

# EU PROPOSAL ON THE GENERAL SAFETY REGULATION

WHAT IS THE POTENTIAL OF NEW VEHICLE  
SAFETY STANDARDS IN DELIVERING ON EU  
TARGETS?

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11 December 2018

Rome

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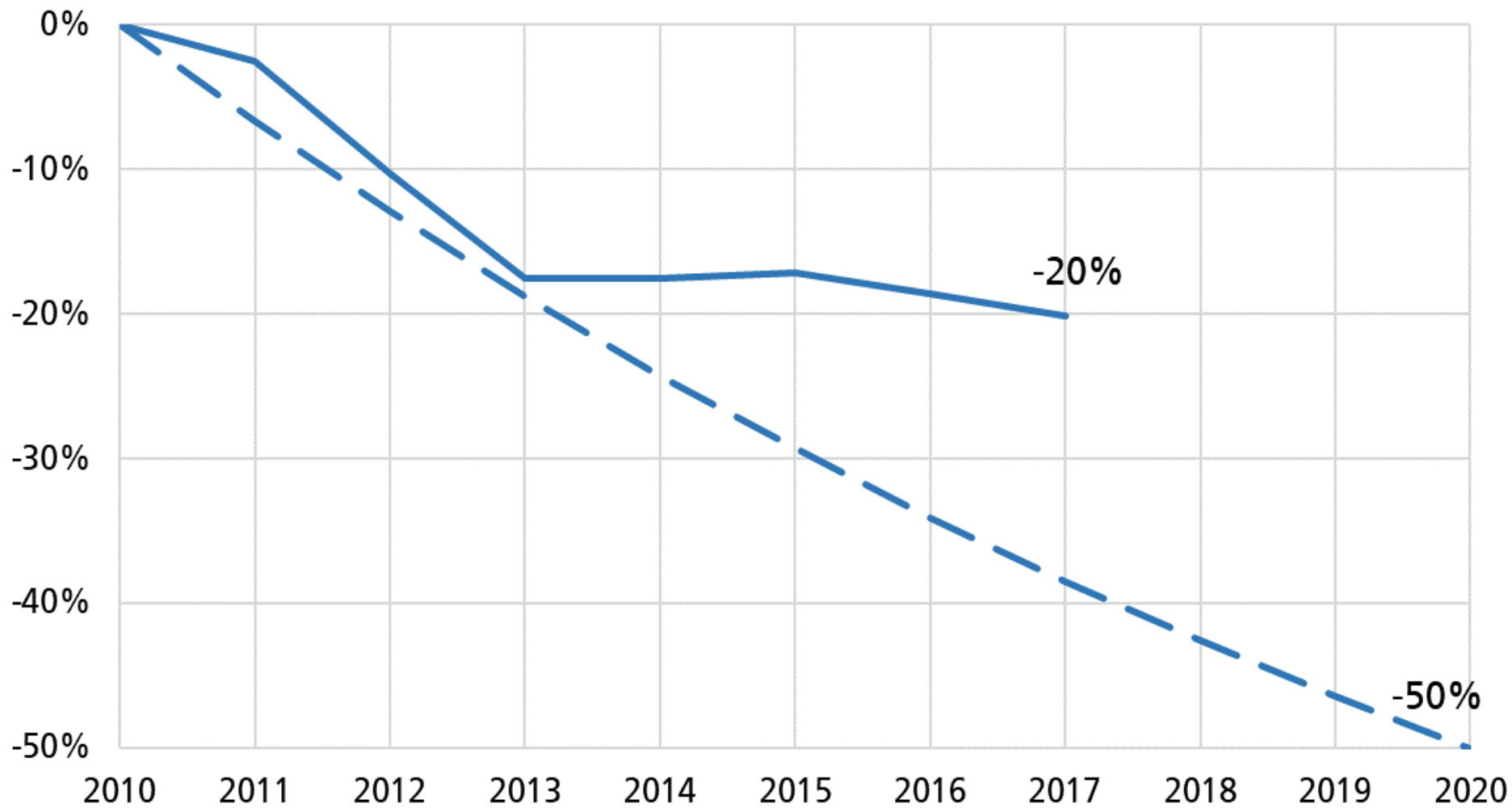
Executive Director



European Transport Safety Council



# NO PROGRESS FOR FOUR YEARS



# 3RD MOBILITY PACKAGE PUBLISHED BY THE EUROPEAN COMMISSION

17/05/2018

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**Violeta Bulc** @Bulc\_EU · May 17

#RoadSafety needs a fresh approach. Our new measures for #MobilityEU aim to:

- Halve the number of deaths & serious injuries by 2030
- Make a number of new vehicle safety technologies mandatory
- Improve rules on infrastructure safety management

[europa.eu/!wf96qN](https://europa.eu/!wf96qN)

**WHY**

**VEHICLE SAFETY**

The Commission proposes to make the following and driver assistance features mandatory:

- INTELLIGENT SPEED ASSISTANCE
- REVERSING DETECTION AND REVERSING CAMERA
- DISTRACTION AND DROWSINESS RECOGNITION
- LANE DEPARTURE ASSISTANCE
- DIRECT VISION REQUIREMENTS
- PEDESTRIAN/CYCLISTS DETECTION

**INFRASTRUCTURE**

The Commission proposes to update the European rules on infrastructure safety management

**FATALITIES**

More than in 2010, significant increase since 2013

**49 FATALITIES**

Global average

**EXPECTED IMPACT (2020-2030):**

Vehicle Safety	Infrastructure
7,300 lives saved	3,200 lives saved
38,900 serious injuries avoided	20,000 serious injuries avoided

You, European Commission, EU Transport and 2 others

5 34 38

# 3RD MOBILITY PACKAGE PUBLISHED BY THE EUROPEAN COMMISSION

## Two legislative proposals

- Revision of the General Safety 2009/661 and Pedestrian Safety 2009/78 Regulations
- Revision of the Road Infrastructure Safety Management Directive 2008/96

## Two communications

- Strategic Action Plan on Road Safety
- Strategy on Automated Driving

[https://ec.europa.eu/transport/modes/road/news/2018-05-17-europe-on-the-move-3\\_en](https://ec.europa.eu/transport/modes/road/news/2018-05-17-europe-on-the-move-3_en)

# EU VEHICLE SAFETY STANDARDS

- Death figures would have been significantly higher without vehicle safety measures already taken by the EU
- Vehicle safety standards: exclusive power to legislate (Article 114 of the EU Treaty)
- Last revision of the EU common vehicle safety rules in 2009
- 17 May 2018: the European Commission proposed to make 15 new vehicle safety measures mandatory on all new vehicles

# NEW PROPOSED LIFE-SAVING VEHICLE MEASURES



## Europe on the Move

### New safety features in your car



Internal market,  
Industry,  
Entrepreneurship  
and SMEs

- Advanced emergency braking (cars)
- Alcohol interlock installation facilitation (cars, vans, trucks, buses)
- Drowsiness and attention detection (cars, vans, trucks, buses)
- Distraction recognition / prevention (cars, vans, trucks, buses)
- Event (accident) data recorder (cars and vans)
- Emergency stop signal (cars, vans, trucks, buses)
- Full-width frontal occupant protection crash test - improved seatbelts (cars and vans)
- Head impact zone enlargement for pedestrians and cyclists - safety glass in case of crash (cars and vans)
- Intelligent speed assistance (cars, vans, trucks, buses)
- Lane keeping assist (cars, vans)
- Pole side impact occupant protection (cars, vans)
- Reversing camera or detection system (cars, vans, trucks, buses)
- Tyre pressure monitoring system (vans, trucks, buses)
- Vulnerable road user detection and warning on front and side of vehicle (trucks and buses)
- Vulnerable road user improved direct vision from driver's position (trucks and buses)

# ETSC SUPPORTS ALL MEASURES, IN PARTICULAR



- Overridable assisting Intelligent Speed Assistance (ISA) on all new vehicles default ON
- Improved pedestrian protection for cars (crash test changes)
- Autonomous Emergency Braking (AEB) for cars and vans with cyclist/pedestrian protection
- Improved direct vision to allow truck drivers to see pedestrians and cyclists



# BENEFITS OUTWEIGH THE COSTS



**Cost-effectiveness analysis of Policy  
Options for the mandatory  
implementation of different sets of  
vehicle safety measures – Review of  
the General Safety and Pedestrian  
Safety Regulations**

Technical Annex to GSR2 report SI2.733025

Final Report

**TRL report II  
04/2018**

<https://publications.europa.eu/en/publication-detail/-/publication/ed4aff17-49c5-11e8-be1d-01aa75ed71a1/language-en>



# HUGE LIFE SAVING POTENTIAL

# 25,000

deaths on the road could be prevented by  
the introduction of new vehicle safety measures  
announced today.

*Over the period 2022-2037, according to analysis by TRL. <https://bit.ly/2IN9Itf>*

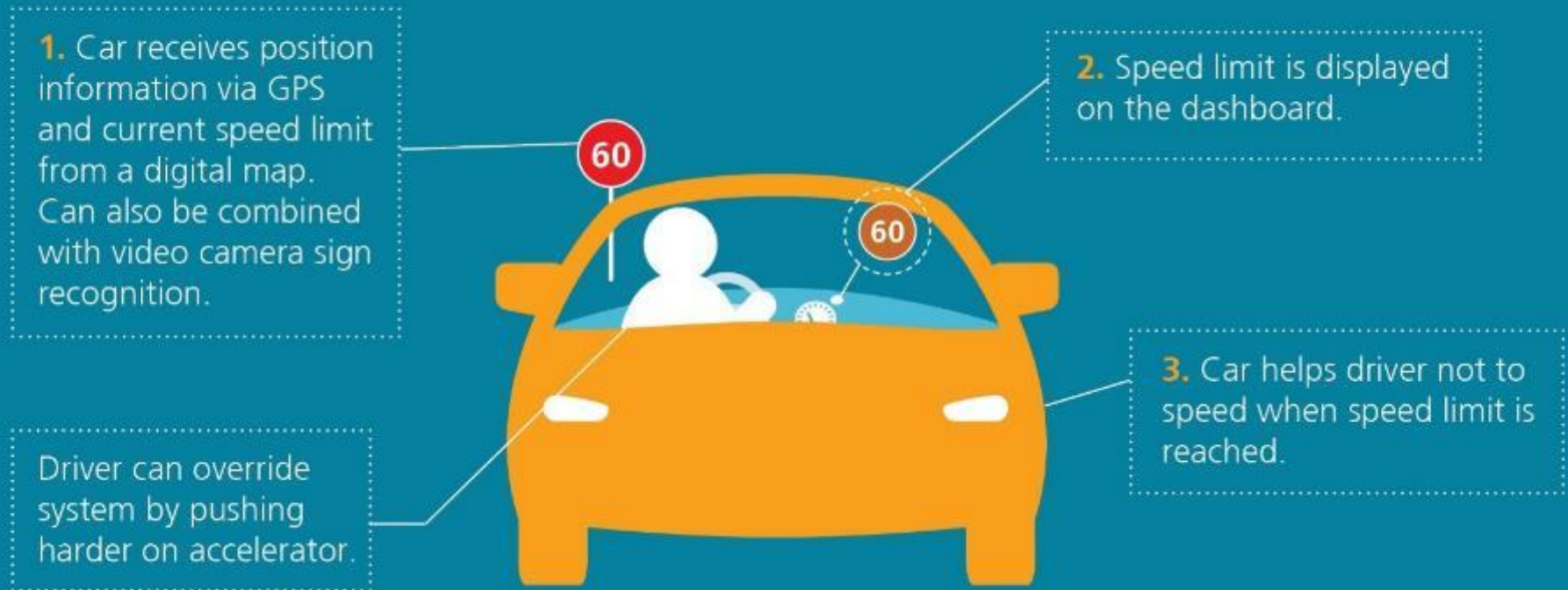
# SPEED

“Speed remains a very important risk factor. It has a greater effect on the number of accidents and injury severity than almost all other known risk factors.”

Rune Elvik, *The Power Model of the relationship between speed and road safety: Update and new analyses* (2009)

# INTELLIGENT SPEED ASSISTANCE

## WHAT IS INTELLIGENT SPEED ASSISTANCE?



ETSC video 'Fit Safety as Standard'

<https://www.youtube.com/watch?v=SoZLrZTnUGs&t=26s>

# INTELLIGENT SPEED ASSISTANCE

ISA COULD CUT **COLLISIONS** BY **30%**  
AND **DEATHS** BY **20%**



Cars fitted with ISA  
could **reduce CO2**  
emissions by **8%**



**EuroNCAP** awards  
**extra points** to  
cars fitted with ISA



**78% of road users**  
**64% of car drivers**  
say they support in-vehicle  
speed limiters (SATRE 2012)

+ ISA helps drivers avoid speeding tickets !

# SYNERGIES


$$1+1=3$$

With ISA, top speeds are curtailed.  
So:

- AEB will have more opportunity to prevent crashes
- When there are crashes, occupant protection systems will have a greater chance of preventing harm



# PAVING THE WAY FOR AUTONOMOUS CARS

- ISA is the building block for future autonomous driving. Respecting speed limits is a pre-requisite for vehicle automation.
- Semi-automated systems are already available and approved for use and have the potential to save many lives **today**.

Fitting **#SafetyAsStandard** as soon as possible



# LAST NIGHT THE EU SAVED my LIFE

## WE SUPPORT:



**INTELLIGENT  
SPEED  
ASSISTANCE  
(ISA)**



**AUTOMATED  
EMERGENCY  
BRAKING  
(AEB)**



**SAFER CAR  
AND LORRY  
FRONTS**

#LASTNIGHTTHEEUSAVEDMYLIFE  
[etsc.eu/lastnight](https://etsc.eu/lastnight)







# CONCLUSIONS

- Vehicle fleet renewal is a long process
- A need to introduce new highest level vehicle safety standards without delay
- GSR promises a major breakthrough: it's as important for saving lives as the introduction of the seatbelt
- New mandatory vehicle safety measures = lives saved and injuries prevented
- Both passive and active safety should be improved

# ETSC CALLS TO NOT WATERDOWN THE EC PROPOSAL ON GSR

- No further delay in the **implementation dates** / reduce the number of years for some (ISA, direct vision)
- **Passive safety** and **active safety** should be **both improved** (contrary to industry claims)

# THANK YOU FOR YOUR ATTENTION



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