Traffic Safety Basic Facts 2011

Youngsters (Aged 15-17)

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. It is the age of access to driving motorized vehicles. This fact sheet addresses the fatalities of youngsters in road traffic accidents, in the EU countries.

In 2009[1], more than one thousand 15-17 years old people died in road traffic accidents, in 19 European countries.

In the EU-19, the number of 15-17 years old fatalities in road traffic accidents fell by 40% between 2000 and 2009, in 19 European countries.

Table 1 : Number of 15-17 year old fatalities by country, 2000 to 2009 [1]

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
BE	55	46	47	39	32	31	21	27	28	21
CZ	44	37	33	41	28	31	18	29	14	13
DK	30	23	26	16	10	20	19	18	14	17
DE	336	286	318	316	264	224	173	176	174	133
IE	23	19	19	12	15	26	18	14	20	-
EL	60	51	47	82	58	38	40	43	41	37
ES	217	201	173	190	169	138	131	135	95	70
FR	308	324	254	241	198	218	183	166	136	189
IT	211	199	187	216	213	211	186	190	163	121
LU	1	3	3	1	2	1	0	2	0	0
NL	54	56	62	54	39	33	33	32	32	26
AT	37	32	43	41	37	48	35	32	26	29
PL	-	204	204	154	153	148	150	181	185	120
PT	52	55	55	31	39	35	10	11	11	19
RO	53	56	44	46	67	56	55	52	58	58
SI	18	20	11	7	6	7	10	6	10	4
FI	16	20	15	12	21	16	21	18	26	23
SE	16	22	20	23	19	19	24	22	13	-
UK	169	205	194	201	199	222	207	192	160	126
EU-19	1.700	1.859	1.754	1.723	1.568	1.522	1.334	1.346	1.206	1.007
Yearly reduction		-9,3%	+5,6%	+1,8%	+9,0%	+2,9%	+12,3%	-0,9%	+10,4%	+16,5%
EE	-	-	-	-	-	5	5	8	4	2
HU	-	-	-	32	20	26	24	30	32	16
LV	-	-	-	-	21	12	11	15	12	4
MT	-	-	-	-	-	3	1	0	0	0
SK	-	-	-	-	-	18	8	6	9	5

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

Table 1 shows the annual number of youngster fatalities in road traffic accidents, from 2000 to 2009, in the EU-24 counties.

[1] The country abbreviations and definition of EU level are shown on Page 13. Where a value is missing for an EU-19 country in a particular year, its contribution to the EU-19 total is estimated as the previous or next known value.

The statistics presented relate mainly to the EU-19 countries for which CARE data are available and updated for the decade 2000 to 2009.

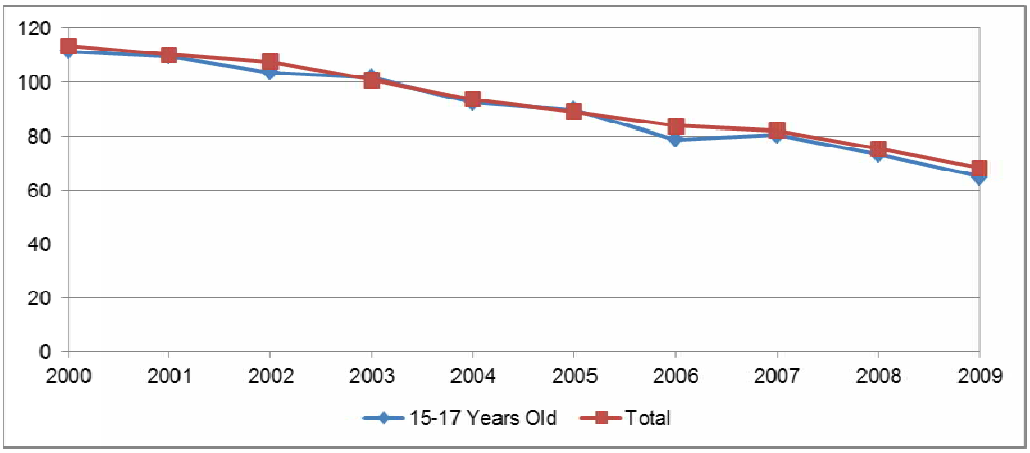
The evolution of this total from 2000 to 2009 is presented in Figure 1. In 2009, for 15-17 year olds, 1.034 fatalities in road traffic occurred in the 22 countries and there were 1.007 in the 19 countries.

The fatality rate of the whole population and that of 15-17 year olds are shown in Figure 1 for the period from 2000 to 2009.The fatality rate is defined as the ratio of the number of road traffic injury fatalities per million population.

The fatality rate for 15-17 year olds in the EU-19 countries fell by 42% between 2000 and 2009.

In the EU-19, overall, the fatality rate of the15-17 year olds followed the same downward trend as that of the whole population. The decline was slightly more pronounced among adolescents for the years 2002 and 2006.

Figure 1: Overall and 15-17 year old fatalities rates (per million population) in the EU-19[1], 2000-2009*



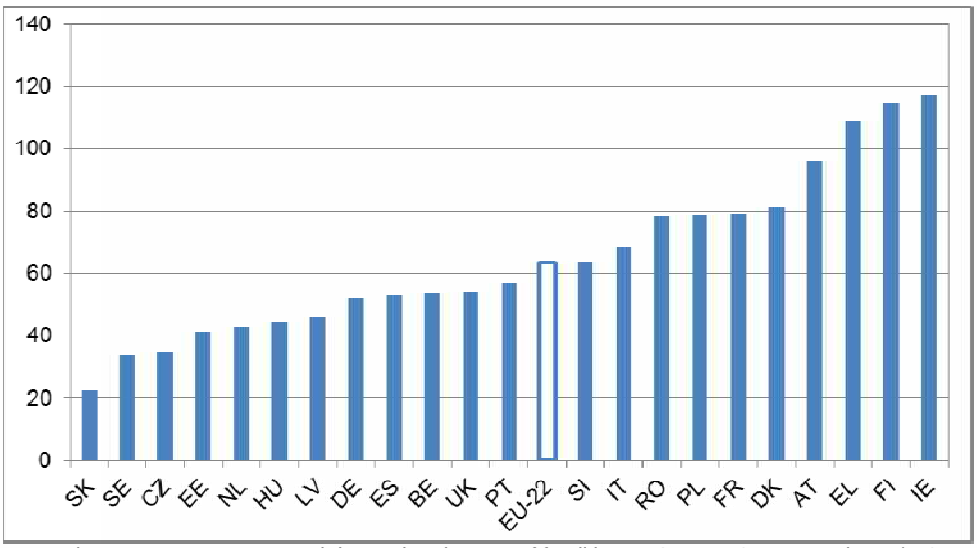
*data from 2008 for IE and SE

Source: CARE Database / EC
Date of query:December2011

In the 22 countries of the European Union where the data are available for 2009, the average fatality rate was 64 per million population for the 15-17 year olds (Figure 2). The countries with the highest fatality rates are, in descending order, Ireland, Finland and Greece. On the contrary, Slovakia, Sweden and Czech Republic have the lowest fatality rates.

The 15-17 year olds in Ireland, Finland and Greece have fatality rates of more than 100 fatalities per million youngsters. The safest countries are Slovakia, Sweden and Czech Republic (less than 40 fatalities per million youngsters).

Figure 2: Fatality rate (per million population) for 15 -17 year olds, by country in the EU-22*, 2009**



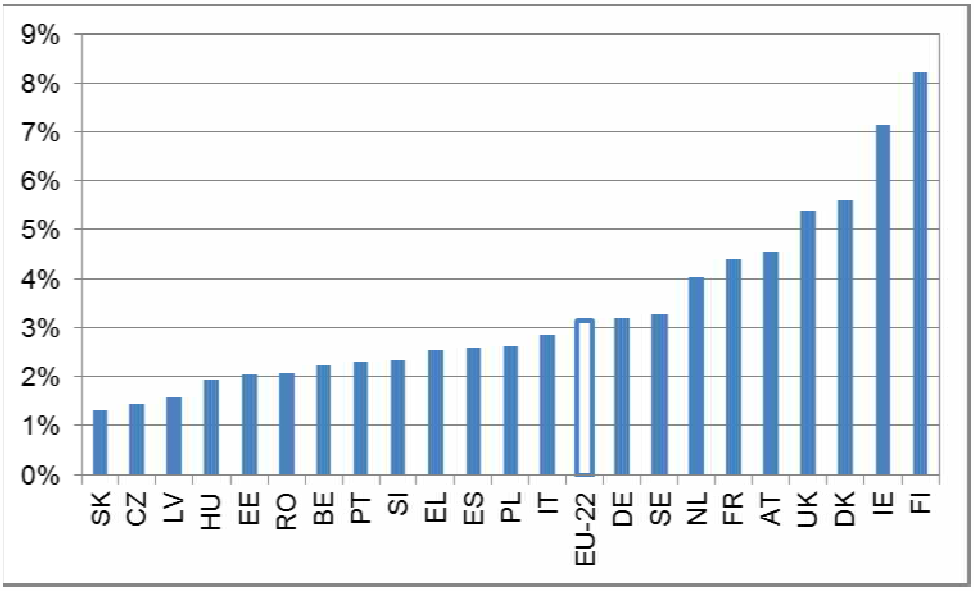
*LU and MT were not represented due to the absence of fatalities
**2008 data used for IE and SE

Source: CARE Database / EC
Date of query:December2011
Source of population data: Eurostat

The share of the 15-17 year olds among all the fatalities varies in EU countries. In Finland and Ireland, the 15-17 year olds killed in road traffic accident represent more than 7%. On the contrary, in Slovakia, the Czech Republic, Latvia and Hungary, they represent less than 2% of road traffic fatalities.

In Finland and Ireland, the 15-17 year olds represent more than 7% of deaths in road traffic accident. In contrast, in Slovakia, Czech Republic, Latvia and Hungary, they represent less than 2% of road traffic fatalities.

Figure 3: Proportion of fatalities for 15-17 year olds, by country in EU-22*, 2009



*LU and MT were not represented due to the absence of fatalities
**2008 data used for IE and SE

Source: CARE Database / EC
Date of query:December2011

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

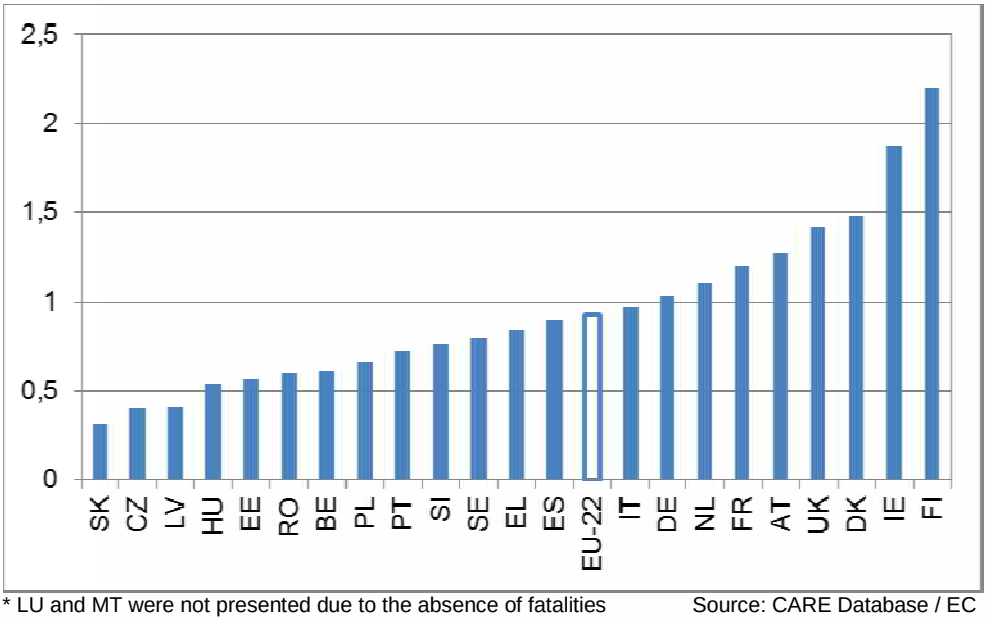
$$\text{relative rate} = \frac{\text{fatality rate for the 15-17 year olds}}{\text{fatality rate all ages}}$$

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

In countries such as Finland and Ireland, the 15-17 year olds are more likely to be killed on the road than the population as a whole. In contrast, in countries such as Slovakia, Czech Republic and Latvia, their risk is two times lower than average (Figure 4).

In Ireland or Finland, 15-17 year olds have twice the average risk of being killed in a road accident. On the contrary, in Slovakia, the Czech Republic and Latvia, they have less than half the average risk.

Figure 4: Relative rate for fatality for 15-17 year olds in EU-22*, 2009



* LU and MT were not presented due to the absence of fatalities
**2008 data used for IE and SE

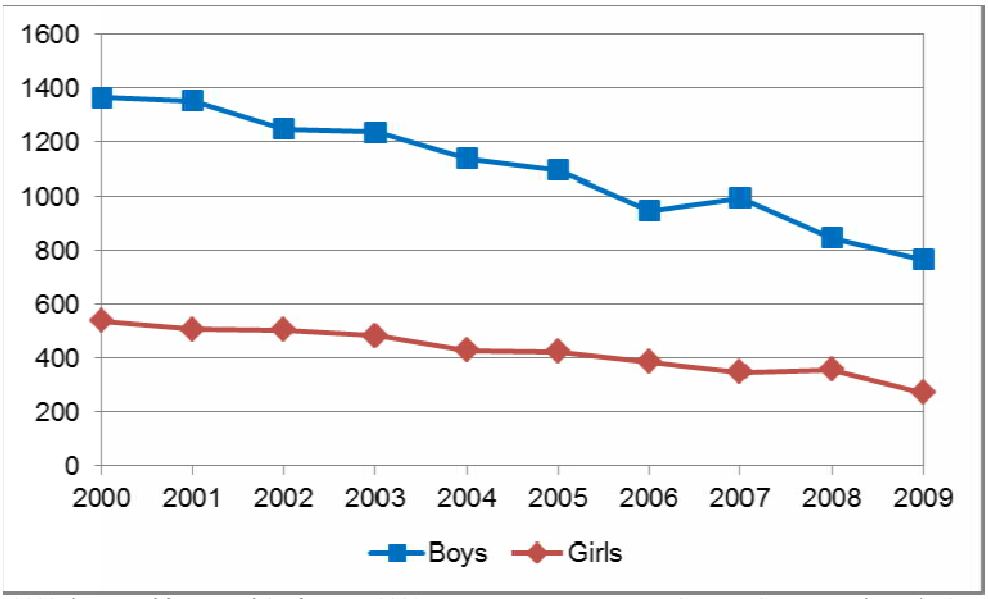
Source: CARE Database / EC
Date of query:December2011
Source of population data: Eurostat

Gender

More than twice as many boys as girls were killed between 2000 and 2009.

In 2009, 742 boys and 263 girls of 15-17 years old died on the roads of the EU-19. Figure 5 shows the fatality trend from 2000 to 2009 in the EU-19 countries where the CARE data were largely complete. During this period, the number of youngsters killed on the roads decreased by 44% for boys and 49% for girls. Over the whole period, at least more than twice as many boys as girls were killed (Figure 5).

Figure 5: Numbers of fatalities for 15-17 year olds in EU-19, by gender, 2000-2009*



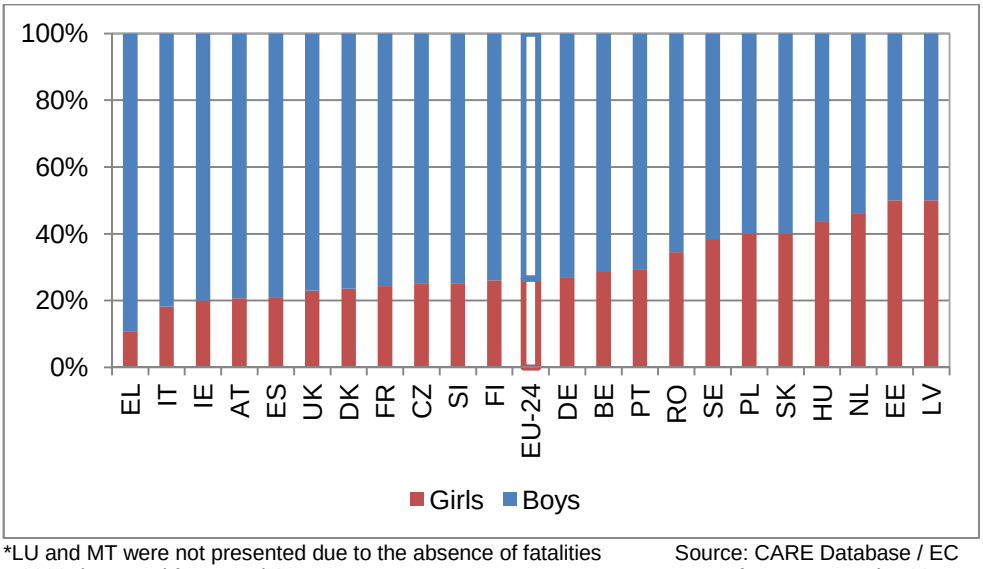
*2008 data used for IE and SE for year 2009
2001 data used for PL for year 2000

Source: CARE Database / EC
Date of query:December2011

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

Figure 6 shows the distribution by gender of 15-17 year olds killed in traffic accidents in the EU-24 countries in 2009. The highest rate of females was reached in Latvia and Estonia, where they represent 50%, while it was less or equal to 20 % in Greece, Italy and Ireland.

Figure 6: Distribution of fatalities for 15-17 year olds, by gender and countries in EU-24*, 2009**



*LU and MT were not presented due to the absence of fatalities
**2008 data used for IE and SE

Source: CARE Database / EC
Date of query:December2011

Mode of transport

Table 2 shows the distribution of 15-17 year old fatalities by mode of transport in 2009. In this age group, 43% died while travelling in a car and 24% while riding a motorized two-wheeler (a moped or a motorcycle).

Table 2: Number of fatalities by countries and mode of transport, 2009*

Country	Passenger car	Moped	Motorcycle	Pedestrian	Pedal cycle	Unknown	Others[1]	Total
BE	19%	29%	5%	19%	29%	0%	0%	21
CZ	62%	0%	23%	8%	8%	-	0%	13
DK	53%	18%	0%	18%	12%	-	0%	17
DE	49%	12%	17%	11%	9%	1%	0%	132
EE[a]	100%	0%	0%	0%	0%	0%	0%	2
IE	74%	-	5%	5%	16%	0%	0%	19
EL	24%	0%	65%	3%	3%	3%	3%	37
ES	32%	43%	2%	7%	8%	2%	6%	69
FR	34%	48%	10%	5%	3%	1%	0%	184
IT	22%	42%	31%	2%	2%	1%	0%	121
LV[a]	25%	0%	-	50%	25%	-	0%	4
LU[a]	-	-	-	-	-	-	-	0
HU	63%	6%	0%	31%	0%	0%	0%	16
MT[a]	-	-	-	-	-	-	-	0
NL	19%	46%	0%	12%	23%	0%	0%	26
AT	39%	50%	0%	7%	0%	0%	4%	28
PL	53%	10%	5%	23%	6%	2%	1%	120
PT	31%	13%	6%	0%	6%	38%	6%	18
RO	50%	9%	9%	26%	7%	0%	0%	58
SI[a]	50%	0%	0%	0%	0%	50%	0%	4
SK[a]	40%	-	60%	0%	0%	0%	0%	5
FI	50%	32%	14%	0%	0%	-	5%	22
SE	77%	23%	0%	0%	0%	0%	0%	13
UK	66%	3%	10%	16%	4%	0%	0%	124
EU-24	43%	24%	13%	11%	6%	2%	1%	1.053

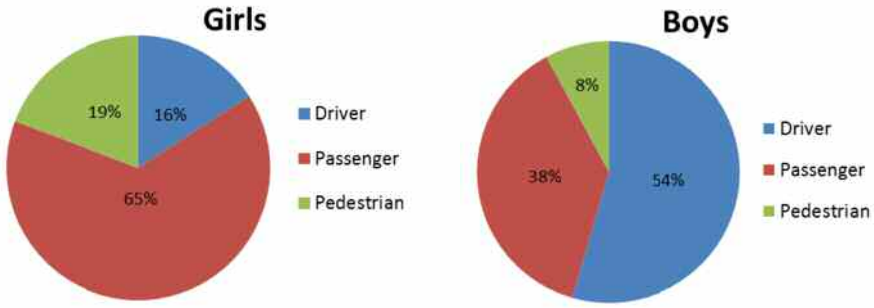
[1] Agricultural tractor, goods vehicle and bus
*2008 data for IE and SE
[a] These cases include cells of fewer than 5 fatalities
Cells of fewer than 5 fatalities

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

Figure 7 shows that 15-17 year old girls killed in road traffic accidents were more likely to be killed as car passengers than boys (65% vs 38%), and much less likely to be killed as drivers or riders (16% vs 54%).

Figure 8 shows that relatively few were killed as cyclists (2% for girls and 7% for boys) or as pedestrians (19% for girls and 8% for boys). The Figure shows that 44% of boys were killed while riding a motorized two-wheeler, compared to 18% of girls.

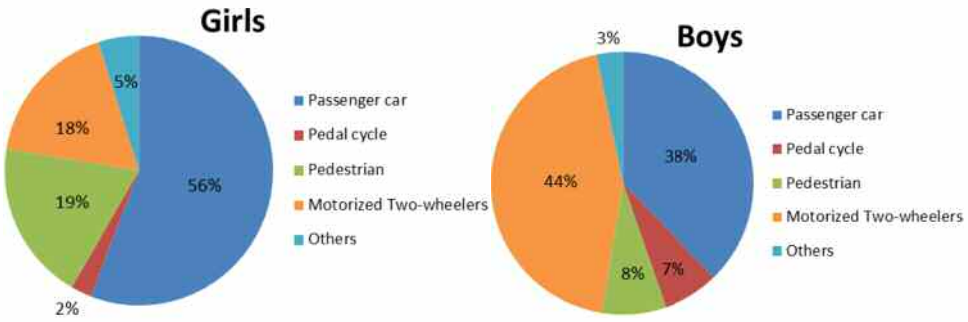
Figure 7: Distribution of driver, passenger and pedestrian 15-17 year old fatalities, EU-24, 2009*



*2008 data used for IE and SE

Source: CARE Database / EC
Date of query:December2011

Figure 8 : Distribution of 15-17 year old fatalities by mode of transport, EU-24, 2009*



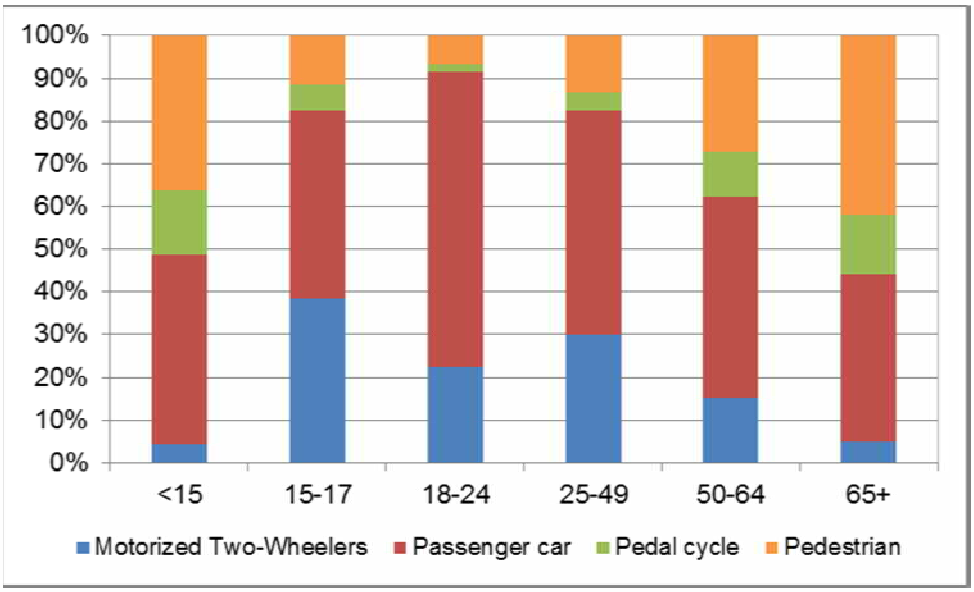
*2008 data used for IE and SE

Source: CARE Database / EC
Date of query:December2011

44% of 15-17 year old males killed in road traffic accidents were riding motorized two-wheelers, 56% of female fatalities were car passengers.

Figure 9 compares the fatality distributions by road user type for six age groups.

Figure 9: Distribution of fatalities by mode of transport and age group, EU-24, 2009*



*2008 data used for IE and SE

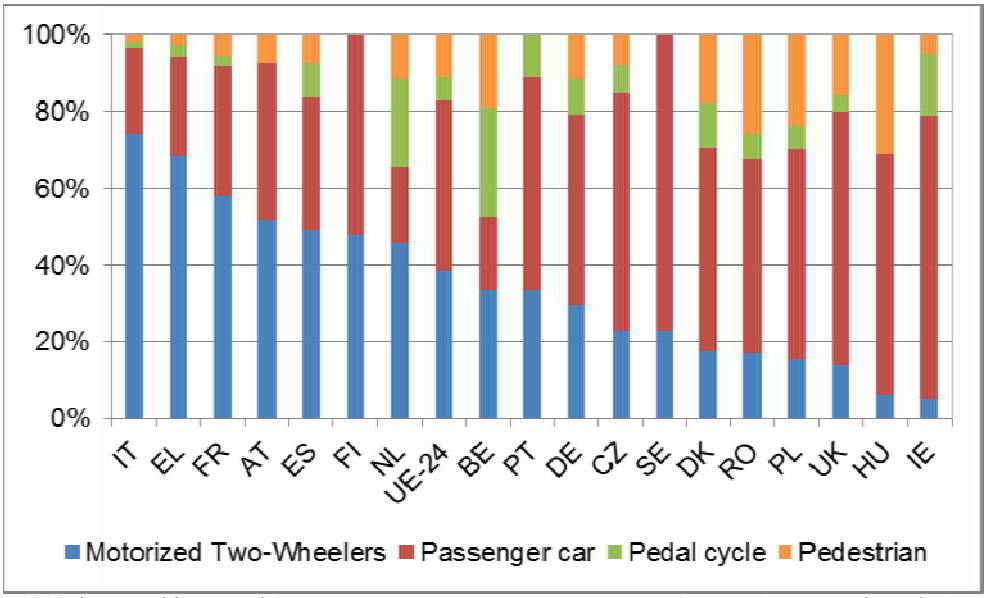
Source: CARE Database / EC
Date of query:December2011

The motorized two-wheelers share is much higher for the 15-17 year olds than for the other age groups. The share of car passengers among youngster fatalities is similar to the older age groups except the 18-24 year olds.

Figure 10 shows the distribution in 2009 for the EU-24 countries of the 15-17 year old fatalities according to the mode of transport. In Italy and Greece, proportionately more 15-17 year old fatalities were riding motorized two-wheelers than in the other countries. In Ireland, Sweden and UK, the share is highest for car passengers. The share of the pedestrian fatalities was highest in Hungary, Romania and Poland. Dutch and Belgian 15-17 year old fatalities were relatively likely to be cyclists.

75% of the 15-17 year olds killed in Italy were riding motorized two-wheelers.

Figure 10: Distribution of 15-17 year old fatalities by country and mode of transport, EU-24*, 2009**



**2008 data used for IE and SE
*EE, SI, SK, LV, LU and MT were not presented due to lack of fatalities.

Source: CARE Database / EC
Date of query:December2011

Type of road

In the EU-24, the share of 15-17 year old fatalities on urban roads is lower for females (37%) than for males (45%), whereas in the whole population the share is greater for females (43%) than for males (37%).

Table 3 compares the male and female distribution of 15-17 year old fatalities by type of road and area (urban or rural), according to the countries, in 2009. In the EU-24, most of the fatal accidents took place on rural roads, for both the 15-17 year olds (56%) and the whole population (60%).

In 2009, 37% of the 15-17 year old female fatalities were killed on urban roads, compared with 45% of males. The proportions are reversed for the whole population, however; 43% of the female fatalities were killed on urban roads versus 37% for males. Italy, Netherlands, Spain, Ireland, Finland and United Kingdom are the main countries where the proportions of 15-17 year old fatalities occurring on urban roads were greater for males than for females.

Table 3: Number of fatalities for 15-17 year olds, by type of road and gender, EU-24, 2009*

	Female				Male			
		Non-Motorway				Non-motorway		
	Motorway	**Rural**	**Urban**	Total	Motorway	**Rural**	**Urban**	Total
BE	0%	83%	17%	6	7%	33%	60%	15
CZ	0%	67%	33%	3	0%	78%	22%	9
DK	25%	25%	50%	4	0%	62%	38%	13
DE	6%	64%	31%	36	6%	62%	32%	97
EE	0%	100%	0%	1	0%	100%	0%	1
ES	17%	60%	23%	15	6%	60%	34%	56
FR	2%	74%	24%	46	3%	54%	43%	143
EL	0%	50%	50%	4	3%	55%	42%	33
IE	0%	100%	0%	4	0%	75%	25%	16
IT	9%	36%	55%	22	1%	29%	70%	99
LU				0				0
LV	0%	0%	100%	1	0%	100%	0%	1
MT				0				0
HU	0%	29%	71%	7	0%	67%	33%	9
AT	0%	83%	17%	6	9%	74%	17%	23
NL	8%	50%	42%	12	0%	29%	71%	14
PL	4%	52%	44%	48	1%	49%	50%	72
PT	0%	20%	80%	6	0%	67%	33%	14
RO	0%	50%	50%	20	3%	39%	58%	38
SI	0%	100%	0%	1	33%	67%	0%	3
SK	0%	50%	50%	2	0%	33%	67%	3
SE	0%	100%	0%	5	0%	88%	12%	8
FI	0%	83%	17%	6	0%	65%	35%	17
UK	0%	59%	41%	29	0%	49%	51%	97
EU-24	4%	59%	37%	288	3%	52%	45%	787

*2008 data used for IE and SE

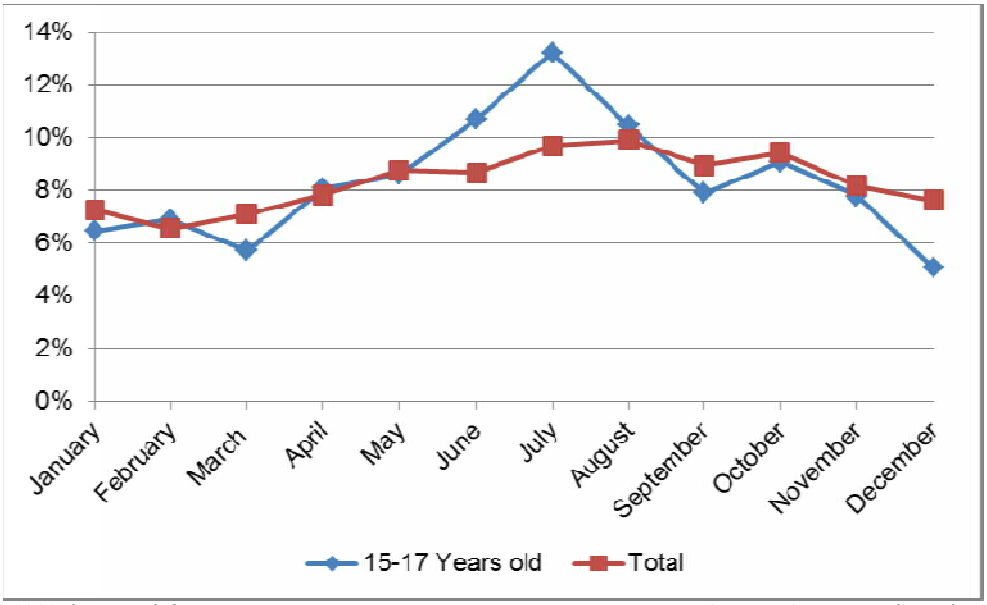
Source: CARE Database / EC
Date of query:December2011

Seasonality

Figure 11 shows the distribution of 15-17 year old fatalities by month. The 15-17 year olds are more likely to be killed in June and July than the whole population, but less in fall and winter (from September to January).

The number of fatalities amongst 15-17 year olds peaks in June and July.

Figure 11 : Overall and 15-17 year old distribution of fatalities by month in the EU-24, 2009*



*2008 data used for IE

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

Day of week and Time of day

Figure 12 compares the distribution of fatalities by day of week between the 15-17 year olds and the whole population. The main difference is that relatively many 15-17 year old fatalities occurred at the week-end by comparison to the whole population.

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

Figure 12: Overall and 15-17 year old distribution of fatalities by the day, EU-19*, 2009**

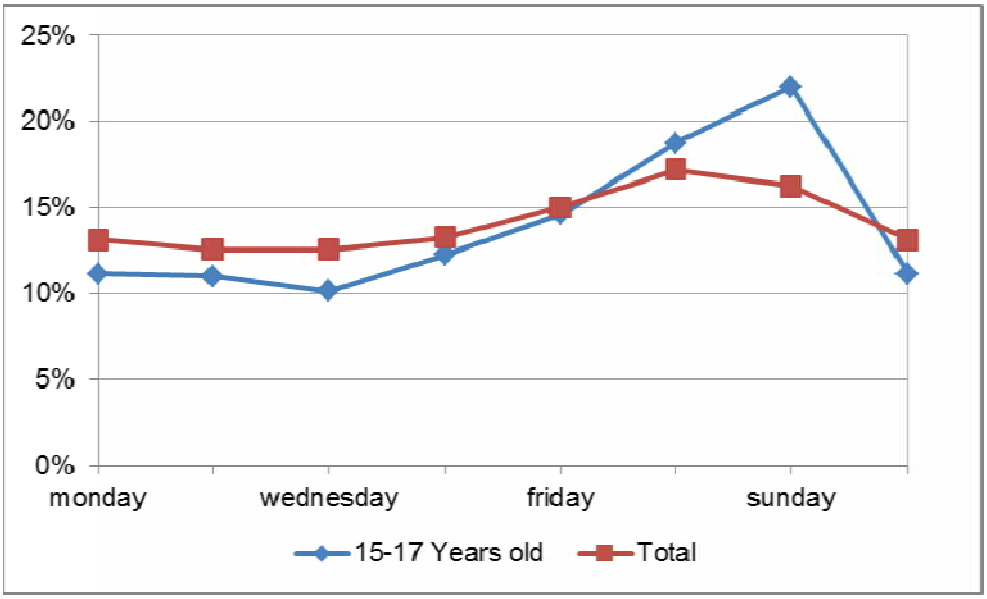
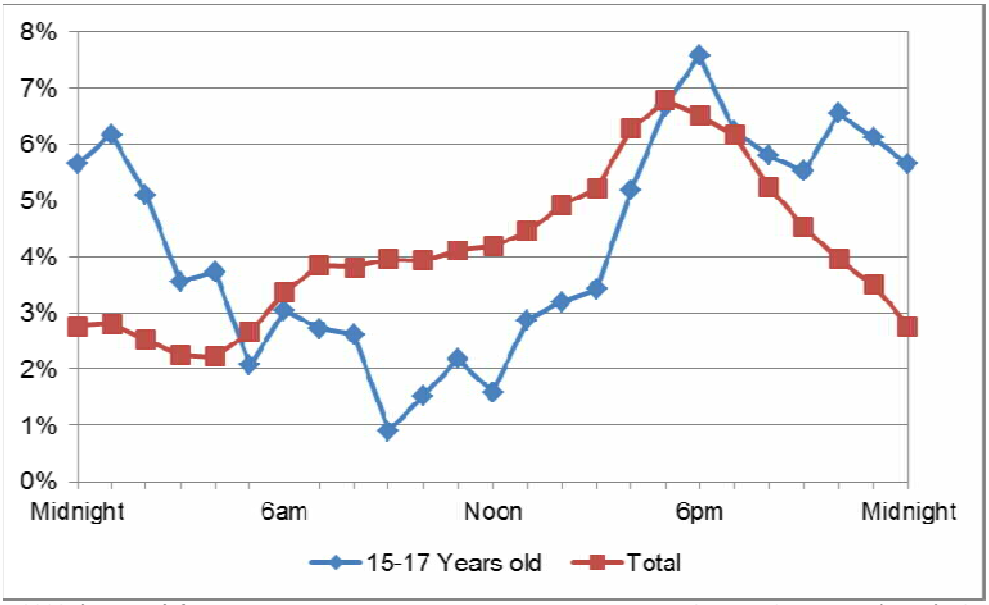


Figure 13 shows several differences between the fatalities for whole population and for the 15-17 year olds, by time of day. For the 15-17 year olds, the peak period occurs in the evening between 6 pm and 12 pm, while it occurs at 5-6 pm for the whole population.

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

Figure 13 : Overall and 15-17 year old distribution of fatalities by hour, EU-19*, 2009



*2008 data used for IE
EU-19* = EU-24 minus MT, LU, LV, SI and SK

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

Discussion and conclusion

During the period 2000 to 2009, the improvement of the road safety level among young people followed the same trend as for the general population of the EU-19. However, regarding the level of road safety among 15-17 year olds, there are major differences between the countries where the adolescents are safest such as Slovakia, Sweden and Czech Republic, and the countries were their risk is highest, like Ireland, Finland and Greece.

The motorized two-wheelers are the main safety issue for men of this age group. Specifically, the actions of injury prevention for adolescents should focus on the use of the moped at this age.

Disclaimer

The information in this document is provided as it is and no guarantee or warranty is given that the information is fit for any particular purpose. Therefore, the reader uses the information at their own risk and liability.

For more information

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

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

- Main Figures
- Children (Aged <15)
- Youngsters (Aged 15-17)
- Young People (Aged 18-24)
- The Elderly (Aged >64)
- Pedestrians
- Bicycles
- Motorcycles and Mopeds
- Car occupants
- Heavy Goods Vehicles
- Motorways
- Junctions
- Roads in urban areas
- Roads outside urban areas
- Seasonality
- Single vehicle accidents
- Gender

Country abbreviations used and definition of EU-level

EU - 19	EU-24= EU-19 +

BE	Belgium
CZ	Czech Republic
DK	Denmark
DE	Germany
IE	Ireland
EL	Greece
ES	Spain
FR	France
IT	Italy
LU	Luxembourg
NL	Netherlands
AT	Austria
PL	Poland
PT	Portugal
RO	Romania
SI	Slovenia
FI	Finland
SE	Sweden
UK	United Kingdom (GB+NI)

EE	Estonia
HU	Hungary
LV	Latvia
SK	Slovakia
MT	Malta

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

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

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