



Traffic Safety Basic Facts 2007

Heavy Goods Vehicles and Buses

Heavy Goods Vehicles (HGVs) are defined as goods vehicles of over 3,5 tons maximum permissible gross vehicle weight. Road traffic accidents involving Heavy Goods Vehicles (HGVs) tend to be more severe than other accidents because of the great size and mass of these vehicles. Buses and Coaches are included in this Basic Fact Sheet because they too are normally relatively large, although minibuses are categorized as Buses in some countries. Note that coaches are grouped with buses in the CARE database.

Table 1 presents the number of people killed in accidents involving HGVs in each of the EU-17 countries for each year for which the data are available over the last ten years. The total number killed in these accidents fell from 4.586 in 1996 to 3.350 in 2005¹, a fall of 27%.

Table 1: Fatalities in accidents involving Heavy Goods Vehicles, 1996-2005^{1 2}

| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 |
|---------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| BE | 192 | 195 | 228 | 193 | 204 | 193 | 178 | 136 | 143 | 161 |
| DK | 102 | 93 | 88 | 86 | 97 | 78 | 80 | 69 | 65 | 79 |
| EE | | | | | | | | | | 50 |
| EL | 245 | 242 | 277 | 268 | 205 | 220 | 219 | 217 | 181 | 158 |
| ES | 839 | 888 | 959 | 905 | 920 | 803 | 860 | 834 | 766 | 714 |
| FR | 1.155 | 1.113 | 1.164 | 1.090 | 1.051 | 1.057 | 988 | 758 | 727 | 726 |
| IE | 54 | 85 | 63 | 61 | 67 | 70 | 42 | 54 | - | - |
| IT | 484 | 476 | 421 | 562 | 582 | 411 | 359 | 358 | 336 | - |
| LU | 8 | 6 | 7 | 3 | 5 | 6 | 12 | - | - | - |
| HU | | | | | | | | | | 248 |
| MT | | | | | | | | | | 0 |
| NL | 209 | 177 | 140 | 175 | 168 | 169 | 129 | 158 | - | - |
| AT | 136 | 150 | 145 | 177 | 143 | 122 | 143 | 140 | 144 | 126 |
| PT | 365 | 356 | 219 | 296 | 284 | 197 | 214 | 213 | 187 | 163 |
| FI | 91 | 112 | 88 | 121 | 77 | 118 | 105 | 97 | 107 | 92 |
| SE | 100 | 97 | 117 | 93 | 119 | 118 | 135 | 92 | 59 | 61 |
| UK | 605 | 554 | 605 | 641 | 581 | 607 | 561 | 548 | 478 | 510 |
| EU-14 | 4.586 | 4.544 | 4.521 | 4.671 | 4.503 | 4.169 | 4.026 | 3.686 | 3.417 | 3.350 |
| Yearly change | | -1% | -1% | 3% | -4% | -7% | -3% | -8% | -7% | -2% |

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

Approximately 3.650 people died in road traffic accidents involving HGVs in 2005¹ (EU-14 plus Estonia, Hungary and Malta)





Table 2 presents the number of people killed in each of the EU-17 countries over the last ten years in accidents involving Buses and Coaches. The number of people killed in these accidents fell from 888 in 1996 to 633 in 2005¹, a fall of 29%. The totals from this and the previous table are presented in Figure 1¹. They have fallen in parallel, with approximately five times as many people killed per year in accidents involving HGVs as in accidents involving buses or coaches. National data for bus and coach accidents will not be presented in subsequent tables because of the relatively small numbers.

Table 2: Fatalities in accidents involving Buses or Coaches, 1996-2005¹

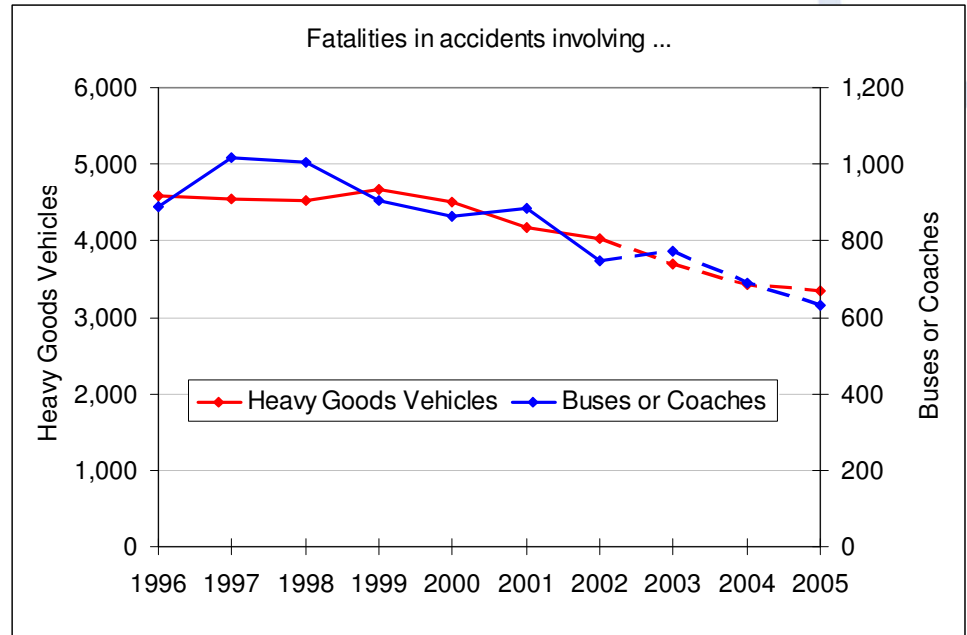
| | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 |
|---------------|------|-------|-------|------|------|------|------|------|------|------|
| BE | 37 | 37 | 47 | 23 | 28 | 29 | 31 | 29 | 31 | 19 |
| DK | 24 | 15 | 11 | 25 | 14 | 14 | 22 | 26 | 15 | 11 |
| EE | | | | | | | | | | 7 |
| EL | 66 | 79 | 93 | 79 | 71 | 59 | 60 | 94 | 48 | 53 |
| ES | 154 | 180 | 184 | 163 | 144 | 135 | 109 | 126 | 80 | 108 |
| FR | 109 | 188 | 127 | 127 | 144 | 117 | 109 | 97 | 99 | 91 |
| IE | 15 | 11 | 16 | 14 | 12 | 9 | 8 | 2 | - | - |
| IT | 121 | 137 | 105 | 131 | 119 | 113 | 105 | 122 | 125 | - |
| LU | 5 | 3 | 0 | 0 | 4 | 6 | 4 | - | - | - |
| HU | | | | | | | | | | 62 |
| MT | | | | | | | | | | 1 |
| NL | 23 | 29 | 29 | 21 | 23 | 27 | 21 | 21 | - | - |
| AT | 18 | 25 | 14 | 41 | 36 | 33 | 17 | 20 | 24 | 10 |
| PT | 86 | 104 | 145 | 58 | 57 | 66 | 51 | 26 | 41 | 23 |
| FI | 12 | 20 | 22 | 18 | 18 | 28 | 17 | 13 | 29 | 13 |
| SE | 35 | 15 | 16 | 23 | 16 | 32 | 29 | 33 | 16 | 13 |
| UK | 184 | 174 | 198 | 182 | 176 | 215 | 165 | 160 | 154 | 140 |
| EU-14 | 888 | 1.018 | 1.006 | 905 | 862 | 883 | 749 | 774 | 689 | 633 |
| Yearly change | | 15% | -1% | -10% | -5% | 2% | -15% | 3% | -11% | -8% |

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

Approximately 700 people died in road traffic accidents involving Buses or Coaches in 2005¹. (EU-14 plus Estonia, Hungary and Malta)



Figure 1: The number of fatalities in accidents involving Heavy Goods Vehicles and Buses or Coaches, EU-14, 1996-2005¹



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

The annual number of people killed in road traffic accidents involving HGVs, Buses or Coaches fell by more than one quarter between 1996 and 2005¹.

The risk of being killed in one of these accidents can be compared for each Member State using the rate of deaths per million population. These rates are shown in Table 3 and Figure 2.

Table 3: The fatality rates per million population in accidents involving HGVs and Buses or Coaches, 2005¹

| | HGV accidents | Bus or Coach accidents |
|-------|---------------|------------------------|
| BE | 15,4 | 1,8 |
| DK | 14,6 | 2,0 |
| EE | 37,2 | 5,2 |
| EL | 14,2 | 4,8 |
| ES | 16,5 | 2,5 |
| FR | 11,6 | 1,5 |
| IE** | 13,0 | 0,5 |
| IT* | 5,7 | 2,1 |
| LU*** | 26,2 | 8,7 |
| HU | 24,6 | 6,1 |
| MT | 0,0 | 2,5 |
| NL** | 9,7 | 1,3 |
| AT | 15,3 | 1,2 |
| PT | 15,5 | 2,2 |
| FI | 17,5 | 2,5 |
| SE | 6,8 | 1,4 |
| UK | 8,5 | 2,3 |
| EU-17 | 11,5 | 2,2 |

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

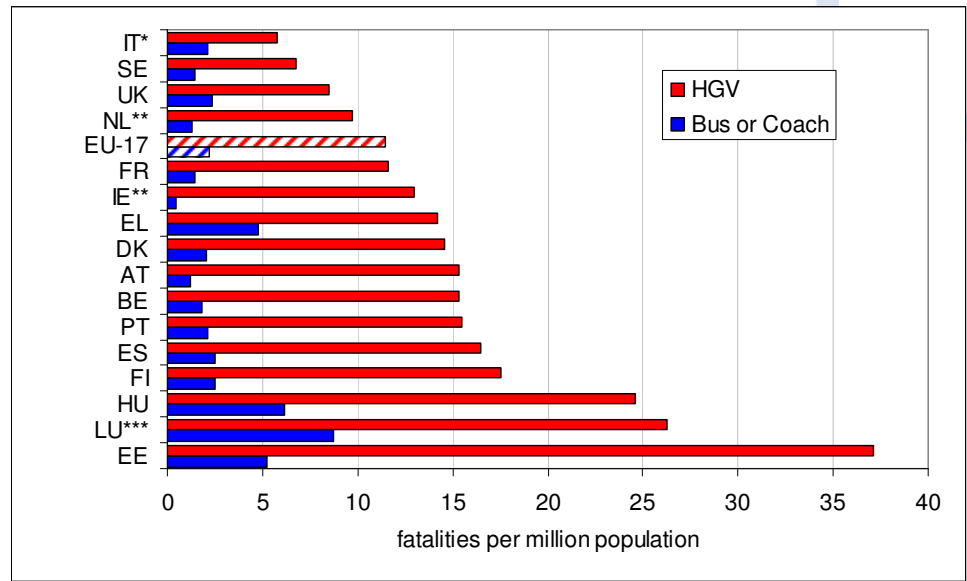
Source: CARE Database / EC
Date of query: November 2007
Source of population data: EUROSTAT

The risk of being killed in a road traffic accident involving an HGV varies by a factor of 5 across Europe.





Figure 2: The fatality rates in accidents involving HGVs and Buses or Coaches, 2005¹

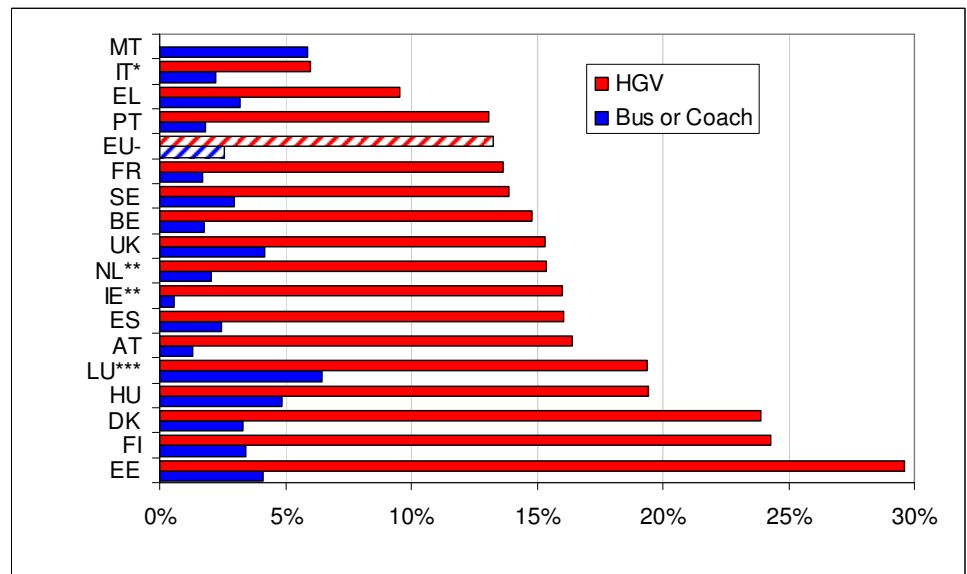


* Data from 2004
** Data from 2003
*** Data from 2002

Source: CARE Database / EC
Date of query: November 2007
Source of population data: EUROSTAT

The EU-17 average fatality rate in accidents involving HGVs is 11,5 per million population, and ranges from 5,7 in Italy to 37,2 in Estonia. For accidents involving Buses or Coaches, the EU-17 average fatality rate is 2,1 per million, and ranges from 0,5 in Ireland to 5,2 in Estonia (the high rate in Luxembourg is based on only 4 fatalities).

Figure 3: The proportion of fatalities in accidents involving HGVs and in accidents involving Buses or Coaches, 2005¹



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

Source: CARE Database / EC
Date of query: November 2007
Source of population data: EUROSTAT

One eighth of people who died in road traffic accidents in 2005¹ died in accidents that involved HGVs.

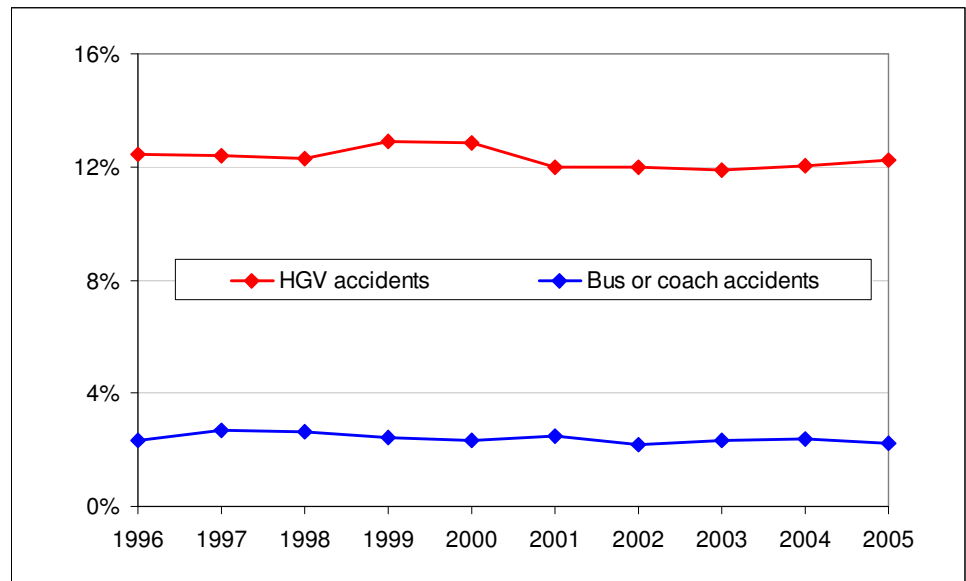




Averaged over the EU-17 countries, 13,3% of deaths occurred in 2005 in accidents involving Heavy Goods Vehicles, and 2,6% in accidents involving Buses or Coaches. Figure 3 shows considerable variation about these averages in individual countries.

Figure 1 showed that the number of deaths in accidents involving Heavy Goods Vehicles and in accidents involving Buses or Coaches fell between 1996 and 2005, but the EU-14 total number of deaths also fell over this period. Figure 4 shows that these numbers tended to fall as a proportion of the total.

Figure 4: The proportion of fatalities in accidents involving Heavy Goods Vehicles and Buses or Coaches, EU-14, 1996-2005¹



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

The number of deaths in road traffic accidents that involved HGVs has tended to fall slightly faster than the total number of deaths.





Type of casualty injured

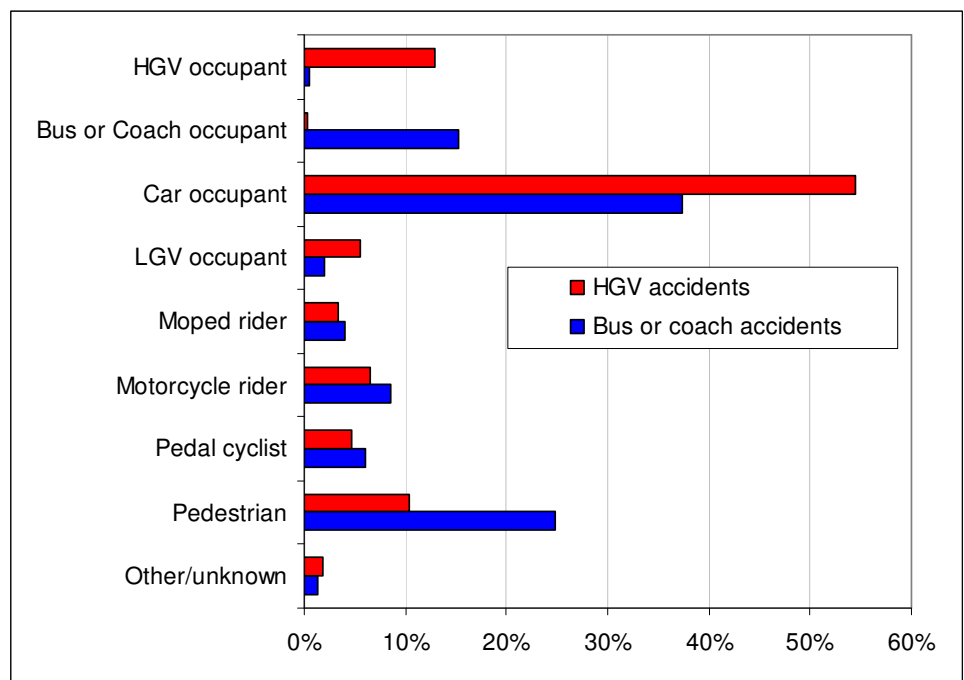
These accidents injured those outside the vehicles as well as their occupants. Across the EU-17, 12,9% of those killed in HGV accidents in 2005 were occupants of HGVs, and 15,3% of those killed in Bus or Coach accidents were occupants of Buses or Coaches. Table 4 lists those killed in these accidents in the latest year by road user type. The distributions are illustrated in Figure 5.

Table 4: Fatalities in accidents involving HGVs and in accidents involving Buses or Coaches, by road user type, EU-17, 2005¹

| accidents involving | HGVs | | Buses or Coaches | |
|-----------------------|------------|------|------------------|------|
| | fatalities | | fatalities | |
| HGV occupant | 469 | 13% | 3 | 0% |
| Bus or Coach occupant | 10 | 0% | 108 | 15% |
| Car occupant | 1.986 | 54% | 262 | 37% |
| Light GV occupant | 204 | 6% | 14 | 2% |
| Moped rider | 120 | 3% | 28 | 4% |
| Motorcycle rider | 238 | 7% | 61 | 9% |
| Pedal cyclist | 174 | 5% | 42 | 6% |
| Pedestrian | 377 | 10% | 175 | 25% |
| Other/unknown | 69 | 2% | 10 | 1% |
| All | 3.648 | 100% | 703 | 100% |

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

Figure 5: Distribution of fatalities in accidents involving HGVs and in accidents involving Buses or Coaches, by road user type, EU-17, 2005¹



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

More than one half of those who died in 2005¹ in road traffic accidents that involved HGVs were travelling by car.

One third of those who died in 2005¹ in road traffic accidents that involved Buses or Coaches were travelling by car.





Type of road

The CARE data show whether accidents occurred on motorways and, for non-motorway accidents, whether on urban or rural roads. Motorway accidents are not fully recorded in Greece and Finland, and there were no fatal HGV accidents in Malta. Table 5 shows the distribution in the remaining countries of fatalities in accidents involving HGVs and in accidents involving Buses or Coaches. The results for the 14 EU countries in the latest year are illustrated in Figure 6.

Table 5: Distribution of fatalities in accidents involving HGVs by road type, 2005¹

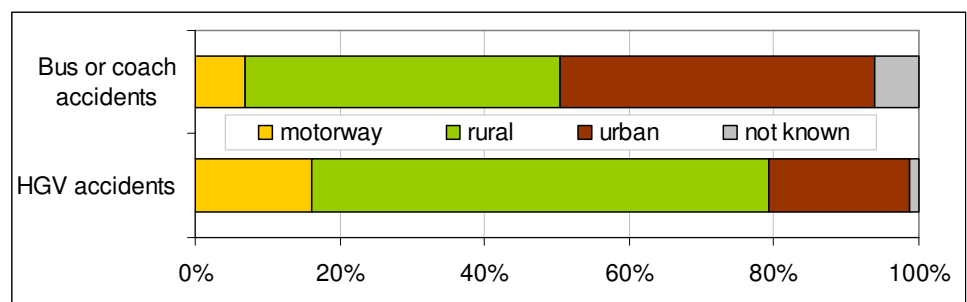
| | motorway | non-motorway | | not known |
|-------|----------|--------------|-------|-----------|
| | | rural | urban | |
| BE | 35% | 47% | 18% | 0% |
| DK | 13% | 52% | 35% | 0% |
| EE | 0% | 72% | 28% | 0% |
| ES | 4% | 89% | 7% | 0% |
| FR | 14% | 64% | 22% | 0% |
| IE** | 4% | 65% | 31% | 0% |
| IT* | 39% | 39% | 22% | 0% |
| LU*** | 58% | 42% | 0% | 0% |
| HU | 8% | 67% | 25% | 0% |
| NL** | 25% | 48% | 27% | 0% |
| AT | 25% | 53% | 22% | 0% |
| PT | 15% | 61% | 24% | 0% |
| SE | 8% | 69% | 21% | 2% |
| UK | 18% | 54% | 20% | 8% |
| EU-14 | 16% | 63% | 19% | 1% |

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

Source: CARE Database / EC
Date of query: November 2007
Source of population data: EUROSTAT

About one fifth of fatalities in HGV accidents in 2005¹ occurred in urban areas, compared with almost one half of fatalities in Bus or Coach accidents.

Figure 6: Distribution of fatalities in accidents involving HGVs and in accidents involving Buses or Coaches by road type, EU-14, 2005¹



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





Time of day

In order to examine the distribution of fatalities by time of day, the day has been divided into 6 4-hour periods beginning at midnight. Table 6 shows the distribution of fatalities in HGV accidents. The hourly rates are relatively high between 0800 and 2000 in all countries. Figure 7 illustrates the EU-14 distribution for HGV accidents and for Bus or Coach accidents by hour of day.

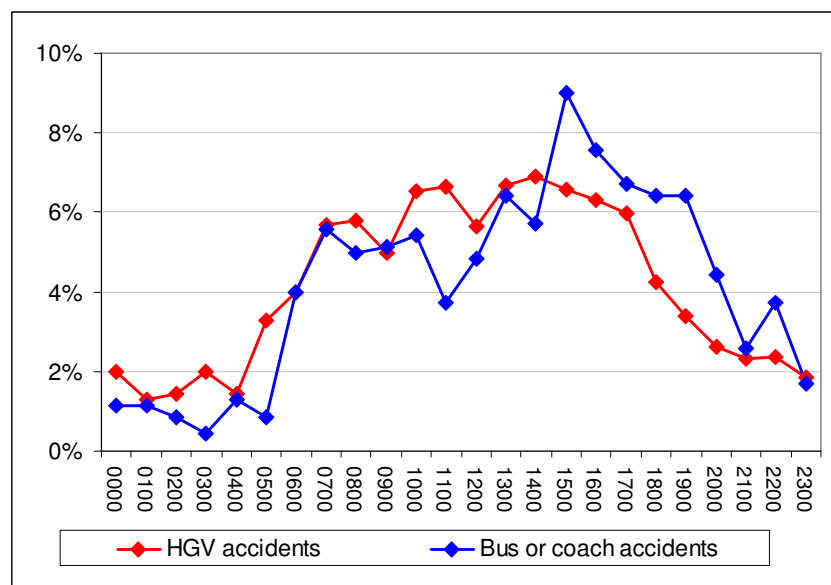
Table 6: Distribution of fatalities by in accidents involving HGVs, by time of day, 2005¹

| | 0000 – 0400 | 0400 - 0800 | 0800 – 1200 | 1200 – 1600 | 1600-2000 | 2000-0000 |
|-------|-------------|-------------|-------------|-------------|-----------|-----------|
| BE | 7% | 14% | 19% | 27% | 22% | 11% |
| DK | 3% | 14% | 25% | 27% | 18% | 14% |
| EE | 6% | 2% | 26% | 20% | 22% | 24% |
| EL | 9% | 13% | 21% | 30% | 18% | 9% |
| ES | 7% | 12% | 22% | 25% | 23% | 11% |
| FR | 4% | 16% | 27% | 25% | 21% | 8% |
| IE** | 15% | 6% | 22% | 30% | 20% | 7% |
| IT* | 11% | 16% | 20% | 22% | 20% | 11% |
| LU*** | 8% | 25% | 17% | 25% | 17% | 8% |
| HU | 9% | 19% | 25% | 24% | 18% | 5% |
| NL** | 4% | 15% | 29% | 28% | 20% | 4% |
| AT | 3% | 18% | 25% | 29% | 16% | 10% |
| PT | 6% | 15% | 24% | 27% | 18% | 8% |
| FI | 3% | 14% | 17% | 34% | 21% | 11% |
| SE | 3% | 8% | 34% | 28% | 23% | 3% |
| UK | 8% | 14% | 25% | 27% | 16% | 9% |
| EU-16 | 7% | 14% | 24% | 26% | 20% | 9% |

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

Source: CARE Database / EC
Date of query: November 2007
Source of population data: EUROSTAT

Figure 7: Distribution of fatalities in accidents involving HGVs and in accidents involving Buses or Coaches by time of day, EU-16, 2005¹



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

The hourly fatality rate in road traffic accidents involving HGVs in 2005¹ was uniform between 7am and 6pm. The rate of accidents involving Buses or Coaches peaked between 3 and 4pm.





Day of week

Table 7 shows the distribution of HGV accidents by day of week. The rates are generally much higher on weekdays than at the weekend. Figure 8 illustrates the EU-16 distribution for HGV accidents and Bus or Coach accidents, and shows the high proportion of fatalities in the latter accidents that occurred on Fridays and Saturdays.

Table 7: Distribution of fatalities in accidents involving HGVs, by day of week, 2005¹

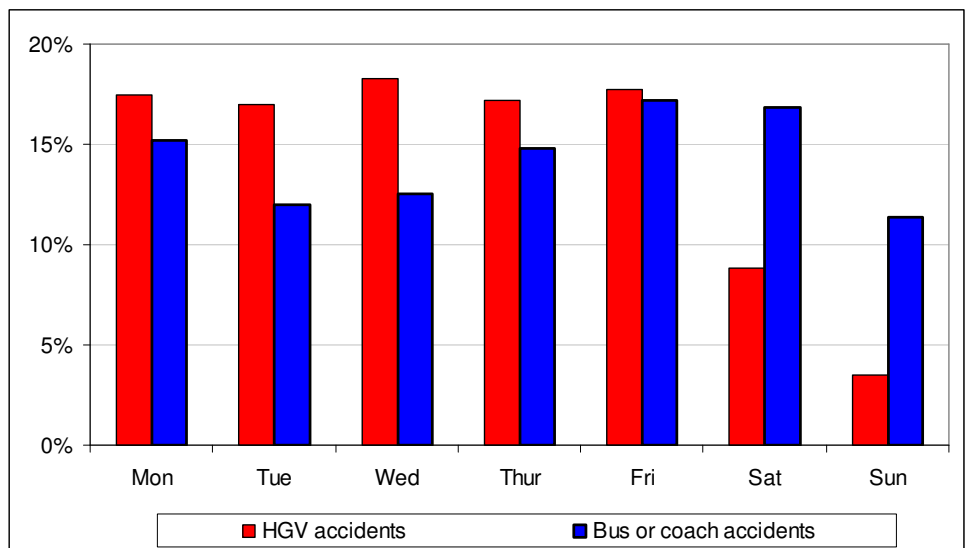
| | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
|-------|--------|---------|-----------|----------|--------|----------|--------|
| BE | 23% | 14% | 27% | 12% | 16% | 7% | 2% |
| DK | 18% | 19% | 15% | 15% | 25% | 4% | 4% |
| EE | 10% | 12% | 20% | 18% | 20% | 8% | 12% |
| EL | 15% | 20% | 15% | 18% | 11% | 16% | 5% |
| ES | 17% | 17% | 20% | 15% | 17% | 9% | 5% |
| FR | 18% | 18% | 19% | 18% | 19% | 7% | 1% |
| IE** | 17% | 9% | 13% | 24% | 22% | 15% | 0% |
| IT* | 15% | 15% | 15% | 21% | 21% | 9% | 4% |
| LU*** | 8% | 8% | 42% | 0% | 17% | 25% | 0% |
| HU | 17% | 17% | 13% | 20% | 13% | 15% | 6% |
| NL** | 15% | 19% | 18% | 16% | 20% | 7% | 4% |
| AT | 21% | 20% | 19% | 13% | 21% | 6% | 1% |
| PT | 17% | 15% | 23% | 16% | 20% | 8% | 1% |
| FI | 22% | 14% | 16% | 27% | 12% | 5% | 3% |
| SE | 30% | 10% | 31% | 11% | 10% | 5% | 3% |
| UK | 16% | 19% | 17% | 18% | 17% | 9% | 4% |
| EU-16 | 17% | 17% | 18% | 17% | 18% | 9% | 3% |

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

Source: CARE Database / EC
Date of query: November 2007
Source of population data: EUROSTAT

The fatality rate in road traffic accidents involving HGVs in 2005¹ was much lower at the weekend than on weekdays.

Figure 8: Distribution of fatalities in accidents involving HGVs and in accidents involving Buses or Coaches by day of week, EU-16, 2005¹



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





Part of year

Table 8 shows the distribution of fatalities in accidents involving HGVs through the year, using pairs of months. The peak period varies between countries, and for the EU-16 is July-August. Figure 9 illustrates the EU-16 distribution. It includes the distribution for accidents involving Buses or Coaches, which peaks in March-April.

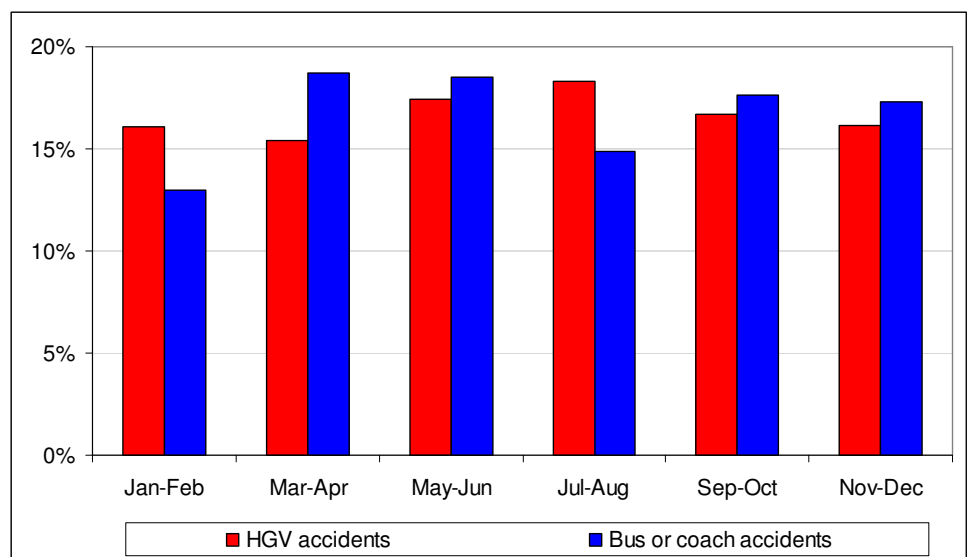
Table 8: Distribution of fatalities in accidents involving HGVs by month, 2005¹

| | Jan-Feb | Mar-Apr | May-Jun | Jul-Aug | Sep-Oct | Nov-Dec |
|--------------|------------|------------|------------|------------|------------|------------|
| BE | 12% | 16% | 28% | 18% | 12% | 13% |
| DK | 15% | 10% | 13% | 19% | 27% | 16% |
| EE | 12% | 14% | 28% | 14% | 16% | 16% |
| EL | 20% | 11% | 15% | 14% | 17% | 23% |
| ES | 20% | 16% | 19% | 14% | 16% | 15% |
| FR | 15% | 17% | 17% | 17% | 18% | 16% |
| IE** | 4% | 17% | 37% | 17% | 9% | 17% |
| IT* | 13% | 18% | 15% | 21% | 18% | 15% |
| LU*** | 17% | 8% | 0% | 33% | 8% | 33% |
| HU | 13% | 12% | 19% | 22% | 18% | 17% |
| NL** | 20% | 11% | 16% | 25% | 15% | 13% |
| AT | 13% | 10% | 10% | 33% | 15% | 18% |
| PT | 21% | 16% | 16% | 17% | 15% | 14% |
| FI | 25% | 20% | 12% | 15% | 11% | 17% |
| SE | 15% | 18% | 16% | 15% | 23% | 13% |
| UK | 16% | 15% | 16% | 18% | 16% | 19% |
| EU-16 | 16% | 15% | 17% | 18% | 17% | 16% |

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

Source: CARE Database / EC
Date of query: November 2007
Source of population data: EUROSTAT

Figure 9: Distribution of fatalities in accidents involving HGVs and in accidents involving Buses or Coaches by part of year, EU-14, 2005¹



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

There was little variation through the year in the fatality rate in road traffic accidents involving HGVs in 2005¹.

The rate for accidents involving Buses or Coaches in 2005¹ peaked in March and April.





Age and Sex

Table 9 provides details of the age and sex of fatalities in accidents involving HGVs. Figure 10 illustrates the EU-14 age distribution, and also includes the distribution for accidents involving Buses or Coaches.

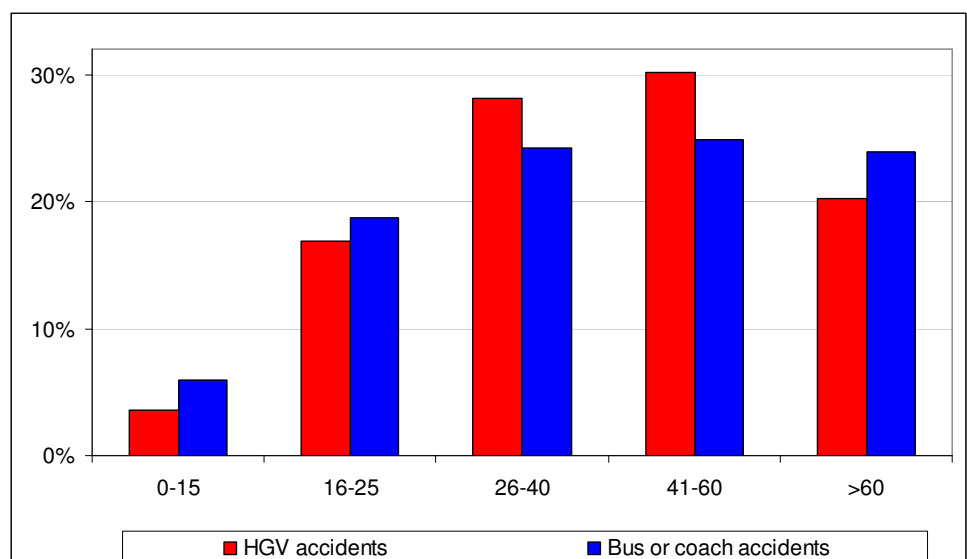
Table 9: Distribution of fatalities in accidents involving HGVs by sex and age, 2005¹

| | 0-15 | 16-25 | 26-40 | 41-60 | >60 | male |
|-------|------|-------|-------|-------|-----|------|
| BE | 2% | 16% | 29% | 30% | 22% | 1% |
| DK | 9% | 18% | 32% | 22% | 20% | 0% |
| EE | 10% | 14% | 30% | 32% | 14% | 0% |
| EL | 4% | 12% | 30% | 32% | 21% | 1% |
| ES | 2% | 14% | 33% | 30% | 19% | 2% |
| FR | 2% | 20% | 24% | 27% | 27% | 0% |
| IE** | 9% | 24% | 19% | 17% | 28% | 4% |
| IT* | 2% | 13% | 32% | 33% | 17% | 3% |
| LU*** | 8% | 17% | 50% | 25% | 0% | 0% |
| HU | 5% | 18% | 27% | 38% | 12% | 0% |
| NL** | 8% | 22% | 27% | 23% | 22% | 0% |
| AT | 3% | 16% | 25% | 33% | 23% | 0% |
| PT | 3% | 19% | 23% | 31% | 21% | 2% |
| FI | 8% | 12% | 29% | 33% | 18% | 0% |
| SE | 5% | 13% | 28% | 31% | 23% | 0% |
| UK | 3% | 19% | 28% | 32% | 17% | 0% |
| EU-16 | 4% | 17% | 28% | 30% | 20% | 1% |

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

Source: CARE Database / EC
Date of query: November 2007
Source of population data: EUROSTAT

Figure 10: Distribution of fatalities in accidents involving HGVs and in accidents involving Buses or Coaches by age, EU-16, 2005¹



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

Relatively few children died in road traffic accidents involving HGVs in 2005¹, and almost three-fifths of fatalities were aged 26-60.





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 16 = EU 14 +

| | |
|----|---------|
| EE | Estonia |
| HU | Hungary |

EU 17 = EU 16 +

| | |
|----|-------|
| MT | Malta |
|----|-------|

EU 27 = EU 17 +

| | |
|----|----------------|
| BG | Bulgaria |
| CZ | Czech Republic |
| CY | Cyprus |
| DE | Germany |
| LV | Latvia |
| LT | Lithuania |
| PL | Poland |
| 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/.

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The Elderly

Pedestrians

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