European Road Safety Observatory

Facts and Figures

Buses / coaches / heavy goods vehicles - 2020

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 2020 refer to 2018.

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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: 7th December, 2020

Contents

1 Key Facts

Fatalities 2018

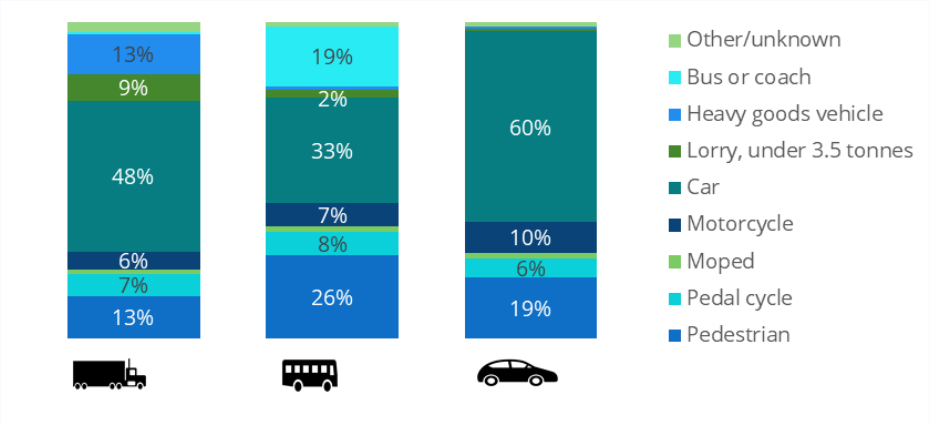
In crashes involving heavy goods vehicles

3288 fatalities
(14.5% of all fatalities)

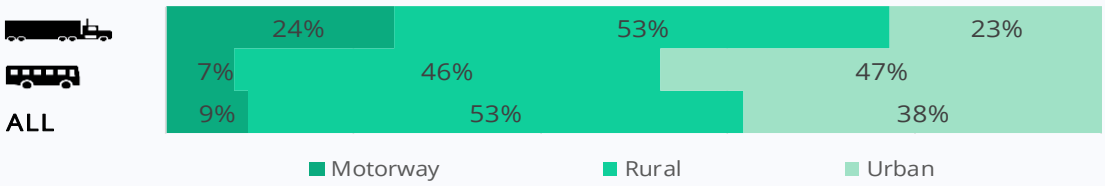
In crashes involving buses/coaches

585 fatalities
(2.5% of all fatalities)

Transport mode of fatalities in crashes involving HGVs , buses/coaches, cars



Road type



Basic definition

Heavy goods vehicle (HGV): vehicles in the CARE database with road user type: “road tractor”, “goods vehicle over 3.5 tonnes mgw”, or “goods vehicle”.

Bus/coach: vehicles in the CARE database with road user type: “bus”, “coach”, “mini-bus”, “trolley”, or “bus or minibus or coach or trolley”.

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.

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. These are vehicles that transport passengers and freight respectively. Of all road fatalities in the EU, **14.5% and 2.5% respectively die in a crash involving an HGV or a bus/coach**. These proportions have remained virtually stable between 2010 and 2018.

Buses/coaches and heavy goods vehicles differ not only with respect to their "cargo" 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.

In crashes involving heavy goods vehicles, only 13% of fatalities are the occupants of the HGV themselves (404 fatalities in 2018). Compared to all road fatalities in the EU, the proportion of vulnerable road users (i.e. the total number of pedestrians, cyclists and powered two-wheelers) is relatively low (27% in HGV crashes versus 47%, in general), but the proportion of occupants of passenger cars and lorries under 3.5 tonnes is relatively high. **In bus/coach crashes, 19% of the fatalities are the passengers in the buses/coaches themselves** (109 fatalities in 2018). Pedestrians also are overrepresented among those killed in such crashes.

Among the fatalities in **crashes involving heavy goods vehicles**, we count **75% 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 see **67% men** (this is lower than the share of men in all road fatalities in the EU, which is 76%) and a relatively large number of people **over 50**.

The pattern of fatalities in HGV crashes is not the same in all EU Member States. Based on the "mortality" indicator, two Baltic States (i.e. Latvia and Estonia) score worst in terms of HGV fatalities, along with Slovenia, Czechia 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 are concerned, the problem generally appears to be more important in Eastern Europe, both in terms of mortality and in terms of the share in the total number of fatalities.

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

- Fatalities occur more often during the day and during the working week.
- HGV fatalities occur more often on motorways (the proportion on motorways has increased from 15% to 24% between 2010 and 2018) while bus/coach fatalities occur more often in urban areas.
- HGV vehicles in fatal crashes are more likely to be foreign vehicles than is the case for coaches and cars.

2 Main trends

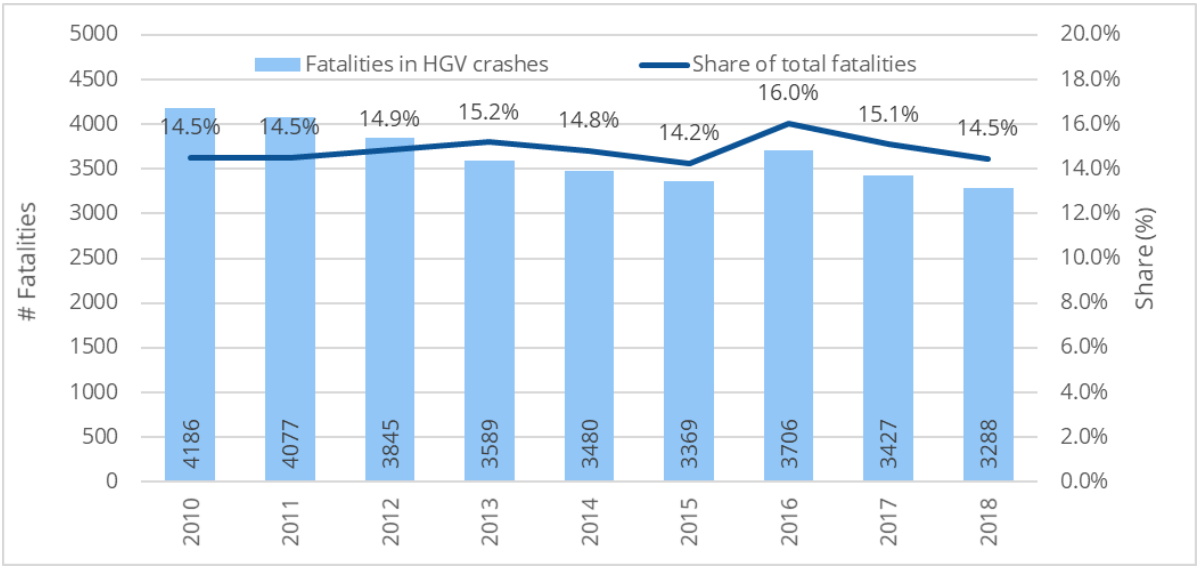
2.1 Fatalities

During the last decade, there has been an **important improvement in the number of fatalities in passenger and freight accidents**. Between reference years 2010 and 2018, 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 21% and 26% respectively.

Because the total number of road fatalities has decreased by a similar degree (- 21%), the proportion of fatalities in these types of crashes has remained quasi constant since 2010. This **proportion in 2018 is 14.5% for heavy goods vehicles and 2.5% 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").

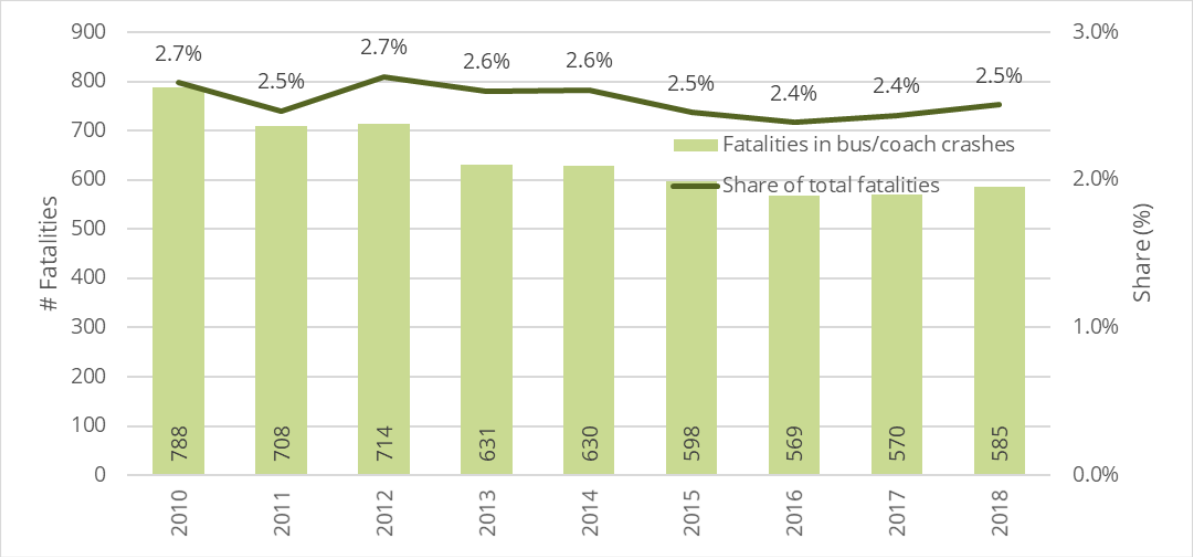
As numbers on fatalities in coach crashes are available for only 5 EU countries and the numbers are small, no analysis is carried out for buses and coaches separately.

Figure 1. Annual number of fatalities in HGV crashes, and their share in the total number of fatalities in the EU27 (2010-2018). Source: CARE



Note: imputation (explained in "Notes") was used for missing values for specific combinations of years and countries.

Figure 2. Annual number of fatalities in bus/coach crashes, and their share in the total number of fatalities in the EU27 (2010-2018). Source: CARE

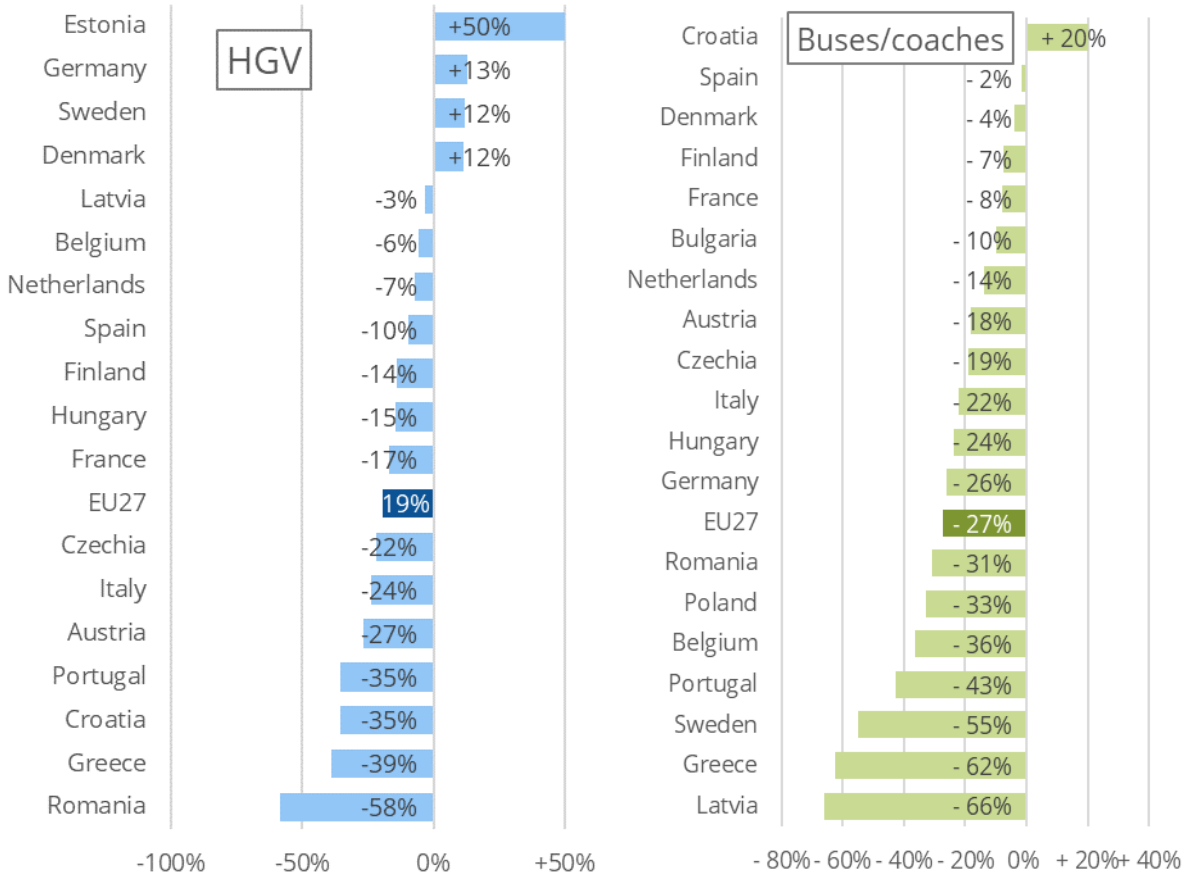


Note: imputation was used for missing values for specific combinations of years and countries.

Not all EU countries have experienced a substantial decline since 2010. Regarding fatalities in HGV crashes, only a slight decrease (or none at all) is observed in Germany, Sweden, Denmark and Latvia. In bus/coach crashes in Spain the number of fatalities has barely decreased at all.

These are not the only countries with performances below the EU27 average with respect to HGV fatalities. But since countries with a small population have fewer deaths and show larger annual percentual shifts, the text of this report focuses on countries with a significant number of deaths in the relevant category. Also, countries with recent data missing are not commented on.

Figure 3. Percentage change in the number of fatalities in HGV crashes and in bus/coach crashes per country in the EU27 (2016-2018 versus 2009-2011). Source: CARE



Notes:

- Imputation was used to compute the trend for EU27.
- Countries that are not included in the Figures: countries with missing values or too many "0"-values, and countries with (extreme percentage changes due to) small absolute numbers.

Table 1. Number and trend of fatalities in HGV crashes per country in the EU27, EFTA and UK (2010; 2016-2018). Source: CARE

	2010	2016	2017	2018	Trend (2016-2018 VS 2009-2011) (%)	Miniplot trend since 2010
Austria	97	74	52	56	-27%	
Belgium	117	112	107	111	-6%	
Croatia	44	39	38	25	-35%	
Cyprus	1	3	1	2	/	
Czechia	175	136	127	125	-22%	
Denmark	36	47	36	33	+12%	
Estonia	3	13	12	20	+50%	
Finland	92	73	74	66	-14%	
France	552	493	418	444	-17%	
Germany	534	620	626	602	+13%	
Greece	127	79	51	72	-39%	
Hungary	144	93	100	117	-15%	
Ireland	13	28	NA	NA	/	
Italy	358	403	377	348	-24%	
Latvia	41	29	28	40	-3%	
Lithuania	NA	NA	NA	NA	/	
Luxembourg	9	4	4	2	/	
Malta	1	1	2	0	/	
Netherlands	80	76	70	87	-7%	
Poland	947	783	NA	497	/	
Portugal	95	59	74	75	-35%	
Romania	191	96	86	73	-58%	
Slovakia	106	39	55	38	/	
Slovenia	7	31	21	31	+232%	
Spain	333	284	321	283	-10%	
Sweden	41	46	34	68	+12%	
Total EU27	4186	3706	3427	3288	-19%	
Iceland	1	2	2	3	/	
Norway	71	36	29	NA	/	
Switzerland	29	27	30	22	-26%	
United Kingdom	269	284	281	277	+3%	

Notes:

- Imputation was used to compute the trend for "Total EU27".
- For countries with missing values or many "0"-values for specific years since 2009, no or less information is included about trends.
- Due to small absolute numbers, no trend percentage is given for Luxembourg and Iceland.

Table 2. Number and trend of fatalities in bus/coach crashes per country in the EU27, EFTA and UK (2010; 2016-2018). Source: CARE

	2010	2016	2017	2018	Trend (2016-2018 VS 2009-2011) (%)	Miniplot trend since 2010
Austria	17	8	11	8	- 18%	
Belgium	13	11	11	15	- 36%	
Bulgaria	28	31	34	44	- 10%	
Croatia	6	10	8	12	+ 20%	
Cyprus	0	3	3	1	/	
Czechia	20	17	19	24	- 19%	
Denmark	13	12	9	3	- 4%	
Estonia	21	8	0	2	/	
Finland	9	7	10	8	- 7%	
France	60	66	52	43	- 8%	
Germany	91	42	65	56	- 26%	
Greece	31	12	13	10	- 62%	
Hungary	41	26	43	30	- 24%	
Ireland	7	0	NA	NA	/	
Italy	79	57	60	58	- 22%	
Latvia	15	7	2	6	- 66%	
Lithuania	NA	NA	NA	NA	/	
Luxembourg	1	0	0	7	/	
Malta	1	0	1	3	/	
Netherlands	11	13	5	13	- 14%	
Poland	119	75	75	81	- 33%	
Portugal	21	14	8	10	- 43%	
Romania	89	63	65	72	- 31%	
Slovakia	18	10	16	10	/	
Slovenia	3	1	1	3	/	
Spain	51	64	44	56	- 2%	
Sweden	16	7	10	5	- 55%	
Total EU27	788	569	570	585	- 27%	
Iceland	0	1	2	1	/	
Norway	10	4	6	NA	/	
Switzerland	7	4	5	9	- 22%	
United Kingdom	83	67	68	70	-27%	

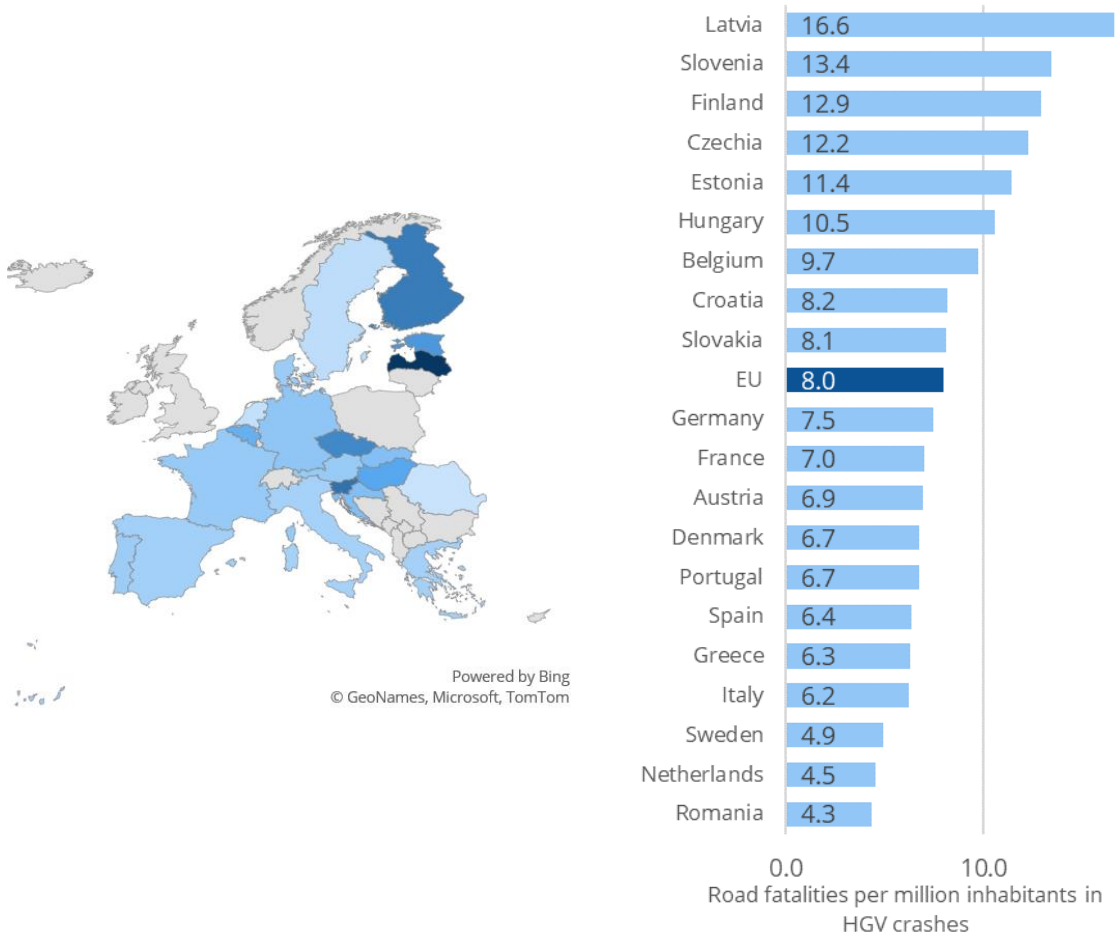
Notes:

- Imputation was used to compute the trend for "Total EU27".
- For countries with small absolute numbers, missing values or many "0"-values for specific years since 2009, no or less information is included about trends.

2.2 Mortality: number of 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), Slovenia, Finland, and Czechia.

Figure 4. Fatalities per million inhabitants in HGV crashes per country in the EU27 (2016-2018). Sources: CARE & EUROSTAT

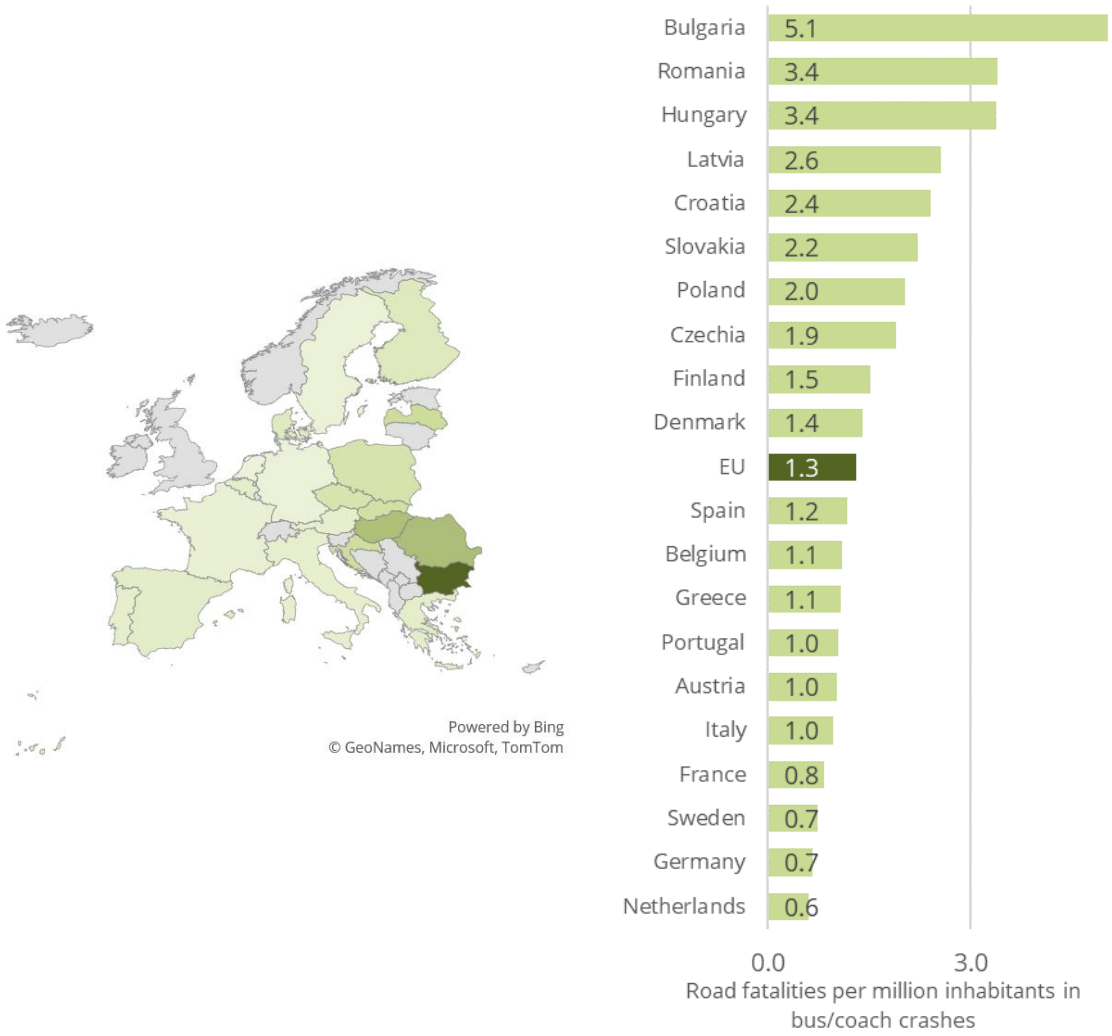


Notes:

- Imputation was used to compute the overall mortality for "Total EU27".
- Due to small numbers of fatalities, Cyprus, Malta and Luxembourg are not included.
- Due to a high number of missing values, Ireland, Lithuania and Poland are not included.

The number of fatalities per million inhabitants in bus/coach crashes is generally higher in the eastern part of the EU.

Figure 5. Fatalities per million inhabitants in bus/coach crashes per country in the EU27 (2016-2018). Sources: CARE & EUROSTAT



Notes:

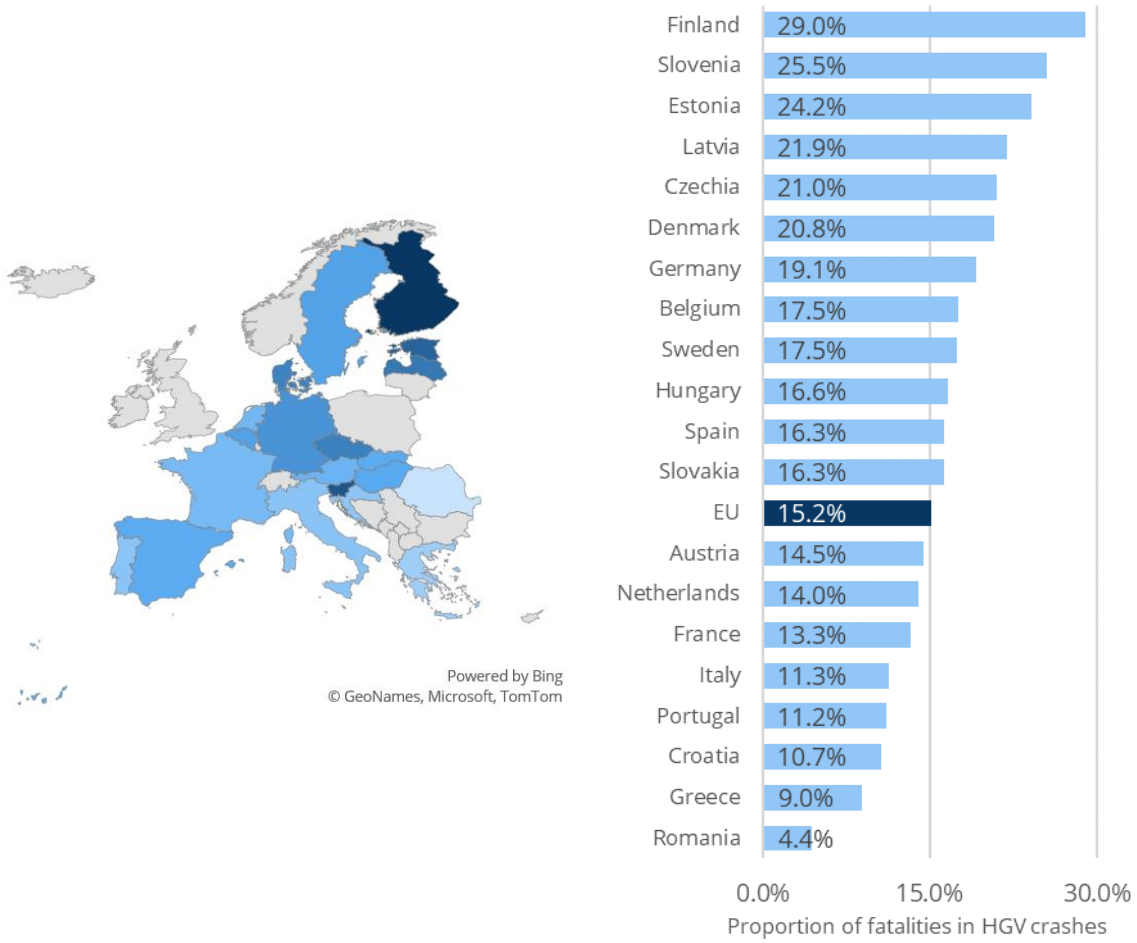
- Imputation was used to compute the overall mortality for “Total EU27”.
- Due to small numbers of fatalities, Cyprus, Estonia, Luxembourg, Malta and Slovenia are not included.
- Due to a high number of missing values, Ireland and Lithuania are not included.

2.3 Proportion of fatalities: number of fatalities in HGV crashes and bus/coach crashes in the total number of 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 "proportion rate" shows the magnitude of the traffic safety problem related to buses/coaches and heavy goods vehicles for each specific country.

The Figure below regarding HGV crashes shows that the proportion rate and the mortality rate lead to similar conclusions. As with the mortality rate, the proportion rate is the highest in **the east and north of the EU**. The Baltic States, and Slovenia 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 6. Share of fatalities in HGV crashes in the total number of fatalities, per country in the EU27 (2016-2018). Sources: CARE

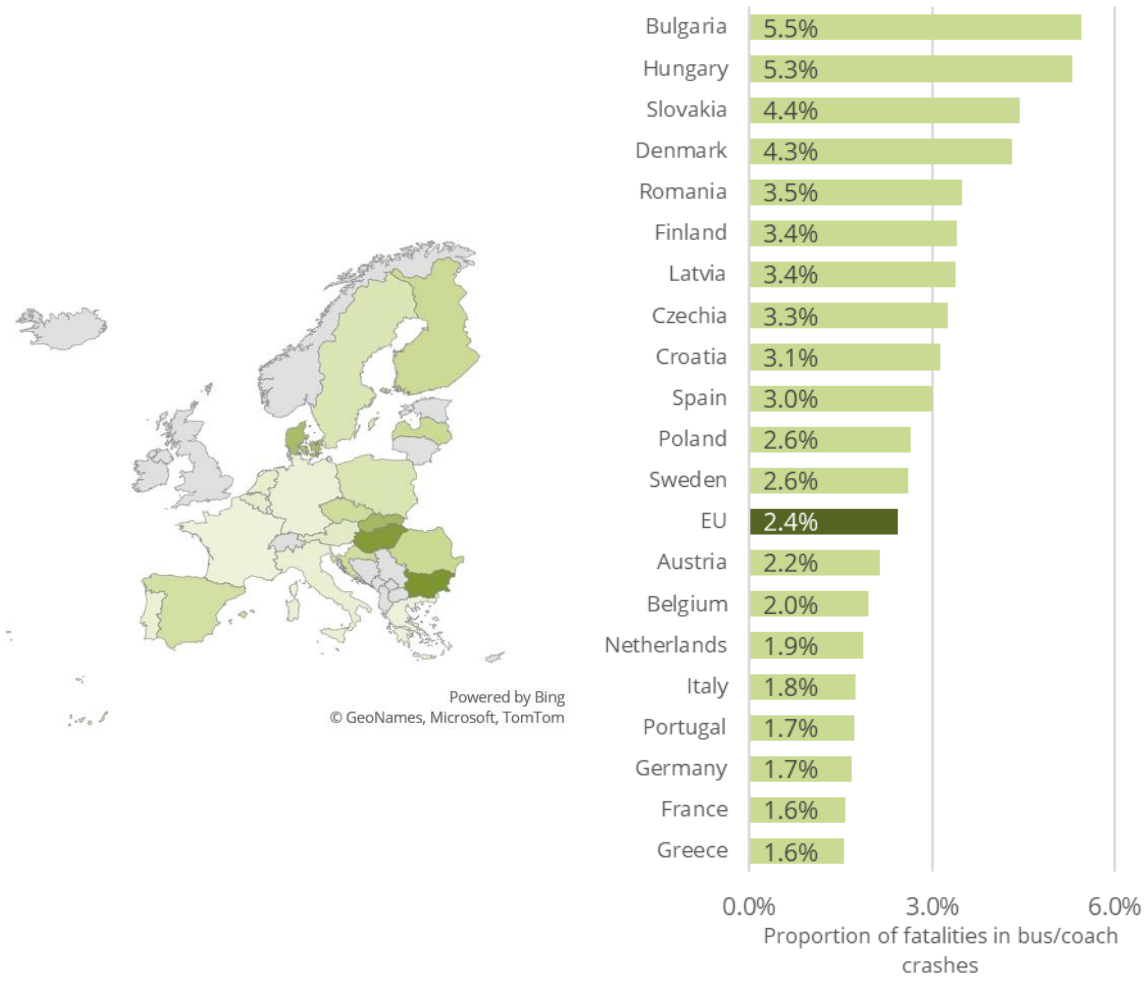


Notes:

- Imputation was used to compute the overall share for "Total EU27".
- Due to small numbers of fatalities, Cyprus, Malta, and Luxembourg are not included.
- Due to a high number of missing values, Ireland, Lithuania and Poland are not included.

The following Figure regarding buses/coaches also shows that the proportion rate 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 7. Share of fatalities in bus/coach crashes in the total number of fatalities, per country in the EU27 (2016-2018). Sources: CARE



Notes:

- Imputation was used to compute the overall share for "Total EU27".
- Due to small numbers of fatalities, Cyprus, Estonia, Luxembourg, Malta and Slovenia are not included.
- Due to a high number of missing values, Ireland and Lithuania are not included.

Another exposure measure for fatalities is the number of vehicles[1]. 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.

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.

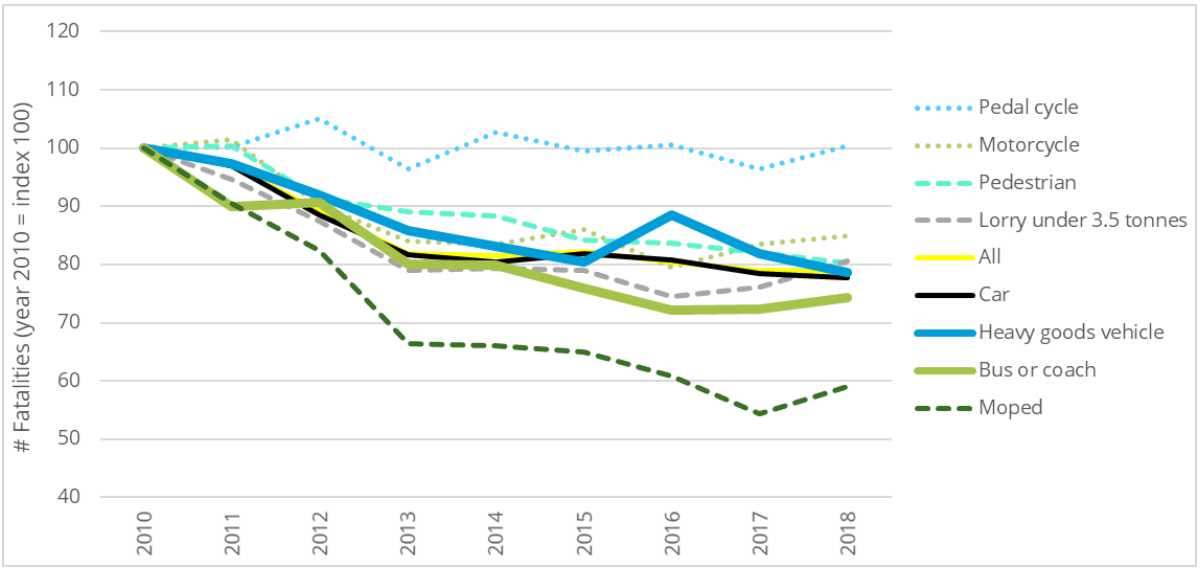
[1] An alternative exposure measure for fatalities is the number of kilometres travelled, but unfortunately most EU countries do not have complete data on this.

2.4 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 2010-2018. 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 2010 and 2018 amounts to 26% and 21% respectively. For all modes of transport together, the decrease is 21%.

Figure 8. Trend of fatalities in crashes involving buses/coaches, heavy goods vehicles and other transport modes in the EU27 (2010-2018). Source: CARE



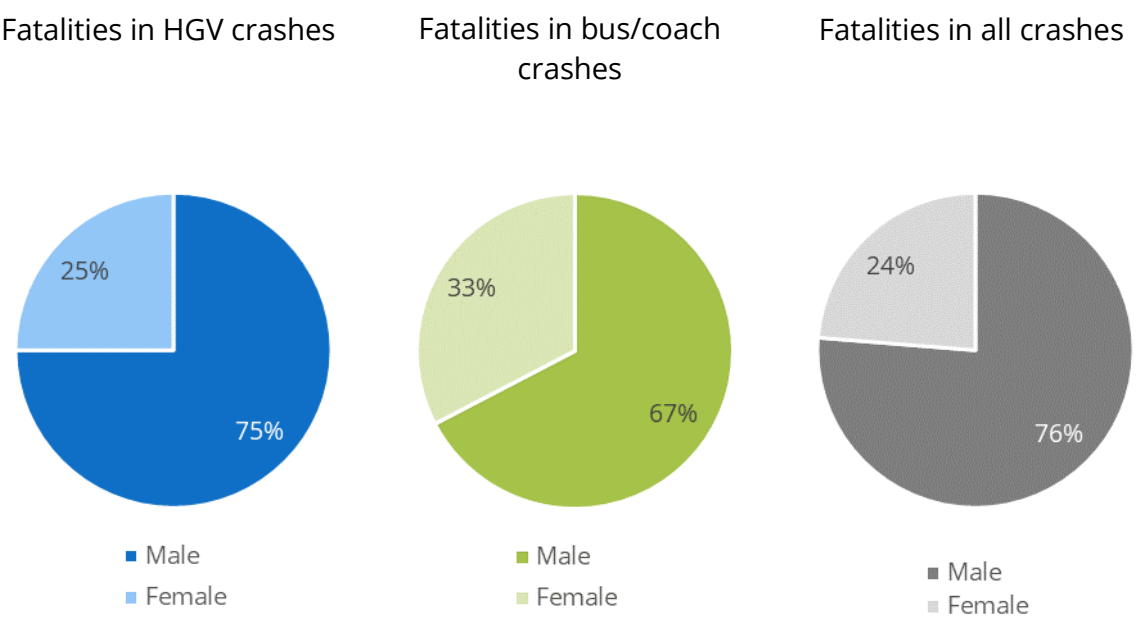
Note: imputation was used for missing values for specific combinations of years and countries. Countries that show an unreliable trend for a particular mode of transport, are omitted for that mode of transport.

3 Road user

3.1 Gender

76% of all road fatalities in the EU are male. More or less the same **proportion of men (75%) is observed in the fatalities in crashes involving heavy goods vehicles. In bus and coach crashes, the percentage of men is slightly lower at 67%,** 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 9. Distribution of fatalities by gender in HGV crashes and bus/coach crashes in the EU27 (2018). Source: CARE



Note: the category "gender unknown" is not included in the above figure; gender is unknown for 0.2% of the fatalities.

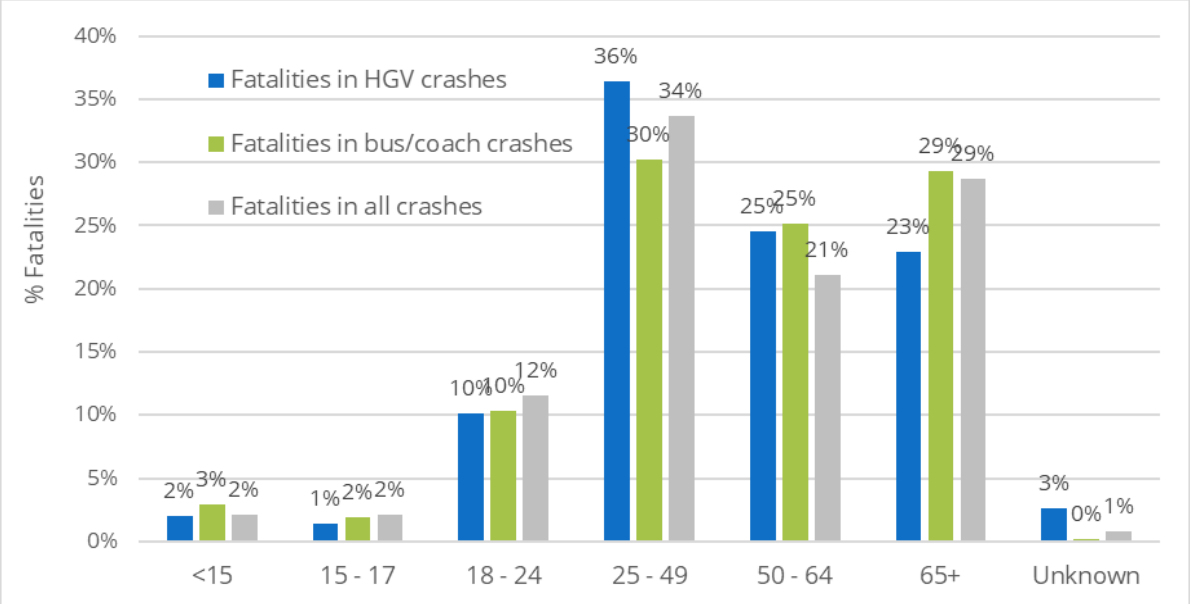
3.2 Age

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**. 61% 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 low. 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 fatalities among 25-49 year olds (young workforce) is slightly lower than among all fatalities. The share of **persons over 50 on the other hand is higher in bus/coach crashes than among all fatalities**.

Figure 10. Distribution of fatalities by age category in HGV crashes and bus/coach crashes in the EU27 (2018). Source: CARE



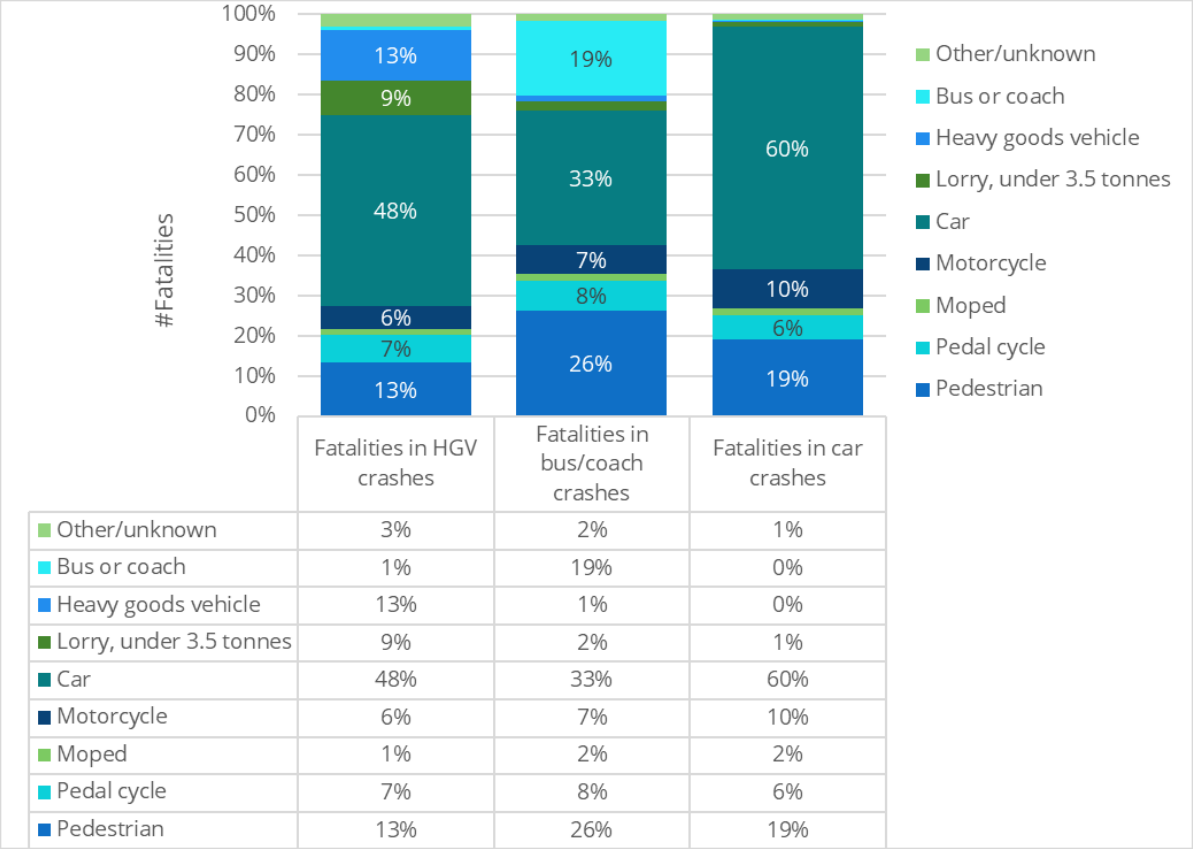
3.3 Other transport modes involved

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 13% of fatalities are the occupants of the heavy goods vehicles themselves. In bus/coach crashes, 19% 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 (43% compared to 27% in fatal HGV crashes). Especially the proportion of pedestrians is very high (26%) 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 (9%).

Figure 11. Distribution of fatalities by transport mode in HGV crashes, bus/coach crashes, and car crashes in the EU27 (2018). Source: CARE



	Fatalities in HGV crashes	Fatalities in bus/coach crashes	Fatalities in car crashes
Other/unknown	3%	2%	1%
Bus or coach	1%	19%	0%
Heavy goods vehicle	13%	1%	0%
Lorry, under 3.5 tonnes	9%	2%	1%
Car	48%	33%	60%
Motorcycle	6%	7%	10%
Moped	1%	2%	2%
Pedal cycle	7%	8%	6%
Pedestrian	13%	26%	19%

4 Time

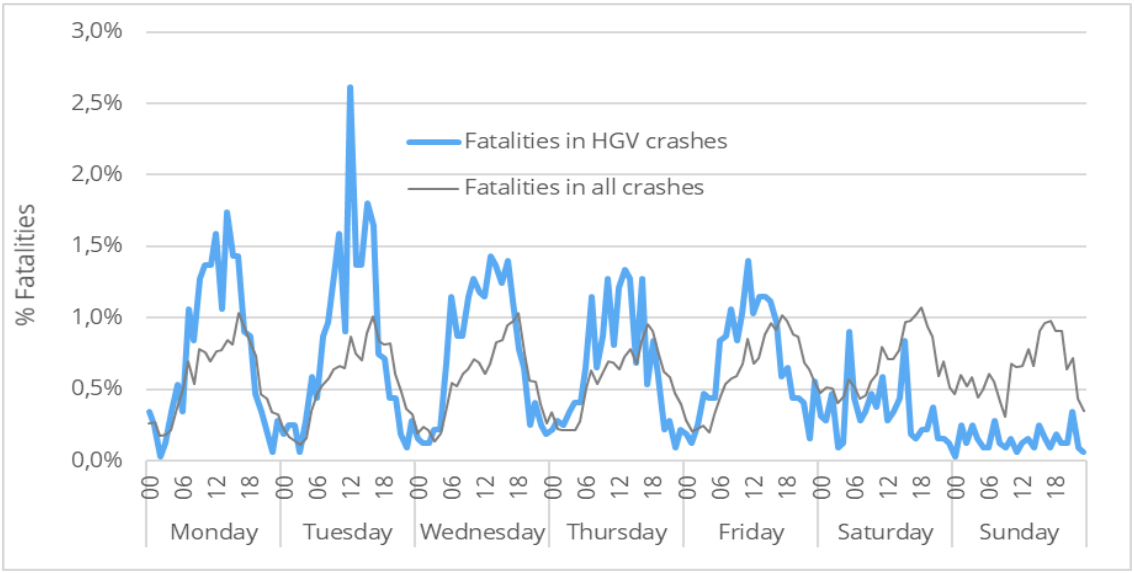
4.1 Working week versus weekend

The proportion of road fatalities that occur during the working week is 66% in 2018. 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 72% of fatalities in bus/coach crashes in 2018 occurred during the working week**. The excel file "F&F Buses, coaches and HGV" contains more information and figures on this.

4.2 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.

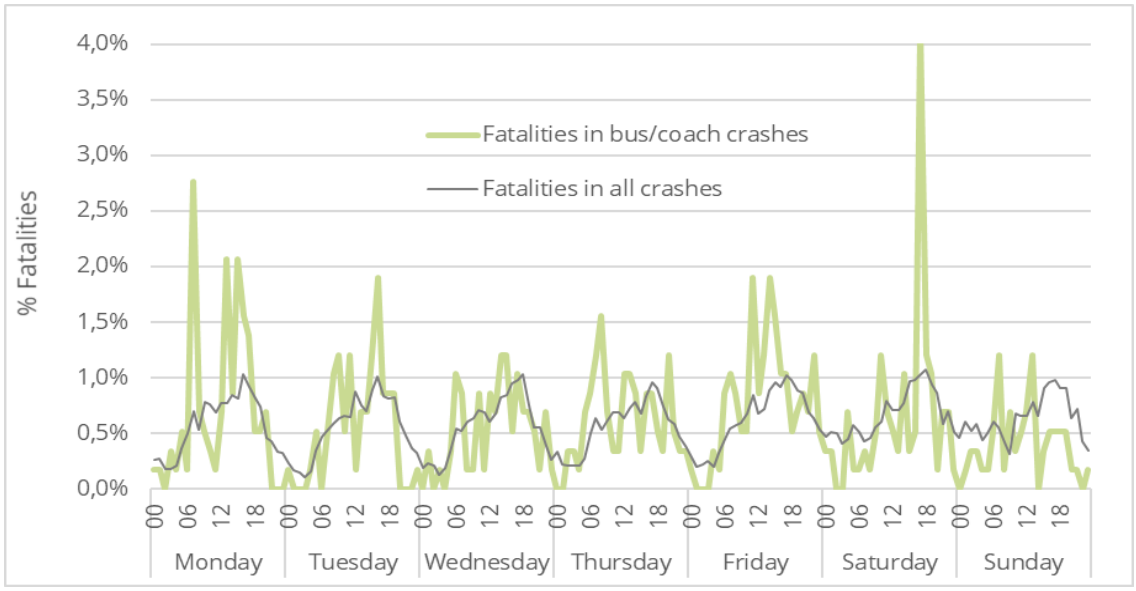
Figure 12. Distribution of fatalities by day of the week and hour in HGV crashes in the EU27 (2018). Source: CARE



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 600 bus/coach fatalities in 2018).

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 13. Distribution of fatalities by day of the week and hour in bus/coach crashes in the EU27 (2018). Source: CARE

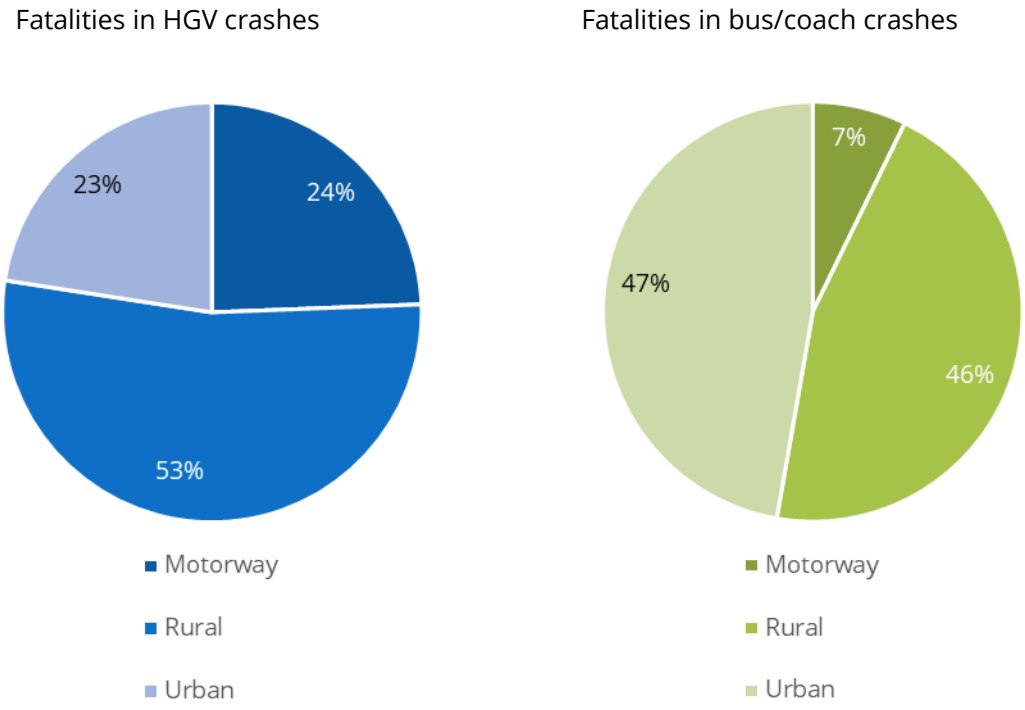


5 Location

5.1 Road type

Rural roads account for 53% of all fatalities in HGV crashes, motorways for 24% and urban roads for 23%. There is an almost equal proportion of fatalities in bus/coach crashes on **urban and rural roads (resp. 47% and 46% in 2018)**. The share on motorways is relatively small, at 7% in 2018.

Figure 14. Distribution of fatalities by road type in HGV crashes and bus/coach crashes in the EU27 (2018). Source: CARE



5.2 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 81% in 2018, with 79% in the case of fatalities in bus/coach crashes and 82% for fatalities in HGV crashes. Moreover, the share of fatalities on road stretches has steadily increased over the past decade for both HGV fatalities and bus/coach fatalities, while the proportion at intersections has decreased.

Figure 15. Distribution of fatalities by junction type in HGV crashes in the EU27 (2010-2018). Source: CARE

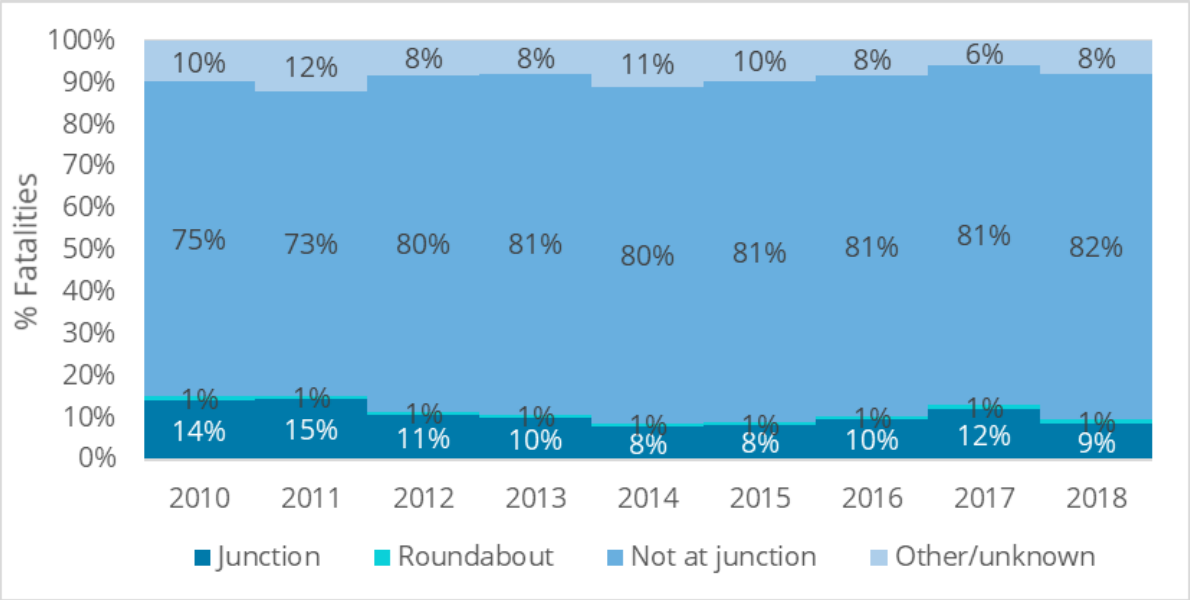
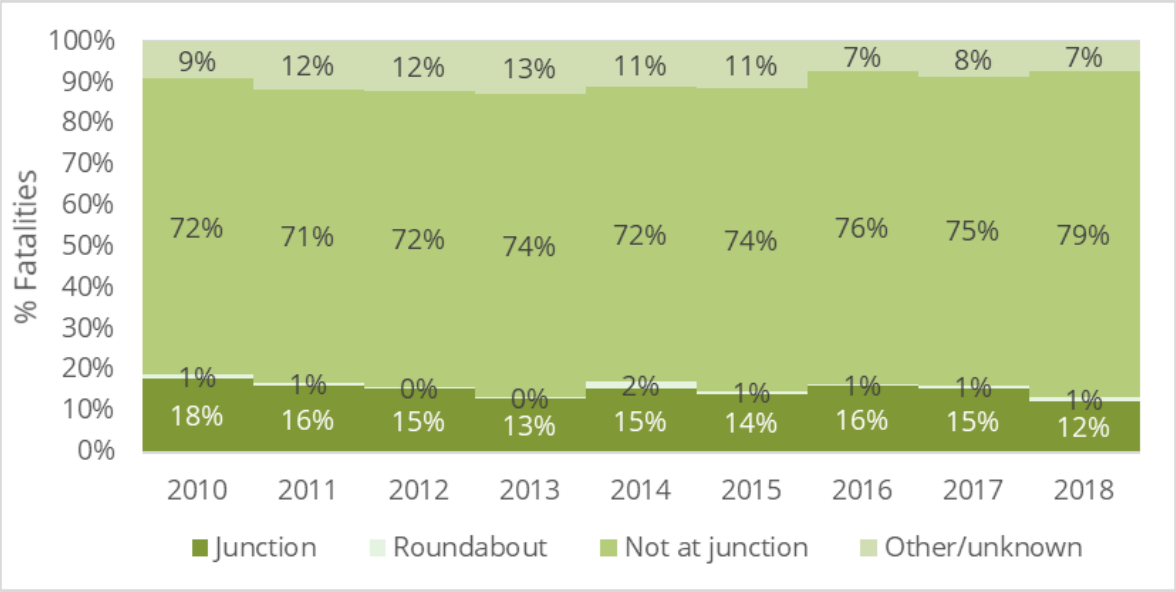


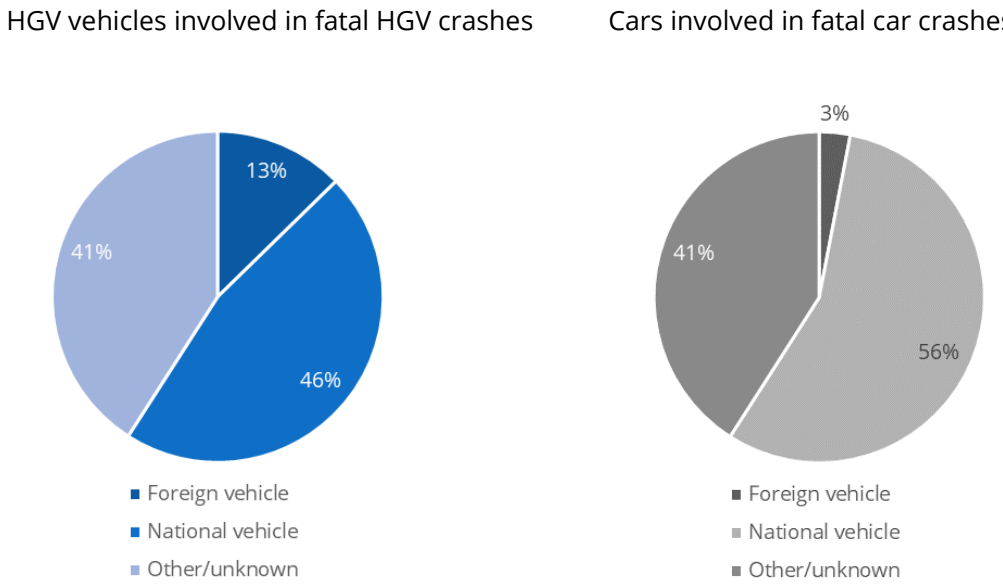
Figure 16. Distribution of fatalities by junction type in bus/coach crashes in the EU27 (2010-2018). Source: CARE



6 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 coaches and cars**.

Figure 17. Distribution of heavy goods vehicles and cars according to vehicle registration country in fatal crashes in the EU27 (2014-2018). Source: CARE



Notes:

- For fatal HGV crashes, the unknown category is more than 50% for the following countries: Cyprus, Estonia, 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.

Notes

Definitions

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

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

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

Crash (Source: UNECE/ITF/Eurostat Glossary)

Any accident involving at least one road vehicle in motion on a public road or private road to which the public has right of access, resulting in at least one injured or killed person.

Fatality (Source: CADAS Glossary)

Death within 30 days of the road accident; confirmed suicide and natural death are not included.

Victims (Source: CARE database)

Total of fatalities, seriously injured and slightly injured and injured.

Vulnerable road users

In the Facts and Figures reports vulnerable road users refer to pedestrians, cyclists, riders of mopeds and motorcyclists.

Heavy goods vehicle (Source: CADAS Glossary)

Vehicles in the CARE database with road user type: “road tractor”, “goods vehicle over 3.5 tonnes mgw”, or “goods vehicle”.

- Road tractor: road motor vehicle designed, exclusively or primarily, to haul other road vehicles which are not power-driven (mainly semi-trailers).
- Goods vehicle over 3.5 tonnes mgw: larger motor vehicle used only for the transport of goods.
- Goods vehicle: motor vehicles used only for the transport of goods (irrespectively from vehicle weight). Includes road tractors and road tractors with semi-trailers.

Bus/coach (Source: CADAS Glossary)

Vehicles in the CARE database with road user type: “bus”, “coach”, “minibus”, “trolley”, or “bus or minibus or coach or trolley”

- 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. To differentiate from other types of bus, a coach has a luggage hold separate from the passenger cabin.

- Minibus: passenger-carrying vehicle, having between 9 and 16 seats for passengers. Motor vehicles with these characteristics used as taxis are also included.
- Trolley: passenger-carrying vehicle, most commonly used for public transport, having more than 16 seats for passengers and powered by a permanent electric installation.
- Bus or minibus or coach or trolley: passenger-carrying vehicle, having more than 9 seats for passengers most frequently used for public transport.

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.

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 7 December 2020.

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.

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.

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.

Figures that only contain information on the relative distribution of fatalities have not been obtained through imputation. These are mostly the Figures from section 3 onwards. The report always mentions in footnotes when imputation was used. If this is not mentioned in the footnotes, no imputation was used.

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 December 2020, 27 countries were members of the European Union, excluding the UK. The EFTA countries and the UK are included in Table 1 and Table 2.

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

Bulgaria is excluded in the Figures and Tables on HGV fatalities because the time series for this country is not correct in the CARE database.


Publications Office