



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 1.808 in 1996 to 945 in 2005¹, a fall of 48%. Table 1 presents the number of children killed in each of the EU-14² 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, 1996-2005¹

	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
BE	63	61	99	72	67	71	45	37	35	39
DK	45	28	22	43	31	29	16	25	22	15
EE										13
EL	85	84	74	66	54	56	51	59	62	49
ES	236	223	260	258	228	208	189	189	162	149
FR	469	493	455	421	414	347	288	244	209	168
IE	31	34	40	26	24	33	23	17	-	-
IT	240	217	189	193	165	199	228	173	159	-
LU	2	3	2	2	3	6	3	-	-	-
HU										43
MT										3
NL	86	79	56	82	66	61	55	71	-	-
AT	57	43	48	51	35	34	33	45	30	35
PL										198
PT	139	139	152	96	89	65	72	63	55	39
FI	40	36	24	33	23	24	20	24	15	26
SE	29	32	33	44	24	25	27	28	24	19
UK	285	268	224	239	204	229	192	186	177	156
EU-14	1.808	1.739	1.677	1.625	1.427	1.387	1.241	1.164	1.041	945
		-4%	-4%	-3%	-12%	-3%	-10%	-6%	-11%	-9%

Source: CARE Database / EC
Date of query: November 2007

¹ Using latest available data i.e. 2005 for all countries except LU (2002), IE and NL (2003), IT(2004).

² See table "Definition of EU-level and used Country abbreviations" on page 12

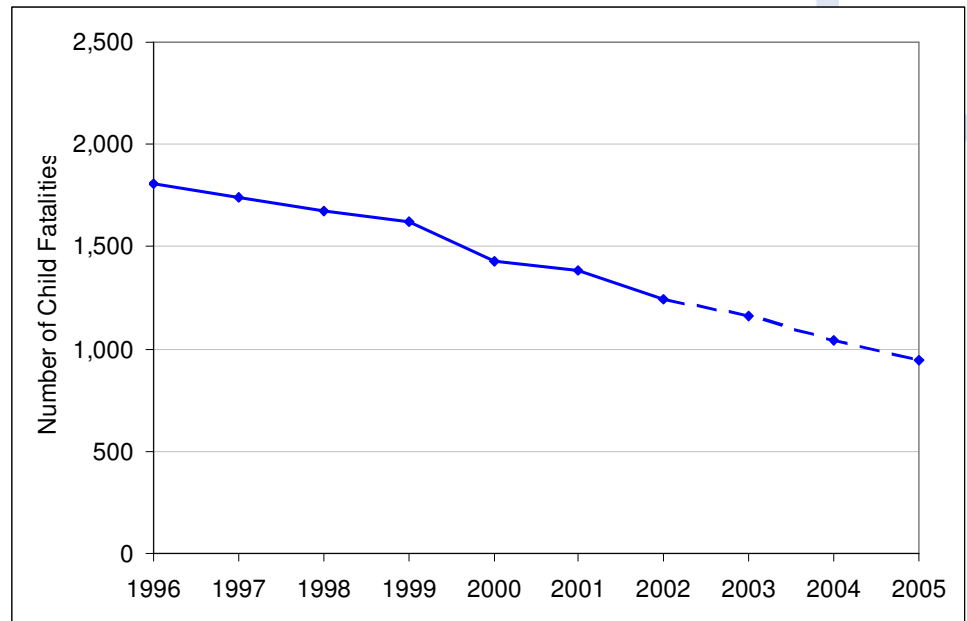
About 1.200 children died in road traffic accidents in 2005¹ (EU-14 plus Estonia, Hungary, Malta and Poland)





The annual number of children killed in road traffic accidents fell by almost a half between 1996 and 2005¹ in the EU-14 countries.

Figure 1: The number of child fatalities in the EU-14, 1996-2005¹



Source: CARE Database / EC
Date of query: November 2007

Table 2 shows the national fatality rate for children and the fatality rate for each nation's population as a whole. Where the children's fatality rate is higher than the overall fatality rate, children are at greater risk than the overall population, and *vice versa*. This comparison is made more precisely by:

$$\text{relative rate} = \frac{\text{fatality rate aged below 16}}{\text{fatality rate all ages}}$$

$$\text{where fatality rate} = \frac{\text{fatalities}}{\text{million population}}$$





Table 2: Child fatality proportions per country, 2005

	fatality rate children	fatality rate all	relative rate
BE	20	104	0.20
DK	14	61	0.23
EE	57	126	0.46
EL	29	149	0.19
ES	22	102	0.22
FR	13	85	0.16
IE**	19	81	0.23
IT*	18	96	0.19
LU***	33	136	0.24
HU	25	127	0.20
MT	40	42	0.94
NL**	22	63	0.35
AT	25	93	0.27
PL	29	143	0.20
PT	22	118	0.19
FI	27	72	0.37
SE	11	49	0.23
UK	13	55	0.24
EU-18	17	85	0.20

* Data from 2004

** Data from 2003

*** Data from 2002

Source: CARE Database / EC

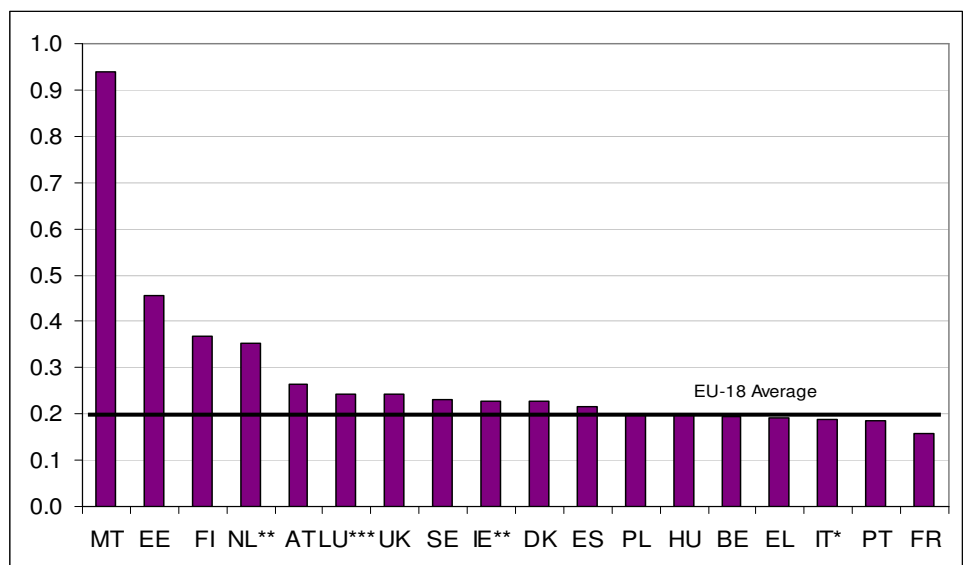
Date of query: November 2007

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.

Fewer 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-18 as a whole. This varies from less than a fifth in France to almost a half in Estonia, as shown in Figure 2. The relative rate for Malta is based on 3 child fatalities, so may be misleading.

Figure 2: Relative rates for fatality proportions in children, 2005



* Data from 2004

** Data from 2003

*** Data from 2002

Source: CARE Database / EC

Date of query: November 2007

Source of population data: EUROSTAT





The proportion of fatalities that were children fell from more than 5% in 1996 to less than 4% in 2005¹.

The number of child fatalities has reduced gradually as a proportion of all fatalities over the last ten years. Table 3 shows the trend in the proportion in each country over this period.

Table 3: Fatalities aged <16 as a percentage of all fatalities per country, 1996-2005¹

	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
BE	4,6	4,5	6,6	5,2	4,6	4,8	3,4	3,1	3,0	3,6
DK	8,8	5,7	4,4	8,4	6,2	6,7	3,5	5,8	6,0	4,5
EE										7,7
EL	3,9	4,0	3,4	3,1	2,7	3,0	3,1	3,7	3,7	3,0
ES	4,3	4,0	4,4	4,5	3,9	3,8	3,5	3,5	3,4	3,4
FR	5,5	5,8	5,1	5,0	5,1	4,2	3,8	4,0	3,8	3,2
IE**	6,8	7,2	8,7	6,3	5,7	8,0	6,1	5,0	-	-
IT*	3,6	3,2	3,0	2,9	2,5	3,0	3,4	2,9	2,8	-
LU***	2,8	5,0	3,5	3,4	3,9	8,6	4,8	-	-	-
HU										3,4
MT										17,6
NL**	7,3	6,8	5,3	7,5	6,1	6,1	5,6	6,9	-	-
AT	5,6	3,9	5,0	4,7	3,6	3,5	3,5	4,8	3,4	4,6
PL										3,6
PT	5,1	5,5	7,1	4,8	4,8	3,9	4,3	4,1	4,2	3,1
FI	9,9	8,2	6,0	7,7	5,8	5,5	4,8	6,3	4,0	6,9
SE	5,4	5,9	6,2	7,6	4,1	4,3	4,8	5,3	5,0	4,3
UK	7,6	7,2	6,3	6,7	5,7	6,4	5,4	5,1	5,3	4,7
EU-14	5,2	5,0	4,9	4,8	4,3	4,2	3,9	4,0	3,9	3,6
Yearly Change		-4%	-3%	-2%	-10%	-1%	-7%	2%	-3%	-6%

Source: CARE Database / EC
Date of query: November 2007

Age and Gender

Table 4 provides details of the age and gender of child fatalities, whilst Figure 3 presents the proportions of child fatalities in each country by gender. Whilst girls account for approximately two-fifths of fatalities less than ten years old, the proportion is lower among older children, being less than a third for fifteen year olds.

For girls as well as boys, more children aged 10-14 are killed than in either the under five or the 5-9 age groups, with the risk even higher for 15 year olds.





Table 4: Fatalities by gender, age and country, 2005

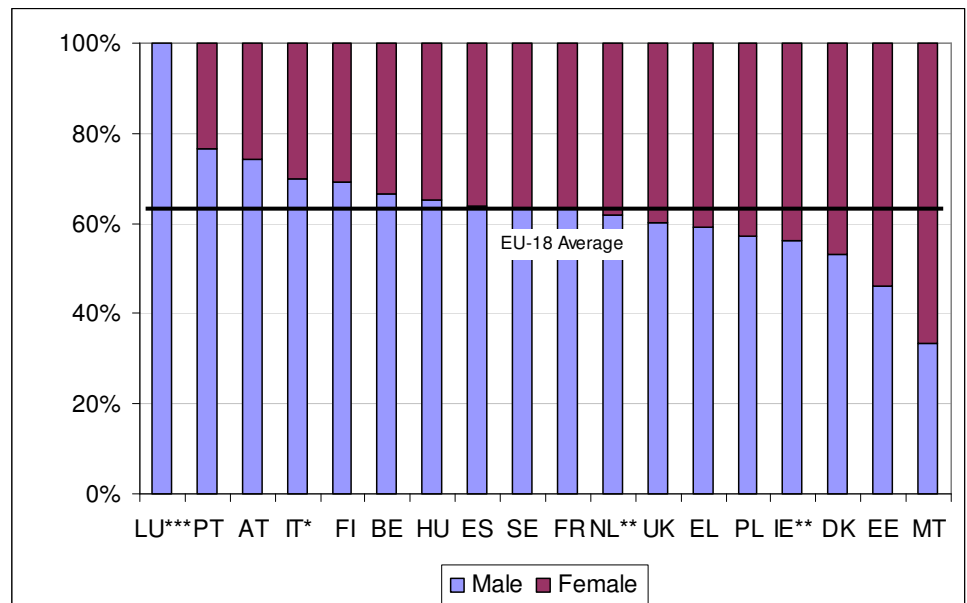
	Female					Male					Total
	<5	5-9	10-14	15	All ages	<5	5-9	10-14	15	All ages	
BE	4	4	5	0	260	9	2	13	2	823	1,089
DK	2	1	4	0	80	3	1	2	2	251	331
EE	3	1	3	0	41	0	3	2	1	126	169
EL	5	5	9	1	355	7	6	12	4	1,296	1,658
ES	16	11	16	11	958	18	24	36	18	3,446	4,442
FR	17	13	22	10	1,314	22	22	34	28	4,004	5,318
IE**	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
HU	3	5	4	3	308	7	8	7	6	963	1,278
MT	1	0	1	0	4	0	0	1	0	13	17
NL**	2	7	15	3	262	11	13	16	4	758	1,028
AT	3	1	4	1	195	6	4	7	9	573	768
PL	11	29	35	10	1,243	19	28	45	21	4,175	5,444
PT	3	0	1	5	233	8	6	13	3	1,005	1,247
FI	2	2	2	2	96	4	8	3	3	283	379
SE	0	0	3	4	113	2	1	4	5	324	440
UK	14	12	24	12	816	14	18	43	19	2,520	3,336
EU-18	100	108	164	70	7,502	150	159	287	162	25,349	32,968
% by gender	40	40	36	30	23	60	60	64	70	77	

* Data from 2004
** Data from 2003
*** Data from 2002

Source: CARE Database / EC
Date of query: November 2007

Both for boys and girls, more are killed in the 10-14 age group than in either the under five or the 5-9 age groups.

Figure 3: Distribution of fatalities amongst children by gender, 2005



* Data from 2004
** Data from 2003
*** Data from 2002

Source: CARE Database / EC
Date of query: November 2007

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





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 of fatalities. Ireland 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 the Netherlands respectively.

Table 5: Fatalities by mode of transport, 2005

	Pedestrians	Pedal cycle	Moped	Motor cycle	Car or taxi	Lorry, under 3,5 tonnes	Heavy goods vehicle	Bus or coach	Agricultural tractor	Other
BE	23%	28%	3%	0%	38%	0%	0%	0%	0%	8%
DK	20%	27%	0%	0%	47%	0%	0%	0%	7%	0%
EE	31%	23%	8%	0%	15%	0%	8%	0%	0%	15%
EL	22%	12%	4%	12%	41%	6%	0%	0%	0%	2%
ES	19%	9%	11%	0%	54%	4%	1%	1%	0%	1%
FR	24%	8%	17%	2%	45%	2%	1%	2%	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%
HU	21%	9%	2%	0%	60%	7%	0%	0%	0%	0%
MT	67%	0%	0%	0%	0%	33%	0%	0%	0%	0%
NL**	24%	35%	4%	0%	28%	4%	0%	0%	4%	0%
AT	31%	9%	17%	0%	37%	3%	0%	3%	0%	0%
PL	39%	14%	3%	3%	35%	0%	2%	3%	2%	0%
PT	26%	15%	0%	0%	50%	9%	0%	0%	0%	0%
FI	27%	27%	8%	0%	38%	0%	0%	0%	0%	0%
SE	16%	16%	21%	5%	37%	0%	0%	0%	0%	5%
UK	44%	15%	1%	3%	35%	0%	1%	1%	0%	0%
EU-18	28%	14%	9%	3%	41%	2%	1%	1%	1%	1%

* Data from 2004

** Data from 2003

*** Data from 2002

Source: CARE Database / EC

Date of query: November 2007

Table 6 and Figure 4 show that almost half of child fatalities are passengers, whilst a quarter are pedestrians. Almost one in four child fatalities is a 'driver', though this includes those in charge of a pedal cycle, for example.

More than two fifths of children who died were travelling by car or taxi, whilst just over a quarter were pedestrians.





Table 6: Distribution of driver, passenger and pedestrian child fatalities, 2005

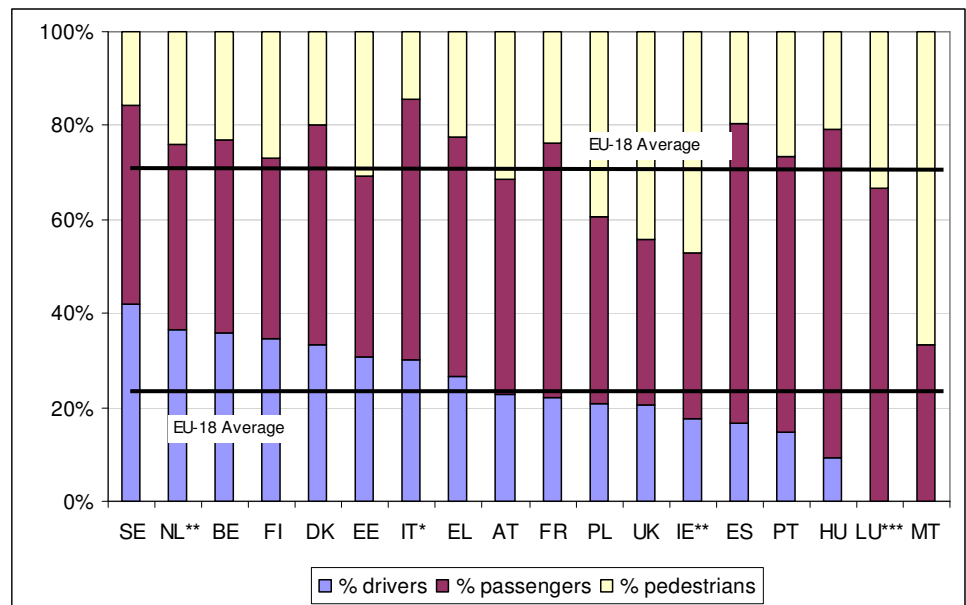
	% drivers	% passengers	% pedestrians
BE	36%	41%	23%
DK	33%	47%	20%
EE	31%	38%	31%
EL	27%	51%	22%
ES	17%	64%	19%
FR	22%	54%	24%
IE**	18%	35%	47%
IT*	30%	55%	14%
LU***	0%	67%	33%
HU	9%	70%	21%
MT	0%	33%	67%
NL**	37%	39%	24%
AT	23%	46%	31%
PL	21%	40%	39%
PT	15%	59%	26%
FI	35%	38%	27%
SE	42%	42%	16%
UK	21%	35%	44%
EU-18	23%	49%	28%

* Data from 2004
** Data from 2003
*** Data from 2002

Source: CARE Database / EC
Date of query: November 2007

Almost a quarter of child fatalities are 'drivers'.

Figure 4: Distribution of driver, passenger and pedestrian child fatalities, 2005



* Data from 2004
** Data from 2003
*** Data from 2002

Source: CARE Database / EC
Date of query: November 2007

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 child fatalities in each country, with the data displayed in Figure 5. Fewer than one in ten child fatalities is killed on a motorway, with more than half not on a motorway and





in a rural area. Estonia and Luxembourg are the only countries with more than half of child fatalities in an urban area, not on a motorway. (Note that the road type data are incomplete for UK and Greece.)

Table 7: Distribution of child fatalities by road type, 2005

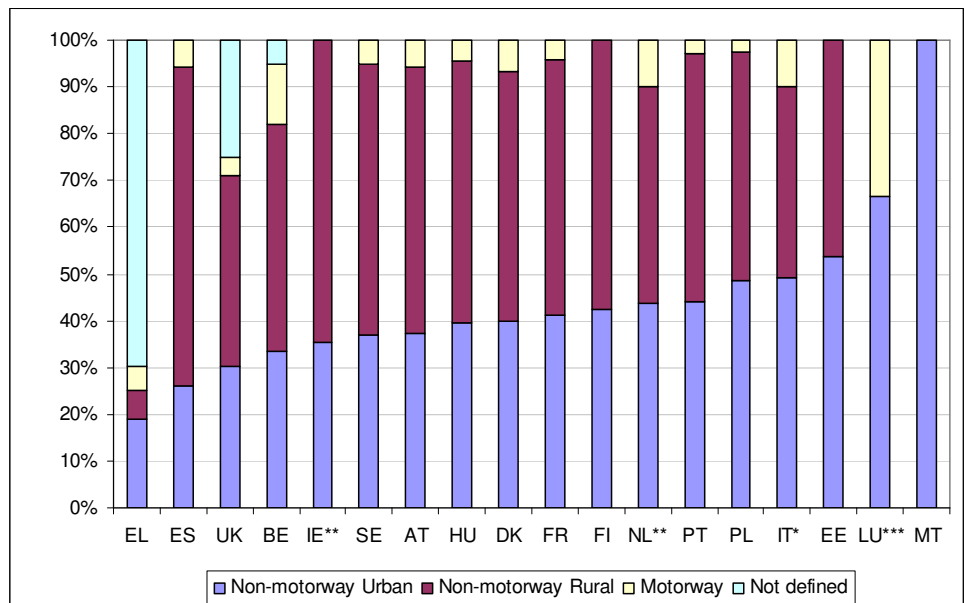
	Motorway	Non-motorway		Not defined
		Rural	Urban	
BE	13%	49%	33%	5%
DK	7%	53%	40%	0%
EE	0%	46%	54%	0%
EL	5%	6%	19%	69%
ES	6%	68%	26%	0%
FR	4%	55%	41%	0%
IE**	0%	65%	35%	0%
IT*	10%	41%	49%	0%
LU***	33%	0%	67%	0%
HU	5%	56%	40%	0%
MT	0%	0%	100%	0%
NL**	10%	46%	44%	0%
AT	6%	57%	37%	0%
PL	3%	49%	48%	0%
PT	3%	53%	44%	0%
FI	0%	58%	42%	0%
SE	5%	58%	37%	0%
UK	4%	41%	30%	25%
EU-18	6%	50%	38%	6%

* Data from 2004
** Data from 2003
*** Data from 2002

Source: CARE Database / EC
Date of query: November 2007

Fewer than one in ten child fatalities is on a motorway.

Figure 5: Distribution of child fatalities by road type, 2005



* Data from 2004
** Data from 2003
*** Data from 2002

Source: CARE Database / EC
Date of query: November 2007





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 over a quarter occurring between noon and 4pm and 15% occurring between 8pm and midnight.

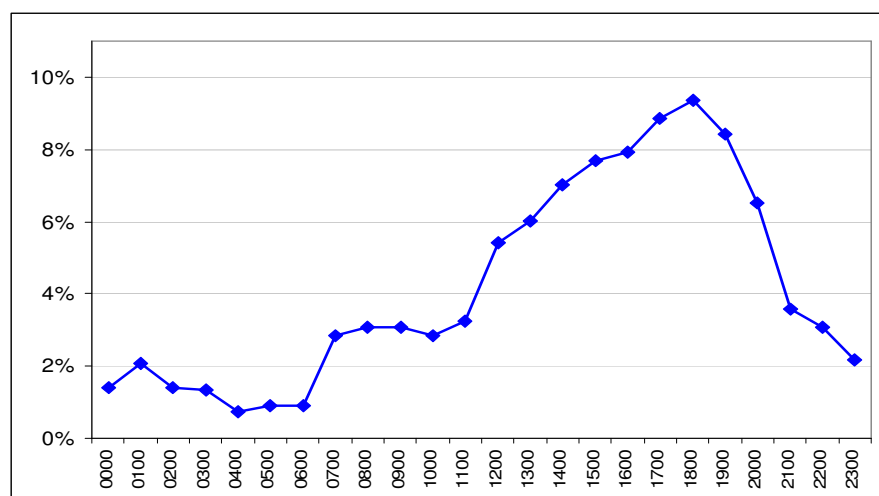
Table 8: Distribution of child fatalities by time of day, 2005

	0000-0400	0400-0800	0800-1200	1200-1600	1600-2000	2000-0000
BE	0%	8%	15%	21%	38%	18%
DK	0%	13%	0%	40%	33%	13%
EE	0%	23%	0%	31%	23%	23%
EL	6%	4%	4%	22%	47%	16%
ES	6%	6%	11%	23%	33%	21%
FR	7%	7%	14%	23%	38%	11%
IE**	0%	0%	12%	35%	41%	12%
IT*	10%	4%	12%	20%	35%	20%
LU***	0%	0%	0%	67%	0%	33%
HU	7%	5%	9%	35%	35%	9%
MT	33%	0%	33%	0%	0%	33%
NL**	3%	8%	18%	24%	32%	14%
AT	6%	9%	20%	29%	29%	9%
PL	6%	5%	14%	35%	27%	14%
PT	6%	9%	18%	24%	29%	15%
FI	12%	4%	8%	27%	42%	8%
SE	11%	11%	16%	21%	26%	16%
UK	7%	2%	10%	26%	40%	15%
EU-18	6%	6%	12%	26%	34%	15%

* Data from 2004
** Data from 2003
*** Data from 2002

Source: CARE Database / EC
Date of query: November 2007

Figure 6: Distribution of child fatalities by time of day, EU-18, 2005³



Source: CARE Database / EC
Date of query: November 2007

³ Using last data available, i.e. 2005 for all countries except LU (2002), IE and NL (2003) and IT (2004).

One third of child fatalities are killed between 4 and 8pm.

The peak hour for child fatalities is between 6 and 7pm.



Day of Week

Table 9 shows the distribution of child fatalities by the day of the week, with the totals displayed in Figure 7. On average, Saturday has the most fatalities and Wednesday has the fewest.

Table 9: Distribution of child fatalities by day of week, 2005

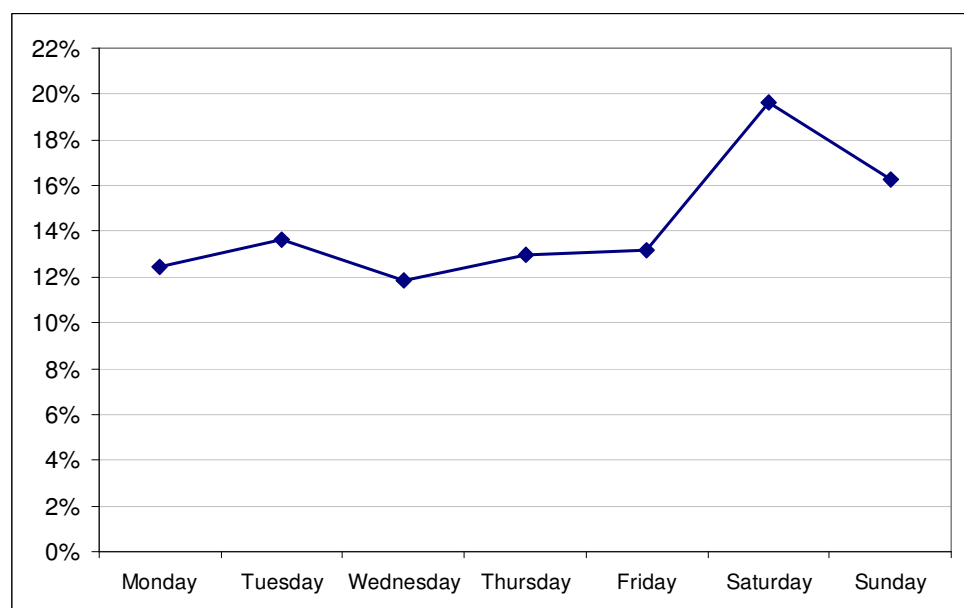
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
BE	23%	13%	10%	13%	10%	28%	3%
DK	20%	0%	13%	27%	20%	13%	7%
EE	15%	8%	8%	15%	31%	8%	15%
EL	18%	22%	12%	8%	12%	18%	8%
ES	11%	11%	14%	13%	13%	17%	22%
FR	12%	14%	11%	11%	13%	18%	20%
IE**	6%	0%	18%	18%	24%	24%	12%
IT*	10%	14%	10%	13%	6%	21%	25%
LU***	67%	0%	33%	0%	0%	0%	0%
HU	21%	5%	12%	7%	23%	28%	5%
MT	33%	0%	0%	0%	0%	33%	33%
NL**	8%	15%	15%	21%	17%	15%	7%
AT	14%	23%	6%	17%	11%	23%	6%
PL	11%	15%	16%	9%	13%	17%	19%
PT	18%	18%	6%	21%	3%	21%	15%
FI	23%	8%	8%	15%	23%	23%	0%
SE	0%	21%	5%	21%	11%	32%	11%
UK	11%	13%	10%	14%	15%	21%	15%
EU-18	12%	14%	12%	13%	13%	20%	16%

* Data from 2004
** Data from 2003
*** Data from 2002

Source: CARE Database / EC
Date of query: November 2007

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

Figure 7: Distribution of child fatalities by weekday, EU-18, 2005³



Source: CARE Database / EC
Date of query: November 2007





Seasonality

Table 10 shows the distribution of child fatalities through the year, using pairs of months. The peak period for the EU-18 as a whole is July / August, with fewest fatalities in January / February. The monthly totals are displayed in Figure 8.

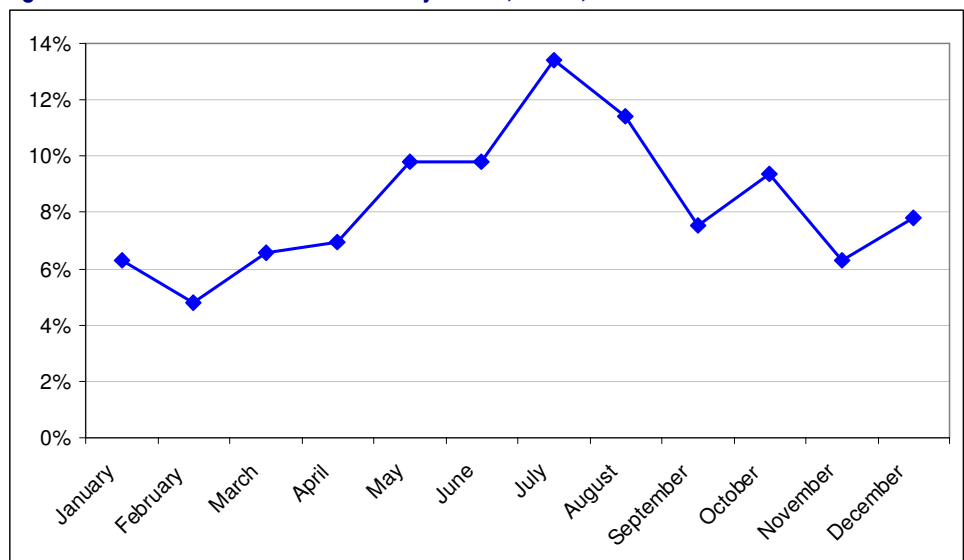
Table 10: Distribution of child fatalities by month, 2005

	January / February	March / April	May / June	July / August	September / October	November / December
BE	15%	21%	15%	18%	21%	10%
DK	7%	13%	0%	40%	7%	33%
EE	15%	0%	8%	31%	15%	31%
EL	6%	6%	29%	24%	14%	20%
ES	14%	13%	18%	24%	22%	10%
FR	11%	15%	15%	30%	13%	15%
IE**	0%	18%	29%	35%	18%	0%
IT*	12%	13%	25%	23%	10%	18%
LU***	0%	0%	0%	67%	33%	0%
HU	12%	14%	16%	26%	26%	7%
MT	33%	0%	0%	33%	33%	0%
NL**	14%	18%	21%	21%	18%	7%
AT	9%	11%	14%	40%	14%	11%
PL	6%	9%	21%	31%	17%	17%
PT	15%	21%	21%	12%	24%	9%
FI	31%	8%	19%	15%	27%	0%
SE	11%	11%	16%	37%	16%	11%
UK	10%	18%	22%	14%	19%	18%
EU-18	11%	14%	20%	25%	17%	14%

* Data from 2004
** Data from 2003
*** Data from 2002

Source: CARE Database / EC
Date of query: November 2007

Figure 8: Distribution of child fatalities by month, EU-14, 2005¹



Source: CARE Database / EC
Date of query: November 2007

The number of fatalities amongst children is highest in July, with twice the January-April average number.





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 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
- Motorcycle and Mopeds
- Car-Occupants
- Heavy Goods Vehicles
- Motorways
- Junctions
- Urban Areas

Definition of EU-level and used Country abbreviations

EU 14

BE	Belgium
DK	Denmark
EL	Greece
ES	Spain
FR	France
IE	Ireland
IT	Italy
LU	Luxembourg
NL	Netherlands
AT	Austria
PT	Portugal
FI	Finland
SE	Sweden
UK	United Kingdom

EU 18 = EU 14 +

EE	Estonia
HU	Hungary
MT	Malta
PL	Poland

EU 27 = EU 18 +

BG	Bulgaria
CZ	Czech Republic
DE	Germany
CY	Cyprus
LV	Latvia
LT	Lithuania
RO	Romania
SI	Slovenia
SK	Slovakia





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.

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/.

Authors

Jeremy Broughton, Brian Lawton and Louise Walter	TRL, United Kingdom
Stefan Hoeglinger, Thomas Leitner	KfV, Austria
George Yannis and Petros Evgenikos	NTUA, Greece
Niels Bos and Martine Reurings	SWOV, The Netherlands
Manuel Andreu, Jean-François Pace and Jaime Sanmartín	INTRAS-UEG, Spain

