



Traffic Safety Basic Facts 2006

Children (Aged <16)

In this Basic Fact Sheet, 'children' are defined as those who are aged below 16 years. The age at which people are allowed to drive a motor vehicle varies across the EU, but 14 and 15 year olds appear, on the whole, to fit into this group rather than with 'young people'. Children tend to be thought of as innocent victims of road accidents more often than is the case for adults.

The number of children killed in road traffic accidents fell from 1.948 in 1995 to 1.041 in 2004¹, a fall of more than 45%. Table 1 presents the number of children killed in each of the EU-14 countries for each year for which the data are available over the last ten years, with the totals presented in Figure 1¹.

Table 1: Fatalities aged <16 per country 1995-2004¹

	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
BE	93	63	61	99	72	67	71	45	39	35
DK	35	45	28	22	43	31	29	16	25	22
EL	84	85	84	74	66	54	56	51	59	62
ES	269	236	223	260	258	228	208	189	189	162
FR	498	469	493	455	421	414	347	288	244	209
IE	31	31	34	40	26	24	33	23	17	-
IT	247	240	217	189	193	165	199	228	173	159
LU	1	2	3	2	2	3	6	3	-	-
NL	100	86	79	56	82	66	61	55	71	-
AT	64	57	43	48	51	35	34	33	45	30
PT	163	139	139	152	96	89	65	72	63	55
FI	39	40	36	24	33	23	24	20	25	15
SE	35	29	32	33	44	24	25	27	28	24
UK	289	285	268	224	239	204	229	192	186	177
EU-14	1.948	1.807	1.740	1.678	1.626	1.427	1.387	1.242	1.167	1.041
Yearly change	-	-7%	-4%	-4%	-3%	-12%	-3%	-10%	-6%	-11%

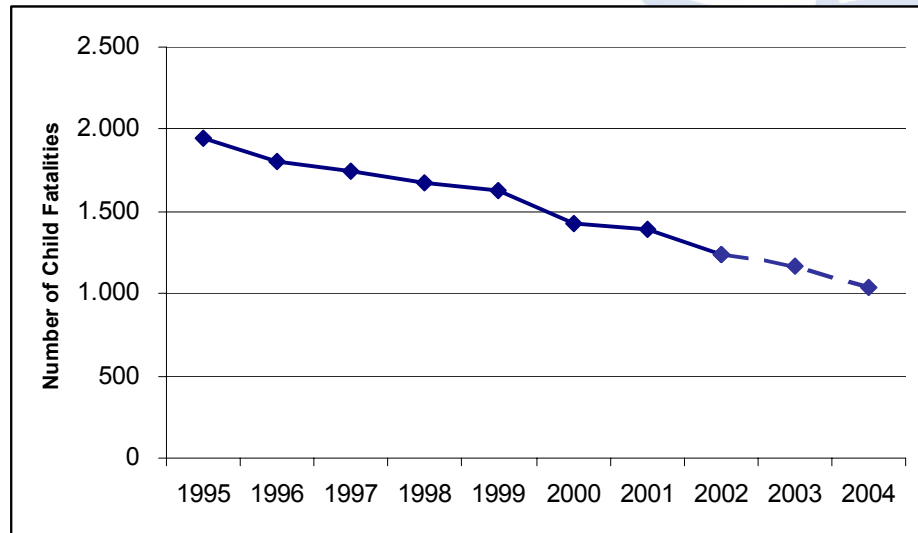
Source: CARE Database / EC
Date of query: October 2006

More than 1.000 children died in road traffic accidents in 2004¹.





Figure 1: Fatalities aged <16 per country 1995-2004¹



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

The annual number of children killed in road traffic accidents fell by almost a half between 1995 and 2004¹.

Table 2 shows the national fatality rate for children (number of child fatalities divided by million child population) and the fatality rate for each nation's population (total fatalities divided by million whole population). The relative risk (fatality rate for children divided by fatality rate for whole population) compares the two fatality rates. Where the children's fatality rate is higher than the overall fatality rate, giving a relative risk greater than 1, children are at a greater risk than the overall population, and *vice versa*.

Table 2: Child fatality rates per country, 2004

	Fatality rate - children	Fatality rate - all	relative rate
BE	18	111	0,16
DK	20	68	0,30
EL	36	151	0,24
ES	24	110	0,22
FR	17	89	0,19
IE*	19	82	0,23
IT	18	96	0,19
LU**	33	136	0,24
NL*	22	63	0,35
AT	21	107	0,20
PT	31	123	0,25
FI	15	72	0,21
SE	14	53	0,26
UK	14	54	0,26
EU-14	19	88	0,22

* Data from 2003
** Data from 2002

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

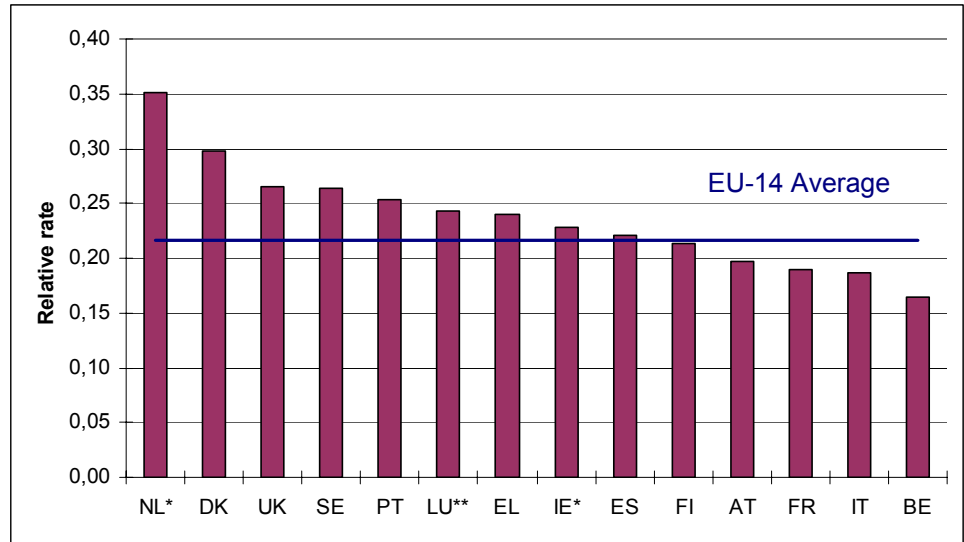
Children are, on average, at less than a quarter of the risk of dying in a road traffic accident than the average person.





Less than one in twenty fatalities in road traffic accidents is a child, although children make up almost one in five of the population. They are at less than a quarter of the risk of the average member of the population across the EU-14 as a whole. This varies from less than a sixth in Belgium to more than a third in the Netherlands, as shown in Figure 2.

Figure 2: Relative rates for fatality proportions in children, 2004



* Data from 2003
** Data from 2002

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

The number of child fatalities, as a proportion of all fatalities, has been gradually reducing over the last ten years. Table 3 shows the trend in the proportion in each country over the last decade.

Table 3: Fatalities aged <16 as a percentage of all fatalities per country 1995-2004¹

	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
BE	6,4	4,6	4,5	6,6	5,2	4,6	4,8	3,4	3,2	3,0
DK	6,0	8,8	5,7	4,4	8,4	6,2	6,7	3,5	5,8	6,0
EL	3,5	3,9	4,0	3,4	3,1	2,7	3,0	3,1	3,7	3,7
ES	4,7	4,3	4,0	4,4	4,5	3,9	3,8	3,5	3,5	3,4
FR	5,6	5,5	5,8	5,1	5,0	5,1	4,3	3,8	4,0	3,8
IE	7,1	6,8	7,2	8,7	6,3	5,7	8,0	6,1	5,0	-
IT	3,5	3,6	3,2	3,0	2,9	2,5	3,0	3,4	2,9	2,8
LU	1,4	2,8	5,0	3,5	3,4	3,9	8,6	4,8	-	-
NL	7,5	7,3	6,8	5,3	7,5	6,1	6,1	5,6	6,9	-
AT	5,3	5,6	3,9	5,0	4,7	3,6	3,5	3,5	4,8	3,4
PT	6,0	5,1	5,5	7,1	4,8	4,8	3,9	4,3	4,1	4,3
FI	8,8	9,9	8,2	6,0	7,7	5,8	5,5	4,8	6,6	4,0
SE	6,1	5,4	5,9	6,2	7,6	4,1	4,3	4,8	5,3	5,0
UK	7,7	7,6	7,2	6,3	6,7	5,7	6,4	5,4	5,1	5,3
EU-14	5,3	5,2	5,0	4,9	4,8	4,3	4,2	3,9	4,0	3,9
Yearly change	-	-3%	-3%	-3%	-2%	-10%	-1%	-7%	2%	-3%

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

The proportion of fatalities that were children fell from more than 5% to less than 4% between 1995 and 2004¹.





Age and Gender

Table 4 provides details about age and gender of child fatalities, whilst Figure 3 presents the proportions of fatalities in each country split by gender. Whilst females account for approximately two-fifths of fatalities aged below ten years old, the proportion falls above this age, accounting for only a quarter of fifteen year olds killed in road traffic accidents.

However, in the case of both genders, more children in the 10 to 14 age group are killed than in either the under five or the 5 to 9 age groups, with the risk even higher for 15 year olds.

Table 4: Fatalities by gender, age-group and by country, 2004

	Female					Male					Total
	<5	5-9	10-14	15	All ages	<5	5-9	10-14	15	All ages	
BE	6	1	3	1	250	6	2	8	8	908	1.162
DK	3	1	5	2	98	3	1	7	0	271	369
EL	9	6	5	5	364	6	6	11	14	1.303	1.670
ES	17	15	24	11	1.124	18	22	34	24	3.551	4.741
FR	28	18	27	5	1.349	27	25	46	29	4.181	5.530
IE*	3	2	2	0	79	4	3	2	0	246	337
IT	10	15	14	9	1.133	14	13	47	37	4.492	5.625
LU**	0	0	0	0	12	2	0	1	0	50	62
NL*	2	7	15	3	262	11	13	16	4	758	1.028
AT	2	5	4	3	215	2	6	3	5	663	878
PT	5	6	7	2	264	7	12	6	5	1028	1.293
FI	2	2	1	0	118	2	4	2	2	257	375
SE	0	0	1	2	116	5	4	4	8	364	480
UK	15	8	25	7	829	16	25	58	23	2.539	3.368
EU-14	102	86	133	50	6.213	123	136	245	159	20.611	26.918
% age group	45	39	35	24	23	55	61	65	76	77	

* Data from 2003

** Data from 2002

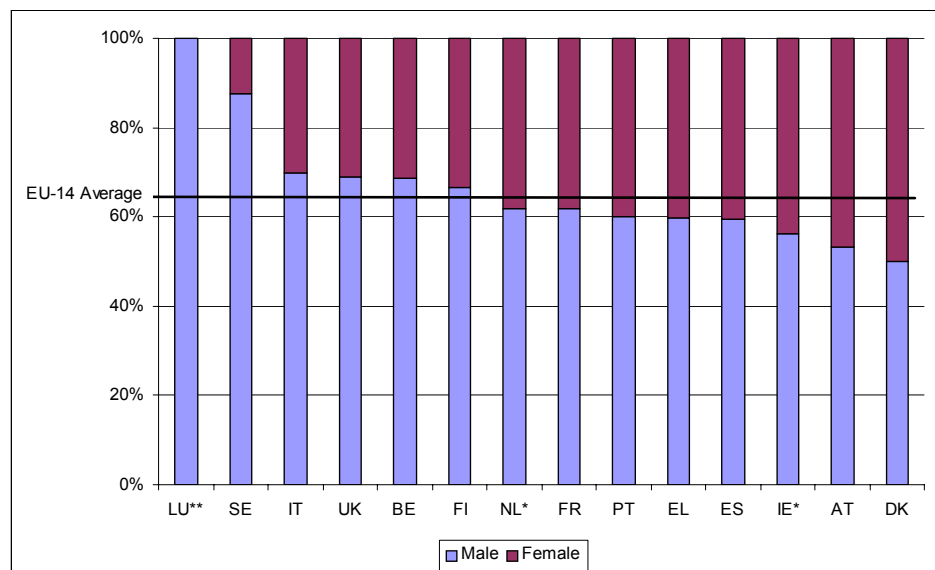
Source: CARE Database / EC

Date of query: October 2006

In the case of both genders, more people in the 10-14 age group are killed than in either the under five or the 5-9 age groups.

Males account for approximately two-thirds of road traffic accident fatalities amongst children.

Figure 3: Distribution of fatalities amongst children by gender, 2004



* Data from 2003

** Data from 2002

Source: CARE Database / EC

Date of query: October 2006



Mode of Transport

Table 5 shows the distribution of child fatalities by mode of transport. More than two-fifths of child fatalities are car or taxi occupants, and pedestrians account for more than a quarter. Portugal has the highest proportion of child pedestrian fatalities. Mopeds and pedal cycles each account for more than a tenth of child fatalities, with the proportions highest in Italy and Denmark respectively.

Table 5: Child fatalities by mode of transport per country, 2004

	Pedestrians	Pedal cycle	Moped	Motor cycle	Car or taxi	Lorry, under 3,5 tonnes	Heavy goods vehicle	Bus or coach	Agricultural tractor	Other
BE	26%	14%	0%	0%	37%	3%	0%	3%	3%	14%
DK	18%	36%	9%	0%	32%	5%	0%	0%	0%	0%
EL	27%	10%	2%	13%	31%	3%	0%	11%	2%	2%
ES	25%	6%	13%	1%	52%	1%	0%	0%	0%	3%
FR	19%	11%	15%	2%	52%	1%	0%	1%	0%	0%
IE*	47%	18%	0%	0%	35%	0%	0%	0%	0%	0%
IT	14%	8%	26%	8%	42%	1%	0%	1%	0%	1%
LU**	33%	0%	0%	0%	67%	0%	0%	0%	0%	0%
NL*	24%	35%	4%	0%	28%	4%	0%	0%	4%	0%
AT	43%	7%	13%	0%	30%	3%	0%	0%	3%	0%
PT	51%	2%	4%	4%	34%	6%	0%	0%	0%	0%
FI	7%	0%	20%	13%	53%	7%	0%	0%	0%	0%
SE	17%	4%	21%	0%	54%	0%	0%	0%	4%	0%
UK	45%	15%	1%	3%	32%	1%	1%	2%	0%	1%
EU-14	27%	12%	11%	3%	41%	2%	0%	1%	1%	1%

* Data from 2003

** Data from 2002

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

As Table 6 and Figure 4 show, almost half of child fatalities are passengers, almost twice as many as there are child pedestrian fatalities. Almost one in four child fatalities is a driver, though 'drivers' include those in charge of a pedal cycle, for example.

Children in cars or taxis account for more than two-fifths of child fatalities, whilst child pedestrians account for just over a quarter.





Table 6: Distribution of driver, passenger and pedestrian child fatalities, 2004

	% drivers	% passengers	% pedestrians
BE	37%	37%	26%
DK	41%	41%	18%
EL	26%	47%	27%
ES	16%	59%	25%
FR	23%	58%	19%
IE*	18%	35%	47%
IT	30%	55%	14%
LU**	0%	67%	33%
NL*	37%	39%	24%
AT	23%	33%	43%
PT	9%	42%	49%
FI	27%	67%	7%
SE	25%	58%	17%
UK	18%	37%	45%
EU-14	23%	49%	27%

* Data from 2003

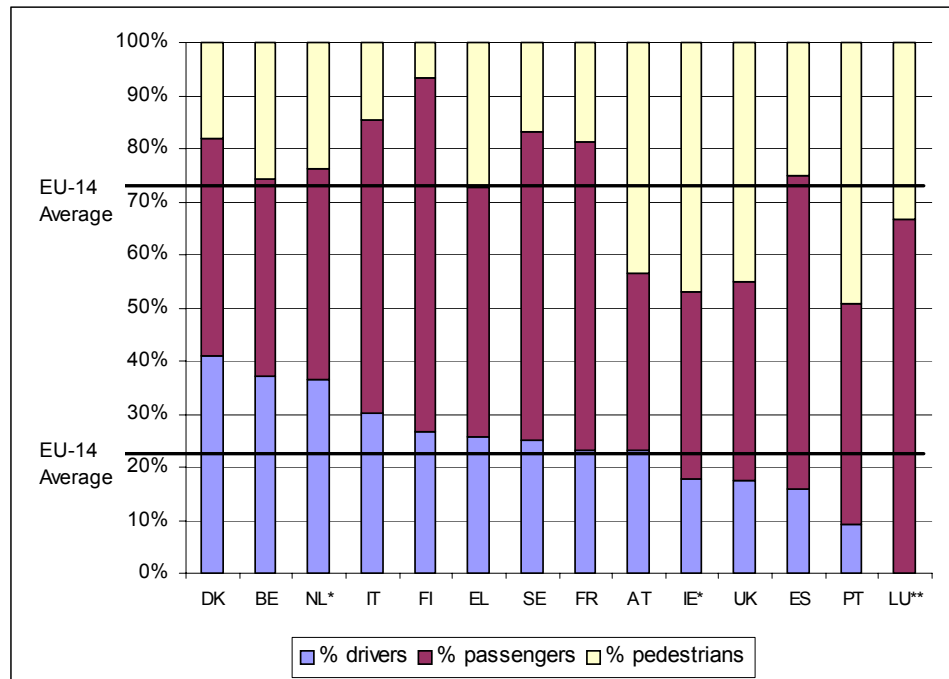
Source: CARE Database / EC

** Data from 2002

Date of query: October 2006

Almost a quarter of child fatalities are 'drivers'.

Figure 4: Distribution of driver, passenger and pedestrian child fatalities, 2004



* Data from 2003

Source: CARE Database / EC

** Data from 2002

Date of query: October 2006



Type of Road

The CARE data show whether each accident occurs on a motorway or not, and, if not, whether it occurs in an urban or a rural area. Table 7 shows the distribution of child fatalities by type of road for the fourteen countries, with the percentages displayed in Figure 5. It should, however, be noted that the data are only 76% complete for UK and 31% complete for Greece and are not available for Finland. Less than one in ten child fatalities are on a motorway and almost a half occur in a non-motorway urban area. Belgium, Italy, the Netherlands, Portugal and the U.K. are the only countries with more than four in ten child fatalities occurring in a non-motorway rural area.

Table 7: Distribution of child fatalities by road type, 2004

	Motorway	Non-motorway		Not defined
		Rural	Urban	
BE	3%	46%	37%	14%
DK	14%	23%	64%	0%
EL	5%	6%	19%	69%
ES	6%	27%	67%	0%
FR	6%	34%	60%	0%
IE*	0%	35%	65%	0%
IT	10%	49%	41%	0%
LU**	33%	67%	0%	0%
NL*	10%	44%	46%	0%
AT	17%	33%	50%	0%
PT	5%	53%	42%	0%
FI	0%	0%	0%	100%
SE	17%	21%	63%	0%
UK	3%	40%	33%	24%
EU-14	7%	36%	47%	10%

* Data from 2003

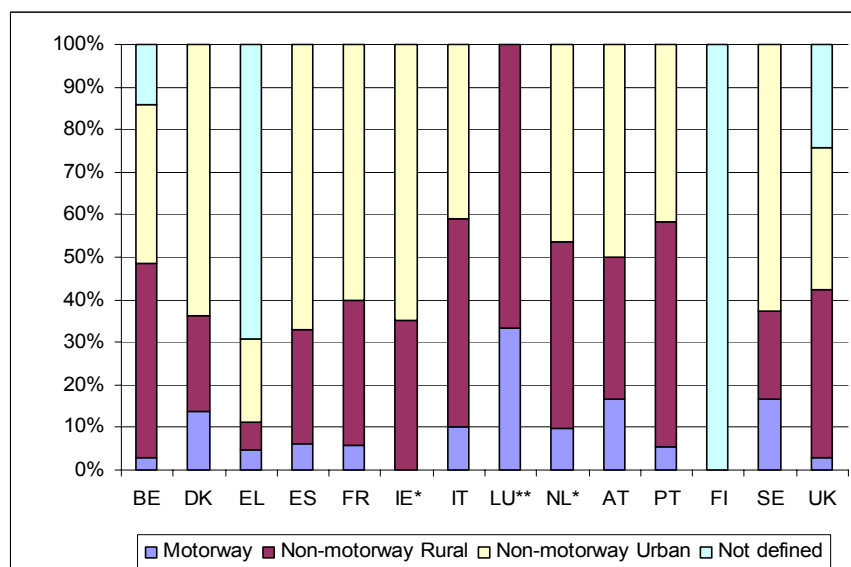
** Data from 2002

Source: CARE Database / EC

Date of query: October 2006

Less than one in ten child fatalities occur on a motorway.

Figure 5: Distribution of child fatalities by road type, 2004



* Data from 2003

** Data from 2002

Source: CARE Database / EC

Date of query: October 2006



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 more than a third of fatalities occur between 4pm and 8pm, with just over a fifth occurring between noon and 4pm and a further fifth occurring between 8pm and midnight. Denmark has a particularly large proportion between 8am and noon, whilst Greece, Austria and the United Kingdom have a particularly large proportion between 8pm and midnight.

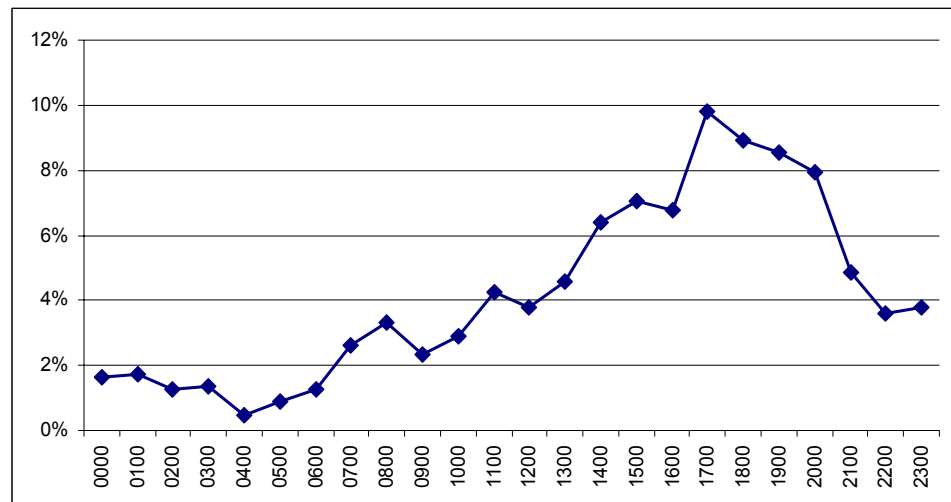
Table 8: Distribution of child fatalities by time of day, 2004

	0000-0400	0400-0800	0800-1200	1200-1600	1600-2000	2000-0000
BE	9%	3%	14%	11%	46%	17%
DK	5%	9%	36%	18%	18%	14%
EL	6%	6%	23%	13%	23%	29%
ES	9%	6%	8%	20%	35%	22%
FR	3%	6%	14%	22%	40%	15%
IE*	0%	0%	12%	35%	41%	12%
IT	9%	4%	11%	19%	35%	19%
LU**	0%	0%	0%	67%	0%	33%
NL*	3%	8%	18%	24%	32%	14%
AT	0%	13%	20%	23%	17%	27%
PT	10%	4%	10%	31%	31%	15%
FI	0%	0%	0%	53%	33%	13%
SE	21%	8%	8%	17%	25%	21%
UK	3%	3%	9%	23%	34%	27%
EU-14	6%	5%	13%	22%	34%	20%

* Data from 2003
** Data from 2002

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

Figure 6: Distribution of child fatalities by time of day, EU-14, 2004¹



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

There are more child fatalities between 4pm and 8pm than at all other times of the day.





Day of Week

Table 9 shows the distribution of child fatalities by the day of the week, with the percentages displayed in Figure 7. On average, Saturday and Sunday are the days with the most fatalities; Tuesdays and Wednesdays have the fewest.

Table 9: Distribution of child fatalities by day of week, 2004

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
BE	14%	3%	17%	17%	17%	17%	14%
DK	5%	14%	5%	23%	14%	32%	9%
EL	23%	6%	16%	6%	13%	21%	15%
ES	13%	15%	9%	11%	15%	15%	22%
FR	13%	5%	12%	15%	15%	19%	21%
IE*	6%	0%	18%	18%	24%	24%	12%
IT	10%	14%	10%	13%	6%	21%	25%
LU**	67%	0%	33%	0%	0%	0%	0%
NL*	8%	15%	15%	21%	17%	15%	7%
AT	13%	17%	7%	30%	7%	20%	7%
PT	5%	15%	24%	4%	15%	9%	29%
FI	7%	13%	20%	7%	27%	20%	7%
SE	25%	21%	4%	8%	21%	0%	21%
UK	15%	14%	10%	10%	17%	20%	15%
EU-14	13%	12%	12%	13%	14%	18%	18%

* Data from 2003

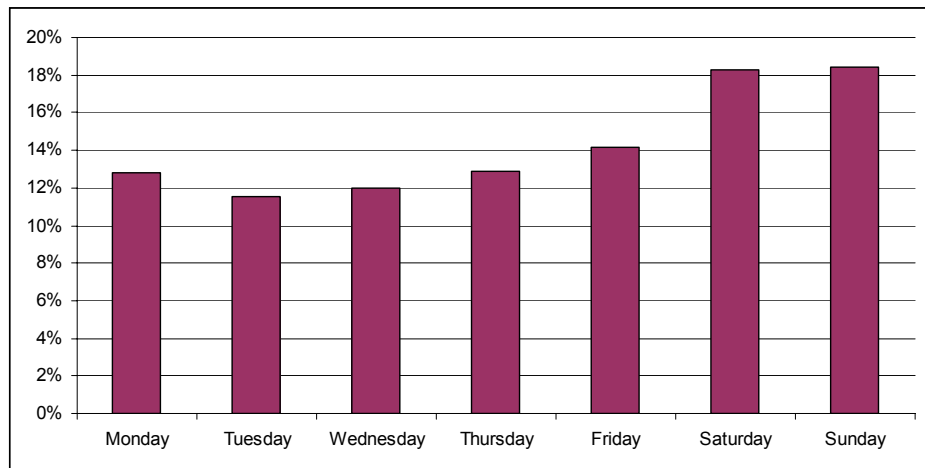
** Data from 2002

Source: CARE Database / EC

Date of query: October 2006

The number of child fatalities per day is highest on Saturdays and Sundays.

Figure 7: Distribution of child fatalities by day of week, EU-14, 2004¹



Source: CARE Database / EC

Date of query: October 2006



Seasonality

Table 10 shows the distribution of child fatalities through the year, using pairs of months, with the overall percentages displayed in Figure 8. The peak period is July/August for the EU-14 as a whole, with most individual countries also peaking during the summer. However, Denmark, Finland and Sweden child fatalities peak during the winter months. The fewest fatalities for the EU-14 occur during January/February.

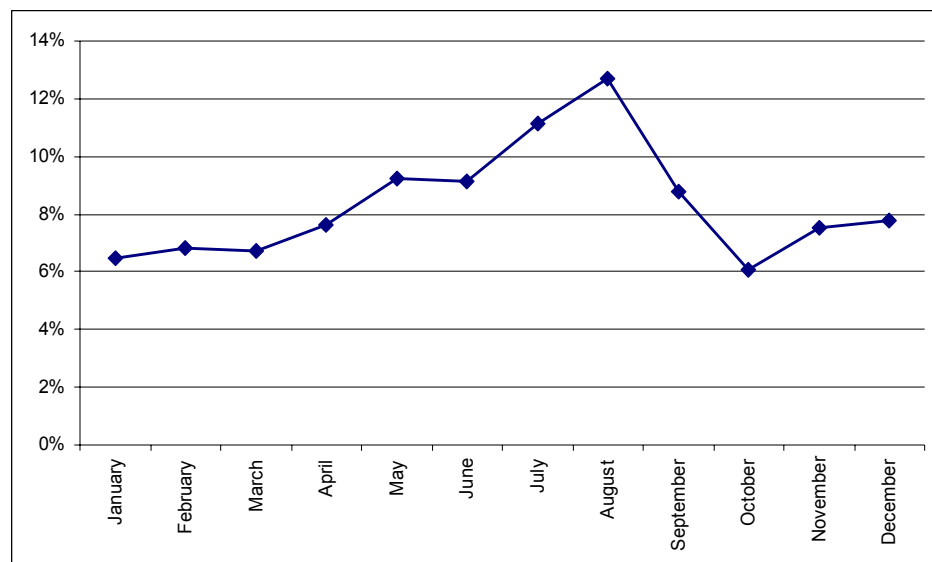
Table 10: Distribution of child fatalities by month, 2004

	January / February	March / April	May / June	July / August	September / October	November / December
BE	14%	14%	20%	20%	14%	17%
DK	14%	14%	0%	23%	18%	32%
EL	10%	19%	10%	29%	21%	11%
ES	14%	16%	18%	24%	12%	17%
FR	11%	11%	14%	27%	21%	15%
IE*	0%	18%	29%	35%	18%	0%
IT	12%	13%	25%	23%	10%	18%
LU**	0%	0%	0%	67%	33%	0%
NL*	14%	18%	21%	21%	18%	7%
AT	20%	7%	23%	27%	10%	13%
PT	15%	6%	21%	26%	9%	23%
FI	27%	27%	20%	20%	7%	0%
SE	8%	4%	17%	29%	8%	33%
UK	16%	19%	20%	19%	14%	12%
EU-14	13%	14%	18%	24%	15%	15%

* Data from 2003
** Data from 2002

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

Figure 8: Distribution of child fatalities by month, EU-14, 2004¹



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

Fatalities amongst children fluctuate with the seasons, the summer being the riskiest time and winter being the safest for most countries.



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, readers use 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 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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