

Traffic Safety Basic Facts 2010

Youngsters (Aged 15-17)

In this Basic Fact Sheet, 'youngsters' are defined as those who are between 15 and 17 years old. This age corresponds to the age of the learning of autonomy, and more particularly of access to different means of transport. It is the age of the access to driving motorized vehicles.

Table 1 : Number of fatalities aged 15-17 by country from 1999 to 2008 ¹

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
BE	39	55	46	47	39	32	31	21	27	28
CZ	40	44	37	33	41	28	31	18	29	14
DK	21	30	23	26	16	10	20	19	18	14
DE*	336	336	286	318	316	264	224	173	176	174
EE	-	-	-	-	-	-	5	5	8	4
IE	16	23	19	19	12	15	26	18	14	20
EL	82	60	51	47	82	58	38	40	43	41
ES	203	197	184	159	178	159	122	121	129	88
FR	394	308	324	254	241	198	218	183	166	136
IT	201	211	199	187	216	213	211	186	190	163
LV	-	-	-	-	-	21	12	11	15	12
LU	1	1	3	3	1	2	1	0	2	0
HU	-	-	-	-	32	20	26	24	30	32
NL	59	54	56	62	54	39	33	33	32	32
AT	49	37	32	43	41	37	48	35	32	26
PL*	204	204	204	204	154	153	148	150	181	185
PT	70	52	55	55	31	39	35	10	11	11
RO	49	53	56	44	46	67	56	55	52	58
SI*	18	18	20	11	7	6	7	10	6	10
SK	-	-	-	-	-	-	18	8	6	9
FI	17	16	20	15	12	21	16	21	18	26
SE	16	16	22	20	23	19	19	24	22	13
UK	169	169	205	194	201	199	222	207	192	160
EU-23	-	-	-	-	-	-	1567	1372	1399	1256
EU-19**	1984	1884	1842	1741	1711	1558	1507	1324	1340	1199
Yearly reduction		-5%	-2%	-6%	-2%	-9%	-3%	-12%	1%	-11%

*Using first data available, i.e. 2000 for DE and SI, and 2001 for PL

**EU-19= EU23- EE, HU, LV and SK

Source: CARE Database / EC

Date of query: January 2011

Table 1 shows the evolution of the number of persons killed in road traffic accidents from 1999 to 2008 for 23 countries of the European Union. Only 19 of them have data for all or almost all of these years.

¹ The country abbreviations are shown on Page 13

In 19 countries of the European Union, the number of 15-17 year olds who were killed on the roads decreased year by year between 1999 and 2008.

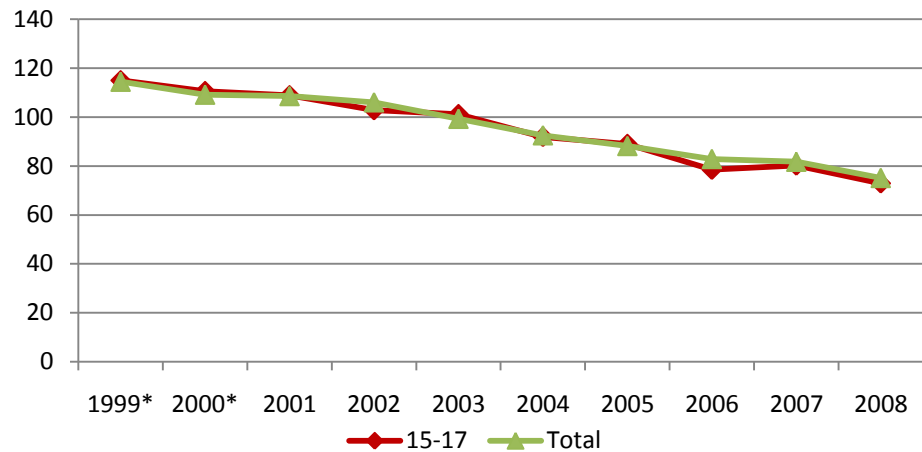
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The number of 15-17 years olds who died in road traffic accidents in the EU-19 countries fell by 39.6% between 1999 and 2008.

The number of 15-17 years olds killed in road accidents in the EU-19 was 39.6% lower in 2008 than in 1999. The total number of fatalities in the EU-19 fell by 31,3% over the same period.

The fatality rate is defined as the number of road traffic fatalities per million inhabitants in the same age group. Figure 1 shows the tendency of the fatality rates of the youngsters and the whole population. This fatality rate decreased year by year for the EU-19 countries, except in 2007. The fatality rates are similar for 15-17 years and for the total population.

Figure 1: Fatality rates per million inhabitants for 15-17 year olds and total population, EU-19*, 1999-2008



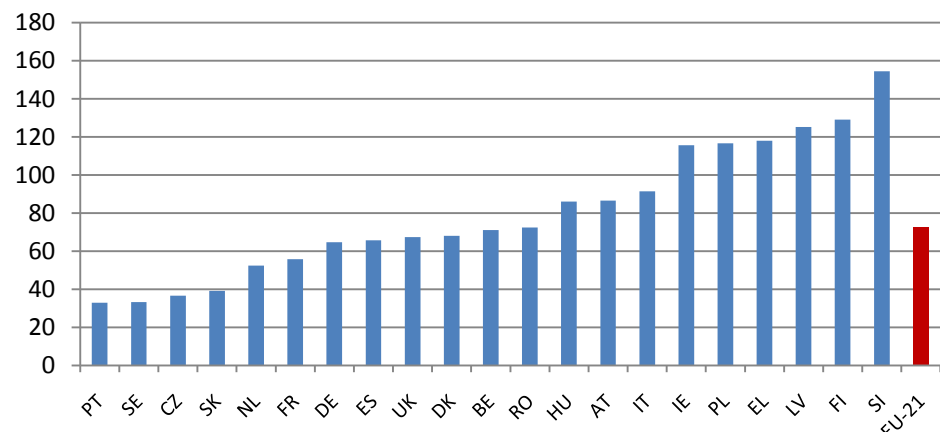
*EU-19= EU23- EE, HU, LV and SK
Using first data available, i.e. 2000 for DE and SI, and 2001 for PL

Source: CARE Database / EC
Date of query: January 2011

In Ireland or Finland, 15-17 years old have twice the average risk of being killed in a accident. On the other hand, in Slovakia, the Czech Republic, Portugal and Romania, they have less than half the average risk.

In the 21 countries of the European Union where the data are available in 2008, the average fatality rate was 73 persons killed per million 15-17 year old inhabitants [Figure 2]. The countries with the highest fatality rates are, in descending order, Slovenia, Finland, Lithuania, Greece, Poland and Ireland. The safest countries are Portugal, Sweden, Czech Republic and Slovakia.

Figure 2: Fatality rate per million population by country for 15-17 year olds in the EU-21*, 2008



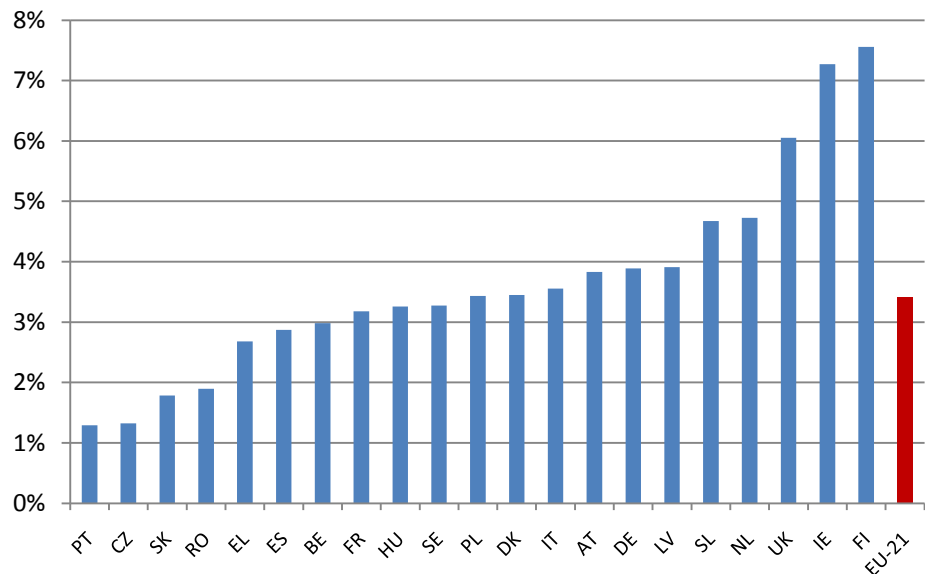
*EU-21= EU23- EE, LU

Source: CARE Database / EC
Date of query: January 2011
Source of population data: Eurostat

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Figure 3 shows that the proportion of all fatalities who were 15-17 years old differs widely from country to country. In Finland, Ireland and United Kingdom, more than 6% of those killed in road traffic accidents were 15-17 years old, whereas in Portugal, Czech Republic, Slovakia and Romania they accounted for less than 2% of fatalities.

Figure 3: Proportion of fatalities aged 15-17 in EU-21*, 2008



*EU-21= EU23- EE, LU

Source: CARE Database / EC
Date of query: January 2011

The relative fatality rate allows the fatality rate of 15-17 year olds to be compared to the rate of the total population.

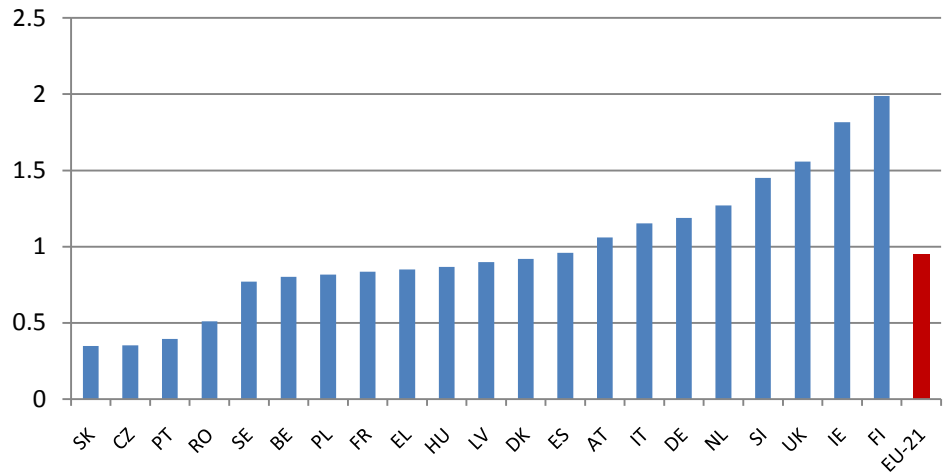
$$\text{relative rate} = \frac{\text{fatality rate for 15-17 year olds}}{\text{fatality rate for all ages}}$$

$$\text{where fatality rate} = \frac{\text{fatalities}}{\text{population (millions)}}$$

In countries such as Finland, Ireland, the UK and Slovenia, 15-17 year olds have greater risk of being killed on the road than the population as a whole. On the other hand, adolescents in countries as Slovakia, Czech Republic, Portugal and Rumania have below average risk [Figure 4].

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Figure 4: Relative rate for fatality proportions for 15-17 year olds, EU-21*, 2008



*EU-21= EU23- EE, LU

Source: CARE Database / EC
Date of query: January 2011
Source of population data: Eurostat

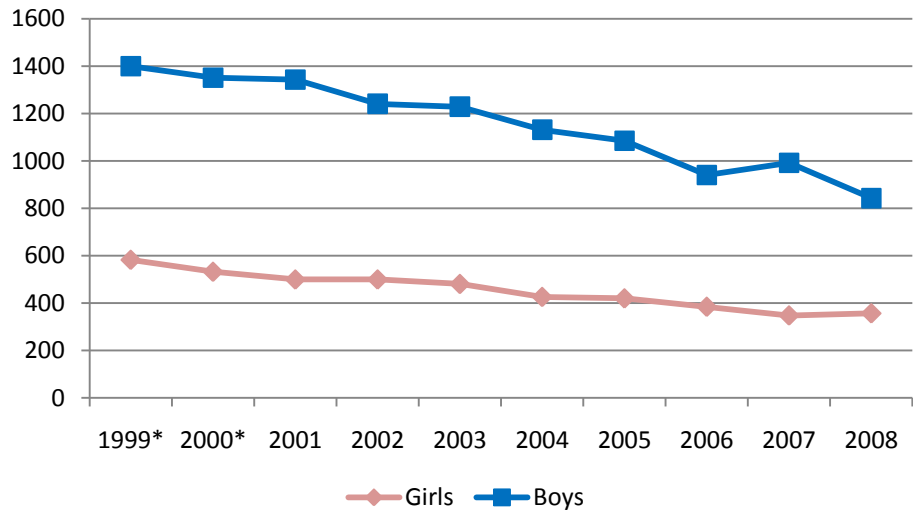
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In 2008, 886 boys and 371 girls aged 15-17 died on the roads of the EU-25. More than twice as many boys as girls were killed between 1999 and 2008.

Gender

In 2008, 886 boys and 371 girls from 15 to 17 years old died on the roads of the EU-23. Figure 5 shows the fatality trend from 1999 to 2008 in the 19 EU countries where the CARE data were largely complete. During this period, the number of people killed on the roads decreased by 40% both for girls and boys, although the number rose slightly for girls in 2008. Over the whole period, more than twice as many boys as girls were killed.

Figure 5: Numbers of fatalities aged 15-17 by gender in EU-19*, 1999-2008

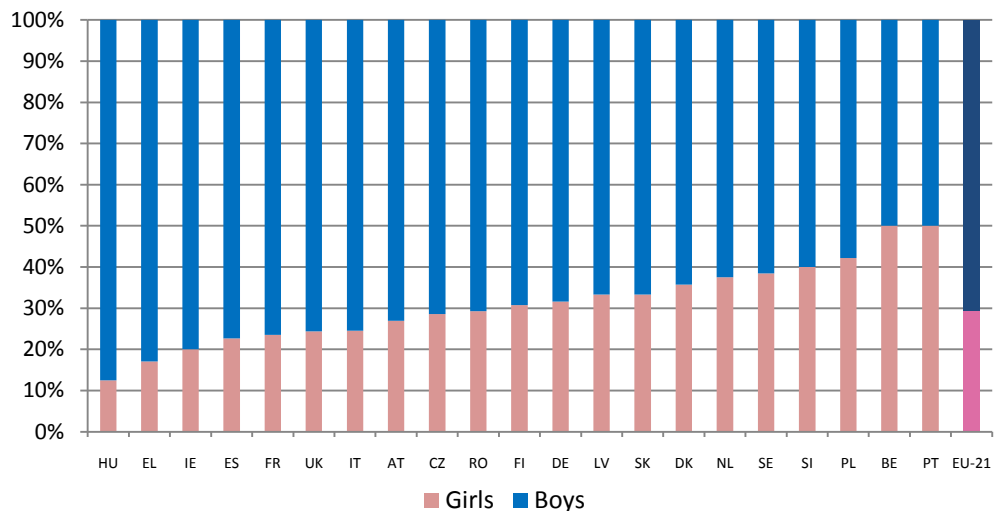


*EU-19= EU23- EE, HU, LV, SK
Using first data available, i.e. 2000 for DE and SI, and 2001 for PL

Source: CARE Database / EC
Date of query: January 2011

Figure 6 shows the distribution by gender of 15-17 year olds killed in traffic accidents in the EU-21 countries in 2008. The proportion of girls was highest in Portugal and Belgium, at 50%, while it was less than 20% in Hungary, Greece and Ireland.

Figure 6: Distribution of fatalities aged 15-17 by gender in EU-21*, 2008



*EU-21= EU23- EE, LU
Less than 20 fatalities for LV, PT, SE, SI, SK

Source: CARE Database / EC
Date of query: January 2011

The proportion of girls among 15-17 year olds killed in traffic accidents varies between 10% and 50%.

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Mode of transport

Table 2 shows the distribution of fatalities among young people by mode of transport in 2008. In this age group, 44% died when they were travelling in cars and 35% when they were riding mopeds or motorcycles.

Table 2: Number of fatalities aged 15-17 by country and mode of transport, 2008

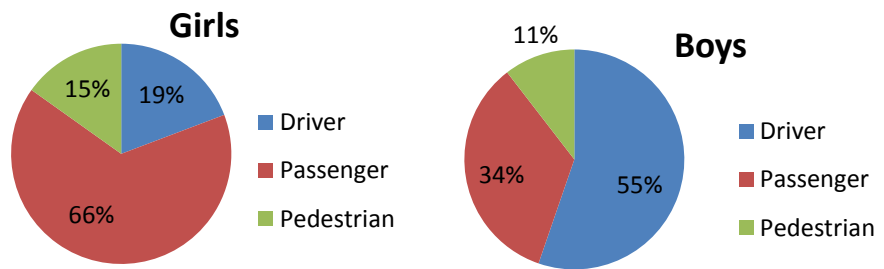
	Pedestrian	Pedal cycle	Passenger car	Moped	Motorcycle not spec.	Tractor, bus...	Unknown	Total
BE	6	5	10	2	1	1	3	28
CZ	1	0	10	0	3	0		14
DK	1	1	6	6	0	0		14
DE	24	18	73	15	42	0	2	174
EE	0	0	4	0	0	0	0	4
IE	1	3	14		1	1	0	20
EL	1	1	9	4	22	2	0	41
ES	7	0	31	42	8	0	0	88
FR	14	7	46	54	11	2	1	136
IT	4	6	43	69	40		1	163
LV	0	1	7	0	4	0	0	12
LU	0		0	0	0			0
HU	6	0	15	6	4	1	0	32
NL	2	10	5	15	0	0	0	32
AT	4	2	13	7	0	0	0	26
PL	39	5	111	13	15	2	0	185
PT	0	1	10	0	0	0	0	11
RO	7	4	29	10	3	1	3	58
SI	0	2	0	1	1	0	6	10
SK	4	1	3		1		0	9
FI	1	2	13	6	4	0		26
SE	0	0	10	3	0	0	0	13
UK	27	9	89	13	19	1	0	160
EU-23	149	78	551	266	179	11	16	1256
Share	12%	6%	44%	21%	14%	0,90%	1,30%	100%

Source: CARE Database / EC
Date of query: January 2011

Figure 7 shows that 15-17 year old girls who were killed in traffic accidents were more likely to be killed as passengers than boys (66% against 34%), and much less likely to be killed as drivers or riders (19% against 55%). Figure 7 shows that relatively few were riding pedal cycles (6% for boys and 7% for girls) or were pedestrians (11% for boys and 15% for girls). 44% of boys were riding motorized two-wheelers, compared with 15% of girls.

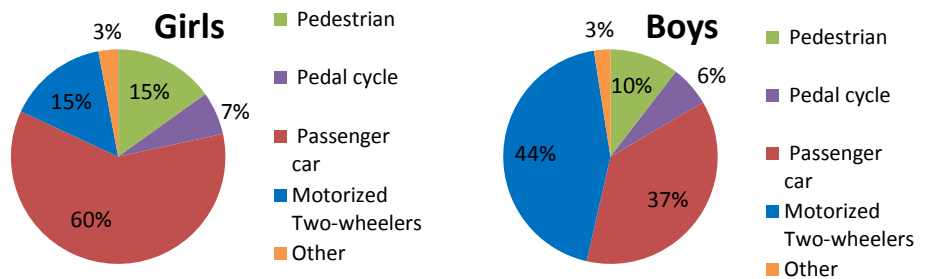
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Figure 7: Distribution of road traffic fatalities aged 15-17 by person class, EU-23, 2008



Source: CARE Database / EC
Date of query: January 2011

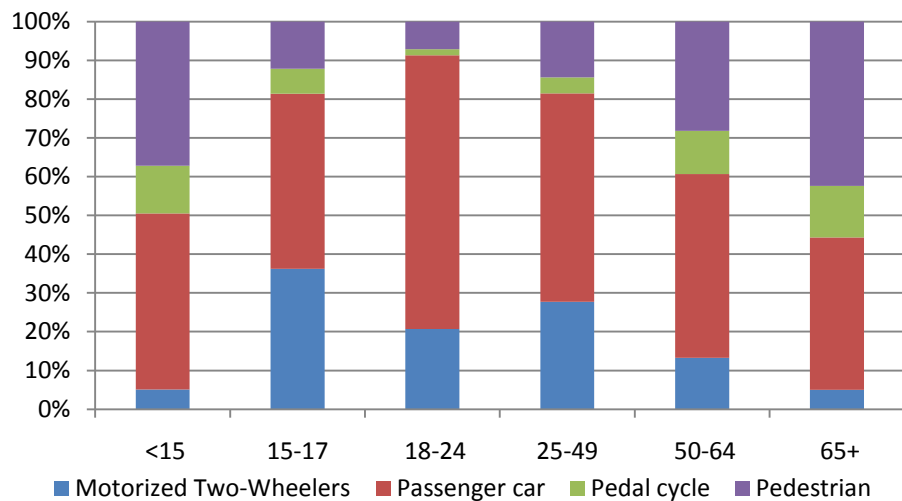
Figure 8 : Distribution of road traffic fatalities aged 15-17 by mode of transport, EU-23, 2008



Source: CARE Database / EC
Date of query: January 2011

Figure 9 indicates that the proportion of fatalities who were riding motorized two-wheelers is much higher for 15-17 year olds than for the other age groups. The proportion who were killed in passenger cars is similar to the other age groups (except the 18-24 age group).

Figure 9: Distribution of fatalities by mode of transport and age group, EU-23, 2008



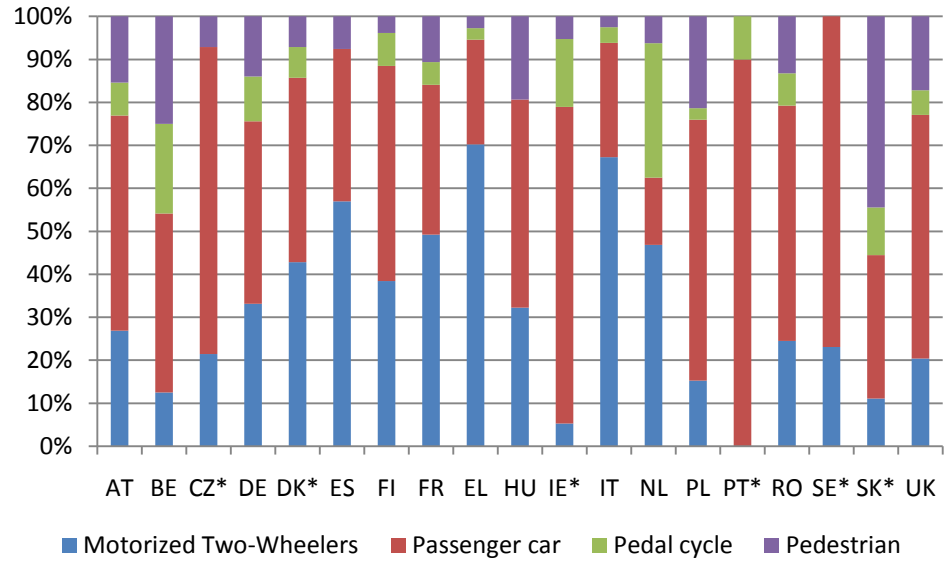
Source: CARE Database / EC
Date of query: January 2011

44% of 15-17 year old boys who were killed in traffic accidents were riding motorized two-wheelers, compared with 15% of girls.

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Figure 10 shows the distribution in 2008 for the EU-19 countries of youngsters killed according to the mode of transport used. In Italy and Greece, proportionately more 15-17 year old fatalities were riding motorized two-wheelers than in the other countries. In Ireland, Portugal and Sweden, high proportions were travelling in cars. The proportion who were pedestrians was highest in Belgium, Hungary and Poland. Dutch and Belgian 15-17 year old fatalities were relatively likely to have been riding pedal cycles.

Figure 10: Distribution of fatalities aged 15-17 by mode of transport, EU-19**, 2008



**EU-19= EU23- EE, LU, LT, SL
 *Less than 20 fatalities for LV, PT, SE, SI, SK

Source: CARE Database / EC
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70% of the youngsters killed in Greece and Italy were riding motorized two wheelers.

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In the EU-23, 35% of 15-17 year old girls were killed on urban roads, compared with 41% of boys. On the other hand, in the whole population proportionately more women (44%) than men (37%) were killed on urban roads.

Type of road

In the EU-23, most of the fatal accidents took place on rural roads, for both the 15-17 years old and the whole population in general (~60%). In 2008, 35% of 15-17 year old female fatalities occurred on urban roads, compared with 41% of males. On the other hand, the proportions are reversed in the population as a whole: 44% of female fatalities occurred on urban roads compared with 37% of males.

Spain, Greece, Ireland, Italy, Romania, Finland and United Kingdom are the main countries where the proportion of fatalities that occurred on urban roads is greater for boys than for girls.

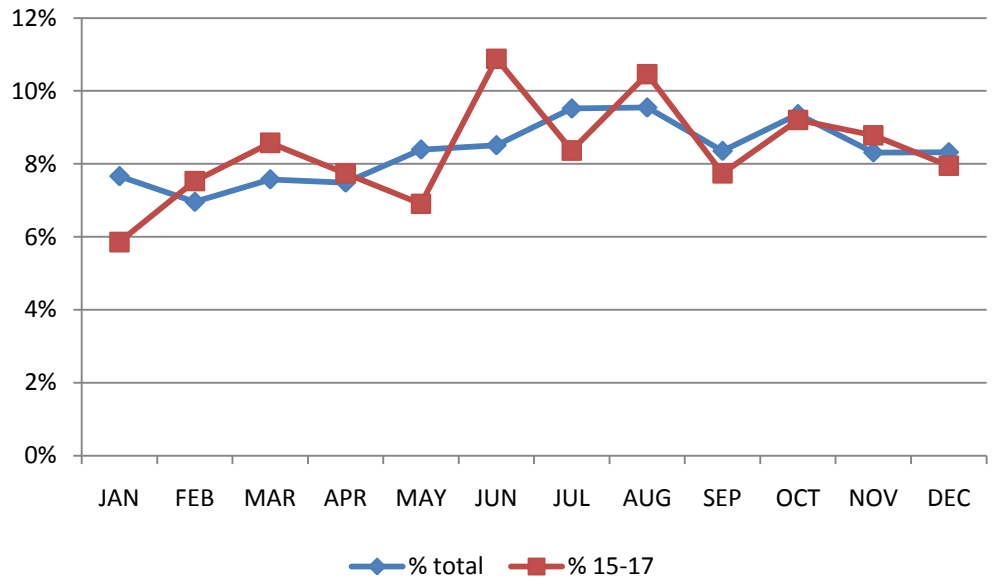
Table 3: Number of fatalities for 15-17 year olds, by type of road, 2008

	Female			Male		
	Rural	Urban	% urban	Rural	Urban	% urban
BE	7	5	42%	9	4	31%
CZ	2	2	50%	4	6	60%
DK	3	2	40%	8	1	11%
DE	41	14	25%	86	33	28%
EE	3	0	0%	1	0	0%
ES	15	5	26%	43	25	37%
FR	19	13	41%	67	37	36%
EL	6	1	14%	18	16	47%
IE	4	0	0%	12	4	25%
IT	25	15	38%	51	72	59%
LU	0	0		0	0	
LV	4	0	0%	3	3	50%
HU	2	2	50%	13	15	54%
AT	4	3	43%	14	5	26%
NL	5	7	58%	12	8	40%
PL	46	32	41%	67	40	37%
PT	3	2	40%	1	5	80%
RO	7	10	59%	16	25	61%
SI	3	1	25%	3	3	50%
SK	2	1	33%	4	2	33%
SE	5	0	0%	7	1	13%
FI	5	3	38%	10	8	44%
UK	27	12	31%	68	53	44%
EU-23	238	130	35%	517	366	41%

Time of accident

Figure 11 shows the distribution of 15-17 year old fatalities by month. This is less clear than the distribution for the whole population, perhaps because of disparities between countries or of the relatively low numbers of 15-17 year old fatalities. The number of youngsters killed broadly follows the general trend by month but with clear differences in June and January.

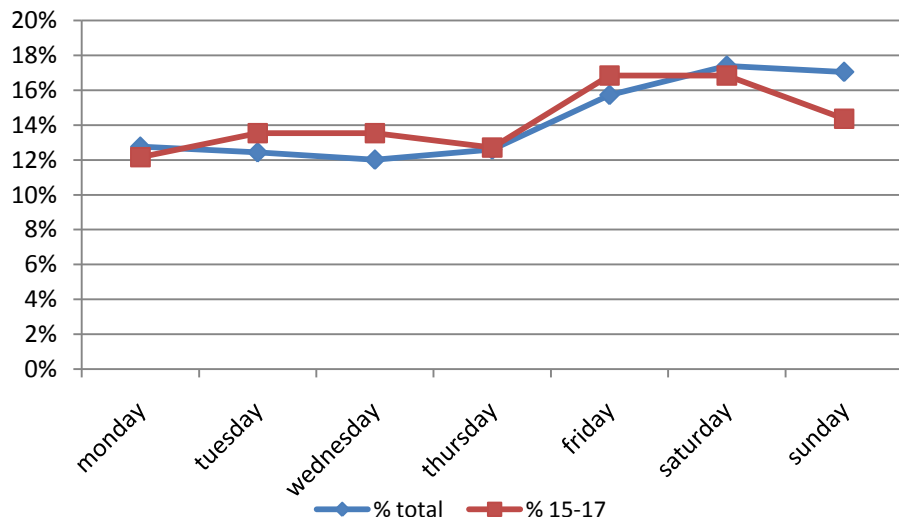
Figure 11 : Distribution of fatalities for 15-17 year olds by month in the EU-23, 2008



Source: CARE Database / EC
Date of query: January 2011

Figure 12 shows that the distribution of 15-17 year old fatalities by day of week is similar to the distribution for the whole population. The main difference is that relatively few 15-17 year olds were killed on Sundays.

Figure 12: Distribution of fatalities for 15-17 year olds by day of week, EU-23, 2008



Source: CARE Database / EC
Date of query: January 2011

The number of fatalities amongst youngsters peaks in June and August.

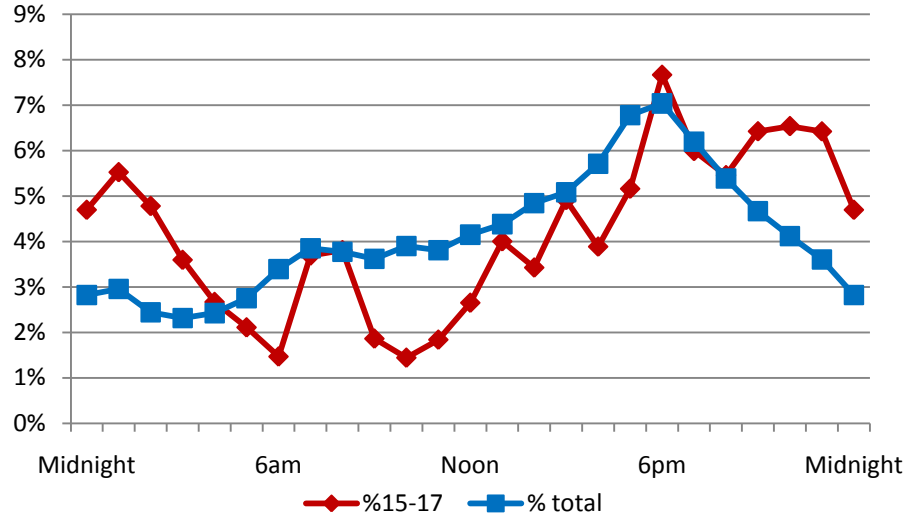
The number of fatalities amongst youngsters peaks on Friday and Saturday.

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The peak period for 15-17 year old fatalities is 6-11 pm.

Figure 13 shows several differences between the distribution of 15-17 year old fatalities by time of day and the distribution for the whole population. For the 15-17 year olds, the peak period occurs in the evening between 6 pm and 11 pm, while it occurs at 6-7 pm for the whole population.

Figure 13 : Distribution of fatalities for 15-17 year olds by hour, EU-22*, 2008



*EU-22=EU-23-DE

Source: CARE Database / EC
Date of query: January 2011

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Disclaimer

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For more information

Further statistical information about fatalities is available from the CARE database at the Directorate General for Mobility and Transport of the European Commission, 28 Rue de Mot, B -1040 Brussels.

Traffic Safety Basic Fact Sheets available from the European Commission concern:

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Country abbreviations used

EU -24

BE	Belgium	LU	Luxembourg
CZ	Czech Republic	HU	Hungary
DK	Denmark	MT	Malta
DE	Germany	NL	Netherlands
EE	Estonia	AT	Austria
IE	Ireland	PL	Poland
EL	Greece	PT	Portugal
ES	Spain	RO	Romania
FI	Finland	SE	Sweden
FR	France	SI	Slovenia
IT	Italy	SK	Slovakia
LV	Latvia	UK	United Kingdom

Detailed data on traffic accidents are published annually by the European Commission in the Annual Statistical Report. This includes a glossary of definitions on all variables used.

More information on the DaCoTA Project, co-financed by the European Commission, Directorate-General for Mobility and Transport is available at the DaCoTA Website: <http://www.dacota-project.eu/index.html>.

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