



European Road Safety Observatory

Facts and Figures - Young people - 2021

This document is part of a series of 18 *Facts and Figures* reports. The purpose of these *Facts and Figures* reports is to provide recent statistics related to a specific road safety topic, for example a specific age group or transport mode. The *Facts and Figures* reports replace the Basic Fact Sheets series that were available until 2018 (containing data up to 2016). The most recent figures in this *Facts and Figures* report of 2021 refer to 2019.

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Sources	Information in this document is based largely on data in the CARE database (Community database on Accidents on the Roads in Europe). Other data are taken from Eurostat. Date of extraction: 6 September 2021

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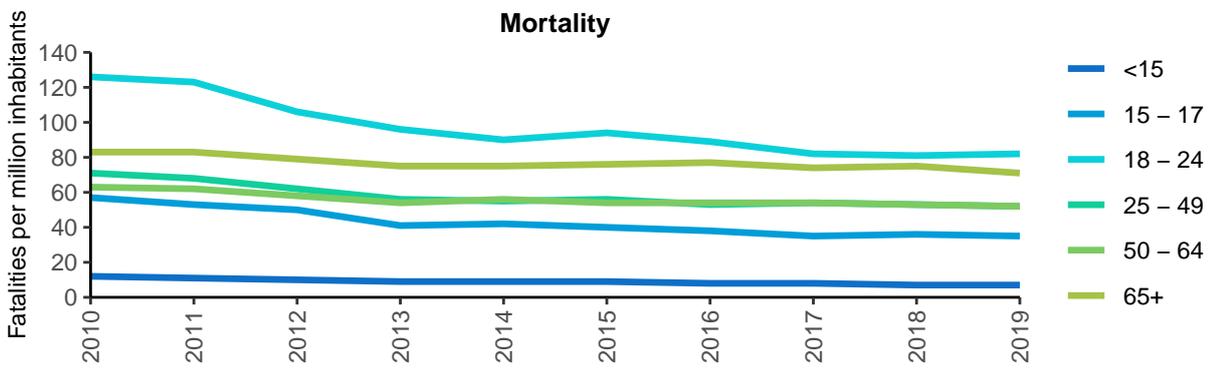
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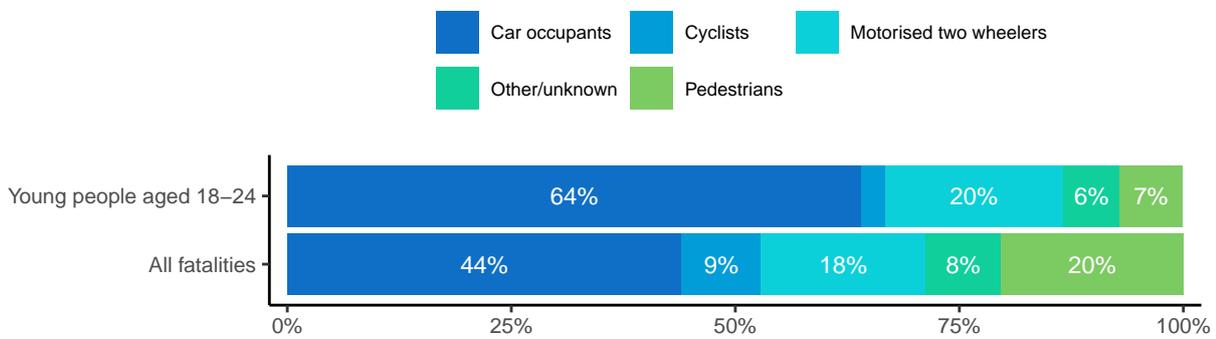
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1 Key Facts

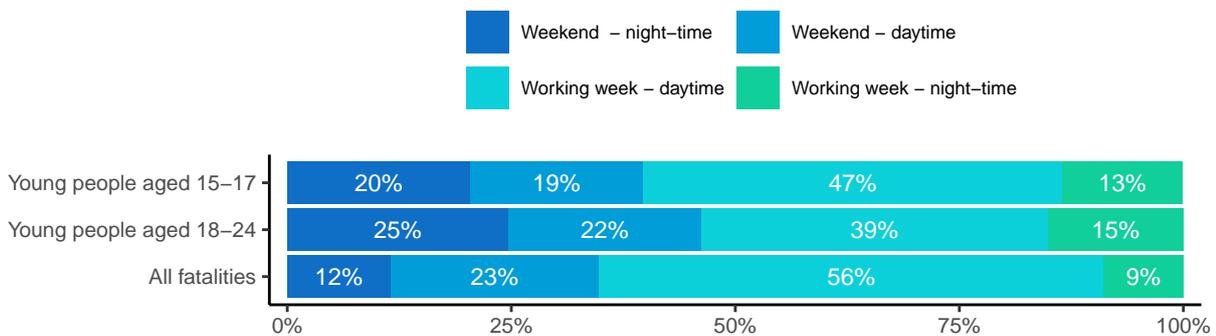
Road fatalities among young people, 2019



Transport mode



Period of the week



This Facts and Figures report looks at fatalities among young people aged 15-24. We distinguish between two groups:

- **Young people aged 15-17** start to gain access to different means of transport, and become more and more independent. They have access to some motorised vehicles, such as mopeds. In most EU Member States, a (car) driving licence can be obtained from the age of 18.
- **Young people aged 18-24** are even more mobile than the 15-17 year olds, and they are significantly more likely to be victims in road accidents than people in any other age group.

Road fatalities among young people aged 15-17

The absolute number of fatalities among young people aged 15-17 between 2010 and 2019 decreased by 42% to 477 fatalities in 2019. The relative share decreased slightly in the same time period.

Mortality rates for this age group were the second lowest among all age groups and have decreased by 39% in the past decade. The relative mortality rate shows that young people aged 15-17 were (very) slightly more likely to be killed on the road compared to the population as a whole.

Road fatalities among young people aged 15-17 also differed in other respects when compared to all fatalities combined:

- The proportion of male fatalities was slightly lower (74% versus 77%).
- Fatalities in this age group occurred more often during the weekend at night-time (20% versus 11%).
- The proportion of road fatalities on motorways was lower compared to all fatalities (4% versus 8%). Fatalities in this age group happened more often at a junction compared to fatalities among young people aged 18-24 (18% versus 10%).

Road fatalities among young people aged 18-24

The absolute number of fatalities among young people aged 18-24 between 2010 and 2019 decreased by 42% to 2,744 fatalities in 2019. The relative share decreased from 16% to 12% in the same time period.

Mortality rates for this age group were the highest among all age groups and have decreased by 35% in the past decade. The relative mortality rate shows that young people aged 18-24 are more likely to be killed on the road compared to the population as a whole (in contrast to the age group of 15-17 year olds).

Road fatalities among young people aged 18-24 also differed from all fatalities combined in several other respects:

- The proportion of male fatalities was slightly higher (82% versus 77%).
- Fatalities in this age group happened proportionally more often during the weekend at night-time (23% versus 11%).

Basic definitions*Young people:*

Persons aged 15 to 24 years.

Fatalities:

Total number of persons fatally injured; correction factors applied when needed. Death within 30 days of the road crash, confirmed suicide and natural death are not included.

More detailed data:

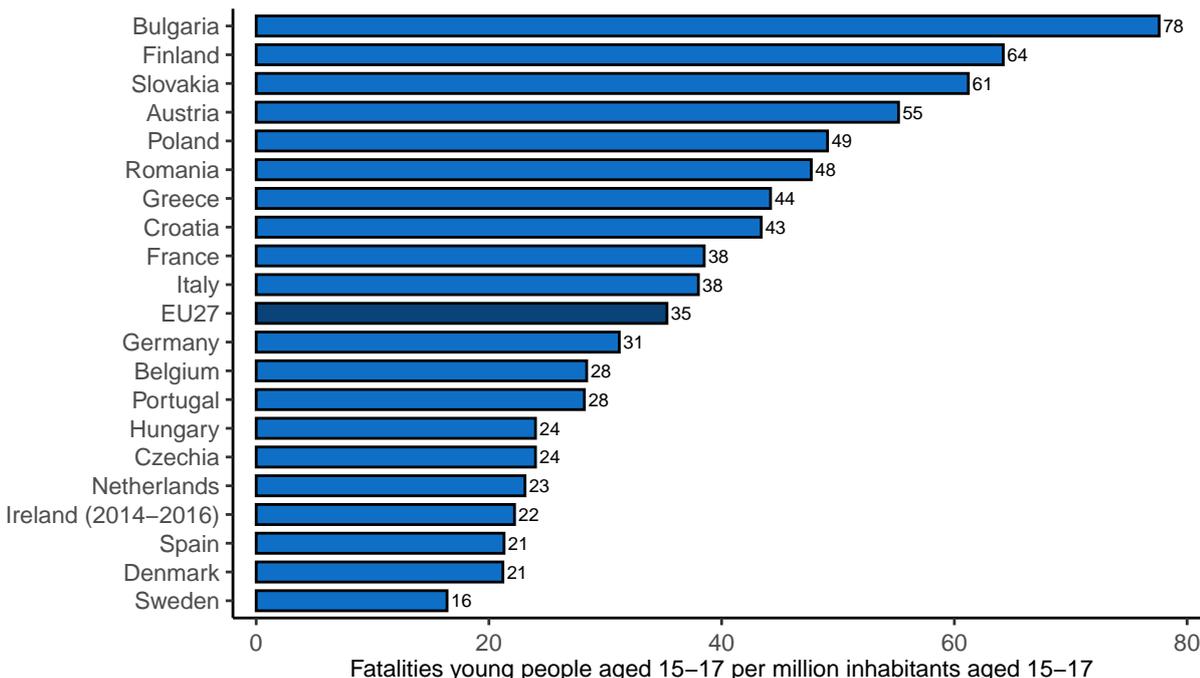
This Facts and Figures report is accompanied by an Excel file (available online) containing a large set of additional detailed data. Each sheet in the Excel file corresponds to a Figure/Table in the report.

2 Main trends

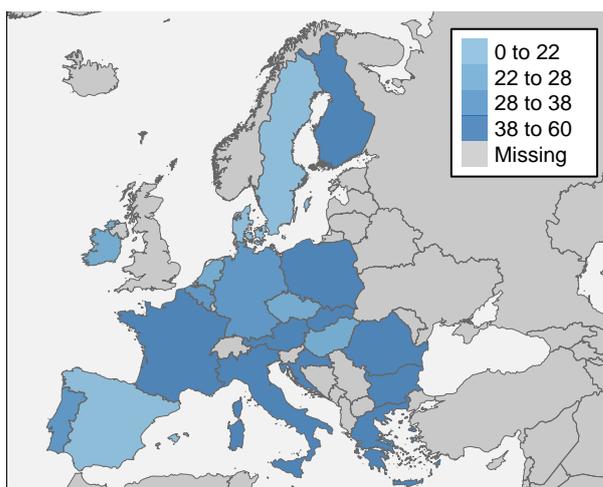
2.1 Mortality rate: number of road fatalities per million inhabitants

The number of fatalities among young people aged 15-17 per million inhabitants of the same age is above the EU average in the **Central and Eastern European Member States**. Finland and Austria also lie well above the EU average.

Figure 1. Fatalities among young people aged 15-17 per million inhabitants aged 15-17 per country in the EU27 (2017-2019). Source: CARE, EUROSTAT



Note: countries that are not included in the Figures are Cyprus, Estonia, Lithuania, Luxembourg, Latvia, Malta and Slovenia because of small numbers



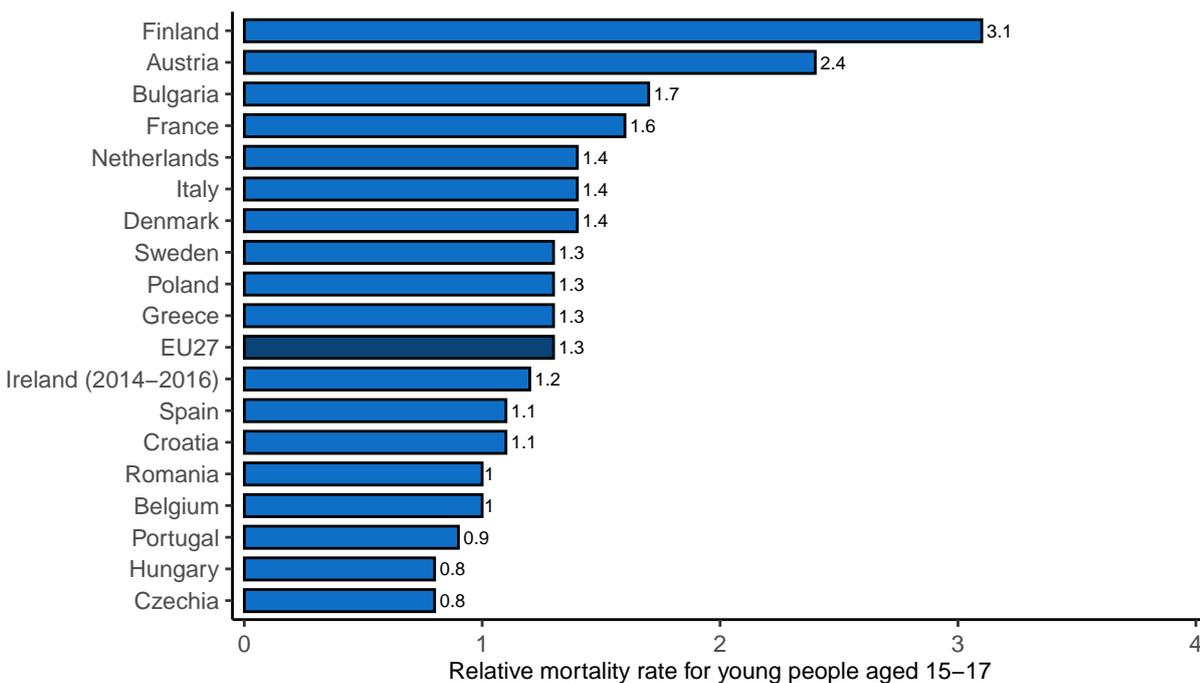
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The relative mortality rate is calculated by dividing the mortality rate for young people aged 15-17 by the mortality rate for all ages and shows whether this age group is more or less likely to be killed

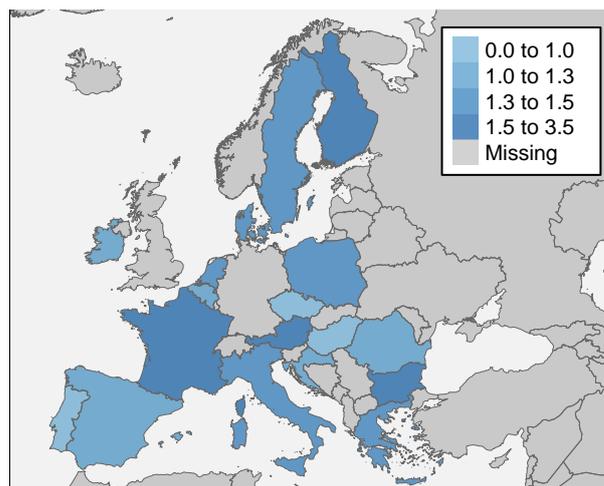
on the road compared to the population as a whole.

The relative mortality rate for young people aged 15-17 is 1.3, which means that this age group is (very) slightly more likely to be killed. There are however differences between the Member States: young people in this age group are significantly more likely to be killed on the road in Finland, Austria, Bulgaria and France compared to the population as a whole.

Figure 2. Relative mortality rate for young people aged 15-17 per by country in the EU27 (2017-2019). Source: CARE, EUROSTAT



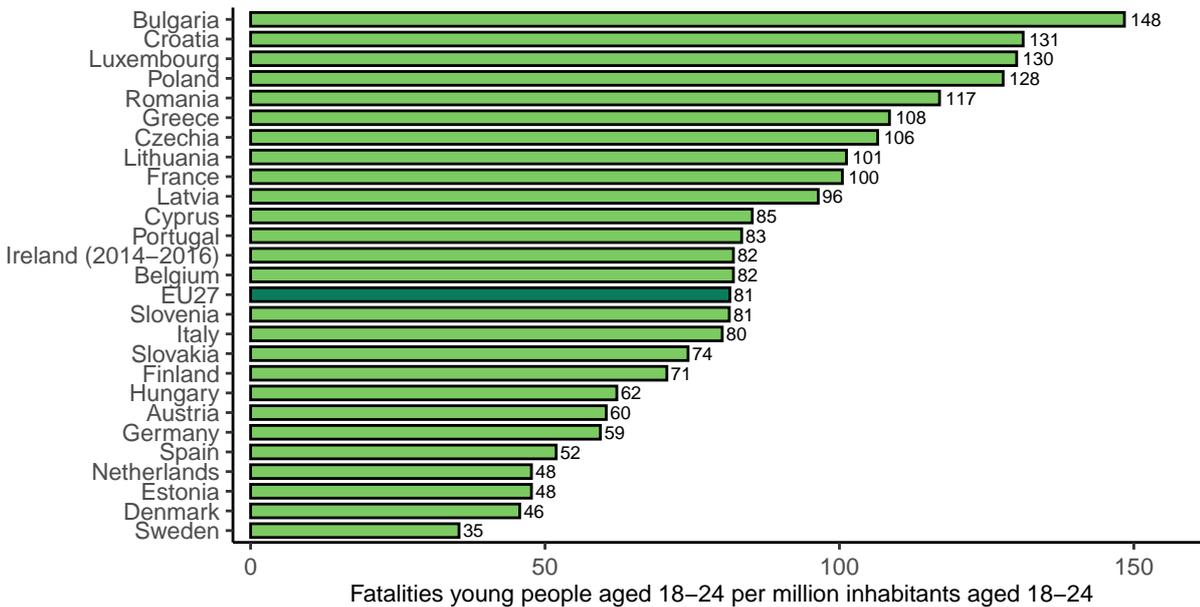
Note: countries that are not included in the Figures are Cyprus, Estonia, Germany, Latvia, Lithuania, Luxembourg, Malta, Slovakia and Slovenia because of small numbers



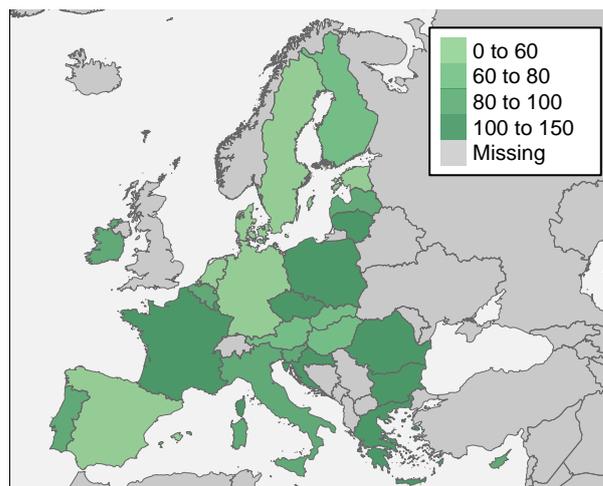
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The number of fatalities among young people aged 18-24 per million inhabitants is above the EU average in the **Central and Eastern European Member States**. Greece also lies well above the EU average with a mortality rate of more than 130.

Figure 3. Fatalities among young people aged 18-24 per million inhabitants aged 18-24 per country in the EU27 (2017-2019). Source: CARE, EUROSTAT



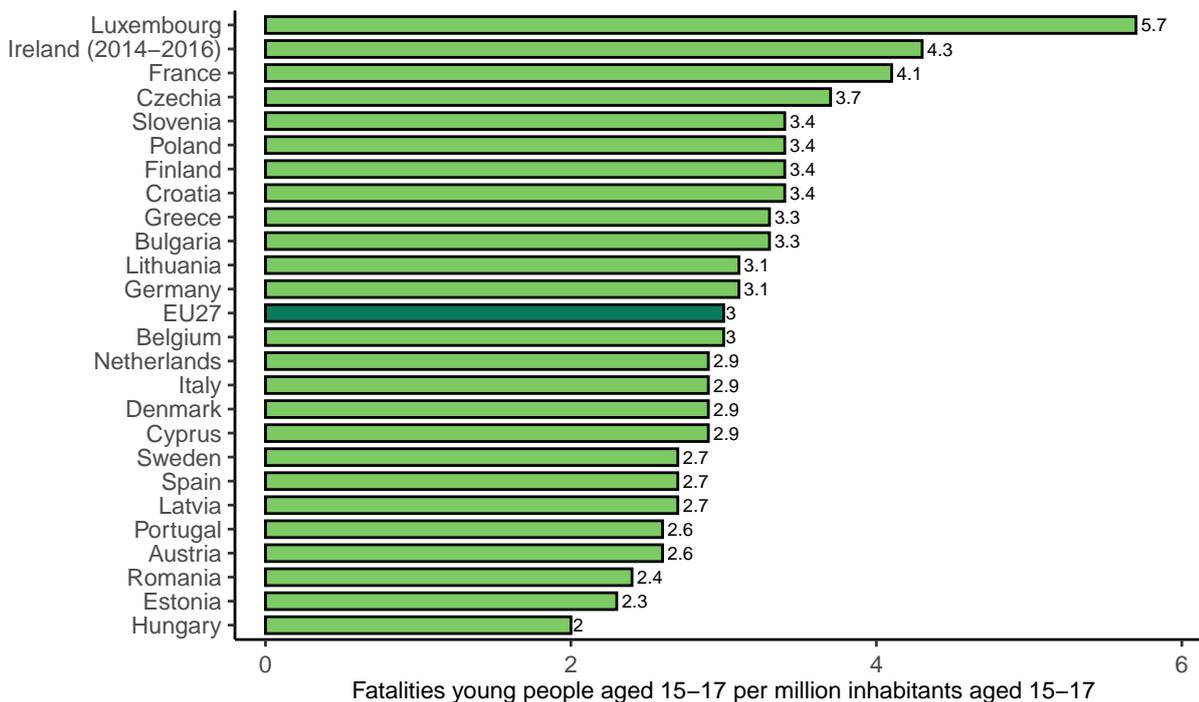
Note: Malta is not included in the Figures because of small numbers



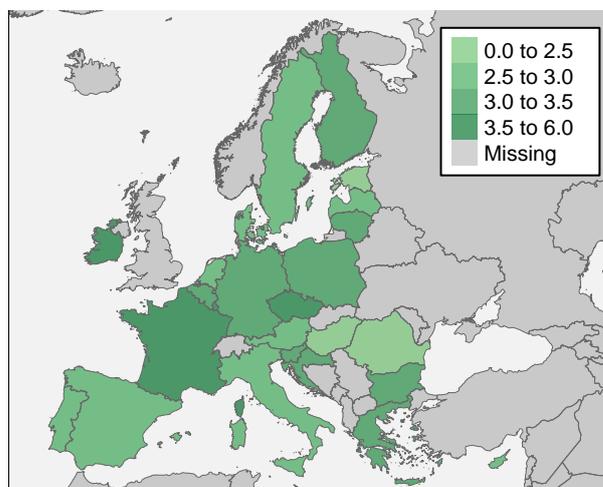
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The relative mortality rate (mortality rate for young people aged 18-24 / mortality rate for all ages) has also been calculated for young people aged 18-24. The relative mortality rate for this age group in Europe is 3, which means that young people aged 18-24 are more likely to be killed on the road compared to the population as a whole. This rate is highest in Ireland, France and Czechia and lowest in Hungary and Romania.

Figure 4. Relative mortality rate for young people aged 18-24 per by country in the EU27 (2017-2019). Source: CARE, EUROSTAT



Note: countries that are not included in the Figures are Malta and Slovakia because of missing data



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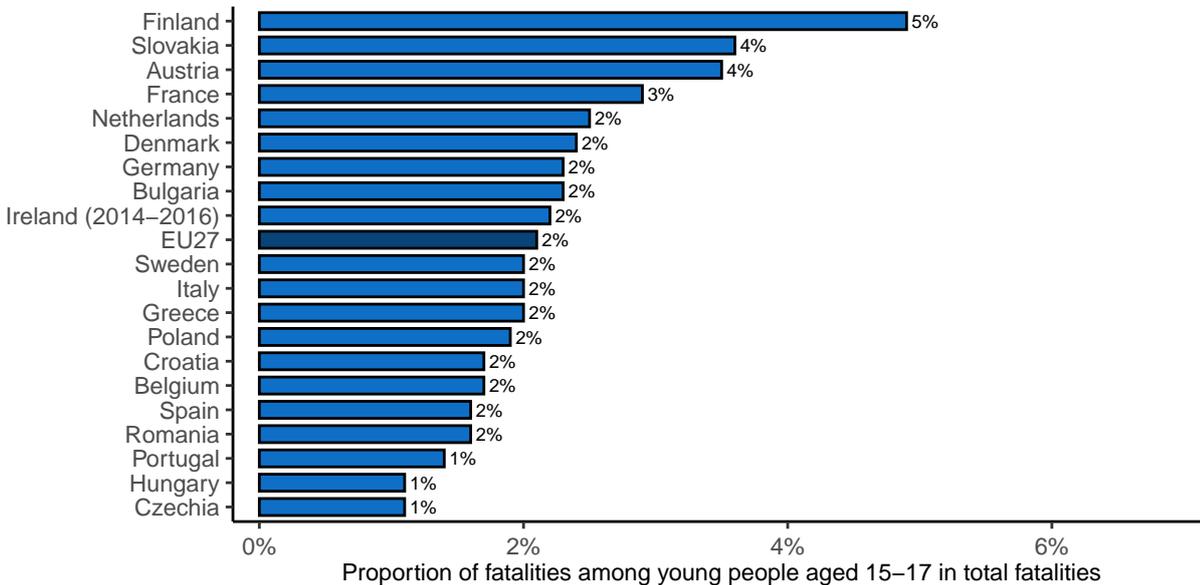
2.2 Number of fatalities among young people as a proportion of total fatalities

The mortality rate is an important indicator, but does not take into account differences in the general state of road safety in countries. In other words, it is possible that the mortality for young people is high because the total mortality for all age groups is high. Therefore, it is important to also look at the proportion or share of young people killed in the total number of road fatalities.

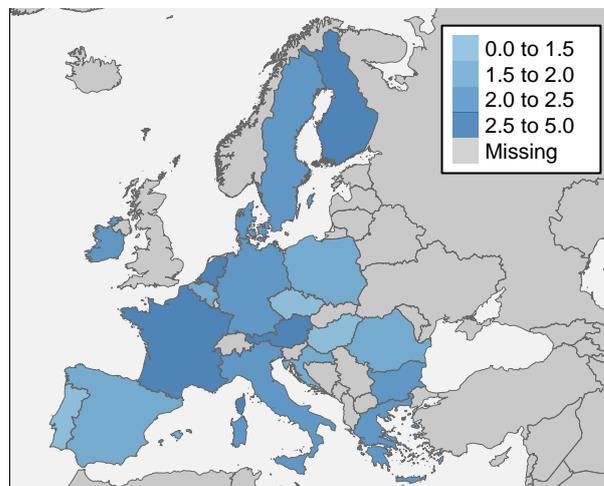
Most Central and Eastern European Member States have a better ranking when it comes to the share of young people killed in total road fatalities than on the mortality rate, which means that the relatively high road mortality for this age group in these countries can partly be explained by the high

mortality for all road users, regardless of their age. The Netherlands and Denmark have a below average mortality rate, but a high proportion of young people aged 15-17 in total road fatalities.

Figure 5. Proportion of fatalities among young people aged 15-17 in the total number of fatalities, per country in the EU27 (2017-2019). Source: CARE



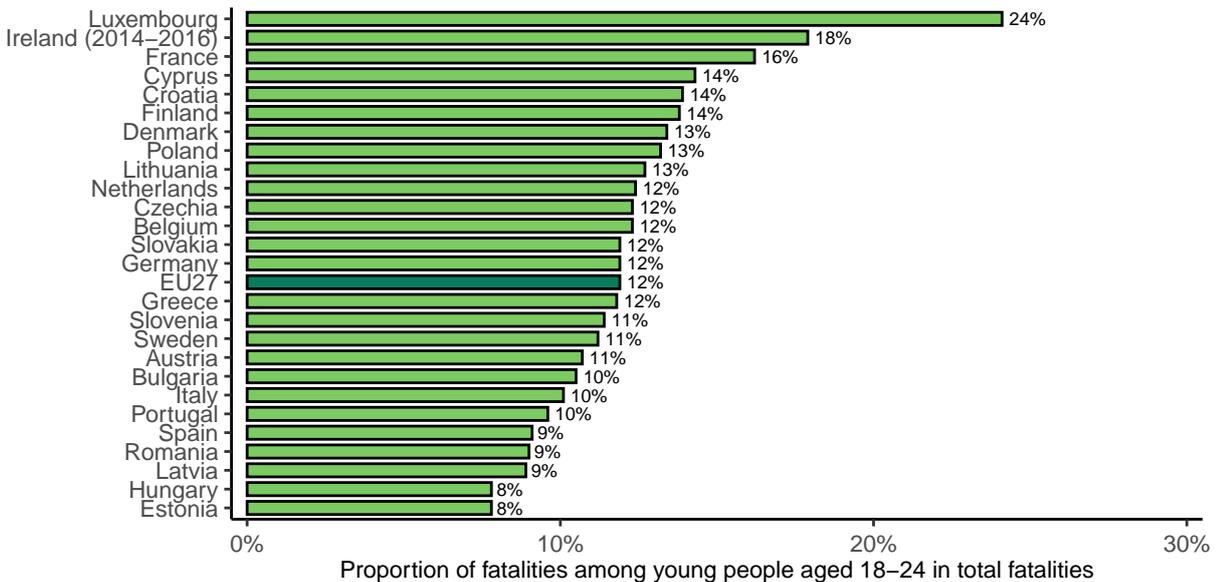
Note: countries that are not included in the Figures are Cyprus, Estonia, Lithuania, Luxembourg, Latvia, Malta and Slovenia because of small numbers



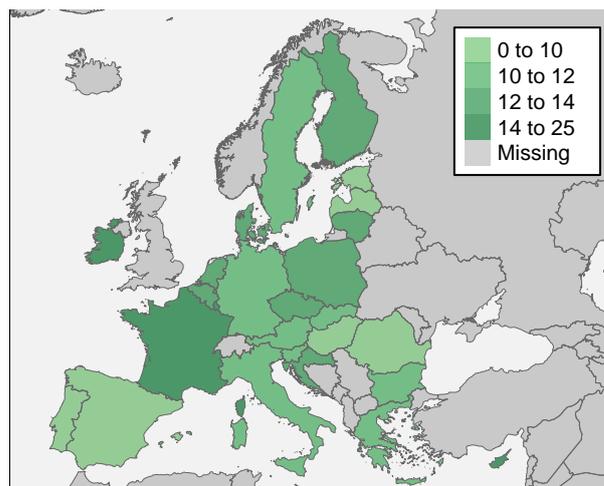
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The conclusions for young people aged 18-24 are broadly similar to those of 15-17 year olds. Croatia has a high mortality rate as well as a high proportion of fatalities. The Netherlands and Denmark have a low mortality rate, but also a high proportion of fatalities for this age group.

Figure 6. Proportion of fatalities among young people aged 18-24 in the total number of fatalities, per country in the EU27 (2017-2019). Source: CARE



Note: countries that are not included in the Figures are Cyprus, Estonia, Lithuania, Luxembourg, Latvia, Malta and Slovenia because of small numbers

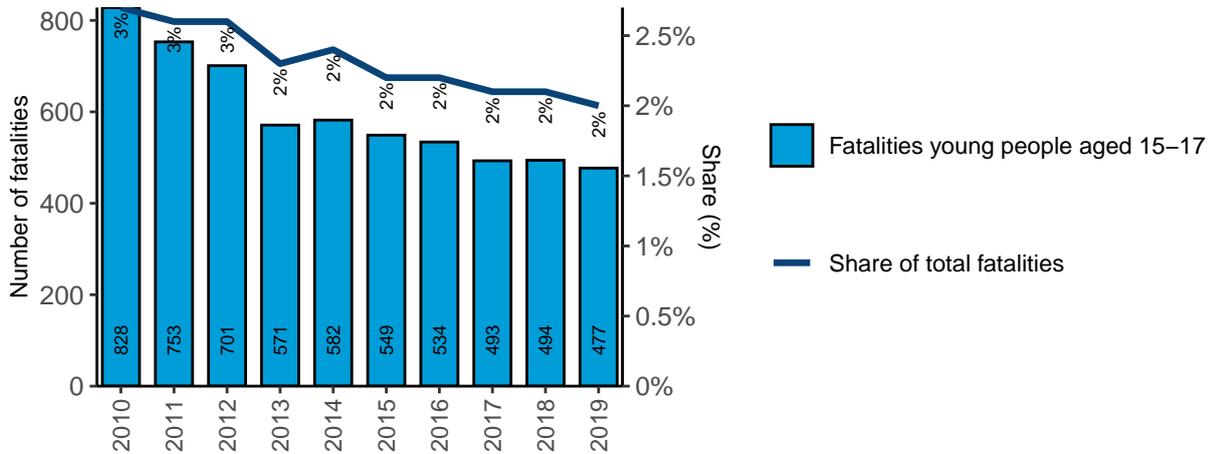


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2.3 Trend in the number of fatalities

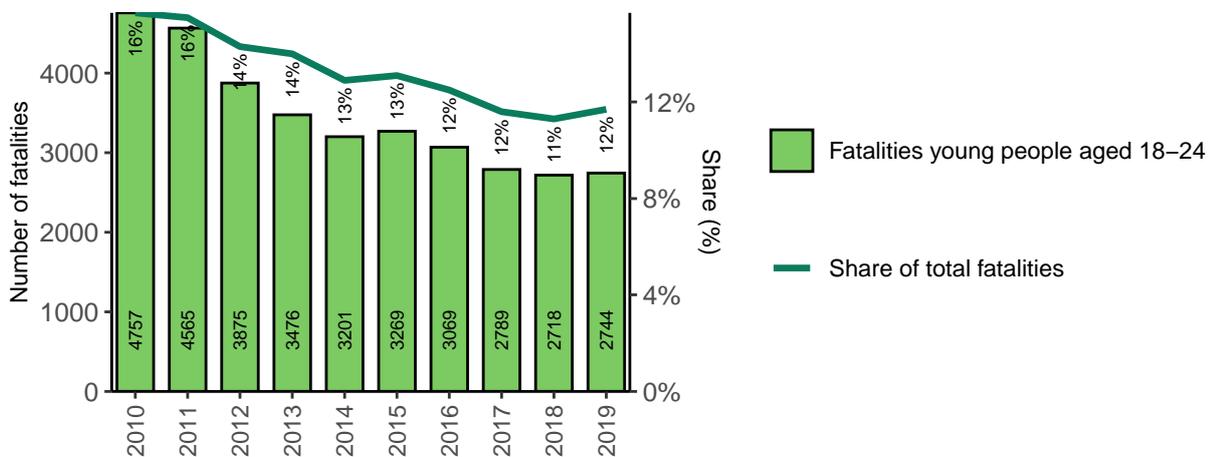
The number of fatalities for young people aged 15-17 decreased by 42% in the time period 2010-2019. The total number of road fatalities decreased by 23% during the same period. The share of fatalities for this age group has decreased slightly, from 3% in 2010 to 2% in 2019. The population of 15-17 year olds has decreased by 6% in the time period 2010-2019 (as can be seen in Table 1 below).

Figure 7. Annual number of fatalities among young people aged 15-17, and their share in the total number of fatalities in the EU27 (2010-2019). Source: CARE



The number of fatalities for young people aged 18-24 has also decreased by 42%, which is a larger decrease than that recorded for all road fatalities (-23%). **The share of fatalities for this age group has decreased from 16% in 2010 to 12% in 2019.** The population of 18-24 year olds has decreased more than the population of 15-17 year olds (11% versus 6%, as can be seen in Table 1 below).

Figure 8. Annual number of fatalities among young people aged 18-24, and their share in the total number of fatalities in the EU27 (2010-2019). Source: CARE



The number of fatalities has increased in some age categories and decreased in others. **The strongest decrease occurs in the age categories 15-17 year olds and 18-24 year olds.** These are also the two age categories in which the population has decreased the most. In both young people age categories, the population is decreasing more slowly than the number of road fatalities.

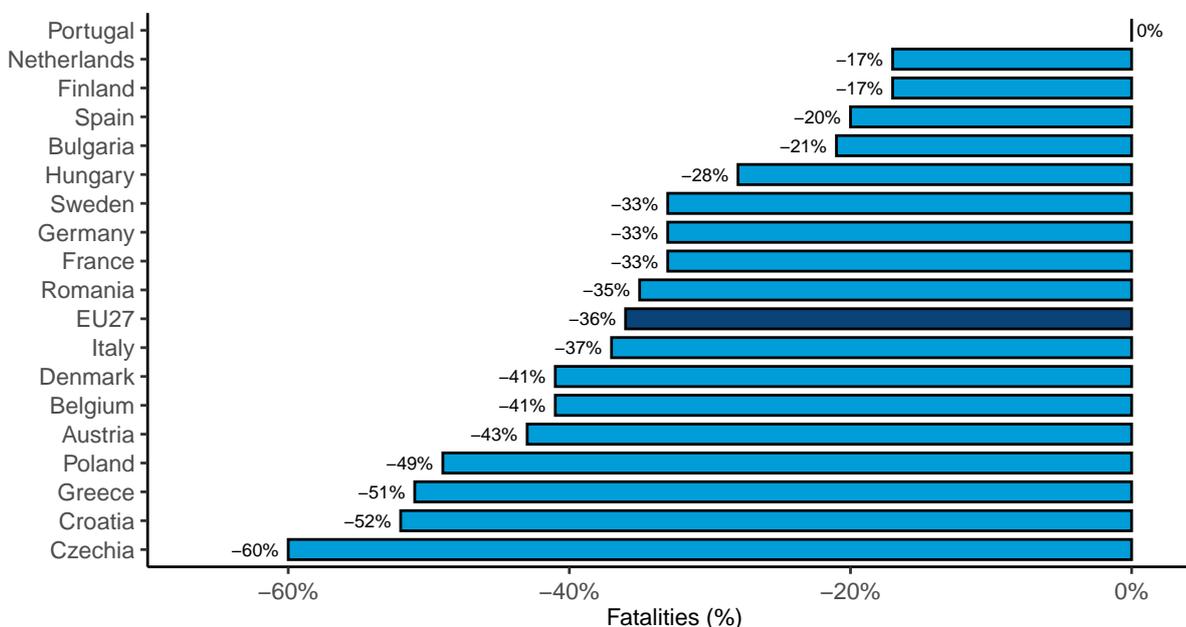
Table 1. Annual number of fatalities by age categories (2010-2019). Source: CARE

	2010	2017	2018	2019	Trend fatalities 2010 - 2019	Trend population 2010 - 2019
<15	824	520	495	492	-40%	0%
15 - 17	828	493	494	477	-42%	-6%
18 - 24	4,757	2,789	2,718	2,744	-42%	-11%
25 - 49	11,135	8,114	7,871	7,670	-31%	-6%
50 - 64	5,348	4,917	4,910	4,818	-10%	9%
65+	6,410	6,481	6,701	6,452	1%	16%
Total	29,302	23,314	23,189	22,653	-23%	1%

The trend in the number of fatalities among young people for individual EU countries is calculated by comparing three-year averages, i.e. 2017-2019 versus 2010-2012. Using this trend indicator, we see a decrease in fatalities of 36%.

Countries that show the least favourable trend are: Portugal, the Netherlands, Finland and Spain.

Figure 9. Percentage change in the number of fatalities among young people aged 15-17 per country in the EU27 (2010-2012 and 2017-2019). Source: CARE



Notes:

Countries that are not included in the Figure are:

- Ireland, Lithuania, Malta and Slovakia because these countries have missing values in the time series 2010-2019
- Cyprus, Estonia, Luxembourg, Latvia and Slovenia are excluded because of small numbers

Table 2. Number of and trend in fatalities among young people aged 15-17 per country in the EU27 and EFTA (2010-2012 versus 2017-2019). Source: CARE

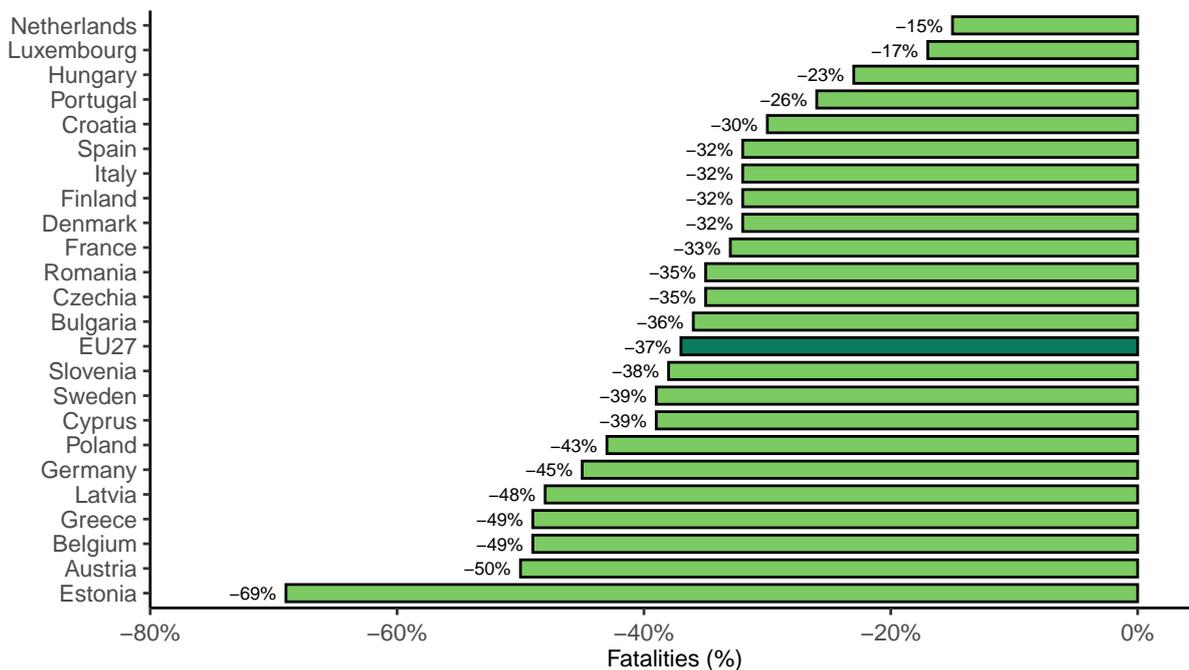
	2010	2017	2018	2019	Trend 2017 - 2019 vs 2010 - 2012	Miniplot: trend since 2010
Austria	27	20	10	13	-43%	
Belgium	21	12	9	11		
Bulgaria	20	19	13	12	-21%	
Croatia	9	4	4	8		
Cyprus	2	2	3	2		
Czechia	17	4	7	9		
Denmark	8	1	6	6		
Estonia	2	1	0	0		
EU27	828	493	494	477	-36%	
Finland	13	12	12	10	-17%	
France	161	101	105	86	-33%	
Germany	101	78	77	66	-33%	
Greece	39	17	12	14	-51%	
Hungary	10	8	4	9		
Iceland	0	0	0	1		
Ireland	7	-	-	-		
Italy	121	68	61	67	-37%	
Latvia	2	1	4	0		
Lithuania	-	1	4	1		
Luxembourg	0	1	0	0		
Malta	0	0	0	-		
Netherlands	20	13	15	15	-17%	
Norway	7	2	3	1		
Poland	122	46	64	50	-49%	
Portugal	7	6	12	10		
Romania	50	30	26	34	-35%	
Slovakia	7	11	8	10		
Slovenia	4	3	1	2		
Spain	49	29	25	34	-20%	
Sweden	5	2	9	5		
Switzerland	12	7	5	3		

Note:

The trend is not shown if there are fewer than 10 fatalities in one year or if there is data missing in the time period 2010-2019

For young people aged 18-24, the trend is also different when comparing three-year averages (2017-2019 versus 2010-2012): there is a decrease of 37%. The least favourable trend is recorded for the Netherlands, Luxembourg, Hungary and Portugal. Portugal and the Netherlands also have one of the least favourable trends for fatalities among young people aged 15-17.

Figure 10. Percentage change in the number of fatalities among young people aged 18-24 per country in the EU27 (2010-2012 and 2017-2019). Source: CARE



Note: countries that are not included in the Figures are Lithuania, Malta and Slovakia because these countries have missing values in the time series 2010–2019

Table 3. Number of and trend in young people fatalities per country in the EU27, EFTA and UK (2010-2012 versus 2017-2019). Source: CARE

	2010	2017	2018	2019	Trend 2017 - 2019 vs 2010 - 2012	Miniplot: trend since 2010
Austria	102	46	41	45	-50%	
Belgium	173	77	65	87	-49%	
Bulgaria	116	64	59	78	-36%	
Croatia	58	48	40	43	-30%	
Cyprus	12	8	8	6		
Czechia	125	68	78	81	-35%	
Denmark	42	33	17	23	-32%	
Estonia	10	3	5	5		
EU27	4757	2789	2718	2744	-37%	
Finland	48	33	31	31	-32%	
France	831	562	503	549	-33%	
Germany	690	394	369	363	-45%	
Greece	186	93	81	76	-49%	
Hungary	73	44	52	49	-23%	
Iceland	3	3	4	0		
Ireland	56	-	-	-		
Italy	547	306	353	339	-32%	
Latvia	35	15	13	9		
Lithuania	-	17	25	28		
Luxembourg	10	5	9	6		
Malta	4	3	4	-		
Netherlands	90	57	70	87	-15%	
Norway	42	11	14	18	-52%	
Poland	677	378	375	383	-43%	
Portugal	88	48	69	74	-26%	
Romania	307	196	163	152	-35%	
Slovakia	59	38	28	30		
Slovenia	19	11	15	8		
Spain	311	171	184	138	-32%	
Sweden	47	40	30	19	-39%	
Switzerland	36	31	19	14	-45%	

Note:

The trend is not shown if there are fewer than 10 fatalities in one year or if there is data missing in the time period 2010-2019

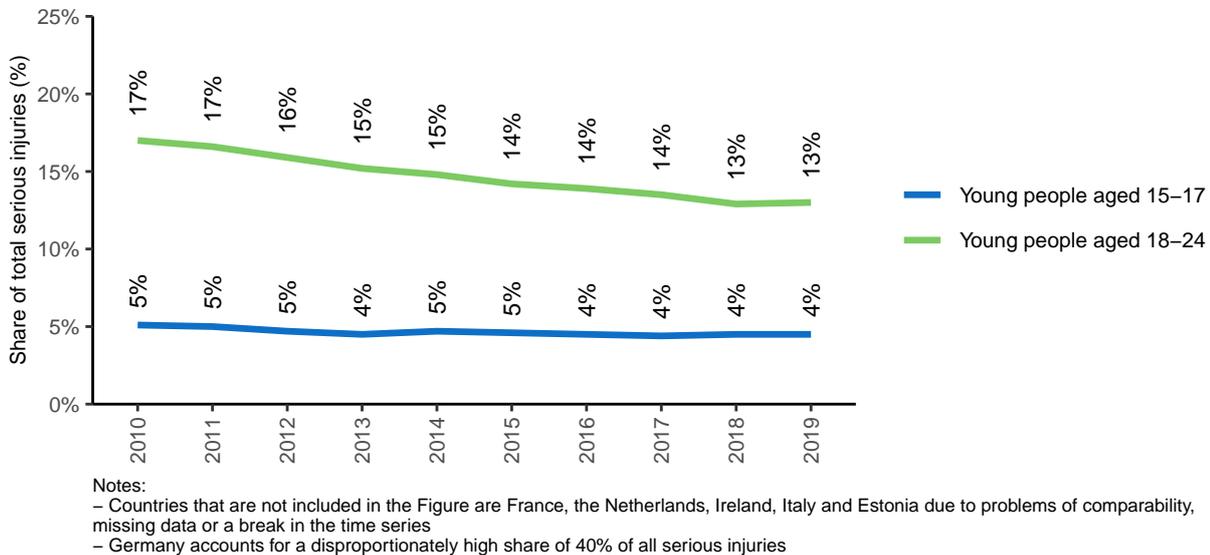
2.4 Serious injuries

Of all serious injuries in the EU27 in 2019

- 4% are young people aged 15-17. This share has decreased by one percentage point since 2010.
- 13% are young people aged 18-24. The share in all serious injuries has decreased by 4 per-

centage points, from 17% in 2010 to 13% in 2019.

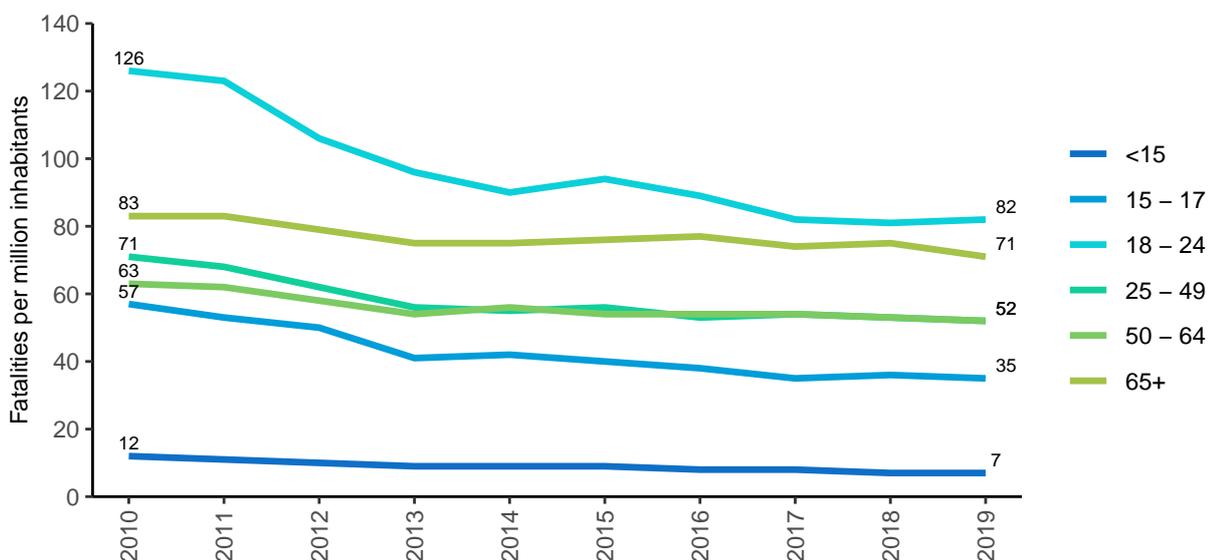
Figure 11. Share of serious injuries among young people in the total number of serious injuries in the EU27 (2010-2019). Source: CARE



2.5 Comparison with other age groups

The following rule generally applies: the higher the age, the higher the mortality. This is demonstrated by the Figure below. Only 18-24 year olds form an exception to this rule. In 2019 they have the highest mortality. Mortality for young people aged 15-17 is the second lowest of all age groups.

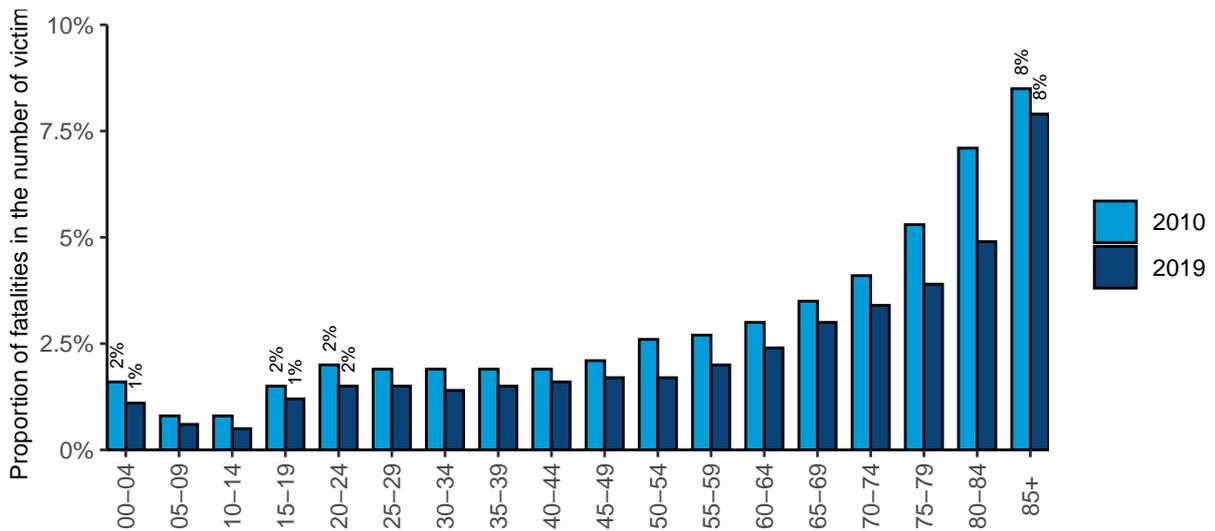
Figure 12. Annual number of fatalities per million inhabitants (=mortality) by age group in the EU27 (2010-2019). Source: CARE & EUROSTAT



The Figure below shows the share of fatalities in the total number of registered traffic victims (all those fatally, seriously or slightly injured) per 5-year age category. In 2019, 1 out of 100 registered victims between 15 and 24 years died in the crash. This is only slightly higher than the youngest

age groups. The proportion of fatalities in the total number of victims increases with increasing age. Seniors usually suffer more severe injuries with the same collision impact, relative to other age groups. Note that traffic victims are under-reported in accident statistics and that the ratio “number of fatalities” to “number of victims” would be lower for all age groups if there were no under-reporting.

Figure 13. Proportion of fatalities in the total number of reported victims (=vulnerability) by age group in the EU27 (2010 &2019). Source: CARE

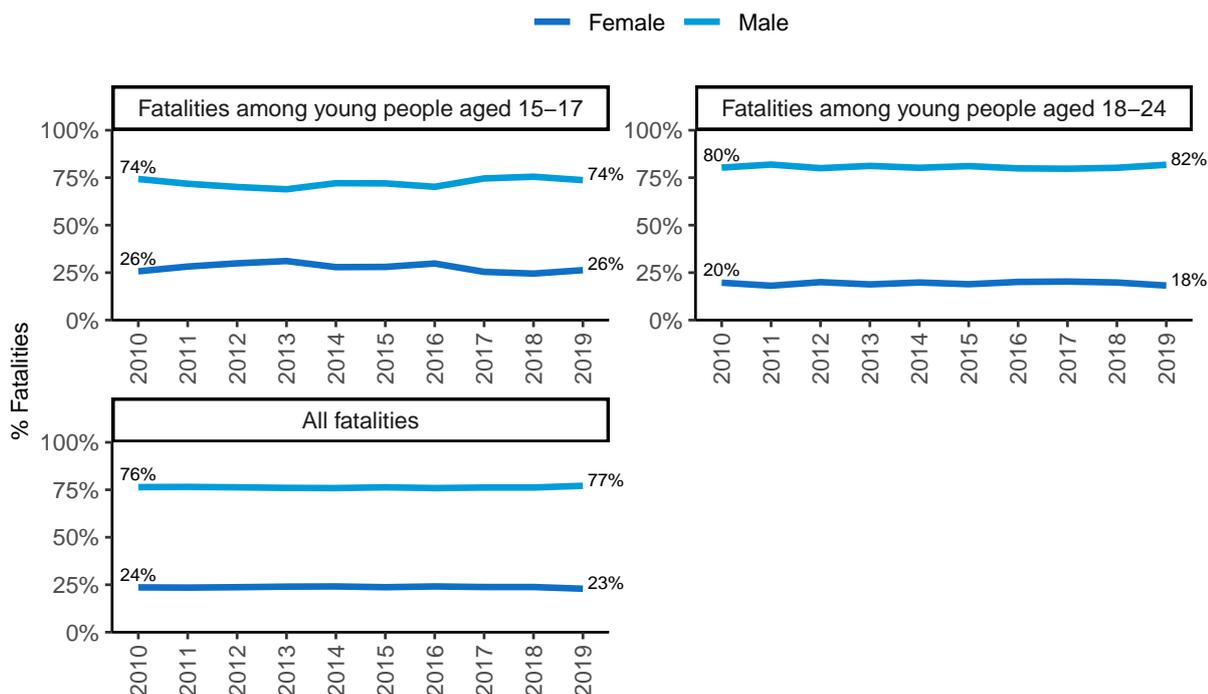


3 Road user

3.1 Gender

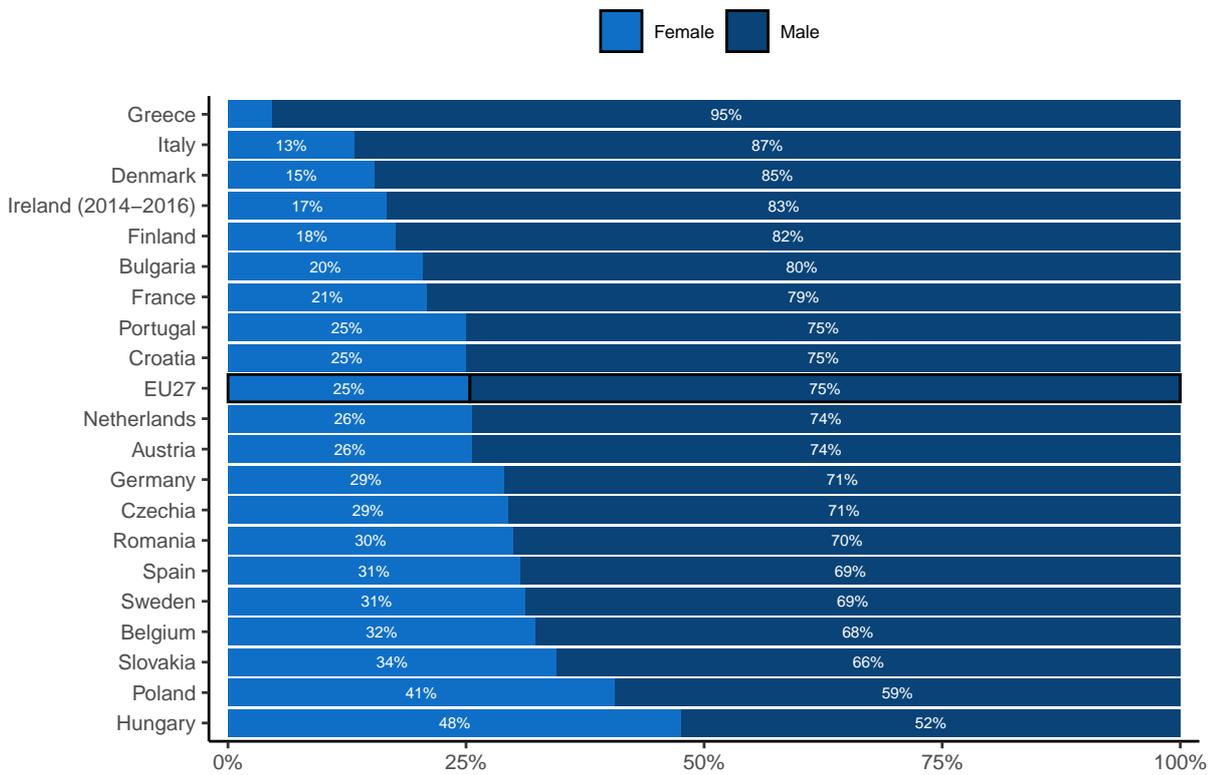
77% of all road fatalities in the EU are male. **The proportion of male fatalities is slightly lower for young people aged 15-17 (74%), and slightly higher for young people aged 18-24 (82%).** Both shares have remained relatively stable since 2010.

Figure 14. Distribution of young people fatalities and all fatalities by gender in the EU27 (2010-2019). Source: CARE



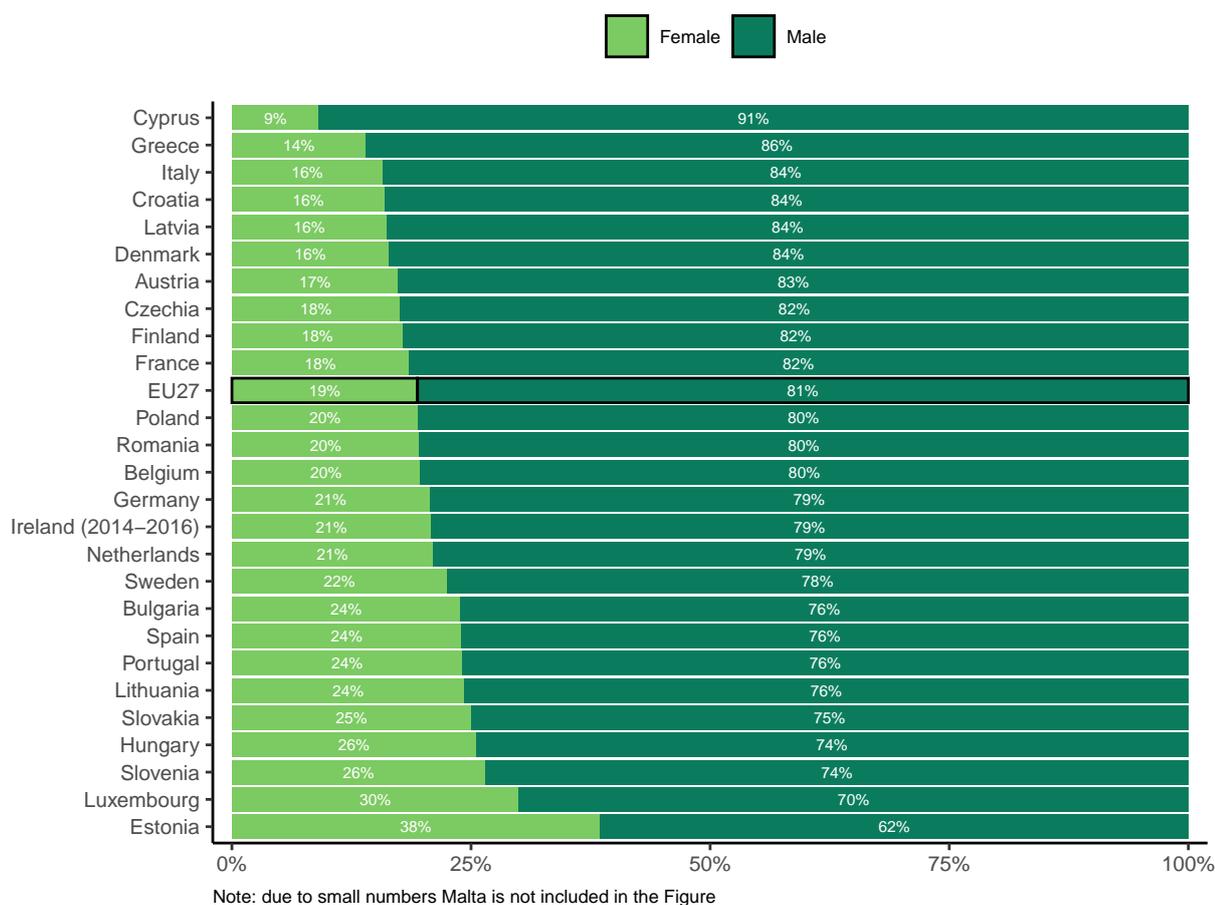
For young people aged 15-17, the proportion of males among fatalities is 85% or higher in Greece, Italy and Denmark, which is notably higher than the European average (75%). In Poland and Hungary this share is notably lower (59% or less). Greece also has a high share of males among fatalities for young people aged 18-24.

Figure 15. Share of males among fatalities of young people aged 15-17 per country in the EU27 (2017-2019). Source: CARE



Note: due to small numbers of fatalities, Cyprus, Estonia, Lithuania, Luxembourg, Latvia, Malta and Slovenia are not included

Figure 16. Distribution of fatalities among young people aged 18-24 by gender per country in the EU27 (2017-2019).
Source: CARE



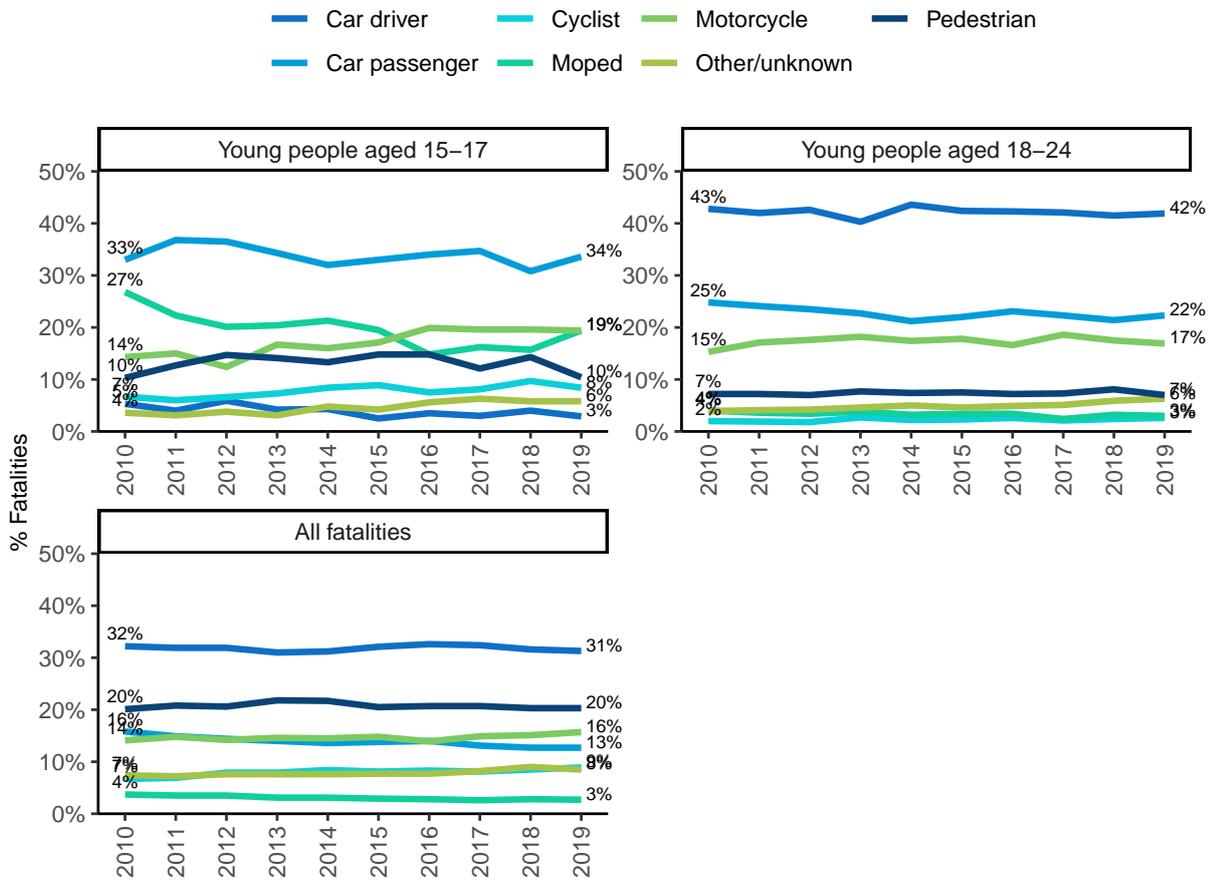
3.2 Transport mode

The distribution by transport mode is different for both age groups. One third of fatalities among young people aged 15-17 are car passengers while 19% are motorcyclists, and another 19% are moped riders.

EU-wide, 42% of fatalities among young people aged 18-24 are car drivers, while another 22% are car passengers and 17% are motorcyclists.

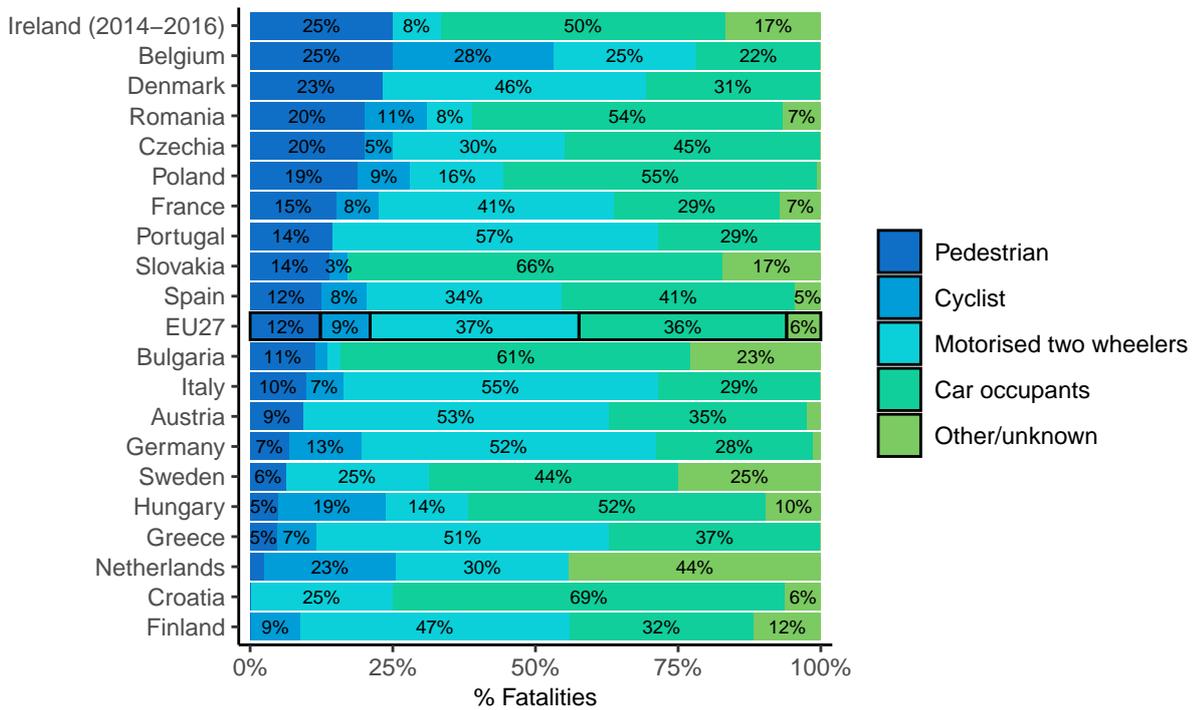
This differs considerably when compared to the distribution of all age groups where one third of total fatalities are car drivers and 13% of fatalities are car passengers. The differences reflect the mobility behaviour of young people but can also be explained by a lack of mostly higher-order driving skills due to lack of experience and risk-taking tendencies due to their young age (*see Thematic report on Novice Drivers, EC, 2021*). **While the trend per transport mode is relatively stable for all fatalities, we see a decrease in the share of fatalities among young people aged 15-17 for mopeds and an increase in the share for motorcyclists in this age group.**

Figure 17. Distribution of young people fatalities and all fatalities by transport mode in the EU27 (2010-2019). Source: CARE



The distribution of fatalities among young people aged 15-17 across various transport modes differs from country to country. Some countries in Central and Eastern Europe have a particularly high proportion of car occupants among fatalities in this age group. In Belgium and the Netherlands there is a high percentage of cyclists. Furthermore, in Belgium, Ireland and Denmark about one third of all fatalities among young people aged 15-17 are pedestrians. In Portugal, Italy, Austria, Germany and Greece more than half of fatalities in this age group are motorised two wheelers.

Figure 18. Distribution of fatalities among young people aged 15-17 by transport mode per country in the EU27 (2017-2019). Source: CARE



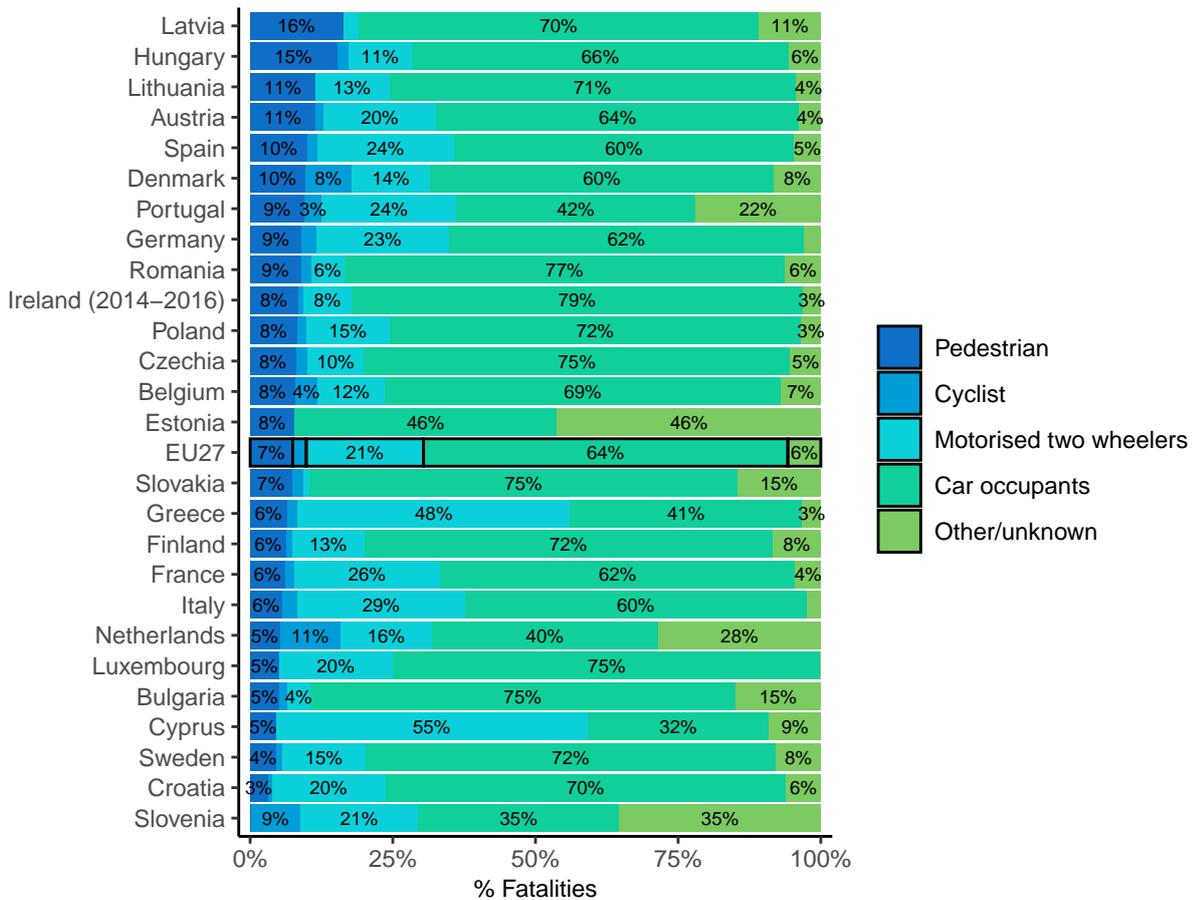
Note: due to small numbers of fatalities, Malta is not included

The same conclusion can be drawn for fatalities among young people aged 18-24: the distribution of fatalities across various transport modes differs from country to country.

In Ireland, Romania, Bulgaria, Czechia, Luxembourg and Slovakia three quarters (or more) of fatalities are car drivers. On the other hand, less than 4 out of 10 fatalities are car drivers in the Netherlands and Slovenia. The proportion of pedestrians is low in Romania, Ireland and Bulgaria. There is a remarkably high proportion of motorised two wheelers among fatalities in this age group in Greece.

These national differences can probably be explained, in part, by the specific mobility behaviour of young people in each specific country.

Figure 19. Distribution of fatalities among young people aged 18-24 by transport mode per country in the EU27 (2017-2019). Source: CARE



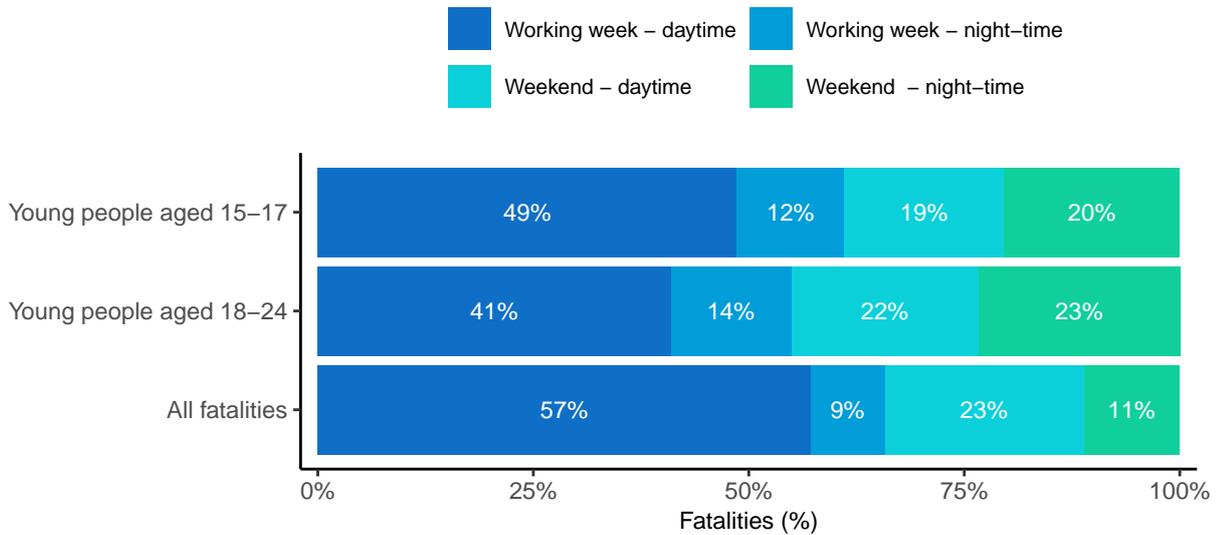
Note: due to small numbers of fatalities, Malta is not included

4 Time

4.1 Period of the week

Compared to all fatalities combined, young people tend to be killed more often during the weekend at night-time. The proportion of road fatalities among young people during working week - daytime (from 6 a.m. to 9.59 p.m. on weekdays) is much lower, at 41% for young people aged 18-24 and at 49% for young people aged 15-17, compared to 57% for all fatalities combined.

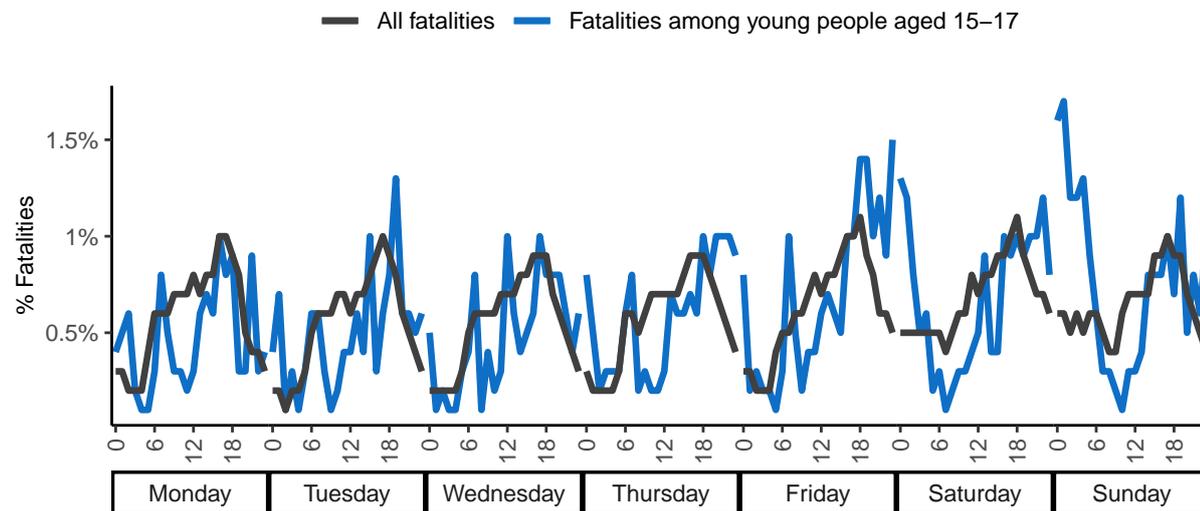
Figure 20. Distribution of young people fatalities and all fatalities according to period of the week in the EU27 (2017-2019). Source: CARE



4.2 Day of the week and hour

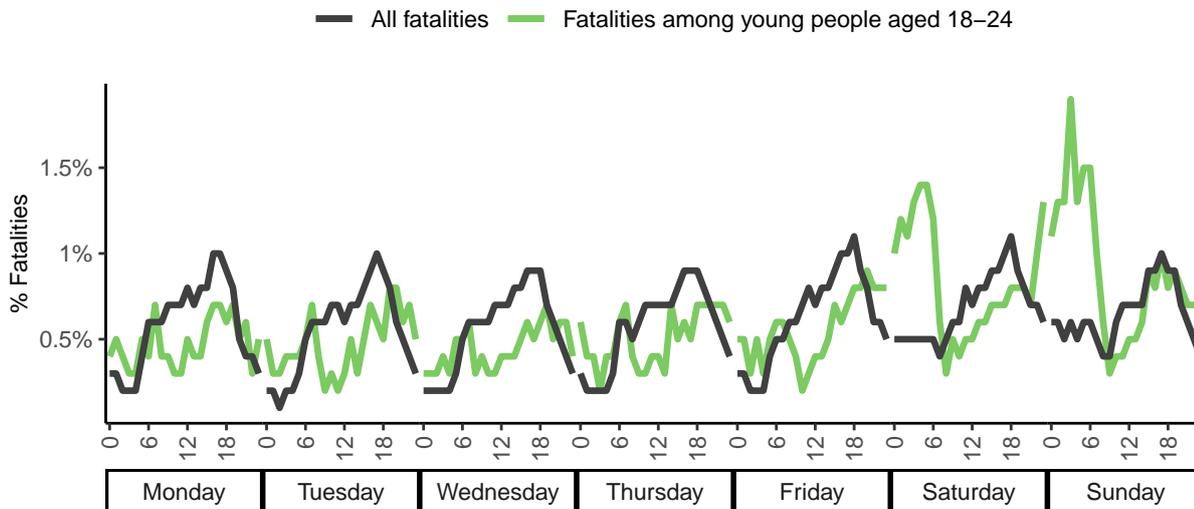
The Figure below shows that **fatalities among young people aged 15-17 peak during the weekend nights**. This peak is highest in the night of Saturday to Sunday, followed by the night of Friday to Saturday. There is also a peak in the night of Sunday to Monday, but is not as high as during the weekend nights.

Figure 21. Distribution of fatalities among young people aged 15-17 and all fatalities by day of the week and hour in the EU27 (2012-2019). Source: CARE



A large peak in the night of Saturday to Sunday can also be observed for fatalities among young people aged 18-24, and a smaller peak in the night of Friday to Saturday. There is no peak of fatalities in the night of Sunday to Monday in this age group, in contrast to young people aged 15-17.

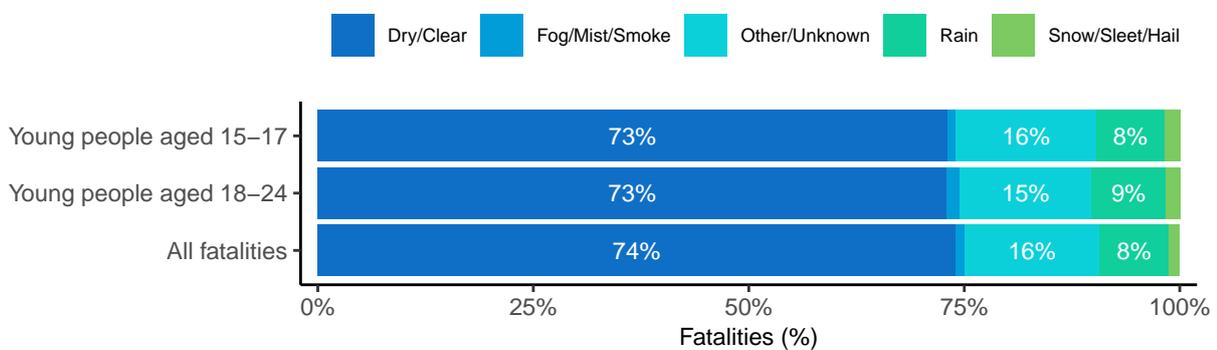
Figure 22. Distribution of fatalities among young people aged 18-24 and all fatalities by day of the week and hour in the EU27 (2017-2019). Source: CARE



4.3 Weather

The Figure below shows that there is no difference in weather conditions between fatal crashes involving young people and all fatal crashes regardless of the age of those involved. **73% of young people fatalities occur in dry/clear weather.** Very rarely do fatalities occur in less prevalent weather conditions such as fog, fog, snow or hail.

Figure 23. Distribution of young people fatalities and all fatalities according to weather conditions during the crash in the EU27 (2017-2019). Source: CARE

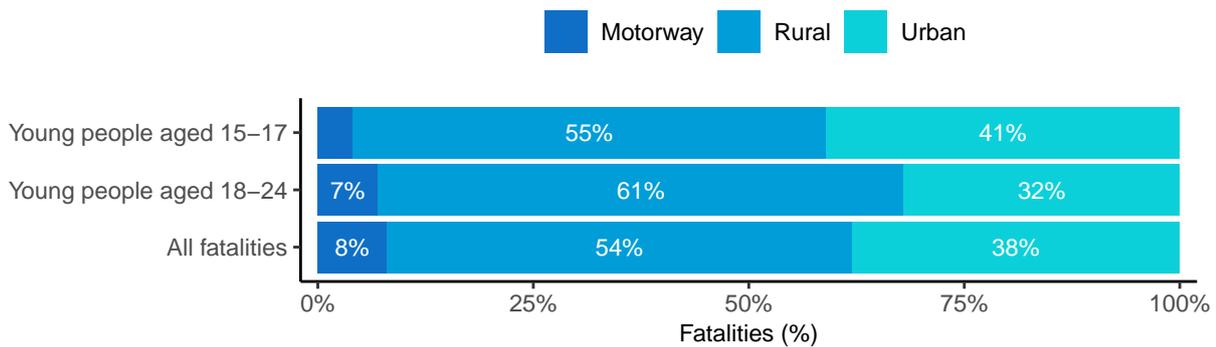


5 Location

5.1 Road type

Fatalities among young people aged 15-17 are characterized by a lower proportion on motorways (4% versus 8%). Fatalities among young people aged 18-24 happen most often on rural roads: at 61% this is slightly more than for all fatalities combined (54%).

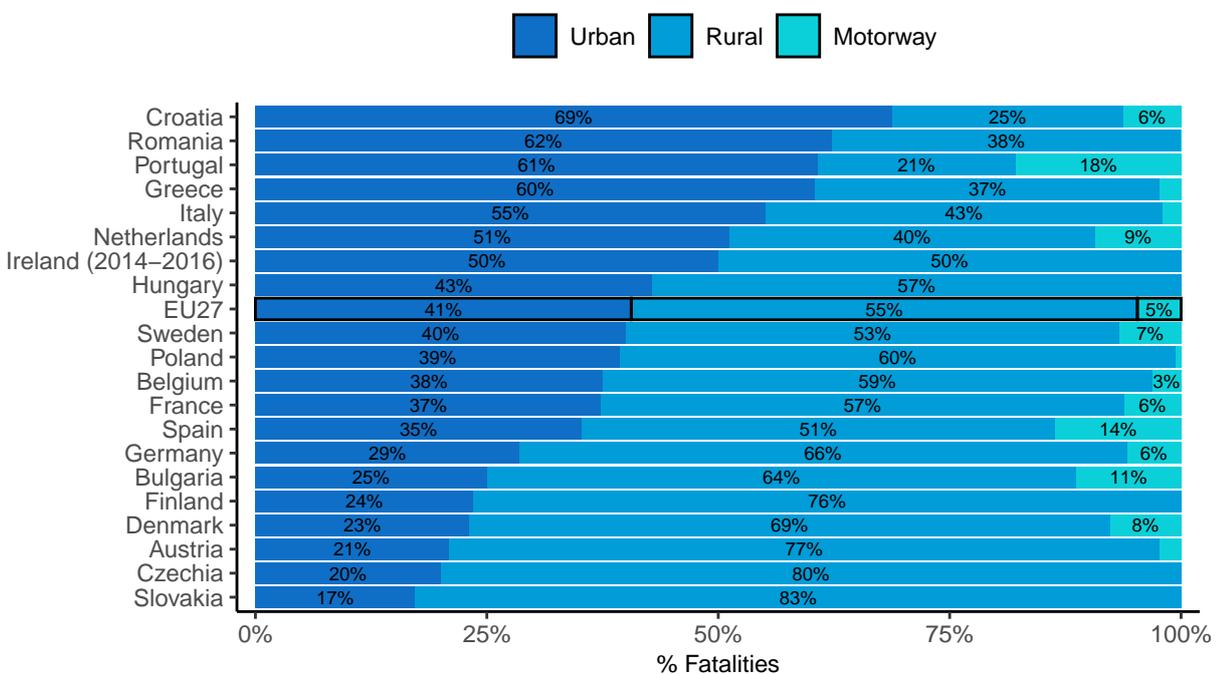
Figure 24. Distribution of young people fatalities and all fatalities by road type in the EU27 (2017-2019). Source: CARE



There are large differences between EU countries in terms of distribution across the various road types. Countries with a high proportion of young people aged 15-17 killed on motorways (11% or more) include Bulgaria, Spain and Portugal. In these countries the proportion of motorised vehicle users in fatalities for this age group is higher compared to the EU average. The proportion of people (of all ages) killed on motorways is generally high in Spain, but not in Bulgaria and Portugal.

Countries with the highest proportion of young people aged 15-17 killed on rural roads (75% and more) include Finland, Austria, Czechia and Slovakia. The proportion of people (of all ages) killed on rural roads is generally high in these countries. In Croatia, Romania, Portugal and Greece the proportion of young people aged 15-17 killed on urban roads is 60% or more, which is higher than the EU average. This is particular to young people in Croatia.

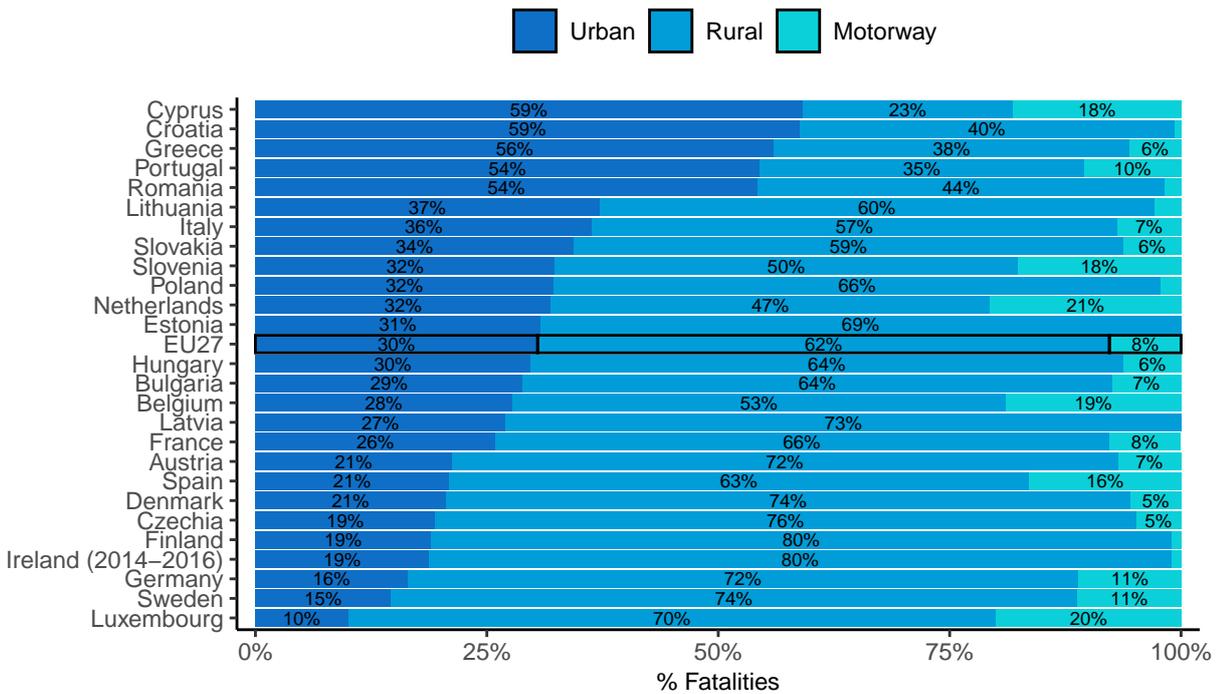
Figure 25. Distribution of fatalities among young people aged 15-17 and all fatalities by road type in the EU27 (2017-2019). Source: CARE



Note: due to small numbers of fatalities, Cyprus, Estonia, Lithuania, Luxembourg, Latvia, Malta and Slovenia are not included

More than half of fatalities among young people aged 18-24 happen on urban roads in Cyprus, Croatia, Greece, Portugal and Romania. Countries with the highest proportion of fatalities in this age group killed on rural roads (80%) are Finland and Ireland. In Belgium, Spain and Luxembourg the proportion of young people aged 18-24 killed on motorways is 16% or more, which is higher than the EU average. These conclusions also apply to all age groups combined.

Figure 26. Distribution of fatalities among young people aged 18-24 and all fatalities by road type in the EU27 (2017-2019). Source: CARE

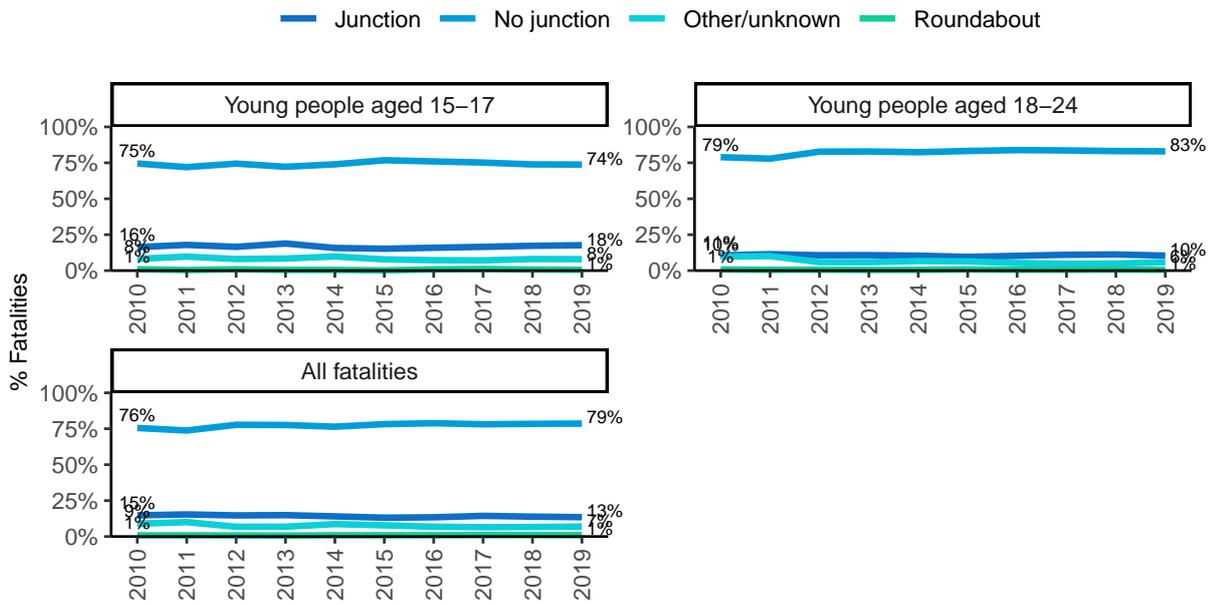


Note: due to small numbers Malta is not included

5.2 Junction type

The vast majority of fatalities, regardless of age, are on road stretches and not at junctions or roundabouts. This is also the case for fatalities among young people aged 15-17, but to a lesser extent: 74% were killed on a road stretch in 2019 against 79% for all fatalities combined. For young people aged 18-24 the opposite is true: 83% were killed on a road stretch in 2019. Fatalities among young people aged 15-17 happen more often at a junction compared to fatalities among young people aged 18-24 (18% versus 10%).

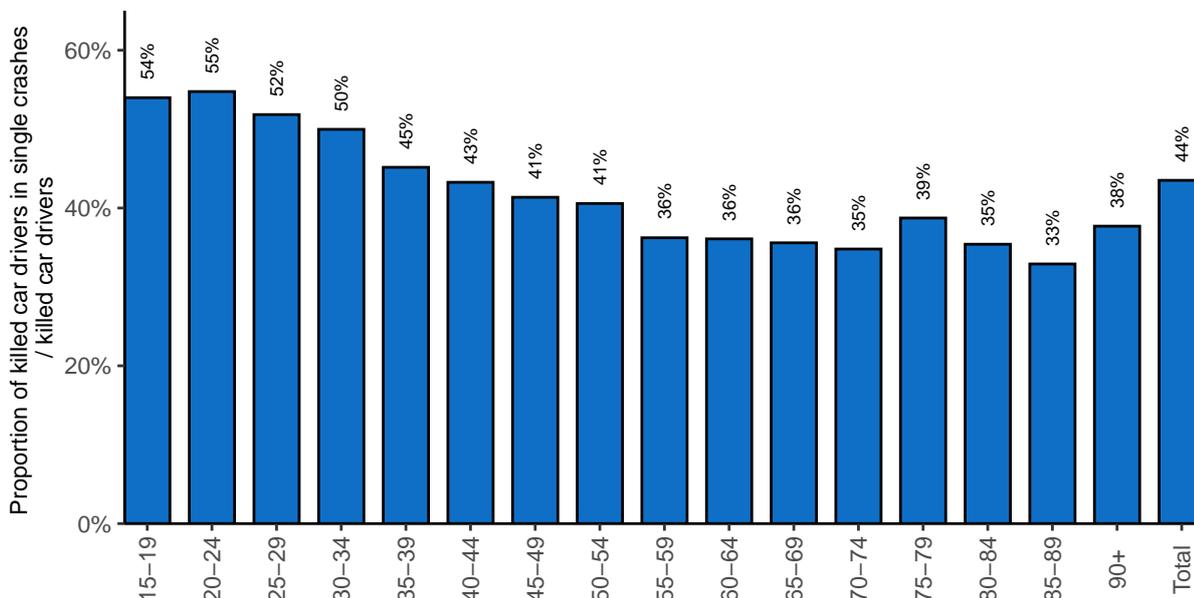
Figure 27. Distribution of young people fatalities and all fatalities by junction type in the EU27 (2010-2019). Source: CARE



6 Type of collision

Amongst car drivers aged 15-24 years old who died, 55% had a single crash (i.e. crashes in which only one vehicle and no pedestrians are involved). This percentage is highest for this age group, decreasing steadily as they grow older.

Figure 28. Proportion of car drivers killed in single car crashes in the total number of car drivers killed, by 5-year age categories, in the EU27 (2017-2019). Source: CARE



7 Notes

7.1 Definitions

The definitions below are taken from the CADAS Glossary and the UNECE Glossary.

CADAS Glossary: https://ec.europa.eu/transport/road_safety/system/files/2021-07/cadas_glossary_v_3_8.pdf

UNECE/ITF/Eurostat Glossary: <https://www.unece.org/index.php?id=52120>

Accident / crash

Definition: injury road accident, concerns an incident on a public road involving at least one moving vehicle and at least one casualty (person injured or killed). Note: the definition of “injury” varies considerably among EU countries thus affecting the reliability of cross country comparisons.

Fatalities

Definition: total number of persons fatally injured; correction factors applied when needed. Death within 30 days of the road crash, confirmed suicide and natural death are not included.

Victims

Total of fatalities, seriously injured and slightly injured and injured.

Working week – daytime

Monday to Friday 6.00 a.m. to 9.59 p.m.

Working week – night

Monday 10 p.m. to Tuesday 5.59 a.m.

Tuesday 10 p.m. to Wednesday 5.59 a.m.

Wednesday 10 p.m. to Thursday 5.59 a.m.

Thursday 10 p.m. to Friday 5.59 a.m.

Weekend – daytime

Saturday to Sunday 6.00 a.m. to 9.59 p.m.

Weekend – night

Friday 10 p.m. to Saturday 5.59 a.m.

Saturday 10 p.m. to Sunday 5.59 a.m.

Sunday 10 p.m. to Monday 5.59 a.m.

7.2 Data source

The main data source for this report is CARE (Community database on Accidents on the Roads in Europe). The database contains data obtained from national data sources, EU-27 members and the 4 EFTA countries (Switzerland, Norway, Iceland, and Liechtenstein). The data in the report were extracted on 6 September 2021. As the database is not complete for all countries and all years, additional data were provided by the European Commission in order to be able to calculate the general total for fatalities for the EU27.

7.3 Small cells

Absolute numbers of fatalities can be very small for small countries, which can strongly influence trend indicators and other derived indicators such as mortality. Care should be taken when interpreting these numbers. When commenting on the Figures, countries with small numbers were omitted.

7.4 Missing data

Some countries did not provide data for all years and/or all variables to the CARE database. When data are missing for specific combinations of years and countries, imputation is used to fill in the empty cells. Imputation results for individual countries are never published in the Facts and Figures reports, but they are aggregated to generate an imputed number at EU27 level. The following imputation method for individual countries is used:

- Values missing at the end of a time series are given the last known value in the series.
- Values missing at the beginning of a time series are given the first known value in the series.
- If values are missing in the middle of a time series, linear extrapolation is used.

