**National road accident statistics submitted by ITD, Denmark**

**Danish Road Accident Statistics for heavy vehicles 2002-2012**

Road Accidents – In General

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
|  | **NUMBER OF ACCIDENTS** | | | **INJURIES** | | | |
|  | **Injuries** | **Material damages** | **Total** | **Killed** | **Seriously injured** | **Slightly injuried** | **Total** |
| 2002 | 7.126 | 9.383 | 16.509 | 463 | 4.088 | 4.703 | 9.254 |
| 2003 | 6.749 | 9.386 | 16.135 | 432 | 3.868 | 4.544 | 8.844 |
| 2004 | 6.209 | 9.450 | 15.659 | 369 | 3.561 | 3.985 | 7.915 |
| 2005 | 5.412 | 8.811 | 14.223 | 331 | 3.072 | 3.516 | 6.919 |
| 2006 | 5.403 | 9.177 | 14.580 | 306 | 2.911 | 3.604 | 6.821 |
| 2007 | 5.549 | 9.484 | 15.033 | 406 | 3.138 | 3.518 | 7.062 |
| 2008 | 5.020 | 8.757 | 13.777 | 406 | 2.831 | 3.092 | 6.329 |
| 2009 | 4.174 | 8.111 | 12.285 | 303 | 2.498 | 2.449 | 5.250 |
| 2010 | 3.498 | 7.534 | 11.032 | 255 | 2.063 | 2.090 | 4.408 |
| 2011 | 3.525 | 7.703 | 11.228 | 220 | 2.172 | 1.867 | 4.259 |
| **2012** | **3.124** | **7.906** | **11.029** | **167** | **1.952** | **1.659** | **3.778** |

*Source: The Danish Road Directorate*

Number of accidents Number of injuries

With 167 killed in road accidents in 2012, Denmark has reached a historically low level. This is the lowest number recorded in statistics since 1930. With 167 fatalities, the Danish Road Safety Commission's Action Plan target of no more than 200 deaths by the end of 2012, has been surpassed. The number of fatalities is a third of what it was in 2002 and compared to 2011 the number has decreased by 24% in 2012. For casualties overall, the number is also the lowest recorded in statistics.

Road Accidents with Injuries - Trucks over 3,500kg total weight

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Numbers of units involved** |  | **2002** | **2003** | **2004** | **2005** | **2006** | **2007** | **2008** | **2009** | **2010** | **2011** | **2012** | **2011-12 (%)** | **2002-12 (%)** |
| Total – all traffic units | : | 7,125 | 6,749 | 6,209 | 5,412 | 5,403 | 5,549 | 5,020 | 4,179 | 3.498 | 3,525 | 3,124 | -11,4 | -56,1 |
| Total for trucks | : | 438 | 412 | 398 | 393 | 339 | 376 | 297 | 192 | 189 | 197 | 154 | -64,8 | -21,8 |
| Trucks share of total (%) | : | 6.1 | 6.1 | 6.4 | 7.3 | 6.3 | 6.8 | 5.9 | 4.6 | 5.4 | 5.6 | 4.9 | - | - |

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Numbers of casualties outside the truck** |  | **2002** | **2003** | **2004** | **2005** | **2006** | **2007** | **2008** | **2009** | **2010** | **2011** | **2012** | **2011-12 (%)** | **2002-12 (%)** |
| Killed | : | 76 | 67 | 62 | 77 | 47 | 62 | 60 | 34 | 35 | 33 | 30 | -9,1 | -60,5 |
| Seriously injured | : | 206 | 219 | 212 | 195 | 167 | 155 | 129 | 106 | 95 | 108 | 103 | -4,6 | -50 |
| Slightly injured | : | 238 | 214 | 189 | 181 | 155 | 193 | 135 | 73 | 62 | 84 | 51 | -39,3 | -78,6 |
| Total | : | 520 | 500 | 463 | 453 | 369 | 410 | 324 | 213 | 192 | 225 | 184 | -18,2 | 64,6 |

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Numbers of casualties inside the truck** | : | **2002** | **2003** | **2004** | **2005** | **2006** | **2007** | **2008** | **2009** | **2010** | **2011** | **2012** | **2010-11 (%)** | **2002-12 (%)** |
| Killed | : | 5 | 2 | 3 | 2 | 2 | 4 | 2 | 3 | 2 | 1 | 0 | -100 | -100 |
| Seriously injured | : | 22 | 21 | 13 | 21 | 27 | 38 | 24 | 6 | 13 | 18 | 7 | -61,1 | -68,2 |
| Slightly injured | : | 35 | 39 | 16 | 27 | 37 | 31 | 23 | 7 | 9 | 16 | 10 | -37,5 | -71,4 |
| Total | : | 62 | 62 | 32 | 50 | 66 | 73 | 49 | 16 | 24 | 35 | 17 | -51,4 | -72,6 |

*Source: Statistics Denmark*

Number of causalities outside and inside trucks

Over the last decade the number of accidents with fatalities and injuries has been halved. Typical accidents involving trucks are rear end collisions. Frequently, passenger cars and cyclists are those involved in accidents with trucks. Many of those killed and injured in trucks could have sustained little or no damage if the seat belt had been used.

Transport work, 1 billion tonne-km Number of road accidents with injuries per   
 1 billion tonne-km

Fatalities and those seriously injured in accidents involving trucks in 2008-2012 by transport mode

As the chart above shows, it is often another party who is injured. Drivers and car passengers account for a large proportion, while pedestrians, cyclists and two-wheeled vehicles make up about a third of those killed or seriously injured in accidents involving trucks. At the same time, approximately 5% of fatalities and those serious injured were in the truck.

Right Turn Accidents Involving Trucks

|  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Killed and injured cyclists in right turn accidents involving trucks** | : | **2003** | **2004** | **2005** | **2006** | **2007** | **2008** | **2009** | **2010** | **2011** | **2012** | **2013\*** |
| Killed | : | 7 | 10 | 11 | 6 | 2 | 11 | 1 | 5 | 3 | 3 | 3 |
| Seriously injured | : | 17 | 21 | 17 | 12 | 16 | 12 | 11 | 9 | 9 | 7 | 2 |

*\*) Until April 2013*

*Source: The Danish Road Directorate and Sikkertrafik.dk*

Right turn accidents involving trucks

The number of cyclist killed in right turn accidents involving either trucks or articulated lorries are relatively small and therefore it is difficult to establish a clear trend, but there has been much attention focused on this particular type of accident. The chart above shows that the number of fatalities in right turn accidents is fluctuating, and by April 2013, however, there has already been the same amount of fatalities as in 2011 and 2012.

When looking at the number of serious injuries in right turn accidents, there has been a general decline in the number of casualties over the past ten years. The reason is an increased amount of attention focused on this type of accident along with technical changes including staggered stop lanes for cyclists and other traffic.

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