

Road accidents in 2012

Road accidents in Belgium: fewer casualties

Statistics Belgium has published its most recent figures on road accidents. These include accidents with fatalities or casualties which are registered by the police and the public prosecutor.

In 2012 there were 44,193 road accidents with a total of 58,474 casualties and 767 people who lost their lives within 30 days after the accident.

Compared to the results of 2011 these figures represent a decrease of 7.8% in the number of accidents and 8.2% in the number of casualties. The number of fatalities also went down, by 11%, whereas the number of serious and light casualties decreased by 14.7% and 7.5% respectively. The year 2012 confirms the downward trend of the last few years with regard to the number of fatalities on Belgian roads. This helps Belgium get nearer to the goals established by the Road Safety States General.

After the Road Safety States General on 11 May 2011 Belgium set itself the goal to reduce the number of fatalities on the roads by half between 2010 and 2020. The intermediate goal is a maximum of 630 fatalities in 2015 and the final goal is 420 fatalities in 2020.

All figures can be found in our be.STAT application, which allows you to create your own analyses with your preferred data: road accidents with fatalities and casualties, by date, day of the week, time of the day, municipality and several other accident factors such as number of fatalities, serious casualties, light casualties and uninjured casualties in road accidents, by age group, type of road user, sex and several other accident characteristics.

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	2011*	2012	2011-2012
Number of accidents	47,946	44,193	- 7.8%
Number of casualties	63,723	58,474	- 8.2%
Number of deaths 30 days	861	767	-10.9%
Number of serious casualties	6,169	5,261	- 14.7%
Number of light casualties	56,693	52,446	- 7.5%

*Update July 2013

1. Road accident analysis

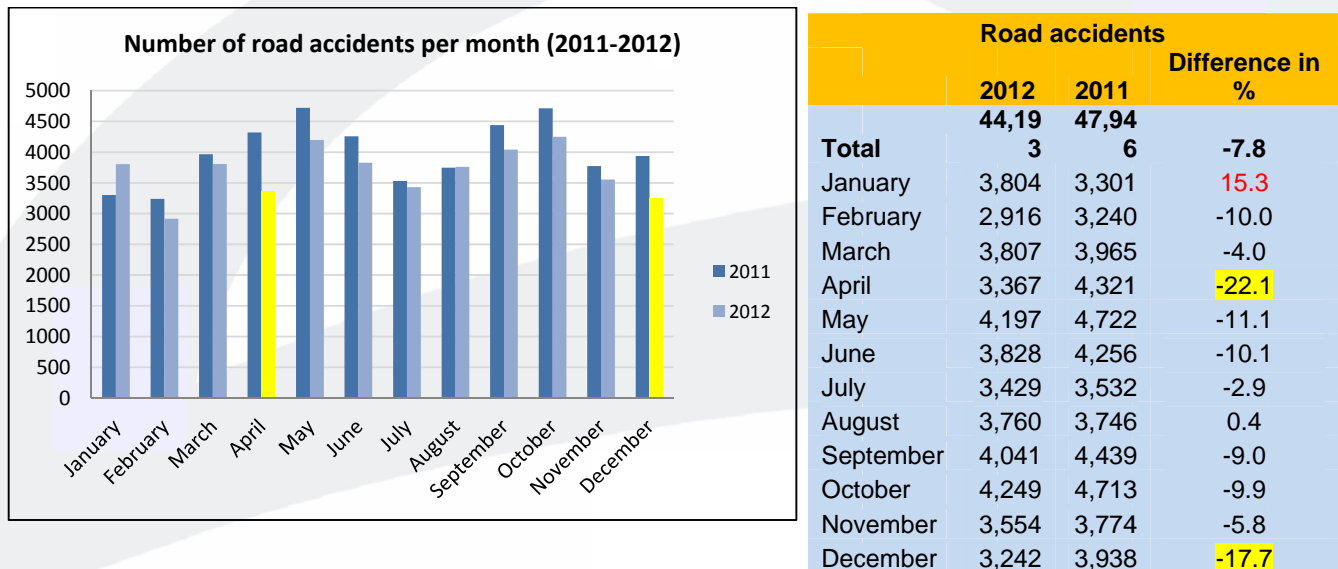
In 2012 there were 44,193 road accidents with fatalities or casualties on public roads, compared to 47,946 accidents in 2011, which represents a decrease of 7.8%. The number of casualties also went down, from 63,723 in 2011 to 58,474 in 2012, a decrease of 8.2%.

An analysis of the number of accidents per month shows that all months of 2012 showed an annual decrease except the month of January, which showed an increase of 15%. The largest decreases were in April (-22%) and December (-17.7%), although February, May, June, September and October were also remarkable.

The decrease in the number of accidents can be explained by the weather conditions in 2012. Just like 2010 could be considered 'exceptional' due to the high number of wintry days and days of frost, which contributed to a decrease in the number of accidents and casualties, the poor weather conditions in 2012 seem to have had a significant influence.

According to the Royal Meteorological Institute (RMI) the mild and slightly windy weather of January made room for snow, freezing rain and night frost in February. April was also characterised by almost wintry weather conditions. The months June, July, October and December on the other hand had heavy rain, both in terms of frequency as well as intensity. These seasonal influences seem to have an indirect effect on the number of accidents and casualties in Belgium (see chart 1).

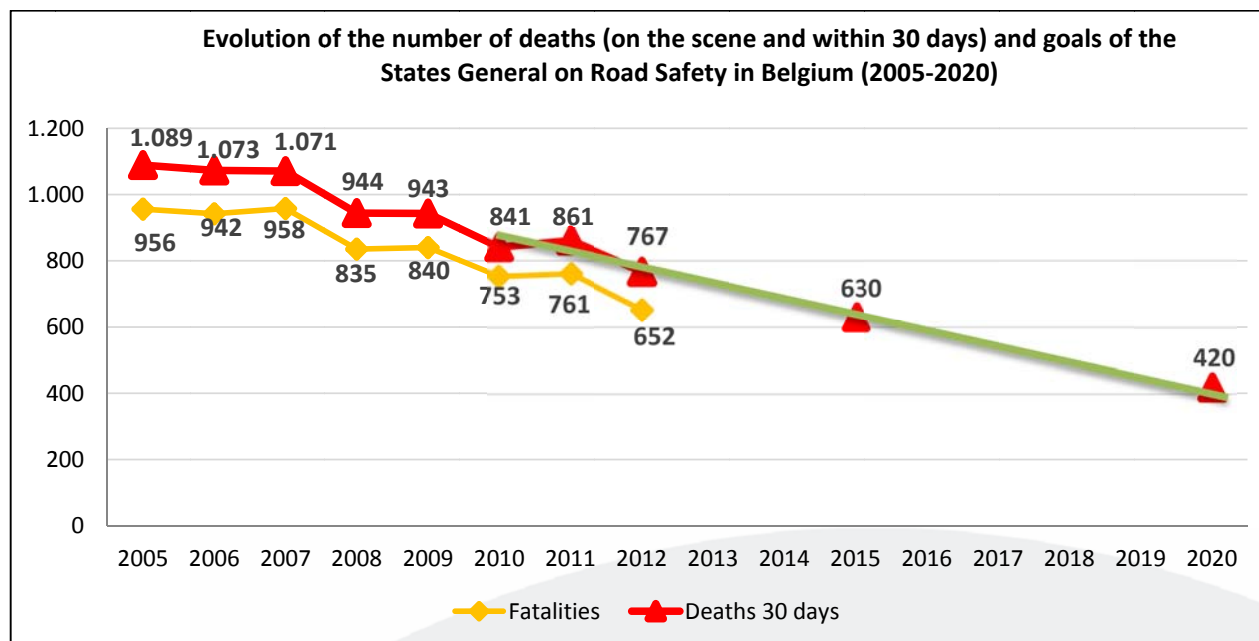
Chart 1



The number of deaths 30 days went down as well, by 10.9%. In 2010 governments across the globe introduced a decade of actions to benefit road safety. This initiative (2011-2020) aims to level and then turn the upward trend in the number of fatalities by road accidents. Estimates suggest that the initiative could save five million lives in ten years time.

Belgium has set a goal to reduce the number of fatalities on public roads by half between 2010 and 2020. The intermediate goal is a maximum of 630 fatalities in 2015 and the final goal is 420 fatalities in 2020 (see chart 2).

Chart 2



The results of 2012 take a step in the right direction towards these goals. Between 2005 and 2012 the evolution in the number of fatalities in Belgium (on the scene and within 30 days) showed a general downward trend, occasionally interrupted by a year of stagnation. In 2008 and 2010 the number of deaths 30 days also decreased considerably, by 11.9% and 10.8% respectively. In 2007, 2009 and 2011 road safety did not improve or even worsened.

2. Number of road accidents and casualties by region

The tables below show the evolution in the number of road accidents and casualties by region.

In 2012 Flanders and Wallonia saw considerable decreases in the number of accidents compared to 2011. This decrease was slightly higher in Wallonia (-8.8%) than in Flanders (-8.2%) whereas it was only 1.1% in the Brussels-Capital Region.

The number of casualties in Flanders went down by 9.4%, compared to 7.7% in Wallonia. In the Brussels-Capital Region this number only decreased slightly (-0.4%) (see table 2).

The number of deaths 30 days went down by 11.8% and 13.6% respectively in Flanders and Wallonia. It only increased strongly (+48%) in the Brussels-Capital Region, from 25 deaths 30 days in 2011 to 37 in 2012.

The number of serious casualties went down in all regions (-13.8% in Flanders, -16.6% in Wallonia and -17.6% in Brussels). There were well over 3,000 fewer accidents with light casualties in Flanders than in 2011, which represents a decrease of 8.8%. In Wallonia this figure amounted to 1,000 fewer accidents (-6.6%). In the Brussels-Capital Region the number of light casualties remained stable compared to 2011 (see table 3).

Table 2. Number of road accidents and casualties by region

Regions	Accidents			Casualties		
	2011	2012	2011/2012	2011	2012	2011/2012
Brussels-Capital Region	3,925	3,882	-1.1%	4,783	4,762	-0.4%
Flanders	30,573	28,051	-8.2%	40,557	36,753	-9.4%
Wallonia	13,448	12,260	-8.8%	18,384	16,959	-7.7%

Table 3. Number of casualties by region

Regions	Deaths 30 days			Serious casualties			Light casualties		
	2011	2012	2011-2012	2011	2012	2011-2012	2011	2012	2011-2012
Brussels-Capital Region	25	37	+48%	238	196	-17.6%	4,520	4,529	+0.2%
Flanders	432	381	-11.8%	4,186	3,610	-13.8%	35,938	32,761	-8.8%
Wallonia	404	349	-13.6%	1,745	1,455	-16.6%	16,235	15,155	-6.6%

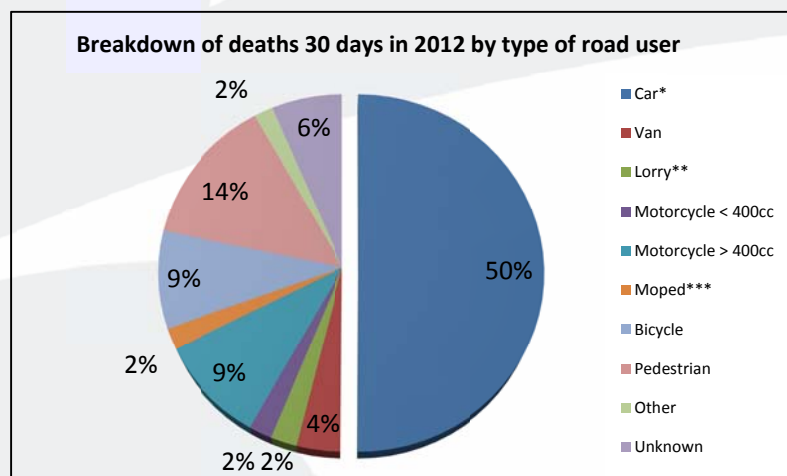
3. Who are the casualties of road accidents?

The number of casualties in 2012 amounted to 58,474, a decrease of 8.2% compared to 2011.

The number of serious casualties in 2012 decreased by 14.7%, from 6,169 to 5,261. The number of light casualties went down by 7.5%, from 56,693 to 52,446. The number of deaths on the scene went down by 14.3% (from 761 to 652), whereas the number of deaths 30 days (deaths on the scene and within 30 days after the accident) amounted to 767 (-10.9%).

The most recent World Health Organisation global status report on road safety (2013) stresses that across the globe half of the number of deaths after road accidents are pedestrians, bicyclists and motorcyclists, in other words: vulnerable road users. In Europe this figure is 43%. In Belgium it was 36% in 2011 and 34% in 2012.

Chart 3



*Car = passenger vehicle, vehicle for dual use, minibus, motorhome.
 **Lorries = lorry, road tractor + trailer, road tractor without trailer.
 ***Moped = class A, B and on 3 or 4 wheels

In 2012 the majority of deaths 30 days were car passengers (332), followed by pedestrians (104), motorcyclists with motorbikes of more than 400 cc (72), bicyclists (68) and vehicles for dual use (45).

Compared to 2011 **passenger vehicles** saw an decrease of 16% in the number of deaths 30 days (from 396 in 2011 to 332 in 2012). This is the best result in the period 2005-2012.

Vehicles for dual use registered 16 deaths 30 days less than in 2011 (a decrease of 26%).

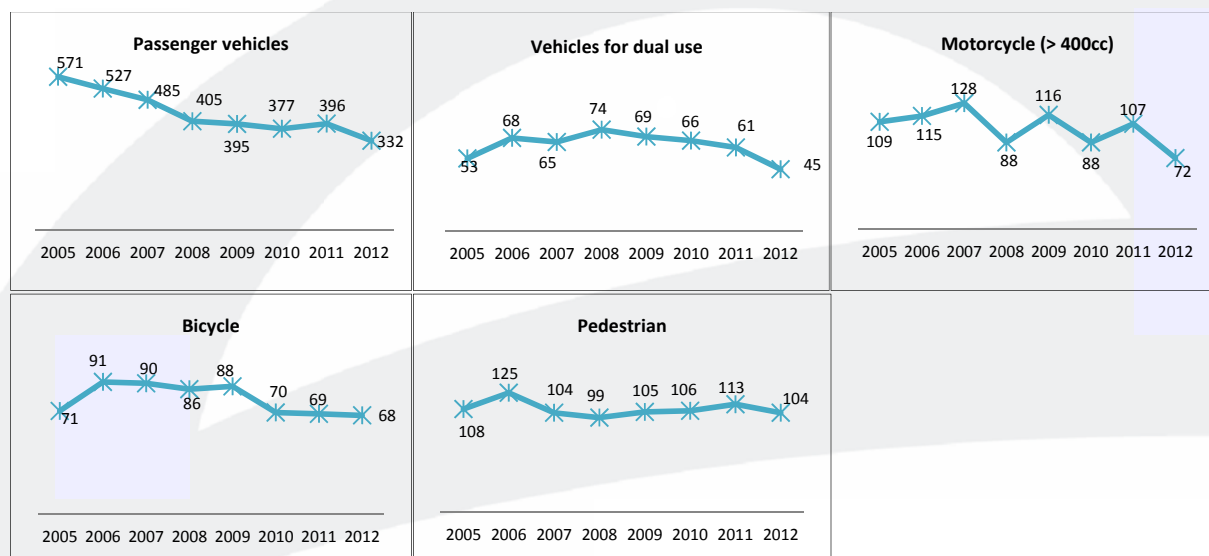
Motorbikes of more than 400 cc improved their results of 2010 and 2008 (88 deaths 30 days) by registering a total of 72 in 2012.

The figures for **bicyclists** remained more or less stable (69 deaths 30 days in 2011 compared to 68 in 2012).

The number of deaths 30 days among bicyclists amounted to 64 in Flanders compared to only 4 in Wallonia.

Finally, since 2005 the number of deaths 30 days among **pedestrians** remained stable just above the threshold of 100 deaths (except in 2008 with 99 deaths). However, in 2012 the number of deaths 30 days went up in the Brussels-Capital Region (19 pedestrians compared to 14 in 2011). This figure comprises more than 50% of the total number of deaths 30 days in the Brussels-Capital Region (37).

Chart 4

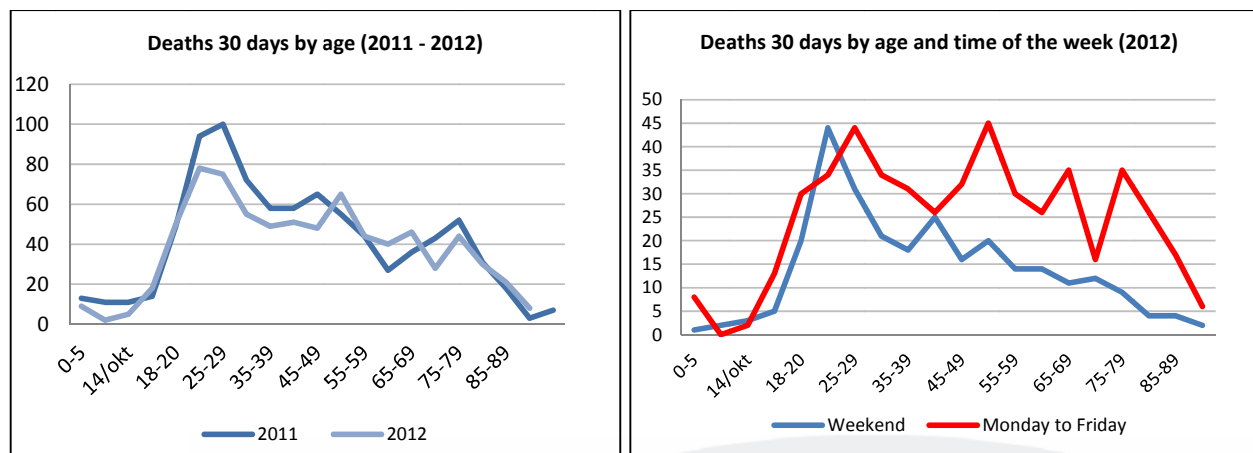


The number of fatal road accidents among 18-34-year olds (258 deaths 30 days or 33.6% of the total number) went down compared to 2011 (312 deaths 30 days or 36.3% of the total number). However, this age group is still the most frequent victim of fatal road accidents. The number of deaths 30 days among 20-24-year olds decreased further (107 in 2010 compared to 94 in 2011 and 78 in 2012). This is a decrease of 27% compared to 2010 and of 17% compared to 2011 (see chart 5).

The chart on the number of deaths 30 days by age and day of the week (2012) shows that 44% of fatal accidents (116 fatalities) for the age group 18-34 years happened during the weekend. This equals to an average of 58 fatalities per weekend day, whereas this figure amounts to 28 from Monday to Friday.

The number of deaths on the road during the week among people aged 45-59 and aged 75 and older must be mentioned as well. The former registered 107 fatalities, compared to 84 for the latter.

Chart 5



In 2012 28 of the 210 deaths 30 days inside the built-up area were motorcyclists and moped riders, 68 drivers of other motorised vehicles (32% of the total number), 16 passengers, 26 bicyclists and 68 pedestrians (32% of the total number). These figures are lower than in 2011, when 62 of the 280 deaths 30 days inside the built-up area were motorcyclists and moped riders, 84 drivers of other motorised vehicles (30% of the total number), 23 passengers, 35 bicyclists and 73 pedestrians (26% of the total number).

Of a total of 767 deaths 30 days in 2012 86.5% were drivers or pedestrians and 13.5% were passengers. 79.1% of the drivers were men, 20.9% were women. Among passengers this was 61% men compared to 38% women (chart 6).

Chart 6

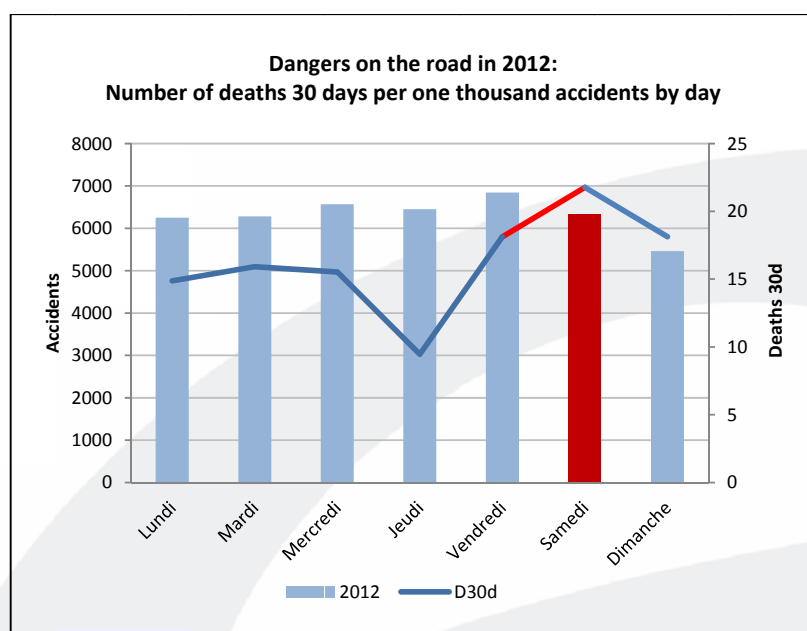


4. When do the accidents happen (week – weekend, day – night)?

Nearly one third (28%) of the 44,193 road accidents with fatalities or casualties in 2012 occurred during rush hour (4,825 accidents between 7 am and 9 am and 7,607 accidents between 4 pm and 6 pm). These figures remained stable compared to 2011 (28%). The majority of fatal accidents in 2012 (63) occurred between 8 pm and 9 pm, contrary to 2011, when this was between 6 pm and 7 pm (73).

Friday remains the day of the week with the largest number of road accidents (6,844). However, this figure decreased by 12.6% compared to 2011 (7,829 accidents) and by 7% compared to 2010 (7,374 accidents) (chart 7). Saturday is the day with the largest number of fatalities per one thousand accidents (22 fatalities per one thousand accidents compared to 18 on Friday and Sunday).

Chart 7



In 2012 12,603 accidents (28.5% of the total number) occurred in week-ends. They caused 30% of the total number of casualties, namely 17,760 (7% less than in 2011).

6,349 road accidents (14.3% of the total number) in 2012 happened at night (7.5% less than in 2011). They caused 14.6% of the total number of casualties, (8,540) 8% less than in 2011.

5. Your own analyses

Our online application be.STAT allows you to create your own analyses with your preferred data: road accidents with fatalities and casualties, by date, day of the week, time of the day, municipality and several other accident factors such as number of fatalities, serious casualties, light casualties and uninjured casualties in road accidents, by age group, type of road user, sex and several other accident characteristics.

Additional information

For additional information, please contact Mr Stephan Moens (tel: 0032 2 277 63 47, e-mail: stephan.moens@economie.fgov.be) or go to our interactive website: http://statbel.fgov.be/nl/statistieken/cijfers/verkeer_vervoer/verkeer/ongevallen_slachtoffers/

Source

Directorate General Statistics and Economic Information (DGSEI) - Statistics Belgium

Definitions

Road accident: an accident between two or more road users is considered as one accident. Only road accidents involving fatalities or casualties on public roads are included in these statistics. Are therefore excluded: collisions and accidents on private property or at sports games. Accidents with material damage only are no longer included since 1973.

Nature of the accident: the nature of the accident relates to the first collision (e.g. car collides with another car and hits a tree: this is a collision between two road users).

Death 30 days: each person who died on the scene or within 30 days after the accident.

Serious casualty: each person injured in a road accident whose condition requires hospitalisation of more than 24 hours.

Light casualty: each person injured in a road accident who is not classified under fatal or serious casualty.

Quality of the figures

The data on fatal casualties are the most reliable and stable. In these cases intervention of police or public prosecution is more than likely. The data on light casualties are most probably underestimated, especially for road users such as pedestrians and cyclists. Belgian and international research estimates the rate of registrations by the police of fatal accidents at 90% (these results can still be improved with data from public prosecution). This rate is 50% for hospitalised casualties and less than 20% for light casualties (who were not hospitalised).

The data of 2001 to 2004 are the least reliable due to reorganisation of police services. Since 2002 Statistics Belgium has carried out calibrations (additional statistical estimations of missing data for each police area) for non-fatal accidents. This explains the lower stability of statistics of casualties between two successive updates and problems with the rounding-off of numbers. A less clear distinction was registered between serious and light casualties on motorways between 2008 and 2011. The analyses of the evolution during this period are therefore not relevant for this type of road. The most recent publication is always valid.