



Member of the TRAN committee
European Parliament
Rue Wiertz 60

20 May 2021

Dear MEP,

Re: Call for Strong EU Road Safety Action to Tackle Speeding in the European Parliament Road Safety Own Initiative Report

We are writing to you to appeal for your strong support for EU action to tackle the main cause of road deaths on Europe's roads: inappropriate speed. Members of the European Parliament will soon vote on the EP Own Initiative Report on Road Safety.

This week is also the 6th UN Road Safety Week which, this year, has a special focus on speed and calls on policymakers to: "act for low speed streets worldwide, limiting speeds to 30 km/h where people walk, live and play."

A total of 18,800 EU citizens died on Europe's roads in 2020 and many more were seriously injured. Both deaths and serious injuries carry a huge cost to society. The annual cost of road crashes in the EU has been estimated at some EUR 280 billion, equivalent to about 2% of GDP.

Speed plays a key role in causing road crashes and increasing their severity.

We urge you, in your new report to call for:

- The adoption of a European Commission Recommendation on speed covering infrastructure, vehicle and enforcement;
- A European Commission Recommendation to apply safe speed limits in line with the Safe System approach for different road types such as a default 30 km/h limit on urban roads;
- To require a high level of performance of Intelligent Speed Adaptation ('ISA') systems to be fitted in all new vehicles;
- To call upon the European Commission to consider the practical application of mandating the fitment of overridable ISA systems on motorcycles and the feasibility and acceptability of non-overridable ISA for cars, vans, trucks and buses in the next review of the General Safety Regulation due in 2027.



Member States and the EU institutions should prioritise setting safe and credible speed limits supported by self-explaining and self-enforcing roads, vehicles that help drivers to comply with speed limits, stricter laws, effective traffic law enforcement activities and road user education.

Lower speeds in urban areas are a priority. The risk of an unprotected road user being killed or seriously injured in a collision with a motorised vehicle grows substantially when the speed of the vehicle increases. At speeds of below 30 km/h pedestrians and cyclists can mix with motor vehicles in relative safety. EU-wide, around 70% of road fatalities in urban areas involve vulnerable road users which includes pedestrians, motorcyclist and cyclists.

30 km/h zones have been steadily gaining popularity across Europe. Opinion polls in several countries repeatedly show a majority of the public support lower speed limits in urban areas. This month Spain has introduced a 30 km/h speed limit as the default on urban roads and Brussels Region unveiled some initial positive results on road safety following the switch to 30km/h speed limit in the capital.

Yours sincerely,

Antonio Avenoso, Executive Director, European Transport Safety Council (ETSC)

Anna Lisa Boni, Secretary General, Eurocities

Jeannot Mersch, President, European Federation of Road Traffic Victims (FEVR)

Livia Spera, Acting General Secretary ETF

Heinz Albert Stumpfen, General Secretary ROADPOL

Karen Vancluysen, Secretary General, POLIS Network -Cities and Regions for Transport Innovation

Geert van Waeg, President, International Federation of Pedestrians

Jill Warren, CEO, European Cyclists Federation (ECF)