



ROAD CASUALTY STATISTICS  
EU MEMBER STATES: COMPARISONS

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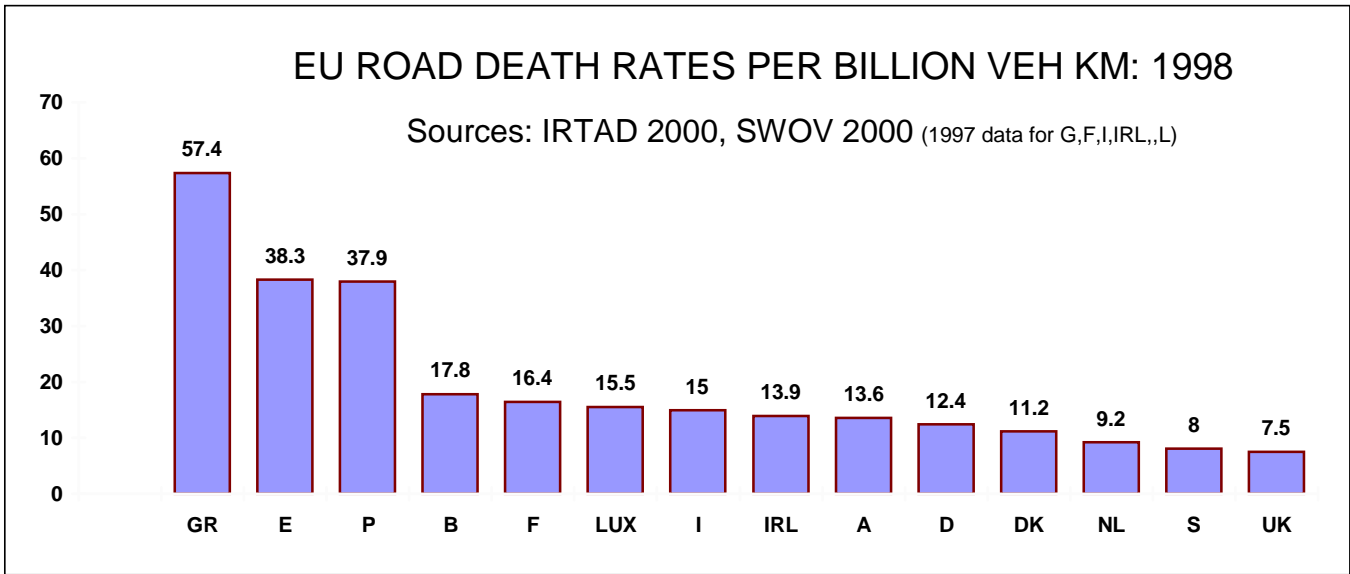
## EU PEDESTRIAN AND CYCLIST DEATHS 1998

### ESTIMATED EFFECT OF LEGISLATION ON SAFER CAR FRONTS ADOPTING 4 EEVC TESTS

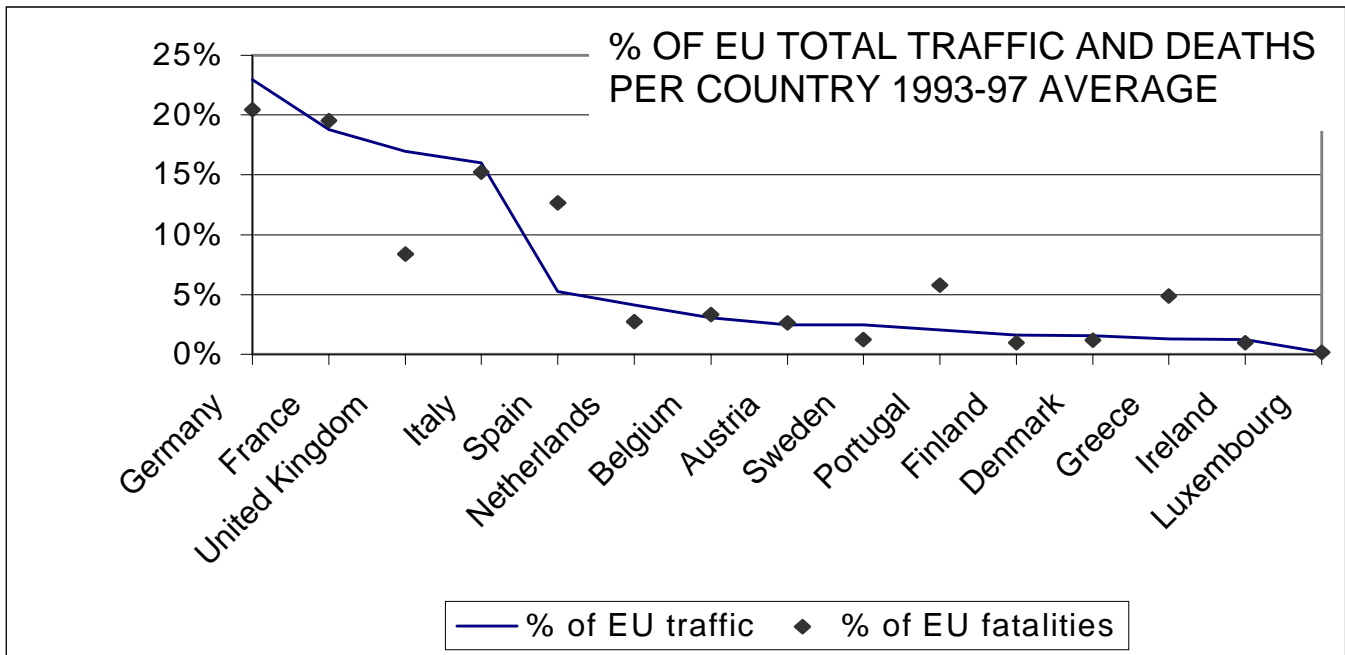
	PED & CYCLIST DEATHS	DEATHS AS % OF EU TOTAL	ESTIMATED LIVES SAVED
GERMANY	1721	19%	347
FRANCE	1362	15.5%	324
ITALY	1211	14%	267
UK	1111	12.5%	290
SPAIN	1109	12.5%	302
PORTUGAL	548	6%	142
GREECE*	495	5.5%	141
NETHERLANDS	313	3.5%	42
BELGIUM	297	3.5%	53
AUSTRIA	222	2.5%	51
DENMARK	131	1.5%	24
IRELAND	135	1.5%	35
SWEDEN	127	1.5%	23
FINLAND	116	1%	21
LUXEMBOURG+	9	0.1%	3
EU TOTAL	8907	100.1%	2065

\*1994 data  
+1996 data

- If all cars on the road today passed the four tests then over 2000 lives and around 18000 serious injuries could be prevented.
- Over 20% of all pedestrian and cyclist deaths across the EU could be prevented if all cars passed the 4 pedestrian tests.
- 172 lives lost monthly could be saved and 1500 severe injuries prevented.

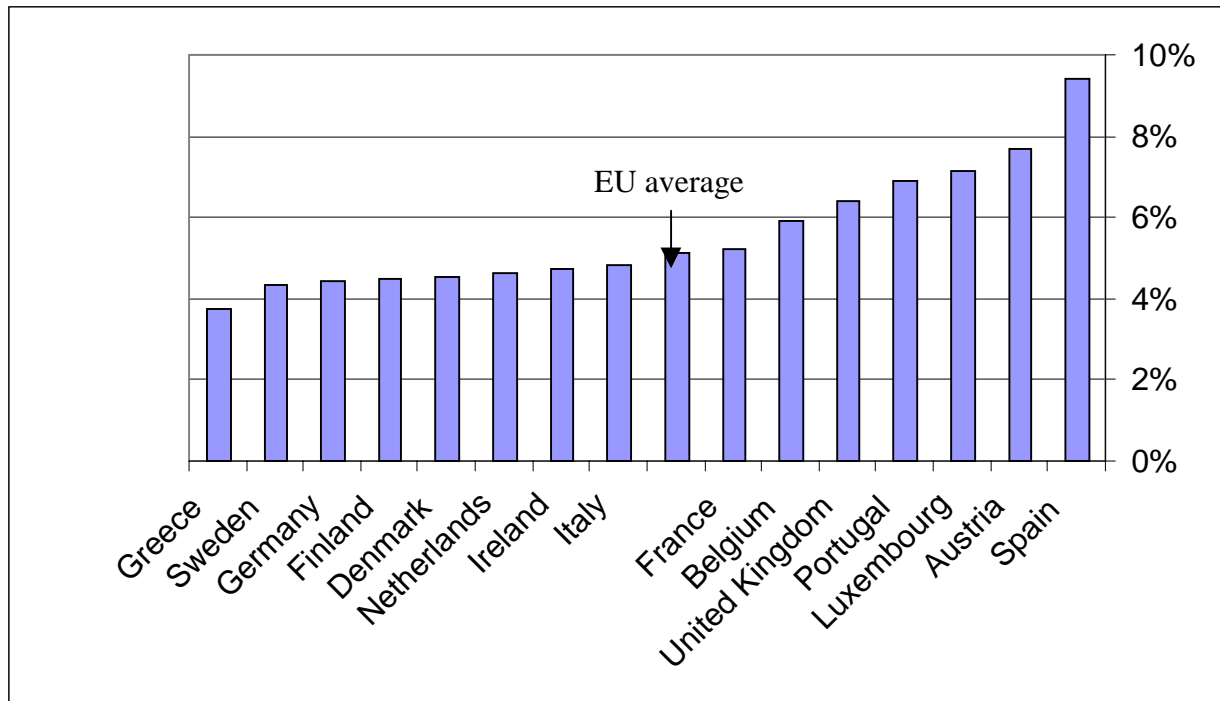


- 7 fold difference in death rate between best and worst performing EU countries



- 4 countries (Germany, France, United Kingdom and Italy) account for 75% of EU traffic
- 4 countries (Germany, France, Italy and Spain) account for 68% of EU road deaths

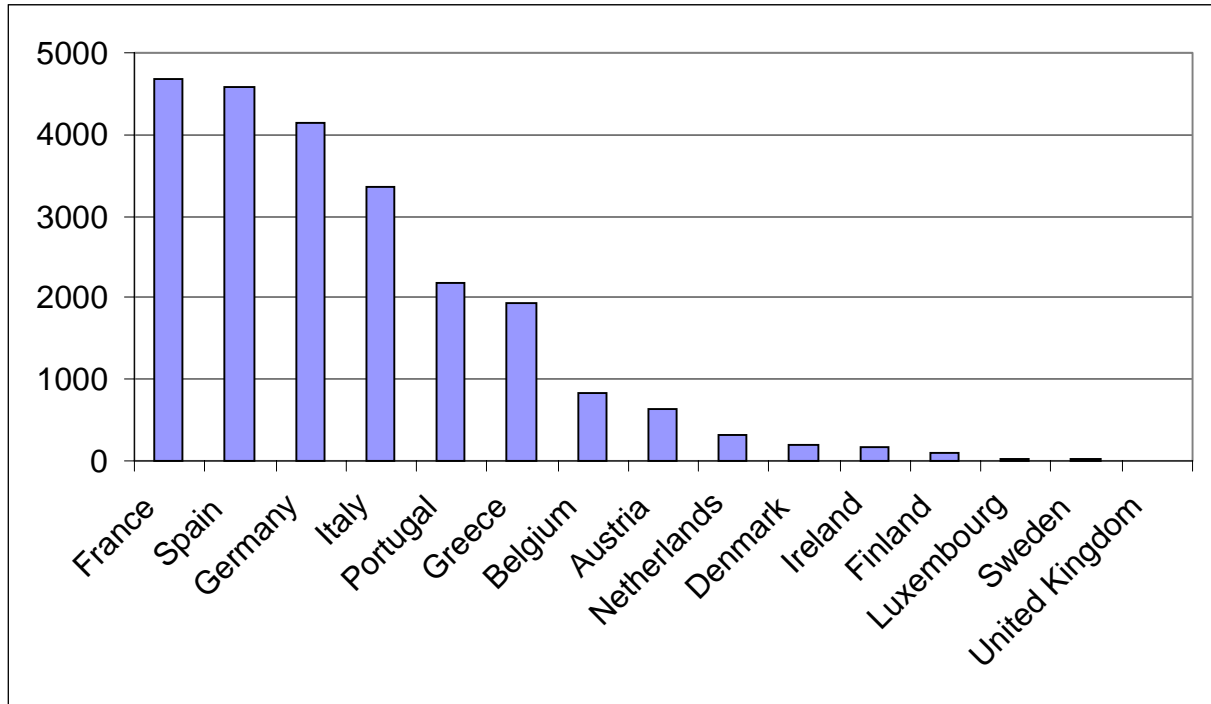
## ANNUAL REDUCTION IN ROAD USER FATALITY RATE, 1993-97 AVERAGE (% PER ANNUM)



Source: IRTAD/SWOV/TRL 2000

- The rate of fatalities per billion vehicle-km of traffic has fallen steadily in the EU countries for several years, but faster in some countries than in others.
- The fastest fall has been in Spain, 9.4% per annum on average between 1993 and 1997
- The slowest fall has been in Greece, 3.7% per annum on average.

If the fatality rate in each EU country had matched the best achieved during 1993-97, the fatality total would have been around 50% less than it actually was. The average number of lives saved per country per year is shown below.



Source: IRTAD/SWOV/TRL 2000