Traffic Safety Basic Facts 2006

Young People (Aged 16-24)

In this Basic Fact Sheet, 'young people' are defined as those who are between 16 and 24 years old. In general, young people worldwide are far more likely to be victims of road accidents than people in any other age group.

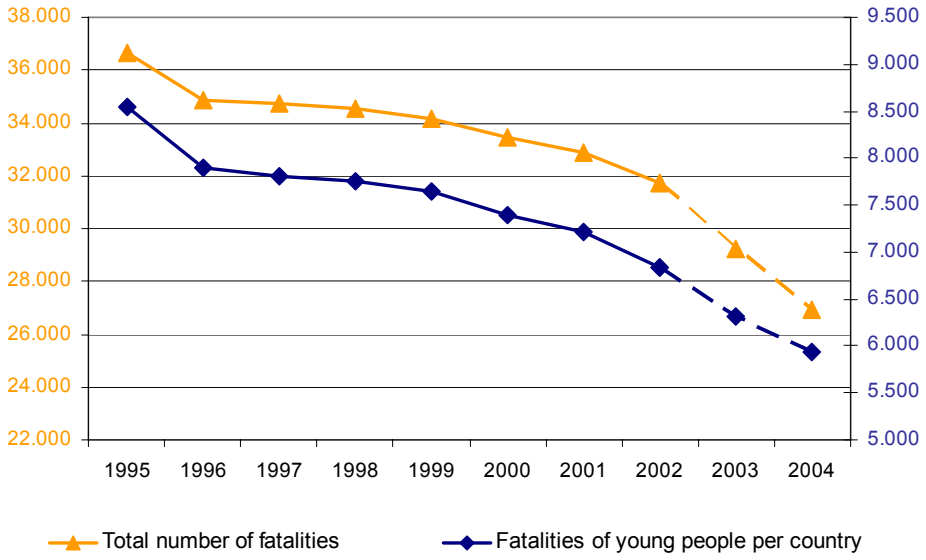
Almost 73.500 persons aged 16-24 years old were killed in traffic accidents, in 14 European Union countries within the decade 1995 - 2004. This number represents approximately a quarter of all traffic accident fatalities in those countries (22,3%).

A significant decrease of 30,4% in young people traffic accident fatalities is recorded in 2004[1] compared to the 8.551 respective fatalities in 1995. The total traffic accident fatalities were also significantly reduced by almost 27% in the 14 European Union countries within the same period.

A significant decrease of 30,4% in young people traffic accident fatalities is recorded during the decade1995-2004[1].

Almost 73.500 persons aged 16-24 years old were killed in traffic accidents, in 14 EU countries since 1995, representing a quarter of all traffic accident fatalities in those countries.

Figure 1: EU-14 Distribution of road traffic fatalities, 1995-2004[1]



Source: CARE Database / EC
Date of query: December 2006

Table 1 provides an overall view of the evolution of road traffic fatalities for young people. In 2004 a considerable decrease in the numbers of fatalities of young people can be seen in Sweden and

[1] Using latest available data, i.e. 2004 for all countries except LU (2002), IE and NL (2003).

Spain (20,2% and 17,9% respectively) compared to 2003, whereas Finland is the only country where the number of young people killed in traffic accidents has increased since 2003 (almost 35%, 93 persons killed in 2004 comparing to 69 in 2003).

Table 1: Fatalities aged 16-24 by country, 1995-2004[1]

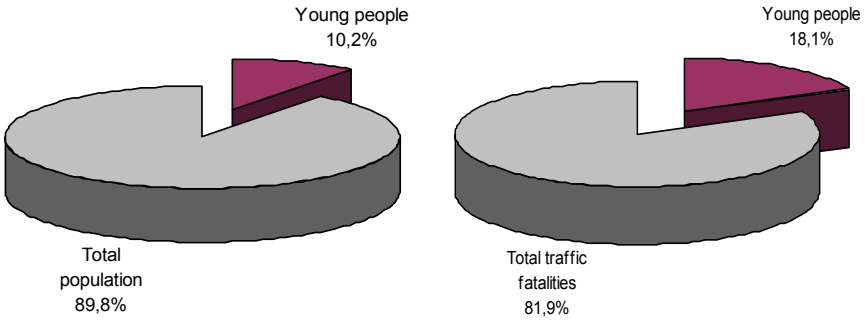
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
BE	327	305	295	334	319	368	319	300	275	263
DK	147	114	113	99	111	109	83	100	80	75
EL	529	486	466	466	475	421	427	326	364	343
ES	1.316	1.204	1.239	1.364	1.255	1.252	1.123	1.070	1.129	927
FR	2.173	1.995	2.087	2.196	2.173	1.933	2.058	1.855	1.482	1.440
IE	128	124	127	138	114	138	126	93	93	-
IT	1.574	1.429	1.300	1.231	1.281	1.309	1.194	1.216	1.067	1.032
LU	19	15	17	8	12	17	18	13	-	-
NL	282	271	246	254	247	271	205	249	226	-
AT	303	261	298	205	254	233	212	207	207	198
PT	701	634	580	520	476	393	375	315	268	246
FI	71	87	72	72	72	64	99	86	69	93
SE	94	89	73	84	82	113	115	111	109	87
UK	887	890	903	787	783	782	859	887	932	897
EU-14	8.551	7.904	7.816	7.758	7.654	7.403	7.213	6.828	6.314	5.933
% yearly change	-	-7,6%	-1,1%	-0,7%	-1,3%	-3,3%	-2,6%	-5,3%	-7,5%	-6,0%

Source: CARE Database / EC
Date of query: December 2006

Across the 14 European countries, 18,1% of all persons killed in road accidents in 2004[1] were aged between 16-24 years old. However, only 10,2% of the population falls within this age group, as can be seen in Figure 2.

18,1% of all persons killed in road accidents in 2004[1] were aged 16-24 years old, whereas only 10,2% of the population falls within this age group.

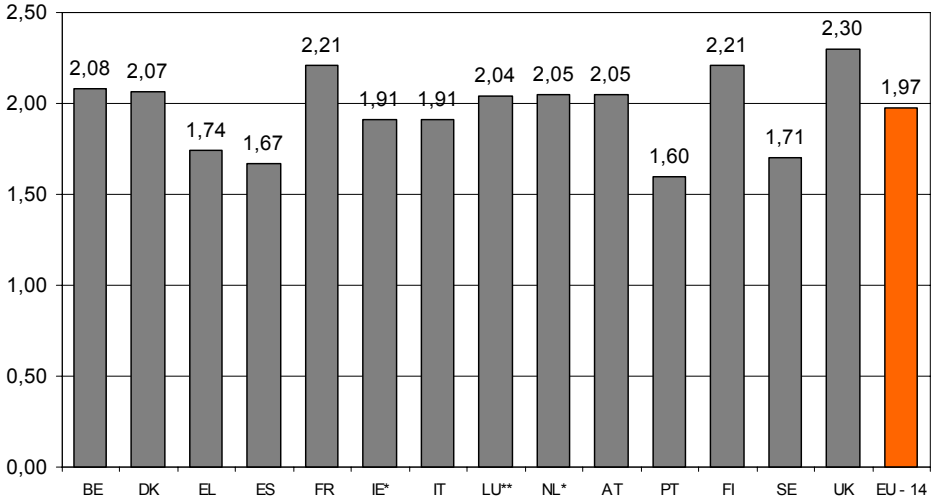
Figure 2: Proportion of young people in population and in traffic fatalities in EU-14, 2004[1]



Source: CARE Database / EC
Date of query: December 2006
Source of population data: EUROSTAT

Young people are at almost twice the risk of being killed in a road accident compared to the average member of the population across the EU-14 countries as a whole. As shown in Figure 3, in 2004 the UK has highest relative rate (% young people fatalities divided by % young people population).

Figure 3: Relative rate for fatality proportions in young people, 2004



* Data from 2003
** Data from 2002

Source: CARE Database / EC
Date of query: December 2006
Source of population data: EUROSTAT

Young people are at almost twice the risk of being killed in a road accident than the average member of the population across the EU-14 countries as a whole.

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. Table 2 shows the trend in the proportion in each country over the last decade.

Table 2: Distribution of fatalities aged 16-24 by the total number of road accident fatalities, 1995 - 2004[1]

	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
BE	22,6%	22,5%	21,6%	22,3%	22,8%	25,0%	21,5%	23,0%	22,7%	22,6%
DK	25,3%	22,2%	23,1%	19,8%	21,6%	21,9%	19,3%	21,6%	18,5%	20,3%
EL	21,9%	22,5%	22,1%	21,4%	22,4%	20,7%	22,7%	20,0%	22,7%	20,5%
ES	22,9%	22,0%	22,1%	22,9%	21,9%	21,7%	20,4%	20,0%	20,9%	19,6%
FR	24,4%	23,4%	24,7%	24,6%	25,6%	23,9%	25,2%	24,2%	24,5%	26,0%
IE	29,3%	27,4%	26,8%	30,1%	27,5%	33,0%	30,6%	24,6%	27,6%	27,6%
IT	22,4%	21,4%	19,4%	19,5%	19,2%	19,7%	17,8%	18,0%	17,6%	18,3%
LU	27,1%	21,1%	28,3%	14,0%	20,7%	22,4%	25,7%	21,0%	21,0%	21,0%
NL	21,1%	23,0%	21,2%	23,8%	22,7%	25,0%	20,6%	25,2%	22,0%	22,0%
AT	25,0%	25,4%	27,0%	21,3%	23,5%	23,9%	22,1%	21,7%	22,2%	22,6%
PT	25,9%	23,2%	23,0%	24,5%	23,9%	21,2%	22,4%	18,8%	17,3%	19,0%
FI	16,1%	21,5%	16,4%	18,0%	16,7%	16,2%	22,9%	20,7%	18,2%	24,8%
SE	16,4%	16,6%	13,5%	15,8%	14,1%	19,1%	19,7%	19,8%	20,6%	18,1%
UK	23,6%	23,8%	24,1%	22,0%	22,0%	21,8%	23,9%	24,8%	25,5%	26,6%
EU-14	23,3%	22,7%	22,5%	22,5%	22,4%	22,1%	21,9%	21,5%	21,6%	22,0%

Source: CARE Database / EC
Date of query: December 2006

Age and Person class

Table 3: Fatalities by age group for drivers, passengers and pedestrians by country, 2004

	Driver					Passenger					Pedestrian				
	<16	16-24	25-34	35-64	>64	<16	16-24	25-34	35-64	>64	<16	16-24	25-34	35-64	>64
BE	13	204	201	347	137	13	55	34	38	15	9	4	11	28	49
DK	9	52	44	110	54	9	18	8	12	10	4	5	4	14	16
EL	16	220	258	393	128	29	111	64	107	46	17	12	21	85	143
ES	25	546	791	1.178	287	97	330	222	325	179	41	51	67	201	275
FR	48	999	871	1.478	484	119	394	149	216	173	37	45	42	140	298
IE*	3	51	61	56	24	6	37	6	16	7	8	5	5	22	22
IT	48	671	942	1.395	606	88	341	181	250	178	23	20	53	206	381
LU**	0	5	10	24	2	2	8	3	2	0	1	0	0	2	3
NL*	26	160	154	269	158	28	62	17	32	24	17	4	6	31	39
AT	7	144	113	246	96	10	44	14	49	22	13	10	6	43	59
PT	4	149	208	311	94	22	82	44	88	40	25	15	16	73	88
FI	4	54	25	85	57	10	35	16	23	17	1	4	3	18	23
SE	6	57	48	128	73	14	21	12	23	31	4	9	6	13	35
UK	31	502	437	771	250	66	304	89	103	108	80	91	72	215	231
EU-14	240	3.814	4.163	6.791	2.450	513	1.842	859	1.284	850	280	275	312	1.091	1.662
%	1,4%	21,8%	23,8%	38,9%	14,0%	9,6%	34,4%	16,1%	24,0%	15,9%	7,7%	7,6%	8,6%	30,1%	45,9%

* Data from 2003
** Data from 2002

Source: CARE Database / EC
Date of query: December 2006

In 2004[1] the majority of the young people killed in road accidents in the 14 EU countries were drivers (3.814 persons), whereas only 275 persons aged 16-24 were pedestrians.

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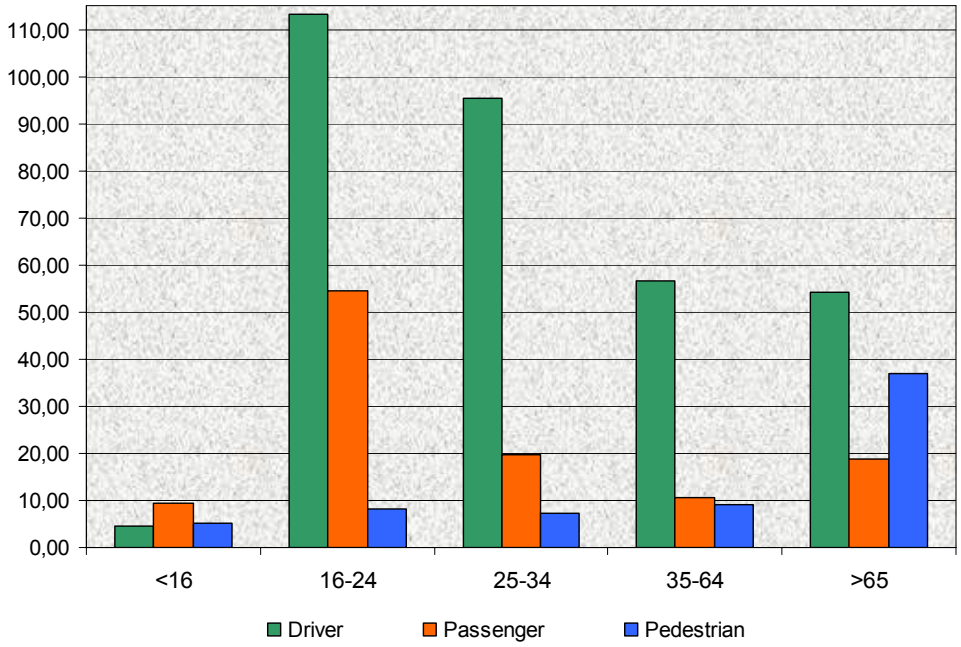
Figure 4: Fatality rate per million population by age group for drivers, passengers and pedestrians, 2004[1]



Source: CARE Database / EC
Date of query: December 2006

The fatality rates for 16-24 and 25-34 year old drivers are much higher than those for any other age group.

Figure 4 illustrates the distribution of road accident fatalities per million people for drivers, passengers and pedestrians in different age groups. The rates for 16-24 and 25-34 years old drivers are much higher than those for any other age group.

Mode of transport

Table 4 shows the distribution of fatalities amongst young people by mode of transport in 2004[1]. Almost two-thirds of fatalities in this age group across the European countries are in cars or taxis, with mopeds and motorcycles accounting for a further 25%.

Table 4: Fatalities of young people by mode of transport, 2004

	agricultural tractor	bus or coach	car or taxi	heavy goods vehicle	lorry, < 3.5 tons	moped	motorcycle	other	pedal cycle	pedestrian	Total
BE	0	0	185	2	4	10	18	4	6	4	233
DK	0	0	51	0	4	8	5	0	2	5	75
EL	1	0	179	2	11	14	120	1	2	12	342
ES	0	0	598	9	29	166	60	8	7	51	928
FR	1	1	959	7	6	178	224	2	14	48	1.440
IE*	0	0	59	1	10	0	14	3	1	5	93
IT	0	2	628	6	8	122	223	2	10	20	1.021
LU**	0	0	13	0	0	0	0	0	0	0	13
NL*	0	0	147	0	11	34	15	0	15	4	226
AT	0	1	147	1	4	15	17	0	3	10	198
PT	0	0	122	2	25	18	59	0	2	16	244
FI	0	7	70	0	1	3	7	0	1	4	93
SE	1	0	59	1	1	6	9	0	1	9	87
UK	2	5	630	3	16	16	113	2	19	91	897
EU-14	5	16	3.847	34	130	590	884	22	83	279	5.890
% by mode of transport	0,1%	0,3%	65,3%	0,6%	2,2%	10%	15,0%	0,4%	1,4%	4,7%	100%

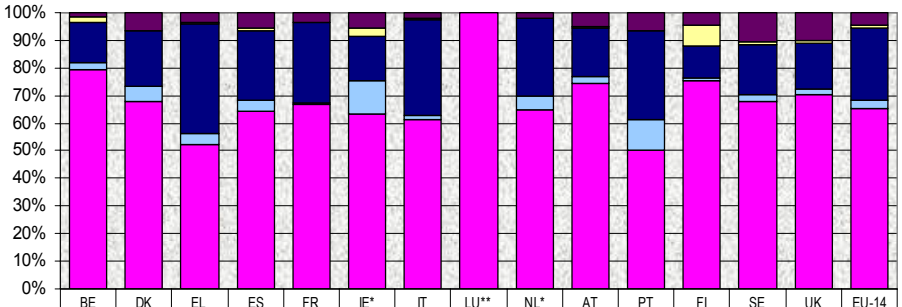
* Data from 2003
** Data from 2002

Source: CARE Database / EC
Date of query: December 2006

In Greece almost 40% of the overall young people fatalities concern two-wheelers (136 persons), the highest proportion among the 14 European countries.

As displayed in Figure 5, in Greece almost 40% of the all young people fatalities concern two-wheelers (motorcycle, moped or pedal cycle users) (136 persons killed), the highest proportion among the 14 European countries, whereas in Finland the respective ratio is only 11,8%.

Figure 5: Distribution of young people fatalities by mode of transport, 2004



	BE	DK	EL	ES	FR	IE*	IT	LU**	NL*	AT	PT	FI	SE	UK	EU-14
Pedestrian	1,7%	6,7%	3,5%	5,5%	3,3%	5,4%	2,0%	0,0%	1,8%	5,1%	6,6%	4,3%	10,3%	10,1%	4,7%
Others	1,7%	0,0%	0,6%	0,9%	0,3%	3,2%	0,4%	0,0%	0,0%	0,5%	0,0%	7,5%	1,1%	1,0%	0,7%
Two-wheelers	14,6%	20,0%	39,8%	25,1%	28,9%	16,1%	34,8%	0,0%	28,3%	17,7%	32,4%	11,8%	18,4%	16,5%	26,4%
Lorries	2,6%	5,3%	3,8%	4,1%	0,9%	11,8%	1,4%	0,0%	4,9%	2,5%	11,1%	1,1%	2,3%	2,1%	2,8%
Car / taxi	79,4%	68,0%	52,3%	64,4%	66,6%	63,4%	61,5%	100,0%	65,0%	74,2%	50,0%	75,3%	67,8%	70,2%	65,3%

* Data from 2003
** Data from 2002

Source: CARE Database / EC
Date of query: December 2006

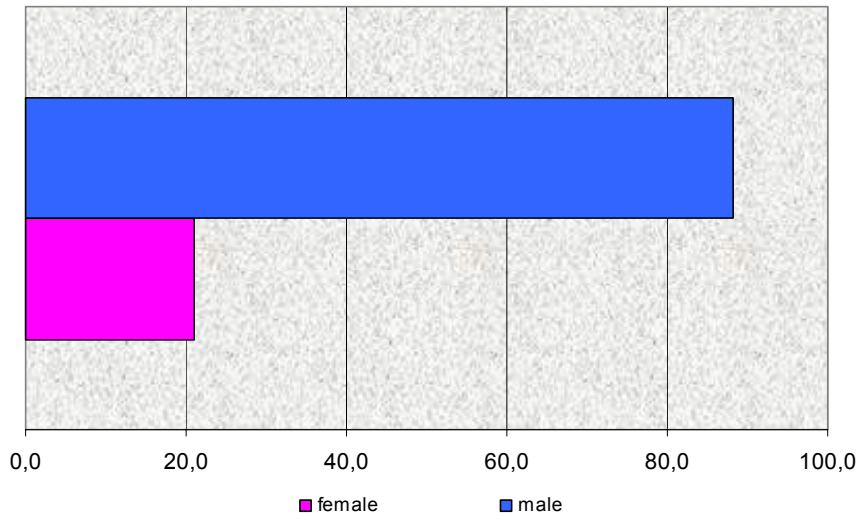
In Belgium, the proportion of persons aged 16-24 killed in cars or taxis is higher than the EU-14 average (almost 80% compared to 65%).

Gender

Figure 6 indicates that amongst young people males account for the majority of the overall fatalities of this age group (88,2 fatality rate), compared to almost 22 of the respective rate for female, possibly due to higher driving exposure of males (driving more vehicle-kms).

Males account for more than 88% of the overall fatalities of young people, possibly due to higher driving exposure.

Figure 6: Young people fatality rate per million young people population, 2004[1]



Source: CARE Database / EC
Date of query: December 2006

Area and Road type

In Table 5 and Figure 7 the distribution of fatalities amongst young people in each of the 14 European countries by area and road type can be seen.

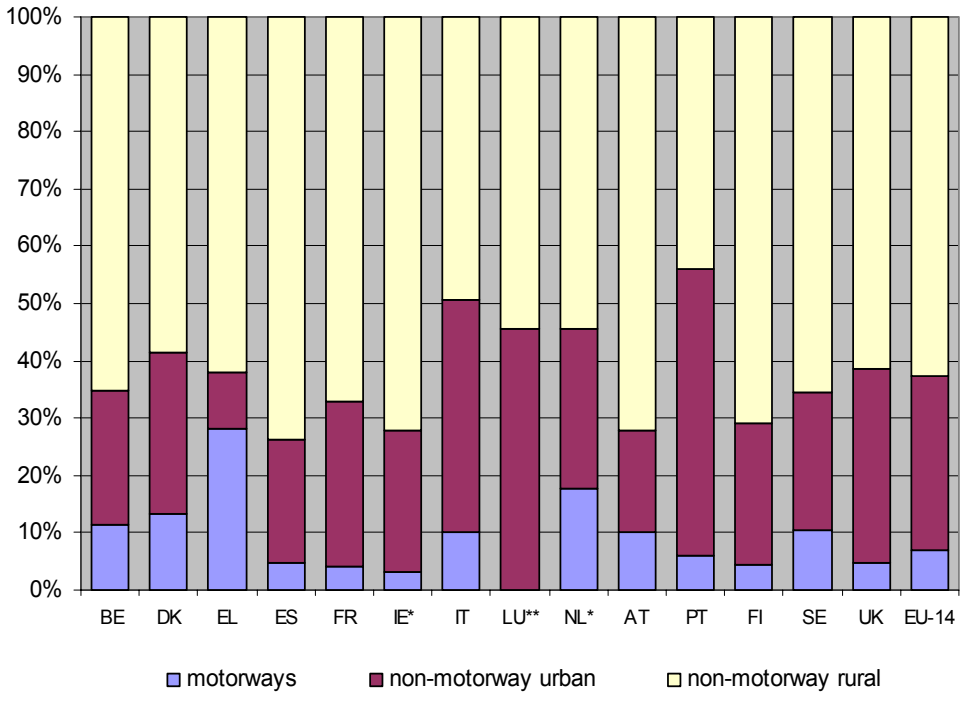
Table 5: Distribution of fatalities amongst young people by area and road type, 2004

	motorway	non-motorway	
		rural	urban
BE	11,3%	65,1%	23,5%
DK	13,3%	58,7%	28,0%
EL	28,2%	62,0%	9,9%
ES	4,6%	73,8%	21,6%
FR	4,2%	67,1%	28,8%
IE*	3,2%	72,0%	24,7%
IT	10,0%	49,4%	40,6%
LU**	-	54,5%	45,5%
NL*	17,7%	54,4%	27,9%
AT	10,1%	72,2%	17,7%
PT	6,1%	44,1%	49,8%
FI	4,3%	71,0%	24,7%
SE	10,3%	65,5%	24,1%
UK	4,6%	61,4%	34,0%
EU-14	7,1%	62,6%	30,3%

* Data from 2003
** Data from 2002

Source: CARE Database / EC
Date of query: December 2006

Figure 7: Distribution of fatalities amongst young people by area and road type, 2004



* Data from 2003
** Data from 2002

Source: CARE Database / EC
Date of query: December 2006

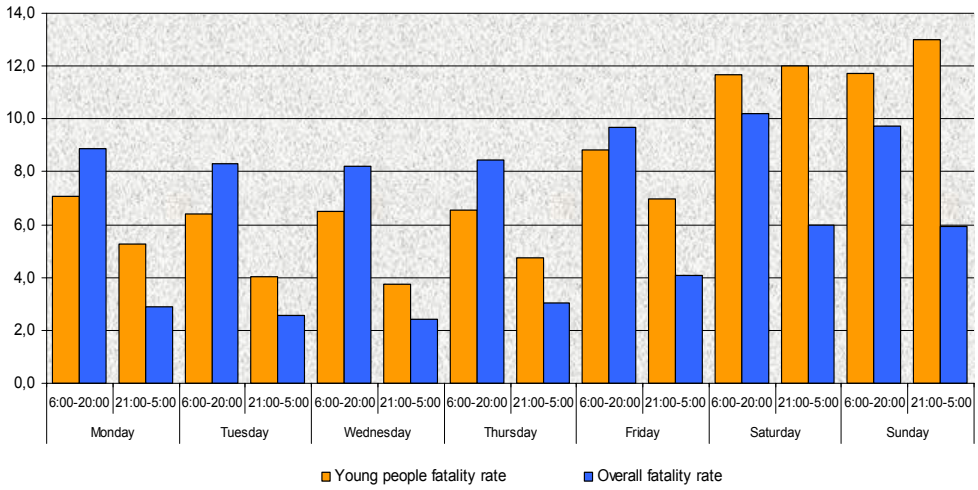
More than three-fifths of the road accident fatalities amongst young people occur in rural areas, not on motorways.

More than three-fifths of the road accident fatalities amongst young people occur in rural areas, not on motorways. Only just over one fatality in twenty amongst people aged 16-24 years old occur on a motorway in 2004[1].

Day of week and Time of day

Figure 8 and Table 6 show the distribution of young people fatalities by day of week and time of day.

Figure 8: Fatality rates per million inhabitants, by day of week and time of day in EU-14, 2004[1]



Source: CARE Database / EC
Date of query: December 2006
Source of population data: EUROSTAT

On Saturdays and Sundays fatality rates for young people are higher than the rates for the population as a whole.

As demonstrated in Figure 8, in 2004[1], fewer people aged 16-24 years old are killed between 06:00 and 20:00 on week-days in the 14 EU countries, compared to the overall fatality rate, whereas during the night-time and early in the morning (between 21:00 and 05:00) more young people are killed.

However, the fatality rate of young people between 06:00 and 20:00 is also higher than the overall fatality rate on Saturdays and Sundays, when young people tend to stay out until late morning. Table 6, shows that in 2004[1] almost a quarter of young people killed in road traffic accidents occur on a Sunday, and almost a quarter occur on a Saturday. Lower proportions occur on Monday through to Thursday.

Table 6: Distribution of fatalities amongst young people by day of week, 2004

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
BE	14,1%	8,4%	9,9%	10,3%	14,1%	22,8%	20,5%
DK	6,7%	12,0%	6,7%	16,0%	8,0%	32,0%	18,7%
EL	14,0%	9,3%	11,1%	9,6%	13,7%	15,7%	26,5%
ES	10,2%	9,6%	8,8%	10,4%	14,1%	22,8%	24,1%
FR	10,6%	9,9%	11,0%	10,9%	15,4%	22,6%	19,5%
IE*	12,9%	11,8%	2,2%	14,0%	18,3%	19,4%	21,5%
IT	11,6%	8,5%	8,4%	9,0%	11,7%	21,6%	29,1%
LU**	0,0%	0,0%	0,0%	23,1%	0,0%	69,2%	7,7%
NL*	14,6%	7,5%	11,5%	8,8%	17,7%	20,8%	19,0%
AT	6,1%	11,1%	11,1%	14,6%	13,6%	19,2%	24,2%
PT	13,9%	11,0%	8,6%	7,8%	13,1%	19,2%	26,5%
FI	16,1%	7,5%	8,6%	8,6%	29,0%	17,2%	12,9%
SE	10,3%	12,6%	4,6%	10,3%	17,2%	28,7%	16,1%
UK	11,3%	10,6%	9,0%	11,9%	15,6%	21,6%	20,0%
EU-14	11,3%	9,7%	9,5%	10,6%	14,5%	21,8%	22,7%

* Data from 2003
** Data from 2002

Source: CARE Database / EC
Date of query: December 2006

Seasonality

Table 7 shows the distribution of road traffic fatalities amongst young people through the year, using pairs of months, with the totals displayed in Figure 9 on a monthly basis.

The peak period for most of the countries is July/August, though Ireland, Finland and Sweden peak in May/June, whilst the U.K. peaks in September/October. Fewest fatalities occur in January/February, though the Netherlands' trough is in September/October.

Table 7: Distribution of fatalities amongst young people by month and by country in 2004

	January / February	March / April	May / June	July / August	September / October	November / December
BE	15%	13%	16%	22%	17%	18%
DK	14%	13%	20%	20%	16%	17%
EL	10%	15%	20%	22%	20%	13%
ES	12%	16%	18%	22%	18%	14%
FR	12%	11%	18%	22%	20%	15%
IE*	9%	14%	27%	19%	16%	14%
IT	13%	15%	20%	22%	14%	16%
LU**	0%	0%	8%	38%	31%	23%
NL*	16%	17%	17%	19%	12%	19%
AT	12%	18%	18%	21%	21%	10%
PT	19%	13%	17%	26%	18%	8%
FI	8%	28%	23%	14%	21%	6%
SE	8%	9%	28%	24%	20%	11%
UK	15%	13%	18%	17%	19%	18%
EU-14	13%	14%	19%	21%	18%	15%

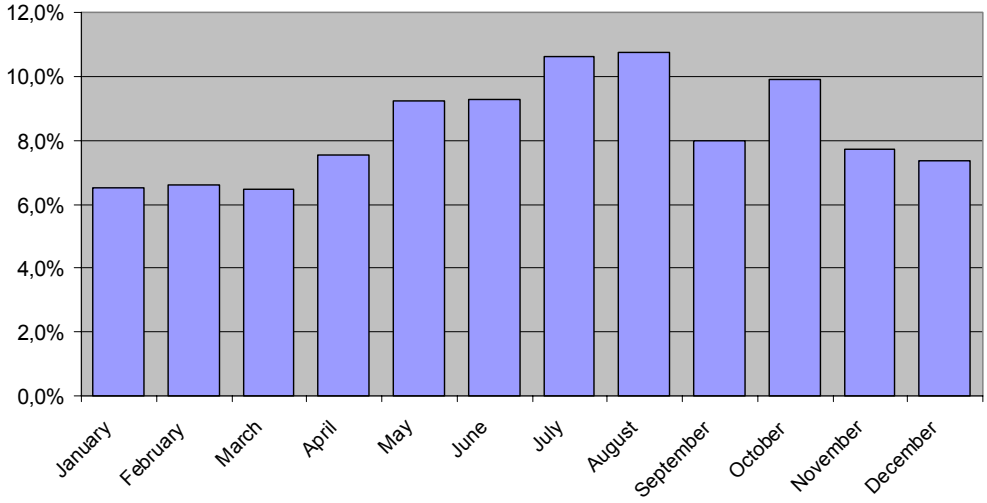
* Data from 2003
** Data from 2002

Source: CARE Database / EC
Date of query: December 2006

August and July are the months where the proportion of fatalities of people aged 16-24 is highest, whereas the lowest proportions occur between January and March.

Fatalities amongst young people fluctuate with the seasons, with high proportions of fatalities in the summer months and low proportions in the winter months.

Figure 9: Distribution of fatalities amongst young people by month in EU-14, 2004[1]



Source: CARE Database / EC
Date of query: December 2006

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For more information

Further statistical information about fatalities 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 (see ec.europa.eu/transport/roadsafety/road_safety_observatory/care_reports_en.htm).

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

- Main Figures
- Children (Aged <16)
- Young People (Aged 16-24)
- The Elderly (Aged >64)
- Pedestrians
- Bicycles
- Motorcycles and Mopeds
- Car Occupants
- Heavy Goods Vehicles & Buses
- Motorways
- Junctions

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

All these reports and more information on the Integrated Project SafetyNet, co-financed by the European Commission, Directorate-General Energy and Transport are also available at the SafetyNet website: www.erso.eu.

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