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Facts & Figures
Children



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1. Key facts

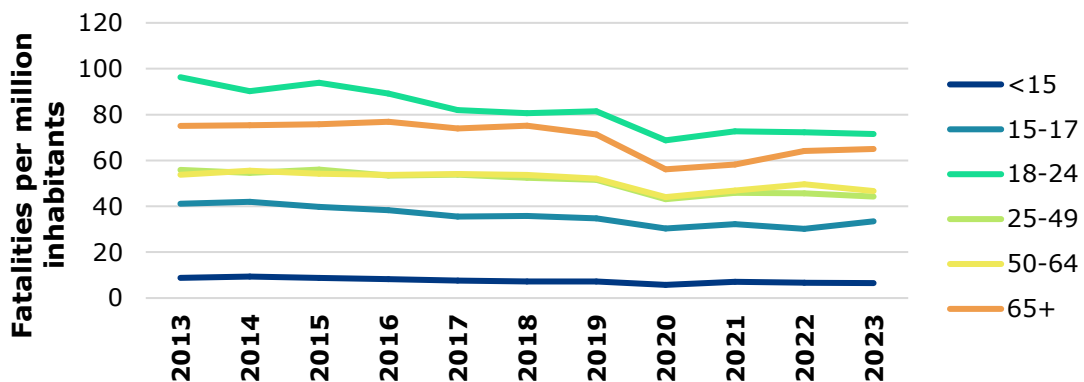
This Facts and Figures report looks at road fatalities among children on EU roads. Children are persons aged 0 to 14 years. All observations reported were derived from the available data, the statistical significance of differences or relations between values has not been tested.

Road fatalities among children aged 0-14, 2023

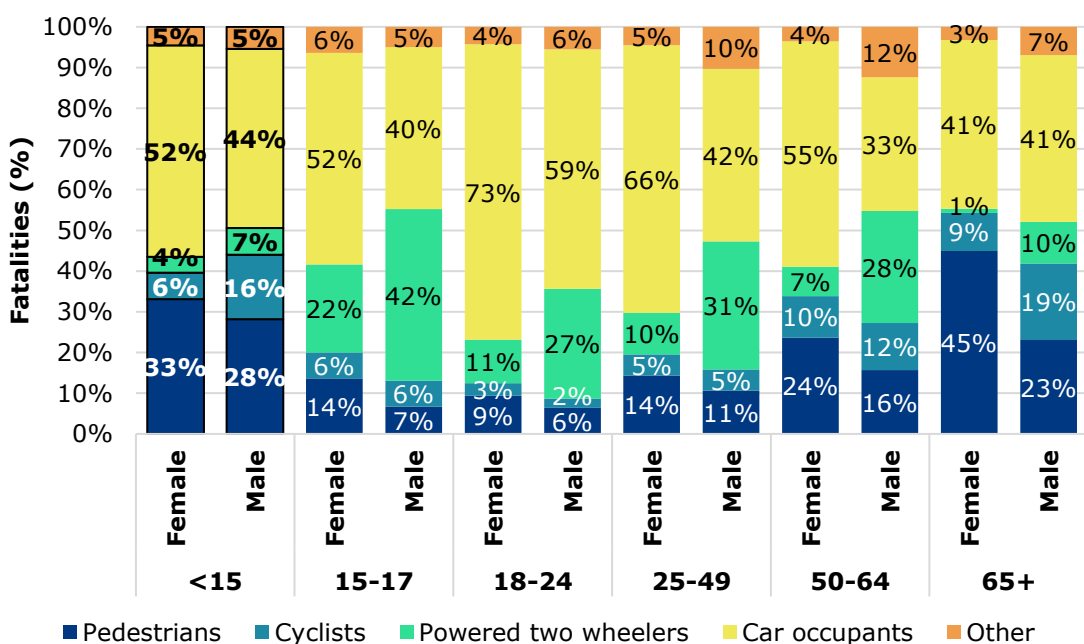


- 429 fatalities
- 2.1% of all fatalities

Mortality



Transport modes



2. Summary

This Facts and Figures report examines the number of fatalities among **children aged 0-14 years**. They are more endangered than other road users, partly as their physical and cognitive skills are still developing. Therefore, children are often accompanied in traffic but once they start school independent as well as active mobility increases. Nevertheless, they stay especially vulnerable throughout their whole childhood as traffic senses are only fully developed by the age of 12 to 14. Children can easily become innocent victims in collisions, due to poor infrastructure, inappropriate speed limits or the unsafe traffic behaviour of others such as speeding or drink driving etc.

The **absolute number of fatalities** among **children aged 0-14 decreased within the EU27 between 2013 and 2023 by 28%** to 429 fatalities in 2023, while the short-term change from 2019 to 2023 is a decline of 12%. The relative share remained constant throughout this time at just over 2% of all EU fatalities.

In 2023, road fatalities among children aged 0-14 also differed in other respects when compared to fatalities of people aged 15+:

- **Fewer boys** than males 15+ **died** on EU roads (63% versus 78%).
- **Pedestrian fatalities** happened far more often among children as walking is their main mode of active transport (29% versus 18%).
- **Fatalities** in this age group occurred more often **on urban roads** corresponding to their mobility patterns (48% versus 39%).
- **Fatalities** of children happened more frequently **during daylight** (89% versus 81%) with a daily peak in the afternoon. reflecting foremost their travel times to and from school as well as to and from leisure activities.

3. Main trends

3.1 Absolute number of road fatalities

Table 1. Fatalities among children aged 0-14 per country in the EU27 and EFTA (2013-2023). Source: CARE

Country	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	LT*	ST*
Belgium	21	17	21	16	14	14	11	5	18	8	8	-62%	-27%
Bulgaria	15	16	20	14	17	22	21	9	25	12	15	0%	-29%
Czechia	11	14	18	14	12	22	18	11	13	15	10	-9%	-44%
Denmark	13	6	6	6	3	6	5	6	3	6	3	-77%	-
Germany	58	71	84	66	61	79	55	48	49	51	44	-24%	-20%
Estonia	3	1	4	5	2	2	2	2	2	4	6	-	-
Ireland	6	12	2	8	4	3	4	8	5	3	10	-	-
Greece	17	10	6	19	12	10	12	9	6	7	6	-65%	-50%
Spain	46	37	25	28	35	25	32	17	25	18	30	-35%	-6%
France	97	111	101	108	103	86	66	74	98	75	67	-31%	2%
Croatia	10	8	14	4	9	3	9	3	10	9	11	10%	-
Italy	55	62	39	49	43	34	35	37	28	39	41	-26%	17%
Cyprus	1	-	1	1	3	3	1	-	-	1	-	-	-
Latvia	7	7	11	2	6	5	4	6	2	3	4	-	-
Lithuania	7	15	5	4	6	5	7	2	4	3	8	-	-
Luxembourg	2	1	-	2	-	1	-	-	-	-	1	-	-
Hungary	7	11	11	10	9	6	15	10	7	12	8	-	-47%
Malta	-	-	1	-	1	-	1	-	-	-	2	-	-
Netherlands	8	19	20	12	15	22	12	17	17	21	20	-	67%
Austria	10	8	11	7	8	3	16	2	6	13	7	-30%	-56%
Poland	91	80	70	72	56	56	68	44	50	53	49	-46%	-28%
Portugal	11	8	14	7	3	7	15	10	14	12	11	0%	-27%
Romania	76	91	76	74	67	58	68	48	77	64	51	-33%	-25%
Slovenia	3	2	3	3	3	-	1	3	3	1	4	-	-
Slovakia	-	-	-	11	8	6	2	7	5	5	7	-	-
Finland	6	10	14	10	8	5	5	3	5	8	1	-	-
Sweden	4	7	7	6	8	7	4	7	3	4	-	-	-
EU	597	636	595	558	516	490	489	388	475	447	429	-28%	-12%
Iceland	2	-	2	1	2	1	-	-	1	-	1	-	-
Liechtenstein	-	-	-	-	-	-	-	-	-	-	-	-	-
Norway	4	4	2	2	4	1	-	2	3	2	4	-	-
Switzerland	12	9	7	12	6	11	4	4	2	8	9	-25%	-

*LT = Long-term change of last available year over 2013.

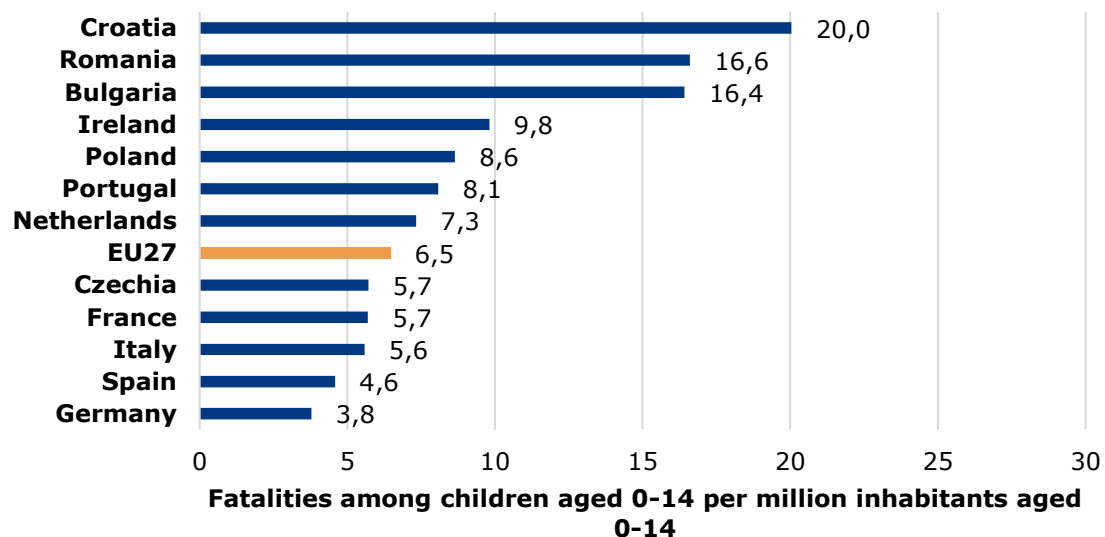
*ST = Short-term change of last available year over 2019.

In 2023, France (67), Romania (51), Poland (49), Germany (44) and Italy (41) are the countries with the highest absolute number of fatalities among children aged 0-14 within the EU. Also noticeable is that many countries have figures in the single-digit range meaning very low child fatalities. Cyprus and Sweden even reported no deaths of children at all.

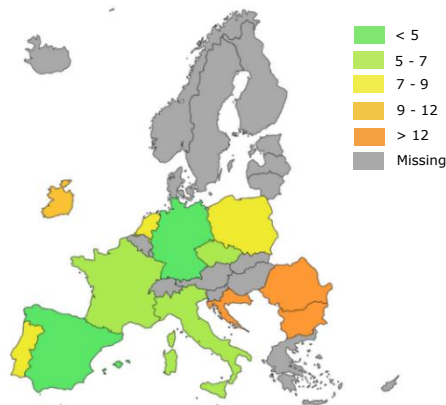
3.2 Mortality rate: number of road fatalities per million inhabitants

The **number of fatalities among children aged 0-14 per million inhabitants of the same age** is by far **the highest in Croatia (20.0), followed by Romania (16.6) and Bulgaria (16.4). France, Italy, Spain and Germany are below the EU average (6.5).**

Figure 1. Fatalities among children aged 0-14 per million inhabitants aged 0-14, for some EU countries and the EU27 average (2023). Source: CARE, EUROSTAT



Notes: Countries with fewer than 10 fatalities are omitted: Belgium, Denmark, Estonia, Greece, Cyprus, Latvia, Lithuania, Luxembourg, Hungary, Malta, Austria, Slovenia, Slovakia, Finland, Sweden, Iceland, Liechtenstein, Norway, and Switzerland. Missing value for 2023 was imputed with the last known value in the series: Cyprus and Sweden.

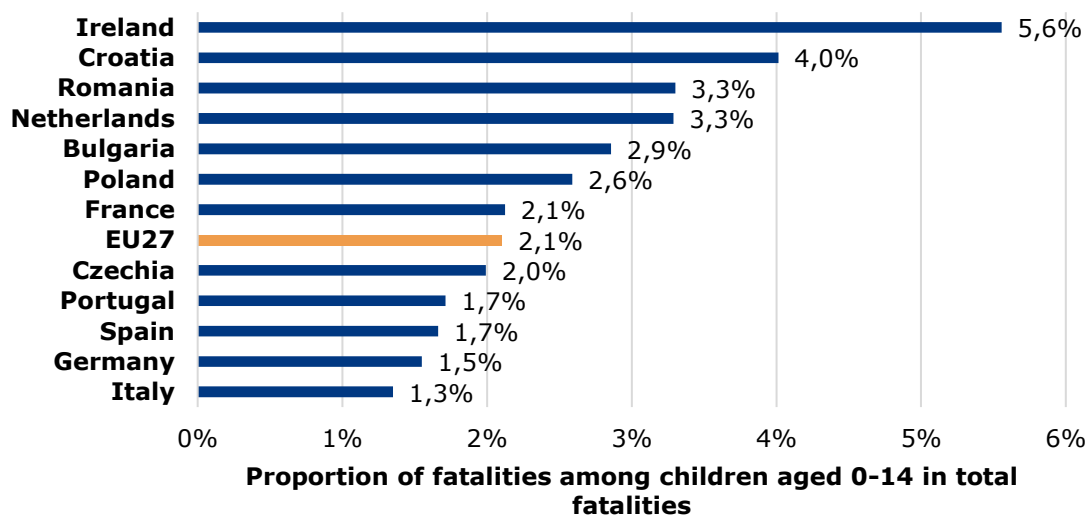


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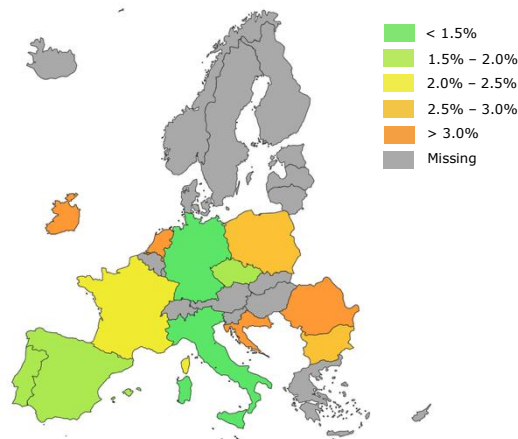
3.3 Share of fatalities among children in the total number of road fatalities

The mortality rate is an important indicator but does not consider differences in the general road safety performance across countries. In simpler terms, it is possible for the mortality rate among children to be high because the mortality rate for all age groups is high. Therefore, it is crucial to also examine the share of children killed within the total number of road fatalities. Figure 2 shows that **Ireland, followed by Croatia, Romania and the Netherlands**, has the **highest share of fatalities among children in the total number of road fatalities (5.6%)**.

Figure 2. Proportion of fatalities among children aged 0-14 in the total number of fatalities, for some EU countries and the EU27 average (2023). Source: CARE



Notes: Countries with fewer than 10 fatalities are omitted: Belgium, Denmark, Estonia, Greece, Cyprus, Latvia, Lithuania, Luxembourg, Hungary, Malta, Austria, Slovenia, Slovakia, Finland, Sweden, Iceland, Liechtenstein, Norway, and Switzerland. Missing value for 2023 was imputed with the last known value in the series: Cyprus and Sweden.

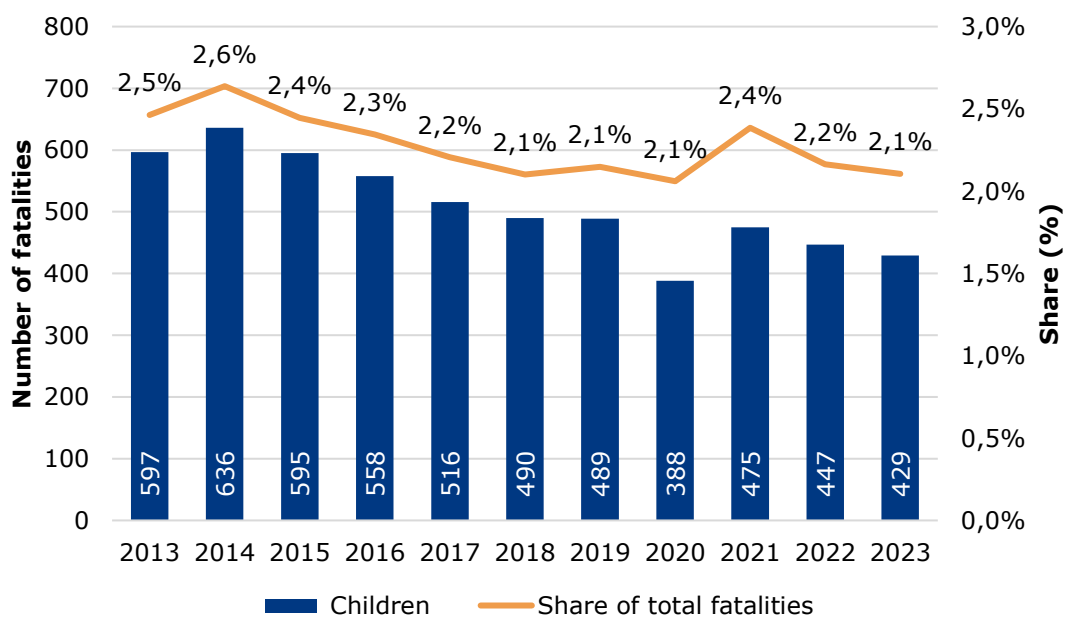


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3.4 Trend in the number of fatalities

The **number of fatalities for children aged 0-14 decreased by 28%** in the period 2013-2023. The share of fatalities for this age group remained fairly constant ranging from 2.1 to 2.6% over the past 10 years.

Figure 3. Annual number of fatalities among children aged 0-14, and their share in the total number of fatalities in the EU27 (2013-2023). Source: CARE



The number of fatalities has decreased in all age groups between 2013 and 2023 except for those aged 65 and over. The total number of road fatalities decreased by 16% in the period 2013-2023. **The most remarkable positive developments can be observed in the age group of 18-24-year-olds (-32%), followed by the 0-14-year-olds (-28%) and the 25-49-year-olds (-26%).**

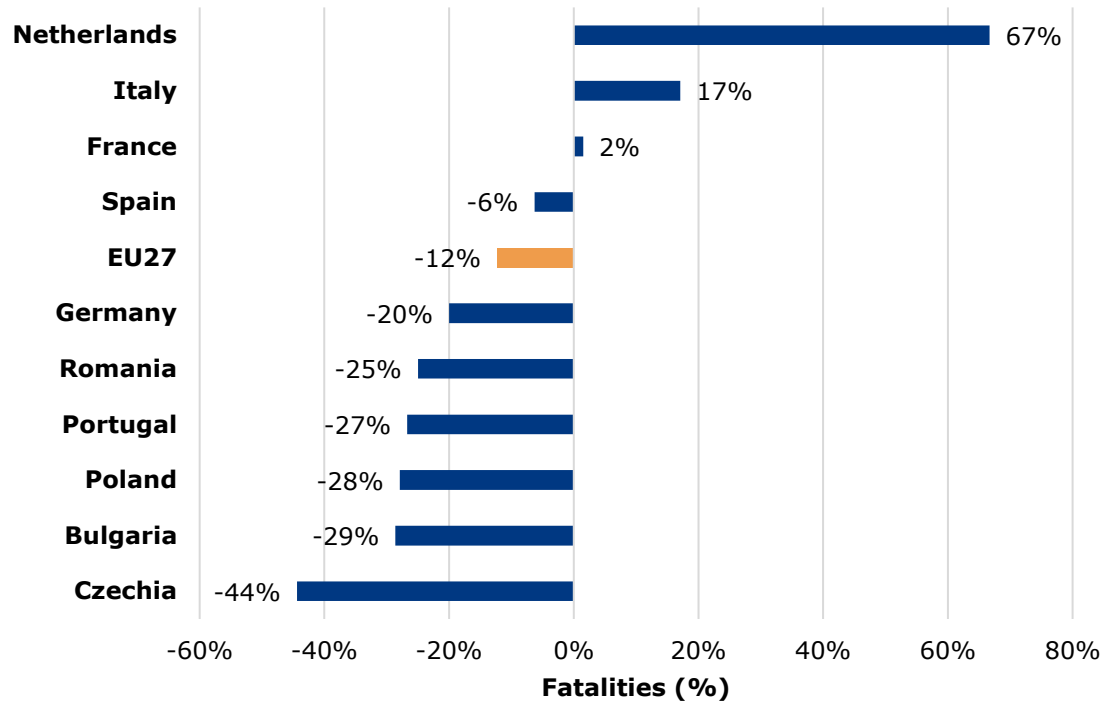
Table 2. Annual number of fatalities by age categories in the EU27 (2013-2023). Source: CARE

	2013	2019	2020	2021	2022	2023	LT*
<15	597	489	388	475	447	429	-28%
15 - 17	571	476	416	443	420	474	-17%
18 - 24	3,471	2,733	2,299	2,410	2,382	2,374	-32%
25 - 49	8,636	7,651	6,355	6,682	6,596	6,389	-26%
50 - 64	4,736	4,815	4,098	4,370	4,648	4,388	-7%
65+	6,077	6,447	5,163	5,421	6,045	6,209	2%
Total	24,088	22,611	18,719	19,801	20,538	20,263	-16%

*LT = Long-term change of last available year over 2013.

The trend in the number of fatalities among children for individual EU countries is calculated by analysing the short-term changes (2019-2023). **Using this short-term trend indicator**, an overall **decrease in child fatalities of 12%** in the EU27 can be seen. However, it should be considered that the **fatality numbers per country in this age group are generally very low**. Hence, the changes observed may be subject to random fluctuations. One example is Denmark, Latvia, Lithuania and Slovakia, where the numbers of fatalities have always been in a single digit range except for one year (Table 1). A second example is Czechia where a 44% decrease can be seen from 2019 to 2023 although the number of fatalities fell by eight only (Table 3).

Figure 4. Percentage short-term change in the number of fatalities among children aged 0-14, for some EU countries and the EU27 average (2019-2023). Source: CARE



Notes: Countries with fewer than 10 fatalities are omitted: Austria, Belgium, Denmark, Estonia, Ireland, Greece, Croatia, Cyprus, Latvia, Lithuania, Luxembourg, Hungary, Malta, Slovenia, Slovakia, Finland, Sweden, Iceland, Liechtenstein, Norway, and Switzerland. Missing value for 2023 was imputed with the last known value in the series: Cyprus and Sweden.

Table 3. Number of and trend in fatalities among children aged 0-14, for some EU countries and the EU27 average (2013-2023). Source: CARE

	2013	2019	2021	2022	2023	ST*	Miniplot: trend since 2013
Bulgaria	15	21	25	12	15	-29%	
Czechia	11	18	13	15	10	-44%	
Germany	58	55	49	51	44	-20%	
Spain	46	32	25	18	30	-6%	
France	97	66	98	75	67	2%	
Italy	55	35	28	39	41	17%	
Poland	91	68	50	53	49	-28%	
Portugal	11	15	14	12	11	-27%	
Romania	76	68	77	64	51	-25%	
EU27	597	489	475	447	429	-12%	

*ST = Short-term change of last available year over 2019.

Notes: Countries with fewer than 10 fatalities are omitted: Belgium, Denmark, Estonia, Ireland, Greece, Croatia, Cyprus, Latvia, Lithuania, Luxembourg, Hungary, Malta, Netherlands, Austria, Slovenia, Slovakia, Finland, Sweden, Iceland, Liechtenstein, Norway, and Switzerland. Missing value for 2023 was imputed with the last known value in the series: Cyprus and Sweden.

3.5 Comparison with other age groups

Generally, **road fatalities are lowest among under 15-year-olds.** The EU average for children under 15 years is 2% of all fatalities. The proportion in Ireland and Lithuania is 3-4% higher than the EU average.

Table 4. Total number and distribution of road fatalities by age group, for some EU countries and the EU27 average (2023). Source: CARE

	<15	15-17	18-24	25-49	50-64	65+	Total
Belgium	2%	2%	12%	35%	21%	28%	488
Bulgaria	3%	3%	13%	34%	21%	26%	525
Czechia	2%	1%	10%	36%	21%	29%	499
Denmark	2%	2%	9%	26%	20%	41%	162
Germany	2%	2%	10%	26%	22%	38%	2,836
Estonia	10%	3%	3%	42%	15%	25%	59
Ireland	6%	6%	19%	34%	13%	22%	180
Greece	1%	2%	15%	31%	22%	29%	635
Spain	2%	2%	10%	34%	26%	26%	1,788
France	2%	3%	16%	32%	20%	28%	3,154
Croatia	4%	4%	16%	36%	18%	22%	274
Italy	1%	2%	10%	30%	22%	35%	2,981
Cyprus	3%	0%	27%	38%	14%	19%	37
Latvia	3%	4%	6%	37%	28%	22%	138
Lithuania	5%	4%	10%	33%	27%	20%	159
Luxembourg	4%	0%	15%	54%	15%	12%	26
Hungary	2%	1%	7%	42%	23%	25%	469
Malta	13%	0%	13%	44%	19%	13%	16
Netherlands	3%	3%	11%	24%	15%	44%	605
Austria	2%	4%	12%	27%	25%	30%	402
Poland	3%	2%	12%	39%	19%	25%	1,891
Portugal	2%	2%	12%	33%	22%	31%	642
Romania	3%	2%	10%	28%	26%	30%	1,543
Slovenia	5%	2%	9%	29%	17%	38%	82
Slovakia	3%	2%	13%	32%	25%	25%	263
Finland	1%	5%	12%	26%	22%	34%	185
Sweden	2%	3%	10%	27%	22%	37%	224
EU27	2%	2%	12%	32%	22%	31%	20,263
Norway	4%	8%	13%	27%	27%	21%	110
Switzerland	4%	4%	11%	24%	21%	37%	236

Notes: Countries with fewer than 10 fatalities are omitted: Iceland and Liechtenstein. Missing value for 2023 was imputed with the last known value in the series: Cyprus and Sweden.

The trend over the last 10 years shows a **decrease of fatalities per million inhabitants in all age groups**, only the **mortality for children stayed almost the same since the numbers are already relatively low**.

Figure 5. Annual number of fatalities per million inhabitants (=mortality) by age group in the EU27 (2013-2023). Source: CARE & EUROSTAT

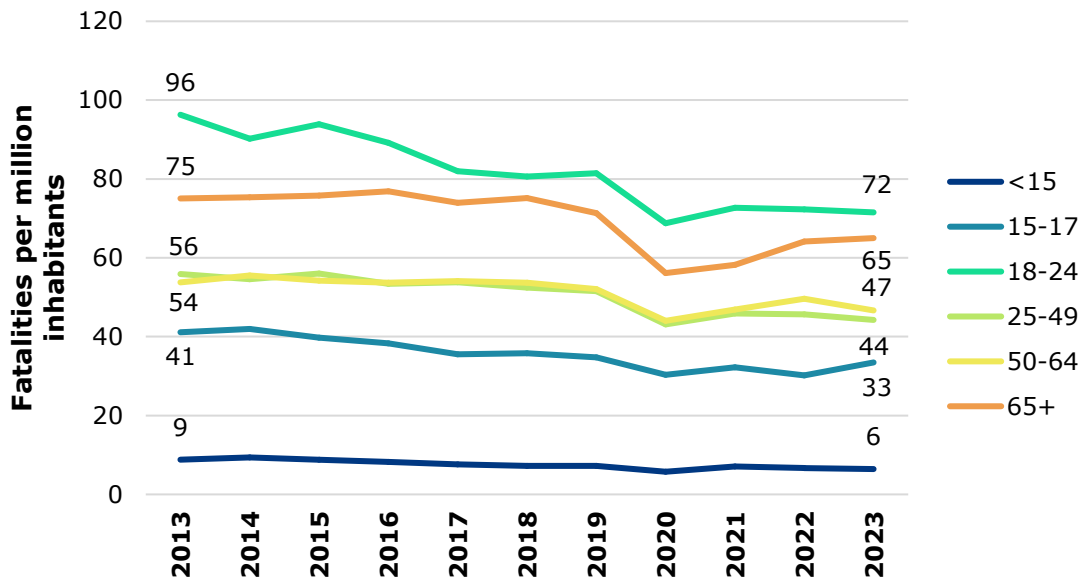
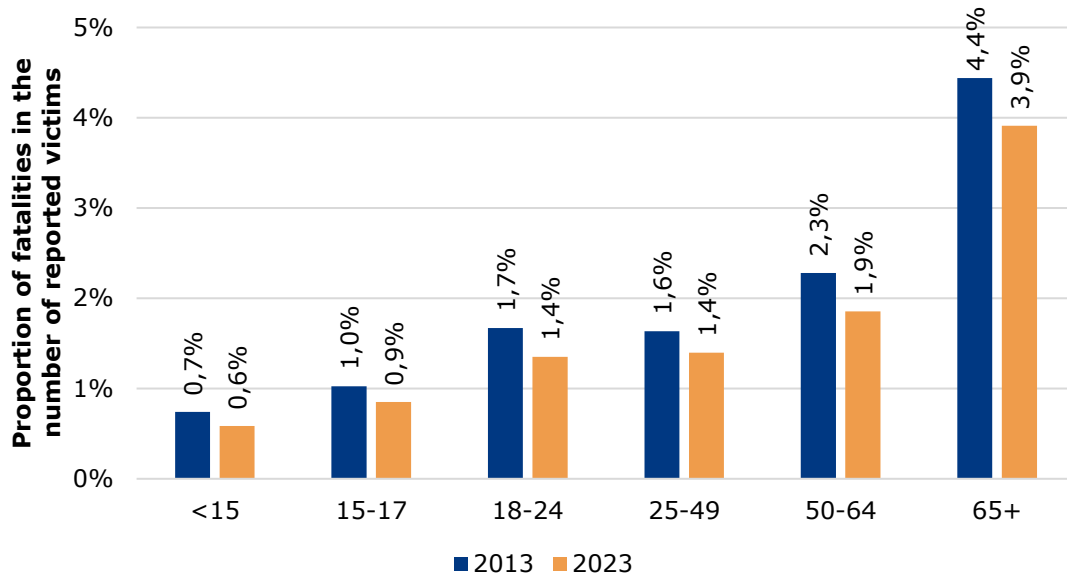


Figure 6 illustrates the percentage of fatalities among all registered traffic victims (including those who were fatally, seriously, or slightly injured) for different age groups. In 2023, **less than 1 out of every 100 registered victims between the ages of 0 and 14 died in the crash.**

The proportion of fatalities in the total number of victims increases with age. Seniors (65+) tend to experience more severe injuries compared to other age groups when subjected to the same collision impact, which results in about 4 fatalities out of 100 registered traffic victims in 2023.

Please note that less seriously injured traffic victims are underreported in crash statistics and that the ratio “number of fatalities” to “number of victims” would be lower for all age groups, if there were no underreporting.

Figure 6. Proportion of fatalities in the total number of reported victims by age group in the EU27 (2013 & 2023). Source: CARE

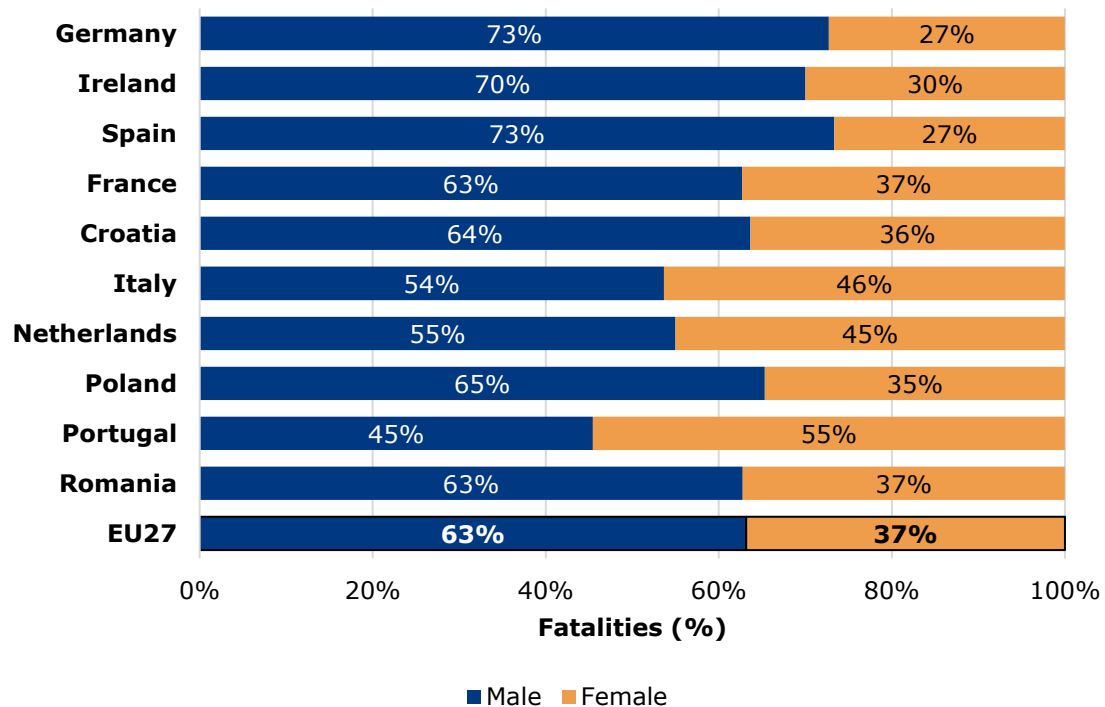


4. Road user

4.1 Gender

For children **aged 0-14**, the **overall share of male and female fatalities is 63% and 37% within the EU**. Most Member States show a similar pattern, except for **Portugal** where **the ratio is the other way around**.

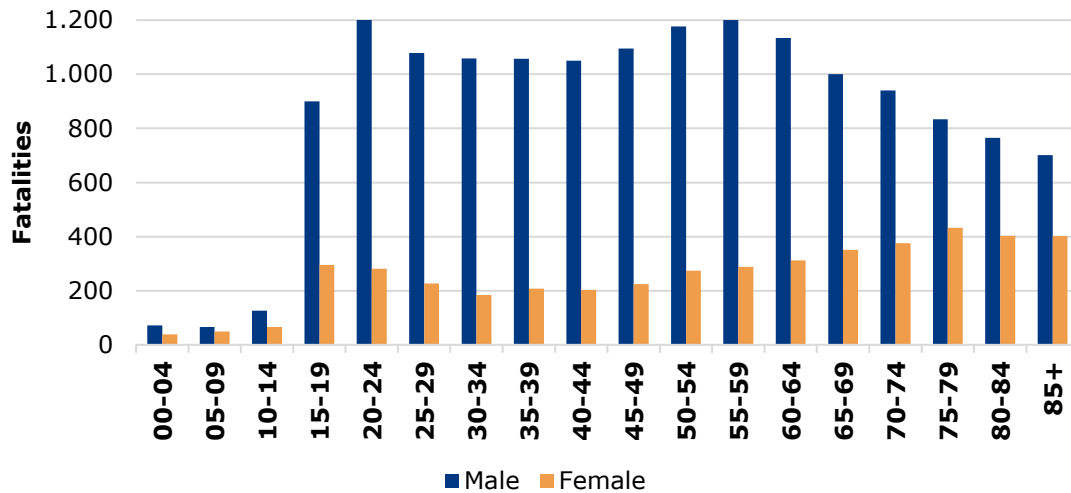
Figure 7. Distribution of fatalities among children aged 0-14 by gender, for some EU countries and the EU27 average (2023). Source: CARE



Notes: Countries with fewer than 10 fatalities are omitted: Belgium, Denmark, Estonia, Ireland, Greece, Cyprus, Latvia, Lithuania, Luxembourg, Hungary, Malta, Netherlands, Austria, Slovenia, Slovakia, Finland, Sweden, Iceland, Liechtenstein, Norway, and Switzerland. Missing value for 2023 was imputed with the last known value in the series: Cyprus and Sweden.

Figure 8 shows that gender differences are smaller for children whereas in all other age groups up to the age of 75 males are highly overrepresented in road fatalities. From 75 onwards the proportion of male and female is again similar to that of the under-15s.

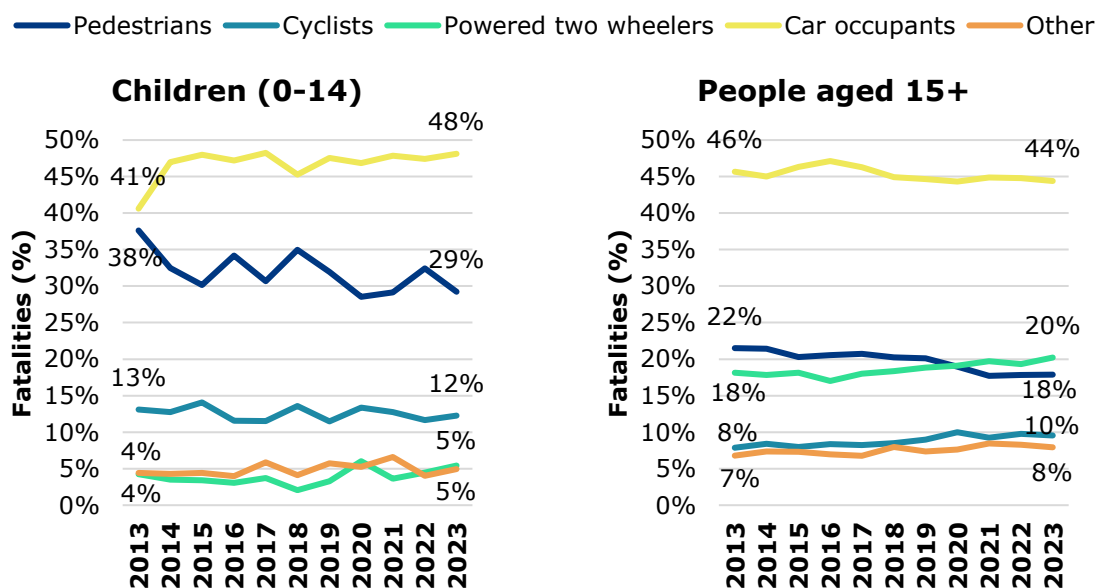
Figure 8. Distribution of fatalities over 5-year age categories and by gender in the EU27 (2023). Source: CARE



4.2 Transport modes

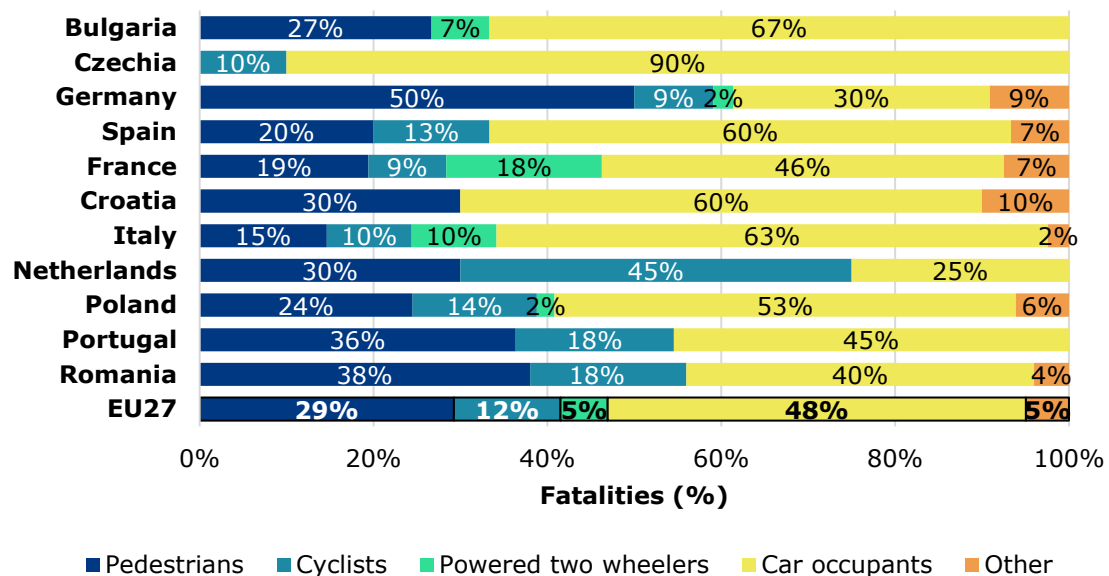
A high proportion of pedestrian fatalities among children can be observed in Figure 9. In 2013 as well as in 2023, about **one third** of all fatalities among **0–14-year-olds** were **pedestrians**. Nevertheless, the most dangerous mode of transport is in both age categories the car. Nearly half of all deaths are car occupants. All in all, the figures seem to reflect the mobility behaviour of the respective groups.

Figure 9. Distribution of fatalities among children (aged 0-14) and fatalities aged 15+ by transport mode in the EU27 (2013-2023). Source: CARE



The **distribution of child fatalities over different transport modes varies across countries**. **Czechia** has a notably **high percentage of car occupants** (90%) among fatalities in this age group. **The Netherlands**, on the other hand, has a **very high share of cyclist fatalities** (45%). **Powered two-wheeler fatalities** make up a significant share of fatalities **in France** (18%) **and Italy** (10%). **Pedestrian fatalities generally account for a significant share** but occur relatively most frequently in **Germany** (50%), **Romania** (38%) and **Portugal** (36%).

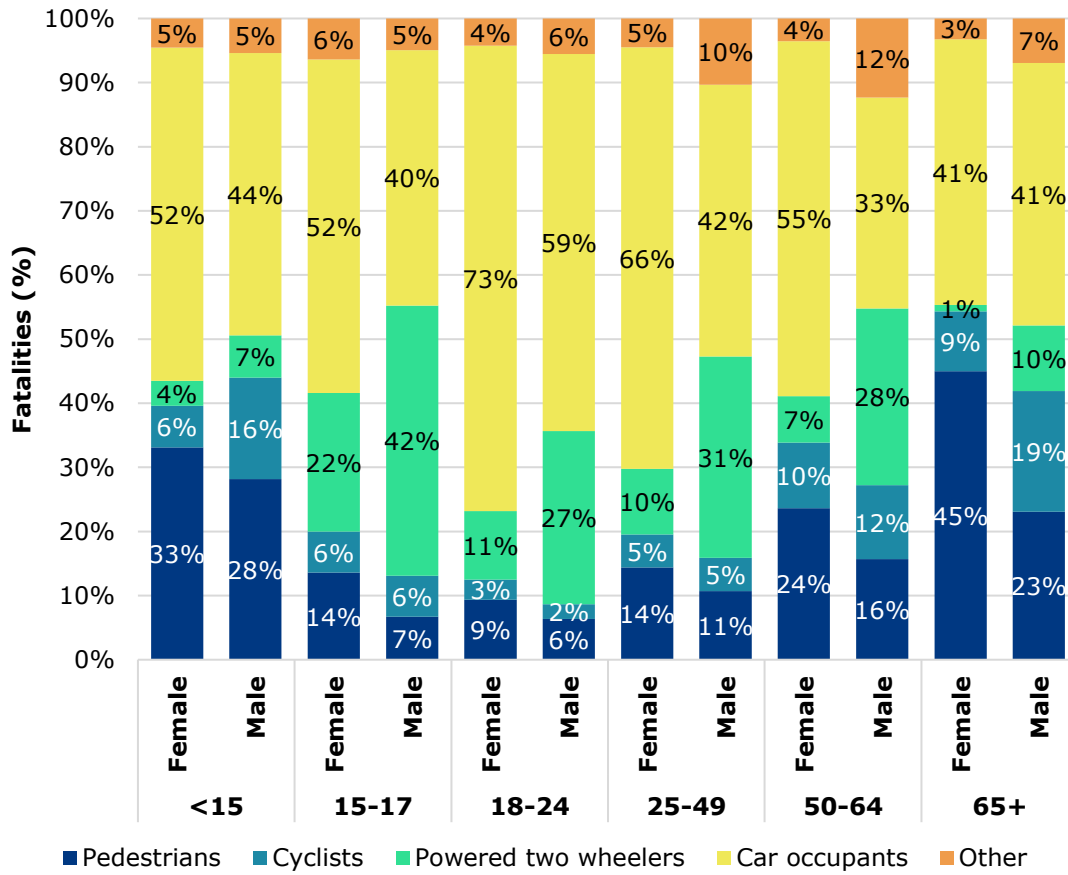
Figure 10. Distribution of fatalities among children aged 0-14 by transport mode, for some EU countries and the EU27 average (2023). Source: CARE



Notes: Countries with fewer than 10 fatalities are omitted: Belgium, Denmark, Estonia, Ireland, Greece, Cyprus, Latvia, Lithuania, Luxembourg, Hungary, Malta, Austria, Slovenia, Slovakia, Finland, Sweden, Iceland, Liechtenstein, Norway, and Switzerland. Missing value for 2023 was imputed with the last known value in the series: Cyprus and Sweden.

Girls as well as boys **under 15 die most frequently as car occupants** (Figure 11). **Walking is the second most dangerous mode of transport** for this age group. Only women aged 65+ get killed more often as pedestrians. **Fatal bicycle accidents** seem to be **an issue for boys rather than girls**. Except for men aged 65+ no other age group has, proportionally, as many bicycle fatalities.

Figure 11. Distribution of fatalities by age, gender and transport mode in the EU27 (2023). Source: CARE

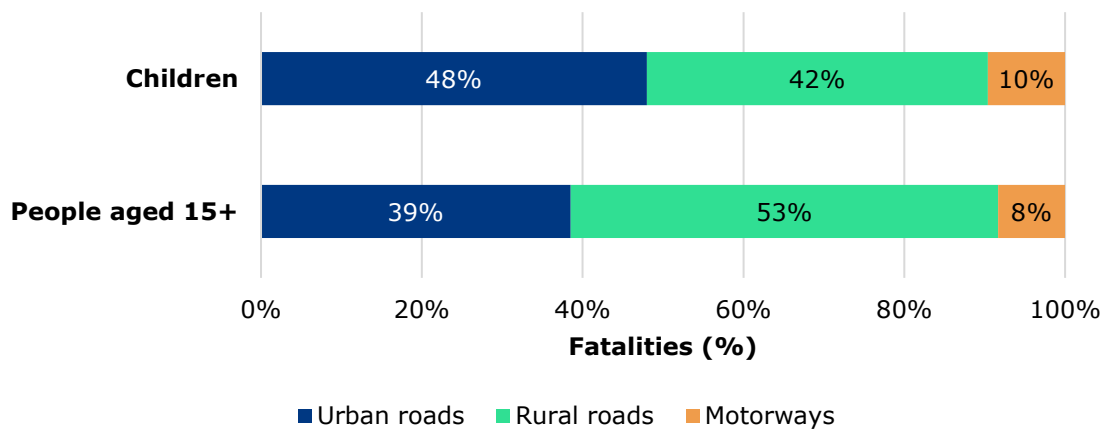


5. Location

5.1 Road type

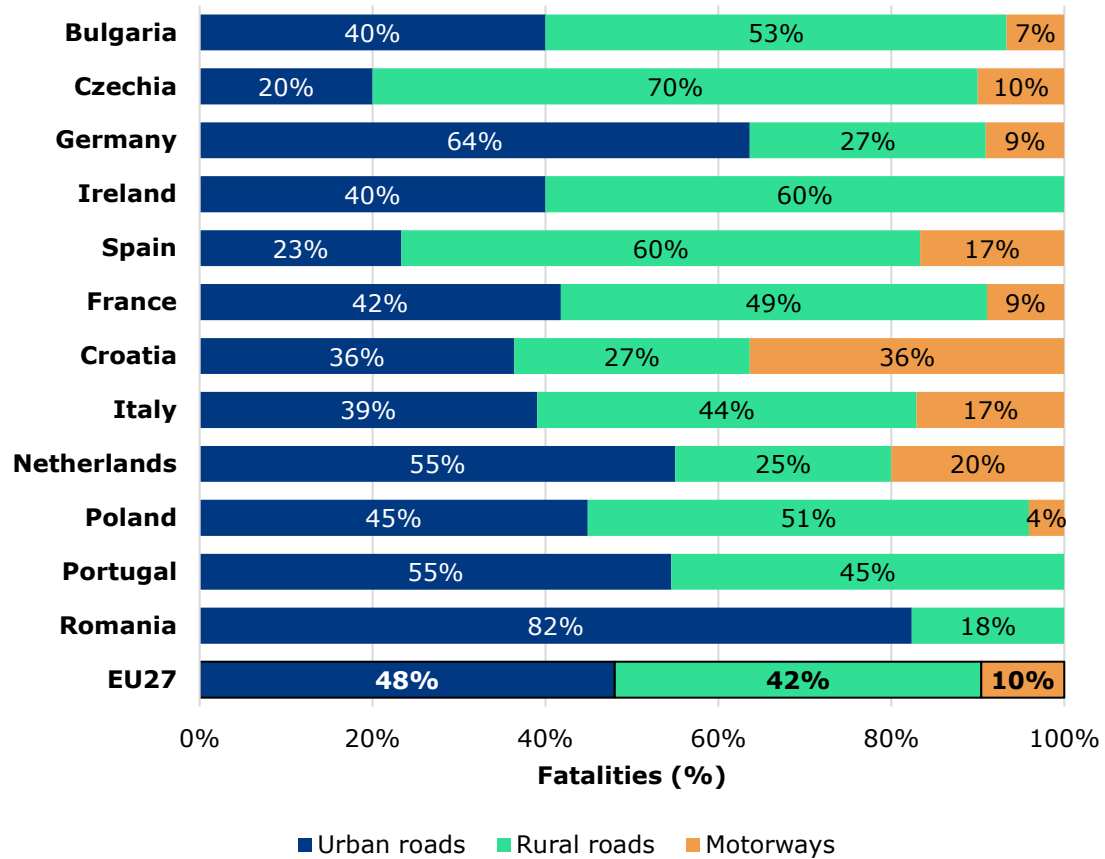
Fatalities among children aged 0-14 predominantly occur on urban roads, accounting for 48%, which is notably higher than the proportion for people aged 15+ (39%). Furthermore, child fatalities are also characterized by a lower share on rural roads (42% versus 53%) than 15+.

Figure 12. Distribution of fatalities among children aged 0-14 and fatalities of people aged 15+ by road type in the EU27 (2023). Source: CARE



There are **notable differences among EU countries in terms of the distribution of fatalities across different types of roads**. In Romania and Germany, the proportion of children aged 0-14 killed on urban roads is above 60%, which is significantly higher than the EU average (45%). Czechia and Spain are well above the EU average when it comes to child fatalities on rural roads (70% or 60% versus 47%). In addition, countries like Croatia (36%), the Netherlands (20%), Italy and Spain (each 17%) stand out due to a relatively high percentage of children aged 0-14 killed on motorways.

Figure 13. Distribution of fatalities among children aged 0-14 by road type, for some EU countries and the EU27 average (2023). Source: CARE

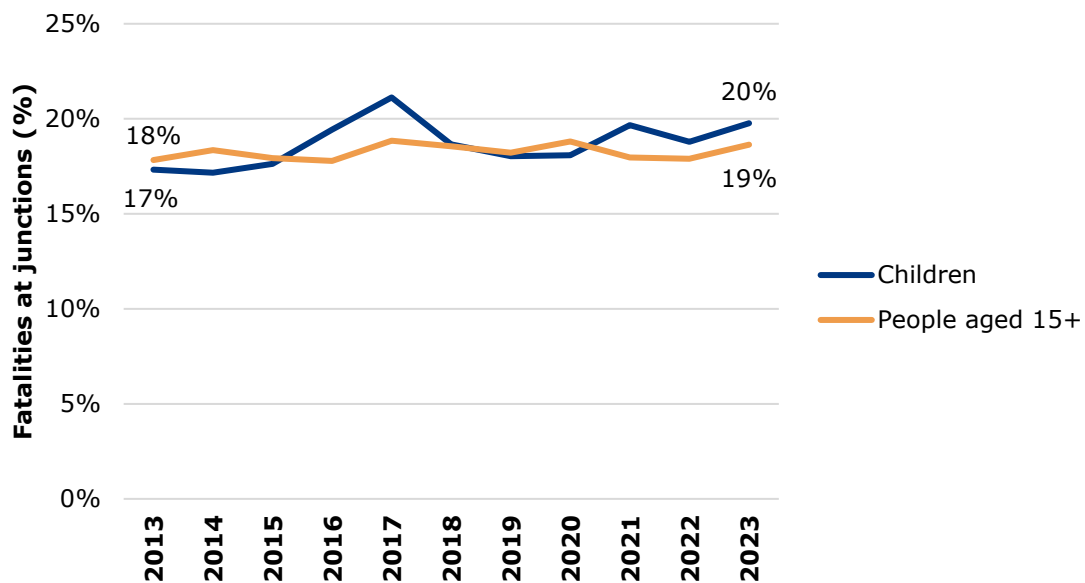


Notes: Countries with fewer than 10 fatalities are omitted: Belgium, Denmark, Estonia, Greece, Cyprus, Latvia, Lithuania, Luxembourg, Hungary, Malta, Austria, Slovenia, Slovakia, Finland, Sweden, Iceland, Liechtenstein, Norway, and Switzerland. Missing value for 2023 was imputed with the last known value in the series: Cyprus and Sweden.

5.2 Junction

Except for an outlier here and there **children aged 0-14 have a similar share of fatal accidents at junctions as the reference group 15+.** In both age categories around 20% of the fatalities happen at junctions.

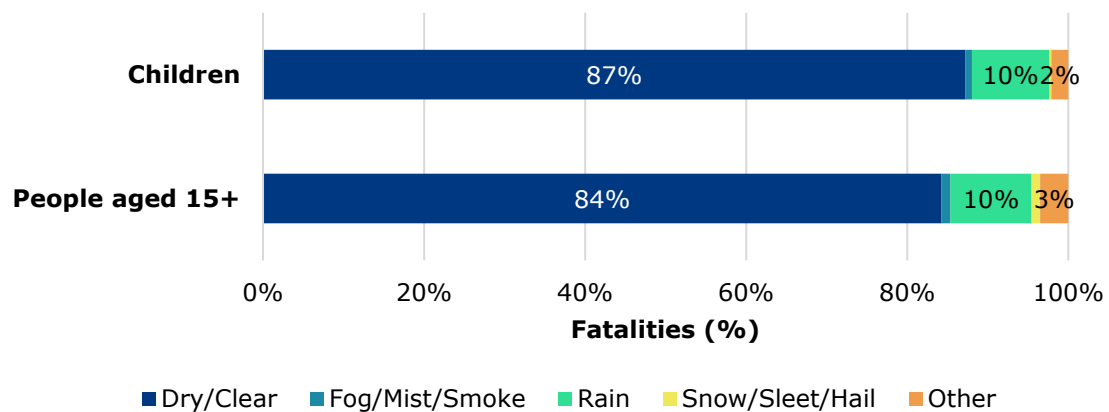
Figure 14. Share of fatalities among children aged 0-14 and fatalities of people aged 15+ at junctions in the EU27 (2013-2023). Source: CARE



5.3 Weather conditions

In terms of weather conditions, there is little difference across age groups (Figure 15). Overall, approximately **9 out of 10 fatalities occur during dry and clear weather conditions**.

Figure 15. Distribution of fatalities among children aged 0-14 and fatalities of people aged 15+ according to weather conditions during the crash in the EU27 (2023). Source: CARE

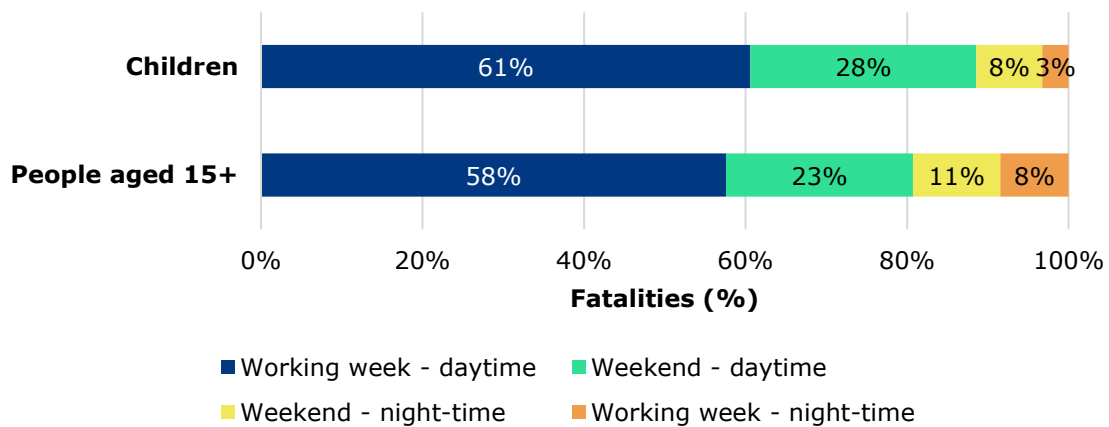


6. Time

6.1 Period of the week

In 2023, 61% of all child fatalities occurred during the working week in the daytime. The equivalent share (weekday/daytime) for 15+ is somewhat lower with 58%.

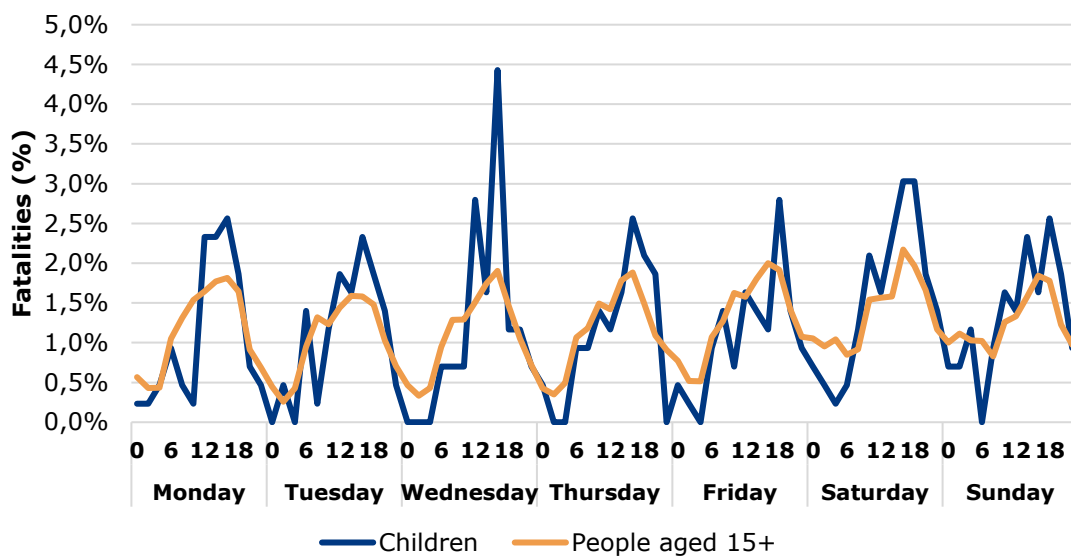
Figure 16. Distribution of fatalities among children aged 0-14 and people aged 15+ according to period of the week in the EU27 (2023). Source: CARE



6.2 Day of the week, time of the day and hour

Due to the small number of child fatalities the peak on Wednesday shown in Figure 17 needs to be seen as an outlier, meaning that the **distribution of child fatalities throughout the day only differs slightly between all seven days** of the week. Overall, **child fatalities occur marginally more often between 4 to 6 p.m.**

Figure 17. Distribution of fatalities among children aged 0-14 and people aged 15+ by day of the week and hour in the EU27 (2023). Source: CARE



7. Crashes in school zones

Around 780 children aged 5-17 were killed on EU roads in 2023 with a further 115,000 injured. Even if some injuries are relatively minor, the experience for the children involved remains traumatic.

One question that arises is the extent to which the deaths and injuries of children occur around schools during the daily commute? Regardless of whether they are dropped off by car or they walk or cycle, the journey to and from school is not without risk for children.

Using Eurostat's database of schools' geo-coordinates and the CARE data on crash location, we mapped all crashes involving a child of school age (5-17 years). We consider a radius of 250m around a school to be part of a 'school zone'. We then looked at crashes during school hours in these zones. Based on data for the year 2023, we conclude that at least 12% of children killed on the roads occurred in a school zone while for injured children the share was at least 35%.¹

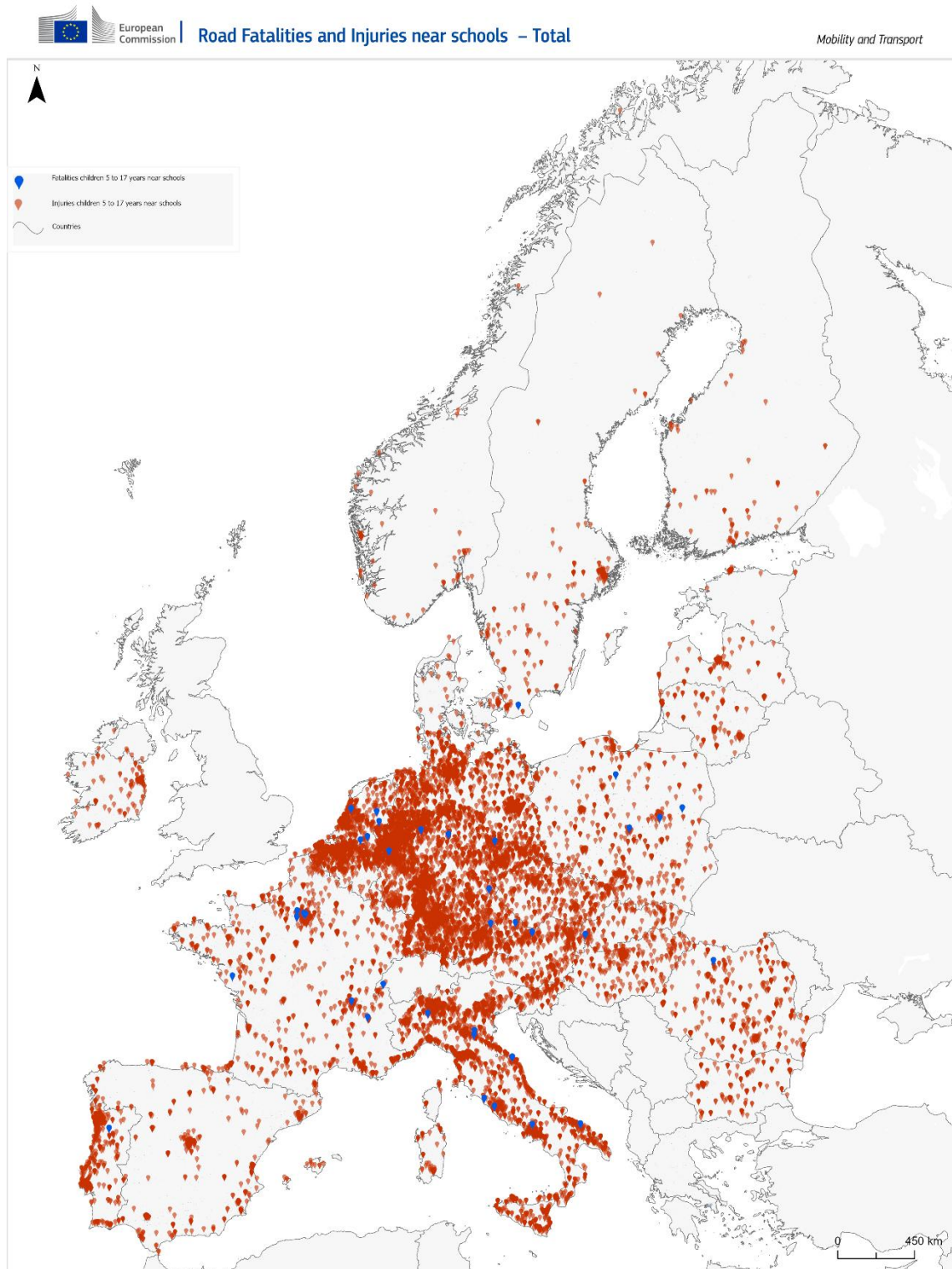
Figure 18 shows the children killed or injured in school zones during school hours on working days for the year 2023. The data for each country is influenced by the extent to which the local or national police record road crashes involving injuries, particularly minor ones.

Many countries and particularly local authorities and schools themselves have introduced initiatives to make the areas around schools safer. See for example a 2024 case study on "School Streets for Safe and Sustainable School Trips".²

¹ As geo-coordinate data on the location of schools is likely to be underreported, the overall share of those killed and injured in school zones is also likely to be underestimated.

² https://urban-mobility-observatory.transport.ec.europa.eu/resources/case-studies/school-streets-safe-and-sustainable-school-trips_en

Figure 18



Source: CARE database, 2023 or the most recent year available (and valid geographical coordinates) near a school (buffer 250 m), Children from 5 to 17 years old during school hours and working days.

Data for Spain and Croatia covers less than 60% of all fatalities. No data available for Greece, Cyprus and Malta.

8. Notes

8.1 Definitions

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

CADAS Glossary: https://road-safety.transport.ec.europa.eu/system/files/2023-09/CADaS%20Glossary_v%203_8_1.pdf

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

Accident/crash

An 'injury' road crash 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 and is open to interpretation by the police thus affecting the reliability of cross-country comparisons.

Children

Persons aged 0-14 years.

Comparisons with other age groups

Please note that children are compared with persons aged 15 and above.

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.

Motorway

Public road with dual carriageways, and at least two lanes each way. Entrance and exit signposted. Road with grade separated interchanges. Road with a central barrier or central reservation. No crossing permitted. No stopping permitted unless in an emergency. Entry prohibited for pedestrians, animals, bicycles, mopeds, agricultural vehicles.

Rural roads (roads outside urban areas)

Public roads outside urban boundary signs, excluding motorways.

Urban roads (roads inside urban areas)

Public roads inside urban boundary signs.

Victims

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

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.

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.

8.2 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, not only EU members but also the four EFTA countries Switzerland, Norway, Iceland, and Liechtenstein. The data in the report were extracted in September 2025.

8.3 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.

8.4 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.

The report always mentions in footnotes when imputation was used. If this is not mentioned in the footnotes, no imputation was used.

For Liechtenstein an analysis for children is technically impossible as age, gender and transport mode are 'unknown' for the total of 13 delivered cases from 2013-2023. Therefore, Liechtenstein was not included in this report at all.

8.5 Data cleaning

Area/Road type

- Malta 2020 area: 'rural' recoded to 'unknown'

Junctions

- Several data issues due to different coding, inconsistent use of categories and different breaks in time series
- General grouping:
 - 'not at junction'
 - 'unknown'
 - all other codes combined to 'junction'

Data cleaning and recoding was done in the following countries: Bulgaria, Estonia, Finland, Germany, Greece, Ireland, Lithuania, Malta, Slovenia, Switzerland

8.6 COVID-19 pandemic

It is clear that the global COVID-19 pandemic had an impact on the CARE data for 2020 and 2021 and, to a lesser extent, also 2022 for some countries. Overall traffic volumes dropped sharply during the pandemic, which was associated with a significant drop in road traffic crashes and fatalities. However, the pattern was not homogeneous throughout the EU-27. For example, the number of fatalities actually increased in three Member States in 2020 during COVID-19. Therefore, the impact varied from country to country and there were also behavioural changes - for example there is some evidence of increased speeding. Further research is needed to understand the impact of the pandemic on road safety.

8.7 Rounding

Due to rounding, totals may fall below or exceed the 100% value.

8.8 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.

