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#### [European Commission – Annual Road Accident Report and Infographics 2016](#)



The [Road Safety Unit](#) of DG Move of the [European Commission](#) published recently the 2016 Edition of the EU [Annual Road Accidents Report](#)  and the respective [Infographics](#)  with the active contribution of [NTUA](#), [KFV](#) and [ERF](#). The EU Annual Road Accidents Report is based on most recent disaggregate data for all EU countries from the [CARE Database](#) of the European Commission and consist of **summary and cross-country comparative tables, figures and maps on key road safety topics** for which data comparable across the EU counties are available.


#### [ETSC – Tapping the potential for reducing work-related road deaths and injuries, 2017](#)



The [European Transport Safety Council \(ETSC\)](#) has just published the 33th [PIN](#) Flash Report “[Tapping the potential for reducing work-related road deaths and injuries](#)”, with the active contribution of NTUA. Over 25,600 lives were lost on the road in the European Union in 2016, of those a large proportion were victims of work-related road (WRR) collisions. Even though the exact number is unknown, **it is likely that up to 40% of all road deaths are work-related**. It includes three parts: Part I: Work-related road safety (WRRS) data collection and reporting, Part II: The national legal framework for work-related road safety, and Part III: Public authority leadership in managing work-related road risks. 


#### [WHO – Save Lives, a road safety technical package 2017](#)



[World Health Organisation \(WHO\)](#) released a a road safety technical package entitled: Save LIVES, which is an evidence-based inventory of priority interventions with a focus on Speed management, Leadership, Infrastructure design and improvement, Vehicle safety standards, Enforcement of traffic laws and post-crash Survival. The 6 strategies and 22 interventions recommended in the package are interrelated and **should be implemented in an integrated manner to effectively address road traffic deaths and injuries**. 

#### [PIARC – Experience with Significant Incidents in Road Tunnels 2016](#)



The [World Road Association \(PIARC\)](#) has recently published a report entitled: “Experience with Significant Incidents in Road Tunnels”. Approximately ten to fifteen years ago many countries introduced tunnel safety management systems and started paying attention to tunnel safety in a more structured way. Experience with tunnel incidents and methods for incident evaluation and risk analysis have led to developments in organisation and management and to improvements in the systems in use. In this report several contributing countries **share information on lessons learned from incidents and developments in safety management and risk analysis and conclusions are drawn on topics of general interest.** 

### SaferAfrica Newsletter 2017




The Newsletter of the [African-European Dialogue Platform on Road Safety \(SaferAfrica\)](#) has been recently issued with the active contribution of [NTUA](#). This Newsletter is the official, semi-annual newsletter of the SaferAfrica Project funded within Horizon 2020 programme of the European Commission, aiming to **create favourable conditions and opportunities for the effective implementation of actions for road safety and traffic management in African countries** by setting up a Dialogue Platform between Africa and Europe. The first issue includes a) New Network of Regional Road Safety Observatories by World Bank, OECD and FIA, b) Towards the Pan-African Road Safety Knowledge and Data Centre, c) Data-driven road safety under construction in Cameroon. 

[http://www.safer africa.eu/media/1699/01\\_newsletter-safer africa\\_july-2017.pdf](http://www.safer africa.eu/media/1699/01_newsletter-safer africa_july-2017.pdf)


### Road fatalities by lighting conditions, Greece 2015



According to the latest [ELSTAT](#) data for 2015, most road fatalities in Greece occur at daytime and at night with good street lighting inside built-up area, or with no street lighting outside built-up area. **Accident severity is increased 3 to 7 times more at night** with no street lighting or no street lighting, but also at night accidents outside built-up areas. 


### SAFER's new Website 2017



The [Vehicle and Traffic Safety Centre at Chalmers \(SAFER\)](#) has recently launched its new website, aiming to further communicate worldwide SAFER research findings and presenting all projects, publications, news, seminars and other activities. SAFER is the open innovation arena with the contribution of [Volvo](#), [VTI](#), [Chalmers University](#) and [other partners](#), where **researchers and expertise work together to create safe mobility**. Its traffic safety approach covers people, vehicles and the infrastructure – and together they contribute to safer road transports and smarter, more sustainable cities. 

### [Advances in Transportation Studies – New Website launched 2017](#)



The renown international scientific journal [Advances in Transportation Studies](#) (ATS) has launched its new website. The new ATS website has been redesigned for a user friendly and appealing web navigation offering to the Scientific Community a **quick access to all scientific results published**. 

### [HITE / HIT – 8th International Congress on Transport Research \(ICTR\), Thessaloniki, 2017](#)



The [Hellenic Institute of Transportation Engineers \(HITE\)](#) and the [Hellenic Institute of Transport \(H.I.T.\)](#) co-organize the [8th International Congress on Transport Research](#) (ICTR), which will be held on **28-29 September 2017, in Thessaloniki**, Greece., with Scientific Committee Chair NTUA Prof. [George Yannis](#). The spotlight theme of the 2017 Congress is: **The Future of Transportation in Greece: A Vision for 2030**. The ICTR has been a major event in the field of transportation research in Greece for the past 15 years with the active contribution of the research and academic community, the authorities as well as the public and private sector involved in the development and implementation of innovative projects in the field of transport. 

### [SafetyCube – European Decision Support System Launch Event, Brussels, 2017](#)



The [SafetyCube European Road Safety Decision Support System](#) (DSS) will be officially launched **on October 5 in Brussels**. [SafetyCube](#) is a research project funded by the [European Commission](#) under [Horizon 2020](#), the EU Framework Programme for Research and Innovation, started in 2015 with primary objective to develop an innovative road safety decision support system, with the active contribution of NTUA. The SafetyCube DSS is a unique and rich road safety resource for every decision maker, stakeholder and expert who investigates road safety risks or reviewing safety countermeasures. The SafetyCube DSS **provides for**




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**the first time comprehensive links between road safety risk factors and respective countermeasures.** 

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#### 6th IRTAD International Conference, Marrakesh, 2017




The [International Traffic Safety Data and Analysis Group \(IRTAD\)](#) of the [International Transport Forum \(ITF/OECD\)](#) after successfully organising international conferences (Helsinki in 1995, Vienna in 2000, Brno in 2006, Seoul in 2009, Buenos Aires in 2013), this year is organising the 6th IRTAD Conference, **“Better road safety data for better safety outcomes” on 10-12 October 2017, in Marrakesh, Morocco.** The objectives of the conference are to discuss improvements in the quality of data systems and data analysis in IRTAD and other countries through discussion of methodological issues to improve road safety data collection and analysis at country and city level, through showcasing recent initiatives to improve the quality of safety data collection and analysis and through presentation of recent research and analysis undertaken by the IRTAD Group. 

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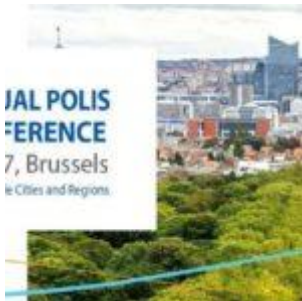
#### International Conference on Road Safety and Simulation Hague 2017




The Road Safety & Simulation International Conference 2017 organised by the [Delft University of Technology](#) in co-operation with the [Dutch Institute for Road Safety Research \(SWOV\)](#) will take place on **17-19 October 2017, in Hague.** The conference theme focuses on advancing the safety of all road users with special attention for vulnerable road users. Especially, in the upcoming era of advanced technologies and vehicle automation new safety challenges have emerged. The Road Safety and Simulation Conference was established in Rome in 2007 aiming to create a platform for researchers and road safety professionals from various disciplines to share their expertise and present their innovative research results in the field of road safety and simulation. 

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#### POLIS – Annual Conference “Transport innovation for sustainable cities and regions”, Brussels, 2017



This year's [Annual Polis Conference](#) on “Transport innovation for sustainable cities and regions” **will take place on 6 and 7 December 2017 in Brussels**, organised by [POLIS](#). The conference provides an opportunity for cities, metropolitan areas and regions to showcase their transport achievements to a large audience, and for the wider transport community to engage with representatives of local and regional authorities on innovative transport solutions. This year's conference technical sessions will showcase many of the key topics recently explored by [POLIS](#) within its thematic working groups and projects. 



## Meta-analysis of the effect of road work zones on crash occurrence – 2017



A paper titled “[Meta-analysis of the effect of road work zones on crash occurrence](#)” authored by [Athanasios Theofilatos](#), [Apostolos Ziakopoulos](#), [Eleonora Papadimitriou](#), [George Yannis](#), and [Konstandinos Diamandouros](#) is now published in Accident Analysis and Prevention. This paper presents formal meta-analyses of studies that have estimated the **relationship between the number of crashes and work zone duration and length**, in order to provide overall estimates of those effects on crash frequencies. All studies presented in this paper are crash prediction models with similar specifications. Meta-regression findings indicate that the main factors influencing the overall estimates of the beta coefficients are study year and region for work zone duration and study year and model specification for work zone length. 

## Modelling mobile phone use impact on driver behaviour through the exploitation of data from smartphone sensors, 2017



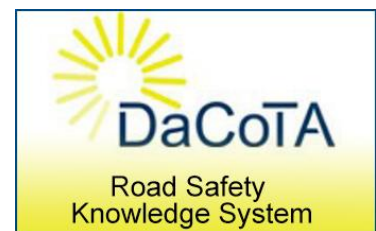
A Diploma Thesis titled “[Modelling mobile phone use impact on driver behaviour through the exploitation of data from smartphone sensors](#)” was presented by Anastasia Argyropoulou in July 2017. The aim of this Diploma Thesis was to examine and model the impact of mobile phone use on driver behaviour through the exploitation of data from smartphone sensors. To achieve this objective, data collected from 100 drivers who participated at a naturalistic driving experiment for four months were analysed through statistical modelling. The application of the models revealed that the factors affecting the harsh events are five, with **the average driving speed** being the main one, while the factors affecting the possibility of using the mobile phone while driving are six, with **the average angular speed** being the main one.  

## Upcoming Events





## Road Safety Tools



This Road Safety Update aims to support frequently the Greek and the International Road Safety Community with current key road safety knowledge and data, which is gathered, analysed and organised within the research activities of the [Department of Transportation Planning and Engineering](#) of the [National Technical University of Athens](#).