (HGV):*

includes road tractor, road tractor with semi trailer, lorry over 3,5 tonnes. Motor vehicle with at least four wheels, with a permissible gross vehicle weight of over 3,5 tonnes, used only for the transport of goods. With or without a trailer. Type C driving licence required.

*Bus/coach:*

Bus: passenger-carrying vehicle, most commonly used for public transport, having more than 16 seats for passengers. Coach: passenger-carrying vehicle, having more than 16 seats for passengers. Most commonly used for interurban movements and touristic trips.

*Fatalities in buses/coaches and HGVs:*

All statistics in this report refer to fatalities in crashes involving HGVs and buses/coaches, and hence not to fatalities in HGVs and buses/coaches. The majority of fatalities in injury accidents involving these modes of transport are not the occupants of these vehicles.

*Seriously injured:*

Total number of seriously injured persons corrected by correction factors when needed. Injured (although not killed) in the road crash and, in principle, hospitalised for at least 24 hours within 30 days from the crash.

*More detailed data:*

This Facts and Figures report is accompanied by an excel file (available online) containing a large set of additional detailed data. Each sheet in the excel file corresponds to a Figure/Table in the report.

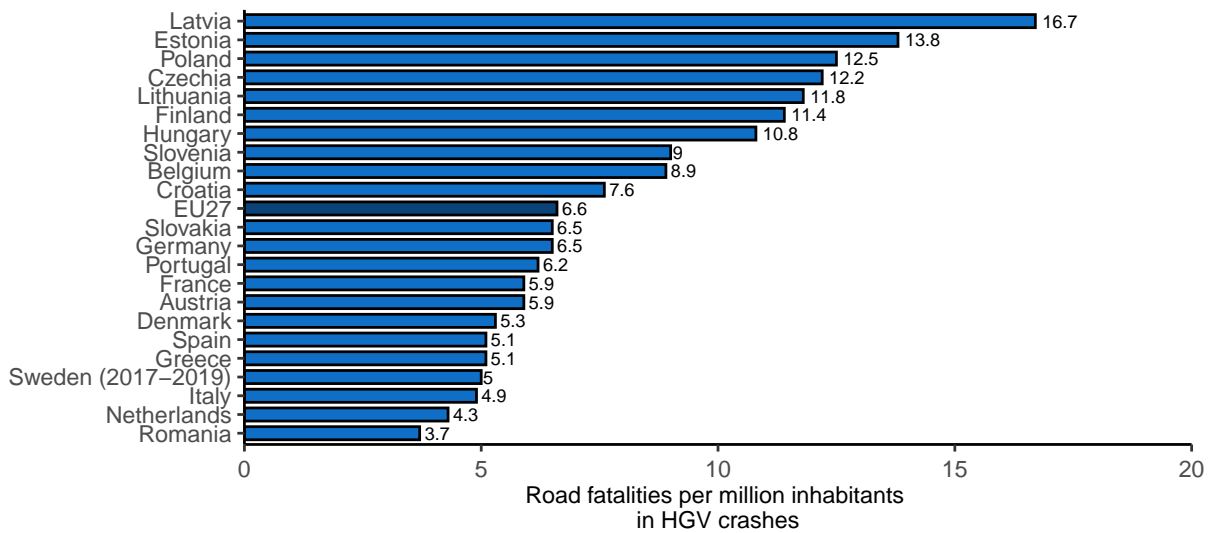
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### 3 Main trends

#### 3.1 Mortality rate: number of road fatalities per million inhabitants

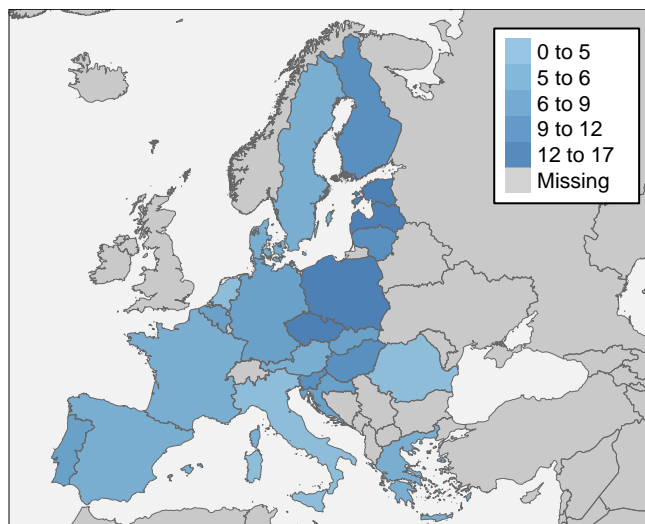
The number of fatalities per million inhabitants in HGV crashes is highest in the Baltic States (i.e. Latvia and Estonia), Poland, Czechia, Lithuania and Finland.

Figure 1. Fatalities per million inhabitants in HGV crashes per country in the EU27 (2018-2020). Source: CARE, EUROSTAT



Notes:

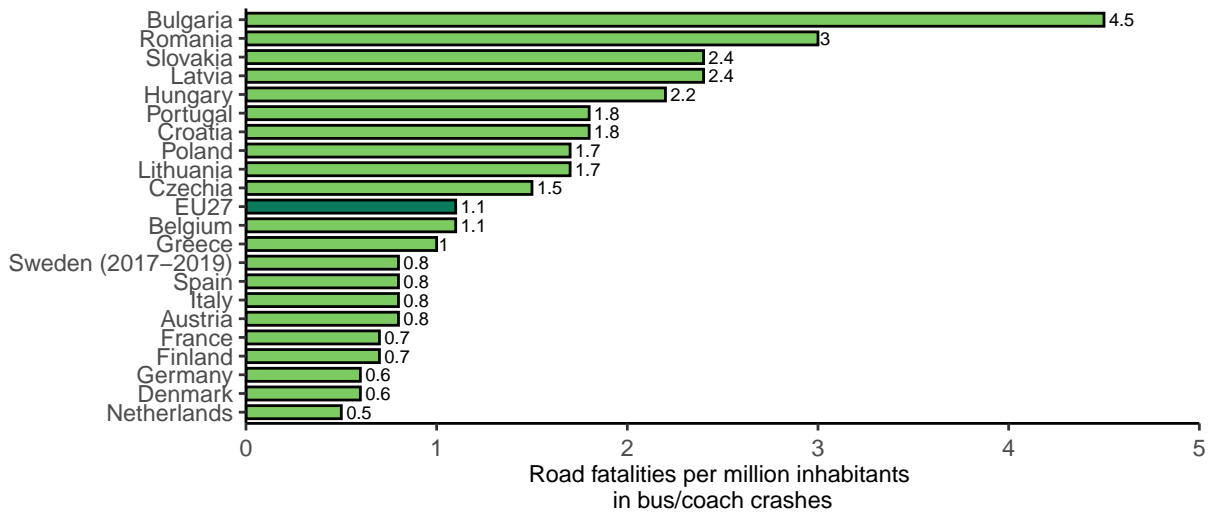
- Countries that are not included in the Figures are Bulgaria, Cyprus, Ireland, Luxembourg and Malta because these countries have missing values in the time series 2010-2019 or because of small numbers
- For Sweden, the time period 2017-2019 is used



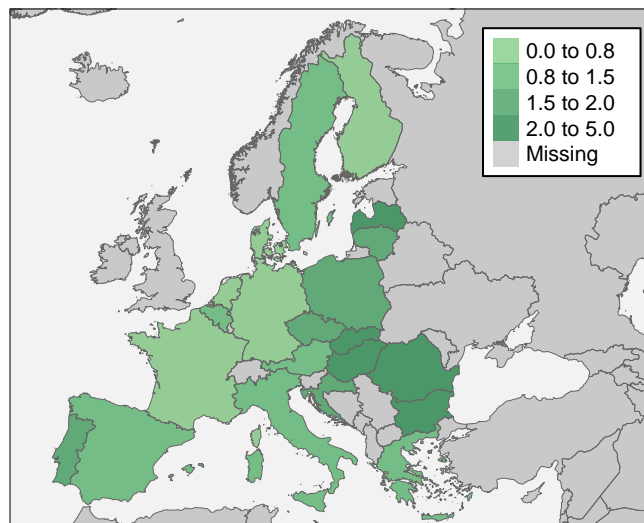
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**The mortality rate in bus/coach crashes is generally higher in the eastern part of the EU.**

**Figure 2.** Fatalities per million inhabitants in bus/coach crashes per country in the EU27 (2018-2020). Source: CARE, EUROSTAT



Notes:  
 - Countries that are not included in the Figures are Cyprus, Estonia, Ireland, Luxembourg, Malta and Slovenia because these countries have missing values in the time series 2010-2019 or because of small numbers  
 - For Sweden, data from 2017-2019 is used



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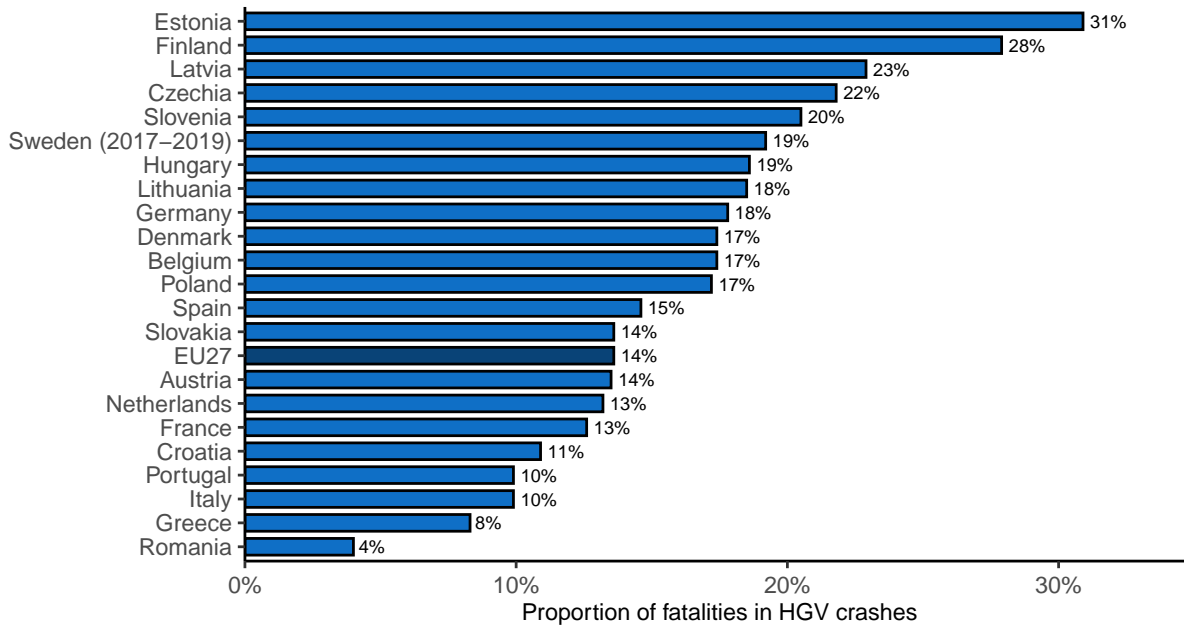
**3.2 Number of fatalities in HGV crashes and bus/coach crashes as a proportion of total fatalities**

Mortality in bus/coach crashes and in HGV crashes is an important indicator, but does not take into account differences in the general state of road safety in different countries. In other words, it is possible that mortality for the types of vehicles investigated is so high because the total mortality for all vehicle types is high. Therefore, it is important to also look at the proportion or share of fatalities in bus/coach crashes and HGV crashes within the total number of road fatalities.

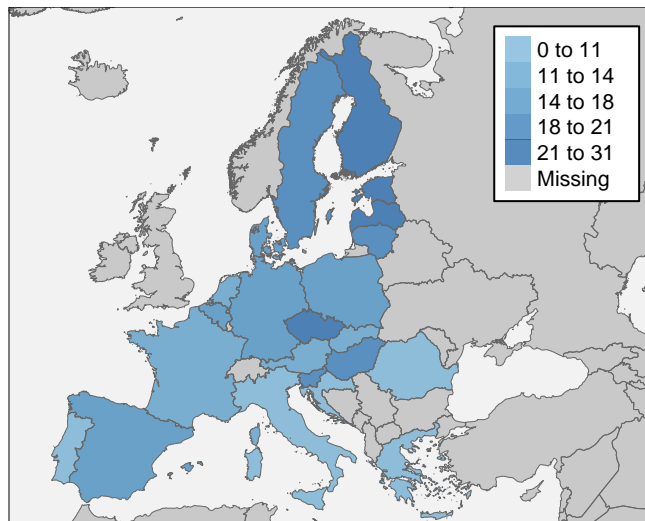
The Figure below regarding HGV crashes shows that the share in total fatalities and the mortality

rate lead to similar conclusions. As with the mortality rate, the share of fatalities in HGV crashes is the highest in the east and north of the EU. The Baltic States are still among the worst-performing countries. Finland, which ranks among the best performing countries in road safety, has a particularly high share of fatalities involving HGVs.

**Figure 3.** Share of fatalities in HGV crashes in the total number of fatalities, per country in the EU27 (2018-2020). Source: CARE



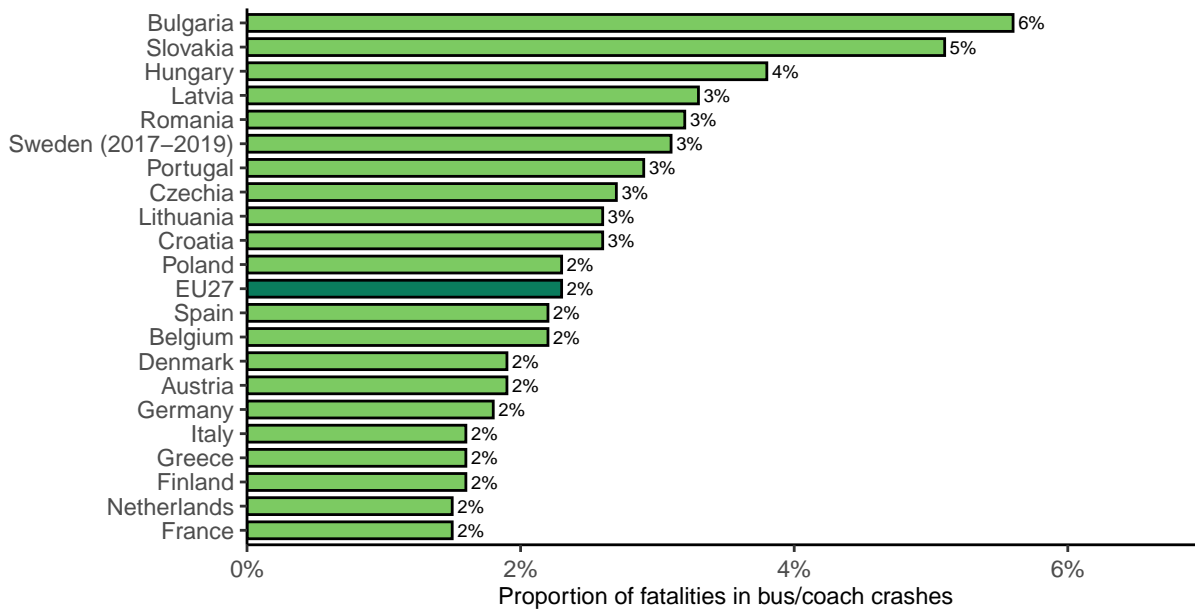
Notes:  
 – Countries that are not included in the Figures are Bulgaria, Cyprus, Ireland, Luxembourg and Malta because these countries have missing values in the time series 2010–2019 or because of small numbers  
 – For Sweden, the time period 2017–2019 is used



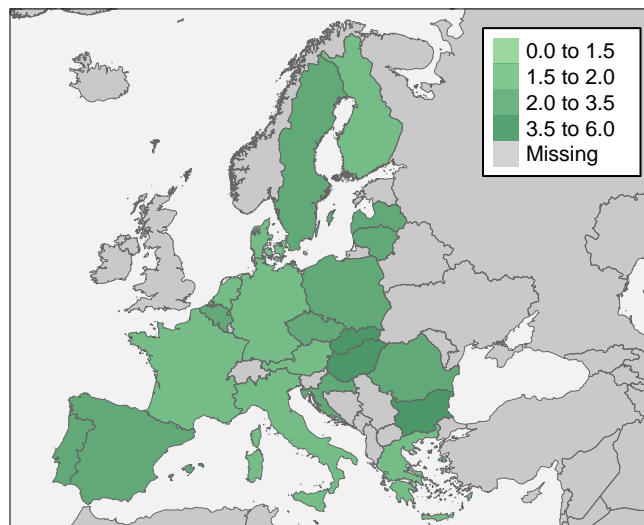
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The following Figure regarding buses/coaches also shows that the share in total fatalities and the mortality rate are consistent. So, not only is the number of fatalities per million inhabitants higher in bus/coach crashes in **the eastern part of the EU**, but also the proportion of these fatalities within the total number of road fatalities.

**Figure 4.** Share of fatalities in bus/coach crashes in the total number of fatalities, per country in the EU27 (2018-2020).  
Source: CARE



Notes:  
 – Countries that are not included in the Figures are Cyprus, Estonia, Ireland, Luxembourg, Malta and Slovenia because these countries have missing values in the time series 2010-2019 or because of small numbers  
 – For Sweden, data from 2017-2019 is used



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Another exposure measure for fatalities is the number of vehicles<sup>1</sup>. For this measure, more or less complete data are available from Eurostat for all countries. The ratio between the number of fatalities in bus/coach crashes and the number of registered buses/coaches/trolleys per country gives similar results as the mortality indicator and the proportion indicator, namely that countries in eastern Europe perform worst. Bulgaria, Croatia, and Romania have the highest number of fatalities per registered vehicle.

<sup>1</sup>An alternative exposure measure for fatalities is the number of kilometres travelled, but unfortunately most EU countries do not have complete data on this.

In relation to fatalities in HGV crashes, it makes less sense to relate them to the number of registered heavy goods vehicles per country, because in many countries more than a third of the kilometres travelled by heavy goods vehicles are by vehicles registered in foreign countries.

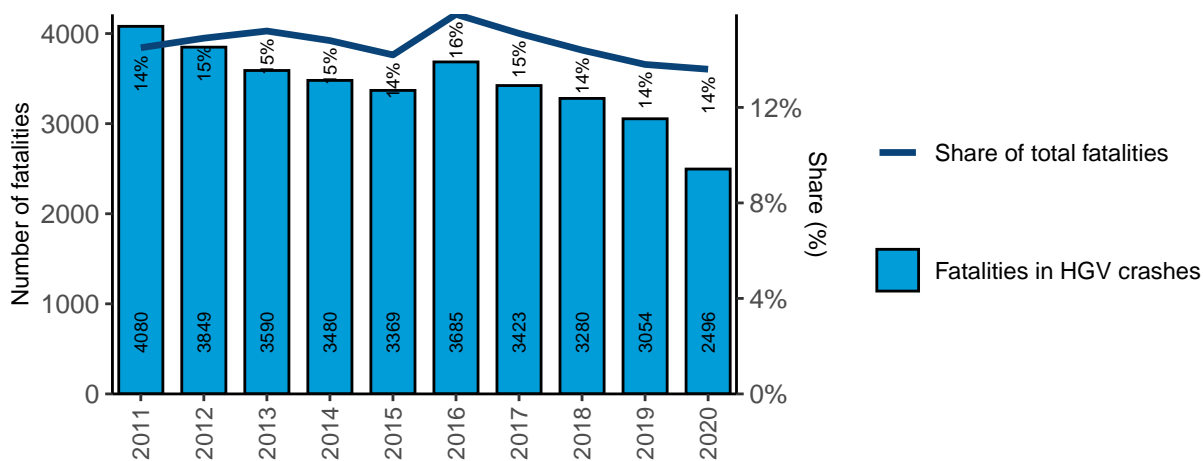
### 3.3 Trend in the number of fatalities

During the last decade, there has been an **important improvement in the number of fatalities in passenger and freight accidents**. Between reference years 2011 and 2020, the number of fatalities in crashes involving heavy goods vehicles (“HGV crashes”) and the number of fatalities in crashes involving buses/coaches have decreased by 39% and 50% respectively.

Because the total number of road fatalities has decreased by -34%, the proportion of fatalities in HGV crashes has remained quasi constant since 2011 while the proportion of fatalities in bus crashes has decreased. This **proportion in 2020 is 14% for heavy goods vehicles and 2% for buses/coaches**. In other words, crashes involving heavy goods vehicles cause five to six times as many deaths as crashes involving buses/coaches (“bus/coach crashes”).

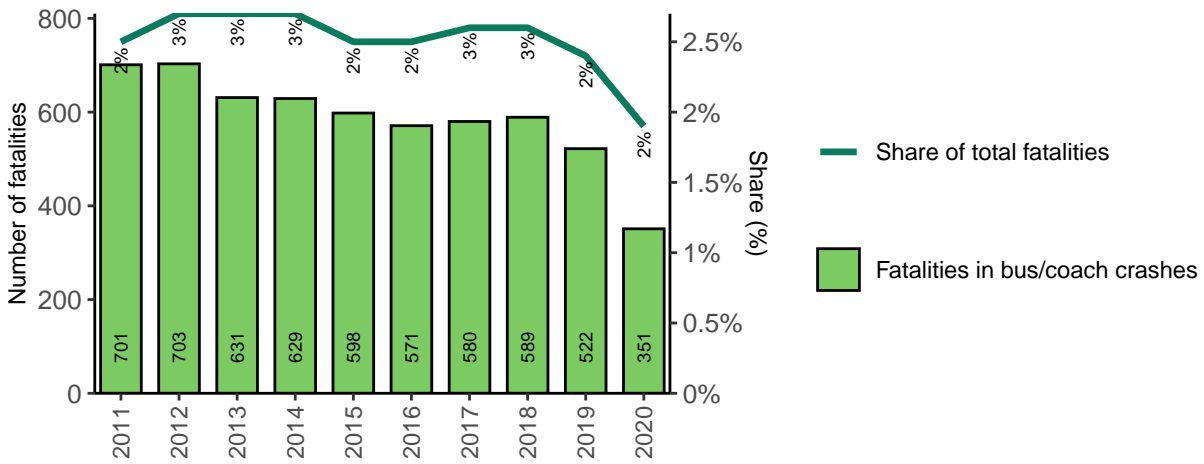
As numbers on fatalities in coach crashes are available for only 5 EU countries and the numbers are small, no analysis is carried out for buses and coaches separately.

**Figure 5.** Annual number of fatalities in HGV crashes, and their share in the total number of fatalities in the EU27 (2011-2020). Source: CARE



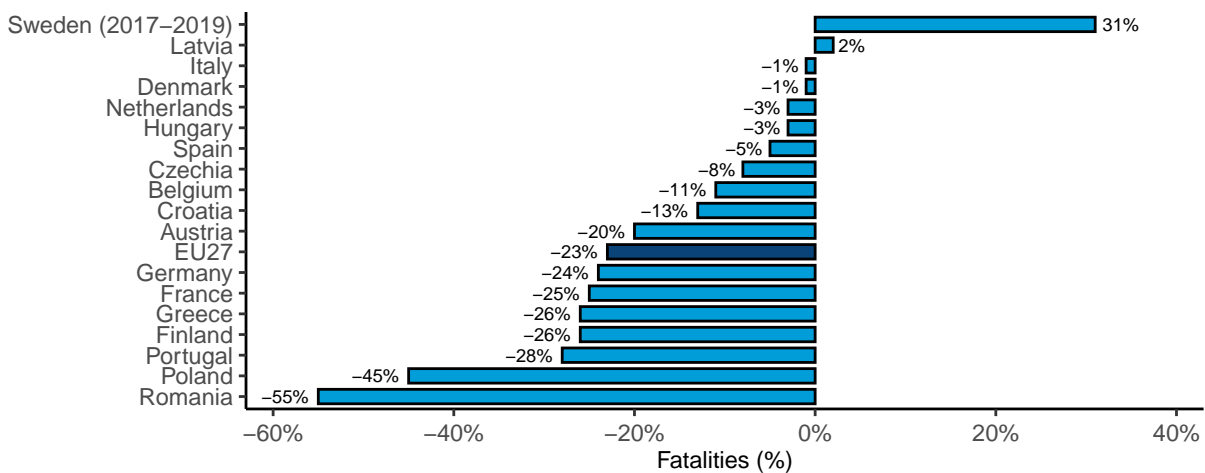


**Figure 6.** Annual number of fatalities in bus/coach crashes, and their share in the total number of fatalities in the EU27 (2011-2020). Source: CARE

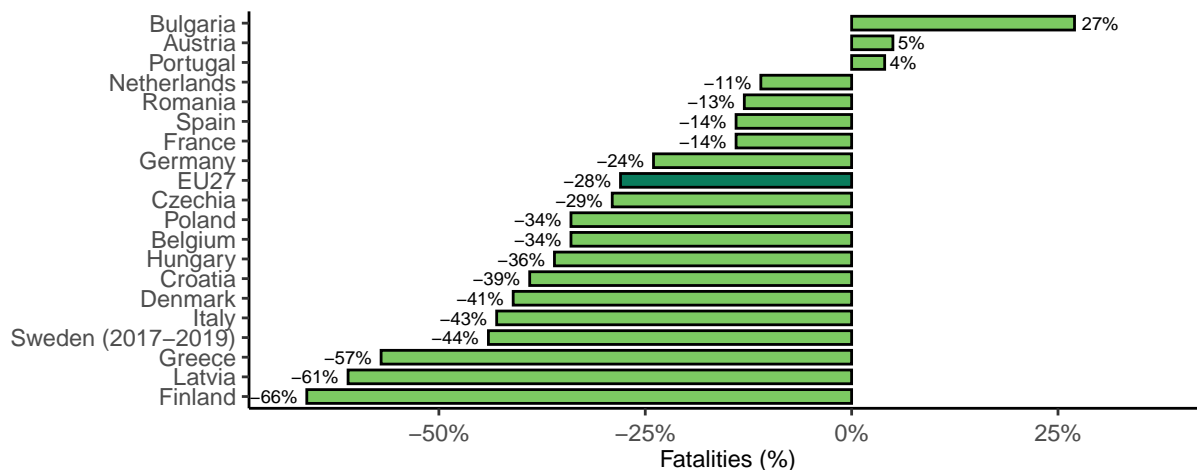


Not all EU countries have experienced a substantial decline since 2011. Regarding fatalities in HGV crashes, an increase is observed in the Sweden and Latvia. The number of fatalities has barely decreased at all in Italy and Denmark. Regarding bus/coach crashes, there is an increase observed in Bulgaria, Austria and Portugal.

**Figure 7.** Percentage change in the number of fatalities in HGV crashes and in bus/coach crashes per country in the EU27 (2018-2020 and 2011-2013). Source: CARE



Notes:  
 - Countries that are not included in the Figure are Bulgaria, Ireland, Lithuania, Malta and Slovakia because these countries have missing values in the time series 2010-2019  
 - Countries that are not included in the Figure are Cyprus, Estonia, Luxembourg and Slovenia because of small numbers  
 - For Sweden the trend is calculated by comparing the time period 2011-2013 to the time period 2017-2019



Notes:

- Countries that are not included in the Figure for buses/coaches are Ireland, Lithuania and Slovakia because these countries have missing values in the time series 2010-2019
- Countries that are not included in the Figure are Cyprus, Estonia, Luxembourg, Malta and Slovenia because of small numbers
- For Sweden the trend is calculated by comparing the time period 2011-2013 to the time period 2017-2019

**Table 1.** Number and trend of fatalities in HGV crashes per country in the EU27 and EFTA (2018-2020 versus 2011-2013).  
Source: CARE

	2011	2018	2019	2020	Trend 2018 - 2020 vs 2011 - 2013	Miniplot: trend since 2010
<b>Austria</b>	70	56	51	51	-20%	
<b>Belgium</b>	119	111	110	84	-11%	
<b>Croatia</b>	37	25	35	33		
<b>Cyprus</b>	-	2	3	2		
<b>Czechia</b>	159	125	122	143	-8%	
<b>Denmark</b>	33	33	33	27	-1%	
<b>Estonia</b>	6	20	20	15		
<b>EU27</b>	<b>4080</b>	<b>3280</b>	<b>3054</b>	<b>2496</b>	<b>-23%</b>	
<b>Finland</b>	85	66	67	55	-26%	
<b>France</b>	576	444	390	304	-25%	
<b>Germany</b>	564	602	528	482	-24%	
<b>Greece</b>	91	72	48	44	-26%	
<b>Hungary</b>	101	117	111	88	-3%	
<b>Iceland</b>	2	3	0	1		
<b>Ireland</b>	20	-	-	-		
<b>Italy</b>	337	348	351	178	-1%	
<b>Latvia</b>	21	40	25	31	2%	
<b>Lithuania</b>	-	25	31	43		
<b>Luxembourg</b>	3	2	2	6		
<b>Malta</b>	-	0	2	-		
<b>Netherlands</b>	76	87	74	63	-3%	
<b>Norway</b>	55	26	31	21	-43%	
<b>Poland</b>	1018	497	524	403		
<b>Portugal</b>	107	75	58	57	-28%	
<b>Romania</b>	169	73	89	55	-55%	
<b>Slovakia</b>	-	38	40	28		
<b>Slovenia</b>	6	31	13	12		
<b>Spain</b>	297	283	236	199	-5%	
<b>Sweden</b>	46	68	51	-		
<b>Switzerland</b>	33	22	24	17	-36%	

Note:

The trend is not shown if there are less than 10 fatalities in one year

**Table 2.** Number and trend of fatalities in bus/coach crashes per country in the EU27 and EFTA (2018-2020 versus 2011-2013). Source: CARE

	2011	2018	2019	2020	Trend 2018 - 2020 vs 2011 - 2013	Miniplot: trend since 2010
<b>Austria</b>	1	8	6	8		
<b>Belgium</b>	15	15	13	10	-34%	
<b>Bulgaria</b>	35	44	28	23	27%	
<b>Croatia</b>	8	12	6	4		
<b>Cyprus</b>	0	1	0	2		
<b>Czechia</b>	26	24	10	14	-29%	
<b>Denmark</b>	3	3	4	3		
<b>Estonia</b>	22	2	3	1		
<b>EU27</b>	<b>701</b>	<b>589</b>	<b>522</b>	<b>351</b>	<b>-28%</b>	
<b>Finland</b>	10	8	1	2		
<b>France</b>	49	43	58	33	-14%	
<b>Germany</b>	64	56	44	61	-24%	
<b>Greece</b>	29	10	16	6		
<b>Hungary</b>	50	30	23	12	-36%	
<b>Iceland</b>	2	1	0	0		
<b>Ireland</b>	2	-	-	-		
<b>Italy</b>	75	58	46	34	-43%	
<b>Latvia</b>	15	6	4	4		
<b>Lithuania</b>	-	5	8	1		
<b>Luxembourg</b>	0	7	0	0		
<b>Malta</b>	-	3	0	-		
<b>Netherlands</b>	11	13	5	7		
<b>Norway</b>	11	4	6	7		
<b>Poland</b>	97	81	67	44	-34%	
<b>Portugal</b>	20	10	38	8		
<b>Romania</b>	77	72	68	33	-13%	
<b>Slovakia</b>	-	10	21	9		
<b>Slovenia</b>	3	3	5	0		
<b>Spain</b>	48	56	34	18	-14%	
<b>Sweden</b>	16	5	10	-		
<b>Switzerland</b>	11	9	5	7		

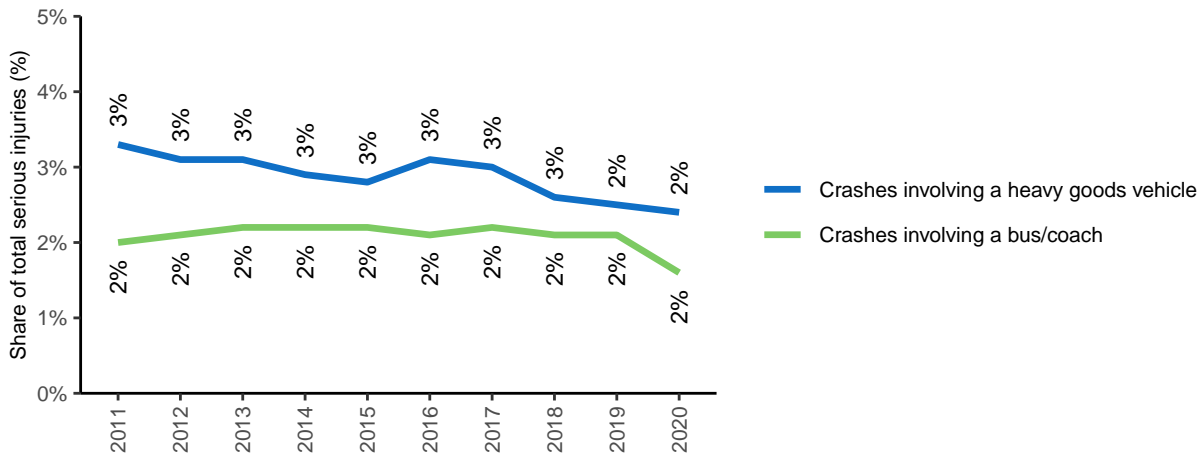
Note:

The trend is not shown if there are less than 10 fatalities in one year

### 3.4 Trend in the number of serious injuries

The proportion of serious injuries in HGV crashes has decreased slightly in the time period 2011-2020, while this proportion has remained stable for bus/coach crashes until 2019. The proportion of serious injuries in 2020 is 2% for both HGV crashes and bus/coach crashes.

**Figure 8.** Share of serious injuries in crashes involving a heavy goods vehicle and crashes involving a bus/coach in the total number of serious injuries in the EU27 (2011-2020). Source: CARE



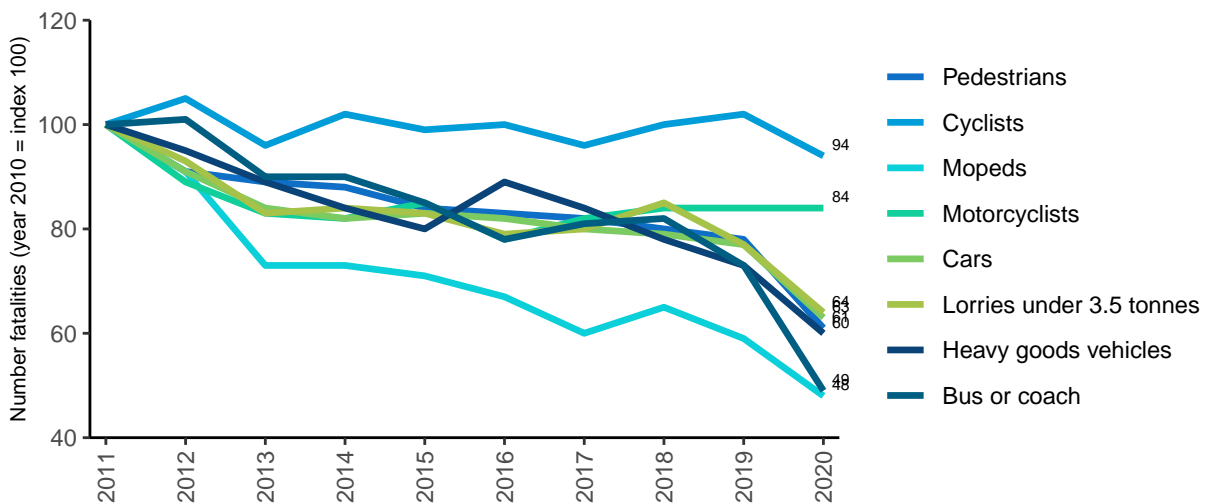
Notes:  
 - Countries that are not included in the Figure are France, the Netherlands, Ireland, Italy and Estonia due to problems of comparability, missing data or a break in the time series  
 - Germany accounts for a disproportionately high share of 40% of all serious injuries

### 3.5 Comparison with other transport modes

The Figure below shows the total number of fatalities in road crashes involving particular modes of transport over the period 2011-2020. Not only are fatalities by transport mode counted, but also the other party killed in the crash by respective mode of transport (e.g. in car crashes, both the car occupants and the other parties killed are counted).

The decrease in fatalities in bus/coach crashes and HGV crashes between 2011 and 2020 amounts to 39% and 50% respectively. For all modes of transport together, the decrease is 34%.

**Figure 9.** Trend of fatalities in crashes involving buses/coaches, heavy goods vehicles and other transport modes in the EU27 (2011-2020). Source: CARE



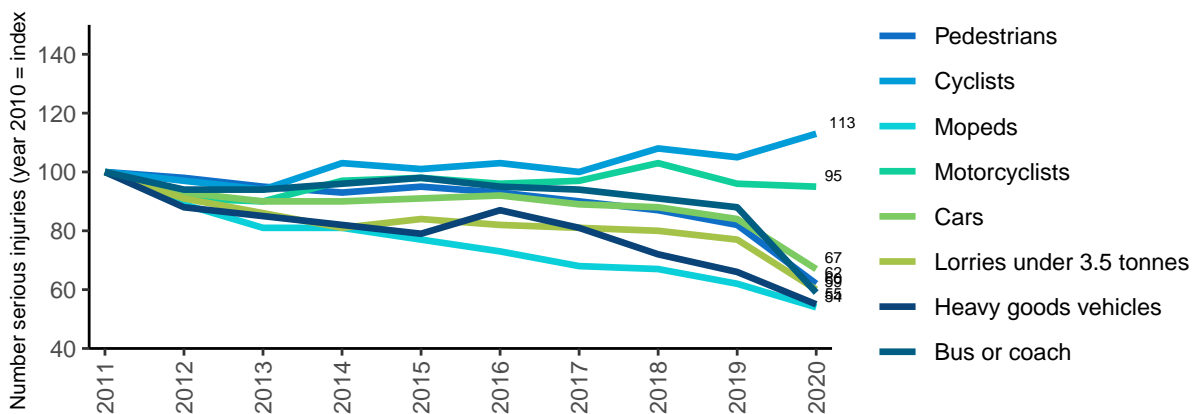
Note: imputation was used for missing values for specific combinations of years and countries. Countries that show an unreliable trend for a particular mode of transport are omitted for that mode of transport.

The analogous Figure for serious injuries is given below. This Figure shows the total number of

serious injuries in road crashes involving particular modes of transport over the period 2010-2019. The same rule applies: both serious injuries by transport mode, and the other parties seriously injured in the crash are counted (e.g. in car crashes, both the car occupants and the other parties seriously injured are counted).

**Serious injuries in crashes involving a HGV show the greatest reduction in serious injuries** (together with serious injuries in crashes involving a moped). The decrease in serious injuries in HGV crashes between 2011 and 2020 amounts to 45%. A better evolution was recorded only for mopeds. The decrease in serious injuries in bus/coach crashes in the same time period amounts to 41%.

**Figure 10.** Trend of serious injuries in crashes involving buses/coaches, heavy goods vehicles and other transport modes in the EU27 (2011-2020). Source: CARE



Note:

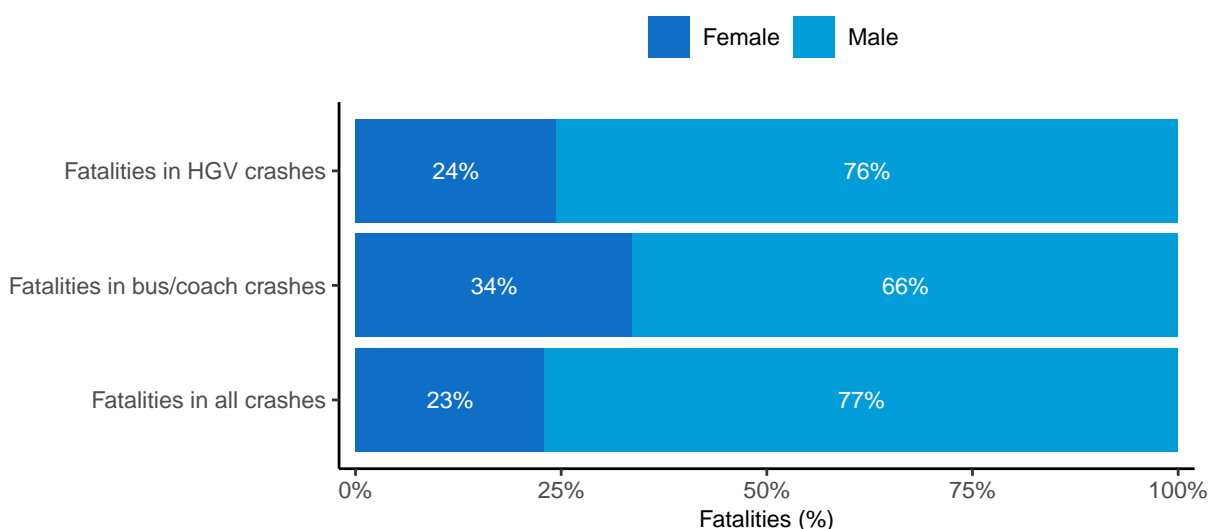
- Imputation was used for missing values for specific combinations of years and countries. Countries that show an unreliable trend for a particular mode of transport are omitted for that mode of transport
- Countries that are not included in the Figure are France, the Netherlands, Ireland, Italy and Estonia due to problems of comparability, missing data or a break in the time series
- Germany accounts for a disproportionately high share of 40% of all serious injuries

## 4 Road user

### 4.1 Gender

77% of all road fatalities in the EU are male. More or less the **same proportion of men (76%) is observed in the fatalities in crashes involving heavy goods vehicles. In bus and coach crashes, the percentage of men is slightly lower at 66%**, which can be explained on the one hand by the more even distribution of men and women among the occupants of buses and coaches than among HGV occupants, who are mainly men. On the other hand, buses/coaches mainly collide with people outside their vehicles in urban areas; these are areas with a similar percentage of men and women on the streets.

**Figure 11.** Distribution of fatalities by gender in HGV crashes, bus/coach crashes and all crashes in the EU27 (2018-2020). Source: CARE



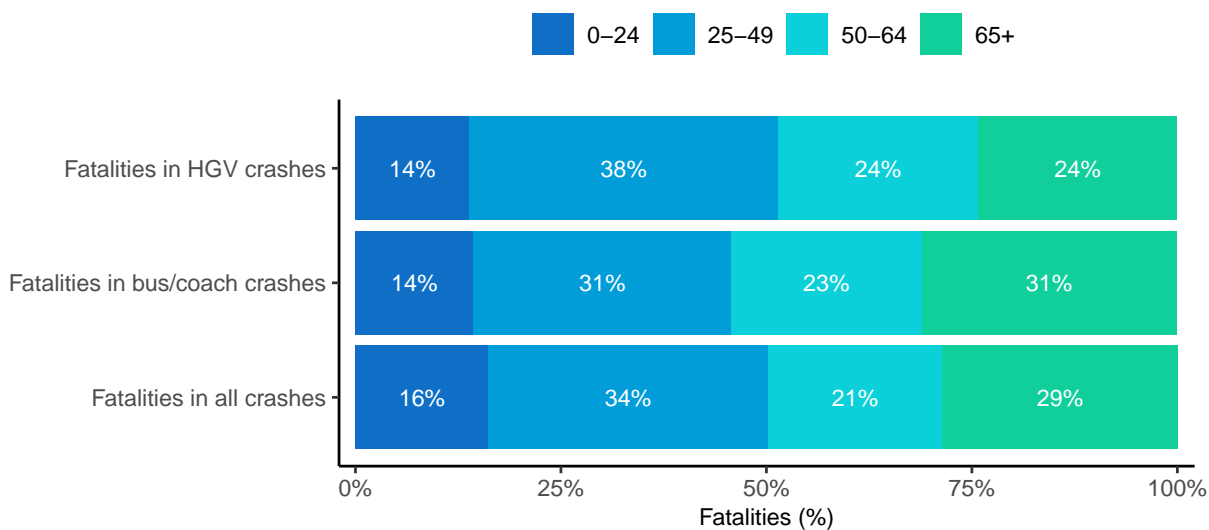
### 4.2 Age

The distribution of the number of fatalities in bus/coach crashes and HGV crashes across different age categories does not differ strongly from the age distribution of road fatalities generally. We observe a **relatively high number of middle-aged fatalities in HGV crashes**. 62% are between 25 and 64 years old, compared to 55% of all fatalities. This can be explained, at least in part, by the fact that many HGV drivers belong to this age category. Compared to the general age distribution of fatalities, the proportion of people over 65 among fatalities in HGV crashes is slightly lower. This is related to the fact that heavy goods vehicles cause many fatalities in collisions with other vehicles on motorways, and the fact that senior citizens are underrepresented on motorways because they are not part of the working population.

**In bus/coach crashes the share of persons over 50 is higher in bus/coach crashes than among all fatalities.**



**Figure 12.** Distribution of fatalities by age category in HGV crashes, bus/coach crashes and all crashes in the EU27 (2018-2020). Source: CARE



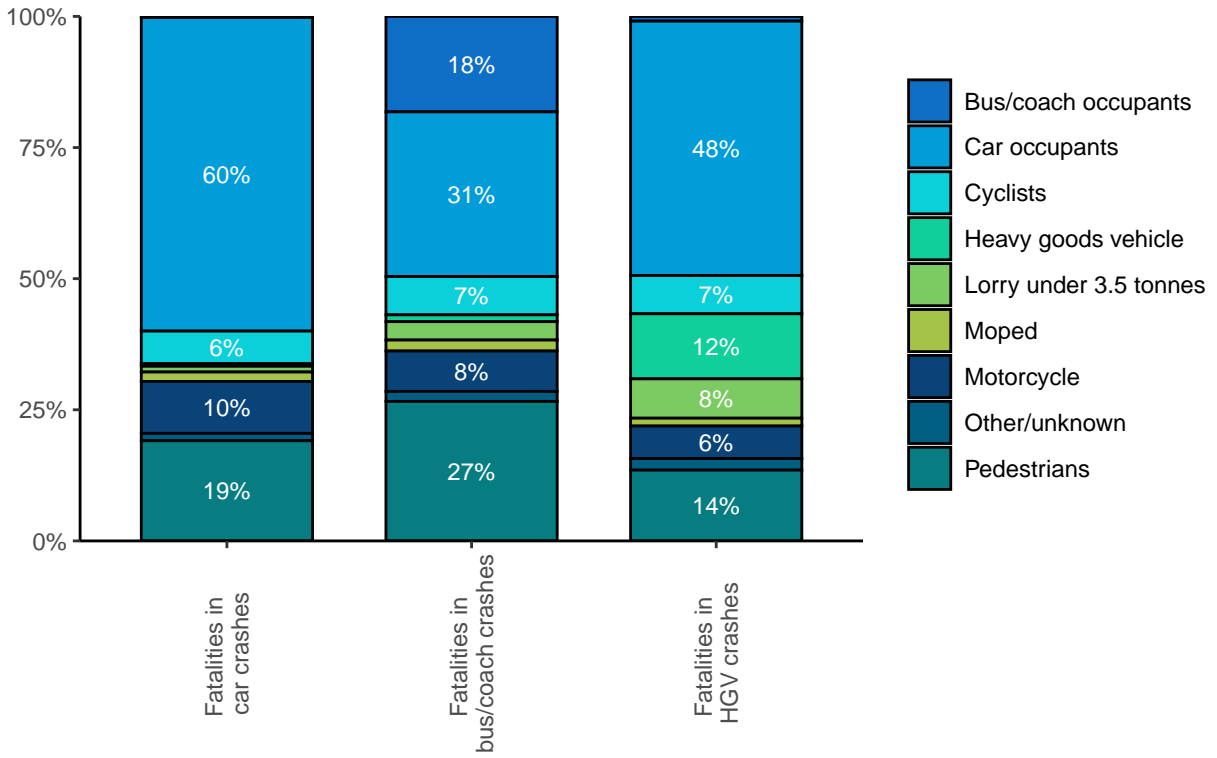
### 4.3 Other transport modes involved

The following Figure shows the distribution of transport modes in bus/coach crashes, HGV crashes and car crashes.

A minority of fatalities in crashes involving HGVs and buses/coaches crashes occur among the occupants of these vehicles. **In crashes involving heavy goods vehicles, only 12% of fatalities are the occupants of the heavy goods vehicles themselves. In bus/coach crashes, 18% of fatalities are the occupants of the bus/coach itself.** This is different from fatal car crashes where 60% of the fatalities are among the occupants of these vehicles themselves.

Among those killed in bus/coach crashes, there is a high proportion of vulnerable road users (44% compared to 29% in fatal HGV crashes). Especially the proportion of pedestrians is very high (27%) which is related to the urban environment in which many buses operate. In fatal HGV crashes, compared to other fatal crashes, a high proportion of fatalities occur among lorry occupants (8%).

**Figure 13.** Distribution of fatalities by transport mode in HGV crashes, bus/coach crashes, and car crashes in the EU27 (2018-2020). Source: CARE

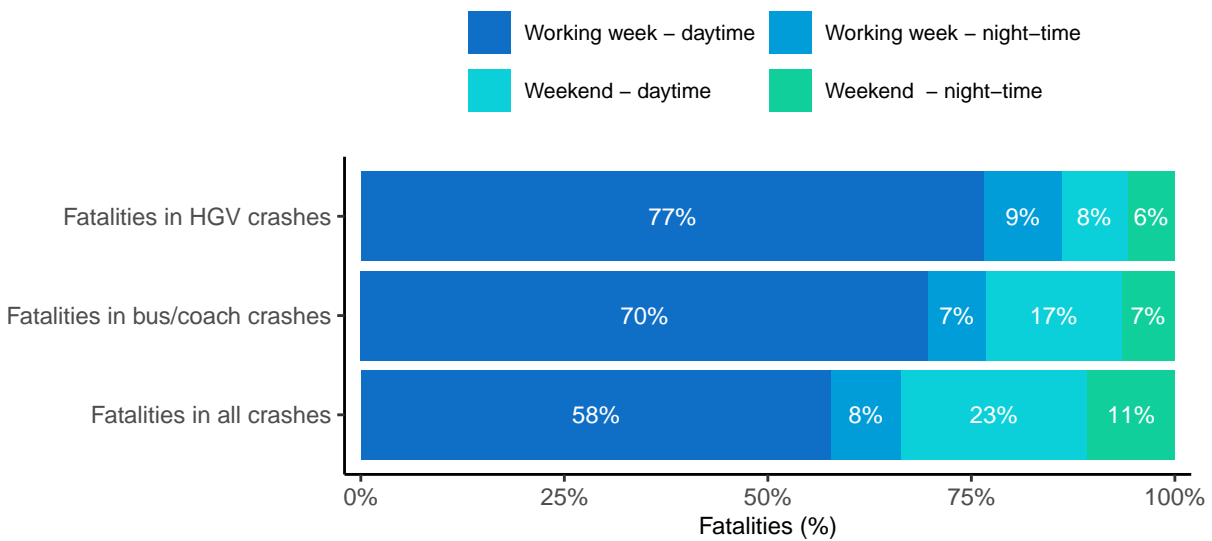


## 5 Time

### 5.1 Working week versus weekend

The proportion of road fatalities that occur during the working week is 67% in the time period 2018-2020. The proportion of fatalities during the working week is higher for HGV crashes and for bus/coach crashes than for all road fatalities in general. 86% of all fatalities in HGV crashes and 77% of fatalities in bus/coach crashes in the time period 2018-2020 occurred during the working week.

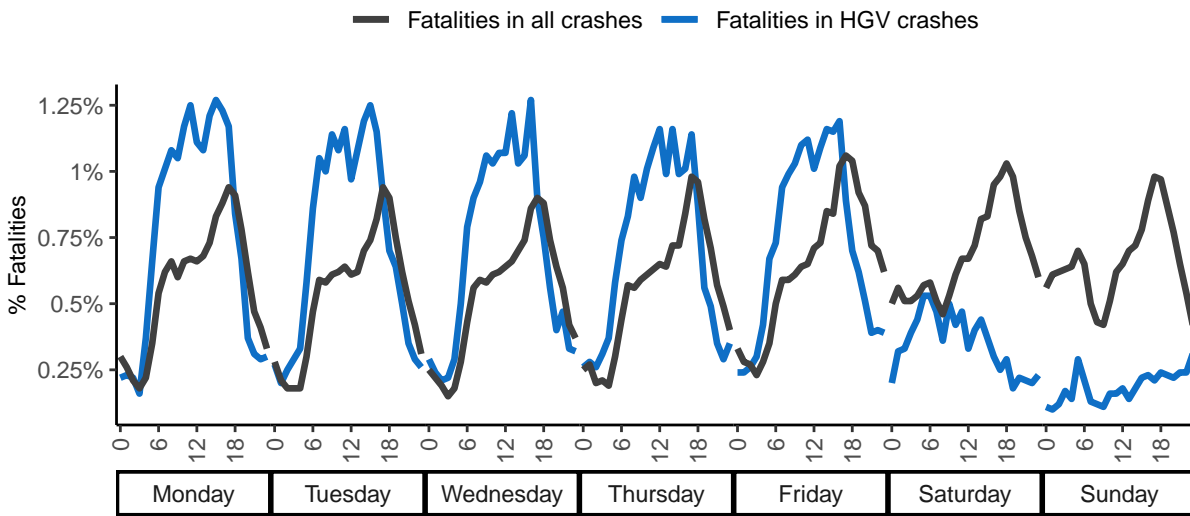
**Figure 14.** Distribution of fatalities by period of the week in HGV crashes, bus/coach crashes and all crashes in the EU27 (2018-2020). Source: CARE



### 5.2 Day of the week and hour

The distribution of fatalities over the hours of a week is quite different for fatalities in HGV crashes than for all road fatalities combined. **Compared to all road fatalities combined, HGV fatalities occur more often during working days between 7AM and 6PM.** By contrast, they are less frequent at night and in the weekends.

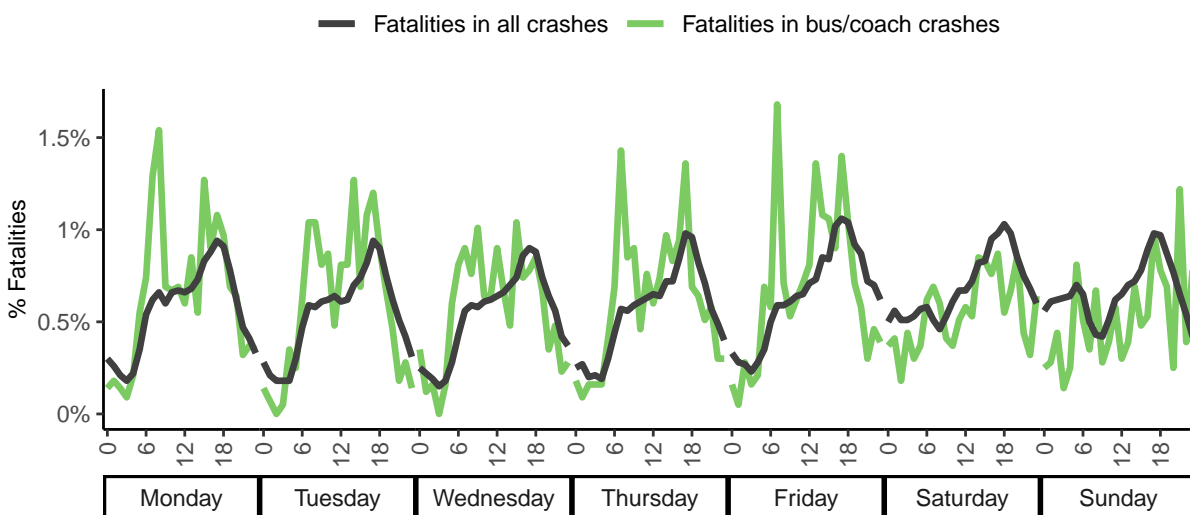
**Figure 15.** Distribution of fatalities by day of the week and hour in HGV crashes in the EU27 (2016-2020). Source: CARE



The Figure below shows the distribution of the number of fatalities in bus/coach crashes over the hours of the week. The strong shifts in the Figure are due to the fact that the Figure uses a very fine-grained classification (because there are 168 hours in a week) for a limited number of fatalities (i.e. less than 400 bus/coach fatalities in 2020).

**During the working week we see a morning peak and an evening peak in bus/coach fatalities.** These two peaks are more pronounced than for HGV fatalities and for all fatalities combined. Compared to heavy goods vehicles, buses are more likely to drive in urban areas where they both transport commuters and can also collide with commuters. As with HGV crashes, we see relatively fewer fatalities at night and in the weekends. The peak in the number of fatalities on Saturday at 5PM is due to a major coach crash in Bulgaria on the 25th of August 2018.

**Figure 16.** Distribution of fatalities by day of the week and hour in bus/coach crashes in the EU27 (2016-2020). Source: CARE

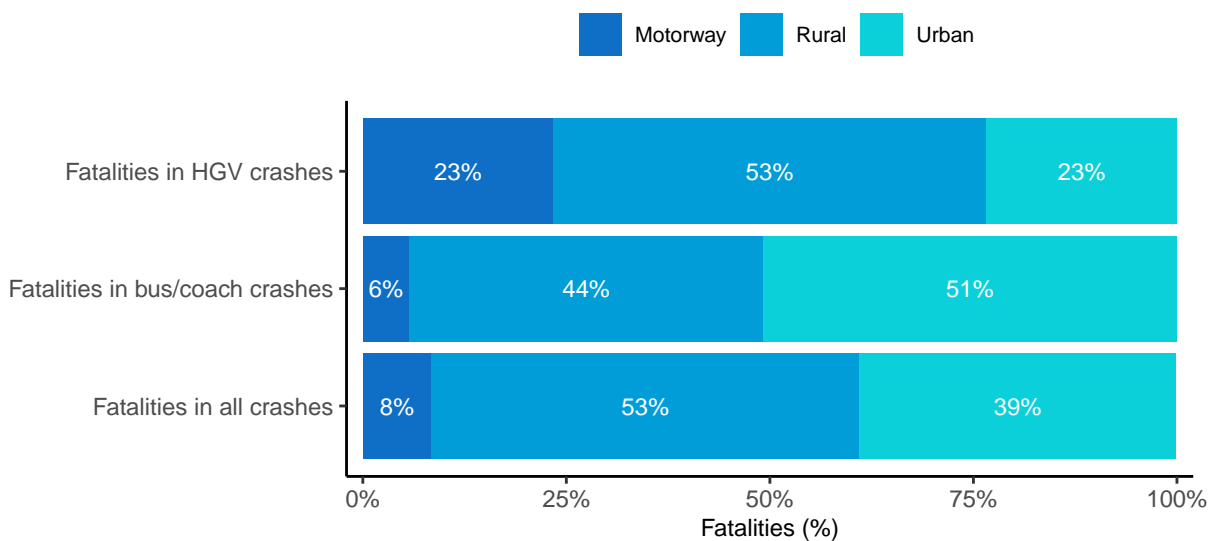


## 6 Location

### 6.1 Road type

**Rural roads account for 53% of all fatalities in HGV crashes**, motorways for 23% and urban roads also for 23%. There is an almost equal proportion of fatalities in bus/coach crashes on **urban and rural roads (resp. 44% and 51% in 2018)**. The share on motorways is relatively small, at 6% in the time period 2018-2020.

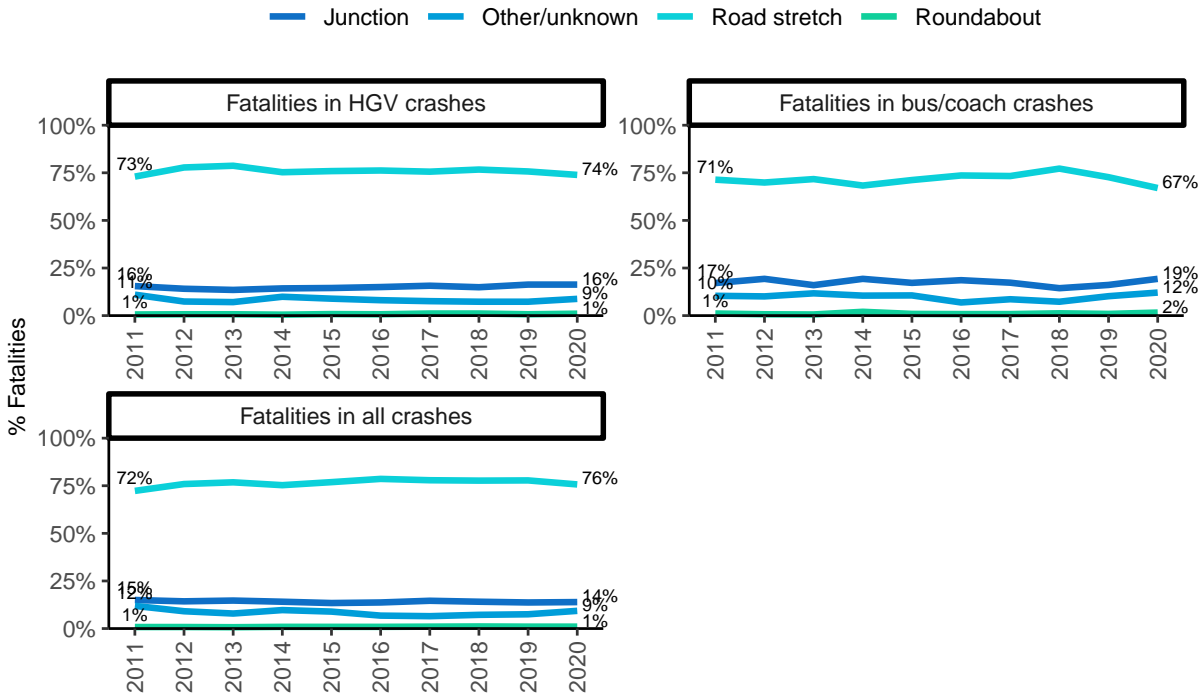
**Figure 17.** Distribution of fatalities by road type in HGV crashes, bus/coach crashes and all crashes in the EU27 (2018-2020). Source: CARE



### 6.2 Junction type

**The vast majority of road fatalities occur on road stretches and not at junctions or roundabouts.** The relative share of all fatalities on road stretches averages 76% in the time period 2018-2020, with 67% in the case of fatalities in bus/coach crashes and 74% for fatalities in HGV crashes.

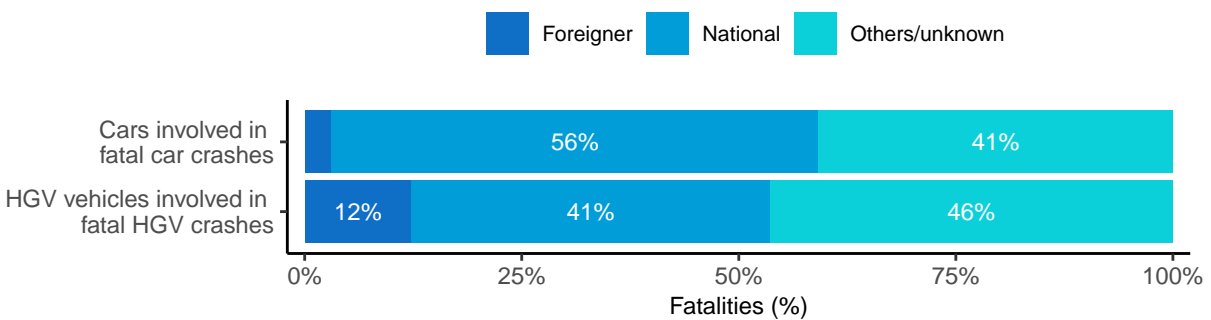
**Figure 18.** Distribution of fatalities by junction type in HGV crashes, in bus/coach crashes and in all crashes in the EU27 (2011-2020). Source: CARE



## 7 Vehicle registration country

The information in the CARE database regarding the country in which vehicles in crashes are registered indicates high numbers of vehicles where the country of registration is unknown (at least 40% for each road user type below). But based on the information available, it can be deduced that HGV vehicles in fatal crashes are more likely to be foreign vehicles than is the case for cars.

**Figure 19.** Distribution of heavy goods vehicles and cars according to vehicle registration country in fatal crashes in the EU27 (2015-2020). Source: CARE



Notes:  
 - For fatal HGV crashes, the unknown category is more than 50% for the following countries: Cyprus, Finland, Ireland, Italy, Poland, Portugal and Spain  
 - For fatal car crashes, the unknown category is more than 50% for the following countries: Cyprus, Finland, Ireland, Italy, Poland, Portugal, and Spain

## 8 Notes

### 8.1 Definitions

The definitions below are taken from the CADAS Glossary and the UNECE Glossary.

CADAS Glossary: [https://ec.europa.eu/transport/road\\_safety/system/files/2021-07/cadas\\_glossary\\_v\\_3\\_8.pdf](https://ec.europa.eu/transport/road_safety/system/files/2021-07/cadas_glossary_v_3_8.pdf)

UNECE/ITF/Eurostat Glossary: <https://www.unece.org/index.php?id=52120>

#### **Accident/crash**

Definition: injury road accident, concerns an incident on a public road involving at least one moving vehicle and at least one casualty (person injured or killed). Note: the definition of “injury” varies considerably among EU countries thus affecting the reliability of cross country comparisons.

#### **Fatalities**

Definition: total number of persons fatally injured; correction factors applied when needed. Death within 30 days of the road crash, confirmed suicide and natural death are not included.

#### **Victims**

Definition: total of fatalities, seriously injured and slightly injured and injured.

#### **Heavy goods vehicle**

Definition: includes road tractor, road tractor with semi trailer, lorry over 3,5 tonnes. Motor vehicle with at least four wheels, with a permissible gross vehicle weight of over 3,5 tonnes, used only for the transport of goods. With or without a trailer. Type C driving licence required.

#### **Bus or coach**

Definition bus: passenger-carrying vehicle, most commonly used for public transport, having more than 16 seats for passengers. Definition coach: passenger-carrying vehicle, having more than 16 seats for passengers. Most commonly used for interurban movements and touristic trips.

#### **Working week – daytime**

Monday to Friday 6.00 a.m. to 9.59 p.m.

#### **Working week – night**

Monday 10 p.m. to Tuesday 5.59 a.m.

Tuesday 10 p.m. to Wednesday 5.59 a.m.

Wednesday 10 p.m. to Thursday 5.59 a.m.

Thursday 10 p.m. to Friday 5.59 a.m.

#### **Weekend – daytime**

Saturday to Sunday 6.00 a.m. to 9.59 p.m.

#### **Weekend – night**

Friday 10 p.m. to Saturday 5.59 a.m.

Saturday 10 p.m. to Sunday 5.59 a.m.

Sunday 10 p.m. to Monday 5.59 a.m.



## 8.2 Data source

The main data source for this report is CARE (Community database on Accidents on the Roads in Europe). The database contains data obtained from national data sources, not only EU members but also from the UK and the 4 EFTA countries (Switzerland, Norway, Iceland, and Liechtenstein). The data in the report were extracted on 12 April 2021. As the database is not complete for all countries and all years, additional data were provided by the European Commission in order to be able to calculate the general total for fatalities for the EU27.

## 8.3 Small cells

Absolute numbers of fatalities can be very small for small countries, which can strongly influence trend indicators and other derived indicators such as mortality. Care should be taken when interpreting these numbers. When commenting on the Figures, countries with small numbers were omitted.

## 8.4 Missing data

Some countries did not provide data for all years and/or all variables to the CARE database. When data are missing for specific combinations of years and countries, imputation is used to fill in the empty cells. Imputation results for individual countries are never published in the Facts and Figures reports, but they are aggregated to generate an imputed number at EU27 level. The following imputation method for individual countries is used:

- Values missing at the end of a time series are given the last known value in the series.
- Values missing at the beginning of a time series are given the first known value in the series.
- If values are missing in the middle of a time series, linear extrapolation is used.

