

## ROAD FATALITIES

The number of road motor vehicles is high amongst member countries of the International Transport Forum and reducing road accidents is a concern for all governments. Such concern becomes more of challenging with increasing needs for more mobility.

### Definition

A road motor vehicle is a road vehicle fitted with an engine whence it derives its sole means of propulsion, and which is normally used for carrying persons or goods or for drawing, on the road, vehicles used for the carriage of persons or goods. They include buses, coaches, trolley buses, goods road vehicles and passenger road motor vehicles. Although tramways (street-cars) are rail borne vehicles they are integrated into the urban road network and considered as road motor vehicles.

Road fatality means any person killed immediately or dying within 30 days as a result of a road injury accident. Suicides involving the use of a road motor vehicle are excluded.

### Comparability

Road motor vehicles are attributed to the countries where they are registered while deaths are attributed to the countries in which they occur. As a result, ratios of fatalities to million inhabitants and of fatalities to million vehicles cannot strictly be interpreted as indicating the proportion of a country's population that is at risk of suffering a fatal road accident or the likelihood of a vehicle registered in a given country being involved in a fatal accident. In practice, however, this is not a serious problem because discrepancies between the numerators and denominators tend to cancel out.

Fatalities per million inhabitants can be compared with other causes of death in a country (heart diseases, cancer, HIV, etc.) however when comparing countries road fatality risks, this indicator loses its relevance if countries do not have the same level of motorisation. Fatalities per billion vehicle-kilometre provides a better measure of fatality risk on road networks, but there is currently no harmonisation in the methodology to calculate distances travelled, and not all countries collect this indicator.

### Overview

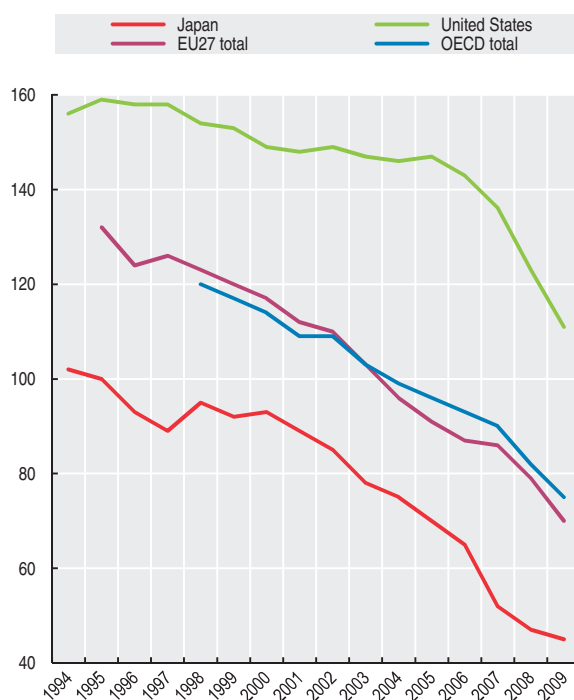
In 2009, the number of road fatalities fell by almost 10%, following the trend set in 2008 with a drop of nearly 9%. This performance represents the two biggest annual improvements since 1990. In 2009 the number of road fatalities per million inhabitants ranged from 184 per million inhabitants in the Russian Federation to 38 in the United Kingdom. Over the period shown in the table, road fatalities rates have decreased in most countries, with a particularly sharp fall in the Slovak Republic and drops of 25% in Denmark and Estonia.

Road fatality rates per million inhabitants are only a partial indicator of road safety since the number of accidents depends to a great extent on the number of vehicles in each country. The chart shows the number of fatalities per million vehicle together with fatalities per million inhabitants. Both ratios refer to 2009. Road fatality rates per million vehicles are affected by driving habits, traffic legislation and enforcement effectiveness, road design and other factors over which governments may exercise control. In 2009, fatality rates per million vehicles were less than 70 in Sweden, Switzerland, Norway, Iceland and the United Kingdom but exceeded 500 in Turkey and the Russian Federation. Note that low fatality rates per million inhabitants may be associated with very high fatality rates per million vehicles. For example, a country with a small vehicle population (e.g. Turkey) may show a low fatality rate per million inhabitants but a high fatality rate per million vehicles.

The numbers of vehicles entering the existing stock is usually accurate, but information on the numbers of vehicles withdrawn from use is less certain. The table in this section shows the numbers of road fatalities per million inhabitants. The chart shows the number of road fatalities per million inhabitants and per million vehicles.

### Road fatalities

Per million inhabitants



StatLink  <http://dx.doi.org/10.1787/888932505241>

### Sources

- International Transport Forum (ITF) (2011), *Trends in the Transport Sector*, ITF, Paris.

### Further information

#### Analytical publications

- ITF (2008), *Towards Zero: Ambitious Road Safety Targets and the Safe System Approach*, ITF, Paris.
- ITF (2010), *Drugs and Driving: Detection and Deterrence*, OECD Publishing.
- ITF (2010), *IRTAD Road Safety Annual Report 2009*, OECD Publishing.

#### Statistical publications

- ITF (2011), *Key Transport Statistics 2010*, ITF, Paris.

#### Methodological publications

- ITF, Statistical Office of the European Communities and United Nations Economic Commission (2010), *Illustrated Glossary for Transport Statistics 4th Edition*, OECD Publishing.

#### Websites

- International Transport Forum, [www.internationaltransportforum.org](http://www.internationaltransportforum.org).

## Road fatalities

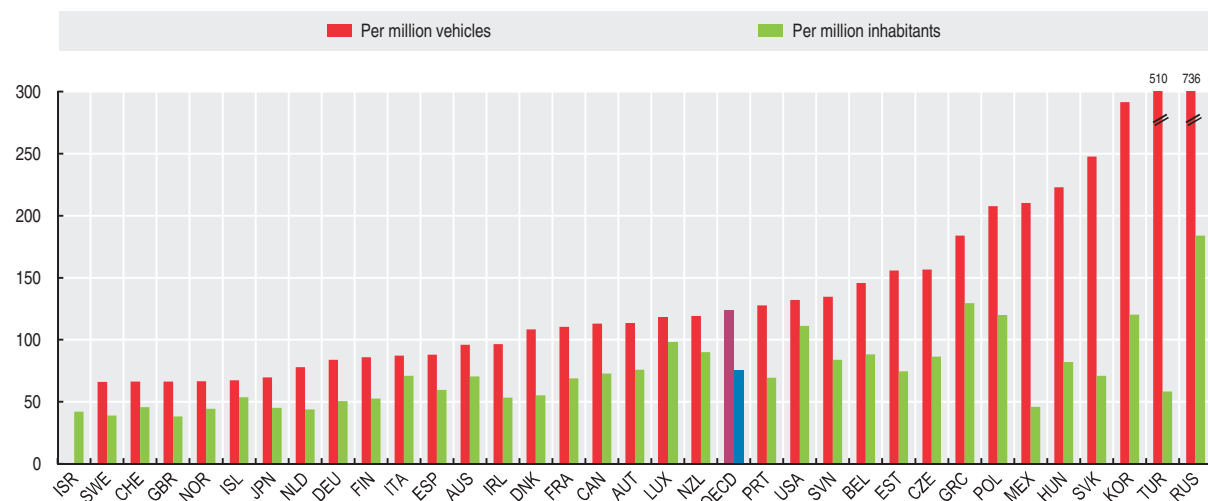

Per million inhabitants

	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Australia	108	95	94	93	95	90	87	82	79	81	78	77	68	70
Austria	127	137	121	135	122	119	118	114	108	94	89	83	81	76
Belgium	134	134	147	136	143	144	131	117	112	104	102	100	100	88
Canada	103	101	97	98	95	90	93	87	85	91	89	83	82	73
Chile	132	127	131	109	110	100	98	107	109	100	101	99	106	..
Czech Republic	152	155	132	141	145	130	140	142	136	126	104	118	103	86
Denmark	98	93	94	97	93	80	86	80	68	61	56	74	74	55
Estonia	233	151	200	206	169	149	146	164	121	126	126	146	98	75
Finland	79	85	78	83	76	83	80	73	72	72	64	72	65	53
France	138	136	143	136	129	130	121	96	87	88	77	75	69	69
Germany	107	104	95	95	91	85	83	80	71	65	62	60	55	51
Greece	206	201	207	201	193	178	159	145	151	150	149	141	138	130
Hungary	135	137	136	130	118	122	141	131	129	127	130	123	99	82
Iceland	37	55	98	75	113	84	101	80	79	64	104	48	38	54
Ireland	125	129	124	110	110	107	96	84	94	84	87	77	63	53
Israel	91	91	92	78	73	84	80	67	69	63	57	53	56	42
Italy	115	116	118	116	115	117	117	105	98	94	89	86	79	71
Japan	93	89	95	92	93	89	85	78	75	70	65	52	47	45
Korea	..	..	226	232	218	171	152	151	136	132	131	127	121	120
Luxembourg	170	142	134	133	172	159	140	118	109	101	78	90	72	98
Mexico	52	53	53	53	53	52	49	46	45	46	47	51	51	46
Netherlands	76	74	73	75	73	67	66	67	54	50	50	48	46	44
New Zealand	141	144	132	134	121	118	103	115	107	99	95	100	86	90
Norway	58	69	79	68	76	61	68	61	56	49	52	49	53	45
Poland	165	189	183	174	163	143	152	148	150	143	138	147	143	120
Portugal	241	222	213	200	186	161	165	148	124	118	104	81	83	69
Slovak Republic	119	154	160	125	120	116	116	121	113	111	113	122	112	71
Slovenia	195	180	156	168	157	140	134	121	137	129	130	145	105	84
Spain	139	142	150	144	143	135	129	128	115	89	94	85	68	60
Sweden	61	61	60	65	67	65	63	59	53	49	49	51	43	39
Switzerland	87	83	84	81	82	75	70	74	69	55	50	51	47	46
Turkey	86	81	76	69	58	45	62	56	62	62	62	68	57	58
United Kingdom	65	65	62	62	62	63	63	62	57	55	55	50	43	38
United States	158	158	154	153	149	148	149	147	146	147	143	136	123	111
EU27 total	124	126	123	120	117	112	110	103	96	91	87	86	79	70
OECD total	..	..	120	117	114	109	109	103	99	96	93	90	82	75
India	70	74	77	81	80	80	82	84	91	98	106	115	..	..
Russian Federation	199	188	198	203	203	213	228	248	241	237	230	235	211	184
South Africa	243	235	216	247	196	253	270	268	274	301	325	312	287	..

StatLink  <http://dx.doi.org/10.1787/888932505203>

## Road fatalities

2009 or latest available year

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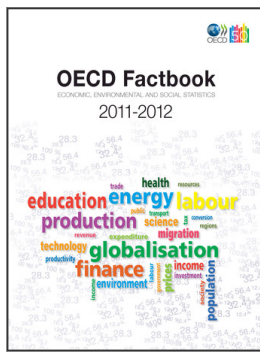
## **LABOUR**

### **EMPLOYMENT AND HOURS WORKED**

EMPLOYMENT RATES  
EMPLOYMENT RATES BY AGE GROUP  
PART-TIME EMPLOYMENT  
SELF-EMPLOYMENT  
EMPLOYMENT BY REGION  
HOURS WORKED

### **UNEMPLOYMENT AND YOUTH INACTIVITY**

UNEMPLOYMENT RATES  
LONG-TERM UNEMPLOYMENT  
UNEMPLOYMENT BY REGION  
YOUTH INACTIVITY



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