
Vehicle Ramming as a Form of Terrorist Attack Threatening Public Safety

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Abstract:

Purpose: This article examines terrorism on a global scale, focusing on the challenges of defining the phenomenon and the increasing threat posed by vehicle ramming attacks. The purpose of the study is to explore how vehicle ramming impacts public safety and to identify effective safeguards against such tactics.

Design/Methodology/Approach: Employing a mixed-method approach, the research combines quantitative analysis of terrorist attack data from 1970 to 2019 with qualitative assessments of definitional issues and the operational characteristics of vehicle ramming. Methodologies include analogical reasoning, cause-and-effect analysis, and both de-ductive and inductive approaches to synthesize insights from a variety of sources.

Findings: The findings indicate that despite numerous attempts by international institutions and scholars to establish a universal definition of terrorism, significant ambiguities remain. Furthermore, the analysis reveals a marked increase in both the frequency and lethality of vehicle ramming attacks, with particularly severe incidents observed in Europe during 2016–2017, thereby supporting the hypothesis that these attacks are effective due to their low preparation requirements and minimal risk of detection.

Practical Implications: In practical terms, the study underscores the urgent need for enhanced urban security measures, such as physical barriers and improved surveillance systems, to mitigate the threat to public spaces.

Originality/Value: The originality of this research lies in its focus on vehicle ramming as a distinct and emergent terrorist tactic, providing novel insights that bridge gaps in existing literature on terrorism and public safety.

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1. Introduction

The development of civilization, scientific and technological progress and the new geopolitical situation cause the forms and means of threats in the world to change. Terrorism poses a serious danger among the new threats, although the degree of this threat varies with individual countries.

In recent years, terrorism has become a specific threat to humanity due to the wide range of means of influence. These include: unidentified explosives, suicide attacks, chemical agents, biological weapons and cars (e.g., trucks, vans) used to ram people.

Ramming originated in the West Bank and was used by Hamas. As Israel successfully fortified targets and made it more difficult to penetrate the Green Line, militant groups began to use cars and trucks, which were harder to detect, to attack. Early in 2010, Israel saw an increase in the number of vehicle-ramming attacks on people. From mid-March to November 2014, six attacks of this type took place in Israel. Between 2014 and 2017, terrorists carried out 17 known vehicle ramming attacks around the world, resulting in 173 deaths and 667 injuries (Bloom, 2020).

While ISIS was not the first group to use such tactics (in London, Nice, Lyon, Graz and New York), it certainly included vehicle ramming in its propaganda materials as one of the group's preferred tactics against Western targets and encouraged supporters to use vehicles for ramming people.

The mentioned tactics is used in some places, especially: roads, streets, sidewalks, bicycle paths, stations, stops, promenades, squares.

The aim of the work is to present the issue of vehicle ramming as a form of terrorist attack that threatens public safety?

Therefore, to define the research problem, the following question was asked: *How does vehicle ramming affect public safety and what safeguards can be used?*

The consequence of the research problem posed this way is the following research hypothesis: *vehicle ramming attacks, which are a simple and new tactic, are usually successful because they minimize the risk of detection by law enforcement authorities of this type of attack, while maintaining the risk of causing serious fatalities. That is why it is so important to apply appropriate safeguards much earlier to reduce the number of victims.*

The following research methods were used to prepare the report:

- an analogy that made it possible to compare and identify phenomena and events related to terrorist attacks involving ramming the population and to formulate a research hypothesis;
- definition, which aimed to standardize the terminology used regarding the phenomenon of terrorism;
- cause and effect analysis, in order to explore the essence of vehicle ramming, its properties and cause and effect relationships;
- synthesis, which involves combining the components learned in the analysis into a whole, which allowed for a synthetic approach to the examined problem;
- the inductive approach, i.e. reasoning from the detail to the general, allowed for the evaluation of the current state of knowledge and drawing general conclusions based on specific statements;
- the deductive approach involved reaching specific conclusions based on a previously assumed set of premises.

2. Selected Problems of Terrorism in the World

2.1 Terminological Issues

Terrorism is not a new phenomenon, but it is a variable, multi-dimensional and dynamic phenomenon, as the forms, means and aims of terrorist activities are changing. The phenomenon of terrorism is affected by the development of civilization, scientific and technological progress, especially in the field of new means of communication, mass media, and advanced communication technologies.

The issue of the concept of terrorism has been discussed and described many times during various international conferences, but it has not had a recognized definition (Resztak, 2012) at the international level. The essential obstacle in defining this concept is undoubtedly political considerations - a person who is a terrorist for some is a freedom fighter for others.

A similar approach is represented by T. Kuniński, who concludes that the concept of terrorism has its political dimension: it serves political struggle and the achievement of political goals (Kuniński, 2012).

According to the League of Nations convention of 1937, terrorism represent all criminal activities directed against states, the aim of which is to create a state of terror in the minds of people, groups of people or society (Lisiecki and Raczkowska-Lipińska, 2008).

According to the UN definition (Resolution 49/60, 1994), terrorism is: an acts, methods and practices that constitute a serious violation of the purposes and principles of the United Nations, which may constitute a threat to international peace

and security, a threat to friendly relations between states, an impediment to international cooperation, and also acts, methods and practices undertaken to destroy human rights, fundamental freedoms and the democratic foundations of society. Their feature is criminality and lack of justification (Saeid, 2014).

The UN Security Council Resolution (S/RES/1373) of September 28, 2001 obliged Member States to take a number of measures to counteract terrorist acts, recognize various forms of terrorist activities as unlawful, conduct cooperation between states and comply with international instruments in the fight against terrorism.

The European Commission has defined terrorism as all intentional acts committed by individual persons or organizations against one or more countries, their institutions or people, with the aim of intimidating and seriously weakening or destroying the political, economic and social structure of the country (Pawłowski, 2001).

The Council of Europe has defined a terrorist act as any act committed by a person or group of persons using violence or the threat of its use against the state, its institutions, population or individuals, in order to create a climate of terror among public figures, individuals or groups in society for separatist reasons, extremist, fanaticism or irrational and subjective factors (Jaskiernia, 2002).

According to NATO, terrorism is the unlawful use or threat of use of force or violence against an individual or property with the intent to coerce or intimidate governments or societies in order to achieve political, religious or ideological objectives (NATO, 2015).

Schmidt and Jongman (1988) defined classic terrorism as an attack by subversive forces on innocent individuals, intended to cause fear and kill or injure people, and thus force political concessions on a person who is not a direct victim of the attack or on an organization to which the attacked do not belong. In 1988, together with Jongaman, they statistically analysed 109 definitions of terrorism (Schmid and Jongman, 1988) and found that the most common elements were:

- violence/force – 83,5%;
- political (attribute of the phenomenon) – 65%;
- fear – 51%;
- threats – 47%;
- psychological effect – 41,5%;
- existence of discrepancies between the target and the victim – 37,5%;
- planned, purposeful, systematic, organized action – 32%;
- combat methods, strategy, tactics – 30, 5%.

The above analyses show that to date there is no generally accepted, universal definition of terrorism in the international arena. Some scholars and policy experts have argued for open definitions, while others have drawn narrower definitions, all in an effort to highlight the various elements that constitute terrorism (Stuurman, 2019).

Where political and religious influences outweigh factual evidence, the definition of terrorism and who constitutes a terrorist threat becomes even more complex and controversial, with little scope for resolving the controversy due to disagreement over the underlying facts.

Terrorism includes planned and organized actions of individuals or groups with various motivations, mainly of an ideological or religious nature, undertaken illegally in order to force specific behaviours and benefits from state authorities and society (Czornik and Szynol, 2022), which affect the lives of the civilian population (the death of civilians has become an inherent element of terrorist activities).

2.2 Statistics

The number of deaths caused by terrorism increased to 8,352 in 2023, which is a 22% increase compared to the previous year (6,701 deaths) and is currently at the highest level since 2017 (GTI, 2024).

The number of terrorist attacks decreased to 3,350 in 2023, a 23% reduction compared to 4,321 attacks in 2022. The number of countries where deaths due to terrorism were recorded decreased to 41, compared to 2022 (44). Terrorist attacks became deadlier in 2023, with 2.5 deaths per attack compared to 1.6 in 2022. The deadliest terrorist groups in the world in 2023 were: Islamic State (ISIS) and its affiliates, followed by Jamaat Nusrat Al-Islam wal Muslimeen (JNIM), Hamas and Al-Shabaab.

These four groups were responsible for 4,443 terrorist fatalities, accounting for 51.9% of all deaths (Table 1).

Table 1. *The most bloody terrorist organizations*

Group name	Number of deaths
ISIS	1,636
Hamas	1,209
Dżamaat Nusrat Al-Islam wal Muslimeen (JNIM)	1,099
Al-Shabaab	499
Total	4,443

Source: GTI, 2024.

The Islamic State remains the world's deadliest terrorist group. 1,636 people died at the hands of ISIS in 2023. The most common target of ISIS attacks continues to be

the military, which accounted for 35% of fatalities, followed by civilians, who accounted for 28% of all victims.

HAMAS was the second deadliest terrorist group in 2023, with 1,209 people killed in terrorist attacks. The group focused on disrupting communications, used modern technology such as body-worn cameras, and strategically timed their attacks with important dates.

JNIM was the third deadliest terrorist group in 2023, with 1,099 deaths attributed to it. The attacks targeted the military (52% of all fatalities) and civilians (38% of all fatalities). Armed attacks are the group's deadliest form of attack, accounting for 82 percent of all deaths.

Al-Shabaab was the fourth deadliest terrorist group in 2023, with 499 deaths attributed to it. The highest percentage of the group's attacks were directed against the military (41%), followed by civilians (22%). Nearly 69 percent of terrorism-related deaths were the result of bombings, while armed attacks caused another 25 percent of deaths.

The coefficient of the highest number of attacks and fatalities has changed. In 2023, Afghanistan's terrorism death toll dropped by 519, an 81 percent improvement. This is the first such situation since 2019, when Afghanistan moved from first place to position 6 (Table 2).

Burkina Faso became the country with the highest terrorism impact for the first time, with terrorism-related deaths increasing by 68 percent to 1,907. A quarter of all terrorism-related deaths in the world occurred in Burkina Faso.

The largest increase in terrorism deaths was recorded in Israel, rising from 24 to 1,210 deaths. Israel moves up 24 spots in the 2022-2023 GTI to 2nd place. There were no significant changes in the number of attacks and fatalities in Mali, Pakistan and Syria.

Somalia, still in the top ten, has seen a decline in the impact of terrorism. In 2023, 434 fatalities and 193 accidents were recorded, a decrease of 43% and 37%, respectively, compared to the previous year. This decline marked the world's second-biggest drop in deaths and the lowest death toll in Somalia since 2015, largely due to reduced activities of the Al-Shabaab terrorist group.

Table 2. Countries with the highest rates of terrorist attacks and people killed and injured in 2023

No.	Country	Result
1.	Burkina Faso	8,571
2.	Israel	8,143
3.	Mali	7,998

4.	Pakistan	7,916
5.	Syria	7,890
6.	Afganistan	7,825
7.	Somalia	7,814
8.	Nigeria	7,575
9.	Myanmar	7,536
10.	Niger	7,274

Source: GTI, 2024.

Nigeria recorded its first increase in terrorism in three years, with the total death toll increasing by 34 percent to 524. The number of terrorist attacks in Burma (Myanmar) has fallen for the first time since 2020, from 851 attacks in 2022 to 444 attacks in 2023, a decline of almost 50 percent, and the number of attacks is now the lowest since the military coup in 2021.

Niger saw a sharp increase in 2023 after a decline in 2022. The number of terrorist attacks increased to 61 in 2023, up from 54 the previous year. The number of deaths more than doubled - 468 deaths in 2023 compared to 193 deaths in 2022, indicating a significant increase in the lethality of attacks.

3. Terrorist Attacks Involving Vehicle Ramming

3.1 Terminology and the Essence of Vehicle Ramming

Terrorists, in addition to bomb attacks, unidentified explosives, shooting people with weapons, kidnappings and murders, are increasingly using new means of carrying out terrorist attacks. They use large cars to kill groups of people by ramming them.

A vehicle ramming attack (VRA), also known as vehicle as a weapon (VAW), is an attack during which the perpetrator intentionally drives a vehicle into people, another vehicle or a building (NCTSO, 2021).

Terrorists abroad suggest conducting vehicle ramming attacks, using modified or unmodified vehicles, to attack crowds, buildings, and other vehicles (DHS-FBI, 2012). Such attacks can be used to target locations where large numbers of people gather, including sporting events, entertainment venues, or shopping malls. Vehicle ramming gives terrorists the ability to carry out an attack with minimal prior training or experience, a militant tactic that may prove more difficult to prevent than suicide bombings.

Vehicle ramming attacks (Jenkins and Butterworth, 2018) in public spaces (gatherings, pedestrians or cyclists) are becoming an increasingly common terrorist tactic. The numbers of attacks are small but clearly increasing. A review of this tactic and its recent applications leads to a number of observations:

- the number of vehicle ramming attacks and their mortality rate are increasing;
- these attacks reflect the current tactic in which terrorists remotely inspire their agents to commit completely random violence - which may be called "pure terrorism";
- the weapon is a motor vehicle, easily accessible, and a ramming attack requires little preparation and some skill;
- vehicle ramming is effective, allowing attackers to achieve a large number of victims and cause extensive damage;
- this is the only tactic whose lethality in developed countries is close to attacks in developing countries, which usually have a much higher mortality rate;
- attackers proclaiming allegiance to jihadist groups are more lethal than others, once again a reflection of ideology and strategy;
- as was the case with the airline hijackings of the 1960s, many of the attackers turn out to be mentally disturbed people who may be inspired to copy terrorist attacks.

Both Al-Kaida and ISIS call for the use of vehicles to mow down pedestrians. This is the perfect tactic for today's circumstances. Vehicles are easily accessible "weapons". Limited skills are required and driving skills are common. Little preparation is needed for the attack. Cities full of people and vehicles represent a large number of targets that cannot be easily protected, and the number of casualties is potentially high. It is therefore not surprising that the number of car-ramming attacks has increased (Jenkins and Butterworth, 2018).

The use of vehicles as a weapon often has little or no noticeable indicators, but identifying and reporting suspicious activity can help detect a potential vehicle ramming attack plan. Important elements in this regard include (Creedy, 2021):

- reported theft of large or heavy vehicles;
- observed difficulties in explaining the planned use of the rented vehicle;
- great nervousness of the renter and paying rental fees in cash;
- inability to provide the required documentation, e.g. a valid driving license or appropriate confirmation for the requested vehicle class;
- observed difficulties in driving a rented vehicle, e.g. large or heavy trucks, indicating lack of experience in driving this type of vehicle;
- parking or staying in the same place for many days without a reasonable explanation;
- unexplained use of binoculars, cameras and recording devices.

3.2 Vehicle Ramming Attack Statistics

According to the authors (Jenkins and Butterworth, 2018), from January 1973 to the end of April 2018 all over the world., there were 78 vehicle ramming attacks, resulting in 281 deaths and approximately 1,200 injuries There were 16 attacks from 1973 to 2007, 62 attacks from 2008 to the end of April 2018. Thirty of them

occurred in 2017 and the first four months of 2018 (Jenkins and Butterworth, 2018). In their research, the authors mainly took into account terrorist attacks involving vehicle ramming.

According to Bergen, a security specialist and CNN reporter, the terrorists ramming attack carried out in Nice had very tragic consequences, 87 people died and over 400 were injured (Bergen, 2016). The mentioned attack makes terrorists to increasingly reach for weapons that cars ramming people become.

According to Hauser, between 1970 and 2019, 257 terrorist attacks and attacks of a terrorist nature involving some type of vehicle were registered (Houser, 2022). 808 people died in the attacks and 1,715 people were injured. Most terrorist attacks took place in the West Bank and Gaza Strip - 76, the United States - 25, Israel - 16, Great Britain - 14, India - 13, Iraq - 10 (Table 3).

According to the authors of the article, as far as Poland is concerned, the vehicle ramming attack in 2014 was not of a terrorist nature; a 32-year-old driver hit 22 people during a crazy charge on the Sopot pier (TVN, 2014). The driver was driving from Gdynia to Sopot, and on the way he behaved very aggressively, disregarding road traffic regulations. At the pier in Sopot, he rammed his car into passers-by and people sitting at the tables. After leaving the pier, he crashed his car and tried to escape. However, he was captured by witnesses of the event and handed over to the police.

A similar event took place in Szczecin on March 1, 2024, the driver of a Ford Focus passenger car rammed pedestrians in the city centre. It was not a terrorist attack (Kalitkowski, 2024). The perpetrator was a 33-year-old Pole, a resident of Szczecin, he rammed 19 people (including six children), and, regardless of the injuries, he fled the scene.

While escaping, he collided with cars parked on the sidewalk. Only this prevented him from further escaping from the scene. Shortly after the incident, the perpetrator was arrested by the police. The driver was sober and not under the influence of drugs.

Table 3. Number of vehicle attacks from 1970-2019

Ordinal Number	State	Number of attacks
1.	Afghanistan	4
2.	Australia	1
3.	Bangladesh	1
4.	Belgium	1
5.	Cameroon	1
6.	Canada	6
7.	Chile	2
8.	China	7

Ordinal Number	State	Number of attacks
9.	Colombia	3
10.	Egypt	1
11.	El Salvador	1
12.	France	7
13.	Germany	5
14.	Guatemala	2
15.	Haiti	2
16.	India	13
17.	Indonesia	2
18.	Iraq	10
19.	Ireland	2
20.	Israel	16
21.	Libya	4
22.	Kuwait	2
23.	Italy	1
24.	Japan	5
25.	Madagascar	1
26.	Mexico	3
27.	Netherlands	3
28.	Nigeria	3
29.	Pakistan	4
30.	Poland	1
31.	Saudi Arabia	1
32.	Somalia	1
33.	South Korea	1
34.	Spain	3
35.	Russia	5
36.	Sri Lanka	2
37.	Sudan	1
38.	Sweden	3
39.	Syria	2
40.	Taiwan	2
41.	Tajikistan	1
42.	Thailand	1
43.	Turkey	1
44.	Ukraine	1
45.	United Kingdom	14
46.	Venezuela	1
47.	West Bank and Gaza Strip	76
48.	Yemen	2
49.	United States	25

Source: Houser, 2022.

The largest number of ramming attacks took place in the Middle East and North Africa - 115, in Western Europe - 39, and in North America - 34, in South Asia - 24, in East Asia - 15, and the least in Central Asia and Australia and Oceania (Table 4).

Table 4. Region and Number of Vehicle Attacks (Houser, 2022)

Ordinal Number	State	Number of attacks
1.	Australia and Oceania	1
2.	Central America and Caribbean	5
3.	Central Asia	1
4.	East Asia	15
5.	Eastern Europe	7
6.	Middle East and North Africa	115
7.	North America	34
8.	South America	6
9.	South Asia	24
10.	Southeast Asia	3
11.	Sub-Saharan Africa	7
12.	Western Europe	39

Source: Houser, 2022.

59 terrorist attacks using vehicles were aimed at military institutions, 53 at private citizens and/or private property, 37 at multi-sensitive areas, 33 at the police, and 31 at government buildings. Of the 257 terrorist attacks, 71% (183) occurred between 2013 and 2018. Twenty-one events occurred in 2019, 26 in 2016, 27 in 2014 and 2018, 37 in 2017, and 45 in 2015 (Houser, 2022).

Table 5 shows the deadliest vehicle ramming attacks in Europe in 2016-2017. The most serious of them was the attack on July 14, 2016 in Nice, where 87 people lost their lives and 434 were injured. Another one took place in Barcelona on August 17, 2017, 14 people died and 130 were injured.

Table 5. Terrorist attacks in the world using cars in the years 2016-2017

Date	Number of dead	Number of injured	Location	Details	Perpetrator
July 14, 2016 (Solla and others, 2018)	87	434	Promenade des Anglais, Nice	On France's National Day, also known as Bastille Day, the attacker drove a truck (20 tons) into the crowd on the Promenade des Anglais in Nice. After travelling about 1,800 meters at a speed of about 80 km/h, the assassin was shot by the police.	Mohamed Lahouaiej Bouhlel, Islamic State.
December 19, 2016 (Munchov and Hantschke, 2017)	12	56	Breitscheid platz, Berlin	The attacker stole a truck (40 tons) from a Polish driver, and then, driving at a speed of about 80 km/h, he rammed it into the crowd gathered at the Christmas	Islamic State. Tunisian Anis Amri. He was shot dead by the police in Milan

Date	Number of dead	Number of injured	Location	Details	Perpetrator
				market at Breitscheidplatz square, driving about 80 m.	
March 22, 2017 (Woo, 2017)	6	49	Westminster Bridge, London, UK	The attacker drove his car into the crowd of people at a speed of 110 km/h, drove about 300 m, then got out of the car and attacked the police with a knife.	Khalid Masood
April 7, 2017 (Væver Kronborg, 2018)	5	15	Stockholm, Sweden	The attacker drove a truck (12.5 t) into a crowd of people at a speed of 60 km/h, drove about 500 m, then got out of the car and started shooting at people.	Rachman Akiłow from Uzbekistan
June 3, 2017 (Dearden and Bulman, 2017)	8	48	London Bridge, Londyn, UK	The attacker drove a delivery vehicle (9 t) into a crowd of people at a speed of approx. 80 km/h, drove approx. 300 m, and then got out of the car and attacked with a knife.	Islamic State
August 17, 2017 (BBC news, 2017)	14	130	Barcelona, Spain	The driver of a delivery vehicle (3.5 tons) drove onto the Las Ramblas promenade in Barcelona and rammed people at a speed of 60 km/h, in his path (approx. 500 m)	Islamic State

Source: Authors' own elaboration.

3.3 Protection Against Attacks

It will never be possible to completely eliminate the threats related to car attacks on non-motorized people (Stawecki, 2017). In places with particularly high pedestrian traffic, the risk of attacks can be effectively minimized by using elements of the urban environment. The most obvious method of protection is physical barriers that prevent vehicles from entering pedestrian areas. They can be either eye-catching (such as solid concrete blocks reinforced with metal) or more subtle (e.g. flower pots or sculptures).

One has to remember that not all pedestrian zones can be eliminated from vehicular traffic, e.g., zones for emergency vehicles (ambulances, fire brigade vehicles). In this case, the travel speed should be limited by using short travel sections. A separate problem will be securing collision crossings for pedestrians on the road with a high number of pedestrians.

The solution here will be the construction of collision-free (for intersecting movements) passages: aboveground or underground. However, this solution is costly. The aim is to separate vehicular traffic from pedestrian traffic, which will make it more difficult to run over people.

The need to prevent acts of terrorism using cars has already been noticed in Warsaw (Przybylak, 2021). Light barriers (such as those in Nowy Świat and Krakowskie Przed-mieście) will not stop even a passenger car. Therefore, the installation of mechanical barriers is being considered, including: at the entrances to the Old and New Town and on the section of the King's Route from Castle Square to de Gaulle Roundabout.

The use of vehicles as tools in terrorist attacks that have occurred in the last few years has resulted in anti-terrorist blockades being increasingly used around critical infrastructure buildings and in public spaces (Jaźwiński, 2023). This process progresses as decision-makers' awareness and knowledge of the existence of these types of threats increases. Due to the variety of devices used to protect against attacks, their selection is not obvious, and these solutions are not easy to implement.

Security measures alone are not sufficient to completely eliminate vehicle ramming attacks, so it is also important to know the appropriate procedure. People that find themselves in this situation should (Creedy, 2021):

- move away from the source of danger to a safe area;
- in the event of a fall, curl up into a safe position and try to get up as quickly as possible to avoid being trampled;
- if a quick escape is not possible, find shelter behind available natural or artificial objects;
- call the emergency number and stay alert for potential secondary attacks;
- maintain situational awareness by helping others when it is safe to do so;
- when help arrives, follow instructions given by law enforcement and first aiders.

4. Conclusions

The aim of the article was achieved by the research methods used. The issue of vehicle ramming as a form of terrorist attack and statistics of attacks all over the world were presented.

The research problem has been resolved and the hypothesis was positively verified, as evidenced by the following conclusions.

Vehicle ramming attacks, which are a simple and new tactic, are usually successful because they minimize the risk of detection by law enforcement authorities of this type of attack, while maintaining the risk of causing serious fatalities. Therefore, these types of attacks pose a threat to the safety of citizens in public places.

Terrorist attacks involving vehicle ramming took place already in the 1970s. Their greatest intensity took place in 2015-2018. The purpose of these attacks was to cause death and injury to a large number of people.

Incorporating cars to carry out terrorist attacks, especially in Israel, the United States and the European Union, is being used by terrorists more and more often due to the easier way to carry out this type of attack without the involvement of many people and large financial outlays. The bloodiest and most media-publicized vehicle-ramming attack took place on July 14, 2016 in Nice.

Ramming attacks have features typical of the *modus operandi* of perpetrators referring to radical Islam (Ołowski, 2017):

- selection of the place (target) of the attack according to custom and cultural criteria (mainly objects associated with the decadent, amoral Western lifestyle);
- symbolic date of the attack (important anniversaries, national holidays and others);
- striving to kill as many people as possible during an attack (usually lasting about 10 - 15 minutes).

These type of attack is the simplest form of terrorist attack (Kalitkowski, 2024). In this case, unlike bomb attacks, there is no need for long-term preparations, purchase of products for the construction of improvised explosive charges, or acquisition of knowledge to construct them. In fact, one doesn't even need a car, which can be rented or stolen. First of all, such attacks do not expose potential perpetrators to the risk of exposure.

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