



Traffic Safety Basic Facts 2018



Youngsters (15-17)

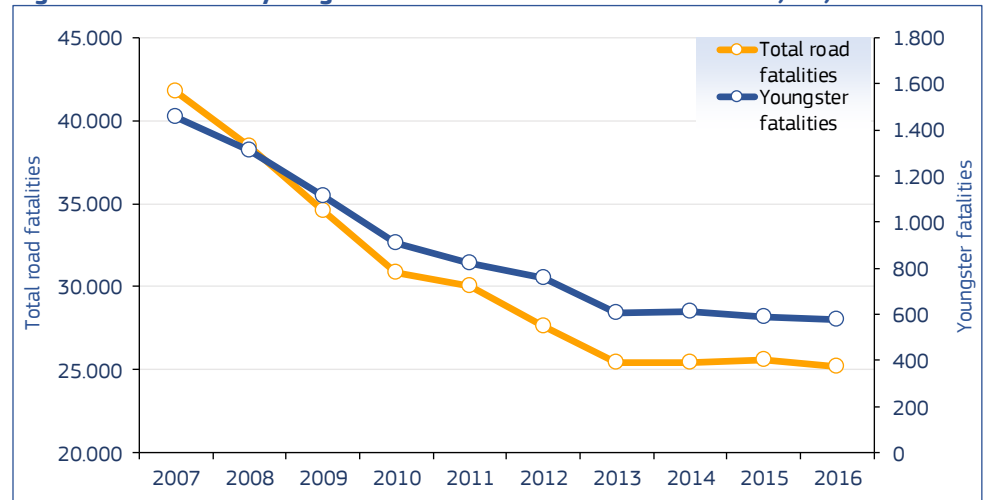


General

In this Basic Fact Sheet, ‘youngsters’ are defined as those between 15 and 17 years old. This age corresponds to the learning of autonomy, and more particularly of access to different means of transport. At this age, youngsters are beginning to gain access to driving motorized vehicles. This fact sheet addresses mainly the fatalities of youngsters in road accidents in the European Union, with a further section that addresses their non-fatal casualties.

Figure 1 shows the evolution of youngster fatalities and total number of road fatalities over the decade 2007–2016. The number of youngsters killed in 2016 decreased by 60%, while total fatalities fell by 41%.

Figure 1: Number of youngster fatalities and all road fatalities, EU, 2007–2016



Source: CARE database, data available in May 2018

In 2016, 580 persons aged 15–17 died in road accidents in the EU countries (excluding Lithuania and Slovakia).

Table 1 shows the annual number of youngster fatalities in road accidents from 2007 to 2016 in the EU countries, Iceland, Norway and Switzerland. In 2016, for 15–17 year olds, 580 road fatalities occurred in the EU countries (excluding Lithuania and Slovakia).

In all EU countries, the number of youngster fatalities fell between 2007 and 2016, with the decreases ranging from 2% in Romania to 89% in Denmark.

In the EU countries, the number of 15-17 years old fatalities in road accidents decreased by 60% between 2007 and 2016.

Table 1: Number of youngster fatalities by country, 2007-2016

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
BE	27	28	21	21	14	18	8	22	17	9
BG	-	34	33	20	20	16	17	20	12	-
CZ	29	14	13	17	16	17	10	11	4	9
DK	18	14	17	8	8	6	6	3	4	2
DE	176	174	133	101	116	113	89	91	72	83
EE	8	4	2	2	0	1	2	2	4	-
IE	14	20	9	7	10	7	4	6	-	-
EL	43	41	37	39	28	21	27	19	19	16
ES	135	95	70	49	29	32	20	23	27	23
FR	166	136	189	161	144	131	102	116	125	95
HR	17	16	18	9	14	10	10	5	7	4
IT	190	163	121	121	105	85	69	70	57	66
CY	6	5	2	2	1	2	0	2	1	6
LV	15	12	4	2	4	5	1	3	6	5
LT	-	-	-	-	-	-	4	9	6	-
LU	2	0	0	0	2	2	0	0	2	0
HU	30	32	16	10	8	11	14	7	9	8
MT	0	0	0	0	-	-	-	-	0	1
NL	32	32	26	20	19	13	14	17	15	9
AT	32	26	29	27	24	24	14	16	17	15
PL	181	185	120	122	106	87	83	71	67	74
PT	11	11	19	7	11	10	8	11	8	7
RO	52	58	58	50	36	52	40	37	40	51
SI	6	10	4	4	4	2	2	1	4	3
SK	6	9	5	7	-	-	-	-	-	7
FI	18	26	23	13	14	14	12	12	7	8
SE	22	13	25	5	9	10	7	7	9	6
UK	192	160	126	93	77	66	48	38	48	58
EU	1.456	1.309	1.116	910	819	755	607	610	587	580
Yearly change		-10,1%	-14,8%	-18,5%	-10,0%	-7,8%	-19,6%	0,5%	-3,8%	-1,2%
IS	0	0	1	0	4	0	3	1	0	2
NO	10	11	17	7	6	6	6	4	2	3
CH	16	12	5	12	9	6	2	2	4	4

Source: CARE database, data available in May 2018

Totals for EU include latest available data (Data for Lithuania and Slovakia not included in totals)

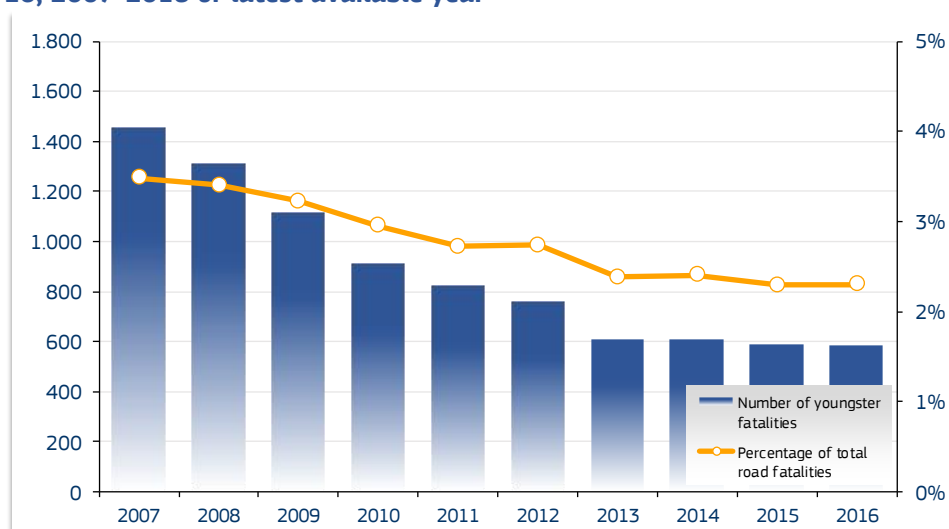
In 2016, 15-17 year olds represented almost 2,3% of deaths in road accidents in the EU.

Table 2: Percentage of youngster fatalities of all road fatalities, 2007-2016

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
BE	3%	3%	2%	3%	2%	2%	1%	3%	2%	1%
BG	-	3%	4%	3%	3%	3%	3%	3%	2%	-
CZ	2%	1%	1%	2%	2%	2%	2%	2%	1%	1%
DK	4%	3%	6%	3%	4%	4%	3%	2%	2%	1%
DE	4%	4%	3%	3%	3%	3%	3%	3%	2%	3%
EE	4%	3%	2%	3%	0%	1%	2%	3%	6%	-
IE	4%	7%	4%	3%	5%	4%	2%	3%	-	-
EL	3%	3%	3%	3%	2%	2%	3%	2%	2%	2%
ES	4%	3%	3%	2%	1%	2%	1%	1%	2%	1%
FR	4%	3%	4%	4%	4%	4%	3%	3%	4%	3%
HR	3%	2%	3%	2%	3%	3%	3%	2%	2%	1%
IT	4%	3%	3%	3%	3%	2%	2%	2%	2%	2%
CY	7%	6%	3%	3%	1%	4%	0%	4%	2%	13%
LV	4%	4%	2%	1%	2%	3%	1%	1%	3%	3%
LT	-	-	-	-	-	-	-	3%	2%	-
LU	4%	0%	0%	0%	6%	6%	0%	0%	6%	0%
HU	2%	3%	2%	1%	1%	2%	2%	1%	1%	1%
MT	0%	0%	0%	0%	-	-	-	-	0%	4%
NL	5%	5%	4%	4%	3%	2%	3%	4%	3%	2%
AT	5%	4%	5%	5%	5%	5%	3%	4%	4%	3%
PL	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%
PT	1%	1%	2%	1%	1%	1%	1%	2%	1%	1%
RO	2%	2%	2%	2%	2%	3%	2%	2%	2%	3%
SI	2%	5%	2%	3%	3%	2%	2%	1%	3%	2%
SK	1%	1%	1%	2%	-	-	-	-	-	-
FI	5%	8%	8%	5%	5%	5%	5%	5%	3%	3%
SE	5%	3%	7%	2%	3%	4%	3%	3%	3%	2%
UK	6%	6%	5%	5%	4%	4%	3%	2%	3%	3%
EU	3,5%	3,4%	3,2%	3,0%	2,7%	2,7%	2,4%	2,4%	2,3%	2,3%
IS	0%	0%	6%	0%	33%	0%	20%	25%	0%	11%
NO	4%	4%	8%	3%	4%	4%	3%	3%	2%	2%
CH	4%	3%	1%	4%	3%	2%	1%	1%	2%	2%

Source: CARE database, data available in May 2018

Figure 2: Number of youngster fatalities and percentage of all road fatalities, EU, 2007-2016 or latest available year



Source: CARE database, data available in May 2018

In 2016, 15-17 year olds represented almost 2,3% of deaths in road accidents in the EU.

In the EU countries, the fatality rate for 15-17 year olds fell by 56% between 2007 and 2016.

Table 3 shows the annual fatality rates amongst 15-17 year olds from 2007 to 2016 in the EU countries. The fatality rate is defined as the ratio of the number of road fatalities per million population.

Table 3: Youngster fatality rates per million population by country, 2007-2016

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
BE	69	71	54	55	37	48	21	59	45	24
BG	-	129	135	87	94	79	90	110	65	-
CZ	75	37	35	48	49	58	36	40	15	33
DK	90	68	81	37	37	28	28	14	19	10
DE	63	65	52	41	49	48	37	37	30	34
EE	141	76	42	46	0	26	54	56	114	-
IE	81	114	52	41	59	41	23	34	-	-
EL	116	113	105	115	85	64	83	59	59	50
ES	100	70	52	37	22	25	16	18	21	17
FR	70	58	82	71	64	58	44	50	53	39
HR	112	108	122	62	96	68	67	34	49	30
IT	110	93	70	70	62	51	41	41	33	38
CY	171	136	54	53	27	57	0	64	33	204
LV	152	129	48	27	61	84	18	58	118	96
LT	-	-	-	-	-	-	37	88	61	-
LU	118	0	0	0	108	105	0	0	103	0
HU	80	86	44	29	23	32	43	23	31	27
MT	0	0	0	0	-	-	-	-	0	72
NL	53	52	43	33	32	22	24	29	25	15
AT	107	86	96	91	83	84	50	58	64	56
PL	110	117	79	84	77	66	66	58	57	65
PT	33	33	56	21	33	30	24	33	24	21
RO	58	74	85	75	54	79	62	57	61	78
SI	88	154	64	66	67	34	35	18	72	54
SK	26	39	22	33	-	-	-	-	-	-
FI	91	129	115	65	71	73	64	66	39	45
SE	57	33	65	13	25	30	22	23	30	19
UK	81	67	53	40	33	28	21	17	21	26
EU	83	75	66	55	51	47	38	39	37	37
IS	0	0	70	0	289	0	226	76	0	154
NO	53	57	89	37	31	31	31	21	10	16
CH	59	44	18	45	34	23	8	8	16	16

Sources: CARE database (EUROSTAT for population data), data available in May 2018

In the European Union, the fatality rate for persons 15-17 years old fell by 56% between 2007 and 2016.

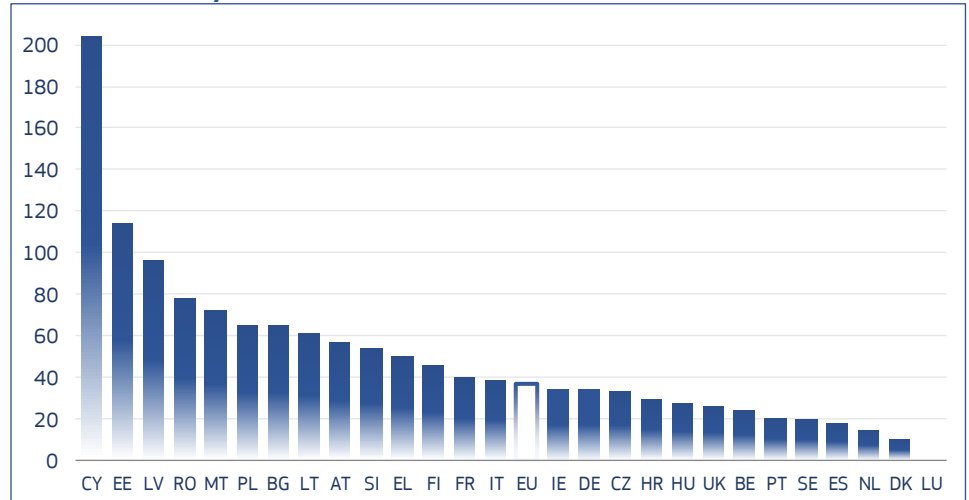
Some countries with a high youngster fatality rate in 2007 have much improved their level of road safety between 2007 and 2016. That is the case in particular for Denmark and Spain (with a reduction in the fatality rate of over 85%), but also for Croatia, the Netherlands, Italy, Hungary, Sweden and the UK. On the other side, Romania experienced an increase by 34% in fatality rates between 2007 and 2016. It is noted, however, that the youngster population decreased in these countries during this decade by 27%, while in the EU the youngster population was reduced by 10%.

In 2016, the fatality rate was 37 people per million population for the 15-17 year olds in the EU (Figure 3a). In this year, the countries with the highest fatality rates were Estonia and Latvia. On the contrary, Denmark, the Netherlands and Spain had the lowest fatality rates.

Between 2007 and 2016, the fatality rates for 15-17 year olds fell by more than 85% in Denmark and Spain.

In 2016, the fatality rate was more than ten times higher in Estonia than in Denmark.

Figure 3a: Youngster fatality rates per million population by country, 2016 or latest available year



Source: CARE database, data available in May 2018

The relative fatality rate allows the comparison of the fatality rate of 15–17 year olds to the rate of the total population (Figure 3b).

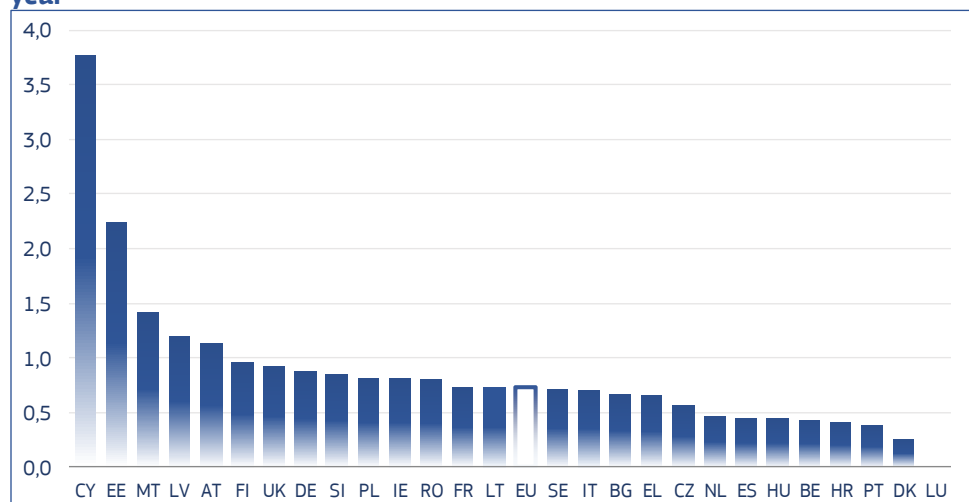
$$\text{relative fatality rate} = \frac{\text{fatality rate for 15-17 year olds}}{\text{fatality rate all ages}}$$

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

In countries such as Estonia, Latvia and Austria, 15–17 year olds are more likely to be killed on the road than the population as a whole. In contrast, in Denmark, their risk is about two fifths lower than that of the average population in the EU.

In 2016, Estonia had the highest relative fatality rate (2,24) for youngsters, whereas Denmark had the lowest relative fatality rate (0,26) among the EU countries.

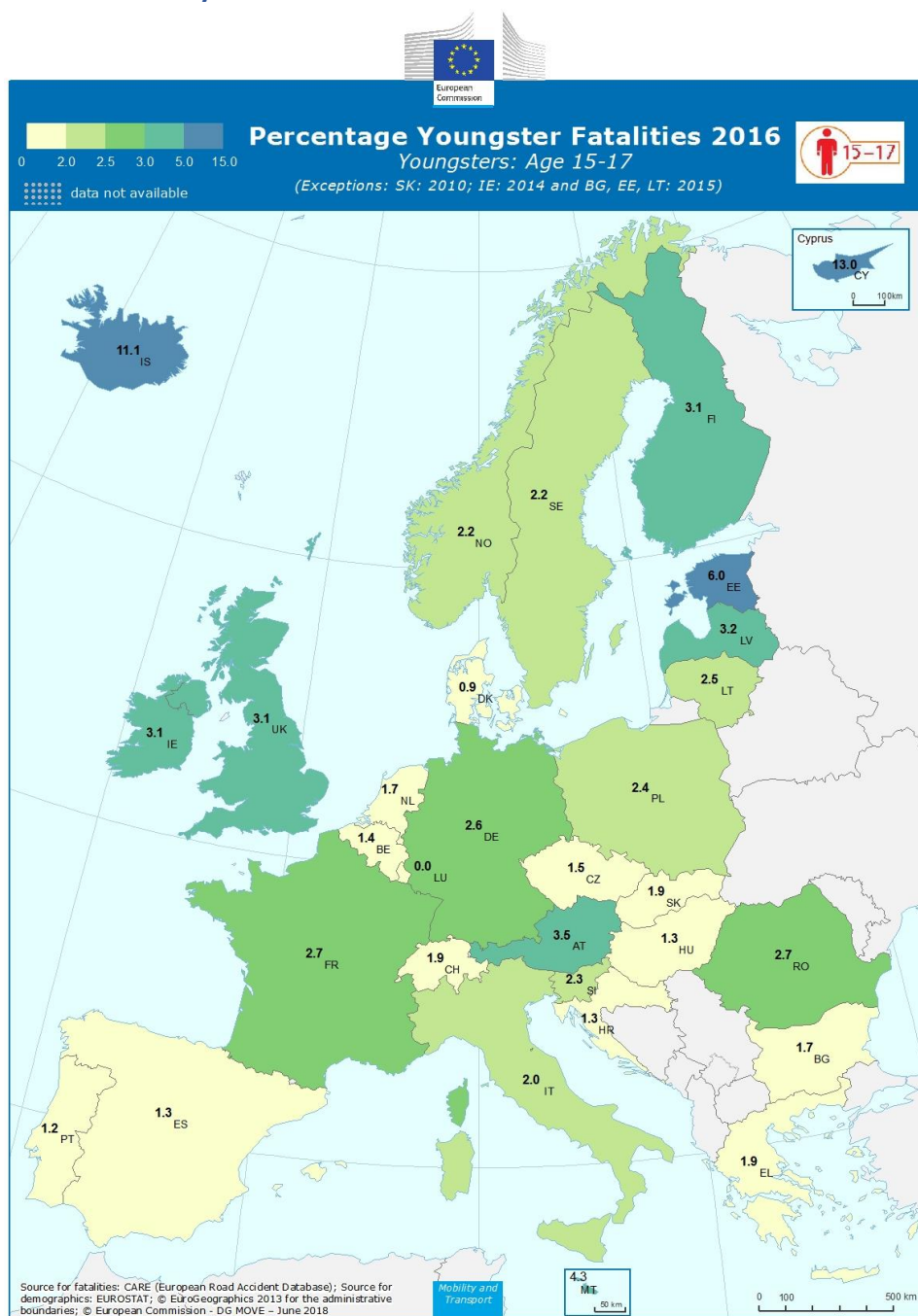
Figure 3b: Relative youngster fatality rates by country, 2016 or latest available year



Sources: CARE database (EUROSTAT for population data), data available in May 2018

Traffic Safety Basic Facts 2018–Youngsters (15-17)

Map 1: Percentage of youngster fatalities of all fatalities by country, 2016 or latest available year

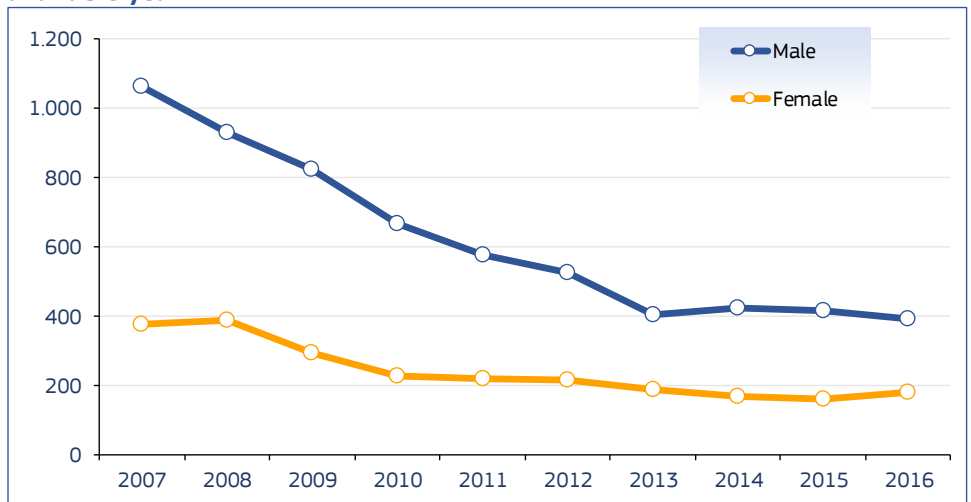


In the following tables and figures, the CARE data for 2016 are analysed in greater detail. It should be noted that the latest available data are used, meaning 2010 data for SK, 2014 data for IE and 2015 data for BG, EE and LT.

Gender

In 2016, 404 boys and 177 girls between 15–17 years old died on the roads of the European Union. Figure 4a shows the fatality trend from 2007 to 2016 in the EU countries. During this period, the number of youngsters killed on the roads decreased by 63% for boys and 52% for girls. Over the whole period, more than twice as many boys as girls were killed.

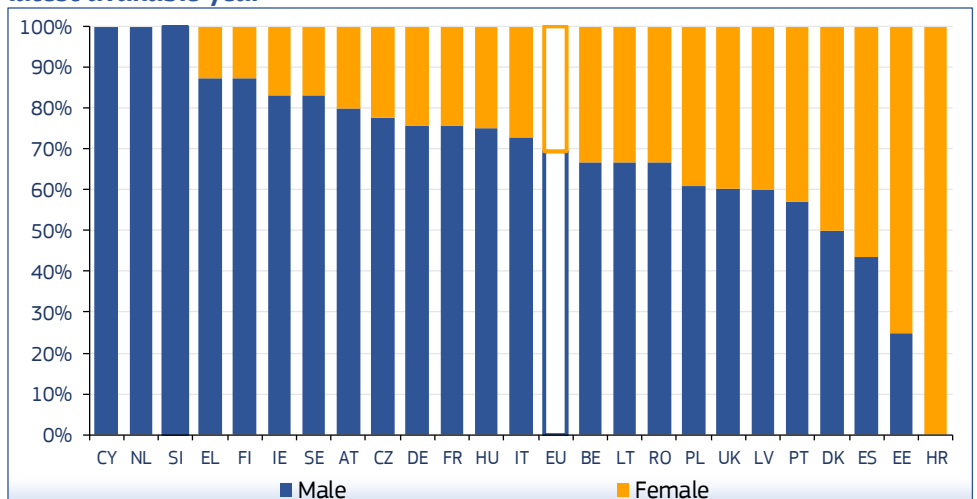
Figure 4a: Number of youngster fatalities by gender, EU, 2007–2016 or latest available year



Source: CARE database, data available in May 2018

Figure 4b shows the distribution by gender of 15–17 year olds killed in road accidents in the EU countries in 2016. The highest proportion of females killed was seen in Estonia, where they represent between 75%, while there were no male fatalities in Croatia.

Figure 4b: Distribution of youngster fatalities by country and gender, 2016 or latest available year



Source: CARE database, data available in May 2018

More than twice as many boys as girls were killed between 2007 and 2016.

No male youngster fatalities were recorded in Croatia in 2016.

Road user type and Transport mode

Table 4 shows the distribution of 15-17 year old fatalities by mode of transport in 2016. In this age group in the EU, 39% died while travelling in a car or taxi and 33% while riding a motorized two-wheeler (a moped or a motorcycle).

Table 4: Total number and distribution of youngster fatalities by country and mode of transport, 2016 or latest available year

	Car or taxi	Moped	Motor-cycle	Pedestrian	Pedal cycle	Other/Unknown	Total
BE	22%	11%	0%	22%	33%	11%	9
BG	42%	8%	8%	33%	0%	8%	12
CZ	67%	0%	33%	0%	0%	0%	9
DK	50%	0%	0%	0%	50%	0%	2
DE	28%	6%	48%	10%	8%	0%	83
EE	75%	0%	0%	0%	0%	25%	4
IE	67%	0%	0%	17%	0%	17%	6
EL	13%	6%	50%	6%	13%	13%	16
ES	26%	17%	22%	22%	9%	4%	23
FR	38%	23%	14%	13%	4%	8%	95
HR	100%	0%	0%	0%	0%	0%	4
IT	27%	32%	23%	14%	3%	2%	66
CY	17%	17%	50%	0%	0%	17%	6
LV	60%	0%	0%	40%	0%	0%	5
LT	50%	33%	0%	17%	0%	0%	6
LU	-	-	-	-	-	-	0
HU	25%	13%	13%	25%	13%	13%	8
MT	100%	0%	0%	0%	0%	0%	1
NL	11%	22%	0%	33%	33%	0%	9
AT	40%	33%	7%	7%	7%	7%	15
PL	55%	11%	8%	16%	8%	1%	74
PT	29%	0%	71%	0%	0%	0%	7
RO	39%	6%	6%	35%	10%	4%	51
SI	33%	0%	33%	0%	33%	0%	3
SK	43%	0%	0%	43%	14%	0%	7
FI	38%	38%	13%	0%	0%	13%	8
SE	50%	17%	17%	17%	0%	0%	6
UK	52%	7%	9%	22%	9%	2%	58
EU	39%	14%	19%	17%	7%	4%	593
IS	100%	0%	0%	0%	0%	0%	2
NO	0%	0%	67%	0%	0%	33%	3
CH	25%	25%	25%	0%	25%	0%	4

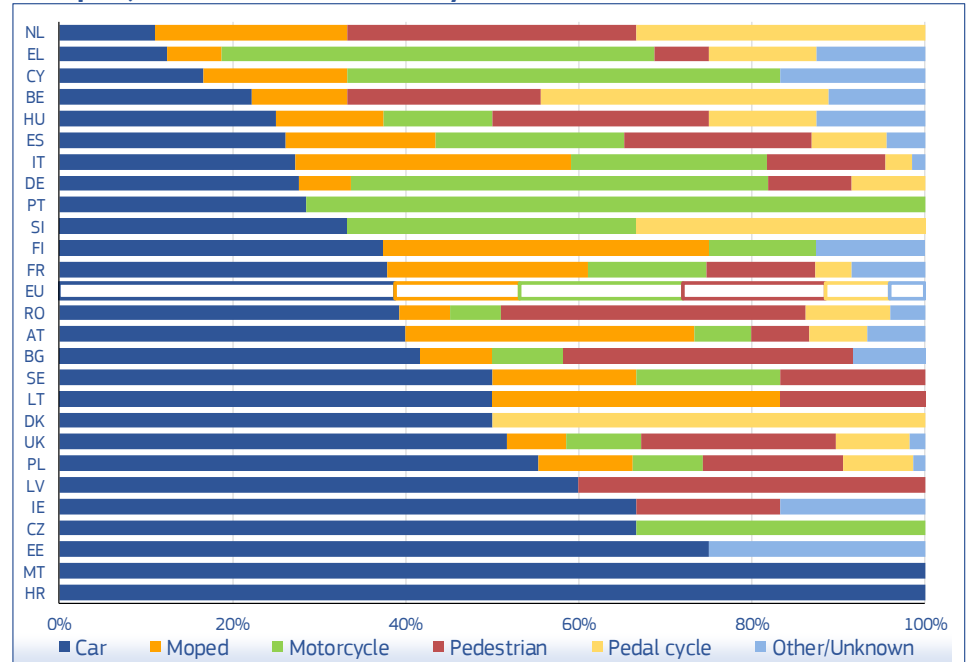
Source: CARE database, data available in May 2018

Figure 5a shows the distribution of the 15-17 year old fatalities according to the mode of transport for the EU countries. In Greece, proportionately more 15-17 year old fatalities occurred whilst riding motorized two-wheelers than in the other countries (56%). In 2016, the share of the pedestrian fatalities was highest in Romania (35%). Dutch 15-17 year old fatalities were relatively likely to be cyclists.

56% of 15-17 year olds killed in Greece were riding motorized two-wheelers.

Traffic Safety Basic Facts 2018–Youngsters (15–17)

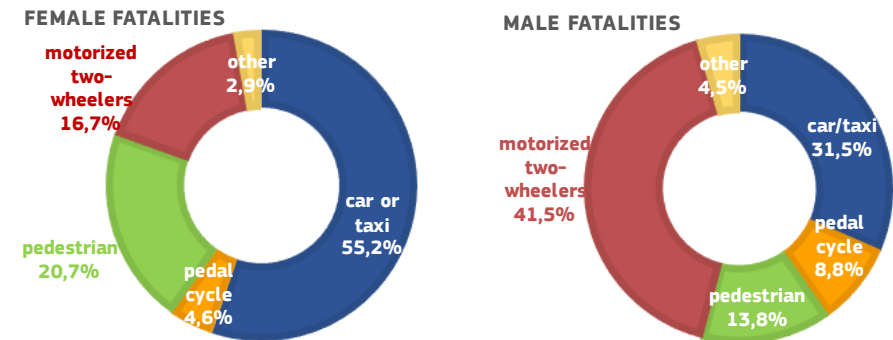
Figure 5a: Distribution of youngster fatalities by country and mode of transport, 2016 or latest available year



Source: CARE database, data available in May 2018

Figure 5b shows that relatively few youngsters were killed as cyclists (5% for girls and 9% for boys), while the percentages of killed as pedestrians differ significantly between the two genders (21% for girls and 14% for boys). This figure shows that 42% of boys were killed while riding a motorized two-wheeler, compared to 17% of girls.

Figure 5b: Distribution of youngster fatalities by gender and mode of transport, EU, 2016 or latest available year

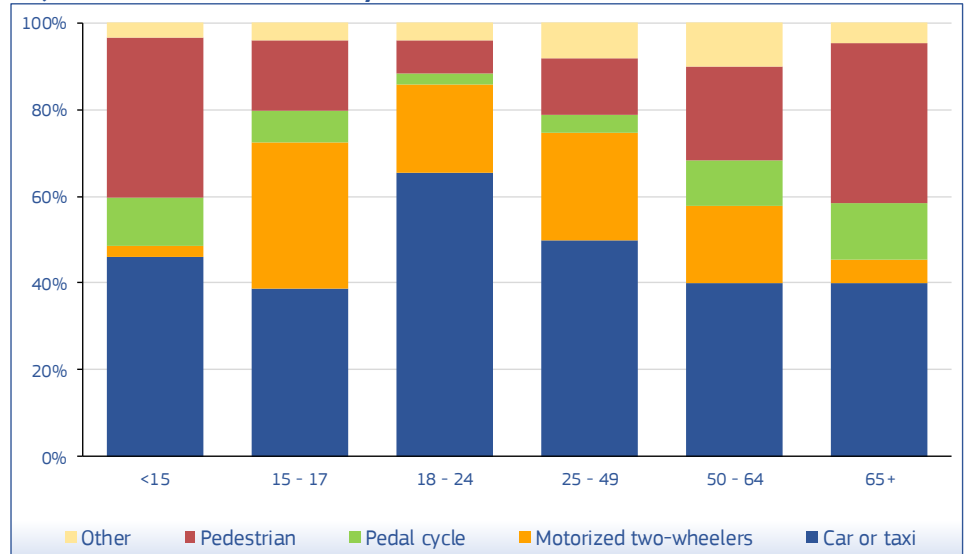


Source: CARE database, data available in May 2018

The motorized two-wheelers share is much higher for 15–17 year olds than for the other age groups (Figure 5c). The share of car occupants among youngster fatalities is similar to the over 50 years old age groups.

42% of 15–17 year old males killed in road accidents were riding motorized two-wheelers and 55% of female fatalities occurred whilst travelling in a car.

Figure 5c: Distribution of road fatalities by mode of transport and age group, EU, 2016 or latest available year



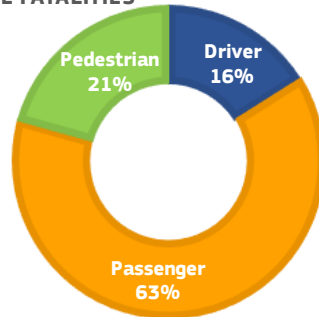
Source: CARE database, data available in May 2018

Figure 6 shows the distribution of 15-17 year old fatalities depending on whether they were drivers/riders or passengers (in car, motorized two-wheeler, or bicycle), or pedestrians.

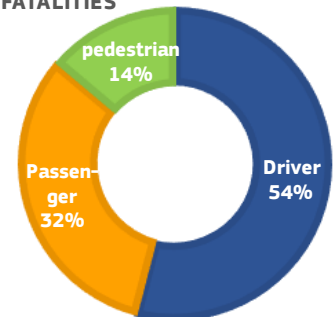
In this age group, girls killed in road accidents were more likely to be killed as passengers than boys (63% vs. 32%), and much less likely to be killed as drivers/riders (16% vs. 54%).

Figure 6: Distribution of youngster fatalities by gender and road user type, EU, 2016 or latest available year

FEMALE FATALITIES



MALE FATALITIES



Source: CARE database, data available in May 2018

Girls killed in road accidents were more likely to be killed as passengers than boys.

Area and Type of road

Table 5 shows the distribution of 15-17 year old fatalities by type of road and area (urban or rural) in each EU country, Iceland, Norway and Switzerland in 2016. In the European Union, most of the fatal road accidents took place on rural roads (56%), while only 5% of fatalities occurred on motorways.

The highest share of youngster fatalities in urban areas was recorded in Romania and Greece (71% and 69% respectively), while the Netherlands, and Austria are the only EU countries where more than 10% of youngster fatalities occurred on motorways.

Table 5: Total number and distribution of youngster fatalities by country, area and road type, 2016 or latest available year

	Motorway	Non-motorway		Total
		Rural	Urban	
BE	0%	78%	22%	9
BG	0%	58%	42%	12
CZ	0%	78%	22%	9
DK	0%	100%	0%	2
DE	7%	65%	28%	83
EE	-	-	-	4
IE	0%	67%	33%	6
EL	0%	31%	69%	16
ES	9%	48%	43%	23
FR	7%	65%	27%	95
HR	50%	0%	50%	4
IT	6%	45%	48%	66
CY	0%	33%	67%	6
LV	-	100%	0%	5
LT	-	-	-	6
LU	-	-	-	0
HU	0%	50%	50%	8
MT	-	0%	100%	1
NL	13%	63%	25%	9
AT	13%	80%	7%	15
PL	0%	57%	43%	74
PT	0%	43%	57%	7
RO	4%	25%	71%	51
SI	0%	67%	33%	3
SK	0%	57%	43%	7
FI	0%	38%	63%	8
SE	0%	100%	0%	6
UK	3%	62%	34%	58
EU	5%	56%	39%	593
IS	-	100%	0%	2
NO	-	67%	33%	3
CH	0%	50%	50%	4

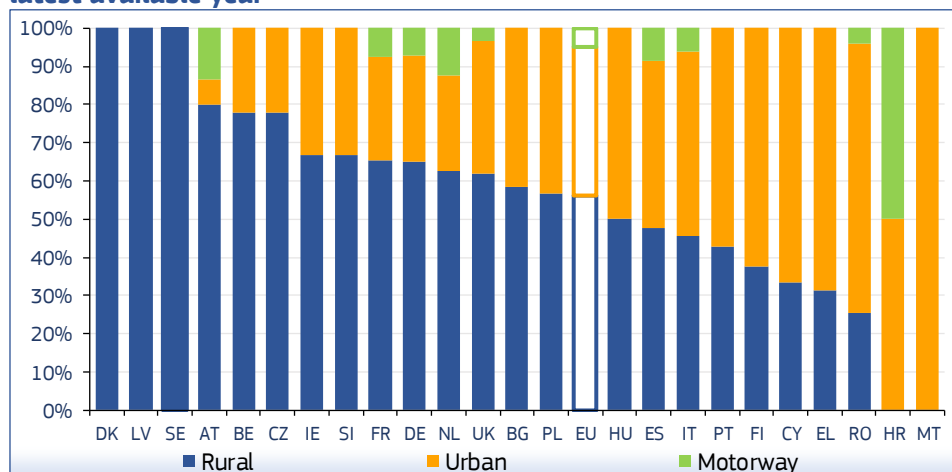
Source: CARE database, data available in May 2018

*Rural and urban roads do not include motorways.

In 2016, most of the 15-17 year old fatal road accidents took place on rural roads (56%) in the EU.

Traffic Safety Basic Facts 2018–Youngsters (15–17)

Figure 7: Distribution of youngster fatalities by country and road type, 2016 or latest available year



Source: CARE database, data available in May 2018

Day of the week and Time of the day

Table 6: Total number and distribution of youngster fatalities by country and time of the day, 2016 or latest available year

	00.00–03.59	04.00–07.59	08.00–11.59	12.00–15.59	16.00–19.59	20.00–23.59	Total
BE	11%	11%	22%	33%	11%	11%	9
BG	8%	8%	0%	0%	58%	25%	12
CZ	0%	11%	0%	11%	33%	44%	9
DK	0%	0%	0%	100%	0%	0%	2
DE	13%	17%	5%	20%	23%	22%	83
EE	0%	25%	0%	0%	25%	50%	4
IE	33%	0%	0%	17%	33%	17%	6
EL	0%	13%	6%	19%	25%	38%	16
ES	22%	9%	22%	4%	30%	13%	23
FR	14%	17%	12%	14%	22%	22%	95
HR	0%	50%	25%	0%	0%	25%	4
IT	20%	9%	6%	20%	24%	21%	66
CY	0%	0%	0%	0%	17%	83%	6
LV	0%	40%	0%	20%	0%	40%	5
LT	17%	0%	0%	0%	67%	17%	6
LU	-	-	-	-	-	-	0
HU	13%	13%	0%	25%	38%	13%	8
MT	0%	100%	0%	0%	0%	0%	1
NL	33%	33%	0%	11%	0%	22%	9
AT	13%	13%	0%	27%	27%	20%	15
PL	15%	15%	8%	12%	27%	23%	74
PT	14%	14%	0%	14%	43%	14%	7
RO	16%	10%	8%	14%	22%	31%	51
SI	0%	0%	0%	33%	33%	33%	3
SK	14%	14%	0%	14%	57%	0%	7
FI	25%	13%	0%	0%	38%	25%	8
SE	33%	0%	0%	33%	0%	33%	6
UK	17%	12%	10%	12%	24%	24%	58
EU	15%	14%	7%	15%	25%	24%	593
IS	0%	50%	50%	0%	0%	0%	2
NO	0%	0%	0%	33%	33%	33%	3
CH	50%	25%	0%	0%	0%	25%	4

Source: CARE database, data available in May 2018

The peak period for 15-17 year old fatalities is between 16:00 and 20:00.

Table 7: Total number and distribution of youngster fatalities by country and day of the week, 2016 or latest available year

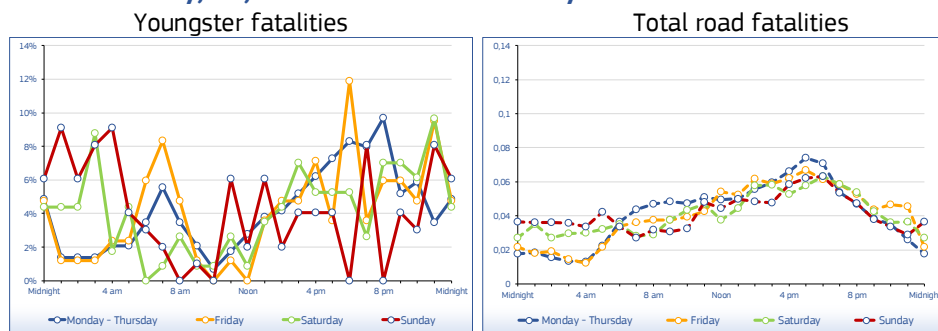
	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Total
BE	11%	22%	11%	22%	11%	11%	11%	9
BG	8%	33%	8%	8%	0%	0%	42%	12
CZ	22%	22%	11%	11%	0%	22%	11%	9
DK	50%	0%	50%	0%	0%	0%	0%	2
DE	11%	13%	13%	10%	17%	19%	17%	83
EE	0%	50%	0%	0%	25%	25%	0%	4
IE	0%	17%	0%	33%	0%	50%	0%	6
EL	13%	6%	25%	6%	13%	19%	19%	16
ES	22%	4%	17%	9%	9%	9%	30%	23
FR	12%	9%	9%	18%	15%	19%	18%	95
HR	0%	0%	0%	0%	25%	0%	75%	4
IT	11%	18%	9%	11%	20%	21%	11%	66
CY	17%	0%	17%	17%	17%	17%	17%	6
LV	40%	20%	40%	0%	0%	0%	0%	5
LT	0%	0%	0%	0%	33%	33%	33%	6
LU	-	-	-	-	-	-	-	0
HU	0%	25%	25%	13%	13%	13%	13%	8
MT	0%	100%	0%	0%	0%	0%	0%	1
NL	0%	11%	0%	22%	0%	44%	22%	9
AT	20%	13%	13%	7%	33%	0%	13%	15
PL	12%	9%	16%	12%	15%	24%	11%	74
PT	14%	29%	0%	0%	0%	29%	29%	7
RO	14%	10%	10%	2%	16%	31%	18%	51
SI	0%	33%	0%	0%	33%	0%	33%	3
SK	0%	0%	14%	29%	29%	14%	14%	7
FI	13%	38%	0%	13%	0%	13%	25%	8
SE	0%	17%	0%	33%	0%	17%	33%	6
UK	7%	21%	16%	16%	12%	14%	16%	58
EU	11%	14%	12%	12%	15%	19%	17%	593
IS	0%	0%	0%	0%	0%	50%	50%	2
NO	33%	33%	0%	0%	0%	33%	0%	3
CH	25%	25%	25%	0%	0%	0%	25%	4

Source: CARE database, data available in May 2018

The number of fatalities amongst 15-17 year olds peaks on Saturday.

Figure 8 compares the distribution of fatalities by day of the week and time of the day between 15-17 year olds and the whole population. The main difference is that, relatively, many 15-17 year old fatalities occurred at the weekend in comparison to the whole population. In addition, youngster fatality distributions had clear peaks between 23:00 and 04:00 for Fridays and weekends.

Figure 8: Distribution of youngster and total fatalities by day of the week and time of the day, EU, 2016 or latest available year



Source: CARE database, data available in May 2018

Seasonality

Table 8: Total number and distribution of youngster fatalities by country and month, 2016 or latest available year

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
BE	0%	11%	0%	22%	11%	11%	0%	11%	11%	0%	11%	11%	9
BG	0%	0%	0%	8%	25%	8%	8%	33%	8%	0%	0%	8%	12
CZ	0%	11%	11%	0%	0%	11%	11%	22%	11%	11%	0%	11%	9
DK	0%	0%	0%	0%	0%	50%	0%	0%	0%	0%	50%	0%	2
DE	8%	5%	4%	7%	8%	14%	5%	12%	12%	13%	8%	2%	83
EE	0%	0%	0%	0%	0%	0%	0%	50%	25%	25%	0%	0%	4
IE	0%	0%	17%	0%	0%	0%	33%	0%	0%	0%	33%	17%	6
EL	6%	13%	0%	13%	6%	6%	13%	0%	13%	6%	6%	19%	16
ES	13%	0%	4%	9%	4%	9%	9%	17%	4%	13%	4%	13%	23
FR	5%	14%	9%	4%	7%	6%	9%	7%	13%	14%	4%	6%	95
HR	25%	0%	0%	0%	0%	0%	0%	50%	0%	0%	0%	25%	4
IT	2%	11%	9%	3%	5%	6%	17%	9%	14%	14%	6%	6%	66
CY	0%	33%	0%	17%	0%	0%	33%	0%	17%	0%	0%	0%	6
LV	0%	0%	0%	0%	0%	40%	20%	0%	0%	20%	0%	20%	5
LT	17%	0%	0%	17%	0%	17%	17%	17%	0%	0%	0%	17%	6
LU	-	-	-	-	-	-	-	-	-	-	-	-	0
HU	0%	13%	0%	0%	0%	13%	13%	25%	13%	0%	13%	13%	8
MT	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	1
NL	44%	0%	11%	11%	0%	11%	0%	0%	0%	11%	0%	11%	9
AT	0%	13%	7%	13%	0%	7%	20%	13%	13%	13%	0%	0%	15
PL	5%	5%	3%	7%	8%	11%	7%	9%	14%	14%	8%	9%	74
PT	0%	29%	0%	0%	0%	14%	29%	14%	14%	0%	0%	0%	7
RO	2%	2%	8%	0%	4%	10%	14%	14%	8%	16%	10%	14%	51
SI	0%	0%	0%	0%	0%	33%	67%	0%	0%	0%	0%	0%	3
SK	29%	0%	0%	0%	29%	14%	29%	0%	0%	0%	0%	0%	7
FI	0%	0%	0%	0%	0%	25%	25%	13%	13%	13%	0%	13%	8
SE	17%	0%	0%	0%	0%	0%	0%	33%	17%	17%	0%	17%	6
UK	9%	12%	7%	9%	3%	5%	7%	16%	5%	12%	7%	9%	58
EU	6%	8%	6%	6%	6%	9%	11%	12%	10%	12%	6%	8%	593
IS	-	-	-	-	-	-	-	-	-	-	-	-	2
NO	0%	0%	0%	0%	0%	33%	33%	0%	0%	33%	0%	0%	3
CH	0%	0%	0%	0%	0%	0%	0%	0%	0%	75%	25%	0%	4

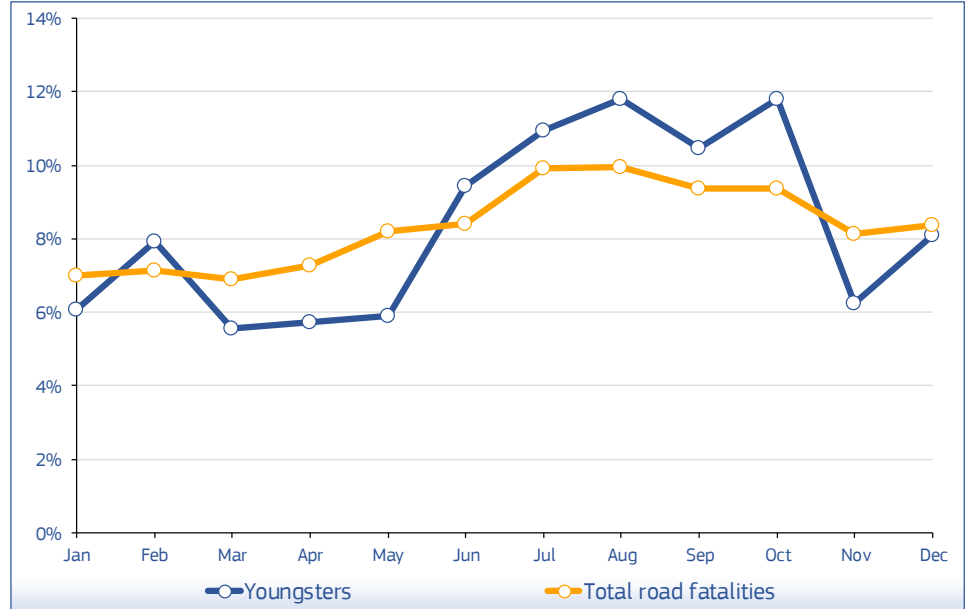
Source: CARE database, data available in May 2018

The number of fatalities amongst 15-17 year olds peaks in August and October.

Traffic Safety Basic Facts 2018–Youngsters (15-17)

Figure 9 shows the distribution of 15-17 year old fatalities by month. More 15-17 year olds were killed in road accidents between June and October and in February compared with the whole population, but fewer in between March and May and in November.

Figure 9: Distribution of youngster and total road fatalities by month, EU, 2016 or latest available year



Source: CARE database, data available in May 2018

More 15-17 year olds were killed in road accidents in summer and autumn compared with the whole population.

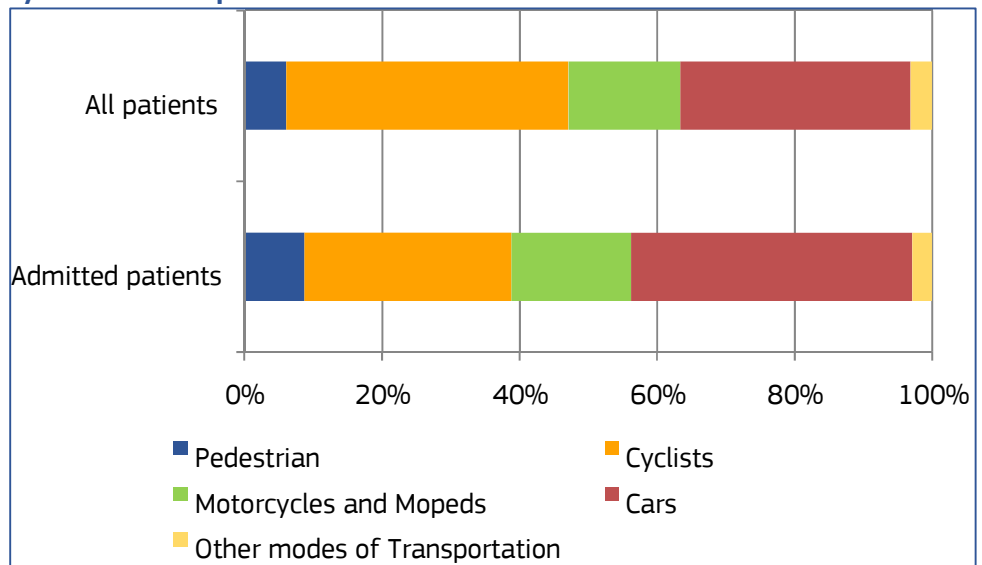
By 2012, thirteen Member States routinely collected data in a sample of hospitals and contributed them to the EU injury Database.

Road accident health indicators

Injury data can be obtained from a wide range of sources, such as police and ambulance reports, national insurance schemes, and hospital records, each of which provides a specific but yet incomplete picture of the injuries suffered in road accidents. In order to obtain a comprehensive view of these injuries, the EU Council issued a recommendation that urges Member States to use synergies between existing data sources and to develop national injury surveillance systems rooted in the health sector. At present, thirteen Member States are routinely collecting injury data in a sample of hospitals and delivering these data to the Commission. This system is called the EU Injury Database (EU IDB).

Within the EU IDB “transport module” injuries suffered in road accidents are recorded by “mode of transport”, “role of injured person” and “counterpart”. These variables can complement information from police records, in particular for injury patterns and the improved assessment of injury severity. The indicators used include the percentage of casualties attending hospital who are admitted to hospital, the mean length of stay of hospital admissions, the nature and type of body part injured, and potentially also long term consequences of injuries.

Figure 10: Distribution of non-fatal road accident casualties attending hospital by mode of transport



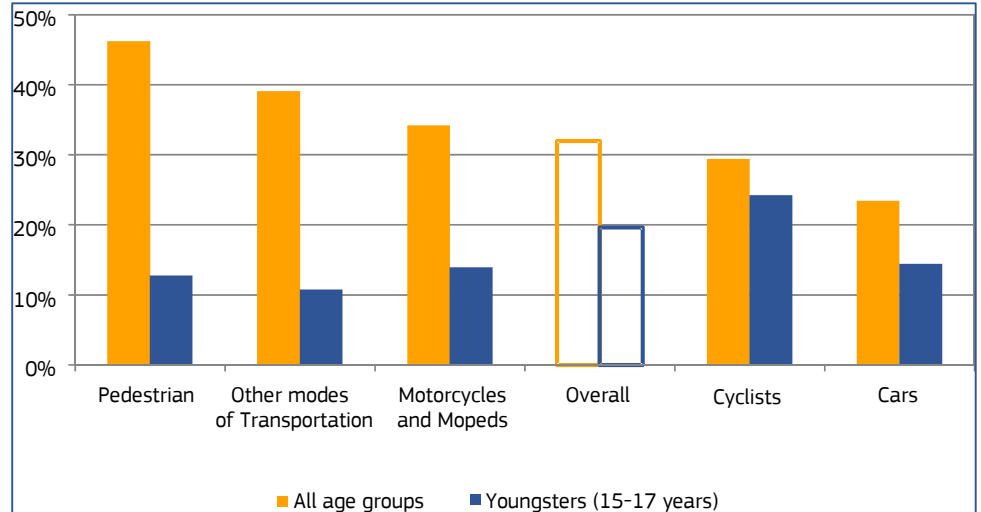
EU Injury Database (EU IDB AI) - hospital treated patients. IDB AI Transport module and place of occurrence (code 6.n [public road]); n-all = 73.600; n-admitted = 23.568 (DE, DK, LV, MT, AT, NL, SE, SI, CY, years 2005-2008).

Figure 10 is based on IDB data from nine countries for accidents that occurred between 2005 and 2008. Vulnerable road users (pedestrians, cyclists, motorcycles and mopeds) accounted for almost two thirds (63%) of road accident casualties attending hospital, and for over half of casualties admitted to the hospital (56%).

Figure 11 shows that 32% of road accident casualties recorded in the IDB were admitted to the hospital overall, compared with 20% for youngsters.

According to estimates based on the EU IDB more than four million people are injured annually in road accidents, one million of whom have to be admitted to hospital.

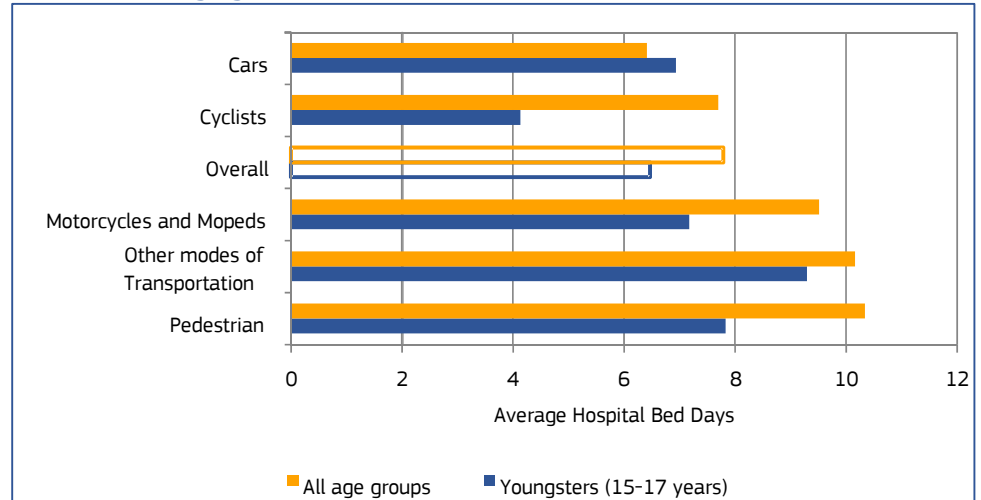
Figure 11: Percentage of non-fatal road accident casualties who were admitted to hospital by age group and mode of transport



EU Injury Database (EU IDB AI) - hospital treated patients. IDB AI Transport module and place of occurrence (code 6.n [public road]); n-all = 73.600, n-youngsters = 6.512, n- youngsters admitted = 1.546 (DE, DK, LV, MT, AT, NL, SE, SI, CY, years 2005-2008).

Figure 12 shows that the overall average length of stay was eight days, and about six days for youngsters.

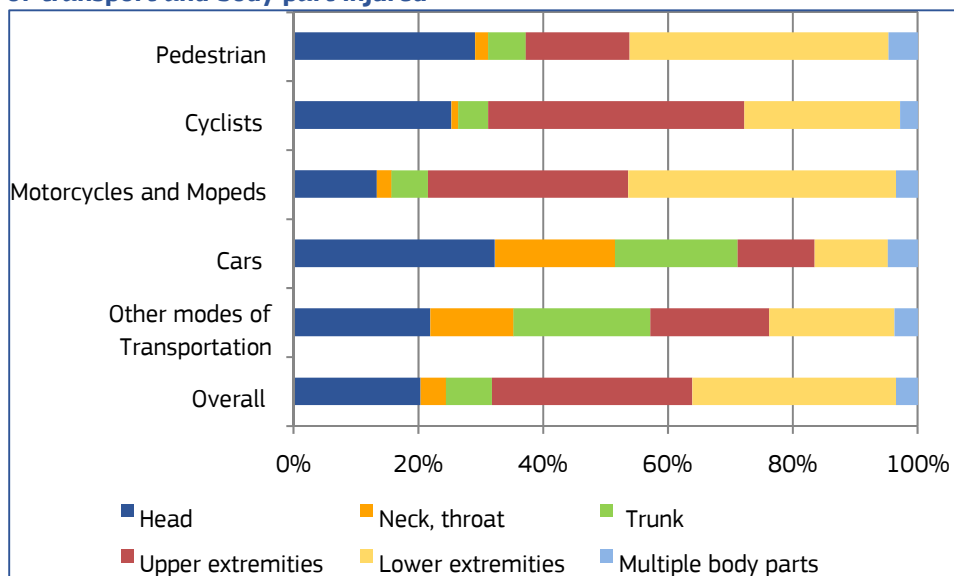
Figure 12: Average length of stay (hospital bed days) of non-fatal road accident casualties by age group and mode of transport



EU Injury Database (EU IDB AI) - hospital treated patients. IDB AI Transport module and place of occurrence (code 6.n [public road]); n-all = 73.600, n-youngsters = 6.512, n- youngsters admitted = 1.546 (DE, DK, LV, MT, AT, NL, SE, SI, CY, years 2005-2008).

 About 20% of injured youngsters who attended a hospital were admitted to the hospital; their average stay in hospital was about six days.

Figure 13: Distribution of non-fatal road accident youngster casualties by mode of transport and body part injured



EU Injury Database (EU IDB AI) - hospital treated patients. IDB AI Transport module and place of occurrence (code 6.n [public road]); n-all = 73.600, n-youngsters = 6.512, n- youngsters admitted = 1.546 (DE, DK, LV, MT, AT, NL, SE, SI, CY, years 2005-2008).

Naturally, hospital data can provide information on the injury patterns sustained by the accident victims. Figure 13 illustrates the distribution of body parts injured in 15-17 year old casualties by type of road user.

Table 9 shows the types of injuries most frequently recorded in the EU IDB. It compares the distribution of injuries among youngsters and road users of all ages.

Table 9: Ten most frequently recorded types of injury by age group

	Youngsters (15-17 years)	All age groups
Contusion, bruise	39%	34%
Fracture	25%	27%
Open wound	11%	10%
Distortion, sprain	6%	8%
Concussion	7%	7%
Other specified brain injury	3%	2%
Luxation, dislocation	1%	2%
Injury to muscle and tendon	1%	2%
Abrasion	3%	1%
Injury to internal organs	1%	1%
Other specified types of injury	3%	6%
Total	100%	100%

EU Injury Database (EU IDB AI) - hospital treated patients. IDB AI Transport module and place of occurrence (code 6.n [public road]); n-all = 73.600, n-youngsters = 6.512, n- youngsters admitted = 1.546 (DE, DK, LV, MT, AT, NL, SE, SI, CY, years 2005-2008).

Contusions and bruises account for almost 40% of all traffic injuries suffered by youngsters who attended hospital for treatment.

Notes

1. Country abbreviations

	Belgium	BE		Italy	IT		Romania	RO
	Bulgaria	BG		Cyprus	CY		Slovenia	SI
	Czech Republic	CZ		Latvia	LV		Slovakia	SK
	Denmark	DK		Lithuania	LT		Finland	FI
	Germany	DE		Luxembourg	LU		Sweden	SE
	Estonia	EE		Hungary	HU		United Kingdom	UK
	Ireland	IE		Malta	MT			
	Greece	EL		Netherlands	NL		Iceland	IS
	Spain	ES		Austria	AT		Liechtenstein	LI
	France	FR		Poland	PL		Norway	NO
	Croatia	HR		Portugal	PT		Switzerland	CH

2. Sources: CARE (Community database on road accidents).

The full glossary of definitions of variables used in this Report is available at:
http://ec.europa.eu/transport/road_safety/pdf/statistics/cadas_glossary.pdf

3. Data available in May 2018.

4. Data refer to 2016 and when not available the latest available data are used (2010 data for SK, 2014 data for IE and 2015 data for BG, EE and LT). Totals and related average percentages for EU also include latest available data.

5. Data for Lithuania and Slovakia are not included in the totals of data comparing the years 2007–2016.

6. At the commenting of the tables and figures, countries with small figures are omitted.

7. This 2018 edition of Traffic Safety Basic Facts updates the previous versions produced within the EU co-funded research projects SafetyNet and DaCoTA.

8. Disclaimer

This report has been produced by the National Technical University of Athens ([NTUA](#)), the Austrian Road Safety Board ([KFV](#)) and the European Union Road Federation ([ERF](#)) under a contract with the [European Commission](#). Whilst every effort has been made to ensure that the matter presented in this report is relevant, accurate and up-to-date, the Partners cannot accept any liability for any error or omission, or reliance on part or all of the content in another context.

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9. Please refer to this Report as follows:

European Commission, Traffic Safety Basic Facts on Youngsters, European Commission, Directorate General for Transport, June 2018.

