



Traffic Safety Basic Facts 2008

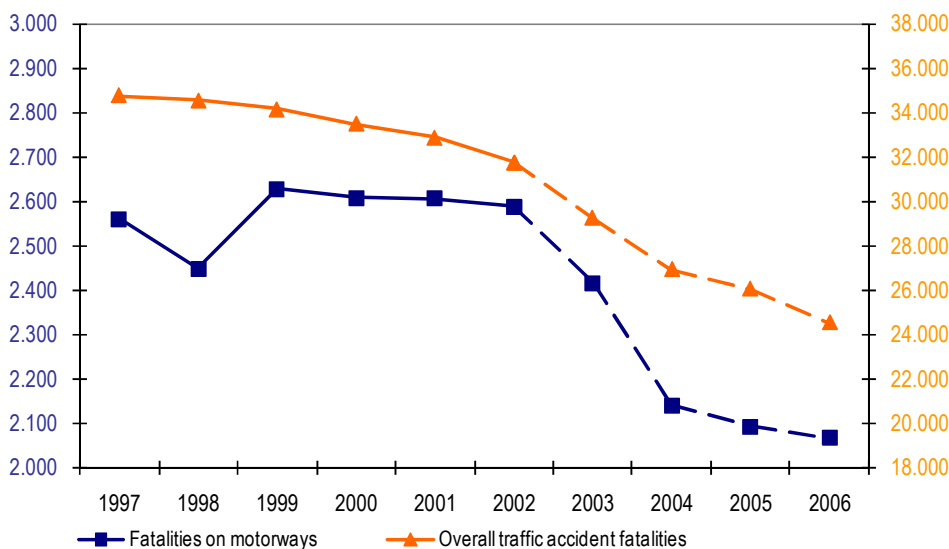
Motorways

More than 24.000 people were killed in traffic accidents on motorways in 14¹ European Union countries between 1997 and 2006². This number represents about 7,8% of all traffic accident fatalities in those countries.

There were 2.561 traffic accident fatalities in 1997, and the number had fallen by 19,3% by 2006². The total number of traffic accident fatalities in the 14 European Union countries also fell significantly over the same decade, by approximately 30%.

There were 7,4% more accident fatalities on motorways in 1999 than in 1998, although the overall number of road fatalities fell by 1,2%. It is also worth noting that the number of fatalities on motorways in the 14 countries scarcely changed between 2000 and 2002 (0,8% reduction), whereas the overall number of road accident fatalities decreased by 5,2%. Figure 1 also shows that the number of fatalities fell less in 2005 and 2006 than in 2004, both overall and especially on motorways.

Figure 1: Fatalities evolution in the EU-14¹, 1997-2006^{2,3}



Source: CARE Database / EC
Date of query: August 2008

¹ See Table "Definition of EU-level and used country abbreviations" on page 12.

² Using latest data available, i.e. 2006 for all countries except LU (2002), IE and NL (2003), IT (2004). For UK, 2006 data stands for GB and 2005 data for NI.

³ For HU, PL and CZ only data for some of the last three years are available; therefore they are excluded from the figure. EE and MT have no motorways.

There was a decrease of 19,3% in traffic accident fatalities on motorways in the decade from 1997 to 2006².





Table 1 provides an overview of the changes in the number of fatalities on motorways split by country. The totals refer to the 14 countries with data since 1997.

Table 1: Fatalities on motorways per country in the EU-14¹, 1997-2006^{4,5}

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
BE	192	223	213	238	196	172	140	125	161	164
CZ	-	-	-	-	-	-	-	-	-	37
DK	32	30	41	29	38	48	31	27	31	16
EL	72	61	105	61	86	69	58	116	111	147
ES	313	353	327	354	376	324	372	279	221	235
FR	470	497	492	527	487	521	439	316	323	296
IE***	3	0	1	6	4	5	8	8	8	8
IT**	848	711	804	764	773	801	711	648	648	648
LU****	11	8	6	9	7	12	12	12	12	12
HU	-	-	-	-	-	-	58	62	48	55
NL***	156	108	132	138	124	123	151	151	151	151
AT	121	141	146	126	156	126	107	118	89	74
PL*	-	-	-	-	-	-	-	-	33	33
PT	104	105	123	128	112	115	127	116	98	84
FI	3	10	9	13	11	16	7	17	10	17
SE	40	25	25	25	30	27	34	42	24	28
UK*	195	176	205	191	206	228	220	166	206	187
EU-14	2.561	2.448	2.629	2.609	2.606	2.588	2.417	2.141	2.093	2.067
EU-14 % yearly change	-	-4,4%	7,4%	-0,8%	-0,1%	-0,7%	-6,6%	-11,4%	-2,2%	-1,2%

* Data from 2005 (UK = GB 2006 + NI 2005)

** Data from 2004

*** Data from 2003

**** Data from 2002

Source: CARE Database / EC

Date of query: September 2008

EU-14 totals can differ due to rounding because of the use of coefficients in order to arrive to fatalities at 30 days

From Table 2 it can be seen that for 2006 the rate of fatalities per million inhabitants on motorways is higher in Belgium and Greece than in the other European countries, and hence higher⁴ than the average rate of the 17 EU countries.

⁴ Due to small numbers, IE, LU and FI were not taken into account in comparisons.

⁵ In certain countries correction coefficients are applied to absolute values for killed persons in order for values to be in adequacy with the common definition of "killed at 30 days". The totals in Table 1 are the sum of these non-integer values. Therefore, the sum of the integers presented may differ by +/- 1 from the totals presented.

The reduction in motorway fatalities between 1997 and 2006¹ was greatest in Denmark (51,4%).





Table 2: Fatalities on motorways per million inhabitants in the EU-14/17¹, 1997-2006⁴

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
BE	18,9	21,9	20,8	23,2	19,1	16,6	13,5	12,0	15,4	15,5
CZ	-	-	-	-	-	-	-	-	-	3,6
DK	6,1	5,7	7,7	5,4	7,1	8,9	5,8	5,0	5,7	2,9
EL	6,7	5,6	9,6	5,6	7,9	6,3	5,3	10,5	10,0	13,2
ES	7,9	8,9	8,2	8,8	9,2	7,9	8,9	6,5	5,1	5,3
FR	7,9	8,3	8,1	8,7	8,0	8,5	7,1	5,1	5,2	4,7
IE ^{***}	0,8	0,0	0,3	1,6	1,0	1,3	2,0	2,0	1,9	1,9
IT ^{**}	14,9	12,5	14,1	13,4	13,6	14,0	12,3	11,1	11,1	11,0
LU ^{****}	26,2	18,8	13,9	20,6	15,9	26,9	26,7	26,5	26,2	25,4
HU	-	-	-	-	-	-	5,7	6,1	4,8	5,5
NL ^{***}	10,0	6,9	8,3	8,7	7,7	7,6	9,3	9,3	9,3	9,2
AT	15,2	17,7	18,3	15,7	19,4	15,6	13,2	14,4	10,8	8,9
PL [*]	-	-	-	-	-	-	-	-	0,9	0,9
PT	10,3	10,4	12,1	12,5	10,9	11,1	12,1	11,1	9,3	8,0
FI	0,6	1,9	1,7	2,5	2,1	3,1	1,3	3,3	1,9	3,2
SE	4,5	2,8	2,8	2,8	3,4	3,0	3,8	4,7	2,7	3,1
UK [*]	3,3	3,0	3,5	3,2	3,5	3,8	3,7	2,8	3,4	3,1
EU-14	8,8	8,3	8,9	8,8	8,8	8,7	8,0	7,1	6,8	6,7
EU-17	-	-	-	-	-	-	-	-	-	6,0

* Data from 2005 (UK = GB 2006 + NI 2005)
 ** Data from 2004
 *** Data from 2003
 **** Data from 2002

Source: CARE Database / EC
 Date of query: August 2008
 Source of population data: EUROSTAT

Denmark experienced a considerable reduction in fatality rates on its motorway network within the examined period.

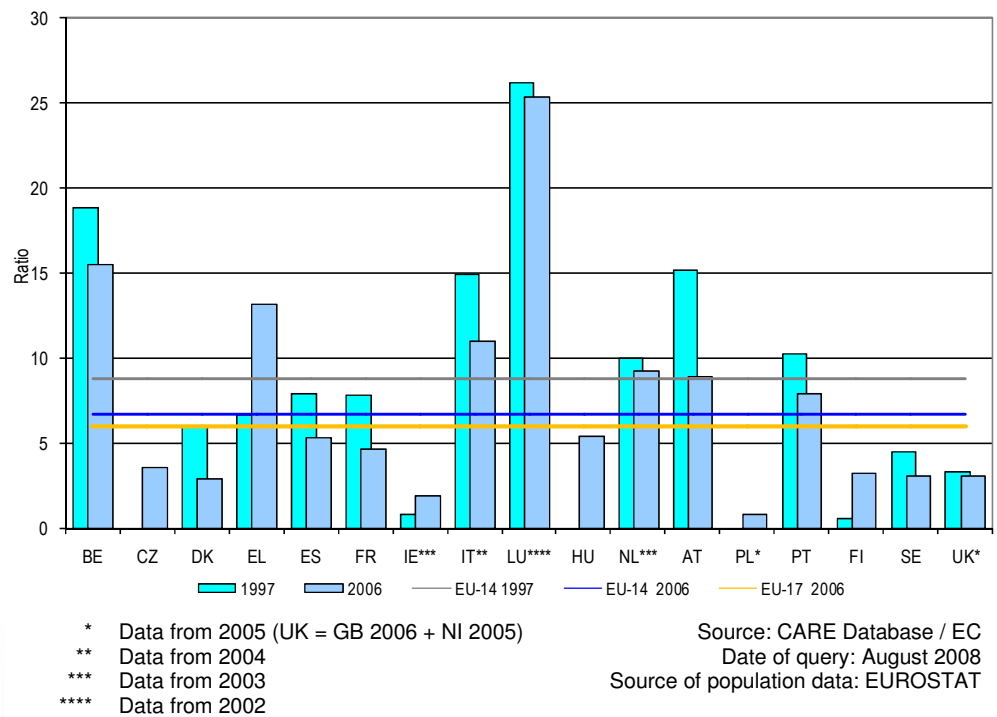
Figure 2 shows that the motorway fatality rate decreased by almost 24% between 1997 and 2006², from 8,8 per million inhabitants in 1997 to 6,7 in 2006. The corresponding fatality rate for the non-motorway road network decreased by approximately 34%, from 101,9 per million people to 67,2. The motorway fatality rate fell most rapidly over this decade in Denmark (51,4%), whereas Belgium⁴ had the highest fatality rate in 2006 (15,5). In ten of the countries the rate was below the average for the 17 EU countries.

Main Figures
Children
Young People
The Elderly
Pedestrians
Bicycles
Motorcycles & Mopeds
Car Occupants
Heavy Goods Vehicles
Motorways
Junctions
Urban Areas





Figure 2: Fatalities on motorways per 10⁶ inhabitants, 1997 versus 2006⁴



A fairer comparison of the level of safety on motorways involves the fatality rate per thousand kilometres of motorway. Using this exposure measure (motorway network length), Table 3 and Figure 3 show that the motorway fatality rate in Portugal fell considerably between 1997 and 2006 (by 64,8%). The average fatality rate in 2006¹ for the EU-14¹ is 48,4 (31,5% less than in 1997). The inclusion of data from Czech Republic, Hungary and Poland (EU-17) increases the average slightly to 49,6.

Table 3: Fatalities on motorways per 1.000 km of motorways, 1997-2006^{2,4}

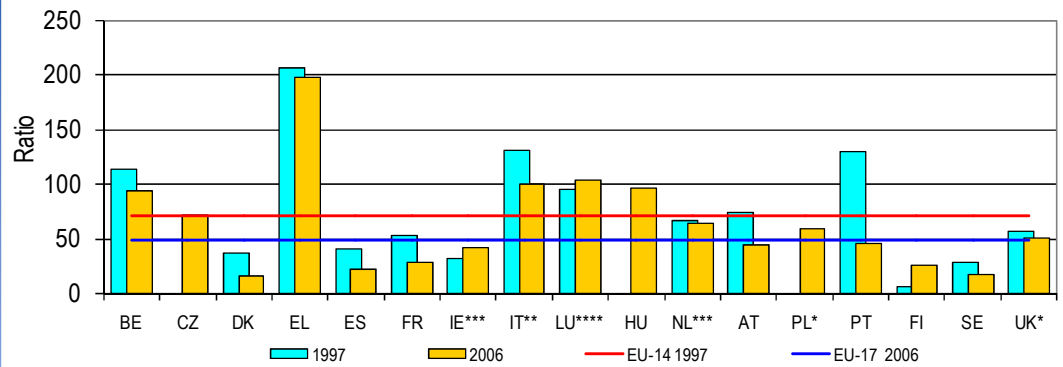
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
BE	114,4	132,6	126,0	139,8	113,5	99,5	81,0	71,6	92,2	93,9
CZ	-	-	-	-	-	-	-	-	-	71,4
DK	37,4	34,4	46,0	30,4	39,1	47,5	30,7	26,7	30,7	15,8
EL	206,6	171,1	236,5	95,9	115,9	93,0	78,2	156,3	149,6	198,1
ES	40,4	42,7	36,8	39,1	39,3	33,3	36,2	27,1	21,5	22,8
FR	53,1	53,4	51,1	54,0	48,4	51,0	42,3	30,5	31,1	28,5
IE***	31,9	0,0	9,7	58,3	32,0	40,0	45,5	41,7	41,7	41,7
IT**	131,1	109,8	124,1	117,9	119,3	123,6	109,8	100,0	100,0	100,0
LU****	95,7	69,6	52,2	78,9	60,9	104,3	104,3	104,3	104,3	104,3
HU	-	-	-	-	-	-	107,0	109,0	84,4	96,7
NL***	66,8	48,5	57,6	60,9	54,4	53,9	65,4	64,5	64,5	64,5
AT	75,0	87,4	89,4	77,2	94,8	76,6	64,1	70,4	53,1	44,1
PL*	-	-	-	-	-	-	-	-	59,8	59,8
PT	130,5	83,8	85,4	86,2	67,3	62,7	69,0	63,4	53,4	46,0
FI	6,8	21,1	17,6	23,7	18,6	26,5	10,7	26,0	15,3	26,0
SE	28,1	17,4	16,8	16,7	19,9	17,5	21,4	26,4	15,1	17,6
UK*	57,2	49,5	57,2	53,1	57,1	63,1	60,9	45,4	56,3	51,1
EU-14	70,7	64,9	67,1	65,5	63,4	62,1	56,8	50,1	49,0	48,4
EU-17	-	-	-	-	-	-	57,4	50,9	49,6	49,4

Source: CARE Database / EC; EUROSTAT
Date of query: August 2008





Figure 3: Fatalities on motorways per 1.000 km of motorways, 1997 and 2006⁴



* Data from 2005 (UK = GB 2006 + NI 2005)
 ** Data from 2004
 *** Data from 2003
 **** Data from 2002

Source: CARE Database / EC
 Date of query: August 2008
 Source of population data: EUROSTAT

In 2006 motorways in Denmark were safer than those in the other 16 EU countries.

Greece and Hungary are the countries (with data up to 2006) with the most fatalities per thousand kilometres of motorway network in 2006. Conversely, the fatality rate in Denmark in 2006 is significantly lower than the average rate for the EU-17 countries (15,8 compared to the average 49,4) therefore the motorways in this country seem to have been safer than the ones in the remaining 16 EU countries.

Table 4: Proportion of road accident fatality total that occurred on motorways, 1997-2006⁴

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
BE	14,1%	14,9%	15,2%	16,2%	13,2%	13,2%	11,5%	10,8%	14,8%	15,3%
CZ	-	-	-	-	-	-	-	-	-	3,5%
DK	6,5%	6,0%	8,0%	5,8%	8,8%	10,4%	7,2%	7,3%	9,4%	5,2%
EL	3,4%	2,8%	5,0%	3,0%	4,6%	4,2%	3,6%	6,9%	6,7%	8,9%
ES	5,6%	5,9%	5,7%	6,1%	6,8%	6,1%	6,9%	5,9%	5,0%	5,7%
FR	5,6%	5,6%	5,8%	6,5%	6,0%	6,8%	7,2%	5,7%	6,1%	6,3%
IE***	0,6%	0,0%	0,2%	1,4%	1,0%	1,3%	2,4%	2,4%	2,4%	2,4%
IT**	12,6%	11,3%	12,0%	11,5%	11,6%	11,9%	11,7%	11,5%	11,5%	11,5%
LU****	18,3%	14,0%	10,3%	11,8%	10,0%	19,4%	19,4%	19,4%	19,4%	19,4%
HU	-	-	-	-	-	-	4,4%	4,8%	3,8%	4,2%
NL***	13,4%	10,1%	12,1%	12,8%	12,5%	12,5%	14,7%	14,7%	14,7%	14,7%
AT	11,0%	14,6%	13,5%	12,9%	16,3%	13,2%	11,5%	13,4%	11,6%	10,1%
PL*	-	-	-	-	-	-	-	-	0,6%	0,6%
PT	4,1%	4,9%	6,2%	6,9%	6,7%	6,9%	8,2%	9,0%	7,9%	8,7%
FI	0,7%	2,5%	2,1%	3,3%	2,5%	3,9%	1,8%	4,5%	2,6%	5,1%
SE	7,4%	4,7%	4,3%	4,2%	5,1%	4,8%	6,4%	8,8%	5,5%	6,3%
UK*	5,2%	4,9%	5,8%	5,3%	5,7%	6,4%	6,0%	4,9%	6,2%	5,9%
EU-14	7,4%	7,1%	7,7%	7,8%	7,9%	8,1%	8,3%	8,0%	8,0%	8,4%
EU-17	-	-	-	-	-	-	-	-	-	6,8%

* Data from 2005 (UK = GB 2006 + NI 2005)
 ** Data from 2004
 *** Data from 2003
 **** Data from 2002

Source: CARE Database / EC
 Date of query: August 2008





In Belgium, more than 15% of the road accident fatalities in 2006² occurred on motorways, the largest proportion in the 17 EU countries with available data. By contrast, the proportion of fatalities occurred on motorways was lowest in Poland.

Table 4 shows that the proportion of fatalities that occurred on motorways in the EU-14 (not including CZ, HU and PL) increased from 7,4% in 1997 to 8,4% in 2006. The proportion in 2006 is 6,8% if data from the Czech Republic, Hungary and Poland are included.

Mode of transport

Table 5 shows that almost 68% of fatalities on motorways across the European countries were car or taxi occupants.

Table 5: Fatalities on motorways by mode of transport, 2006

	agricultural tractor	bus or coach	car or taxi	heavy goods vehicle	lorry, under 3,5 tons	moped	motorcycle	other	pedal cycle	pedestrian	Total
BE	0	0	127	10	8	0	9	0	0	10	164
CZ	0	6	19	4	3	0	1	0	0	4	37
DK	0	1	11	0	3	0	0	0	0	1	16
EL	0	0	83	3	10	6	30	0	2	13	147
ES	0	13	142	9	18	3	21	3	0	26	235
FR	0	5	191	17	15	2	42	1	0	23	296
IE***	0	0	6	0	1	0	1	0	0	0	8
IT**	0	4	438	35	23	0	62	4	0	31	597
LU****	0	0	12	0	0	0	0	0	0	0	12
HU	0	0	43	2	0	0	1	0	0	9	55
NL***	0	0	108	2	10	1	21	0	2	7	151
AT	0	3	52	9	5	0	3	0	0	2	74
PL*	0	1	23	2	0	0	0	0	0	7	33
PT	0	1	43	5	16	0	6	2	0	11	84
FI	0	0	13	1	0	0	2	0	0	1	17
SE	0	9	11	1	1	0	2	0	0	4	28
UK*	0	1	129	12	9	0	22	0	0	14	187
EU-17	0	44	1.451	112	122	12	223	10	4	163	2.141
% by mode of transport	0,0%	2,1%	67,8%	5,2%	5,7%	0,6%	10,4%	0,5%	0,2%	7,6%	100,0%

* Data from 2005 (UK = GB 2006 + NI 2005)

** Data from 2004

*** Data from 2003

**** Data from 2002

Source: CARE Database / EC

Date of query: August 2008

In Belgium, more than 15% of the road accident fatalities in 2006² occurred on motorways, the largest proportion in the 17 EU countries.

Almost 68% of fatalities on motorways across the European countries were car or taxi occupants.

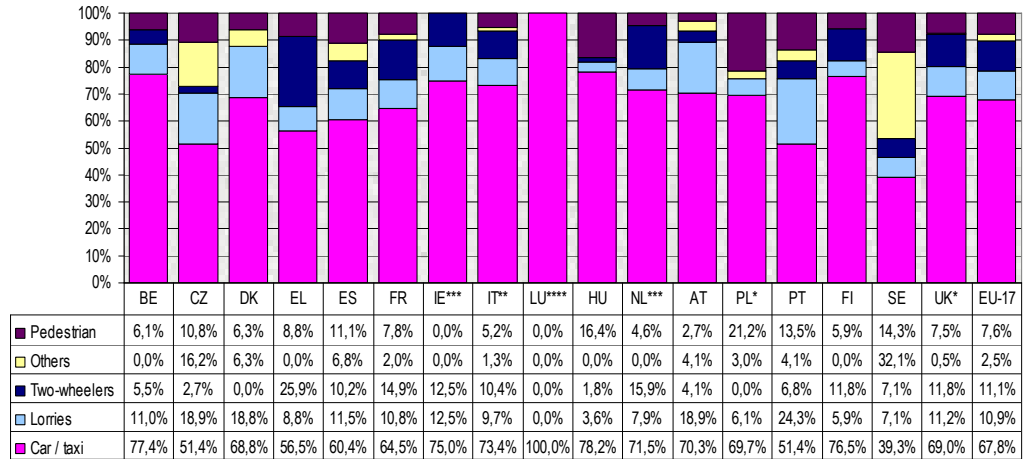


In Poland more than one-fifth (21,2%) of fatalities on motorways were pedestrians, a higher rate than in any of the other 16 countries.



Figure 4 shows that in 2006² one-fifth (21,2%) of fatalities on motorways in Poland were pedestrians, a higher proportion than in any of the other 16 countries.

Figure 4: Distribution of fatalities on motorways by mode of transport in the EU-17¹, 2006⁴

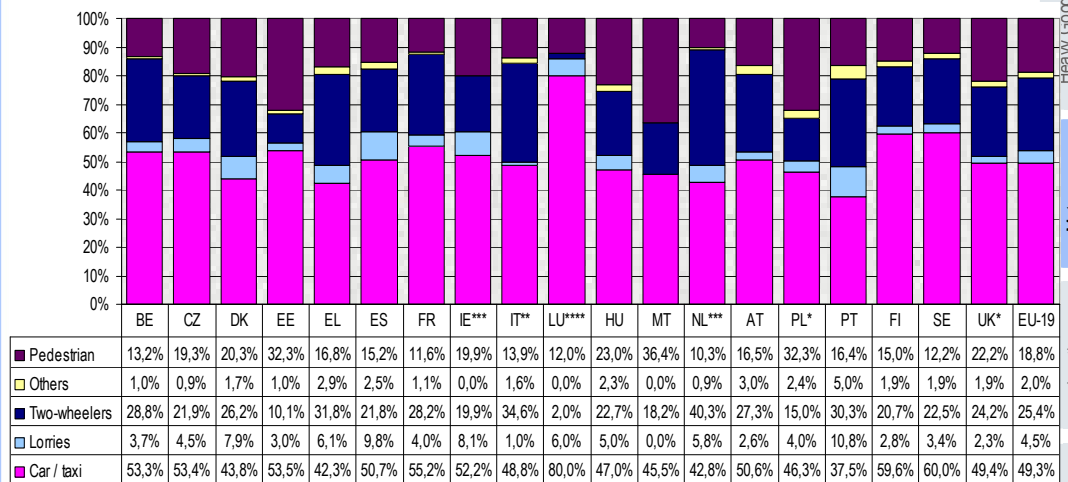


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**** Data from 2002

Source: CARE Database / EC
Date of query: August 2008

Another interesting finding from Figure 4 and Figure 5 is that only 11,1% of the fatalities occurring on motorways in the 17 countries were users of two wheeled vehicles (motorcycle, moped or pedal cycle users). Greece has the largest percentage (25,9%), though the absolute number is small (38 fatalities) and hence conclusions might be misleading. On the other hand, two-wheeler user fatalities on the non-motorway road network formed 25,4% of the corresponding number of fatalities in the 19 European countries. (the respective percentage for the EU-17 is 25,5%). The percentages are highest in Greece and Portugal (31,8% and 30,3%).

Figure 5: Distribution of fatalities on non-motorway road network by mode of transport in the EU-19¹, 2006



* Data from 2005 (UK = GB 2006 + NI 2005)
** Data from 2004
*** Data from 2003
**** Data from 2002

Source: CARE Database / EC
Date of query: August 2008





Manoeuvre Type

Table 6 shows that the vehicle manoeuvre most frequently associated with fatalities on motorways in all EU-17 countries (except The Netherlands) is driving 'straight ahead'. 32,1% of fatalities were occupants of vehicles which were driving straight ahead and making no other manoeuvre. However, the corresponding percentage for this manoeuvre on other roads is larger (36,7%), as shown in Table 7. It is noted though that both percentages may be higher because of the many "not defined" manoeuvres. More specifically, in Czech Republic, Italy, Luxemburg, Austria, Poland, Finland and Sweden over 90% of the manoeuvres are "not defined".

Table 6: Fatalities on motorways by manoeuvre type, 2006

	changing lane	over-taking	stopped stopping	straight ahead	turning	u turn	other	not defined	Total
BE	0	7	0	49	0	0	87	11	154
CZ	0	0	0	0	0	0	0	33	33
DK	0	0	1	14	0	0	0	0	15
EL	8	1	0	55	0	0	38	32	134
ES	0	13	6	172	6	1	11	0	209
FR	6	14	16	124	52	2	23	36	273
IE***	1	1	0	0	0	0	3	3	8
IT**	0	5	0	0	0	0	16	596	617
LU****	0	0	0	0	0	0	0	12	12
HU	5	2	1	38	0	0	0	0	46
NL***	0	0	60	13	69	0	0	2	144
AT	0	1	0	0	0	0	0	72	73
PL*	0	1	0	0	0	0	0	25	26
PT	3	5	3	55	1	0	4	1	72
FI	0	0	0	0	0	0	0	16	16
SE	0	0	0	0	0	0	0	24	24
UK*	6	5	29	131	0	2	0	0	173
EU-17	29	55	116	651	128	5	182	863	2.029
%	1,4%	2,7%	5,7%	32,1%	6,3%	0,2%	9,0%	42,5%	100,0%

* Data from 2005 (UK = GB 2006 + NI 2005)

** Data from 2004

*** Data from 2003

**** Data from 2002

Source: CARE Database / EC

Date of query: August 2008

The vehicle manoeuvre most frequently associated with fatalities on motorways in EU-17 countries is driving 'straight ahead'





Table 7: Fatalities on non-motorway road network by manoeuvre type, 2006

	changing lane	over-taking	stopped stopping	straight ahead	turning	u turn	other	not defined	Total
BE	0	55	2	235	46	2	381	72	793
CZ	0	0	0	0	0	0	0	828	828
DK	3	0	0	206	22	0	0	0	231
EE	0	0	0	0	0	0	0	140	140
EL	13	20	6	342	36	5	527	307	1,256
ES	0	192	33	2,529	74	9	415	30	3,282
FR	32	187	13	2,193	1,034	17	179	246	3,901
IE***	5	21	0	0	14	0	150	75	265
IT**	0	58	0	384	75	0	76	3,705	4,298
LU****	0	0	0	0	0	0	0	44	44
HU	31	79	1	731	0	0	119	0	961
MT	0	1	0	6	0	0	0	0	7
NL***	0	0	474	55	234	0	0	24	787
AT	0	30	0	2	19	0	6	491	548
PL*	0	220	6	0	0	0	0	3,436	3,662
PT	93	34	5	498	38	3	48	19	739
FI	0	0	0	0	0	0	0	271	271
SE	0	0	0	0	0	0	0	366	366
UK*	19	203	27	1,887	123	12	52	1	2,324
EU-17	196	1,099	567	9,062	1,715	48	1,953	9,915	24,556
EU-19	196	1,100	567	9,068	1,715	48	1,953	10,055	24,703
%	0,8%	4,5%	2,3%	36,7%	6,9%	0,2%	7,9%	40,7%	100,0%

* Data from 2005 (UK = GB 2006 + NI 2005)
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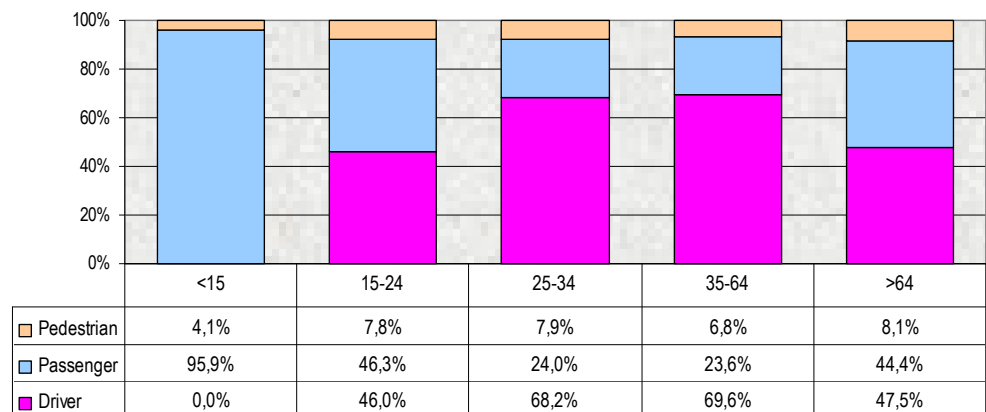
Source: CARE Database / EC
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Age and Person class

Figure 6 shows that only a small percentage of fatalities on motorways are pedestrians (4,1% - 8,1%, according to age).

Figure 7 shows, however, that on the remaining road network 32% of child fatalities (less than 15 years old) and almost 39% of elderly fatalities (more than 64 years old) are pedestrians.

Figure 6: Fatalities on motorways by age and person class in the EU-17¹, 2006²



Source: CARE Database / EC
 Date of query: August 2008

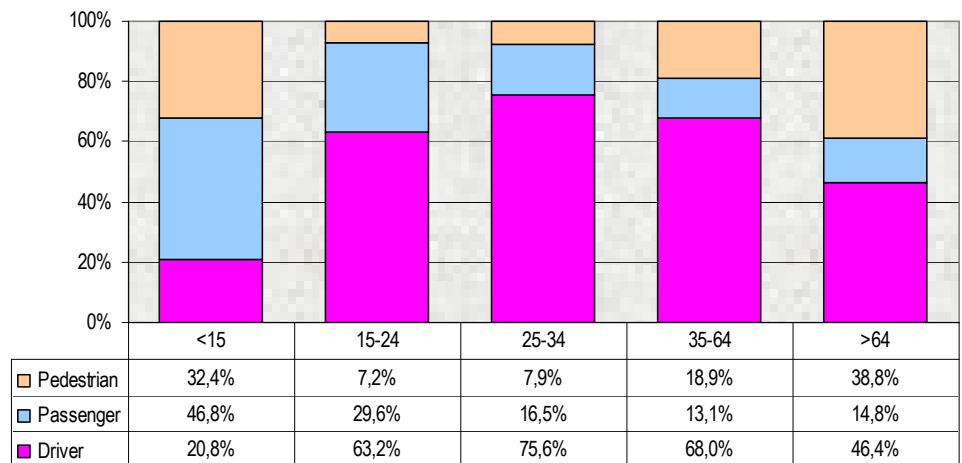
On motorways, the proportion of fatalities who are drivers is highest for the 35-64 age group, whereas on the remaining road network it is highest for the 25-34 age group.





Furthermore, the proportion of fatalities on motorways who are drivers is higher for the 35 – 64 age group (69,6%) than for other age groups; on the remaining road network, the 25 – 34 age group has the highest proportion who are drivers. Finally, young driver fatalities (up to 24 years old) are killed mainly on non-motorways; relatively few fatalities in this age group are killed on motorways (172, compared to 4.283 on the remaining road network), possibly indicating that young people drive more on the non-motorway network.

Figure 7: Fatalities on non-motorway road network by age and person class in the EU-19¹, 2006²



Source: CARE Database / EC
Date of query: August 2008

Lighting Conditions

Figure 8, shows that in 2006², 30,9% (666 people) of the fatalities on motorways in the 16 European countries are killed in accidents in the dark. The respective percentage for the remaining road network in the 18 EU countries appears to be slightly higher (32,4%, corresponding to 9.516 people), as indicated in Figure 8.

Almost one-third of the fatalities on motorways, but also on the non-motorway road network occurred when it was dark.

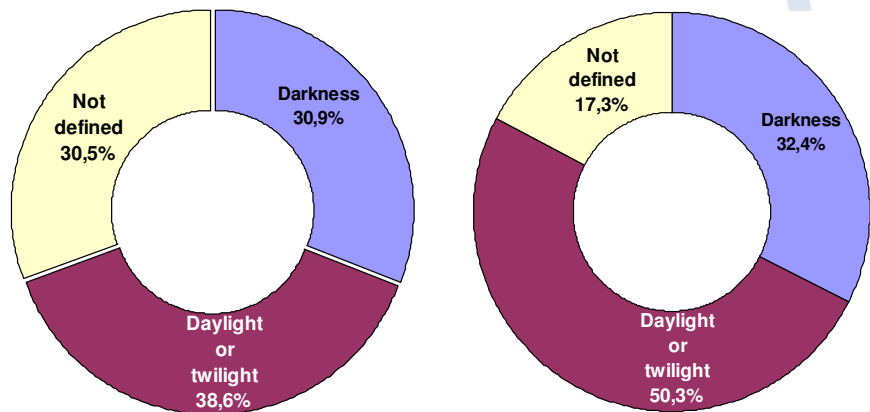




Figure 8: Fatalities on motorways and non-motorway network by lighting conditions, 2006²

Motorway network (EU-16⁶)

Non-motorway network (EU-18⁶)



Source: CARE Database / EC
Date of query: August 2008

50,3% of fatalities on non-motorway roads are killed in daylight or twilight, whereas the percentage is smaller on motorways (38,6%). Nevertheless, the percentages may be higher because of a large number of fatalities with lighting condition “not defined”.

⁶ EU-16 and EU-18 stand for EU-17 and EU-19 without data for CZ.





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
- 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-17 = EU-14 +

CZ	Czech Republic
HU	Hungary
PL	Poland

EU-19 = EU-17 +

EE	Estonia
MT	Malta

EU-25 = EU-19 +

DE	Germany
CY	Cyprus
LV	Latvia
LT	Lithuania
SI	Slovenia
SK	Slovakia





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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