

An interpretation guide

Explanation of the symbols in the tables

0	A zero means that nothing applies (no cases, no amount) or that the relevant figure is less than half the lowest decimal place
...	Three dots instead of a figure mean that this is not available or is not recorded.
∅	Average/mean value

Abbreviations/Terminology

ARE	Bundesamt für Raumentwicklung/Federal Office for Spatial Development
BFS	Bundesamt für Statistik/Federal Office for Statistics The statistics used are those for road traffic accidents, road vehicles, kilometres driven, causes of death and for the population.
bfu	Beratungsstelle für Unfallverhütung/ Swiss Council for Accident Prevention
Case fatality	Reference value for severity of accidents (no. of fatalities per 10,000 casualties)
Injuries and fatalities	Persons injured and fatalities
Injury severity	Unless defined otherwise: Slightly injured: Little impairment Severely injured: Severe, visible impairment that prevents normal home activities for at least 24 hours or requires a hospital stay of longer than 1 day.
IRTAD	International Road Traffic and Accident Database (OECD)
IVT	Institut für Verkehrsplanung und Transportsysteme, ETH Zürich/Institute for Transport Planning and Systems (IVT), Swiss Federal Institute of Technology (ETHZ), Zurich
NBU	Non-occupational accidents in road traffic, sports, home and leisure
No. of cases not regist.	Proportionate figure of the road accidents actually registered by the police
OECD	Organisation for Economic Co-operation and Development

SSUV Sammelstelle für die Statistik der Unfallversicherung UVG/Central Office for Statistics under the Federal Law for Accident Insurance (AIL).
Statistics based on SSUV data cover accidents among employees who are compulsorily insured under the Federal Law for Accident Insurance (AIL).

UVG Unfallversicherungsgesetz/Federal Law for Accident Insurance

- All employees (aged approx. 16 to 65) are compulsorily insured against occupational accidents.
- All employees are compulsorily insured against non-occupational accidents if they work a minimum of 8 hours a week for one or several employers.
- All unemployed persons (jobseekers) are insured against non-occupational accidents in accordance with the "Ordinance regulating accident insurance for unemployed persons".

Data sources

Initial situation

In Switzerland, around 1 million people are injured in non-occupational accidents, around 2,000 of which prove fatal (p. 9). These figures are the result of bfu extrapolations. Estimates are necessary since hardly any data covering all population groups or the whole of Switzerland is available for the non-occupational sector. The statistics published generally only cover part of the actual incidence of accidents. The explanations of the individual data sources will help in interpreting the figures.

BFS: Statistics on the causes of death

Basis	• Full record of all accident fatalities among permanent Swiss residents
Benefits	• Comprehensive
Drawbacks	• Hardly any data on the causes of accidents and injury patterns

bfu: Extrapolation

- Basis** • Estimate of the number of injuries and fatalities (resident Swiss population) based on a variety of data sources
- Benefits** • Comprehensive
- Drawbacks** • No data on injury patterns

SSUV: UVG statistics

- Basis** • Extrapolation of a 5% sample of all reported non-occupational accidents suffered by people aged approx. 16 to 65 compulsorily insured under the UVG (2009: approx. 4m insurees)
- Cases with a claim to disability or survivors' pension are included in full
- Benefits** • Injury patterns known in detail
- Data on activity and situation as well as categories regarding cause
- Drawbacks** • Population groups missing (children, students, senior citizens, other people not in employment)

BFS: Police-registered accidents

- Basis** • A traffic accident is considered to have occurred if people have been injured or killed or material damage has been caused by vehicles on public roads and thoroughfares. Since 1992, people are only considered road accident fatalities if they die within 30 days of the accident.
- Benefits** • Highly suitable for determining focal points or changes over a period of years (detailed information on circumstances and parameters)
- Drawbacks** • Injury patterns are unknown
- For each travel mode, there is a large number of unrecorded accidents (unknown number of cases not registered).

Swiss Sports and Recreation Observatory

- Basis** • Indicator 4.1: Incidence rates in selected sports

bfu: Statistics on sports accidents fatalities

- Basis** • Includes all accidents that happen during sporting activities (excl. road traffic accidents) if the victims die as a result of the injury either at the site or within 30 days of the accident.
- Data from the following organisations was used:
- SSUV: UVG statistics of the Central Office for Statistics under the Federal Law for Accident Insurance (UVG)
- sda: Schweizerische Depeschagentur/
Swiss news agency
- SAC: Swiss Alpine Club
- SHV-FSVL: Swiss hang-gliding association
- SLRG: Swiss life-saving society
- SLF: Swiss Federal Institute for Snow and Avalanche Research

bfu: Updated calculation

- Basis** • Sommer H, Brügger O, Lieb C, Niemann S. Volkswirtschaftliche Kosten der Nichtberufsunfälle in der Schweiz: Strassenverkehr, Sport, Haus und Freizeit. Berne: bfu – Swiss Council for Accident Prevention; 2007. bfu-report 58.
- Annual recalculation based on updated details

ARE/BFS: Mobility in Switzerland

- Basis** • Results of the 2005 microcensus on travel behaviour

BFS: Kilometres driven by private motorists

- Basis** • Time series: 1950–1994
- Updated time series: 1995–2009
- bfu estimates

IRTAD: Road accidents registered

- Basis** • All police-registered road accidents in OECD member states

bfu: Surveys

- Basis
- Representative random sample survey of Swiss roads
 - Annually, in spring

IVT at the ETH Zurich: Speed measurements

- Basis
- IVT report no. 118: 25 years of IVT measurements of traffic flow
 - Report updates

bfu: Population survey

- Basis
- Representative telephone survey among the resident Swiss population (approximately 1,000 people per year)
- Benefits
- Representativeness
 - Information on the acceptance of measures
- Drawbacks
- No clear conclusions can be drawn about actual behaviour

bfu: Survey of personal protective equipment in winter sports

- Basis
- Representative random sample survey on snowsport runs
 - Basis for the evaluation of the snowsport campaign

bfu: Statistics on the transportation of people injured in winter sports

- Basis
- In cooperation with SBS Swiss aerial cableways
 - Information provided by the rescue services of selected aerial cableways