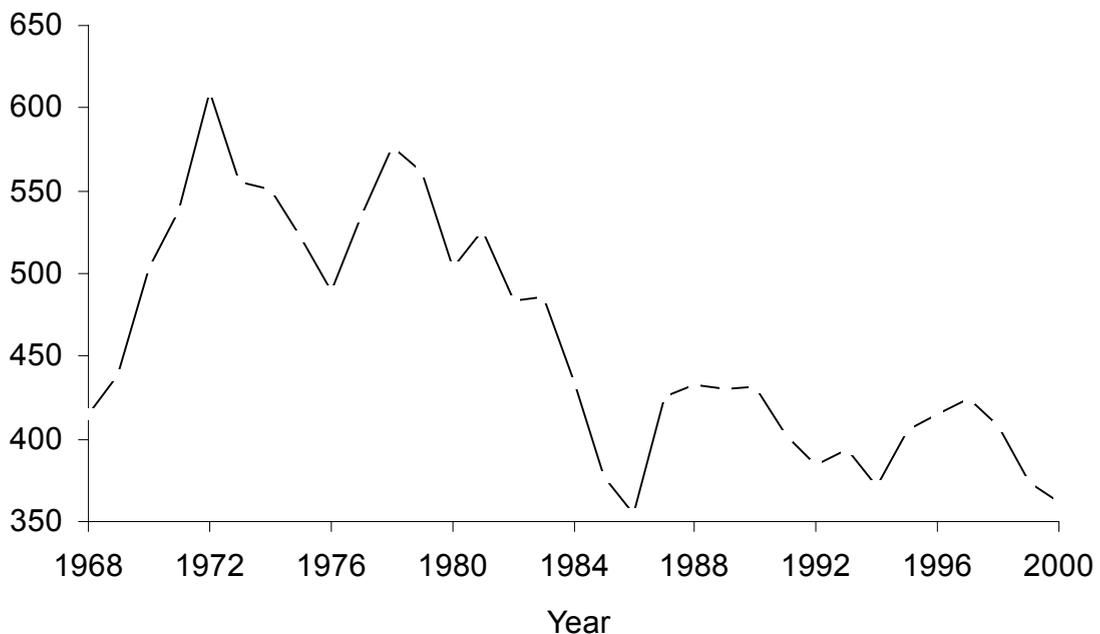


Section 1: Accidents

Persons Killed

A total of 415 persons were killed in 362 fatal accidents on Irish roads in 2000. This represents a slight increase on the 413 killed in 374 accidents in 1999. The number of fatalities among car users rose from 236 in 1999 to 260 in 2000 but fell for all other road user types, i.e. pedestrians, pedal cyclists, motor cyclists and 'other' road users. The slight increase in the number of fatalities must be viewed against the rapid rise in the number of registered vehicles on Irish roads, which stood at just over 1 million in 1990 but reached 1.68 million in 2000. The fatality rate per million vehicles has improved markedly in the last decade, from 454 in 1990 to 246 in 2000. The fatality rate in 1999 was 258 per million registered vehicles.

Figure 1: Number of Fatal Accidents, 1968-2000



Persons Injured

The number of persons injured in 2000 (12,043) and the number of injury accidents (7,395) represents a two per cent decrease on the 12,340 persons injured in 1999 and a one per cent decrease on the 7,433 injury accidents recorded in 1999. This is the fourth consecutive annual decrease in the number of injury accidents and injuries, and is reflected in falls in the numbers of pedestrian, car user and pedal cyclist injuries. The number of injuries sustained by motor cyclists and 'other' road users increased by 21% and 16% respectively in 2000. The number of recorded serious injury accidents fell from 1,302 in 1999 to 1,189 in 2000, continuing the downward trend of the last few years.

Figure 2: Number of Persons Killed and Killed Rate per Million Registered Vehicles, 1990-2000

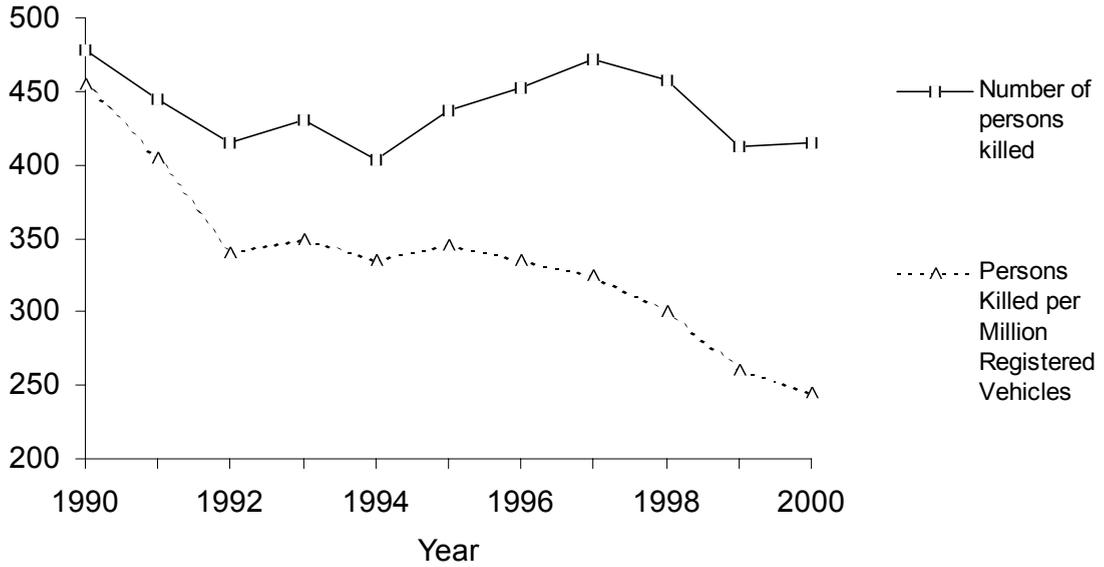
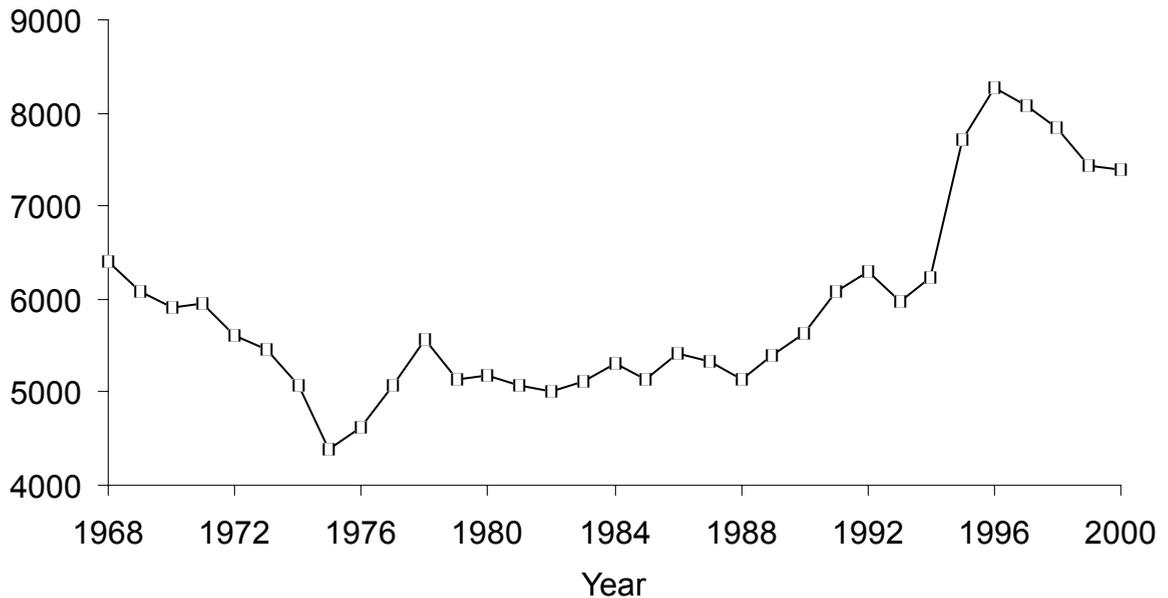
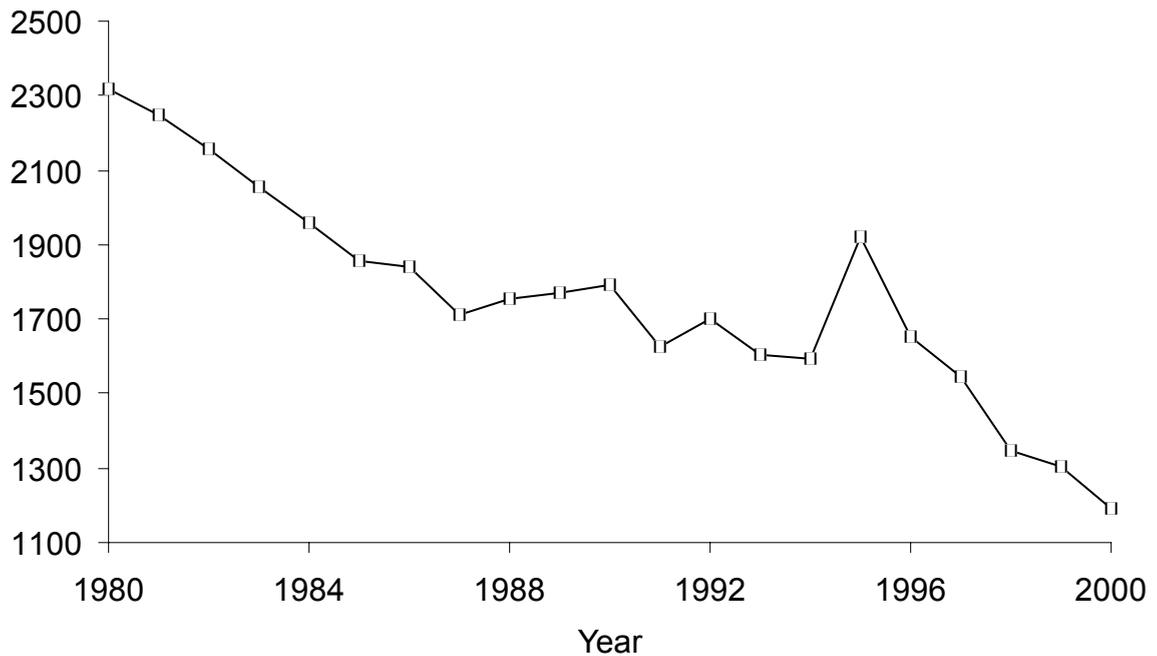


Figure 3: Number of Injury Accidents, 1968-2000*



* Increase in reporting level in 1995 due to a change in arrangements relating to reporting of injury accidents.

Figure 4: Number of Serious Injury Accidents, 1980-2000*



* Increase in reporting level in 1995 due to a change in arrangements relating to reporting of injury accidents.

Material Damage Accidents

The number of reported material damage accidents (where no injuries or fatalities are sustained but material damage is caused to a vehicle or property) increased marginally from 24,995 in 1999 to 25,069 in 2000.

Road User Category

The number of pedestrians killed fell by 7 to 85 in 2000. This represents the fewest killed in over 40 years. Pedestrian fatalities accounted for only 20% of all fatalities in 2000 compared with 41% in 1970. Pedal cyclist fatalities fell by 4 to 10 in 2000. Pedal cyclists accounted for a little under two and a half per cent of all road accident fatalities in 2000. The number of motor cyclist fatalities fell by 4 to 39 in 2000. The number of car user fatalities rose by ten per cent to 260 in 2000. Other road user fatalities (including goods vehicle and public service vehicle users) fell from 28 in 1999 to 21 in 2000.

Figure 5: Motor Cyclists and Pedal Cyclists Killed, percentage of total, 1968-2000

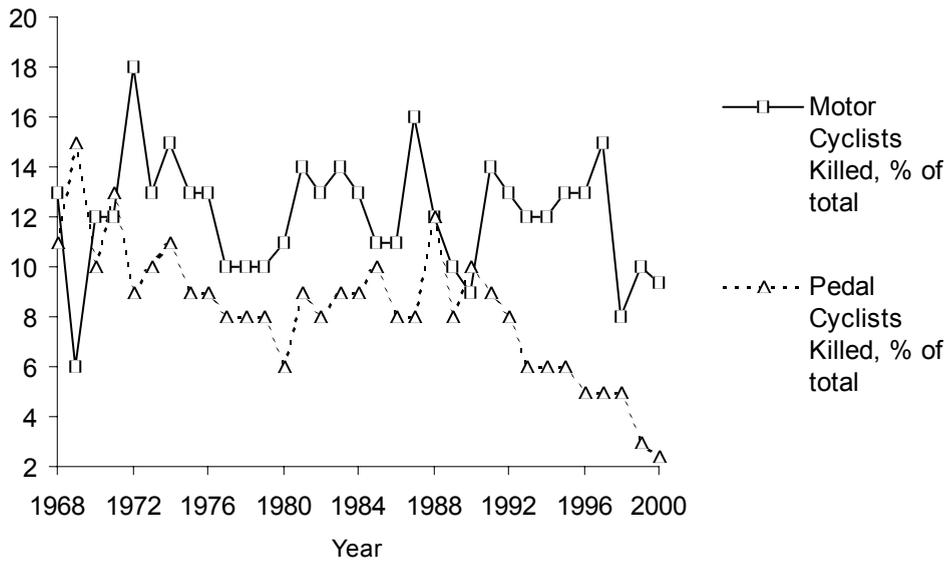
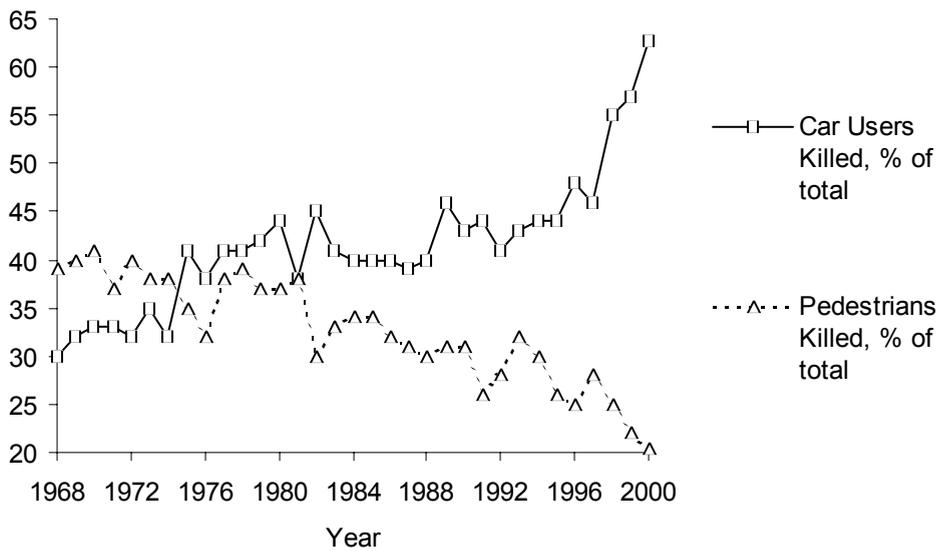


Figure 6: Pedestrians and Car Users Killed, percentage of total, 1968-2000



There were a total of 1,332 pedestrian casualties in 2000 compared with 1,398 in 1999. The number of pedal cyclist casualties fell by 24 to 451 in 2000. Casualties sustained by motor cyclists rose by 20% in 2000, while those sustained by car users decreased by six per cent. The number of ‘other’ road users (representing, for the most part, users of goods vehicles or public service vehicles) injured or killed increased by 15% to 1,101 in 2000.

Primary Collision Type

Single vehicle only collisions were reported in 33% of fatal accidents, representing a decrease of three per cent on the 1999 figure. This collision type, which involved no other road user, is strongly associated with two causal factors, namely excessive speeding and/or alcohol. The decline goes against the pattern seen over the last decade for the proportion of fatal accidents accounted for by single vehicle only accidents to increase.

Pedestrian accidents accounted for 23% of fatal accidents but only 16% of injury accidents, while head-on collisions accounted for 25% and 18%, respectively. Rear-end, angle and ‘other’ collision types collectively accounted for almost half of all injury accidents but only 19% of fatal accidents.

Figure 7: Percentage of Fatal and Personal Injury Accidents by Primary Collision Type

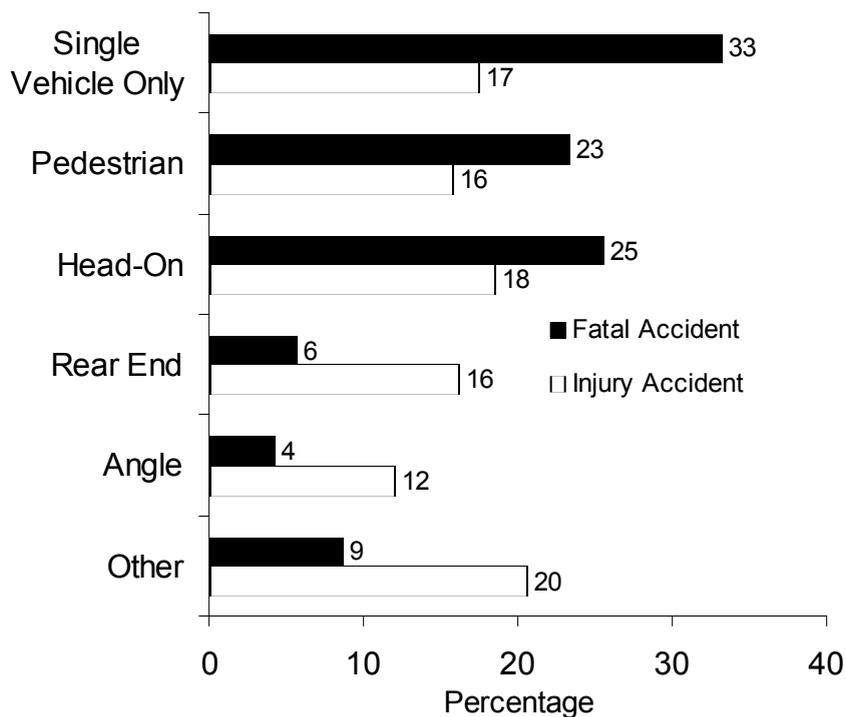


Figure 8: Percentage of Fatal Accidents Involving a Single Vehicle Only, 1990-2000



Contributory Factors to Road Accidents

The contributory factors to fatal or injury accidents remained largely unchanged from 1999. The driver was identified by the Gardaí as a contributory factor in 82% of all accidents where such factors were specified. This was followed in turn by the pedestrian in ten per cent, road in four per cent, environment in three per cent and vehicle in one per cent of all reported injury accidents in the year 2000.

In fatal accidents involving two vehicles only the contributory factor most often cited by the Gardaí was 'went to wrong side of road'. 'Exceeded safe speed' was listed as a contributory factor in 24% of cases, while 'drove through stop/yield sign' and 'improper overtaking' were both listed in nine per cent of all accidents where contributory factors were specified.

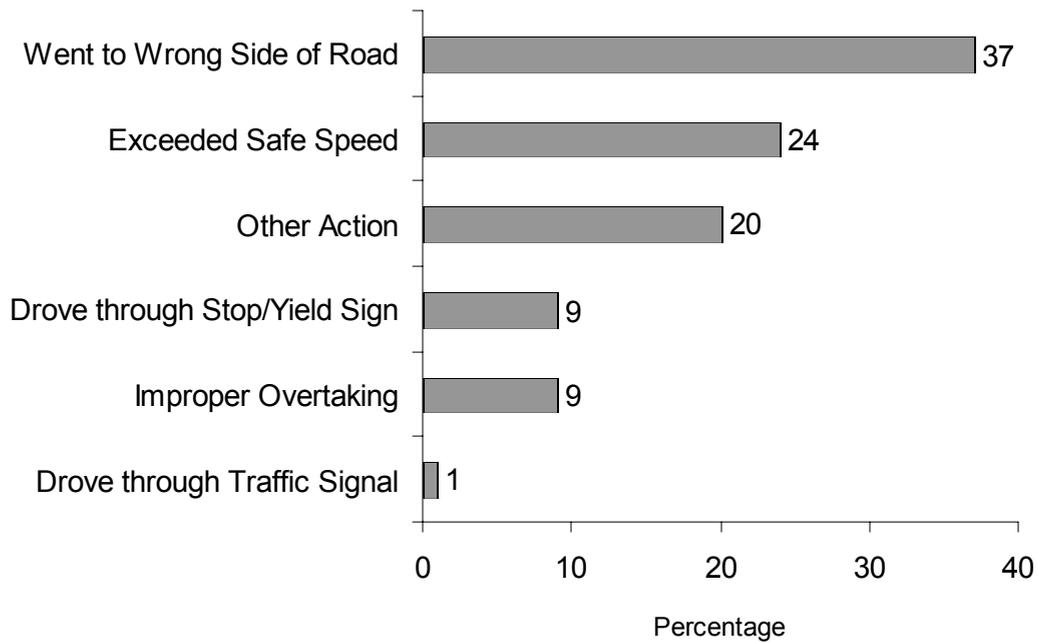
Accident Costs

By applying consumer price increases to the 1999 accident costs, it is estimated that the cost of a fatal accident in 2000 was £974,350, while serious and minor injury accident costs are estimated at £120,915 and £11,586 respectively. The cost of a material damage accident is calculated to be £1,262. The total cost of reported road accidents in 2000 is thus worked out to be in the region of £600 million.

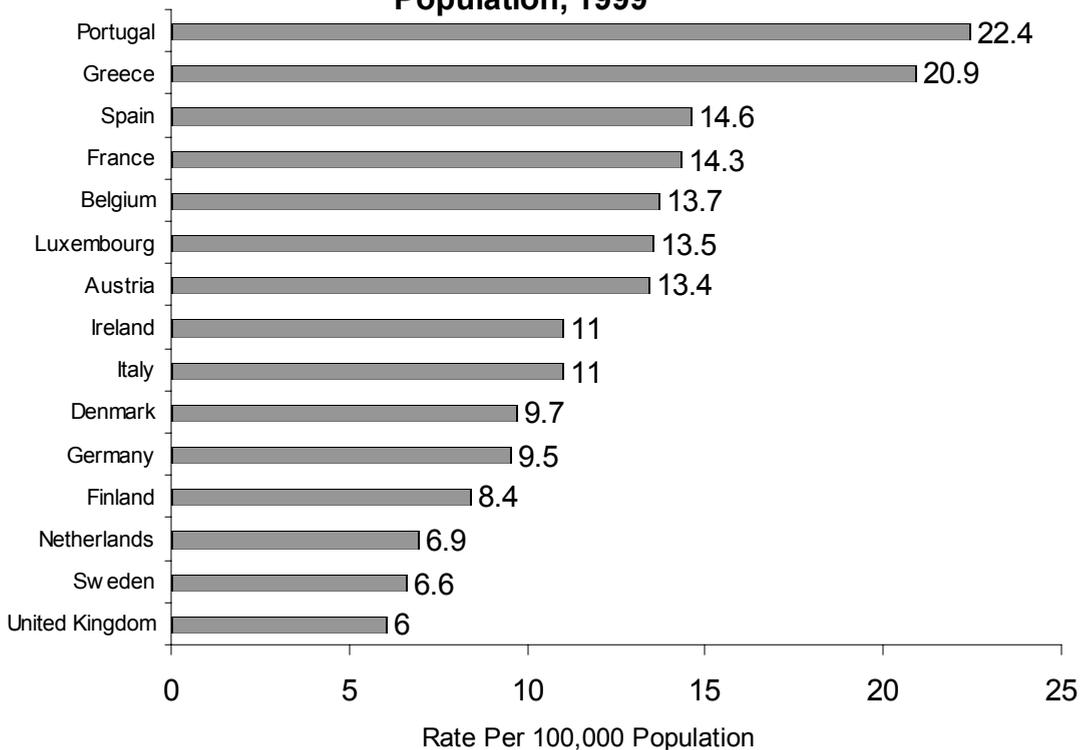
International Comparisons

On the basis of road deaths per 100,000 population, Ireland's rate at 11.0 in 1999, the latest year for which international comparative data are available, is ranked joint seventh of the 15 Member States of the European Union.

**Figure 9: Two Vehicle Fatal Accidents in 2000
Classified by Driver Contributory Action**



**Figure 10: European Union Fatality Rate per 100,000
Population, 1999***

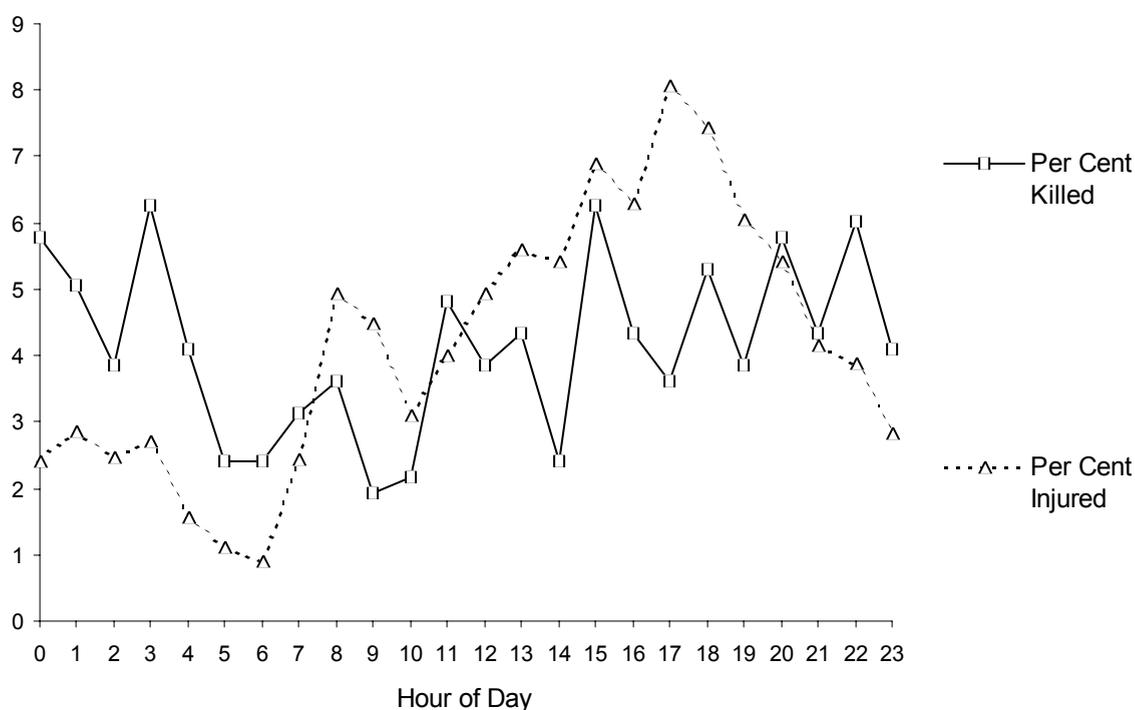


* Figures for Italy and Portugal refer to 1998 data, those for Greece refer to 1997 data.

Section 2: Date and Time

The worst month for fatalities in 2000 was April when 42 persons died in 37 fatal accidents. March recorded the fewest fatalities with 23 in 22 fatal accidents.

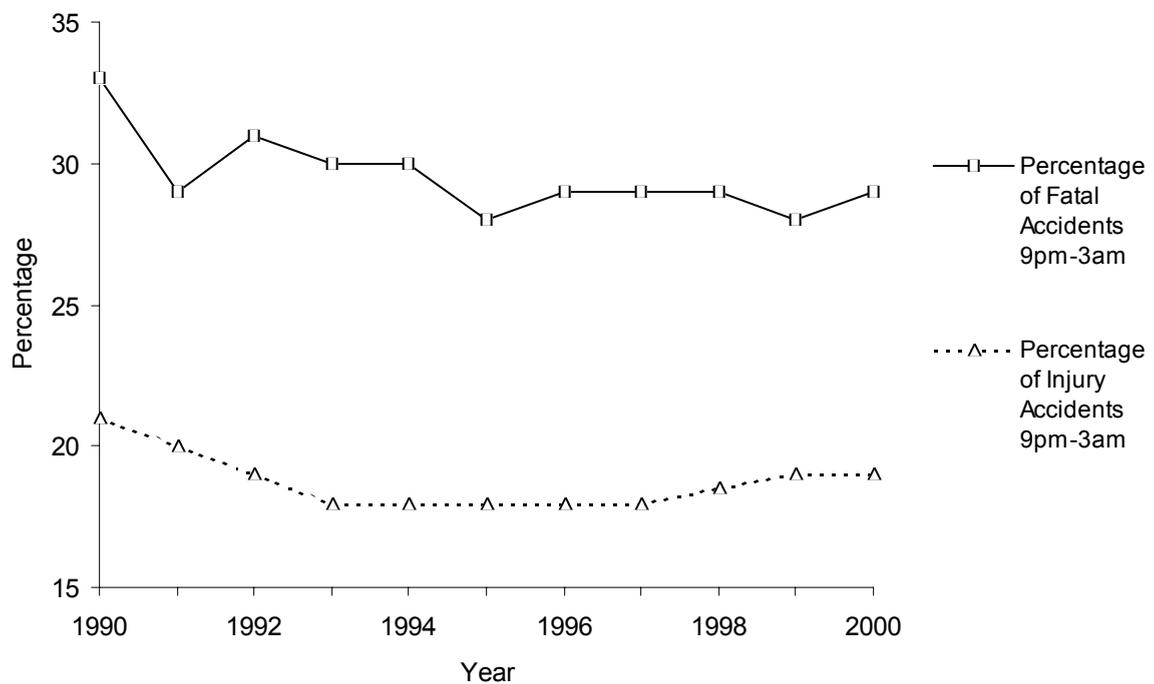
Figure 11: Percentage of Persons Killed and Injured Classified by Hour of Day



The number of fatal accidents between 9.00 pm and 3.00 am (the hours most strongly associated with drinking and driving), at 104, remains unchanged from 1999. The number of fatalities that occurred during these hours rose by 6 to 121. The number of fatal accidents and fatalities during these hours accounts for approximately 29% of all fatal accidents and persons killed, representing an increase of approximately one percentage point on the 1999 situation.

The number killed during the later hours of darkness (that is between 3.00 am and 6.00 am), at 53, increased by 9 from the 1999 level. Fatalities that occur during these hours accounted for 13% of all road accident fatalities in 2000, an increase of about two per cent on the same period in 1999.

Figure 12: Percentage of Fatal and Injury Accidents 9pm - 3am, 1990-2000

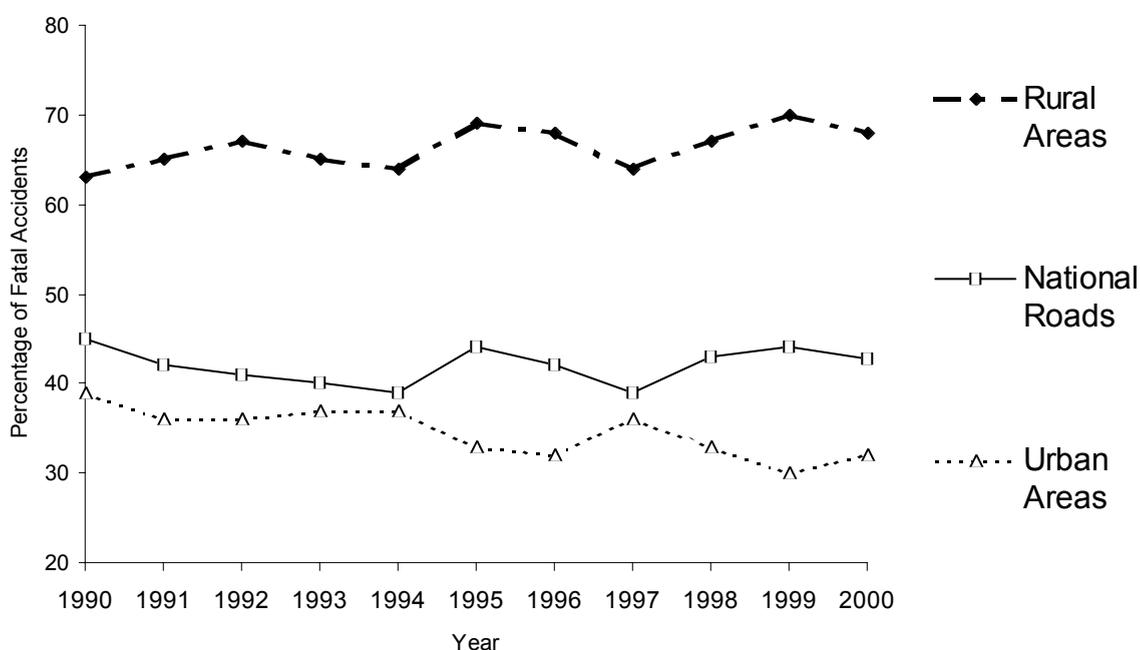


The worst days of the week for fatalities during 2000 were Saturdays and Sundays. These two days together accounted for 165 fatalities, or 40% of total. The days of the week with the fewest associated fatalities were Tuesday, Wednesday and Thursday, which together accounted for 128 fatalities - 31% of all fatalities.

Section 3: Location

Thirty-two per cent of all fatal accidents in 2000 occurred on urban roads. The proportion of fatal accidents occurring on rural roads fell by two percentage points to 68%. Forty-three per cent of all fatalities in 2000 occurred on national roads, a fall of one per cent over the 1999 figure.

Figure 13: Percentage of Fatal Accidents in Rural, Urban Areas and on the National Routes, 1990-2000.



On a county basis, Carlow experienced the highest accident rate, at 3.0 per 1,000 population. Louth recorded the greatest number of accidents per 1,000 vehicles (7.1)

Dublin recorded the highest accident rate per vehicle kilometer in 2000 (5.2).

County	No. of Accidents per 1,000 Population ¹	No. of Accidents per 1,000 Registered Vehicles ²	No. of Accidents per 10 million Vehicle Kilometres of Travel ³
Leinster			
Carlow	3.0	5.3	2.0
Dublin	2.4	5.4	5.2
Kildare	2.4	4.3	1.0
Kilkenny	1.9	3.7	0.7
Laois	2.4	4.9	2.2
Longford	2.8	6.1	3.3
Louth	2.8	7.1	2.5
Meath	2.6	4.7	2.5
Offaly	1.7	3.6	1.7
Westmeath	1.9	3.9	1.2
Wexford	2.4	4.4	2.5
Wicklow	2.4	4.8	3.2
Munster			
Clare	1.2	2.4	1.1
Cork	2.0	3.9	2.2
Kerry	1.9	3.8	1.5
Limerick	2.3	4.8	2.3
Tipperary NR	2.2	4.3	2.2
Tipperary SR	1.6	3.2	1.2
Waterford	2.2	4.6	2.7
Connacht			
Galway	1.6	3.5	0.9
Leitrim	1.6	3.5	1.6
Mayo	2.1	4.6	1.4
Roscommon	2.2	4.6	2.0
Sligo	2.1	4.3	3.1
Ulster (part of)			
Cavan	2.5	5.2	1.4
Donegal	2.1	5.2	1.2
Monaghan	2.7	5.9	1.8
TOTAL	2.2	4.6	2.1

¹ Based on 1996 Census of Population

² Based on 2000 Registered Vehicle Data

³ Based on 1996 Vehicle Miles of Travel Estimates

Table A: Accident Rates per Thousand Population (1996), per Thousand Registered Vehicles (2000), and per 10 million vehicle-kilometres of travel (1996), for each County

Note: The vehicle-kilometres of travel for each county will be less accurate than the figure for the whole country, because of smaller sample sizes.