European Road Safety Observatory

Facts and Figures – Light trucks - 2021

This document is part of a series of 18 *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 2021 refer to 2019.

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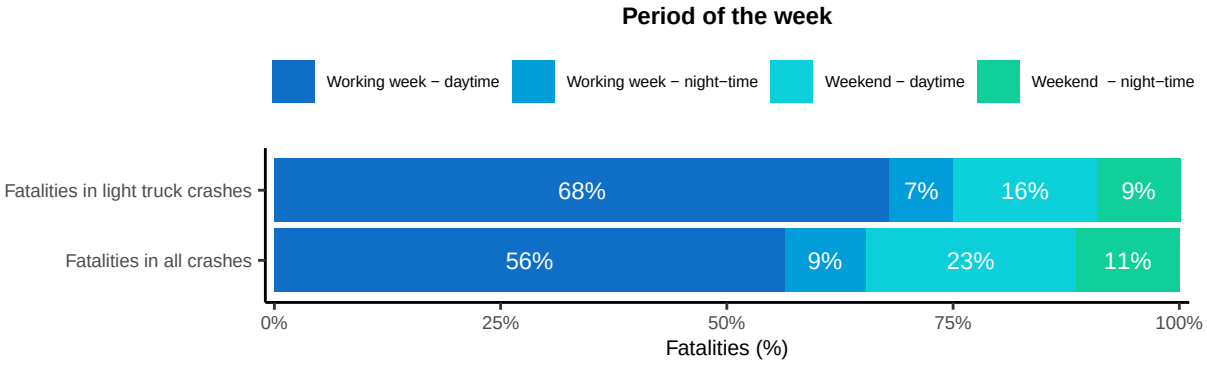
Sources	Information in this document is based largely on data in the CARE database (Community database on Accidents on the Roads in Europe). Other data are taken from Eurostat. Date of extraction: 12th April, 2021

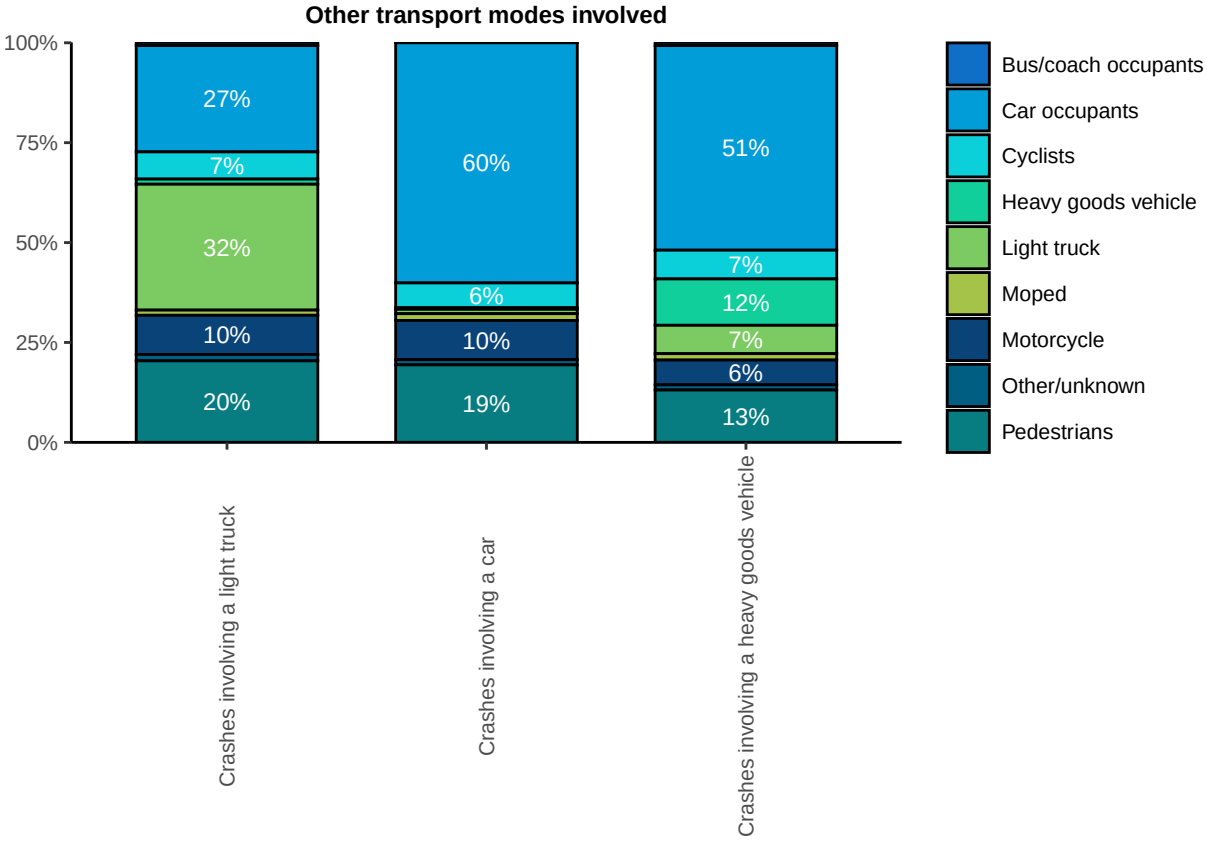
Contents 1

1 Key Facts

Fatalities in light truck crashes, 2019

- **2153 fatalities in crashes involving a light truck (11% of all road fatalities)**
- **The number of fatalities in crashes involving a light truck has decreased since 2010, while the relative proportion has remained stable**





This Facts and Figures report looks at light trucks. Light trucks are goods vehicles with a maximum gross weight under 3.5t. They are used only for the transportation of goods.

In 2019, 4% of all road fatalities in the EU27 were light truck occupants. The number of light truck fatalities decreased by 21% between 2010 and 2019. Because the total number of road fatalities has decreased to a similar degree, **the proportion of light truck fatalities has remained more or less constant since 2010**. **Looking at the number of fatalities in crashes involving a light truck (counting both light truck occupants as well others involved in the crash), the decrease was slightly higher at 27%**. The share in total fatalities in crashes involving a light truck also remained constant in the last decade.

Not all EU countries have experienced as substantial a decline in fatalities in crashes involving a light truck. In a number of countries the number of light truck fatalities has actually increased.

The mortality rate for crashes involving a light truck is higher in South-East Europe compared to other parts of the EU. Mortality is an important indicator, but does not take into account differences in the general state of road safety across countries. It is important to also look at the proportion of fatalities in crashes involving a light truck within the total number of road fatalities. The proportion of fatalities in crashes involving a light truck is highest in Portugal and Romania. Portugal also has one of the highest mortality rates.

The proportion of male fatalities in crashes involving a light truck is similar to all road user fatalities. The age distribution of fatalities in light truck crashes differs slightly from the age distribution of road fatalities generally. In 2019, 58% of fatalities in crashes involving a light truck are between 25 and 64 years old, compared to 55% of all fatalities. The proportion of people over 65 among fatalities in crashes involving a light truck is slightly lower compared to the general age distribution of fatalities.

Light truck occupants make up 32% of fatalities in crashes involving a light truck. 32% of those killed in light truck crashes are car occupants, while 19% of fatalities in these crashes are pedestrians, 10% are motorcyclists, and 6% are cyclists. The proportion of vulnerable road users killed in light truck crashes is similar to that involving car crashes.

The distribution of fatalities in light truck crashes across periods of the week differs from the distribution of all road user fatalities: the proportion of fatalities during the working week is higher for light truck crashes (68% all fatalities in light truck crashes in 2019 occurred during the working week versus 56% overall). It is notable that there is a large peak in light truck fatalities during weekend nights. During the working week, a morning peak and an evening peak in light truck fatalities can be observed. These two peaks are more pronounced than with road fatalities as a whole.

Rural roads account for 60% of all road fatalities, motorways for 24%, and urban roads for 16% in 2019. **The share of light truck fatalities on rural roads and especially on motorways is higher compared to all road fatalities, while the proportion of fatalities on urban roads is lower**. The proportion of light truck fatalities is higher on road stretches and slightly lower at junctions compared to all road fatalities. The share of fatalities on road stretches has steadily increased over the past decade for light truck fatalities, while the proportion at intersections has decreased. In fatal crashes involving a light truck, the surface conditions are less often dry and more often snowy, frosty or icy compared to all road fatalities.

Around 2% of all serious injuries in the EU27 in 2019 were light truck occupants. **There has been a significant improvement in the number of serious injuries among light trucks in the last decade**. Between reference years 2010 and 2019, the number of serious injuries for this transport

mode decreased by 32%, while the total number of serious injuries decreased by only 9%. **The number of serious injuries in crashes involving a light truck has decreased by 28% in the time period 2010-2019**. The relative proportion of serious injuries in crashes involving a light truck has remained stable: in 2019 7% of all those seriously injured were involved in a crash involving a light truck.

Basic definitions

Light truck:
Goods vehicle under 3,5t maximum gross weight. Smaller motor vehicle used only for the transport of goods.

Light truck fatalities:
Fatalities among the occupants of a light truck.

Fatalities in light truck crashes:
When talking about 'fatalities in light truck crashes', all fatalities in a crash in which a light truck was involved are considered. Here fatalities among the occupants of light trucks as well as among the occupants of the other road users involved are counted.

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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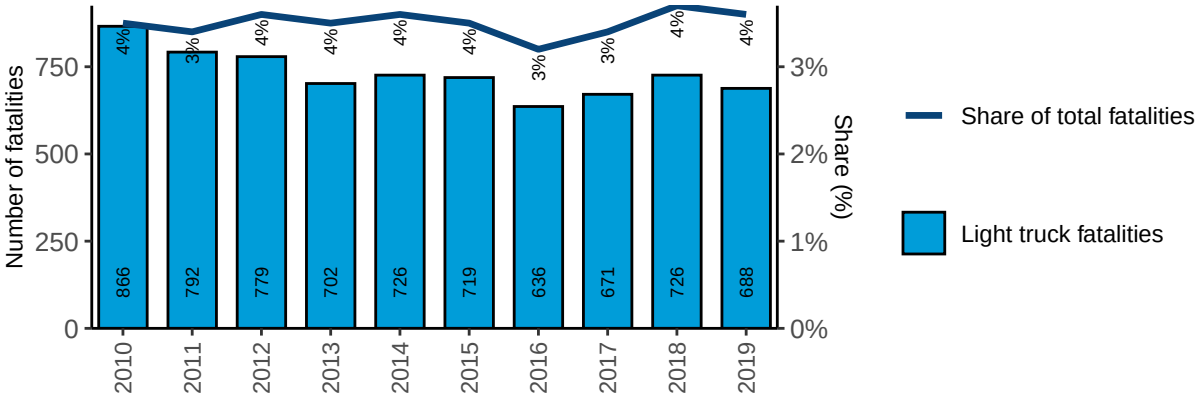
2 Main trends

2.1 Fatalities

4% of all road fatalities in the EU27 in 2019 were light truck occupants. The number of light truck fatalities decreased by 21% between 2010 and 2019, while the total number of fatalities decreased by 23% in the same time period. Because the total number of road fatalities has decreased to a similar degree, **the proportion of light truck fatalities has remained more or less constant since 2010**.

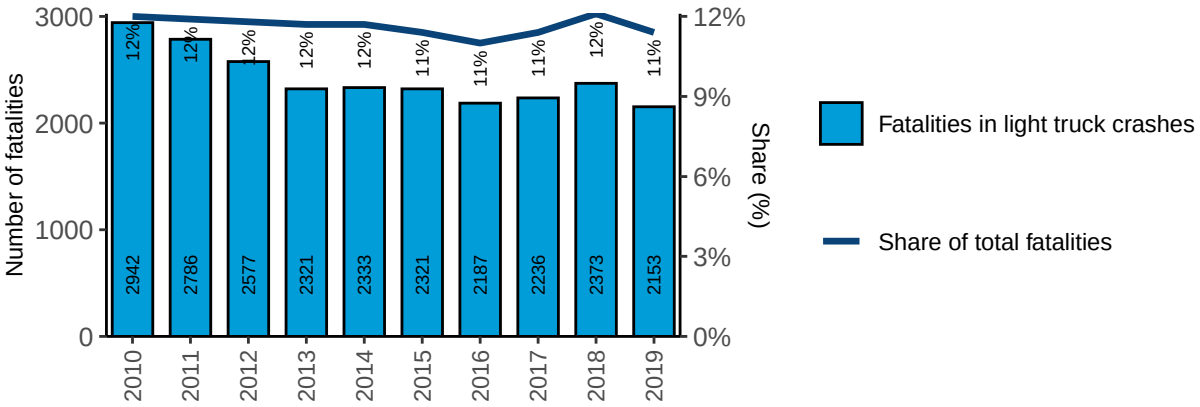
Figure 1. Annual number of light truck fatalities, and their share in the total number of fatalities in the EU27 (2010-2019). Source: CARE



Note: countries that are not included in the Figure are Bulgaria, Estonia, Lithuania, Malta and Poland because these countries have missing values in the time series 2010−2019

Looking at the number of fatalities in crashes involving a light truck (light truck occupants as well as others affected are counted), it can be seen that there is a similar decrease in fatalities in the time period 2010-2019. **The number of fatalities in crashes involving a light truck decreased by 27%**. The proportion of fatalities in crashes involving a light truck within the total number of fatalities has remained constant in the last decade, at about 11%.

Figure 2. Annual number of fatalities in crashes involving a light truck, and their share in the total number of fatalities in the EU27 (2010-2019). Source: CARE

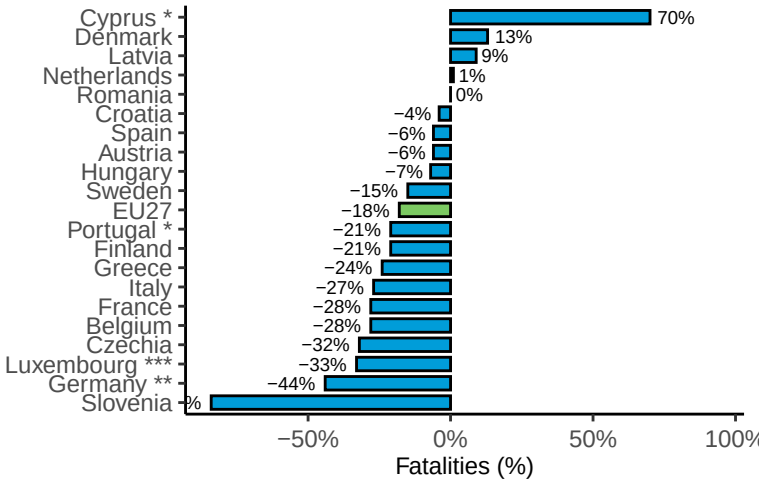


Note: countries that are not included in the Figure are Bulgaria, Estonia, Lithuania, Malta and Poland because these countries have missing values in the time series 2010−2019

The EU Member States with the highest number of fatalities in crashes involving a light truck are Romania, France, Italy, Spain and Germany. Romania and Spain show a less pronounced decline in fatalities compared to the EU average, while in Italy, France and Germany the trend is better than average.

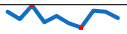
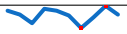
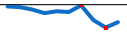
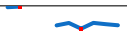
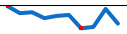
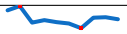
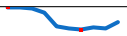
Not all EU countries have experienced as substantial a decline in fatalities in crashes involving a light truck. In a number of countries the number of fatalities has increased, such as Denmark and Latvia (although the overall numbers are relatively small). On the other hand, some countries show a larger than average decrease in light truck fatalities.

Figure 3. Percentage change in the number of fatalities in crashes involving a light truck per country in the EU27 (2017-2019 and 2010-2012). Source: CARE



Notes:
Countries that are not included in the Figure are Bulgaria, Estonia, Ireland, Lithuania, Malta, Poland and Slovakia because these countries have missing values in the time series 2010−2019
* for Cyprus & Portugal, we compare data from 2010−2012 with data from 2016−2018
** for Germany, we compare data from 2009−2011 with data from 2017−2019
*** for Luxembourg, we compare data from 2011−2013 with data from 2017−2019

Table 1. Number of and trend in fatalities in crashes involving a light truck, per country in the EU27, EFTA and UK (2017-2019versus2010-2012). Source: CARE

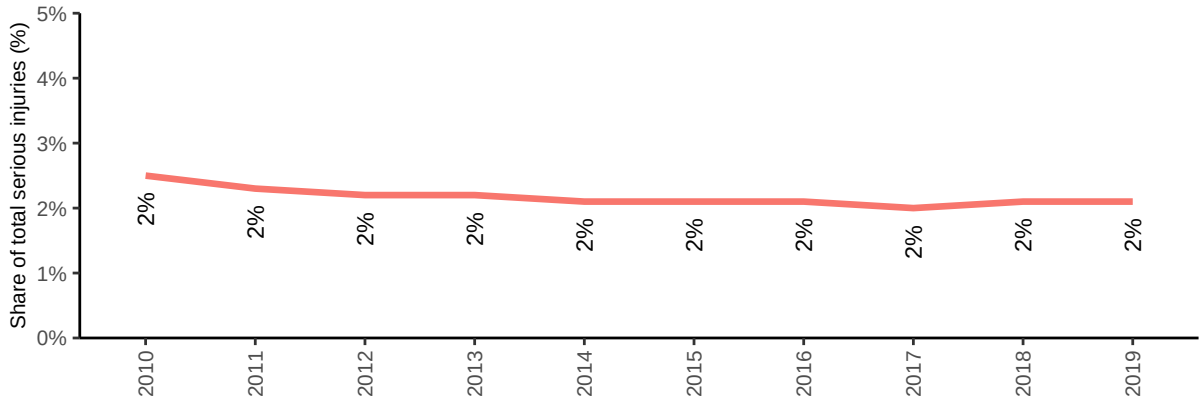
	2010	2017	2018	2019	Trend 2017 - 2019 vs 2010 - 2012	Miniplot: trend since 2010
Austria	29	28	39	36	-6%	
Belgium	81	68	62	55	-28%	
Croatia	32	33	32	26	-4%	
Cyprus *	7	13	9	13		
Czechia	59	40	39	45	-32%	
Denmark	33	26	38	29	13%	
EU27	**3083**	**2,183**	**2,311**	**2108**	**-18%**	
Finland	28	26	17	15	-21%	
France	413	315	262	300	-28%	
Germany **	392	235	222	211		
Greece	151	114	81	99	-24%	
Hungary	82	105	90	95	-7%	
Iceland	0	2	5	1		
Italy	546	253	508	300	-27%	
Latvia	13	14	8	15		
Luxembourg ***	-	2	3	1		
Netherlands	69	70	71	72	1%	
Norway	18	5	10	9		
Portugal *	180	147	149	140	-21%	
Romania	421	400	375	379	0%	
Slovenia	21	2	1	7		
Spain	307	280	271	237	-6%	
Sweden	28	12	34	33	-15%	
Switzerland	24	17	12	25	-23%	
United Kingdom	174	200	184	-	-%	

Note:
Countries that are not included in the Figure are Bulgaria, Estonia, Malta, Poland and Slovakia because there is no data
The trend is not shown if there are less than 10 fatalities in one year
for these countries in the time series 2010-2019
* For Cyprus and Portugal, we compare data from 2010-2012 with data from 2016-2018
** for Germany, we compare data from 2009-2011 with data from 2017-2019
*** for Luxembourg, we compare data from 2011-2013 with data from 2017-2019

2.2 Serious injuries

2% of all serious injuries in the EU27 in 2019 were light truck occupants. The relative proportion of serious injuries has remained stable in the time period 2010 to 2019.

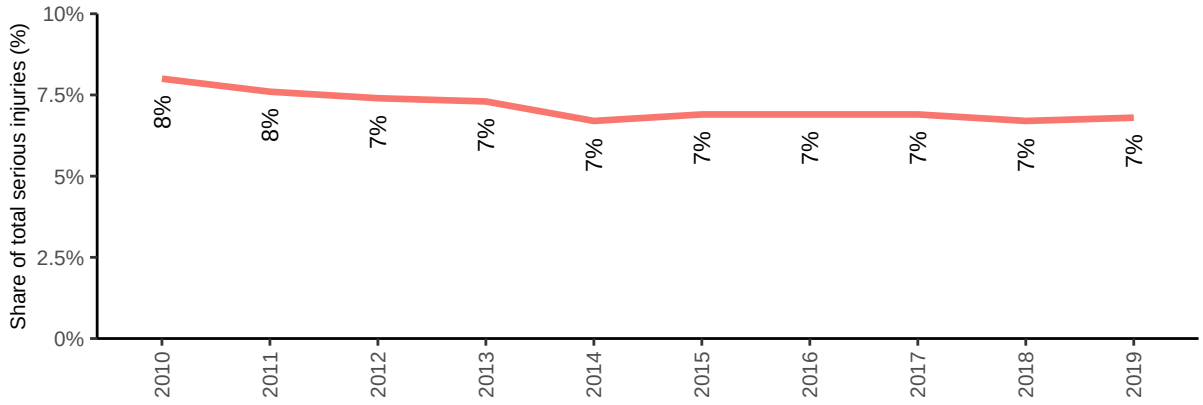
Figure 4. Annual number of serious injuries for light trucks, and their share in the total number of serious injuries in the EU27 (2010-2019). Source: CARE



Notes:
− countries that are not included in the Figure are Bulgaria, Estonia, Finland, Lithuania and Poland because these countries have missing values in the time series 2010−2019
− Countries that are not included in the Figure are France, the Netherlands and Italy because the data for these countries is not reliable
− Germany accounts for 40% of all serious injuries
− There is a break in the series for Ireland in 2014

The figure below shows all serious injuries in crashes involving a light truck (light truck occupants and others affected). **The number of serious injuries in these crashes has decreased by 28% in the time period 2010-2019**. The relative proportion of serious injuries in crashes involving a light truck has remained stable.

Figure 5. Annual number of serious injuries for crashes involving a light truck, and their share in the total number of serious injuries in the EU27 (2010-2019). Source: CARE

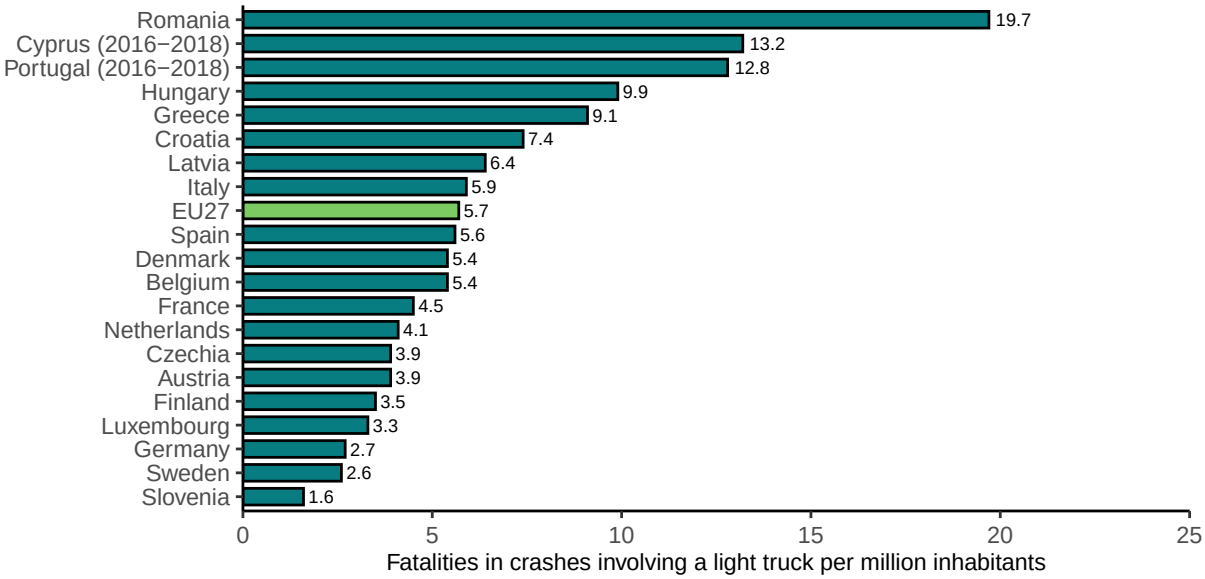


Notes:
− countries that are not included in the Figure are Bulgaria, Estonia, Finland, Lithuania and Poland because these countries have missing values in the time series 2010−2019
− Countries that are not included in the Figure are France, the Netherlands and Italy because the data for these countries is not reliable
− Germany accounts for 40% of all serious injuries
− There is a break in the series for Ireland in 2014

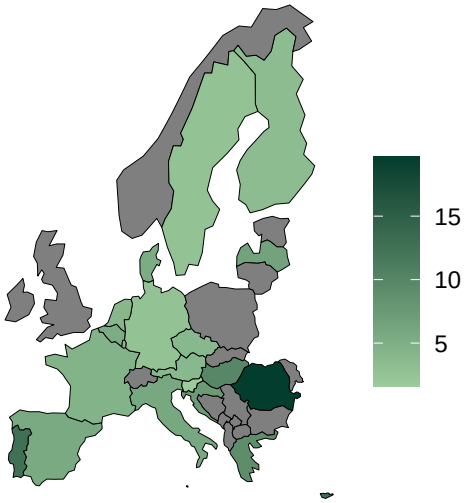
2.3 Mortality: number of fatalities in crashes involving a light truck per million inhabitants

Of the countries with the highest number of fatalities in crashes involving a light truck, only Romania has a mortality rate above the European average. **The mortality rate for crashes involving a light truck is higher in South-East Europe compared to other parts of the EU**.

Figure 6. Fatalities in crashes involving a light truck per million inhabitants per country in the EU27 (2017-2019). Source: CARE, EUROSTAT



Note: countries that are not included in the Figures are Bulgaria, Estonia, Ireland, Lithuania, Malta, Polan Slovakia because these countries have missing values in the time series 2010−2019

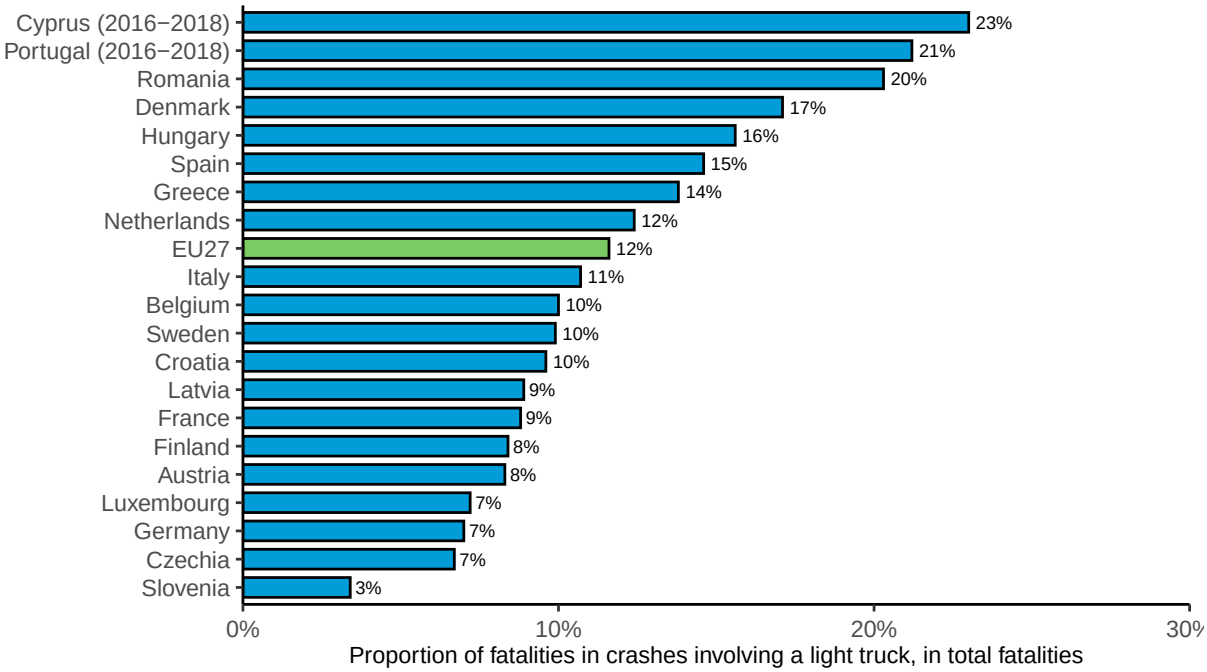


2.4 Proportion of fatalities: number of fatalities in crashes involving a light truck in the total number of road fatalities

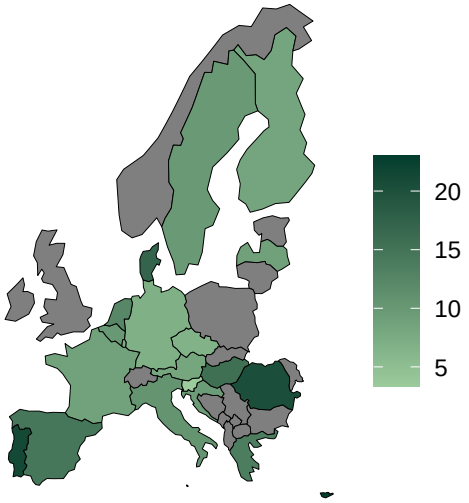
Mortality is an important indicator, but does not take into account differences in the general state of road safety across countries. In other words, it is possible that the mortality rate for crashes involving a light truck in a specific country is high because the total mortality rate for all road users in that country is high. Therefore, it is important to also look at the proportion of light truck fatalities within the total number of road fatalities. The proportion rate shows the relative incidence of fatalities in crashes involving a light truck for a specific country.

The proportion of fatalities in crashes involving a light truck is highest in Portugal and Romania. Portugal also has one of the highest mortality rates.

Figure 7. Fatalities in crashes involving a light truck in the total number of fatalities, per country in the EU27 (2017-2019). Source: CARE



Note: countries that are not included in the Figures are Bulgaria, Estonia, Ireland, Lithuania, Malta, Polan Slovakia because these countries have missing values in the time series 2010−2019

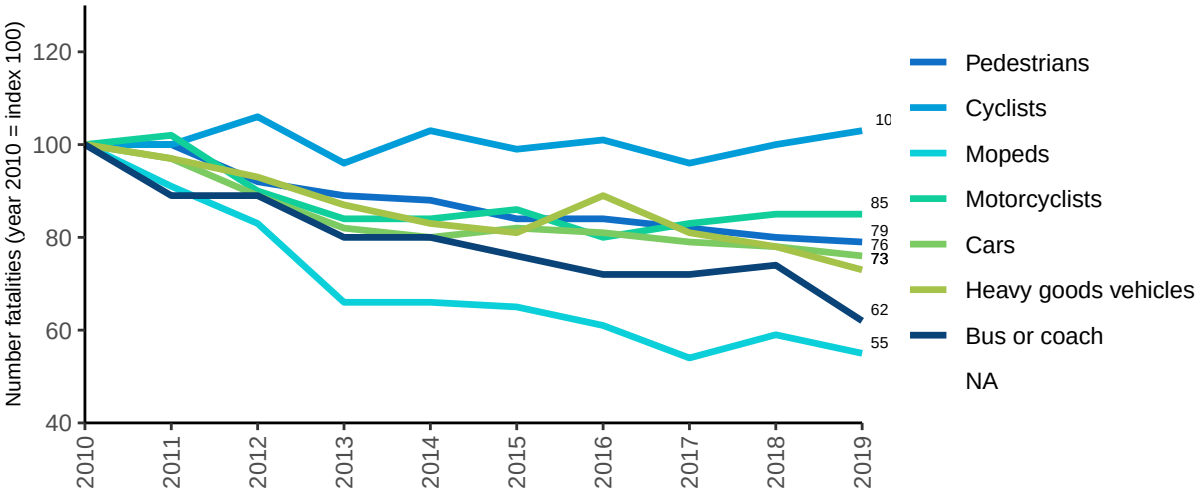


2.5 Comparison of light trucks with other transport modes

The Figure below shows the total number of fatalities in road crashes involving particular modes of transport over the period 2010-2019. Not only are fatalities by transport mode counted, but also the other parties 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 reduction in fatalities in crashes involving a light truck is average, amounting to 21% between 2010 and 2019.

Figure 8. Trend of fatalities in crashes involving a light truck and other transport modes in the EU27 (2010-2019). Source: CARE

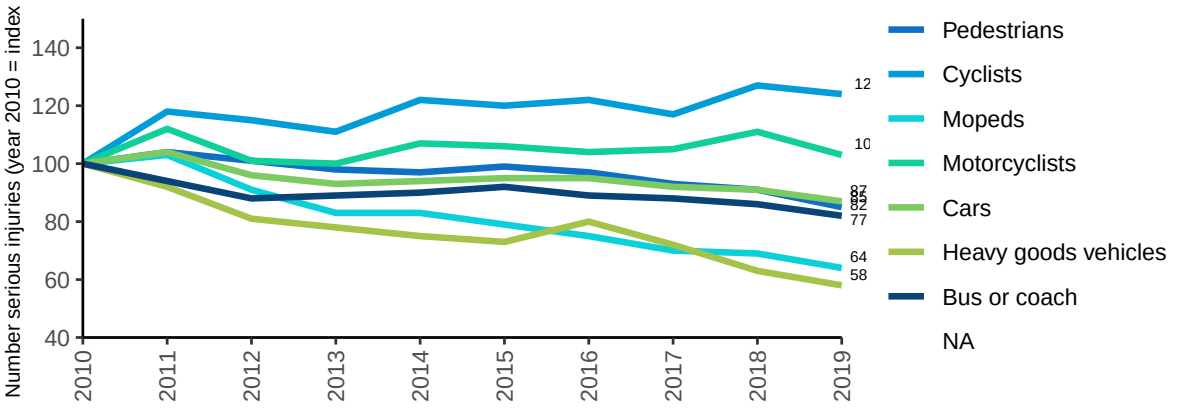


Note: imputation was used for missing values for specific combinations of years and countries. Countries that show an unreliable trend for a particular mode of transport are omitted for that mode of transport.

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 light truck show the second greatest reduction in serious injuries. The decrease in serious injuries in light truck crashes between 2010 and 2019 amounts to 32%.

Figure 9. Trend of serious injuries in crashes involving a light truck and other transport modes in the EU27 (2010-2019). Source: CARE



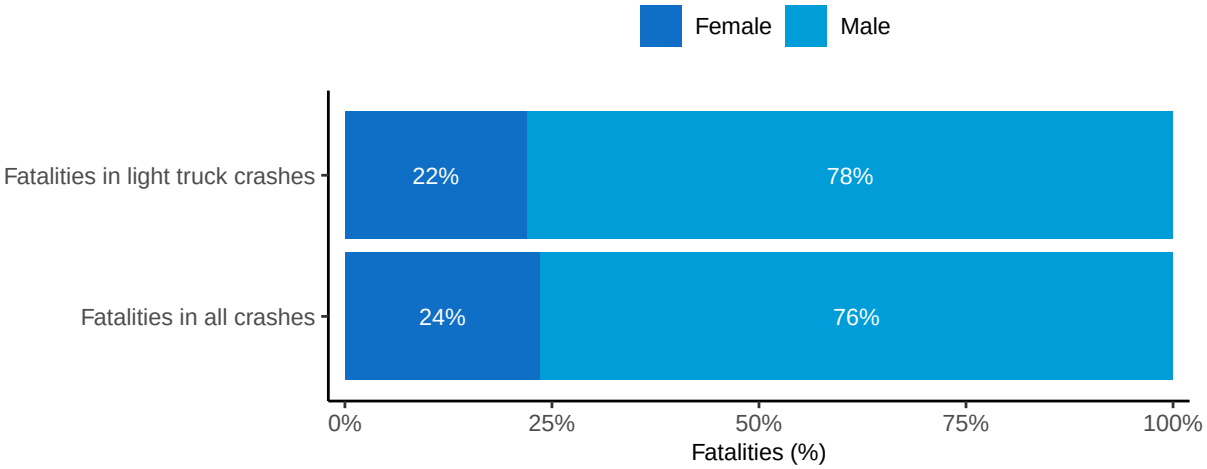
Note:
− Imputation was used for missing values for specific combinations of years and countries. Countries that show an unreliab
particular mode of transport are omitted for that mode of transport
− Countries that are not included in the Figure are France, the Netherlands, Italy and Estonia because the data for these c
− Germany accounts for 40% of all serious injuries
− There is a break in the series for Ireland in 2014

3 Road user

3.1 Gender

76% of all road user fatalities in the time period 2017-2019 are male. **The proportion of male fatalities is similar among fatalities in crashes involving a light truck: 78% of fatalities in this time period are male**.

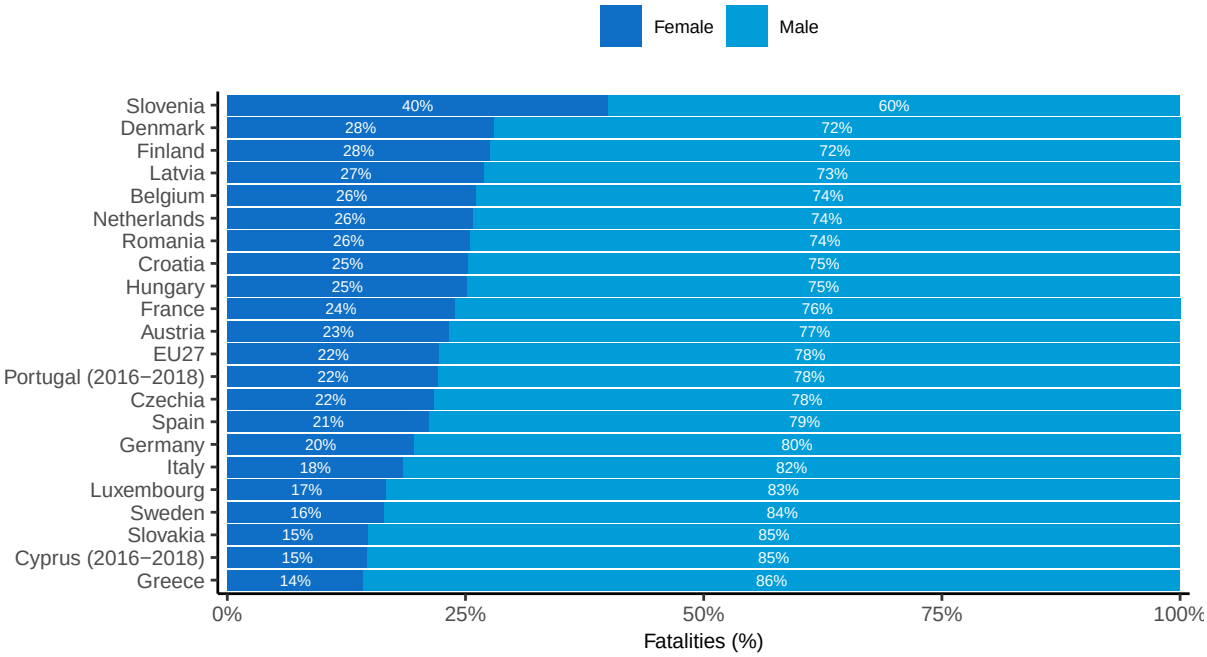
Figure 10. Distribution of fatalities in crashes involving a light truck and all road user fatalities by gender in the EU27 (2017-2019). Source: CARE



Note: countries that are not included in the Figure are Bulgaria, Estonia, Lithuania, Malta, Polan because these countries have missing values in time period 2010−2019

Large differences can be observed between EU Member States. The lowest proportion of females among fatalities in crashes involving a light truck can be found in Greece, where they account for only 14% of all light truck fatalities. The highest proportion of female fatalities is observed in Denmark (28%).

Figure 11. Distribution of fatalities in crashes involving a light truck by gender per country in the EU27 (2017-2019). Source: CARE



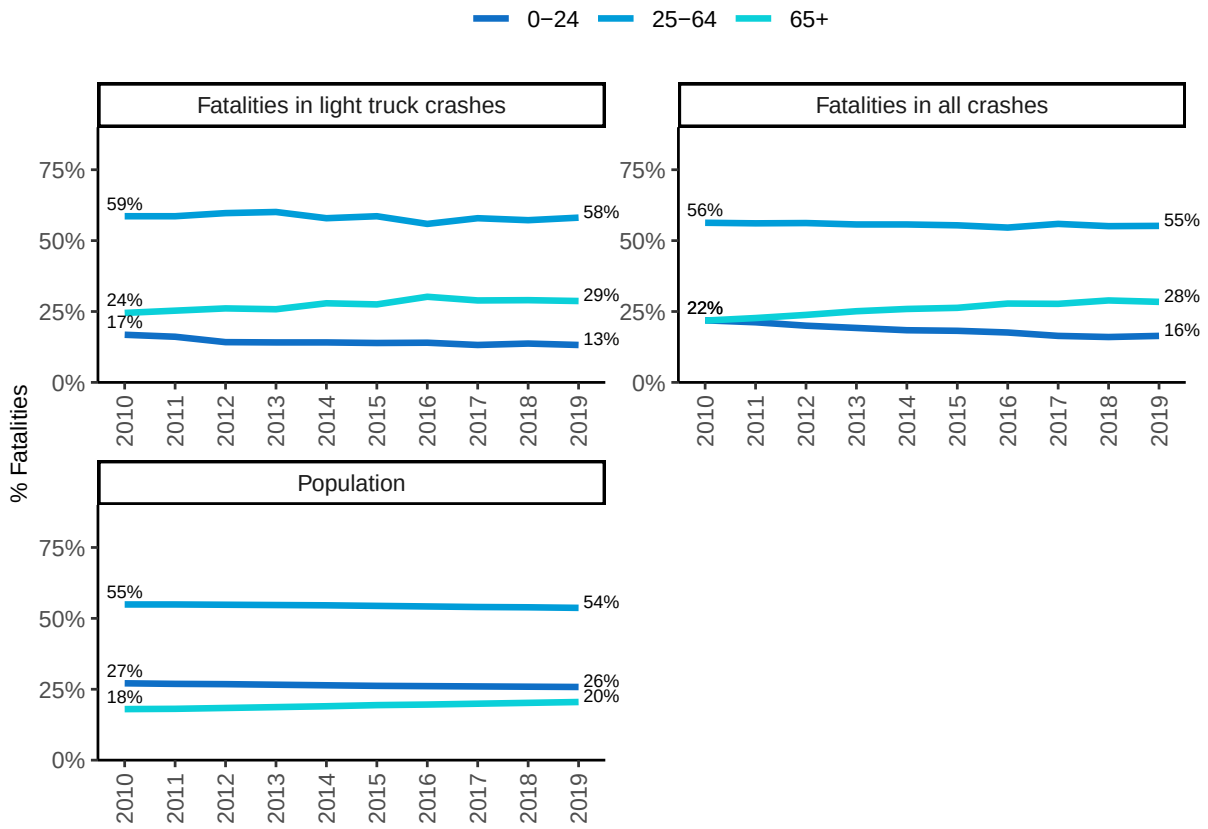
Notes: countries that are not included in the Figure are Bulgaria, Estonia, Ireland, Lithuania, Malta, Poland and Slovakia because these countries have missing values in the last years

3.2 Age

The age distribution of fatalities in crashes involving a light truck differs slightly from the age distribution of road fatalities generally. In 2019, 58% of light truck fatalities are between 25 and 64 years old, compared to 55% of all fatalities.

Compared to the general age distribution of fatalities, the proportion of people over 65 among fatalities in crashes involving a light truck is lower compared to all fatalities.

Figure 12. Distribution of fatalities in crashes involving a light truck and all fatalities by age group in the EU27 (2010-2019). Source: CARE & EUROSTAT



Note: countries that are not included in the Figure are Bulgaria, Estonia, Lithuania, Malta, Poland and Slovakia because these countries have missing values in the time series 2010−2019

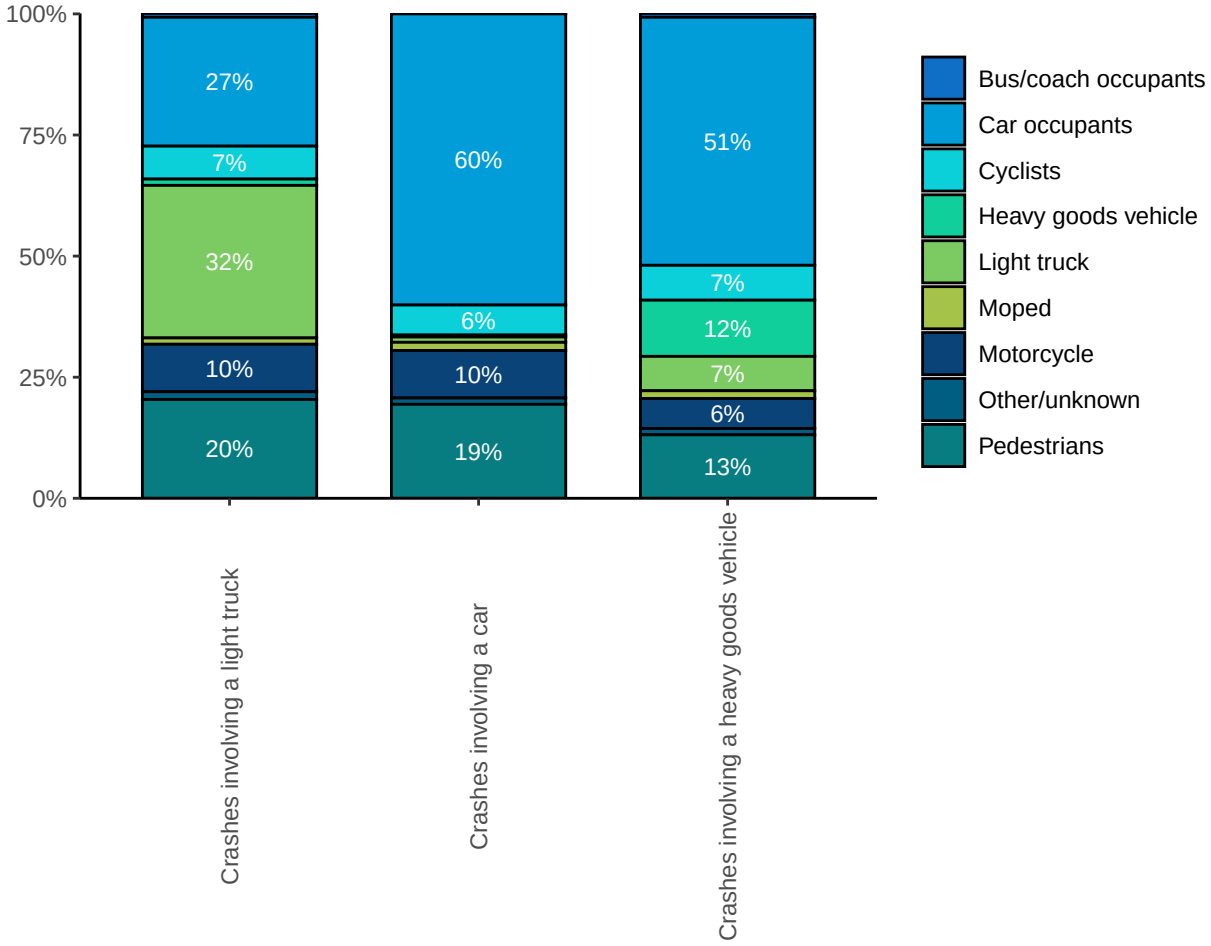
3.3 Other transport modes involved

The Figure below shows the distribution of fatalities for different transport modes involved in crashes involving a light truck, crashes involving a car, and crashes involving a heavy goods vehicle.

Light truck occupants make up one third of fatalities in crashes involving a light truck. Pedestrians, motorcyclists and cars make up another 57%. Almost one third of those killed in crashes involving a light truck are car occupants. The distribution is different for crashes involving a heavy goods vehicle: only 12% of fatalities are occupants of the heavy goods vehicle. This is also different from fatal crashes involving a car, where 60% of the fatalities are among the occupants of these vehicles themselves.

The proportion of vulnerable road users among road users killed is similar for crashes involving a light truck and crashes involving a car.

Figure 13. Distribution of fatalities by transport mode in crashes involving a light truck, a car and a heavy goods vehicle in the EU27 (2019). Source: CARE



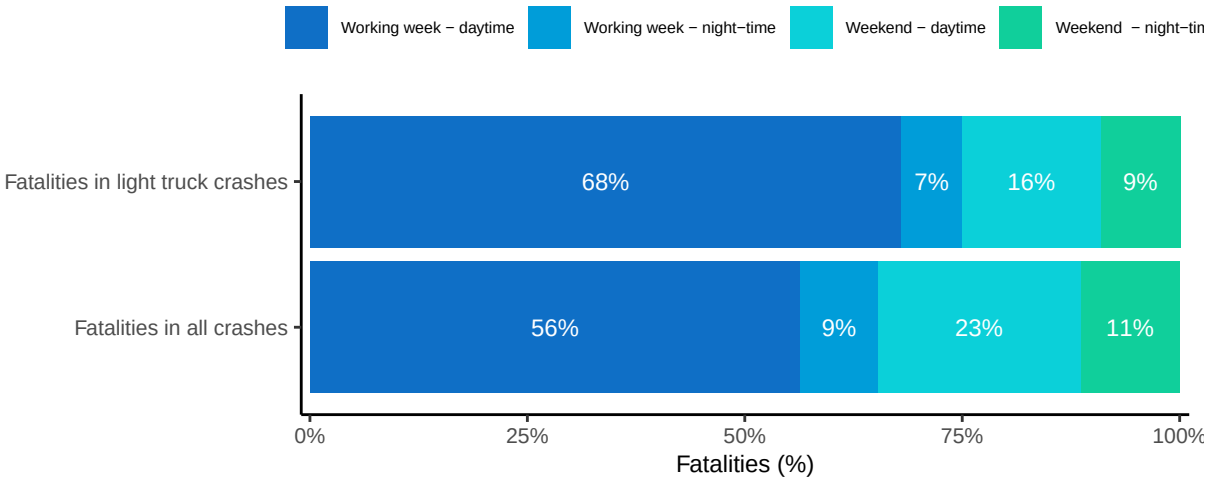
4 Time

4.1 Period of the week

The distribution of fatalities in crashes involving a light truck according to period of the week differs from the distribution of all road user fatalities. **The share of fatalities in crashes involving a light truck is proportionally higher during daytime in the working week and lower during the day at the weekend**.

The proportion of all road fatalities in 2019 that occur during the working week is 65%, compared to 75% of fatalities in crashes involving a light truck.

Figure 14. Distribution of fatalities in crashes involving a light truck and all fatalities according to period of the week in the EU27 (2019). Source: CARE



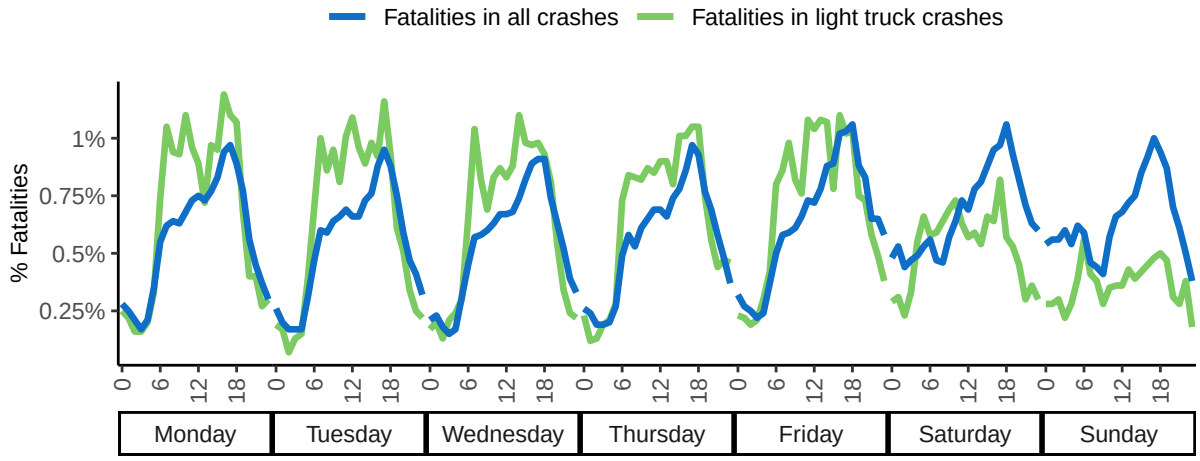
Note: countries that are not included in the Figure are Bulgaria, Estonia, Ireland, Lithuania, Malta because these countries have missing values in the last years

4.2 Day of the week and hour

The Figure below on fatalities in light truck crashes confirms the above finding that **proportionately many more crashes involving a light truck happen in day-time during working days**. By contrast, crashes occur less frequently during weekend days. It is notable that there is a large peak in fatalities in crashes involving a light truck during weekend nights.

During the working week a clear morning peak and an evening peak in fatalities in crashes involving a light truck can be observed. These two peaks are more pronounced than for all fatalities combined.

Figure 15. Distribution of fatalities in crashes involving a light truck and all fatalities by day of the week and hour in the EU27 (2019). Source: CARE

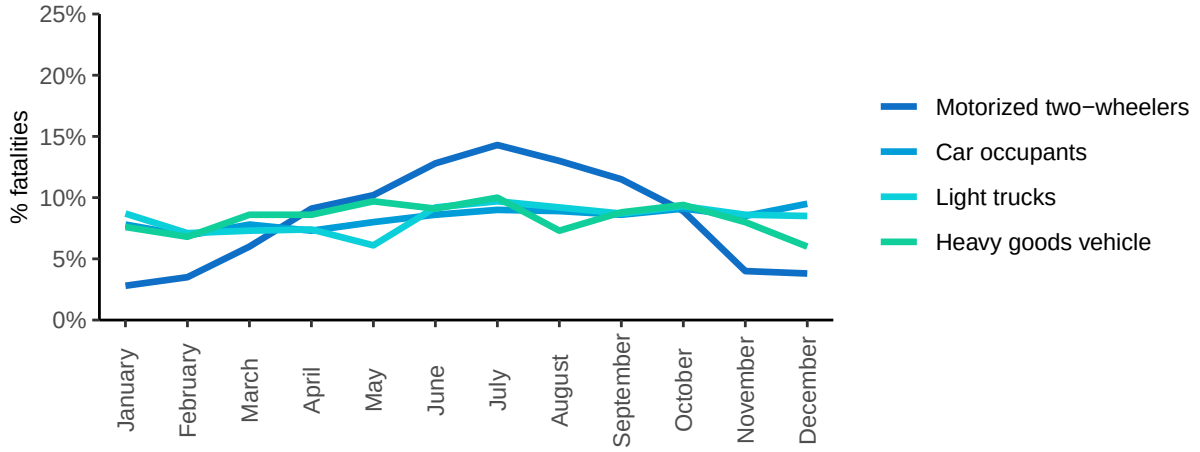


Note: countries that are not included in the Figure are Bulgaria, Estonia, Ireland, Lithuania, Malta and Poland because these countries have missing values in the last years

4.3 Month

The Figure below shows the distribution of fatalities by mode of transport over the months of the year. Of all transport modes, motorized two-wheelers show the most pronounced seasonal variation. The seasonal variation for light trucks is far less pronounced. However, there are less light truck fatalities between February and May.

Figure 16. Monthly distribution of fatalities by transport mode, in the EU27 (2017-2019). Source: CARE



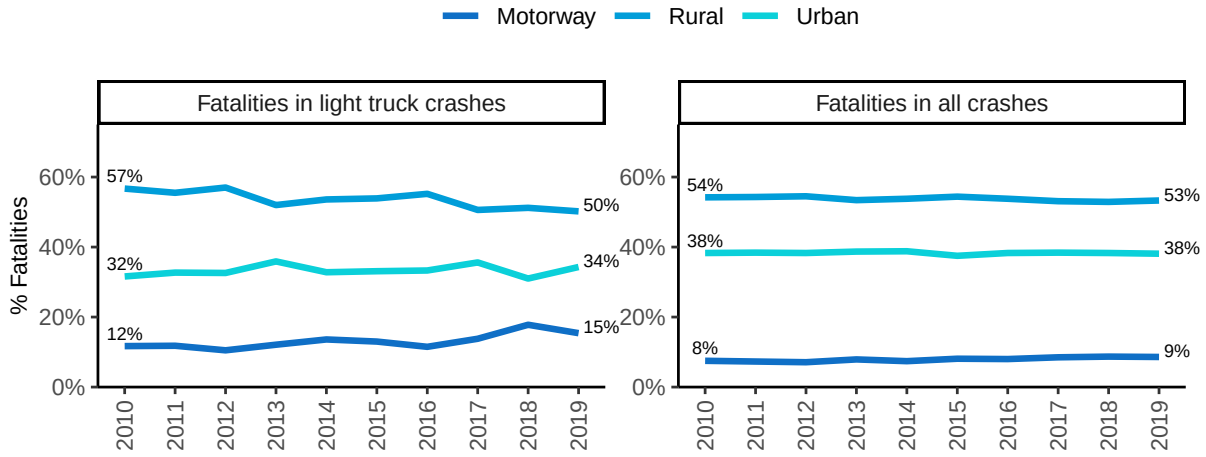
Notes:
− countries that are not included in the Figure for light trucks are Bulgaria, Estonia, Ireland, Lithuania, Malta and Poland because these countries have missing values in the last years
− Bulgaria is not included in the Figure for heavy goods vehicles because the time series for this country is not correct

5 Location

5.1 Road type

Overall, rural roads accounted for the highest number of road fatalities in 2019 (53%), followed by urban roads (38%), and motorways (9%). For fatalities in crashes involving a light truck, the distribution according to road type differs slighlty from this general distribution. Rural roads account for 50% of all fatalities, motorways for 15%, and urban roads for 34%. **The proportion of fatalities in crashes involving a light truck on motorways is higher compared to all road fatalities**.

Figure 17. Distribution of fatalities in crashes involving a light truck and all fatalities by road type in the EU27 (2010-2019). Source: CARE

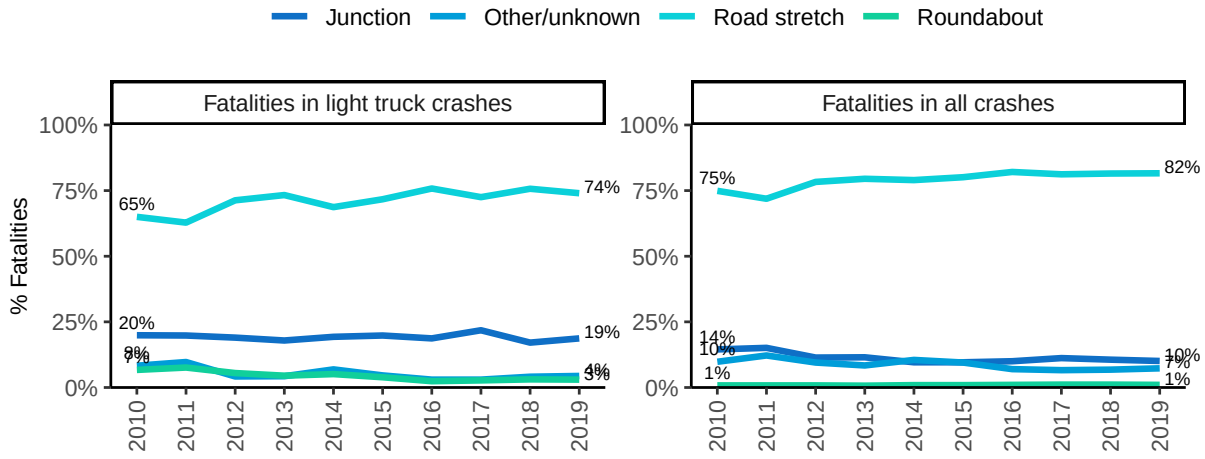


Note: countries that are not included in the Figure for light trucks are Bulgaria, Estonia, Ireland, Lithuania, Malta and Poland because these countries have missing values in the last years

5.2 Junction type

In 2019, the majority of road fatalities occurred on road stretches (82%). There are far fewer fatalities at junctions (10%) or roundabouts (1%). The same finding applies to fatalities in crashes involving a light truck, although the proportion for this transport mode is lower on road stretches and higher at junctions. For fatalities in crashes involving a light truck, the proportion of fatalities on road stretches has steadily increased over the past decade, while the proportion at junctions has remained stable.

Figure 18. Distribution of light truck fatalities and all fatalities by junction type in the EU27 (2010-2019). Source: CARE

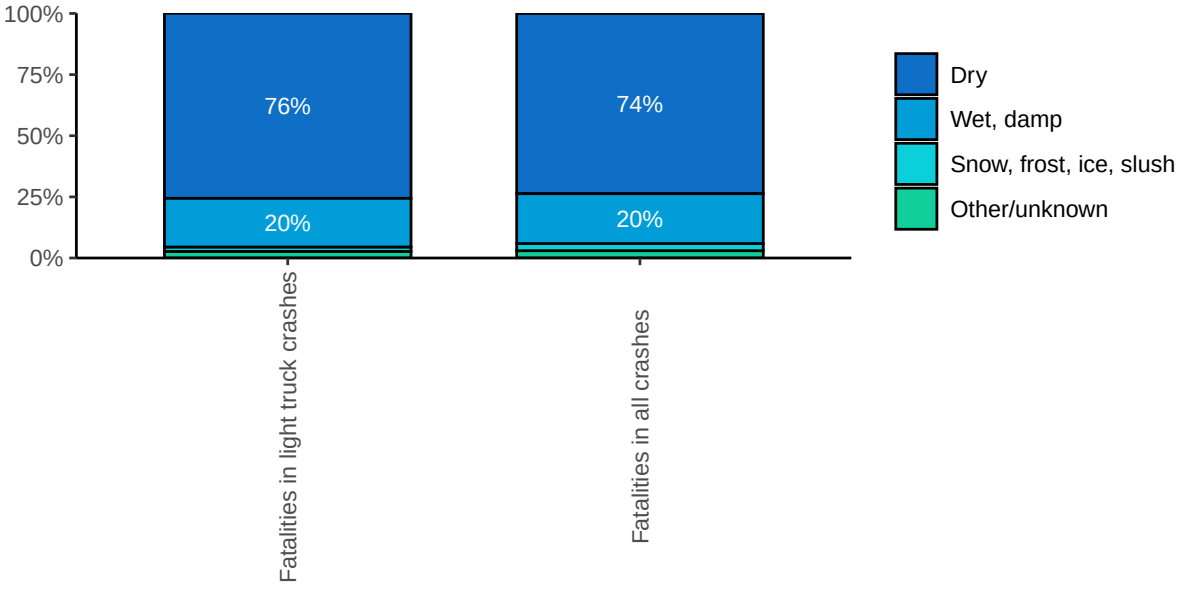


Note: countries that are not included in the Figure for light trucks are Bulgaria, Estonia, Ireland, Lithuania, Malta and Poland because these countries have missing values in the last years

5.3 Surface

Surface conditions were dry for 74% of all road fatalities and wet for 20% of them. For only 3% of them were the surface conditions snowy, frosty or icy. The distribution is similar for crashes involving a light truck.

Figure 19. Distribution of light truck fatalities and all fatalities by surface conditions in the EU27 (2019). Source: CARE



Note: countries that are not included in the Figure for crashes involving a light truck are Bulgaria, Estonia, Ireland, Lithuania Poland because these countries have missing values in the last years

6 Notes

6.1 Definitions

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

CADAS Glossary: https://ec.europa.eu/transport/road_safety/sites/roadsafety/files/pdf/statistics/cadas_glossary.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.

Light truck/lorry, les than 3,5 tonnes
Definition: goods vehicle under 3,5t maximum gross weight. Smaller motor vehicle used only for the transport of goods.

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.

6.2 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.

6.3 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.

6.4 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.

6.5 Countries included

The Figures in this report present the information for the countries that are members of the EU at the time of publication of the report. In April 2021, 27 countries were members of the European Union. The EFTA countries and the UK are included in Table 1.

Bulgaria, Estonia, Lithuania, Malta and Poland were excluded in the Figures and Tables because the time series for these country are not complete in the CARE database.

Liechtenstein is excluded from this report because no recent accident data containing breakdowns according to transport mode and other variables are available for this country.


Publications Office