Figure I: **Mapping of fatality groups in $D1$ (US) and $D2$ (EU) datasets to scenario groups in SSTSS process**
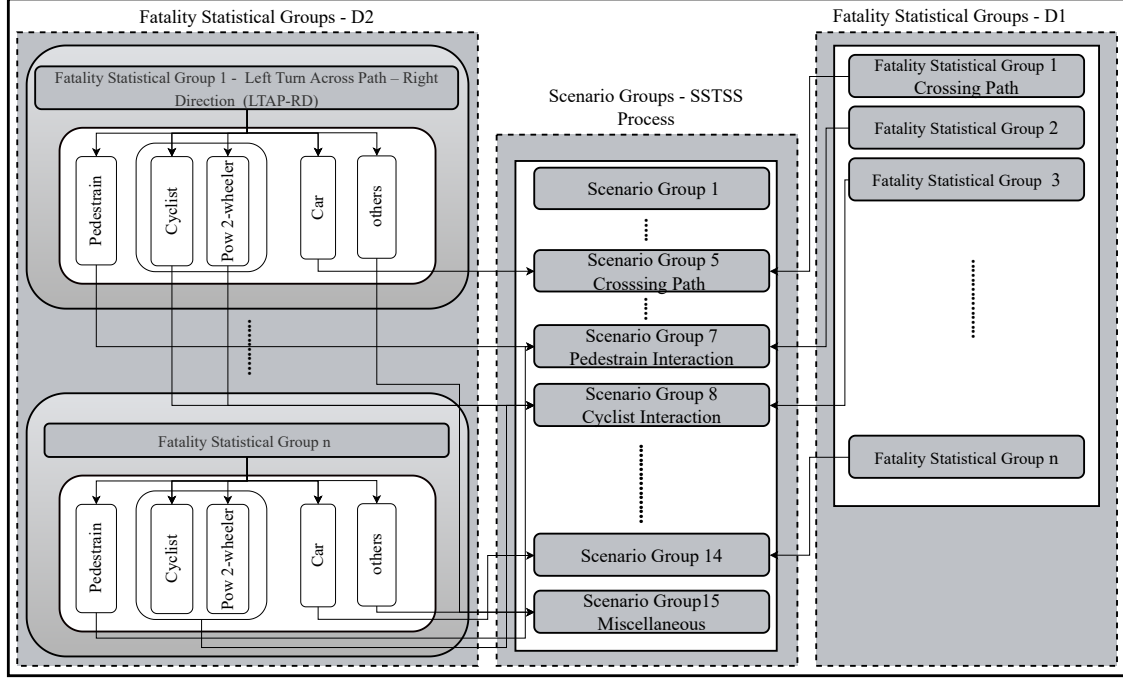


Table III: Prioritization of Scenario Groups Using $D1$ (US) and $D2$ (EU)

| Abr. | Scenario Groups in SSTSS process | Recalculated fatality (%) for merged SGs in $D2$ | Pr. SGs using $D2$ | Pr. SGs using $D1$ |
|---|---|---|---|---|
| G1 | Turning Scenarios | - | - | - |
| G2 | Lane Change | 3.69 | 8 | 3 |
| G3 | Following Lead Veh. | 8.69 | 6 | 1 |
| G4 | Traffic Scenarios | - | - | - |
| G5 | Crossing Path | 19.86 | 2 | 2 |
| G6 | Animal Interaction | 0.45 | 10 | 5 |
| G7 | Pedestrian Interaction | 13.29 | 3 | 7 |
| G8 | Cyclist Interaction | 30.15 | 1 | 8 |
| G9 | Parking | - | - | - |
| G10 | Reversing | 0.13 | 11 | - |
| G11 | Opposite Direction | 8.95 | 5 | 6 |
| G12 | Control Loss | 10.24 | 4 | 4 |
| G13 | Visibility | - | - | - |
| G14 | Human Fault | 3.93 | 7 | - |
| G15 | Miscellaneous | 1.84 | 9 | - |

(Abr.=Abbreviation, Pr. SGs=Prioritized Scenario Groups, Veh.=Vehicle)