Traffic Safety Basic Facts 2005

Young People (Aged 16-24)

In this Basic Fact Sheet, 'young people' are defined as those who are between 16 and 24 years old inclusive. (The age at which people are allowed to drive a motor vehicle varies across the EU, but 16 and 17 year olds appear, on the whole, to fit into this group rather than with 'children'.) Young people are far more likely to be victims of road accidents than people in any other age group.

The number of young people killed in road traffic accidents fell from 8.713 in 1994 to 6.478 in 2003[1], a fall of more than 25%. Only in Sweden has the trend in the number killed each year been upwards. Table 1 presents the number of young people killed in each of the EU-14 for each year for which the data are available over the last ten years, with the totals presented graphically in Figure 1[1].

Almost 6.500 young people died in road traffic accidents in 2003[1]

Table 1: Fatalities aged 16-24 per country, 1994-2003

	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
BE	429	327	305	295	334	319	368	319	-	-
DK	124	147	114	113	99	111	109	83	100	80
EL	523	529	486	466	466	475	421	427	326	364
ES	1.356	1.316	1.204	1.239	1.364	1.255	1.252	1.123	1.070	1.129
FR	2.251	2.173	1.995	2.087	2.196	2.173	1.933	2.058	1.855	1.482
IE	108	128	124	127	138	114	138	126	93	93
IT	1.552	1.574	1.429	1.300	1.231	-	-	-	-	-
LU	10	19	15	17	8	12	17	18	13	-
NL	282	282	271	246	254	247	271	205	249	226
AT	368	303	261	298	205	254	233	212	207	207
PT	635	701	634	580	520	476	393	375	315	267
FI	91	71	87	72	72	72	64	99	86	69
SE	89	94	89	73	84	82	113	115	111	-
UK	895	887	890	903	787	783	782	859	887	-
EU-14	8.713	8.551	7.904	7.816	7.758	7.604	7.325	7.250	6.862	6.478

Source: CARE Database / EC
Date of query: September 2005

[1] Where the data for a particular country was not available for a particular year (ie. after 1998), the data for the most recent year for which it was available was used for calculating totals, averages etc.: IT (1998), BE (2001), LU, SE and UK (2002).

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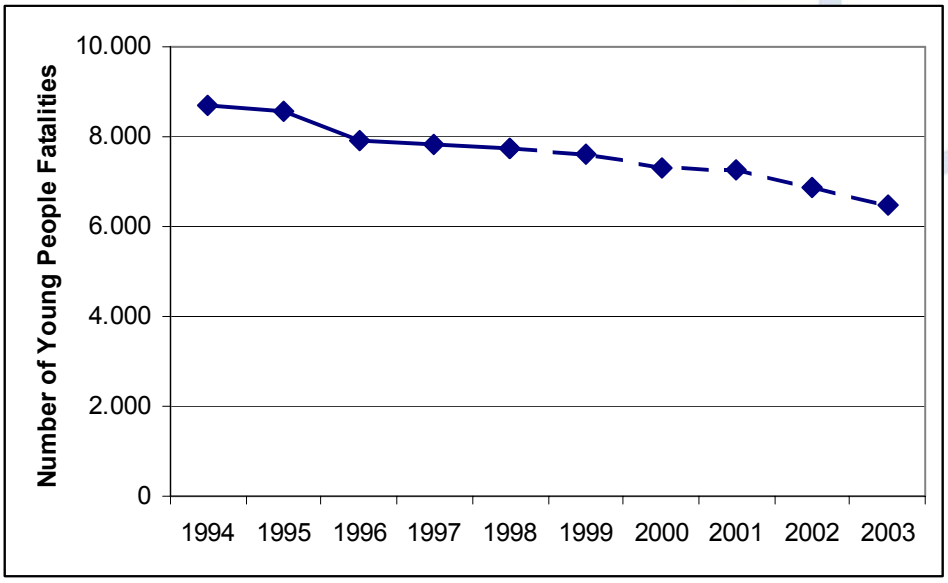
Figure 1: The number of young people fatalities in the EU-14, 1994-2003[1]



* Data from 2002
** Data from 2001
*** Data from 1998

Source: CARE Database / EC
Date of query: September 2005

The annual number of young people killed in road traffic accidents fell by more than a quarter from 1994 to 2003[1]

Table 2 shows the percentage of the national fatality totals accounted for by young people and the percentage of each nation's population who are young people. Where the fatality percentage is higher than the population percentage, young people are at greater risk than the overall population, and *vice versa*.

This comparison is made more precisely by:

$$\text{relative rate} = \frac{\text{fatalities aged 16-24 / million population aged 16-24}}{\text{fatalities of all ages / million population of all ages}}$$

$$= \frac{\text{percentage of fatalities aged 16-24}}{\text{percentage of population aged 16-24}}$$

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Young people are, on average, at almost twice the risk of dying in a road traffic accident than the average person

Table 2: Young person fatality proportions per country, 2003[1]

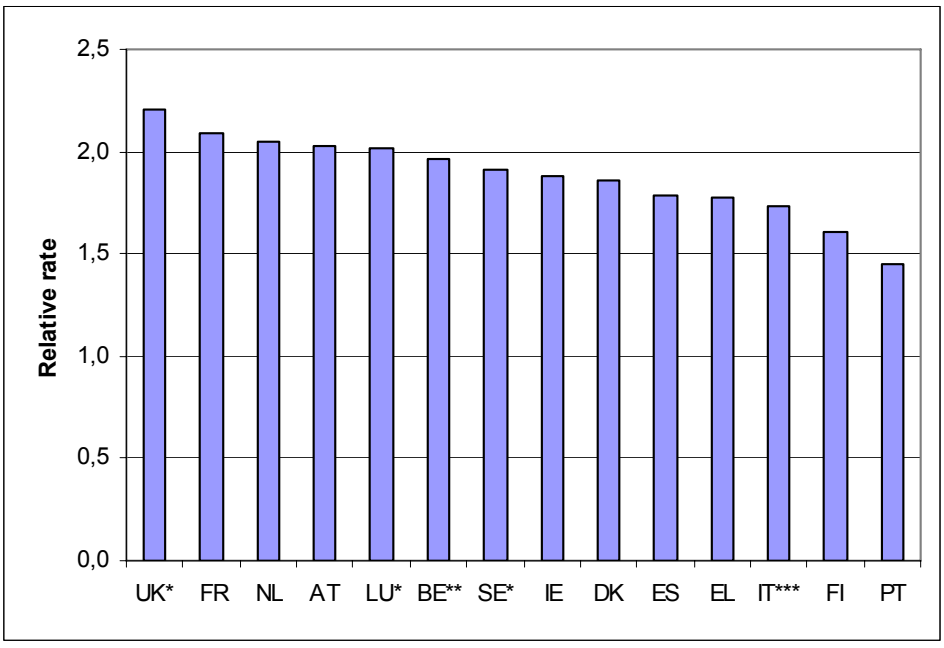
	% of fatalities	% of population	relative rate
BE**	21,47	10,96	1,96
DK	18,52	9,97	1,86
EL	22,68	12,73	1,78
ES	20,90	11,70	1,79
FR	24,48	11,71	2,09
IE	27,60	14,68	1,88
IT***	19,46	11,23	1,73
LU*	20,97	10,36	2,02
NL	21,98	10,72	2,05
AT	22,23	10,94	2,03
PT	17,23	1188	1,45
FI	18,21	11,32	1,61
SE*	19,82	10,39	1,91
UK*	24,77	11,18	2,21
EU-14	21,79	11,41	1,91

* Data from 2002
** Data from 2001
*** Data from 1998

Source: CARE Database / EC
Date of query: September 2005
Source of Population database: IRTAD

More than one in five fatalities in road traffic accidents is a young person, although young people make up just over one in ten of the population. They are at almost twice the risk of the average member of the population across the EU-14 as a whole. This varies from an increase of 45% in the relative rate in Portugal to more than a 120% increase in the relative rate in the U.K., as shown in Figure 2.

Figure 2: Relative rate for fatality proportions in young people, 2003[1]



* Data from 2002
** Data from 2001
*** Data from 1998

Source: CARE Database / EC
Date of query: September 2005
Source of Population database: IRTAD

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The number of fatalities amongst young people, expressed as a proportion of all fatalities, has been gradually reducing over the last ten years, although this is not the case in every country. For example, in Sweden, the proportion appears to have been increasing. Table 3 shows the trend in the proportion in each country over the last decade.

Table 3: Fatalities aged 16-24 as a proportion of all fatalities per country, 1994-2003[1]

	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
BE	25%	23%	22%	22%	22%	23%	25%	21%	-	-
DK	23%	25%	22%	23%	20%	22%	22%	19%	22%	19%
EL	23%	22%	23%	22%	21%	22%	21%	23%	20%	23%
ES	24%	23%	22%	22%	23%	22%	22%	20%	20%	21%
FR	25%	24%	23%	25%	25%	26%	24%	25%	24%	24%
IE	27%	29%	27%	27%	30%	28%	33%	31%	25%	28%
IT	22%	22%	21%	19%	19%	-	-	-	-	-
LU	15%	27%	21%	28%	14%	21%	22%	26%	21%	-
NL	22%	21%	23%	21%	24%	23%	25%	21%	25%	22%
AT	28%	25%	25%	27%	21%	24%	24%	22%	22%	22%
PT	25%	26%	23%	23%	24%	24%	21%	22%	19%	17%
FI	19%	16%	22%	16%	18%	17%	16%	23%	21%	18%
SE	15%	16%	17%	13%	16%	14%	19%	20%	20%	-
UK	24%	24%	24%	24%	22%	22%	22%	24%	25%	-
EU-14	24%	23%	23%	22%	22%	23%	22%	22%	22%	22%

Source: CARE Database / EC
Date of query: September 2005

Young people constitute between a fifth and a quarter of road traffic accident fatalities

Age and Gender

Table 4 provides more detail about fatalities amongst young people whilst Figure 3 presents the proportions of fatalities in each country split by gender. Whilst females account for 36% of fatalities aged below sixteen, the proportion falls above this age, accounting for only 25% of sixteen and seventeen year olds, 22% of eighteen and nineteen year olds and just 18% of 20-24 year olds killed in road traffic accidents.

However, in the case of both genders, there are far more people in the sixteen to nineteen year old age group killed than there are children killed, particularly in the case of males. The risk is higher still for those in the 20-24 age group, again particularly so in the case of males, but is much lower for the over 24s. Figure 3 shows that the proportion of fatalities amongst young people that are male is between 72% (Finland) and 87% (Greece).

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For both genders, there are far more people in the sixteen to nineteen year old age group killed than there are children killed

Males account for more than three-quarters of road traffic accident fatalities amongst young people

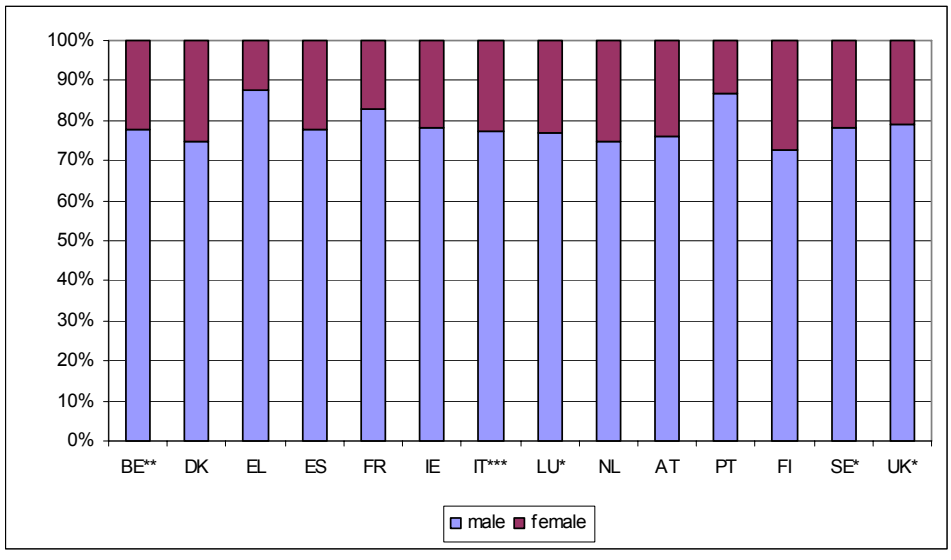
Table 4: Fatalities by gender, age and by country, 2003[1]

	Female					Male					Total
	<16	16-17	18-19	20-24	All Ages	<16	16-17	18-19	20-24	All Ages	
BE**	29	10	19	40	384	42	28	47	175	1.102	1.486
DK	10	2	4	14	122	15	11	14	35	310	432
EL	21	16	7	22	289	38	52	62	205	1.313	1.605
ES	76	37	66	144	1.246	113	120	202	559	4.060	5.397
FR	79	43	70	140	1.437	166	157	276	797	4.621	6.058
IE	7	6	6	8	79	9	5	16	52	246	337
IT***	66	38	58	170	1.480	123	134	186	642	4.830	6.310
LU*	0	1	1	1	12	3	2	5	3	50	62
NL	27	17	14	26	262	44	30	45	93	758	1.028
AT	16	12	13	25	251	29	21	34	102	680	931
PT	28	2	7	25	304	35	20	33	179	1.240	1.544
FI	5	4	7	8	107	19	6	11	33	272	379
SE*	4	5	12	7	137	23	6	20	61	423	560
UK*	76	40	48	94	915	116	122	189	393	2.662	3.581
EU-14	444	233	332	724	7.025	775	714	1.140	3.329	22.567	29.710
% by gender	36	25	22	18	24	64	75	78	82	76	100

* Data from 2002
** Data from 2001
*** Data from 1998

Source: CARE Database / EC
Date of query: September 2005

Figure 3: Distribution of fatalities of young people by gender, 2003[1]



* Data from 2002
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Source: CARE Database / EC
Date of query: September 2005

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Mode of Transport

Table 5 shows the distribution of fatalities amongst young people by mode of transport. Almost two-thirds of fatalities in this age group are in cars or taxis, with mopeds and motorcycles accounting for a further 25%.

Table 5: Fatalities by mode of transport and by country, 2003[1]

	pedestrians	pedal cycle	moped	motor cycle	car or taxi	lorry, under 3.5 tonnes	heavy goods vehicle	bus or coach	agricultural tractor	other
BE**	3%	3%	11%	11%	68%	2%	1%	0%	0%	1%
DK	8%	5%	16%	5%	58%	9%	0%	0%	0%	0%
EL	4%	0%	4%	32%	50%	3%	1%	6%	1%	1%
ES	5%	1%	16%	6%	68%	3%	1%	0%	0%	0%
FR	3%	1%	14%	13%	66%	1%	1%	0%	0%	0%
IE	5%	1%	0%	15%	63%	11%	1%	0%	0%	3%
IT***	3%	1%	17%	12%	64%	0%	2%	0%	0%	0%
LU*	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%
NL	2%	7%	15%	7%	65%	5%	0%	0%	0%	0%
AT	3%	1%	6%	11%	76%	1%	1%	0%	0%	0%
PT	4%	2%	11%	20%	53%	10%	0%	0%	0%	0%
FI	6%	3%	1%	13%	74%	3%	0%	0%	0%	0%
SE*	5%	3%	4%	10%	75%	1%	2%	0%	1%	1%
UK*	12%	2%	2%	14%	68%	1%	1%	0%	0%	0%
EU-14	5%	2%	12%	13%	65%	2%	1%	0%	0%	0%

* Data from 2002
** Data from 2001
*** Data from 1998

Source: CARE Database / EC
Date of query: September 2005

Young people in a car or a taxi account for almost two-thirds of fatalities amongst young people

As Table 6 and Figure 4 show, almost two-thirds of fatalities are drivers, this proportion being almost three-quarters in Austria. Almost a third of fatalities amongst young people are passengers. Only in Denmark, Finland and the U.K. do pedestrian fatalities exceed 5% of fatalities amongst young people.

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Table 6: Fatality proportions amongst young people per country, 2003[1]

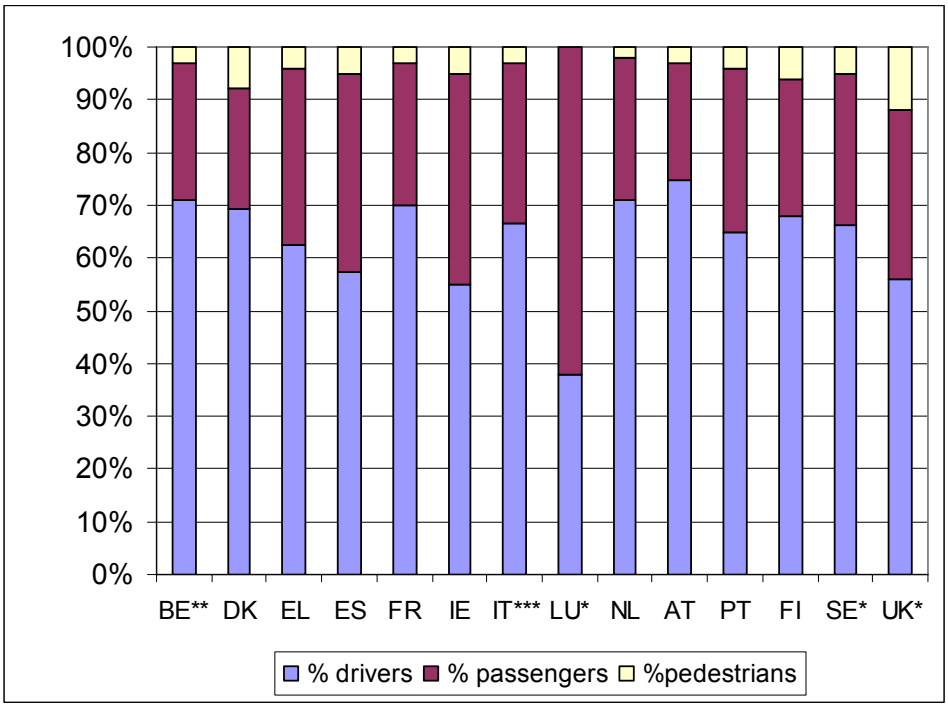
	% drivers	% passengers	%pedestrians
BE**	71%	26%	3%
DK	70%	23%	8%
EL	63%	34%	4%
ES	58%	38%	5%
FR	70%	27%	3%
IE	55%	40%	5%
IT***	66%	30%	3%
LU*	38%	62%	0%
NL	71%	27%	2%
AT	74%	22%	3%
PT	65%	31%	4%
FI	68%	26%	6%
SE*	67%	29%	5%
UK*	56%	32%	12%
EU-14	64%	31%	5%

* Data from 2002
** Data from 2001
*** Data from 1998

Source: CARE Database / EC
Date of query: September 2005

Almost a third of fatalities amongst young people are passengers

Figure 4: Distribution of drivers, passenger and pedestrians, 2003[1]



* Data from 2002
** Data from 2001
*** Data from 1998

Source: CARE Database / EC
Date of query: September 2005

Type of Road

The CARE data show whether each accident occurs on a motorway or not, and, if not, whether each occurs in an urban or a rural area. Table 7 shows the distribution of fatalities amongst young people for each country, with the totals displayed in Figure 5. Over three-fifths of fatalities amongst young people are in a rural area, not on a motorway. Only just over one fatality in twenty amongst young people is on a motorway. (It should be noted that the data are only 84% complete for the UK and 19% complete for Greece.)

Almost two-thirds of young people fatalities are in rural areas and not on motorways

Just over one fatality in twenty amongst young people is on a motorway

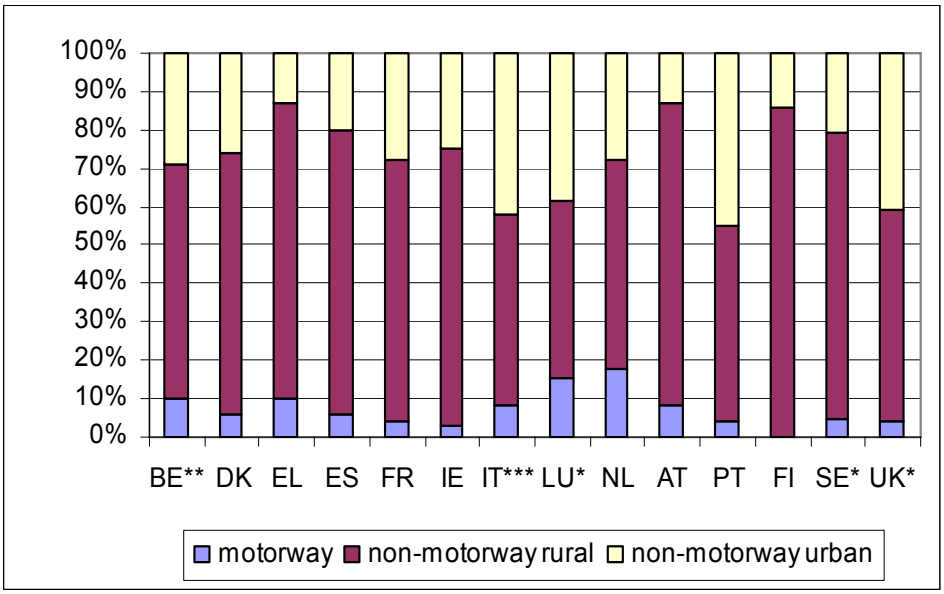
Table 7: Distribution of fatalities amongst young people by road type, 2003[1]

	motorway	non-motorway	
		rural	urban
BE**	10%	61%	29%
DK	6%	68%	26%
EL	10%	77%	13%
ES	6%	74%	20%
FR	4%	68%	28%
IE	3%	72%	25%
IT***	8%	50%	42%
LU*	15%	46%	38%
NL	18%	54%	28%
AT	8%	79%	13%
PT	4%	51%	45%
FI	0%	86%	14%
SE*	5%	74%	21%
UK*	4%	56%	41%
EU-12	6%	64%	30%

* Data from 2002
** Data from 2001
*** Data from 1998

Source: CARE Database / EC
Date of query: September 2005

Figure 5: Distribution of fatalities amongst young people by road type, 2003[1]



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Time of Day

In order to examine the distribution of child fatalities by time of day, the day has been divided into six four-hour periods beginning at midnight. Table 8 and Figure 6 show that fewest fatalities occur between 8am and midday, followed by the period between midday and 4pm. Ireland and the UK have more than a quarter between 8pm and midnight, whilst Belgium has a similar proportion occur between midnight and 4am.

There are fewer fatalities amongst young people between 8am and noon than at all other times of the day

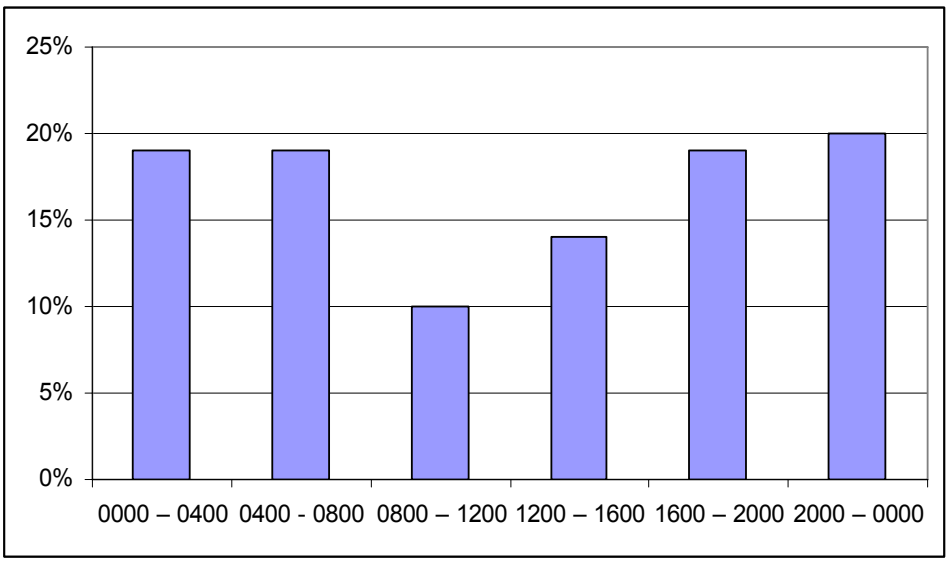
Table 8: Distribution of fatalities amongst young people by time of day, 2003[1]

	0000 – 0400	0400 - 0800	0800 – 1200	1200 – 1600	1600 – 2000	2000 – 0000
BE**	27%	18%	8%	11%	18%	19%
DK	24%	18%	6%	10%	24%	18%
EL	19%	24%	9%	9%	18%	22%
ES	16%	19%	13%	15%	18%	19%
FR	16%	23%	10%	14%	20%	17%
IE	15%	15%	11%	12%	20%	27%
IT***	22%	19%	8%	14%	17%	19%
LU*	55%	27%	0%	9%	9%	0%
NL	14%	14%	14%	15%	24%	20%
AT	13%	25%	5%	16%	26%	16%
PT	24%	18%	5%	16%	18%	18%
FI	14%	14%	16%	23%	14%	19%
SE*	25%	16%	9%	11%	14%	25%
UK*	21%	9%	8%	14%	20%	27%
EU-14	19%	19%	10%	14%	19%	20%

* Data from 2002
** Data from 2001
*** Data from 1998

Source: CARE Database / EC
Date of query: September 2005

Figure 6: Distribution of fatalities amongst young people by time of day, EU-14, 2003[1]



Source: CARE Database / EC
Date of query: September 2005

Day of Week

Table 9 shows the distribution of fatalities amongst young people by the day of the week, with the totals displayed in Figure 7. Almost a quarter are killed on a Sunday, with a further fifth on a Saturday. Fewest fatalities occur on a Tuesday and Wednesday, with just a few more on Monday and Thursday.

The weekend poses the riskiest time of the week for young people

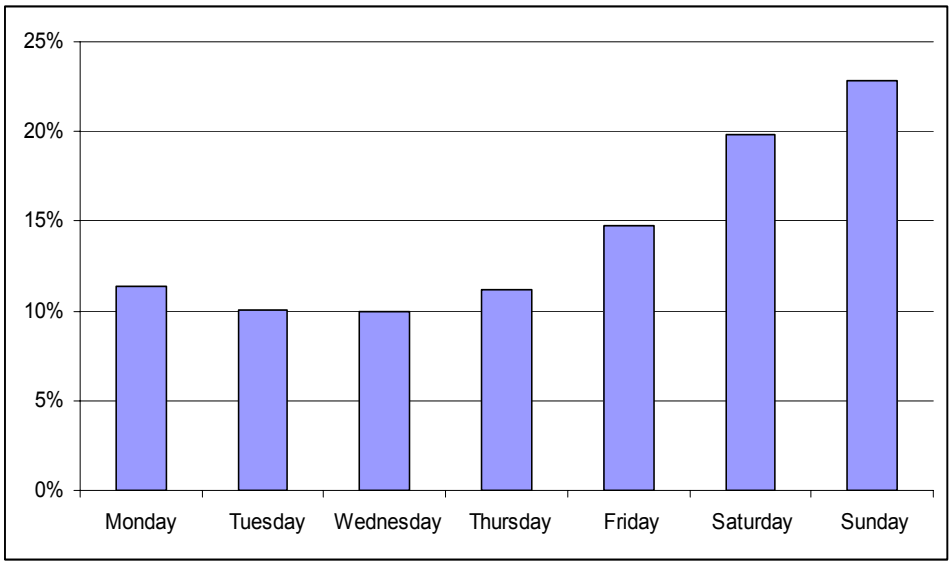
Table 9: Distribution of fatalities amongst young people by day of week, 2003[1]

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
BE**	12%	6%	10%	9%	15%	24%	24%
DK	6%	13%	10%	16%	16%	20%	19%
EL	14%	10%	13%	14%	13%	13%	24%
ES	10%	10%	10%	11%	13%	21%	25%
FR	11%	11%	10%	10%	15%	20%	22%
IE	13%	12%	2%	14%	18%	20%	20%
IT***	12%	11%	8%	12%	13%	19%	26%
LU*	0%	0%	0%	23%	0%	69%	8%
NL	15%	8%	12%	9%	18%	21%	19%
AT	8%	11%	11%	13%	22%	18%	18%
PT	7%	8%	8%	11%	13%	25%	28%
FI	10%	16%	7%	7%	16%	26%	17%
SE*	19%	10%	6%	9%	14%	23%	19%
UK*	11%	10%	12%	12%	18%	17%	19%
EU-14	11%	10%	10%	11%	15%	20%	23%

* Data from 2002
** Data from 2001
*** Data from 1998

Source: CARE Database / EC
Date of query: September 2005

Figure 7: Distribution of fatalities amongst young people by weekday, EU-14, 2003[1]



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Source: CARE Database / EC
Date of query: September 2005

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Seasonality

Table 10 shows the distribution of fatalities amongst young people through the year, using pairs of months, with the totals displayed in Figure 8. The peak period is July / August, though Ireland, Austria and Sweden peak in May / June, whilst the U.K. peaks in September / October. Fewest fatalities occur in January / February, though Denmark's and the Netherlands' trough is in September / October, whilst for Spain it is in March / April and for Italy it is in November / December.

Fatalities amongst young people fluctuate with the seasons, with summer being the riskiest time and winter the safest

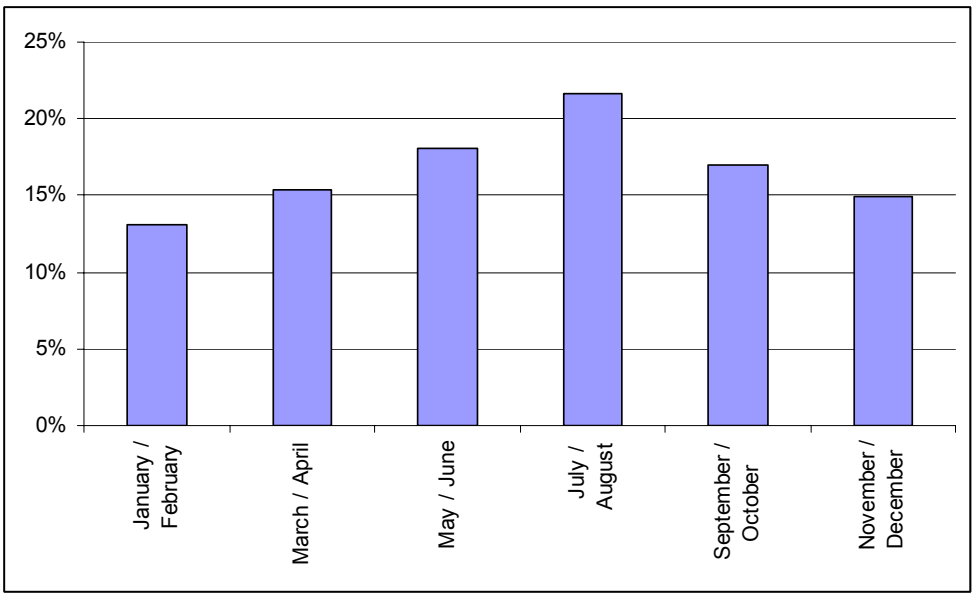
Table 10: Distribution of fatalities amongst young people by month of year, 2003[1]

	January/ February	March/ April	May/ June	July/ August	September/ October	November/ December
BE**	13%	17%	15%	20%	20%	15%
DK	19%	14%	20%	20%	9%	19%
EL	12%	17%	15%	27%	14%	15%
ES	15%	13%	15%	22%	16%	19%
FR	12%	14%	18%	21%	20%	14%
IE	10%	14%	27%	19%	16%	14%
IT***	13%	18%	20%	22%	16%	11%
LU*	0%	0%	8%	38%	31%	23%
NL	16%	16%	17%	19%	12%	19%
AT	10%	15%	24%	19%	16%	16%
PT	13%	14%	20%	22%	15%	16%
FI	6%	10%	20%	25%	25%	14%
SE*	10%	16%	28%	24%	12%	10%
UK*	15%	16%	17%	16%	20%	17%
EU-14	13%	15%	18%	22%	17%	15%

* Data from 2002
** Data from 2001
*** Data from 1998

Source: CARE Database / EC
Date of query: September 2005

Figure 8: Distribution of fatalities amongst young people by month, EU-14, 2003[1]



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For more information:

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

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

- Children (Aged <16)
- Young People (Aged 16-24)
- The Elderly
- Pedestrians
- Motorcycle and Mopeds
- Car-Occupants
- Motorways

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 SafetyNet Integrated Project, co-financed by the European Commission, Directorate-General Energy and Transport is available at the SafetyNet Website: http://safetynet.swov.nl/.

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