

Traffic Safety Basic Facts 2012

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. At this age, youngsters are beginning to gain access to driving motorized vehicles. This fact sheet addresses mainly the fatalities of youngsters in road traffic accidents, in the EU countries where the data are available, with a further section that addresses the non-fatal casualties.

Table 1: Number of 15-17 year old fatalities by country, 2001 to 2010 ¹

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010*
BE	46	47	39	32	31	21	27	28	21	21
CZ	37	33	41	28	31	18	29	14	13	17
DK	23	26	16	10	20	19	18	14	17	8
DE	286	318	316	264	224	173	176	174	133	101
IE	19	19	12	15	26	18	14	20	9	7
EL	51	47	82	58	38	40	43	41	37	39
ES	201	173	190	169	138	131	135	95	70	49
FR	324	254	241	198	218	183	166	136	189	161
IT	199	187	216	213	211	186	190	163	121	118
LU	3	3	1	2	1	0	2	0	0	0
NL	56	62	54	39	33	33	32	32	26	-
AT	32	43	41	37	48	35	32	26	29	27
PL	204	204	154	153	148	150	181	185	120	122
PT	55	55	31	39	35	10	11	11	19	7
RO	56	44	46	67	56	55	52	58	58	50
SI	20	11	7	6	7	10	6	10	4	4
FI	20	15	12	21	16	21	18	26	23	13
SE	22	20	23	19	19	24	22	13	25	-
UK	205	194	201	199	222	207	192	160	126	88
EU-19	1.859	1.754	1.723	1.568	1.522	1.334	1.346	1.206	1.041	883
Yearly change (EU-19)		-5,6%	-1,8%	-9,0%	-2,9%	-12,3%	+0,9%	-10,4%	-13,7%	-15,2%
EE	-	-	-	-	5	5	8	4	2	-
HU	-	-	32	20	26	24	30	32	16	10
LV	-	-	-	21	12	11	15	12	4	2
MT	-	-	-	-	3	1	0	0	0	0
SK	-	-	-	-	18	8	6	9	5	7
EU-24	-	-	-	-	1.586	1.383	1.405	1.263	1.068	904

*For EU-19 total (and EU-24 total) in 2010: data from 2009 for NL and SE (and EE)

Source: CARE Database / EC
Date of query: September 2012

¹ The country abbreviations and definition of EU level are shown on Page 17. Where a value is missing for a country in a particular year, its contribution to the EU-19 total or EU-24 total is estimated as the previous or next known value.

In 2010, around 900 persons aged 15-17 died in road traffic accidents, in the EU-19¹ countries.

In the EU-19 countries, the number of 15-17 years old fatalities in road traffic accidents has halved between 2001 and 2010.

Table 1 shows the annual number of youngster fatalities in road traffic accidents, from 2001 to 2010, in the EU-24 countries.

The statistics presented relate mainly to the EU-19 countries for which CARE data are available and updated for the decade 2001 to 2010. In 2010, for 15-17 year olds, 904 road traffic fatalities occurred in the EU-24 countries, and 883 in the EU-19 countries.

Table 2 shows the annual fatality rates amongst 15-17 year olds, from 2001 to 2010, in the EU-24 countries. The fatality rate is defined as the ratio of the number of road traffic injury fatalities per million population.

Table 2: Fatality rates per million population for 15-17 year olds by country, 2001 to 2010*

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
BE	129	131	108	87	83	55	69	71	54	55
CZ	92	82	104	71	80	46	75	37	35	48
<i>DK</i>	<i>138</i>	<i>151</i>	<i>91</i>	<i>55</i>	<i>107</i>	<i>98</i>	<i>90</i>	<i>68</i>	<i>81</i>	<i>37</i>
DE	105	115	112	91	77	60	63	65	52	41
<i>IE</i>	<i>100</i>	<i>102</i>	<i>66</i>	<i>84</i>	<i>150</i>	<i>104</i>	<i>81</i>	<i>116</i>	<i>53</i>	<i>42</i>
EL	122	119	220	160	108	113	124	118	109	116
ES	137	122	137	124	102	98	101	71	53	37
FR	136	104	98	80	87	73	67	55	79	69
IT	113	109	127	125	122	106	108	91	68	67
<i>LU</i>	<i>204</i>	<i>200</i>	<i>66</i>	<i>127</i>	<i>62</i>	<i>0</i>	<i>118</i>	<i>0</i>	<i>0</i>	<i>0</i>
NL	101	108	93	66	56	55	53	52	43	43
AT	112	151	144	128	165	119	107	86	96	91
PL	100	104	83	86	87	90	110	117	79	84
PT	139	145	85	109	101	29	33	33	57	21
RO	58	43	44	63	54	56	58	73	78	70
<i>SI</i>	<i>252</i>	<i>142</i>	<i>91</i>	<i>79</i>	<i>94</i>	<i>140</i>	<i>88</i>	<i>154</i>	<i>64</i>	<i>66</i>
<i>FI</i>	<i>100</i>	<i>78</i>	<i>64</i>	<i>111</i>	<i>84</i>	<i>107</i>	<i>91</i>	<i>129</i>	<i>115</i>	<i>65</i>
SE	72	63	70	55	53	64	57	33	65	67
UK	92	85	87	85	94	87	80	67	54	38
EU-19	110	104	102	92	90	79	81	73	65	56
<i>EE</i>	-	-	-	-	77	79	136	74	41	45
HU	-	-	83	53	70	64	80	86	44	29
<i>LV</i>	-	-	-	186	109	104	148	125	46	26
<i>MT</i>	-	-	-	-	174	57	0	0	0	0
<i>SK</i>	-	-	-	-	74	33	26	39	22	33
EU-24	-	-	-	-	89	78	80	73	64	55

*number of fatalities from 2009 for NL, SE and EE
 Lines in italics and grey represent countries with few fatalities in the majority of years:
 - less than 5 fatalities for LU, EE and MT
 - less than 20 fatalities for DK, IE, SI, FI, LV and SK

Source: CARE Database / EC
 Date of query: September 2012

In the EU-19 countries, the fatality rate for 15-17 year olds has halved between 2001 and 2010.

In the EU-19, the fatality rate for 15-17 year olds fell by 49% between 2001 and 2010. But these 19 countries have not all evolved in the same way: three trends emerge.

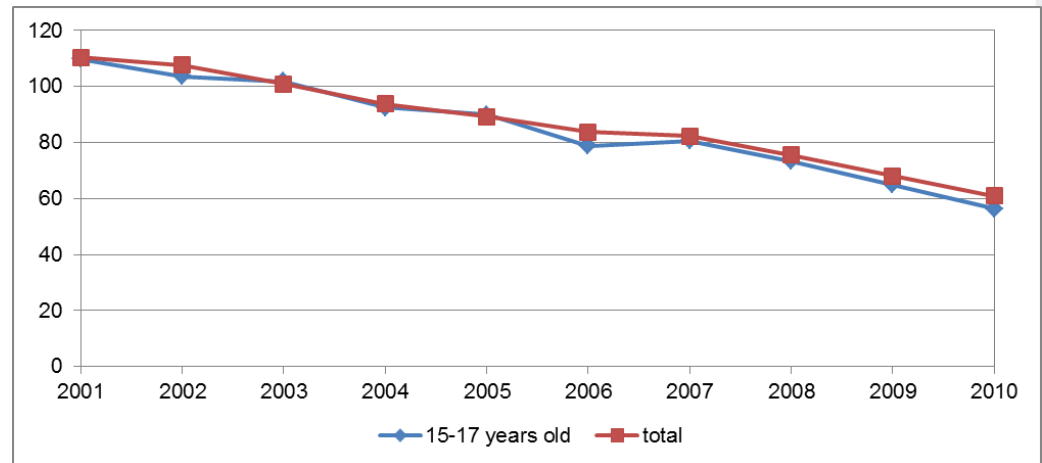
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Between 2001 and 2010, the fatality rates for 15-17 year olds fell by more than 70% in Portugal and Spain, whereas they have stagnated at a high level in Greece, Austria and Poland.

Some countries with a high fatality rate in 2001 have much improved their level of road safety between 2001 and 2010. It is the case in particular for Portugal and Spain (with a reduction in the fatality rate of over 70%), but also for Belgium, Czech Republic, Germany, France, Italy, Netherlands, and UK. Romania and Sweden are more or less stable, but they already had a moderate risk in 2001. Greece, Austria and Poland had a high fatality rate in 2001, and have globally not changed much. For the other countries (Denmark, Ireland, Luxembourg, Slovenia, and Finland), no trend emerges: fatality rates of these countries fluctuate greatly from one year to another due to their low number of fatalities.

The fatality rate of the whole population and that of 15-17 year olds in the EU-19 are shown in Figure 1 for the period 2001 to 2010. In the EU-19, overall, the fatality rate amongst 15-17 year olds followed the same downward trend as that of the whole population.

Figure 1: Fatality rates per million population for 15-17 year olds and total population, EU-19, 2001-2010*



*number of fatalities from 2009 for NL and SE

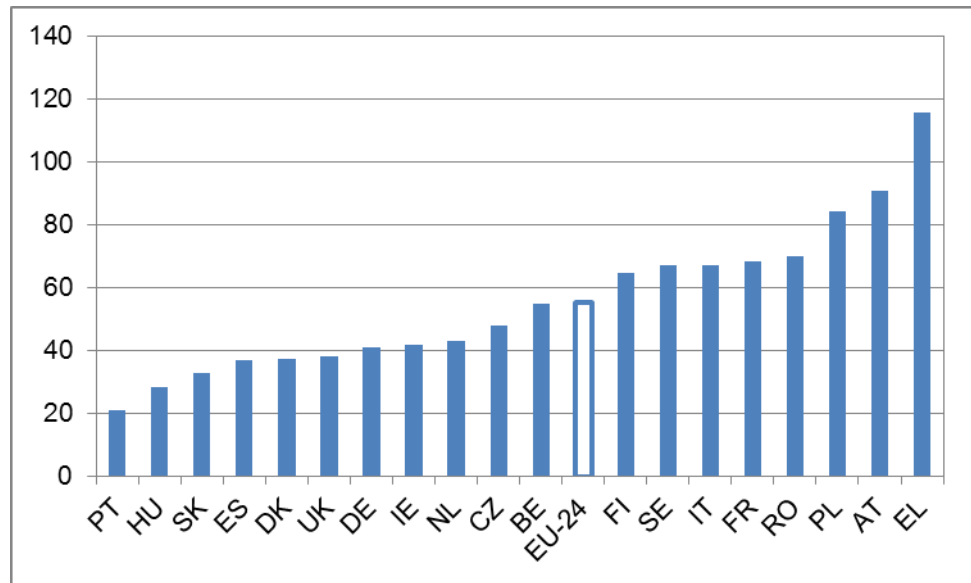
Source: CARE Database / EC
Date of query: September 2012

In 2010, the fatality rate was 55 per million population for the 15-17 year olds in the EU-24 (Figure 2). In this year, the countries with the highest fatality rates were, in descending order, Greece, Austria and Poland. On the contrary, Portugal, Hungary and Slovakia had the lowest fatality rates.

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Disparities in fatality rates between countries are high : in 2010, the fatality rate has been almost six times higher in Greece than in Portugal.

Figure 2: Fatality rates per million population for 15-17 year olds, by country, EU-24*, 2010**

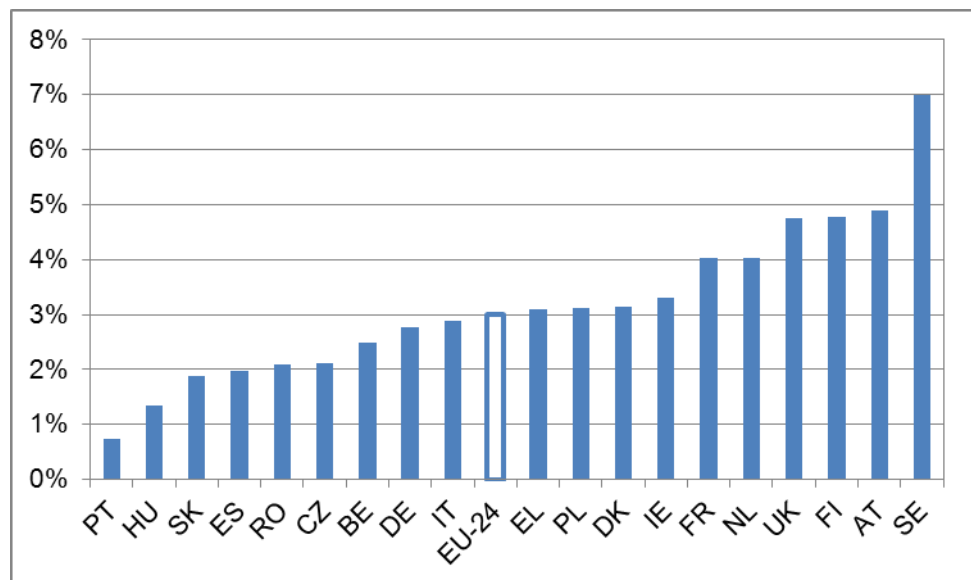


*EE, LV, LU, MT and SI were not represented because they have less than 5 fatalities
 **number of fatalities from 2009 for EE, NL and SE

Source: CARE Database / EC
 Date of query: September 2012
 Source of population data: Eurostat

The share of 15-17 year olds among all the fatalities varies between EU countries (Figure 3). In Sweden, 15-17 year olds represent 7% of deaths in road traffic accidents. On the contrary, in Portugal, Hungary and Slovakia, they represent less than 2% of road traffic fatalities.

Figure 3: Proportion of fatalities for 15-17 year olds, by country, EU-24*, 2010**



*EE, LV, LU, MT and SI were not represented because they have less than 5 fatalities for 15-17 year olds
 **number of fatalities from 2009 for EE, NL and SE

Source: CARE Database / EC
 Date of query: September 2012

In 2010, 15-17 year olds represent 3% of deaths in road traffic accident in the EU-24.

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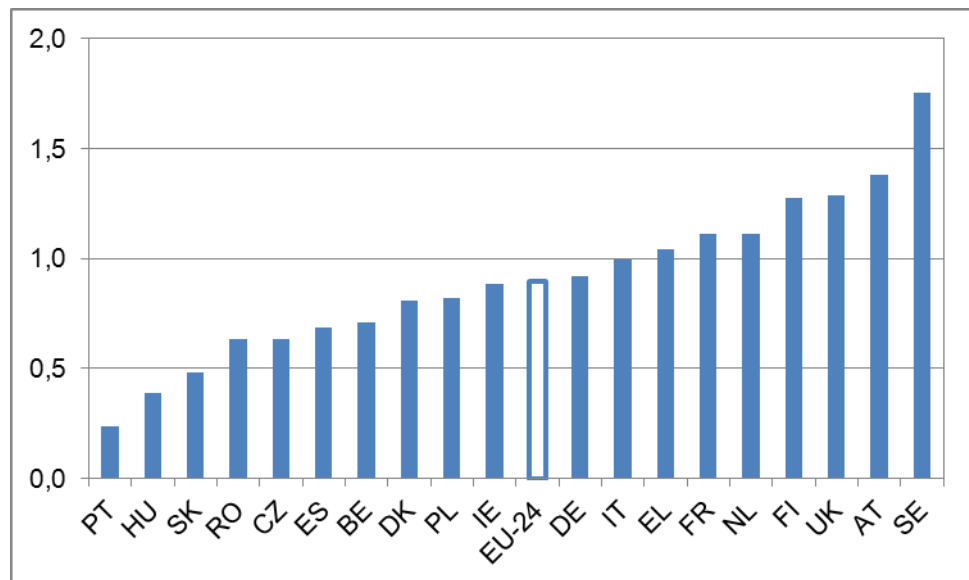
The relative fatality rate allows the comparison of the fatality rate of 15-17 year olds to the rate of the total population (Figure 4).

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

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

In countries such as Sweden, 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 Portugal, Hungary and Slovakia, their risk is twice as low as average.

Figure 4: Relative fatality rate for 15-17 year olds, by country, EU-24*, 2010**



*EE, LV, LU, MT and SI were not represented because they have less than 5 fatalities aged 15-17 years
 **number of fatalities from 2009 for EE, NL and SE

Source: CARE Database / EC
 Date of query: September 2012
 Source of population data: Eurostat

In Sweden, 15-17 year olds have almost twice the average risk of being killed in a road accident.

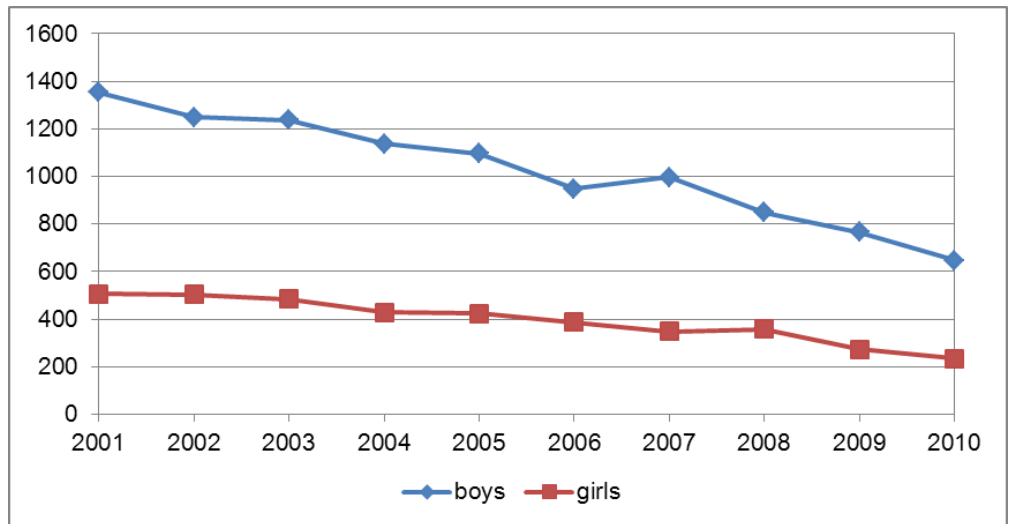
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More than twice as many boys as girls were killed between 2001 and 2010.

Gender

In 2010, 648 boys and 234 girls between 15-17 years old died on the roads of the EU-19. Figure 5 shows the fatality trend from 2001 to 2010 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 52% for boys and 54% for girls. Over the whole period, at least more than twice as many boys as girls were killed.

Figure 5: Number of fatalities for 15-17 year olds in EU-19, by gender, 2001-2010*

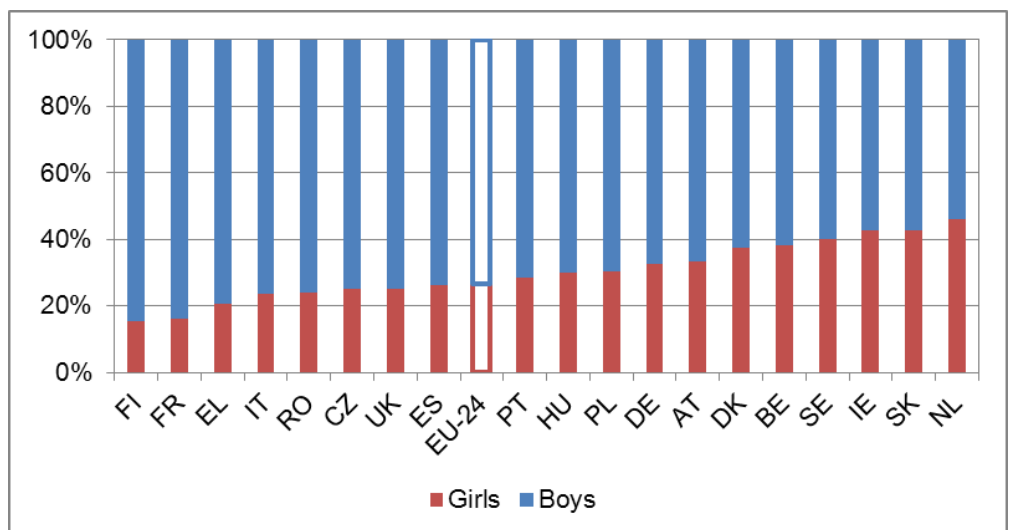


*number of fatalities from 2009 for NL and SE

Source: CARE Database / EC
Date of query: September 2012

Figure 6 shows the distribution by gender of 15-17 year olds killed in traffic accidents in the EU-24 countries in 2010. The highest proportions of females killed were seen in Netherlands, Slovakia, Ireland and Sweden, where they represent between 40% and 50%, while they were less than 20% in Finland and France.

Figure 6: Distribution of fatalities for 15-17 year olds, by gender and country in EU-24*, 2010**



*EE, LV, LU, MT and SI were not represented because they have less than 5 fatalities

**number of fatalities from 2009 for EE, NL and SE

Source: CARE Database / EC

Date of query: September 2012

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

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Mode of transport

Table 3 shows the distribution of 15-17 year old fatalities by mode of transport in 2010. In this age group in the EU-24, 41% died while travelling in a car and 39% while riding a motorized two-wheeler (a moped or a motorcycle).

Table 3: Distribution of fatalities for 15-17 year olds by country and mode of transport in EU-24, 2010*

	Car	Moped	Motorcycle	Pedestrian	Pedal cycle	Unknown	Others ¹	Total
BE	33%	29%	0%	14%	24%	0%	0%	100% (21)
CZ	41%	6%	24%	12%	18%	-	0%	100% (17)
DK	25%	38%	0%	13%	25%	-	0%	100% (8)
DE	39%	12%	27%	9%	9%	1%	4%	100% (101)
EE	100%	0%	0%	0%	0%	0%	-	100% (2)
IE	100%	-	0%	0%	0%	0%	0%	100% (7)
EL	38%	13%	44%	3%	0%	3%	0%	100% (39)
ES	36%	34%	8%	9%	7%	2%	4%	100% (49)
FR	33%	47%	6%	7%	6%	0%	2%	100% (161)
IT	26%	37%	27%	8%	1%	0%	1%	100% (118)
LV	100%	0%	0%	0%	0%	0%	0%	100% (2)
LU								(0)
HU	80%	10%	0%	0%	10%	0%	0%	100% (10)
MT								(0)
NL	19%	46%	0%	12%	23%	0%	0%	100% (26)
AT	44%	44%	0%	0%	0%	4%	7%	100% (27)
PL	48%	16%	13%	14%	6%	0%	2%	100% (122)
PT	43%	0%	0%	43%	0%	0%	14%	100% (7)
RO	46%	16%	2%	28%	6%	0%	2%	100% (50)
SI	0%	0%	25%	0%	25%	50%	0%	100% (4)
SK	43%	-	0%	43%	14%	0%	0%	100% (7)
FI	38%	38%	15%	0%	0%	-	8%	100% (13)
SE	72%	16%	8%	0%	4%	-	0%	100% (25)
UK	57%	6%	9%	20%	3%	0%	5%	100% (88)
EU-24	41%	25%	14%	11%	6%	1%	2%	100% (904)

*data from 2009 for EE, NL and SE

Source: CARE Database / EC

¹tractor, goods vehicle, bus

Date of query: September 2012

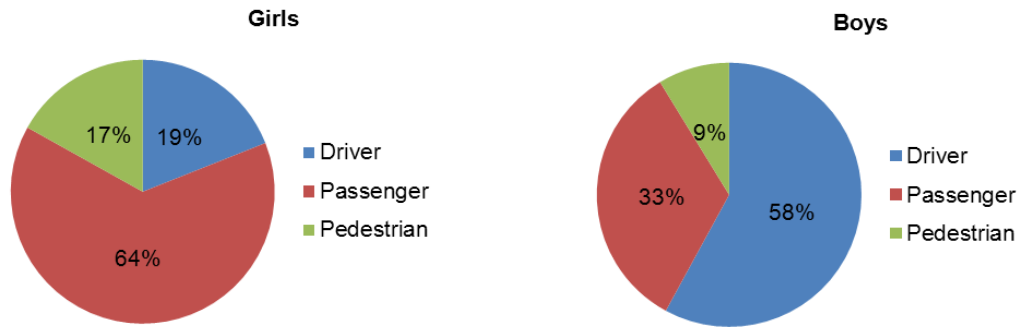
Lines in italics and grey represent countries with less than 20 fatalities

Figure 7 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 traffic accidents were more likely to be killed as passengers than boys (64% vs 33%), and much less likely to be killed as drivers/riders (19% vs 58%).

Figure 8 shows that relatively few were killed as cyclists (5% for girls and 7% for boys) or as pedestrians (17% for girls and 9% for boys). This figure shows that 46% of boys were killed while riding a motorized two-wheeler, compared to 21% of girls.

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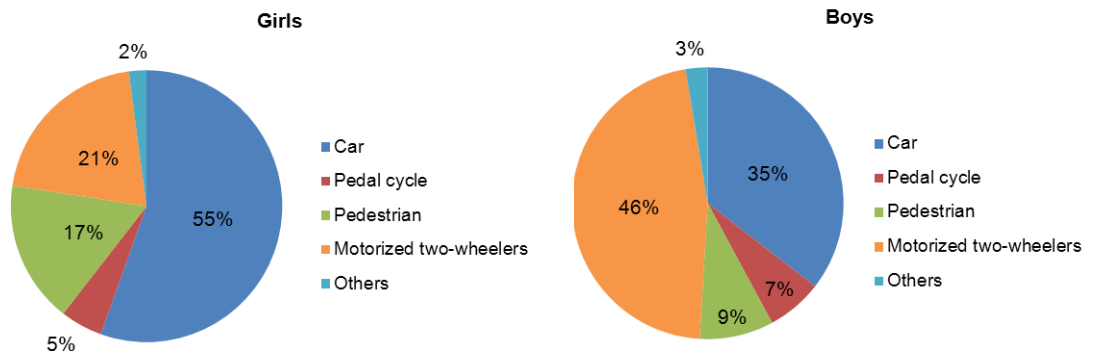
Figure 7: Distribution of driver, passenger and pedestrian 15-17 year old fatalities by gender in EU-24, 2010*



*data from 2009 for EE, NL and SE

Source: CARE Database / EC
Date of query: October 2012

Figure 8: Distribution of 15-17 year old fatalities by mode of transport and gender in EU-24, 2010*

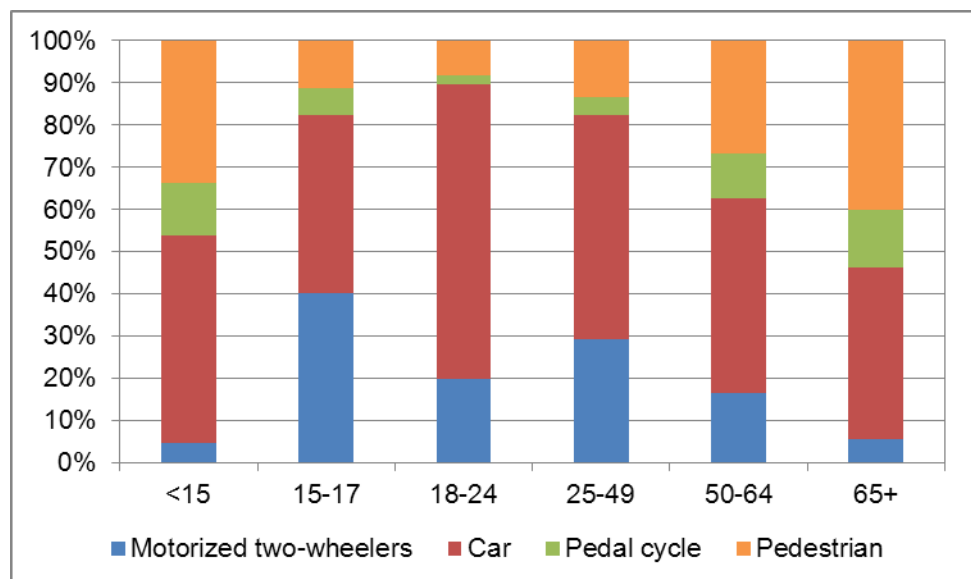


*data from 2009 for EE, NL and SE

Source: CARE Database / EC
Date of query: October 2012

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 in EU-24, 2010*



*data from 2009 for EE, NL and SE

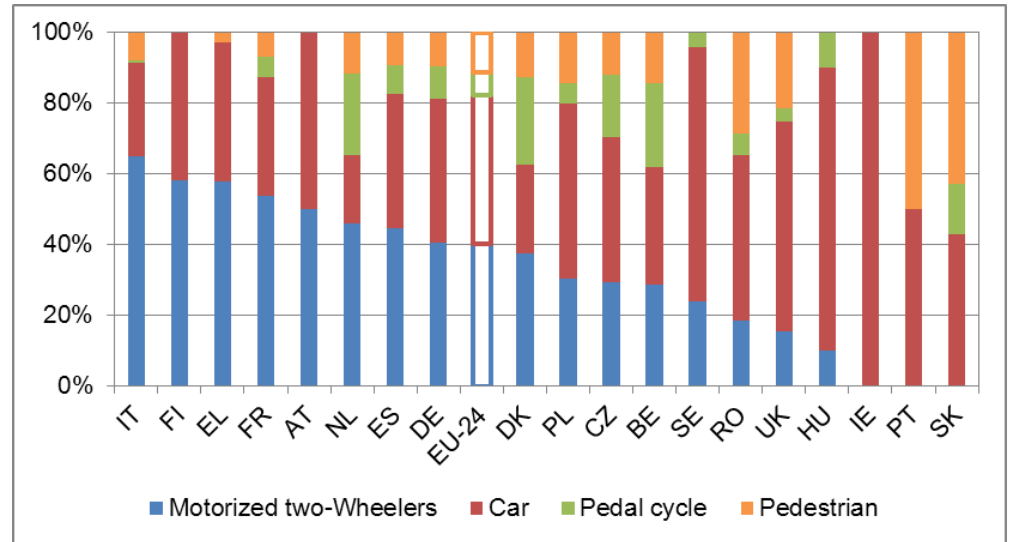
Source: CARE Database / EC
Date of query: October 2012

46% of 15-17 year old males killed in road traffic accidents were riding motorized two-wheelers, and 55% of female fatalities occurred whilst travelling in a car.

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

Figure 10 shows the distribution in 2010 for the EU-24 countries of the 15-17 year old fatalities according to the mode of transport. In Italy, proportionately more 15-17 year old fatalities occurred whilst riding motorized two-wheelers than in the other countries. In Ireland, Hungary, Sweden and UK, the share is highest for car occupants. The share of the pedestrian fatalities was highest in Portugal and Slovakia. Danish, Belgian and Dutch 15-17 year old fatalities were relatively likely to be cyclists.

Figure 10: Distribution of 15-17 year old fatalities by country and mode of transport in EU-24*, 2010**



*EE, LV, LU, MT and SI were not represented because they have less than 5 fatalities.
 Less than 20 fatalities for CZ, DK, IE, HU, PT, SK, FI.
 **data from 2009 for EE, NL and SE.

Source: CARE Database / EC
 Date of query: September 2012

65% of 15-17 year olds killed in Italy were riding motorized two-wheelers.

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Type of road

In 2010, most of the 15-17 year old fatal accidents took place on rural roads for both the girls (61%) and the boys (53%) in the EU-24.

Table 4 compares the male and female distribution of 15-17 year old fatalities by type of road and area (urban or rural), according to country, in 2010. In the EU-24, most of the fatal accidents took place on rural roads, for both the 15-17 year olds (55%) and the whole population (55%).

In 2010, 35% of the 15-17 year old female fatalities occurred on urban roads, compared with 44% of males. The proportions are reversed for the whole population: 42% of the female victims were killed on urban roads versus 36% for males.

Table 4: Distribution of fatalities for 15-17 year olds by type of road, gender and country in EU-24, 2010*

	Girls				Boys			
	Motorway	Non-motorway		Total	Motorway	Non-motorway		Total
		Rural	Urban			Rural	Urban	
<i>BE</i>	13%	63%	25%	100% (8)	8%	46%	46%	100% (13)
<i>CZ</i>	0%	50%	50%	100% (4)	0%	67%	33%	100% (12)
<i>DK</i>	0%	100%	0%	100% (3)	0%	40%	60%	100% (5)
<i>DE</i>	0%	76%	24%	100% (33)	6%	62%	32%	100% (68)
<i>EE</i>	0%	100%	0%	100% (1)	0%	100%	0%	100% (1)
<i>IE</i>	0%	100%	0%	100% (3)	0%	75%	25%	100% (4)
<i>EL</i>	0%	38%	63%	100% (8)	0%	45%	55%	100% (31)
<i>ES</i>	2%	82%	17%	100% (13)	6%	51%	43%	100% (36)
<i>FR</i>	4%	54%	42%	100% (26)	3%	60%	37%	100% (135)
<i>IT</i>	18%	43%	39%	100% (28)	4%	39%	57%	100% (90)
<i>LV</i>				(0)				(0)
<i>LU</i>				(0)				(0)
<i>HU</i>	0%	100%	0%	100% (3)	14%	57%	29%	100% (7)
<i>MT</i>				(0)				(0)
<i>NL</i>	8%	50%	42%	100% (12)	0%	29%	71%	100% (14)
<i>AT</i>	0%	78%	22%	100% (9)	0%	83%	17%	100% (18)
<i>PL</i>	0%	65%	35%	100% (37)	0%	55%	45%	100% (85)
<i>PT</i>	0%	0%	100%	100% (2)	0%	60%	40%	100% (5)
<i>RO</i>	0%	25%	75%	100% (12)	0%	45%	55%	100% (38)
<i>SI</i>	0%	50%	50%	100% (2)	0%	100%	0%	100% (2)
<i>SK</i>	0%	100%	0%	100% (3)	0%	25%	75%	100% (4)
<i>FI</i>	0%	50%	50%	100% (2)	0%	73%	27%	100% (11)
<i>SE</i>	0%	70%	30%	100% (10)	0%	79%	21%	100% (14)
<i>UK</i>	0%	64%	36%	100% (22)	5%	42%	53%	100% (66)
EU-24	3%	61%	35%	100% (241)	3%	53%	44%	100% (659)

*data from 2009 for EE, NL and SE

Source: CARE Database / EC

Date of query: October 2012

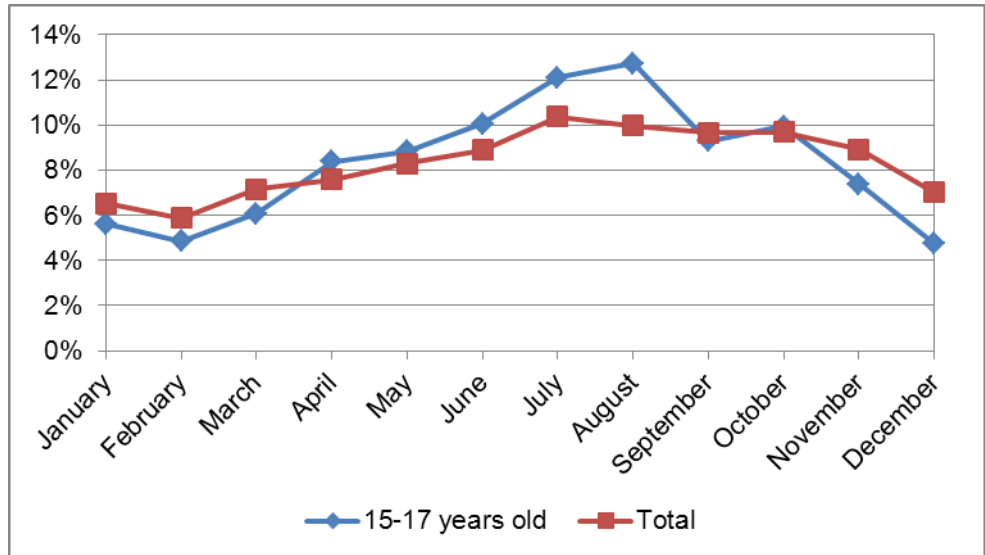
Lines in italics and grey represent countries with less than 20 fatalities for girls or boys

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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 spring and summer (from April to August) than the whole population, but less in winter (from November to March).

Figure 11: Overall and 15-17 year old distribution of fatalities by month in EU-24, 2010*



*data from 2009 for EE, NL and SE

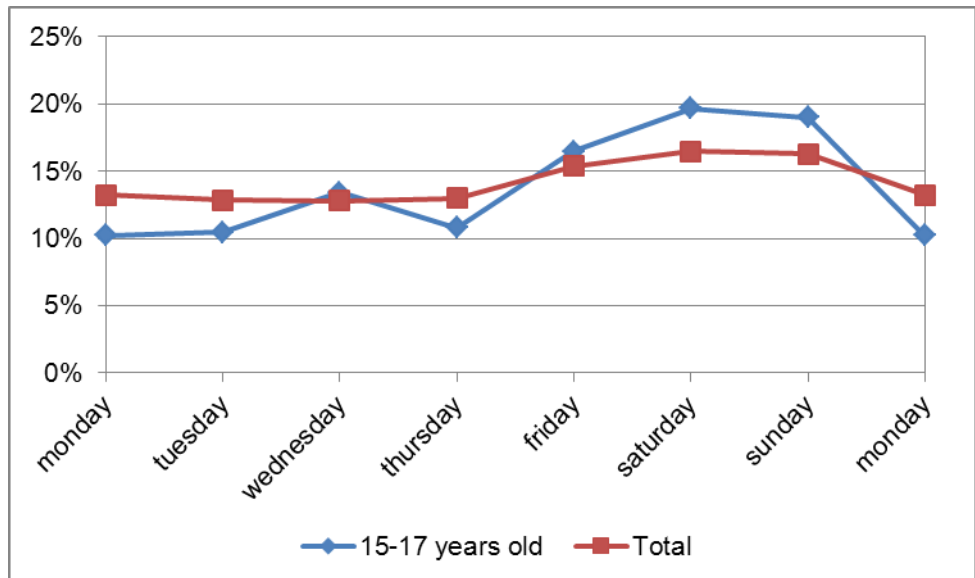
Source: CARE Database / EC
Date of query: October 2012

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

Day of week and time of day

Figure 12 compares the distribution of fatalities by day of week between 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 in comparison to the whole population.

Figure 12: Overall and 15-17 year old distribution of fatalities by day of week in EU-24, 2010*



*data from 2009 for EE, NL and SE

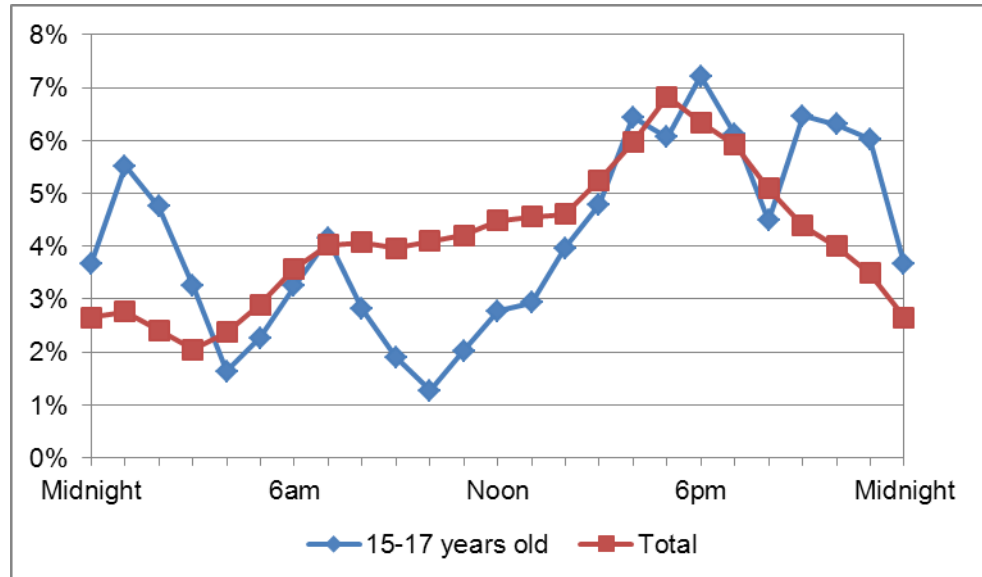
Source: CARE Database / EC
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The number of fatalities amongst 15-17 year olds peaks on Saturday and Sunday.

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Figure 13 shows several differences between the fatalities for the whole population and for 15-17 year olds, by time of day. For 15-17 year olds, the peak periods occur between 4-8 pm, 9-12 pm and 1-2 am, while for the whole population it is between 4-8 pm.

Figure 13: Overall and 15-17 year old distribution of fatalities by hour in EU-23*, 2010**



*EU-23 = EU-24 minus DE
 **data from 2009 for EE, NL and SE

Source: CARE Database / EC
 Date of query: October 2012

The peak periods for 15-17 year olds fatalities are 4-8 pm, 9-12 pm and 1-2 am.

Discussion and conclusion about the road traffic fatalities of youngsters

During the period 2001 to 2010, the improvement of the level of road safety among youngsters followed the same trend as for the general population of the EU-19, with a halving of fatality rates.

There are, however, major differences between EU countries. First, considerable disparities in the level of road safety among EU countries remain in 2010: the fatality rate is almost six times higher in Greece than in Portugal. Next, there are different tendencies among EU countries concerning the evolution of road safety during the decade 2001-2010. Thus, a significant progressive decrease in the fatality rates occurred in most countries (Portugal and Spain, for example), for other countries this decline was less tangible, and for some there was even a disturbing stagnation (Greece, Austria and Poland).

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.

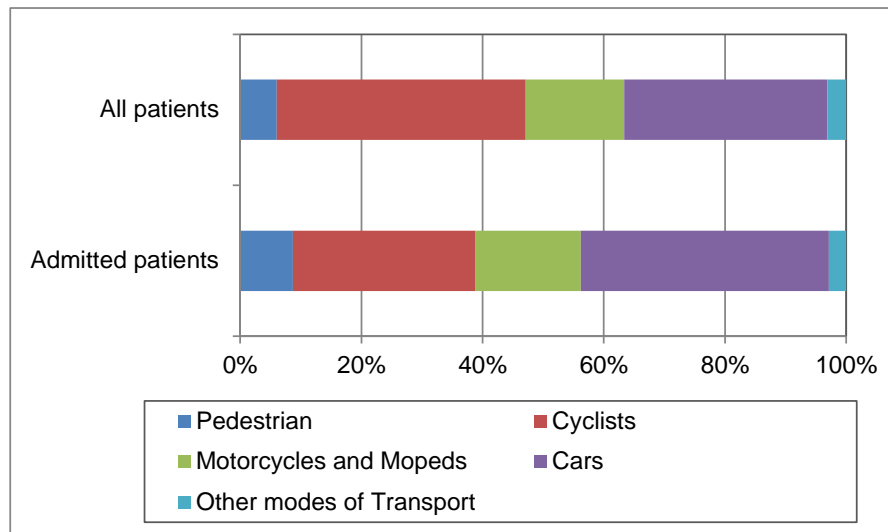
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ROAD ACCIDENT HEALTH INDICATORS

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.¹ 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).²

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 14: 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 14 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%).

¹ OJ C 164/1, 18.7.2007

² <https://webgate.ec.europa.eu/sanco/heid/index.php/IDB>

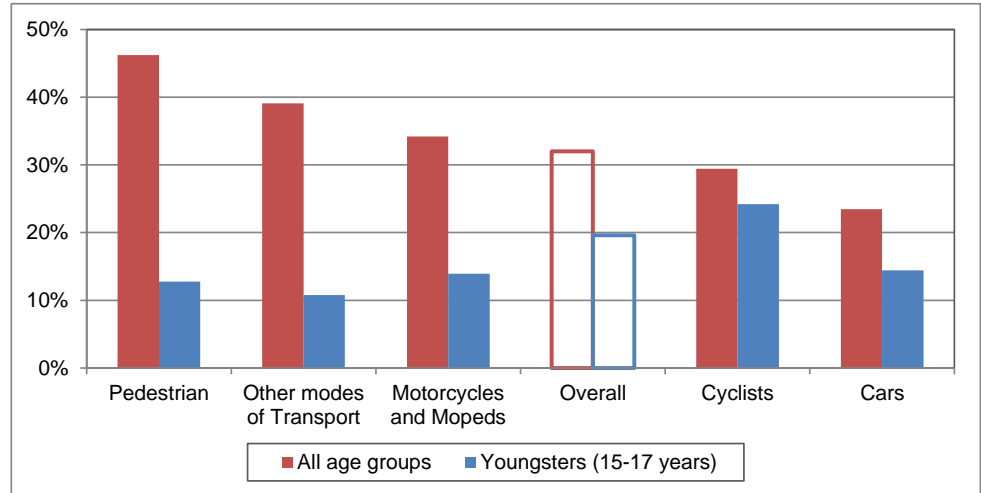
By 2012, thirteen member states routinely collected data in a sample of hospitals and contributed them to the EU injury Database.

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

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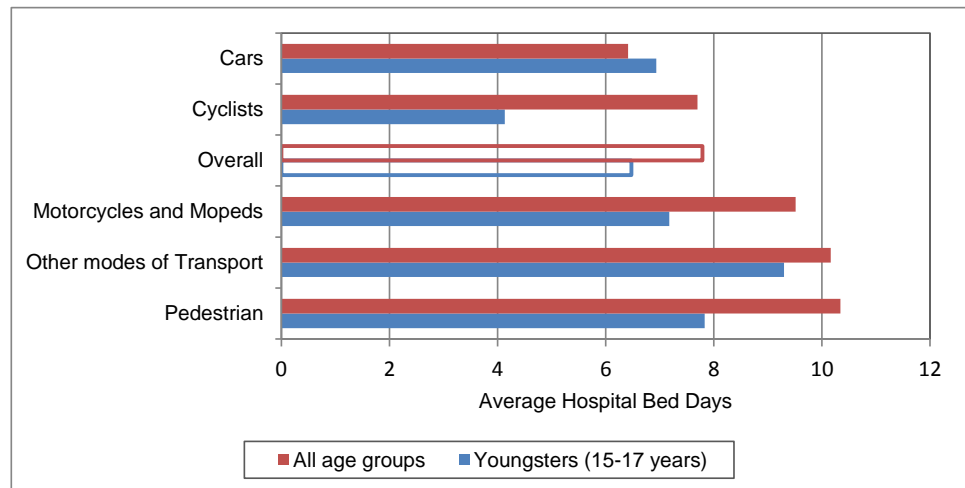
Figure 15 shows that 32% of road accident casualties recorded in the IDB were admitted to the hospital overall, compared with 20% for youngsters. Figure 16 shows that the overall average length of stay was eight days, and about six days for youngsters.

Figure 15: Proportion of 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 16: Average length of stay (hospital bed days), by age group and mode of transport

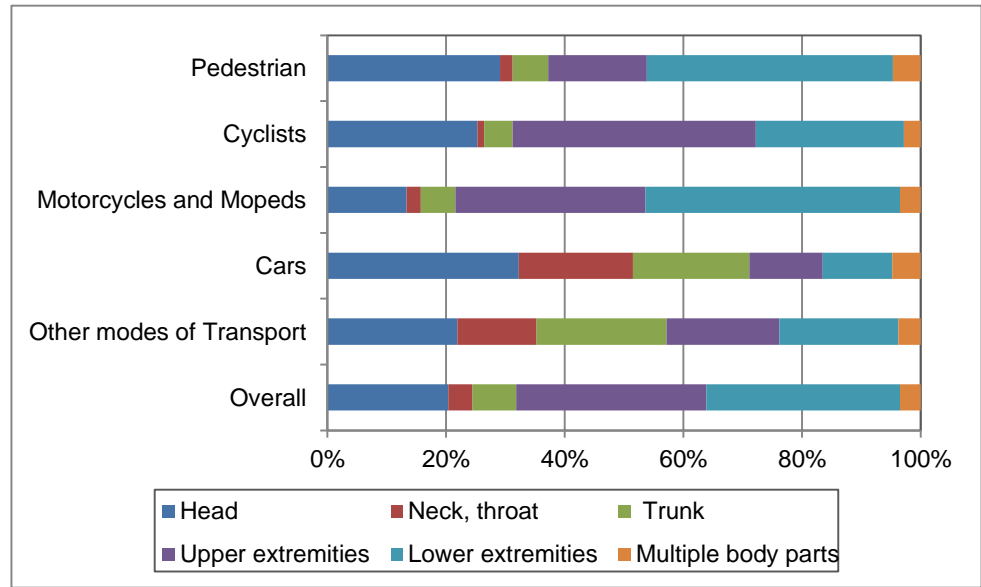


Source: See Figure 15

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

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Figure 17: Body part injured in youngsters (15-17 years), by mode of transport



Source: See Figure 15

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

Table 5 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 5: 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%

Source: See Figure 15

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

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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
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Country abbreviations used and definition of EU-level

EU-19		EU-24 = EU-19 +	
BE	Belgium	EE	Estonia
CZ	Czech Republic	HU	Hungary
DK	Denmark	LV	Latvia
DE	Germany	MT	Malta
IE	Ireland	SK	Slovakia
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)		

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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