

INLAND TRANSPORT COMMITTEEWorking Party on Transport Statistics

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**METHODOLOGICAL DEVELOPMENTS AND HARMONIZATION OF
TRANSPORT STATISTICS**

Submitted by the Government of Spain

Note: In view of the interest of the Working Party to continue having an exchange of views regarding the availability of data in the CARE database the Government of Spain has prepared a document which is reproduced below.

**Report on Availability of Supplementary Data about Casualty Accidents provided by
CARE Information**

▪ **Involvement of heavy commercial vehicles**

Information can be obtained from CARE on fatalities in accidents involving at least one goods vehicle. The following table was published in the Annual Statistical Report 2004 and can be found at the CARE Website. This information corresponds to 14 countries belonging to the EU.



Annual Statistical Report 2004

Table 9 Annual number of fatalities per country in accidents involving heavy goods vehicles or lorries <3,5t
(Attention: fatalities in heavy goods vehicles or lorries <3,5t plus all opponents)

	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
BE	288	309	280	268	263	306	301	315	297	-
DK	207	173	185	178	170	156	168	161	139	144
EL	651	627	763	655	557	558	538	508	458	-
ES	1.656	1.518	1.649	1.479	1.611	1.660	1.566	1.558	1.504	1.500
FR	1.894	1.757	1.718	1.546	1.489	1.590	1.504	1.340	1.387	1.312
IE	129	100	127	111	136	123	98	115	117	85
IT ²	1.331	1.400	1.483	1.402	1.384	1.277	-	-	-	-
LU ²	8	10	8	8	6	7	3	5	6	12
NL	291	376	354	335	307	248	310	288	287	242
AT	221	262	238	180	199	191	223	193	173	196
PT	846	790	809	876	662	393	684	606	562	539
FI	137	157	120	127	161	114	156	115	142	137
SE	130	127	129	133	132	143	119	153	147	163
UK	1.039	938	930	870	815	848	919	887	907	848
Total	8.828	8.544	8.793	8.168	7.892	7.614	-	-	-	-
Yearly Change	-	-3,2%	2,9%	-7,1%	-3,4%	-3,5%	-	-	-	-
Total - all users	38.609	36.700	36.642	34.868	34.763	34.552	-	-	-	-
% HGV or lorries < 3,5t	22,9%	23,3%	24,0%	23,4%	22,7%	22,0%	-	-	-	-

Source: CARE Database / EC
Date of query: October 2004
Table is available on the CARE website: www.care-net.org

The following are definitions for heavy goods vehicles and lorry of less than 3.5 tonnes:

HEAVY GOODS VEHICLE: 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. It includes lorry, over 3.5 tonnes; road tractor; road tractor with semi-trailer; lorry with trailer; tanker (except FIN).

Note: Lorries cannot systematically be categorised as over 3.5 tonnes (D, I).

Data availability: All old countries (except D, I)

LORRY, LESS THAN 3.5 TONNES: Motor vehicle with a permissible gross vehicle weight of less than 3.5 tonnes, used only for the transport of goods. Type B driving licence required.

Note: Lorries cannot systematically be categorised as less than 3.5 tonnes (D, I).

Data availability: All old countries (except D, I)

Taking into account the previous definitions and assuming that the definition of heavy goods vehicles coincides with the one of heavy commercial vehicles, it will be possible to obtain the figures from the CARE databases corresponding to the number of accidents, fatalities and injuries in accidents involving at least one heavy goods vehicle.

▪ **Variables concerning the speed of vehicles**

The CARE databases do not gather information on speed of vehicles involved in accidents, neither on the possible speed violation committed by drivers involved in the accident.

The information gathered is the corresponding allowed speed limit for that particular road. The indicators which can be obtained are number of accidents, fatalities and serious injuries.

The various values for the Speed limit variable are as follows:

Speed limit less than 15 km/h:

Definition: The speed limit at the accident location is less than 15 km/h.

Data availability: A (only 1991), FIN, NL.

Speed limit less than 30 km/h:

Definition: The speed limit at the accident location is less than 30 km/h.

Data availability: A (only 1991), B, D, DK, FIN, NL, S.

Speed limit of approximately 30 km/h:

Definition: The speed limit at the accident location is approximately 30 km/h (20 m/h).

Data availability: A (only 1991), B,DK, FIN, GB, IRL, NI, NL, S.

Speed limit of 40 km/h:

Definition: The speed limit at the accident location is 40 km/h.

Data availability: A (only 1991), B, DK, FIN, NL, S.

Speed limit of approximately 50 km/h:

Definition: The speed at the accident location is approximately 50 km/h (30 m/h).

Data availability: A (only 1991), B,DK, FIN, GB, IRL, NI, NL, S.

Speed limit of approximately 60 km/h:

Definition: The speed limit at the accident location is approximately 60 km/h (40 m/h).

Data availability: A (only 1991), B, DK, FIN, GB, IRL, NI, NL, S.

Speed limit of 70 km/h:

Definition: The speed limit at the accident location is 70 km/h.

Data availability: A (only 1991), B, DK, FIN, NL, S.

Speed limit of 80 km/h:

Definition: The speed limit at the accident location is 80 km/h (50m/h).

Data availability: A (only 1991), B, DK, FIN, GB, IRL, NI, NL.

Speed limit of 90 km/h:

Definition: The speed limit at the accident location is 90 km/h.

Data availability: A (only 1991), B, DK, FIN, NL, S.

Speed limit of approximately 100 km/h:

Definition: The speed limit at the accident location is approximately 100 km/h (60 m/h).

Data availability: A (only 1991), B, DK, FIN, GB, IRL, NI, NL, S.

Speed limit of approximately 110 km/h:

Definition: The speed limit at the accident location is approximately 110 km/h (70 m/h).

Data availability: A (only 1991), B, DK, FIN, GB, IRL, NI, S.

Speed limit of 120 km/h:

Definition: The speed limit at the accident location is 120 km/h.

Data availability: A (only 1991), B, FIN, NL.

Unknown:

Data availability: All countries.

▪ **Safety distance (rear-end collision)**

The CARE databases do not gather information on the distance between vehicles involved in the accident neither on the possible violation committed by drivers not respecting the safety distance.

The following type variables: rear-end collision, chain collision as well as chain or rear collision could be used as indirect indicators. Definitions and data availability are as follows:

REAR COLLISION: Collision between two vehicles travelling in the same direction on the same road. First vehicle has a rear collision point; other vehicle has a frontal collision point (E, F).

Data availability: A, B, E, F

Value included in another value: chain or rear collision (DK, FIN, GR, I, IRL, NL, P, S)

CHAIN COLLISION: Collision between more than two moving vehicles (B, E, F). First vehicle has a rear collision point; other vehicle has a frontal collision point (E, F).

Data availability: B, E, F

Value included in another value: chain or rear collision (DK, FIN, GR, I, IRL, NL, P, S)

CHAIN OR REAR COLLISION: Collision between two or more vehicles travelling in the same direction on the same road. First vehicle has a rear collision point, other vehicle has a frontal collision point (EL, E, F, IRL, I, NL, P).
Data availability: All old countries (except D, UK, L)

The following table, published in the Annual Statistical Report 2004 and which can be found at the CARE Website, gives information on the accident type for 14 UE countries.

Group of vehicle by type of collision

Table 27 Number of car and taxi occupant fatalities per country, by type of collision, 2002

	chain or						single vehicle accidents			not defined	Total	
	animal	rear	frontal	lateral	other	parked vehicle	no distinction	no obstacle	with obstacle			
BE*	0	75	163	147	0	0	-	21	452	0	899	
DK*	-	-	-	-	-	-	-	-	-	-	246	246
EL*	2	49	176	189	10	25	-	203	146	0	803	
ES	7	241	631	715	57	26	-	820	617	0	3,117	
FR	0	208	1,093	745	639	0	2,178	-	-	0	4,863	
IE	0	5	81	16	9	0	89	-	-	0	202	
IT**	0	279	755	873	1,031	23	-	-	440	0	3,516	
LU	0	0	0	0	22	0	-	0	30	0	52	
NL	0	25	72	101	0	5	-	31	245	0	479	
AT	1	35	145	21	65	2	-	254	0	0	524	
PT	1	25	238	104	0	0	-	190	150	0	712	
FI	-	-	-	-	-	-	-	-	-	287	287	
SE	6	13	128	86	17	0	-	146	1	0	379	
UK	-	-	-	-	-	-	-	-	-	1,832	1,832	

Source: CARE Database 2002
Date of query: October 2003
* Data 2001
** Data 1998

- **Not wearing helmet (cyclist, motorcyclist) and not using seatbelts**

The CARE databases gather the following information related to safety devices:

SECURITY EQUIPMENT

Seat belt used:

Definition: Seat belt was worn during the accident.

Data availability: A, DK, E, F, GB, GR, I, IRL, L, NI, NL, P.

Seat belt used:

Definition: Seat belt was worn during the accident.

Data availability: DK, E, F, GB, I, IRL, L, NI, NL, P.

Seat belt used:

Definition: Seat It is unknown whether the seat belt was worn during the accident.

Data availability: A, DK, E, F, GB, GR, I, IRL, NI, NL.

Crash helmet used:

Definition: Crash helmet was worn during the accident.

Data availability: A, DK, E, F, GB, I, IRL, NI, NL, P.

Crash helmet used:

Definition: Crash helmet was worn during the accident.

Data availability: DK, E, F, I, IRL, NI, NL, P.

Crash helmet unknown:

Definition: It is unknown whether the crash helmet was worn during the accident.

Data availability: A, DK, E, F, GR, IRL, NI, NL, P.

Unknown:

Data availability: All countries.
