

# Hit & run

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*Accidents involving the escape of one driver:  
An overview of the occurrence in Belgium and other European countries*

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## Summary

Belgium has one of the highest shares of hit and run accidents in Europe. In more than 1 out of 10 injury accidents one of the drivers fled the scene. While for fatal accidents, the percentage is much lower (only 1 out of 25 was a hit and run) the Belgian share of hit and runs among fatal accidents is also one of the highest in Europe.

The share of hit and runs seems to have increased in recent years. This is, however, an artifact of the registration as the federal police has only started in 2012 to register whether an accident was a hit & run, while the local police has done so much longer. No generally increasing trend can be observed when looking at other European countries either.

There are many factors that can influence the incidence of hit and runs. It is unclear why they have such a high share in Belgium. Drink driving, lack of insurance, and not being registered in Belgium seem likely candidates to prevent drivers from turning themselves in. On the other hand the “Belgisch Gemeenschappelijk Waarborgfonds” that compensates victims from hit and run accidents might increase the tendency of (true or false) victims to report such an accident to the police.

## Hit and Runs in Belgium and other countries

Hit and run accidents are a phenomenon often discussed in the press. Because accidents with some shocking tendency to it (e.g. it being a hit and run) are more likely to be reported in the press, the impression how often drivers escape from an accident might be exaggerated. This report explores the extent of this phenomenon in the police statistics and compares it to those of other European countries.

In Belgium, hit and run accidents (i.e., accidents in which one of the drivers took off to evade registration and or conviction) can be registered into the accident form filled in by the police officer. Until 2011, only the local police could register hit and runs, since 2012 the federal police can register them as well.

Other European countries vary in the way and extent that hit and run accidents can be registered as such. It must be kept in mind, that for the countries reported below little is known about the registration practice and that it might not be comparable to that in Belgium. A number of countries are left out from our report, because we know for sure that their figures are not comparable (because the Netherlands, Italy & Denmark count accidents as hit & run, only if the driver *remains* unknown).

## Injury accidents

In Figure 1, the percentage of hit and runs in *injury accidents* is given for the last 5 years of available data.

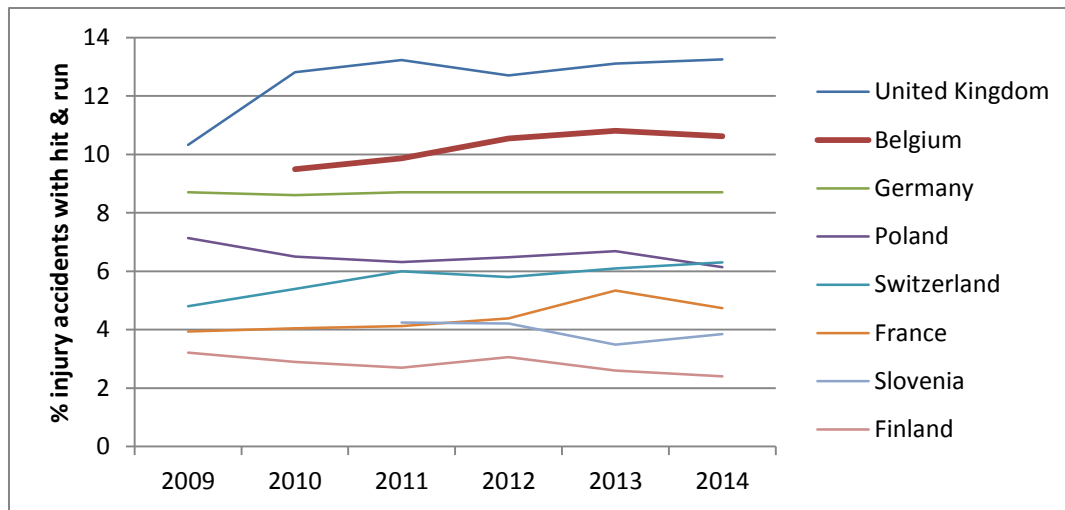


Figure 1 Percentage of Hit & Run of all injury accidents in European countries 2009 - 2014. Source National statistics/CARE (see Appendix)

Two main conclusions can be drawn from this:

1. Belgium has one of the highest shares of Hit and Run Accidents in Europe.
2. The share of hit and run accidents has increased since 2012.

The rise in the number of hit & run accidents in the Belgian statistics is probably due to the fact that only in 2012, the federal police has started to register whether an accident was a hit and run.

More surprising than the rise in the statistics is the large share of accidents in which one driver took off. Only the United Kingdom has a higher share of hit and run accidents than Belgium.

## Fatal accidents

In Figure 2, the percentage of road traffic *fatalities* is given who died in a hit and run accident<sup>1</sup>.

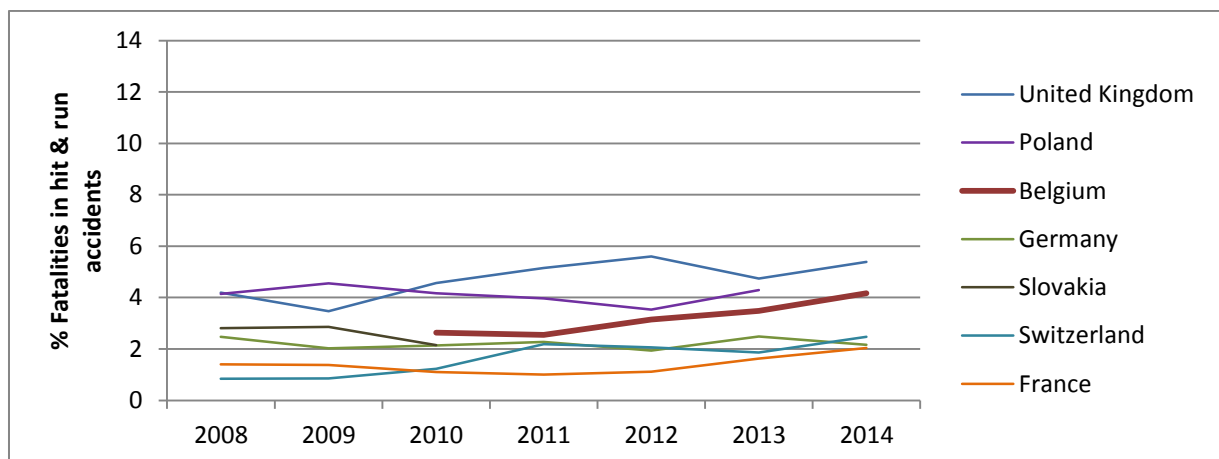


Figure 2 Percentage of fatal victims that were involved in a hit & run accident in European countries 2009 - 2014. Source CARE. For Belgium: percentage of fatal accidents with hit & run. Source: Police (07.01.2016, FPF/DGR/DRI/BIPOL)

<sup>1</sup> For Belgium this statistic is not available, the Belgian line concerns the percentage of hit & runs among all fatal accidents – the difference between these two statistics is probably negligible.

We see that the share of hit and runs among fatal accidents is generally lower than in injury accidents. However, compared to the other countries, the same observations have to be made as for injury accidents. Belgium has the third-highest share of hit and run accidents and the share of registered hit & runs has increased since 2012.

Again, the rise in the Belgian percentage of hit & runs among fatal accidents is probably due to a change in registration practice (registration by federal police since 2012).

## Possible reasons

There is considerable variation in the share of hit and run accidents in different countries. The reasons can be situated in different aspects. Most often such enormous differences do not reflect actual differences in behavior but rather differences in the data registration. We therefore first explore possible differences in the data-bases.

As a second type of reasons we consider differences in the reporting of accidents to the police by the victim of the hit and run accident as we know that in all countries a substantial proportion of all injury accidents remains unreported. Finally we also explore different aspects that might discourage or encourage drivers to stop and face the consequences after having caused an accident.

## Data base

### Definition

A Hit & Run could concern all accidents in which a driver left the scene unwarranted; or all accidents in which a driver *remains unknown* (i.e. is not found), or all accidents in which a driver is convicted for hit & run (i.e. was found and convicted). A number of countries clearly count accidents as hit & run, only if the driver *remains unknown* (Italy, Netherlands, Denmark). These are omitted from the statistics here. For the other European countries reported here, it is not known whether the percentages given actually represent the full share of hit & run accidents.

## Reporting practice

Many accidents are not reported to the police. Whether one would go to the police when hit by an unknown person probably depends on a number of reasons

- Whether the accident involved any illegal acts on the side of the victim.
  - o A driver who has committed some infraction (e.g. drink driving) would probably not inform the police of an accident no matter whether they consider the driver who fled to be guilty or not.
- The probability that the police will catch missing driver.
  - o When fleeing drivers are seldomly caught, there is less reason to report a hit and run accident to the police.
- Whether a police record helps to have hospital bills and other material damage compensated
  - o A victim of a hit and run might not bother to go to the police if they do not expect any advantages from it.
  - o In Belgium the “Belgisch Gemeenschappelijk Waarborgfonds” compensates victims of hit and run accidents. It is unknown whether similar institutions exist in other countries.
  - o Compensations for victims of hit & run accidents can even motivate victims from single vehicle accidents to claim that there has been another driver who caused the accident and then took off.

## Actual hit & run behavior

Whether you would tend to run after hitting and injuring another person might depend on the following reasons

- Perceived likelihood to get caught after all
- The relative severity of punishment for causing an accident and punishment for fleeing from the accident scene
- Insurance
  - o Not being insured
  - o Increase of insurance after accident (bonus/malus system)
- Not having passed the technical control
- Driving under the influence of alcohol
  - o High incidence (-> Belgium)
  - o Relative severity of punishment for hit & run and causing an accident as a drunk driver
- Country of registration
  - o Foreigners might tend to “run” more often than people registered in the country of accident, because they see a better chance to get away with it and because they might be more apprehensive towards facing trial in a foreign country.
  - o Being a “transit country”, Belgium has a high share of foreign drivers.

## Conclusion

There are many factors that can influence the incidence of hit and runs. While the increase of hit and runs since 2012 is probably an artifact of a change in registration policy, it remains unclear what exactly causes the generally high share of these accidents in Belgium. Drink driving, lack of insurance, and not being registered in Belgium seem likely candidates to prevent drivers from turning themselves in. On the other hand the “Belgisch Gemeenschappelijk Waarborgfonds” that compensates victims from hit and run accidents might increase the tendency of (true or false) victims to report such an accident to the police.

## Appendix

### CARE

**Number of hit&run injury accidents by country** (without common definition of injury accidents)

	2008	2009	2010	2011	2012	2013	2014
AT	1959	1830	1768	1795	1879	1543	1395
BE			4356	4723	4681	4481	4416
BG							
CH	1116	972	1039	1111	1038	1053	1096
CY	118	74	102	82	61	61	76
CZ	1183	205	157	188	153	143	163
DE	28259	26812	25022	26333	25287	24532	25411
DK	-	-	-	28	16	18	11
EE	-	116	-	66	62	84	98
ES	483	353	336	315	311	311	-
FI							
FR	3015	2847	2726	2681	2648	3035	2757
GR							
HR							
HU	-	-	-	1493	1586	1594	1585
IE							
IS	50	30	38	40	27	32	24
IT	3767	3773	1082	1137	1273	1530	1522
LI							
LT	-	-	-	-	-	303	240
LU	32	57	70	85	81	62	55
LV	-	3	-	42	-	-	2
MT	9	1	2	-	-	-	-
NL	1340	884	361	145	176	163	41
NO							
PL	3558	3152	2525	2532	2401	2396	-
PT	858	415	507	582	387	553	454
RO	-	-	478	-	2	-	1463
SE							
SI	-	-	-	206	12	159	-
SK	274	218	152	-	-	-	-
UK	19124	17528	20512	20776	19217	18933	20188

**Number of fatalities in hit&run accidents by country**

	2008	2009	2010	2011	2012	2013	2014
AT	16	12	3	16	13	9	6
BE							
BG							
CH	3	3	4	7	7	5	6
CY	9	2	1	6	6	1	2
CZ	42	5	2	6	6	7	5
DE	111	84	78	91	70	83	73
DK	-	-	-	0	0	0	0
EE	-	2	-	3	2	1	4
ES	14	11	12	7	6	5	-
FI							

FR	60	59	44	40	41	53	69
GR							
HR							
HU	-	-	-	19	23	23	34
IE							
IS	0	0	0	0	0	0	0
IT	92	57	10	11	12	7	10
LI							
LT	-	-	-	-	-	15	18
LU	2	2	0	0	2	0	0
LV	-	0	-	0	-	-	1
MT	0	0	0	-	-	-	-
NL	6	8	5	12	11	8	4
NO							
PL	225	208	163	166	126	144	-
PT	19	9	9	10	8	8	6
RO	-	-	43	-	0	-	57
SE							
SI	-	-	-	6	0	1	-
SK	17	11	8	-	-	-	-
UK	111	81	87	101	101	84	100

Source: Care Database  
Date of query: January 2016

## Country details

### Belgium



#### Verkeersongevallen met/zonder vluchtmisdrijf - Nationaal

##### 2010

	Aantal ong. met stoffelijke schade	Aantal ong. met lichamelijk letsel	Aantal ongevallen met doden
Met vluchtmisdrijf	72 961	4 356	19
Onbekend	10 496	4 046	120
Zonder vluchtmisdrijf	75 155	37 483	583
<b>TOTAAL</b>	<b>158 612</b>	<b>45 885</b>	<b>722</b>

##### 2011

	Aantal ong. met stoffelijke schade	Aantal ong. met lichamelijk letsel	Aantal ongevallen met doden
Met vluchtmisdrijf	74 478	4 723	19
Onbekend	8 623	3 539	110
Zonder vluchtmisdrijf	72 317	39 637	618
<b>TOTAAL</b>	<b>155 418</b>	<b>47 899</b>	<b>747</b>

##### 2012

	Aantal ong. met stoffelijke schade	Aantal ong. met lichamelijk letsel	Aantal ongevallen met doden
Met vluchtmisdrijf	73 825	4 681	23
Onbekend	1 881	761	24
Zonder vluchtmisdrijf	70 077	38 938	684
<b>TOTAAL</b>	<b>145 783</b>	<b>44 380</b>	<b>731</b>

##### 2013

	Aantal ong. met stoffelijke schade	Aantal ong. met lichamelijk letsel	Aantal ongevallen met doden
Met vluchtmisdrijf	72 997	4 481	24
Onbekend	0	12	0
Zonder vluchtmisdrijf	68 337	36 980	666
<b>TOTAAL</b>	<b>141 334</b>	<b>41 473</b>	<b>690</b>

##### 2014

	Aantal ong. met stoffelijke schade	Aantal ong. met lichamelijk letsel	Aantal ongevallen met doden
Met vluchtmisdrijf	70 419	4 416	26
Zonder vluchtmisdrijf	65 220	37 183	597
<b>TOTAAL</b>	<b>135 639</b>	<b>41 599</b>	<b>623</b>



## Germany

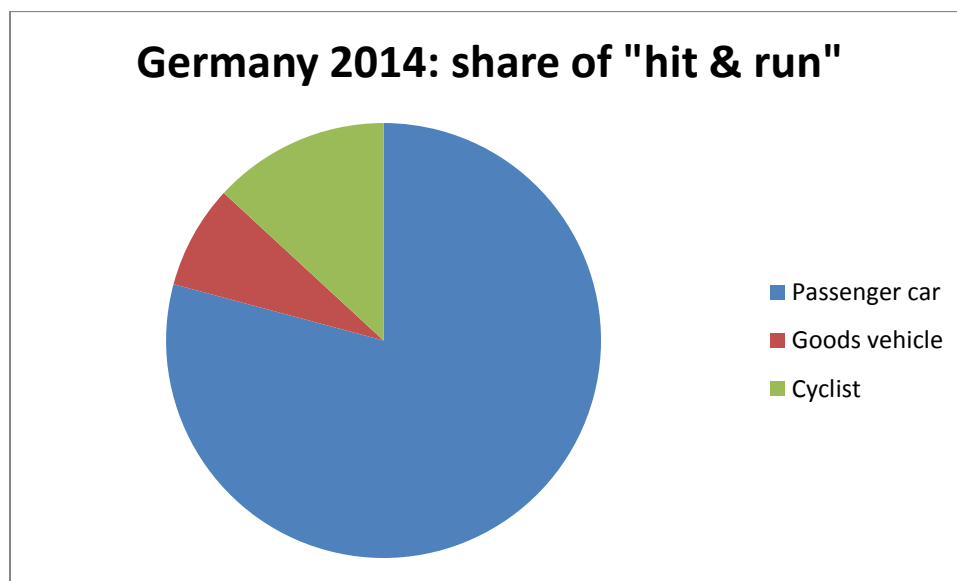
### Driver statistics

#### 4 Beteiligte

#### 4.7 Beteiligte und Unfallflüchtige 1975 – 2014

	Insgesamt	Dar.: unfall- flüchtig	Anteil in	Darunter								
				Fahrer von Personen- kraftwagen	dar.: unfall- flüchtig	Anteil in	Fahrer von Güterkraft- fahrzeugen	dar.: unfall- flüchtig	Anteil in	Fahrer von Fahrrädern <sup>1</sup>	dar.: unfall- flüchtig	Anteil in
	Anzahl		%	Anzahl		%	Anzahl		%	Anzahl		%
bei Unfällen mit Personenschaden Deutschland												
1991 .....	751 939	34 569	4,6	510 357	25 365	5,0	41 984	2 184	5,2	76 746	2 167	2,8
1992 .....	773 819	35 974	4,6	526 322	26 592	5,1	42 763	2 151	5,0	84 956	2 556	3,0
1993 .....	752 104	35 496	4,7	518 333	26 537	5,1	42 448	2 200	5,2	78 039	2 289	2,9
1994 .....	769 502	36 215	4,7	525 445	26 678	5,1	45 902	2 412	5,3	80 811	2 638	3,3
1995 .....	761 792	35 938	4,7	519 367	26 145	5,0	47 265	2 455	5,2	78 579	2 707	3,4
1996 .....	730 251	34 571	4,7	501 047	25 414	5,1	45 022	2 387	5,3	71 511	2 409	3,4
1997 .....	747 256	36 445	4,9	503 077	25 786	5,1	45 992	2 462	5,4	78 865	3 012	3,8
1998 .....	740 237	35 298	4,8	503 402	24 852	4,9	46 489	2 371	5,1	73 825	2 683	3,6
1999 .....	775 950	38 711	5,0	520 507	26 497	5,1	50 729	2 716	5,4	81 962	3 275	4,0
2000 .....	750 315	35 193	4,7	503 567	24 626	4,9	48 573	2 510	5,2	79 612	2 855	3,6
2001 .....	733 761	33 357	4,5	494 526	23 057	4,7	47 023	2 349	5,0	77 986	2 965	3,8
2002 .....	708 800	32 380	4,6	475 806	22 307	4,7	43 672	2 296	5,3	76 885	2 797	3,6
2003 .....	688 254	32 049	4,7	451 402	21 711	4,8	42 088	2 156	5,1	83 033	3 180	3,8
2004 .....	659 646	29 707	4,5	432 829	20 237	4,7	40 174	2 046	5,1	80 299	2 784	3,5
2005 .....	652 487	29 723	4,6	419 401	19 926	4,8	40 494	2 173	5,4	85 666	3 056	3,6
2006 .....	634 947	29 361	4,6	404 959	19 575	4,8	40 185	2 227	5,5	84 108	3 183	3,8
2007 .....	648 796	29 777	4,6	412 966	19 988	4,8	40 061	2 167	5,4	86 209	3 100	3,6
2008 .....	616 741	28 812	4,7	387 774	18 947	4,9	37 824	2 158	5,7	86 569	3 022	3,5
2009 .....	595 702	27 301	4,6	377 712	18 003	4,8	34 944	1 970	5,6	82 520	2 751	3,3
2010 .....	554 491	25 401	4,6	354 919	16 801	4,7	36 568	2 008	5,5	71 103	2 361	3,3
2011 .....	589 755	26 852	4,6	370 632	17 628	4,8	36 059	1 859	5,2	83 219	2 678	3,2
2012 .....	577 204	26 635	4,6	367 055	17 595	4,8	33 877	1 798	5,3	81 162	2 745	3,4
2013 .....	561 504	25 842	4,6	359 808	17 082	4,7	32 892	1 766	5,4	77 439	2 544	3,3
2014 .....	584 716	26 643	4,6	371 095	17 390	4,7	32 183	1 691	5,3	85 199	2 885	3,4

Note that the German statistics for hit & run do not only include drivers of passenger cars and goods vehicles, but also cyclists.



## Accidents

Contact: Simone Klipp, BAST

Germany		Injury Accidents		
		Total	hit-and-run	%
Year	2010	288.297	25.022	8,7%
	2011	306.266	26.333	8,6%
	2012	299.637	26.126	8,7%
	2013	291.105	25.300	8,7%
	2014	302.435	26.212	8,7%

BAST-U2p-01/2016

The accident statistics yield slightly smaller figures than the driver statistics. The difference is so small however, that we have to assume that the accident stats also include accidents where the cyclist took off.

## Austria

Contact: Gregor Bartl, Alles-Fuehrerschein.

2012: 40831 ongevallen met gekwetsten, waarbij 1879 met hit& run (4.6%)

Hierbij waren er 50895 gewonden waarvan 2093 in een hit&run ongeval (4.1%) en 531 doden waarvan 16 in een hit&run ongeval (3%)

## Italy

### Popular press:

<http://www.asaps.it/48982-osservatorio-il-centauro-asaps-pirateria-2014-fenomeno-incontenibile-monitora.html>

Translation (Davide Shingo Usami):

### Uncontainable phenomenon

*Monitored 1,009 road accidents causing 119 deaths and 1,224 injuries. Unmasked 57.8% of hit and run drivers. Alcohol and drugs present in 19.6% of cases. 24.2% of hit and run drivers are foreigners. 46 pedestrians killed and 416 injured by hit and run drivers.*

### Accidents

Year	Accident Severity	Hit and Run	Not Hit and Run	Total	% hit & run
2010	Fatally injured	10	3861	3871	0.26
	Injured (not specified)	1072	208054	209126	0.52
2011	Fatally injured	11	3605	3616	0.31
	Injured (not specified)	1126	200896	202022	0.56
2012	Fatally injured	12	3503	3515	0.34
	Injured (not specified)	1261	183452	184713	0.69
2013	Fatally injured	7	3154	3161	0.22
	Injured (not specified)	1523	176976	178499	0.86
2014	Fatally injured	10	3165	3175	0.32
	Injured (not specified)	1512	172344	173856	0.88

Source: Davide Shingo Usami CTL.

## Spain

Contact: Ana Marti-Belda – INTRAS

	Accidents with victims (Fatal or injuries accidents)  ROADS	Accidents with victims (Fatal or injuries accidents)  URBAN AREA	Accidents with victims (Fatal or injuries accidents)  TOTAL	Hit and run  ROADS	Hit and run  URBAN AREA	TOTAL  Hit and run
2008	43.831	49.330	93.161	77	234	311
2009	40.789	47.462	88.251	71	183	254
2010	39.174	46.329	85.503	60	163	223
2011	35.875	47.149	83.027	66	166	232
2012	35.425	47.690	83.115	72	150	222
2013	37.297	52.222	85.519	54	137	191

## Czech republic

Contact: Matus Sucha – University of Olomouc

“Every 4th accident in Czech republic is hit and run, that means, that in 1 out of 4 accidents, driver drives away. Main reason (according to the police) is fear of punishment. For hit and run accident driver might get fine and loses 7 points (out of 12) in DPS. BUT if someone is hurt, a prison up to 8 years might follow.”

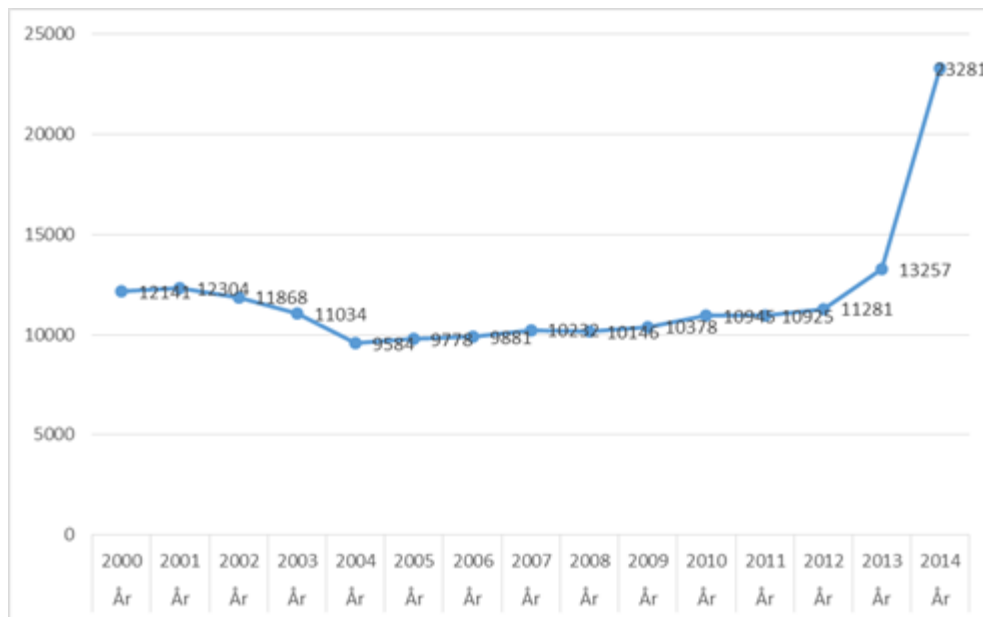
## Zweden

### *Criminal records*

The Swedish Transport Administration does not systematically keep track of hit-and-run injury crashes. Information about hit-and-run crashes is given by The Swedish National Council for Crime Prevention reported by the police. (<http://www.bra.se/bra/bra-in-english/home.html>;  
<http://www.bra.se/bra/brott-och-statistik/rattfylleri-och-trafikbrott.html>)

At the end of 2013 the Police started to register hit-and-run at parking lots with vehicle damage only at under the same category of hit and run crashes. This change means that the number of reported hit and run offenses today are not comparable with previous statistics.

### **Hit and run crashes (including parking damage from 2013-)**



Only approximately 10% of the 10 – 11000 hit and run crashes (excluding parking damage) are injury crashes.

Source: Magnus Lindholm, Trafikverket.

### Accidents

“what we can do is a free text search in the accident description after "hit and run" and then I get up the following results. NOTE. this is a free text search, which does *not* give a fair representation of the problem.” Khabat Amin, STRADA data manager, Swedish Transport Agency.

The accident figures suggest an unchanged rather small (0.2%) share of hit & run accidents in Sweden. However, we cannot be sure to have captured them all hit & runs in this statistic.

År	Total number of accidents regardless of severity (Police and Hospital)
2010	43141
2011	44883
2012	46177
2013	49058
2014	44438
2015	38216

Year	Number of accidents regardless of severity with “smitning” (hit & run) in the accident description
2010	106
2011	73
2012	94
2013	81
2014	80
2015	97

Source Khabat Amin, STRADA data manager, Swedish Transport Agency

## Slovenia

### Accidents

Year	Number of Traffic accidents	Number of fatal and injury accidents	Number of "hit and run" fatal or injury accidents	Share of "hit and run" accidents
2011	22913	7218	306	4,2%
2012	22035	6864	289	4,2%
2013	18904	6542	228	3,5%
2014	18251	6264	241	3,8%

The number of hit and run fatal or injury accidents is proportionally reducing as number of all traffic accident (except 2014). As you can see share of hit and run accidents is around 4 % in the last 4 years.

Cause of "hit and run"	Year			
	2011	2012	2013	2014
Driving without driving licence	11	12	7	3
Fear of punishment	28	24	16	24
"hit and run" is not yet investigated	171	155	139	157
Others	76	81	51	45
Driving with a stolen vehicle	0	0	0	0
Drink driving	20	17	15	12
	306	289	228	241

In a table above, there are data on Causes of hit and run. The majority of hit and run accidents is not yet investigated (53 % - 65 %).

Source: Andraz Murcovich, Slovenian Traffic Agency

## Denmark

In the Danish accident registration we don't have a category hit and run accident. On unit level we have a category 79 – runaway unknown motor vehicle - in unit type. On person level we also have a category 79 – runaway unknown driver of motor vehicle - in person type. Given that it should be possible to give a number for hit and run accidents, but it is not. If it afterwards is found out who the driver was the information is changed from unknown to the proper value for the driver. The information about runaway will then disappear. The major part of those left with the unknown information is parking accidents with only material damage.

Source: Stig Hemdorff, Danish Road Directorate

## Finland

Number of hit-and-run injury accidents in Finland by year and police district. Åland islands excluded.

Ilmoitettu Kpl		2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	Yhteensä
LIIKENNEPAKO TIELIIKENTEESSÄ	215 Helsinki	28	15	26	27	30	12	22	18	8	8	13	207
	806 Itä-Uusimaa	18	18	19	16	16	19	11	22	11	11	4	165
	815 Kaakkois-Suomi	10	11	10	7	14	12	7	10	8	5	4	98
	818 Länsi-Uusimaa	20	9	12	6	13	11	14	17	9	15	10	136
	821 Häme	12	10	15	6	10	11	13	19	15	5	9	125
	833 Sisä-Suomi	25	21	23	20	32	22	25	23	20	20	13	244
	836 Pohjanmaa	18	13	18	13	17	15	9	11	18	15	4	151
	842 Lounais-Suomi	31	37	42	20	31	28	27	18	25	20	14	293
	851 Itä-Suomi	22	18	18	22	14	13	11	8	10	8	15	159
	863 Oulu	13	21	10	19	21	14	17	17	9	11	12	164
	866 Lappi	18	12	13	10	8	19	17	12	6	10	3	128
Total	Välisumma (sisällytetty)	215	185	206	166	206	176	173	175	139	128	101	1 870

Solving percentage of hit-and-run injury accidents in Finland by year and police district. Åland islands excluded.

Selvitys%		2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	Yhteensä
LIIKENNEPAKO TIELIIKENTEESSÄ	215 Helsinki	23,1%	42,9%	47,8%	38,5%	25,0%	91,7%	40,9%	44,4%	75,0%	37,5%	72,7%	43,4%
	806 Itä-Uusimaa	35,3%	33,3%	50,0%	20,0%	71,4%	26,3%	45,5%	25,0%	40,0%	36,4%	25,0%	36,8%
	815 Kaakkois-Suomi	50,0%	27,3%	70,0%	71,4%	35,7%	75,0%	16,7%	12,5%	12,5%	40,0%	0,0%	41,1%
	818 Länsi-Uusimaa	63,2%	44,4%	33,3%	50,0%	38,5%	54,5%	30,8%	43,8%	22,2%	57,1%	60,0%	46,2%
	821 Häme	41,7%	66,7%	57,1%	50,0%	57,1%	27,3%	53,8%	5,6%	50,0%	40,0%	55,6%	43,2%
	833 Sisä-Suomi	44,0%	61,9%	65,2%	57,9%	25,0%	57,1%	54,2%	43,5%	35,0%	60,0%	30,8%	48,1%
	836 Pohjanmaa	50,0%	50,0%	44,4%	30,8%	29,4%	21,4%	71,4%	0,0%	31,2%	57,1%	75,0%	38,9%
	842 Lounais-Suomi	62,1%	48,6%	41,0%	70,0%	37,9%	48,1%	48,1%	38,9%	24,0%	35,0%	57,1%	45,9%
	851 Itä-Suomi	50,0%	50,0%	66,7%	55,0%	69,2%	41,7%	81,8%	37,5%	50,0%	62,5%	60,0%	57,0%
	863 Oulu	53,8%	52,4%	100,0%	52,6%	52,4%	85,7%	50,0%	41,2%	55,6%	45,5%	25,0%	54,7%
	866 Lappi	38,9%	63,6%	23,1%	40,0%	75,0%	38,9%	64,7%	80,0%	33,3%	50,0%	66,7%	50,0%
Total	Välisumma (sisällytetty)	46,4%	49,1%	52,0%	48,4%	41,3%	50,3%	50,9%	34,1%	37,0%	48,4%	49,5%	46,2%

Here is data on all police-reported fatal + injury accidents in Finland by year. Åland islands are included here, unlike in hit-and-run statistics, but their accident numbers are very low, just around 40 accidents per year. Around 25-30 % of injury accidents are single-vehicle accidents and therefore not potential hit-and-run cases.

	fatal+injury accidents	
2005	7022	
2006	6740	
2007	6657	



2008	6881	
2009	6414	
2010	6072	
2011	6408	
2012	5725	
2013	5334	
2014	5324	
2015	~5200	very preliminary

Source: Riikka Rajamaki, TRAFI

## Switzerland

## 'Hit and run' injury accidents in Switzerland

			1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Slight injury accidents	Other	n	15 665	14 821	15 371	15 539	16 561	16 989	17 069	17 064	17 355	16 656	15 886	15 644	15 849	15 082	14 988	14 296	13 602	13 062	12 445	12 787
		%	95.5%	95.6%	95.6%	95.9%	95.7%	95.7%	95.1%	95.5%	95.5%	95.2%	95.0%	94.6%	94.4%	94.1%	94.7%	94.0%	93.4%	93.4%	93.2%	93.0%
	'hit and run' accidents	n	744	683	714	668	750	765	873	802	813	845	833	899	941	952	846	918	966	918	912	969
		%	4.5%	4.4%	4.4%	4.1%	4.3%	4.3%	4.9%	4.5%	4.5%	4.8%	5.0%	5.4%	5.6%	5.9%	5.3%	6.0%	6.6%	6.6%	6.8%	7.0%
Serious injury accidents	Other	n	5 788	5 351	5 257	5 286	5 383	5 247	5 292	5 132	5 016	4 765	4 470	4 433	4 610	4 193	4 199	3 943	3 953	3 739	3 706	3 673
		%	96.8%	97.1%	96.7%	96.5%	96.6%	96.7%	97.0%	96.7%	97.0%	97.0%	97.0%	96.9%	96.2%	96.8%	96.0%	96.8%	96.6%	96.2%	96.7%	96.0%
	'hit and run' accidents	n	193	161	181	189	191	181	166	173	157	147	144	175	150	173	138	139	157	128	153	145
		%	3.2%	2.9%	3.3%	3.5%	3.4%	3.3%	3.0%	3.3%	3.0%	3.0%	3.0%	3.1%	3.8%	3.2%	4.0%	3.2%	3.4%	3.8%	3.3%	4.0%
Fatal accidents	Other	n	628	551	538	543	536	545	488	470	489	469	365	330	353	334	332	309	305	294	252	222
		%	98.1%	98.0%	97.3%	98.7%	97.6%	98.2%	98.4%	98.7%	98.0%	98.1%	97.9%	97.1%	97.8%	99.4%	99.1%	98.7%	97.8%	97.7%	98.1%	96.9%
	'hit and run' accidents	n	12	11	15	7	13	10	8	6	10	9	8	10	8	2	3	4	7	7	5	7
		%	1.9%	2.0%	2.7%	1.3%	2.4%	1.8%	1.6%	1.3%	2.0%	1.9%	2.1%	2.9%	2.2%	0.6%	0.9%	1.3%	2.2%	2.3%	1.9%	3.1%
Total	Other	n	22 081	20 723	21 166	21 368	22 480	22 781	22 849	22 666	22 860	21 890	20 721	20 407	20 812	19 609	19 519	18 548	17 860	17 095	16 403	16 682
		%	95.9%	96.0%	95.9%	96.1%	95.9%	96.0%	95.6%	95.9%	95.9%	95.6%	95.5%	95.0%	95.0%	94.6%	95.2%	94.6%	94.0%	94.2%	93.9%	93.7%
	'hit and run' accidents	n	949	855	910	864	954	956	1 047	981	980	1 001	985	1 084	1 099	1 127	987	1 061	1 130	1 053	1 070	1 121
		%	4.1%	4.0%	4.1%	3.9%	4.1%	4.0%	4.4%	4.1%	4.1%	4.4%	4.5%	5.0%	5.0%	5.4%	4.8%	5.4%	6.0%	5.8%	6.1%	6.3%

Source: Steffen Niemann, BfU

## Poland

### Hit and run injury accidents in Poland, 2006-2014

Year	Hit and run accidents		Total
2006	3539	8%	46875
2007	3598	7%	49536
2008	3558	7%	49054
2009	3152	7%	44195
2010	2525	7%	38832
2011	2532	6%	40069
2012	2401	6%	37046
2013	2396	7%	35847
2014	2148	6%	34970

Source: SEWiK Police database, prepared by Polish Road Safety Observatory  
([www.obserwatoruimbrd.pl](http://www.obserwatoruimbrd.pl))

Sent by Anna Zielińska, ITS

## Russia

Contact: Tatiana Kochetovaty – State University of Moscow

Official statistics from our Traffic Safety Inspectorate (*from January to November 2015* only):

accidents (all)					
all accidents (all regions)	± % compered with last year	fatalities	± % indices of last year	with injuries	± % compered with last year
166665	-8,9	20987	-15,1	209316	-9,2
accidents (hit & run)					
accidents (hit & run)	± % compered with last year	fatalities	± % indices of last year	with injuries	± % compered with last year
17335	-3,2	1096	-9,9	17357	-3,6

## France

### *Criminal records*

Hit and run (délits de fuite) constitutes since 2004 a quarter of the legal offenses recorded. The number of recorded offenses is raising since 2004 but you need to keep in mind that both the number of drivers and the enforcement increased as well.

• **Evolution 2013/2014 de la répartition par famille**

Familles	Nombre de délits		Evolution 2014/2013	Part en 2013	Part en 2014
	2013	2014			
Alcoolémie	148 209	167 067	12.7%	25.6%	24.5%
Délits de fuite	137 768	169 525	23.1%	23.8%	24.9%
Permis de conduire	113 026	128 676	13.8%	19.5%	18.9%
Assurance	87 719	104 626	19.3%	15.1%	15.3%
Stupéfiants	32 244	46 448	44.1%	5.6%	6.8%
Plaques	32 065	30 798	-4.0%	5.5%	4.5%
Refus et entraves	24 030	28 631	19.1%	4.1%	4.2%
Alcool et stupéfiants	4 415	5 737	29.9%	0.8%	0.8%
Vitesse	37	51	37.8%	0.0%	0.0%
Autres	366	397	8.5%	0.1%	0.1%
<b>Total</b>	<b>579 879</b>	<b>681 956</b>	<b>17.6%</b>		

• **Evolution 2002/2014 des proportions entre les principales familles de délits**

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
<b>ALCOOLEMIE</b>	47.6%	48.4%	34.9%	34.4%	34.5%	33.6%	32.2%	30.5%	30.3%	30.0%	27.1%	25.6%	24.5%
<b>DELIT DE FUITE</b>	40.6%	39.8%	26.9%	25.9%	25.0%	25.5%	24.6%	25.1%	25.1%	23.7%	23.3%	23.8%	24.9%
<b>PERMIS DE CONDUIRE</b>	Comptabilisation différente des codes		14.1%	16.3%	17.3%	17.8%	19.2%	19.1%	18.3%	18.5%	19.4%	19.5%	18.9%
<b>ASSURANCE</b>	Comptabilisation différente des codes		18.5%	17.0%	16.2%	15.1%	14.9%	14.6%	14.4%	15.1%	14.8%	15.1%	15.3%
<b>TOTAL DELITS</b>	<b>257 034</b>	<b>266 691</b>	<b>398 997</b>	<b>445 327</b>	<b>494 350</b>	<b>527 162</b>	<b>548 785</b>	<b>561 864</b>	<b>552 278</b>	<b>572 796</b>	<b>552 506</b>	<b>579 879</b>	<b>681 956</b>

## Netherlands

### Criminal statistics

<http://statline.cbs.nl/Statweb/publication/?VW=T&DM=SLNL&PA=37703&D1=0-1,44,85-88&D2=28&D3=0,4-5&D4=0&D5=a&HD=160106-1006&HDR=G3,G1,G4&STB=G2,T>

Number of hit & run prosecuted by Dutch ministry :

### Misdrijven; afdoening door het Openbaar Ministerie 1994-2010

27 juli 2012 | [meer info](#)

			Leeftijd verdachte	Totaal leeftijd
			Soort misdrijf	Doorrijden na ongeval
Soort verdachte	Onderwerpen	Perioden		
Totaal soort verdachte	Afdoeningen strafzaken door OM	Totaal afdoeningen strafzaken door OM	aantal	1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010*
	Sepots	Totaal sepots		4 540 4 770 4 840 5 290 5 040 5 095 5 030 5 075 4 460 4 520 4 660 4 600 4 950 5 070 4 265 3 325 2 800
	Transactie	Totaal transacties		1 530 1 585 1 555 1 660 1 295 900 1 170 1 300 995 1 085 1 095 1 010 1 090 865 850 495 235
	Overdracht			2 625 2 775 2 900 3 225 3 365 3 780 3 325 3 510 3 210 3 210 3 390 3 420 3 690 4 025 3 255 2 720 2 535
	Voeging ad informandum			55 75 80 70 85 200 140 40 30 30 25 25 25 40 25 15 5
	Voeging ter berechting			80 70 60 75 75 60 90 85 65 50 50 35 45 30 50 30 10
	Onbekend			235 245 240 245 195 140 205 140 160 145 100 115 105 115 90 60 15
				15 20 5 15 20 15 100 0 0 5 0 0 0 0 0 0 0
Mannen	Afdoeningen strafzaken door OM	Totaal afdoeningen strafzaken door OM		3 780 4 000 4 080 4 430 4 190 4 200 4 120 4 190 3 645 3 640 3 715 3 560 3 795 3 835 3 240 2 490 2 040
	Sepots	Totaal sepots		1 315 1 360 1 340 1 410 1 105 750 975 1 085 835 915 885 810 865 665 690 385 180
	Transactie	Totaal transacties		2 105 2 255 2 375 2 640 2 735 3 075 2 650 2 860 2 580 2 525 2 670 2 595 2 775 2 990 2 410 2 005 1 830
	Overdracht			55 70 70 65 75 175 130 35 25 25 20 20 20 35 20 15 5
	Voeging ad informandum			75 65 55 75 70 50 75 75 60 40 45 30 35 25 40 30 10
	Voeging ter berechting			220 235 230 235 185 135 200 130 145 135 90 105 95 115 80 60 15
	Onbekend			15 10 5 10 20 15 85 0 0 5 0 0 0 0 0 0 0
Vrouwen	Afdoeningen strafzaken door OM	Totaal afdoeningen strafzaken door OM		755 765 760 860 820 880 895 875 810 870 940 1 035 1 145 1 235 1 015 830 760
	Sepots	Totaal sepots		210 220 215 250 185 145 185 205 160 170 205 200 220 195 155 105 55
	Transactie	Totaal transacties		520 520 525 585 610 700 670 650 630 685 715 820 915 1 030 840 715 700
	Overdracht			0 5 10 5 10 20 10 0 5 0 0 5 5 5 0 5 0
	Voeging ad informandum			5 5 5 0 5 10 10 10 5 5 5 5 5 5 0 10 0
	Voeging ter berechting			15 10 10 15 10 5 5 5 10 10 10 10 10 5 5 10 0
	Onbekend			0 5 - 5 0 5 10 0 0 0 0 0 0 0 0 0 0

## Accidents

There is no code for “hit & run” in the Dutch accident database. Statistics can be given for cases with “unknown” opponent. These are hit & runs. However, in case the police can recover the identity of the other party, these data are used to complete the files. Hence, “hit and run” is not a general attribute for all crash records. It rather describes the number of hit & runs that are not resolved.

For Road traffic victims (injured or fatal): (note that the figures following the label “Severity of injury” are the totals across all levels of severity)

Victims. Source: Ministry of Transport

Severity of injury

Year

Month

Weekday

Hour

Sex (victim)

Age (victim)

Mode of transport

Contact point (vehicle victim)

Participation

Seating position

Alcohol (driver)

Sex (driver)

Age (driver)

Type of accident

Alcohol accident

Number of victims als waarden		1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	Year
Unknown (hit and run)	Dead	2	1	1	1	0	2	1	2	0	1	1	0	0	1	1	0	1	1	1	4	0	0	0	0	0	0	0	1	22
	Hospital	33	35	25	32	30	33	24	30	26	26	32	30	23	27	25	26	25	30	33	23	24	21	16	2	0	1	0	0	632
	Slightly injured	150	121	179	163	186	169	169	152	169	180	199	194	176	186	217	239	196	254	233	122	141	129	76	17	5	1	0	0	4.023
	Severity of injury	185	157	205	196	216	204	194	184	195	207	232	224	199	214	243	265	222	285	267	149	165	150	92	19	5	2	0	1	4.677
known opponents	Dead	1.483	1.365	1.455	1.375	1.281	1.251	1.234	1.296	1.334	1.179	1.162	1.066	1.090	1.081	992	987	1.027	803	749	726	709	677	644	537	546	562	476	475	27.562
	Hospital	13.933	13.605	13.636	13.626	11.990	11.615	11.528	11.705	11.662	11.938	11.685	11.703	12.364	11.478	11.003	10.992	10.571	9.457	9.368	9.028	9.659	9.289	7.012	4.117	1.825	2.329	2.442	2.131	271.691
	Slightly injured	35.091	34.212	36.514	38.044	35.072	36.252	36.007	37.328	38.854	36.839	37.200	37.616	38.534	34.393	31.565	29.425	27.184	23.561	22.194	19.386	20.526	18.086	15.141	8.321	3.983	3.204	8.187	12.533	755.252
	Severity of injury	50.507	49.182	51.605	53.045	48.343	49.118	48.769	50.329	51.850	49.956	50.047	50.385	51.988	46.952	43.560	41.404	38.782	33.821	32.311	29.140	30.894	28.052	22.797	12.975	6.354	6.095	11.105	15.139	1.054.505
Collision partner - type		50.692	49.339	51.810	53.241	48.559	49.322	48.963	50.513	52.045	50.163	50.279	50.609	52.187	47.166	43.803	41.669	39.004	34.106	32.578	29.289	31.059	28.202	22.889	12.994	6.359	6.097	11.105	15.140	1.059.182

For all accidents (including material damage only): (note that the figures following the label “Accident severity” are the totals across all accidents)

Accidents. Source: Ministry of Transport

Accident severity

Year

Month

Weekday

Hour

Unknown vehicle

Severity of injury driver 1

Age driver 1

Sex driver 1

Collision opponent 2

Severity of injury driver 2

Age driver 2

Number of accidents als waarden	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	Year
Fatal	2	1	1	0	0	2	1	2	0	1	1	0	0	1	0	0	1	1	1	3	0	0	0	0	0	0	0	0	18
Hospital	14	22	11	17	15	14	13	19	18	17	19	19	13	21	20	18	15	30	29	21	23	20	15	2	0	1	0	0	426
Light	93	82	114	107	121	113	110	100	102	126	146	140	135	141	190	199	157	242	219	112	137	122	75	17	5	1	0	0	3.106
Material Damage Only	4.014	3.979	4.297	4.444	4.617	4.591	5.267	5.346	5.646	6.097	6.233	6.827	7.611	7.232	7.490	7.292	7.717	9.102	7.506	6.263	6.605	5.789	2.365	415	24	7	1	0	136.777
Accident severity	4.123	4.084	4.423	4.568	4.753	4.720	5.391	5.467	5.766	6.241	6.399	6.986	7.759	7.395	7.700	7.509	7.890	9.375	7.755	6.399	6.765	5.931	2.455	434	29	9	1	0	140.327

Source: Niels Bos, SWOV

