



Traffic Safety Basic Facts 2008

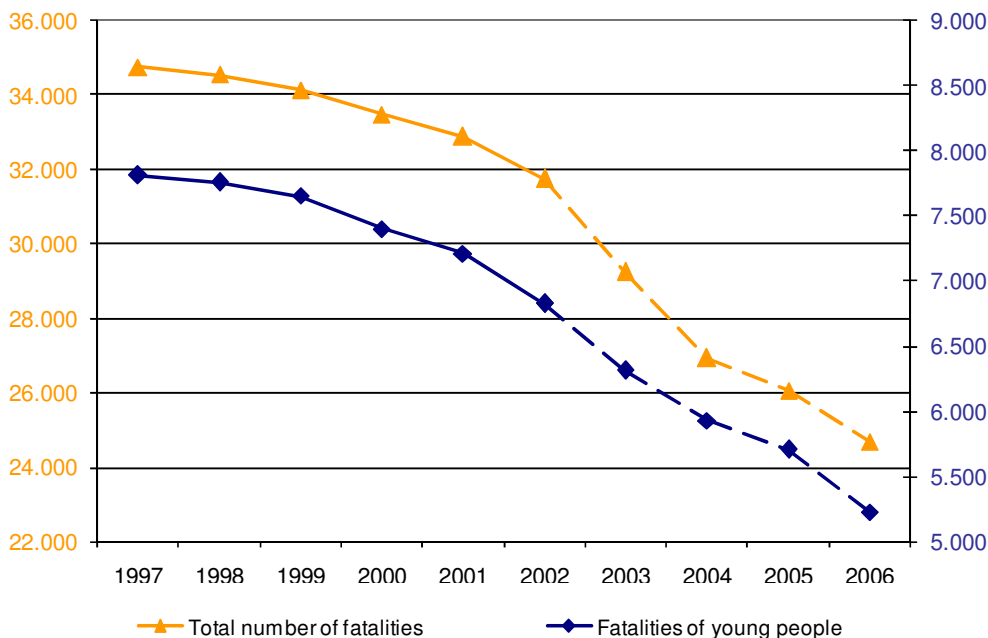
Young People (Aged 16-24)

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 in road accidents than people in any other age group.

More than 67.500 persons aged 16-24 years old were killed in traffic accidents, in 14 European Union countries (EU-15, without Germany) within the decade 1997 - 2006¹. This number represents more than a fifth of all traffic accident fatalities in those countries (22,0%).

The number of young people killed in road accidents in 2006¹ was 33,1% less than the respective number in 1997. The total number of fatalities also fell by 29% in the 14 European Union countries over the same period.

Figure 1: Distribution of road traffic fatalities in the EU-14², 1997-2006¹



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

¹ Using latest data available, i.e. 2006 for all countries except LU (2002), IE and NL (2003) and IT (2004). For UK, 2006 data stands for GB and 2005 data for NI.

² See Table "Definition of EU-level and used country abbreviations" on page 13.

A significant decrease of 33,1% in traffic accident fatalities of young people is recorded during the decade 1997-2006¹.

More than 67.500 persons aged 16-24 were killed in road traffic accidents, in 14 EU countries between 1997 - 2006¹, almost quarter of all road fatalities in those countries.





Table 1 provides an overall view of the evolution of road traffic fatalities for young people. In 2006 a considerable decrease in the numbers of fatalities of young people can be seen in Portugal (45,8%) compared to 2005 (in contrast to the 1,6% increase in 2005 compared to 2004), whereas a reduction was also observed in Spain (15,5%). On the contrary, Northern countries such as Finland, Sweden and Denmark show a considerable increase in the number of young people killed in traffic accidents (29,7%, 18,2% and 14,3% respectively).

Table 1: Fatalities aged 16-24 by country, 1997-2006^{3,4}

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
BE	295	334	319	368	319	300	275	263	225	213
CZ	-	-	-	-	-	-	-	-	-	197
DK	113	99	111	109	83	100	80	75	70	80
EE	-	-	-	-	-	-	-	-	30	39
EL	466	466	475	421	427	326	364	343	359	334
ES	1.239	1.365	1.255	1.253	1.123	1.069	1.128	927	843	712
FR	2.085	2.198	2.172	1.933	2.058	1.855	1.483	1.440	1.386	1.187
IE***	127	138	114	138	126	93	93	93	93	93
IT**	1.300	1.231	1.281	1.309	1.194	1.216	1.067	1.032	1.032	1.032
LU****	17	8	12	17	18	13	13	13	13	13
HU	-	-	-	-	-	-	156	153	176	152
MT	-	-	-	-	-	-	-	-	8	4
NL***	246	254	247	271	205	249	226	226	226	226
AT	298	205	254	233	212	207	207	198	178	157
PL*	-	-	-	-	-	-	-	-	1.050	1.050
PT	580	519	477	393	375	315	268	245	249	135
FI	72	72	72	64	99	86	69	93	64	83
SE	73	84	82	113	115	111	109	87	77	91
UK*	903	787	783	782	859	887	932	897	891	871
EU-14	7.815	7.759	7.654	7.405	7.213	6.827	6.314	5.932	5.705	5.227
EU-19	-	-	-	-	-	-	-	-	6.969	6.669
% yearly change (EU-14)	-	-0,7%	-1,4%	-3,2%	-2,6%	-5,4%	-7,5%	-6,1%	-3,8%	-8,4%

* 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

20,4% of people killed in road accidents in 2006¹ in the 19 European countries were aged 16-24. The corresponding proportion for the 14 European countries (without CZ, EE, HU, MT and PL) is 21,2%. However, only 11,4% of the population falls within this age group, as can be seen in Figure 2.

³ Due to small numbers, MT and LU were not taken into account in comparisons.

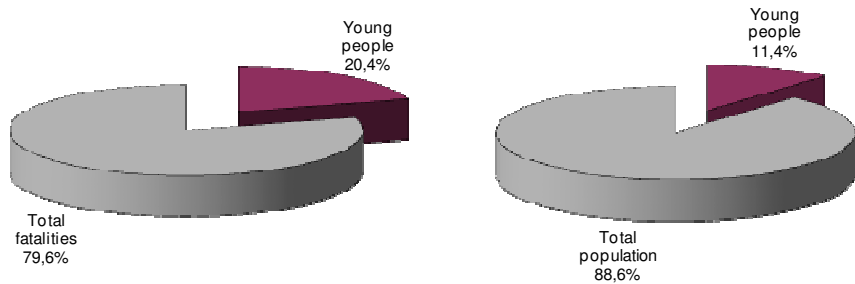
⁴ In certain countries correction coefficients are applied to absolute values for killed persons in order for values to be in adequacy with the common definition of "killed at 30 days". The totals in Table 1 are the sum of these non-integer values. Therefore, the sum of the integers presented may differ by +/-1 from the totals presented.

20,4% of all persons killed in road accidents in 2006¹ were aged 16-24 years old, whereas only 11,4% of the population falls within this age group.





Figure 2: Proportion of young people in population and in traffic fatalities in the EU-19, 2006¹

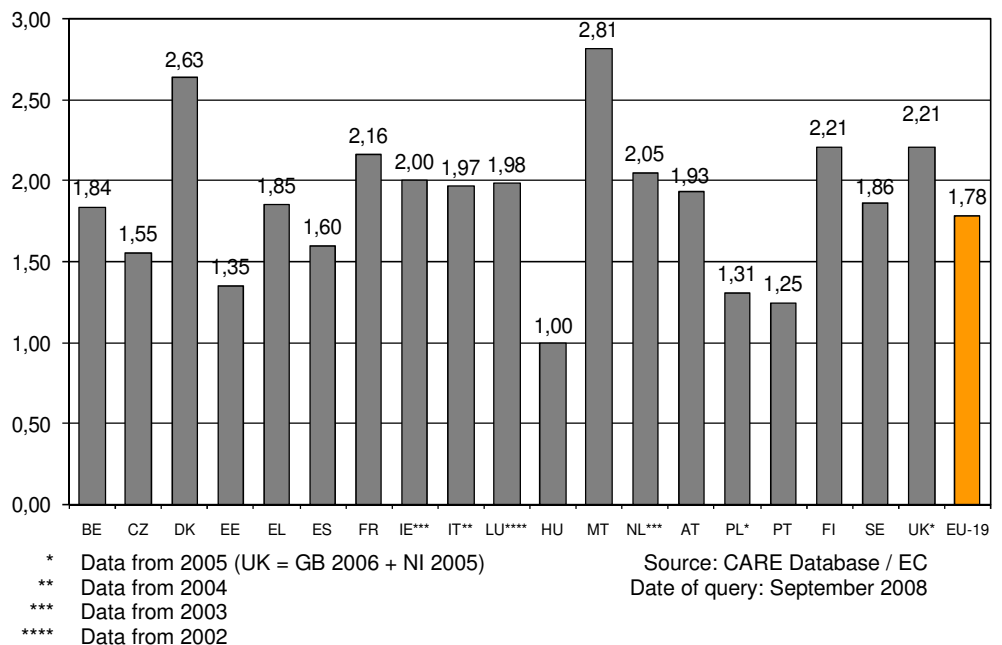


Source: CARE Database / EC
 Date of query: September 2008
 Source of population data: EUROSTAT

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-19 countries as a whole.

Young people are at almost twice the average risk of being killed in a road accident compared to the average member of the respective population across the EU-19 countries (% young people fatalities divided by % young people population) in 2006¹. As shown in Figure 3, in 2006 Denmark³ has the highest relative rate (2,63), whereas Hungary has the lowest relative rate (1,00) among the 19 countries.

Figure 3: Relative rate for fatality proportions in young people, 2006³



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: Proportion of road accident fatalities aged 16-24, 1997 – 2006³

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
BE	21,6%	22,3%	22,8%	25,0%	21,5%	23,0%	22,7%	22,6%	20,7%	19,9%
CZ	-	-	-	-	-	-	-	-	-	18,5%
DK	23,1%	19,8%	21,6%	21,9%	19,3%	21,6%	18,5%	20,3%	21,1%	26,1%
EE	-	-	-	-	-	-	-	-	17,6%	19,1%
EL	22,1%	21,4%	22,4%	20,7%	22,7%	20,0%	22,7%	20,5%	21,7%	20,2%
ES	22,1%	22,9%	21,9%	21,7%	20,4%	20,0%	20,9%	19,6%	19,0%	17,3%
FR	24,7%	24,6%	25,6%	23,9%	25,2%	24,2%	24,5%	26,0%	26,1%	25,2%
IE***	26,8%	30,1%	27,5%	33,0%	30,6%	24,6%	27,6%	27,6%	27,6%	27,6%
IT**	19,4%	19,5%	19,2%	19,7%	17,8%	18,0%	17,6%	18,3%	18,3%	18,3%
LU****	28,3%	14,0%	20,7%	22,4%	25,7%	21,0%	21,0%	21,0%	21,0%	21,0%
HU	-	-	-	-	-	-	11,8%	11,8%	13,8%	11,7%
MT	-	-	-	-	-	-	-	-	47,1%	36,4%
NL***	21,2%	23,8%	22,7%	25,0%	20,6%	25,2%	22,0%	22,0%	22,0%	22,0%
AT	27,0%	21,3%	23,5%	23,9%	22,1%	21,7%	22,2%	22,6%	23,2%	21,5%
PL*	-	-	-	-	-	-	-	-	19,3%	19,3%
PT	23,0%	24,4%	23,9%	21,2%	22,4%	18,8%	17,3%	18,9%	19,9%	13,9%
FI	16,4%	18,0%	16,7%	16,2%	22,9%	20,7%	18,2%	24,8%	16,9%	24,7%
SE	13,5%	15,8%	14,1%	19,1%	19,7%	19,8%	20,6%	18,1%	17,5%	20,4%
UK*	24,1%	22,0%	22,0%	21,8%	23,9%	24,8%	25,5%	26,6%	26,7%	26,3%
EU-14	22,5%	22,5%	22,4%	22,1%	21,9%	21,5%	21,6%	22,0%	21,9%	21,2%
EU-19	-	-	-	-	-	-	-	-	21,1%	20,4%

* 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

Main Figures

Children

Young People

The Elderly

Pedestrians

Bicycles

Motorcycles & Mopeds

Car Occupants

Heavy Goods Vehicles

Motorways

Junctions

Urban Areas





Age and Road user type

Table 3: Fatalities by age group for drivers, passengers and pedestrians by country, 2006

	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	153	173	342	120	16	47	21	35	21	6	12	15	37	52
CZ	6	113	132	305	79	18	67	51	59	27	12	17	16	84	67
DK	6	52	24	79	39	2	20	6	11	7	9	8	5	12	26
EE	1	23	22	41	13	4	8	6	14	4	2	5	3	39	15
EL	12	235	295	396	130	23	84	65	77	56	12	15	18	71	141
ES	29	446	710	1.115	257	87	225	180	260	156	28	41	65	204	254
FR	40	845	673	1.242	476	88	294	96	196	164	25	48	34	142	281
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
HU	10	83	173	360	93	30	56	58	105	30	8	13	29	147	93
MT	0	3	1	2	0	0	1	0	0	0	0	0	0	3	1
NL***	26	160	154	269	158	28	62	17	32	24	17	4	6	31	39
AT	5	113	75	225	83	17	30	14	38	20	8	14	3	32	53
PL*	41	498	575	1.016	342	69	389	228	372	158	76	163	147	792	578
PT	3	83	164	249	127	13	48	33	57	24	8	3	6	72	65
FI	6	55	26	101	45	3	21	11	12	7	1	7	5	17	19
SE	6	64	50	126	59	9	23	10	28	11	8	2	4	16	25
UK*	43	526	404	792	207	64	254	77	105	125	77	91	79	203	251
EU-14	240	3.459	3.761	6.411	2.333	446	1.494	720	1.119	800	231	270	298	1.067	1.612
EU-19	298	4.179	4.664	8.135	2.860	567	2.015	1.063	1.669	1.019	329	468	493	2.132	2.366
% (EU-14)	1,5%	21,3%	23,2%	39,6%	14,4%	9,7%	32,6%	15,7%	24,4%	17,5%	6,6%	7,8%	8,6%	30,7%	46,3%
% (EU-19)	1,5%	20,8%	23,2%	40,4%	14,2%	8,9%	31,8%	16,8%	26,4%	16,1%	5,7%	8,1%	8,5%	36,8%	40,9%

* 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

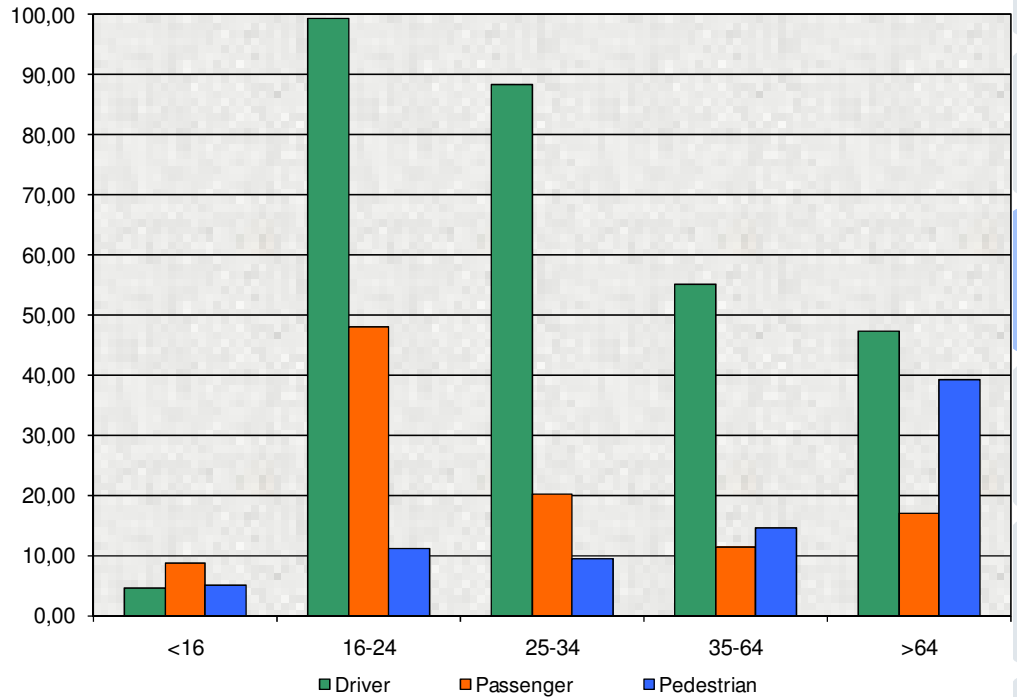
In 2006¹ the majority of the young people killed in road accidents in the 19 EU countries were drivers (4.179 persons), whereas relatively few (468 persons) of the same age were pedestrians.

The majority of the young people (16-24) killed in road accidents in the 19 European countries were drivers (4.179, corresponding to 62,7% of all fatalities at that age group), whereas only 7% (468) were pedestrians in 2006¹. The percentages of driver and passenger fatalities who were aged 16-24 in 2006¹ are higher when data from the new countries (CZ, EE, HU, MT, PL) are not included.





Figure 4: Fatality rate per million population by age group for drivers, passengers and pedestrians in the EU-19, 2006¹



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

The driver and pedestrian fatality rates for 16-24 year olds are higher than for other age groups.

Figure 4 illustrates the distribution of road accident fatalities per million people for drivers, passengers and pedestrians in different age groups. The driver and pedestrian fatality rates for 16-24 year olds are higher than for other age groups.

Mode of transport

Table 4 shows the distribution of fatalities amongst young people by mode of transport in 2006¹. 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 26%.





Table 4: Fatalities of young people by mode of transport, 2006

	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	139	1	1	16	27	0	9	12	205
CZ	0	0	143	1	3	0	28	0	5	17	197
DK	0	1	48	0	6	10	5	0	2	8	80
EE	0	0	33	0	0	0	0	0	0	5	38
EL	0	1	150	2	5	15	140	2	3	15	333
ES	1	3	424	5	26	128	63	8	9	41	708
FR	2	0	702	13	19	184	198	5	16	48	1.187
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
HU	0	1	99	2	8	6	18	0	5	13	152
MT	0	0	3	0	0	0	1	0	0	0	4
NL***	0	0	147	0	11	34	15	0	15	4	226
AT	2	0	105	1	3	12	17	0	3	14	157
PL*	8	17	724	32		7	62	0	37	163	1.050
PT	0	0	63	0	13	16	36	0	3	3	135
FI	0	1	61	0	0	4	10	0	0	7	83
SE	0	0	69	1	3	1	11	2	2	2	91
UK*	0	2	611	1	8	19	127	4	8	91	871
EU-14	5	10	3.219	31	113	561	886	26	81	270	5.203
EU-19	13	28	4.221	66	124	574	995	26	128	468	6.644
% EU-14	0,10%	0,19%	61,87%	0,60%	2,16%	10,78%	17,04%	0,50%	1,57%	5,20%	100,00%
% EU-19	0,20%	0,42%	63,53%	0,99%	1,86%	8,64%	14,98%	0,39%	1,93%	7,05%	100,00%

* 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

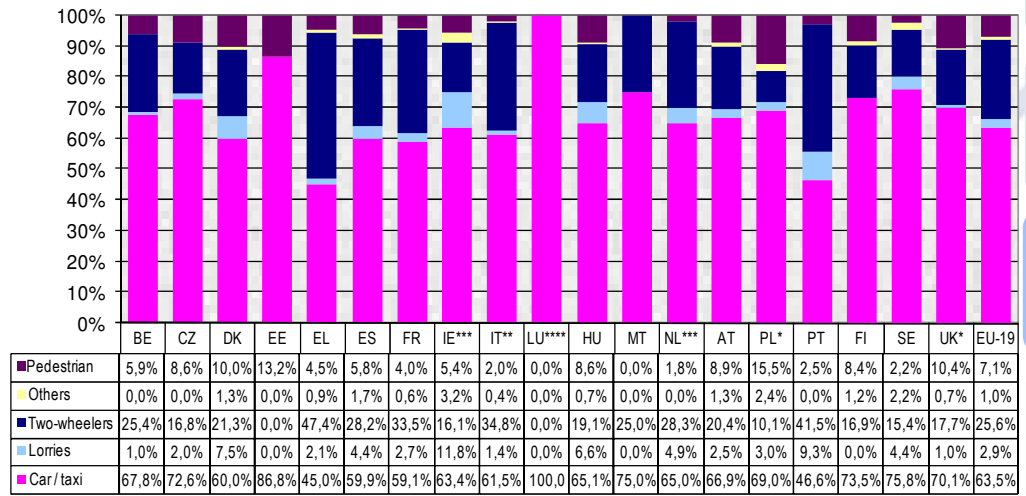
Almost 48% of the overall young people fatalities were riding two-wheelers (158 persons), the highest proportion among the 19 European countries (47,4%).

Figure 5 shows that almost 48% of 16-24 year old fatalities in Greece were riding two-wheelers (motorcycle, moped or pedal cycles); (158 persons killed), the highest proportion among the 19 European countries. A high percentage compared to other EU countries is also observed in Portugal (41,5%). The lowest rate is observed in Sweden where the respective rate is 15,4% (15 persons killed).





Figure 5: Distribution of young people fatalities by mode of transport, 2006³



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

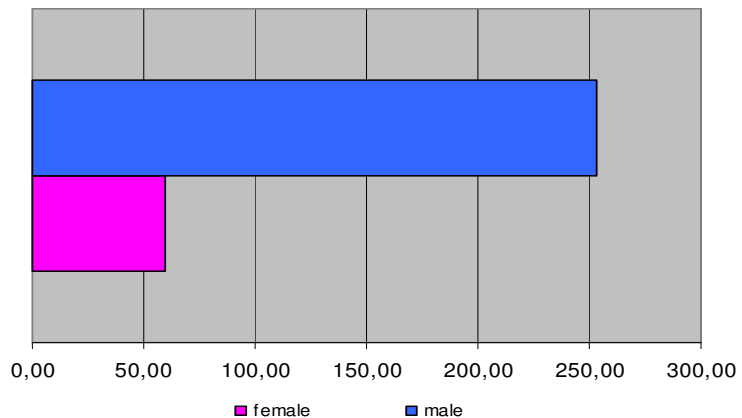
Source: CARE Database / EC
 Date of query: September 2008

Estonia and Sweden have the highest proportion of persons aged 16-24 killed in cars or taxis, much higher than the EU-19 average (almost 87% and 76% respectively compared to 64%). Ireland and Portugal have the higher proportions of young people fatalities in lorries (11,8% and 9,3% respectively).

Gender

Males account for almost 84% of the overall fatalities among young people (data not shown). Figure 6 indicates that amongst young people, males have a significantly higher fatality rate per million population (254), compared to females (59,67). This can possibly be (partly) attributed to higher driving exposure of males (driving more vehicle-kms).

Figure 6: Young people fatality rates per million population, per gender in the EU-19, 2006¹



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

Amongst young people, males have a significantly higher fatality rate compared to females.





Area and Road type

In Table 5 and Figure 7 the distribution of fatalities amongst young people in each of the 14 and 19 European countries by area and road type can be seen.

Table 5: Distribution of fatalities amongst young people by area and road type, 2006³

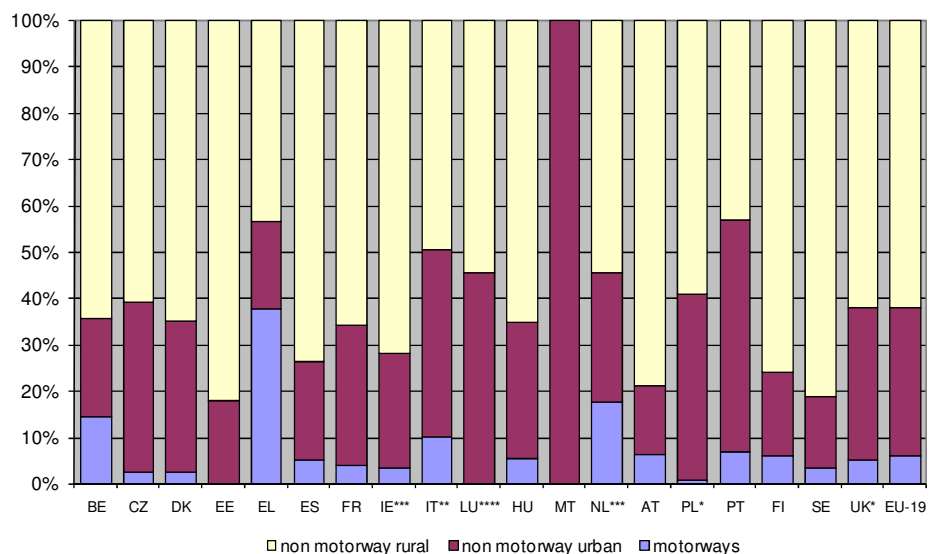
	motorway	non-motorway	
		urban	rural
BE	14,5%	21,3%	64,3%
CZ	2,5%	36,5%	60,9%
DK	2,5%	32,5%	65,0%
EE	0,0%	17,9%	82,1%
EL	37,7%	18,9%	43,4%
ES	5,2%	21,1%	73,7%
FR	4,0%	30,0%	66,0%
IE***	3,2%	24,7%	72,0%
IT**	10,0%	40,6%	49,4%
LU****	0,0%	45,5%	54,5%
HU	5,3%	29,6%	65,1%
MT	0,0%	100,0%	0,0%
NL***	17,7%	27,9%	54,4%
AT	6,4%	14,6%	79,0%
PL*	0,7%	40,1%	59,2%
PT	6,8%	50,0%	43,2%
FI	6,0%	18,1%	75,9%
SE	3,3%	15,6%	81,1%
UK*	5,0%	32,9%	62,1%
EU-14	7,2%	30,4%	62,4%
EU-19	5,9%	32,1%	62,0%

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

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

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

Figure 7: Distribution of fatalities amongst young people by area and road type, 2006³



* 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



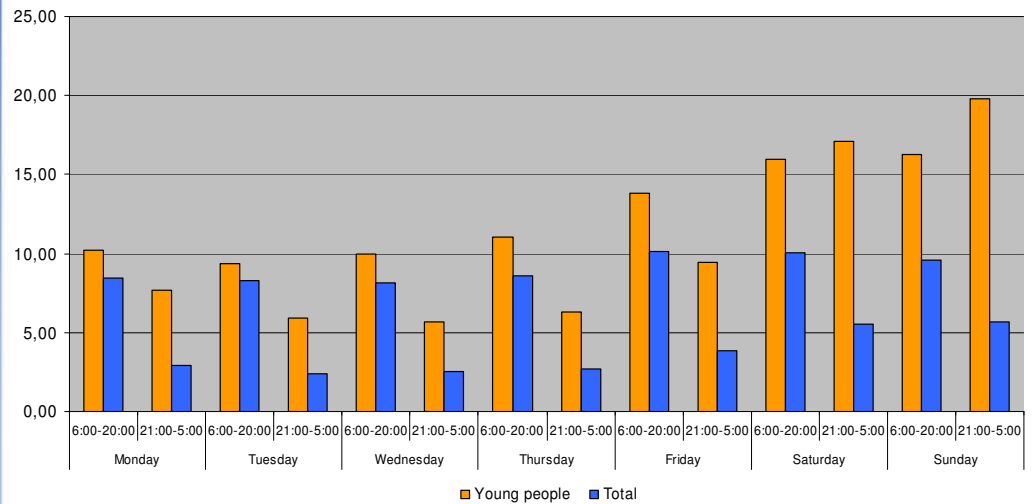


More than three-fifths of the road accident fatalities amongst young people occur in rural areas, not on motorways. Only just over one fatality in twenty amongst people aged 16-24 years old occur on a motorway in 2006¹.

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 the EU-19, 2006¹



Source: CARE Database / EC
 Date of query: September 2008
 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.

Figure 8 shows that in 2006¹ relatively few people aged 16-24 were killed between 06:00 and 20:59 on week-days in the 19 EU countries, whereas between 21:00 and 05:59 (the night-time and early morning) relatively many young people were killed.

Relatively many young people were also killed between 06:00 and 20:59 on Saturdays and Sundays, when young people tend to stay out until late.

Table 6 shows that in 2006¹ almost a quarter of young people killed in road traffic accidents died on a Sunday, and a fifth on a Saturday. The proportions are lower between Monday and Thursday.





Table 6: Distribution of fatalities amongst young people by day of week, 2006³

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
BE	11,7%	12,2%	8,9%	7,5%	12,7%	25,4%	21,6%
CZ	9,2%	7,1%	10,7%	12,2%	12,8%	25,5%	22,4%
DK	13,8%	6,3%	8,8%	18,8%	22,5%	16,3%	13,8%
EE	2,6%	7,9%	2,6%	13,2%	5,3%	31,6%	36,8%
EL	12,6%	13,5%	12,6%	10,2%	13,5%	17,4%	20,4%
ES	11,4%	9,8%	9,7%	10,8%	17,6%	20,2%	20,5%
FR	10,4%	9,2%	10,4%	11,9%	15,3%	19,3%	23,4%
IE***	13,0%	12,0%	2,2%	13,0%	18,5%	19,6%	21,7%
IT**	11,7%	8,5%	8,5%	8,7%	11,7%	21,7%	29,2%
LU****	0,0%	0,0%	0,0%	23,1%	0,0%	69,2%	7,7%
HU	9,2%	13,2%	9,2%	13,2%	15,8%	22,4%	17,1%
MT	25,0%	0,0%	25,0%	25,0%	0,0%	25,0%	0,0%
NL***	14,6%	7,5%	11,5%	8,8%	17,7%	20,8%	19,0%
AT	11,5%	13,4%	6,4%	19,1%	15,3%	15,9%	18,5%
PL*	9,8%	9,3%	10,6%	11,5%	13,5%	20,1%	25,1%
PT	11,0%	5,9%	8,1%	11,0%	15,4%	22,8%	25,7%
FI	18,1%	7,2%	14,5%	12,0%	14,5%	26,5%	7,2%
SE	8,8%	13,2%	11,0%	12,1%	20,9%	19,8%	14,3%
UK*	12,6%	10,3%	10,3%	9,5%	15,5%	22,2%	19,5%
EU-14	11,8%	9,7%	9,8%	10,7%	15,0%	20,8%	22,3%
EU-19	11,3%	9,6%	9,9%	10,9%	14,7%	20,9%	22,7%

* 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

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 Czech Republic, Estonia, Ireland and Portugal have their peak in May/June, whilst for Belgium, Hungary and Austria peak is in September/October. Fewest fatalities occur in January/February.





Table 7: Distribution of fatalities amongst young people by month, 2006³

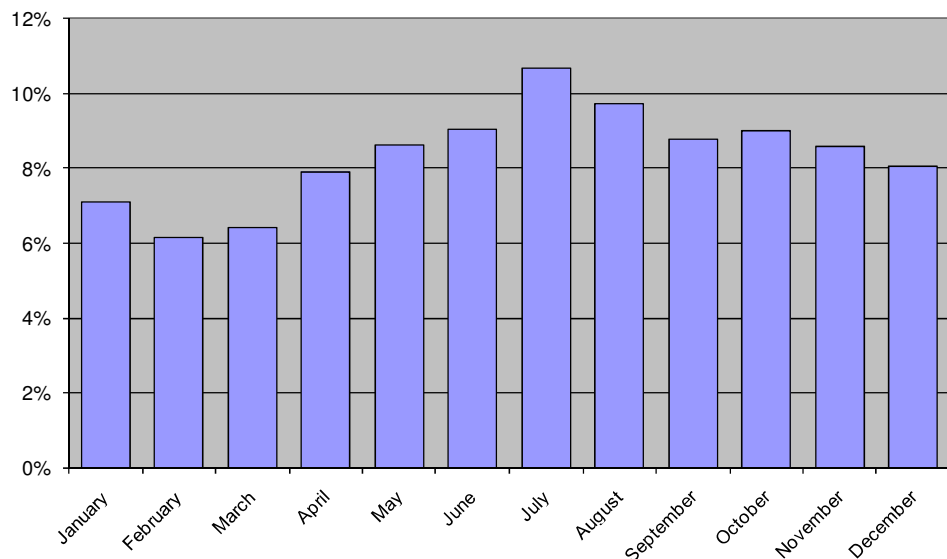
	January / February	March / April	May / June	July / August	September / October	November / December
BE	15%	16%	12%	17%	21%	18%
CZ	12%	10%	23%	20%	22%	13%
DK	18%	11%	11%	16%	19%	25%
EE	3%	13%	28%	18%	26%	13%
EL	10%	16%	19%	24%	16%	15%
ES	17%	18%	17%	19%	14%	15%
FR	11%	14%	16%	20%	19%	19%
IE***	10%	14%	27%	19%	16%	14%
IT**	13%	15%	20%	22%	14%	16%
LU****	0%	0%	8%	38%	31%	23%
HU	15%	13%	14%	19%	20%	18%
MT	0%	50%	0%	0%	25%	25%
NL***	16%	16%	17%	19%	12%	19%
AT	8%	11%	19%	20%	28%	13%
PL*	12%	13%	17%	23%	21%	14%
PT	14%	7%	24%	23%	16%	16%
FI	10%	12%	20%	30%	17%	11%
SE	9%	12%	22%	26%	11%	20%
UK*	17%	14%	16%	17%	17%	18%
EU-14	14%	15%	18%	20%	17%	17%
EU-19	13%	14%	18%	20%	18%	17%

* 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

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

Figure 9: Distribution of fatalities amongst young people by month in the EU-19, 2006¹



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

Fatalities amongst young people vary seasonally, with relatively many in the summer and relatively few in the winter.





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-19 = EU-14 +

CZ	Czech Republic
EE	Estonia
HU	Hungary
MT	Malta
PL	Poland

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 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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