



PRAISE Conference

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Priorities to improve van safety

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Road safety of light commercial vehicles

- **What is a van? (1/2)**
 - **Vehicle type N1 for carrying goods mass < 3.5 t**
 - **Directive 2007/46 Annex II Part A Point 3**
 - **Maximum 6 seats**
 - **Goods-carrying capacity equal or higher than the person-carrying capacity expressed in kg.**
 - **$P - (M + N \times 68) \geq N \times 68;$**
 - P maximum laden mass**
 - M mass in running order**
 - N seating positions excluding the driver's**

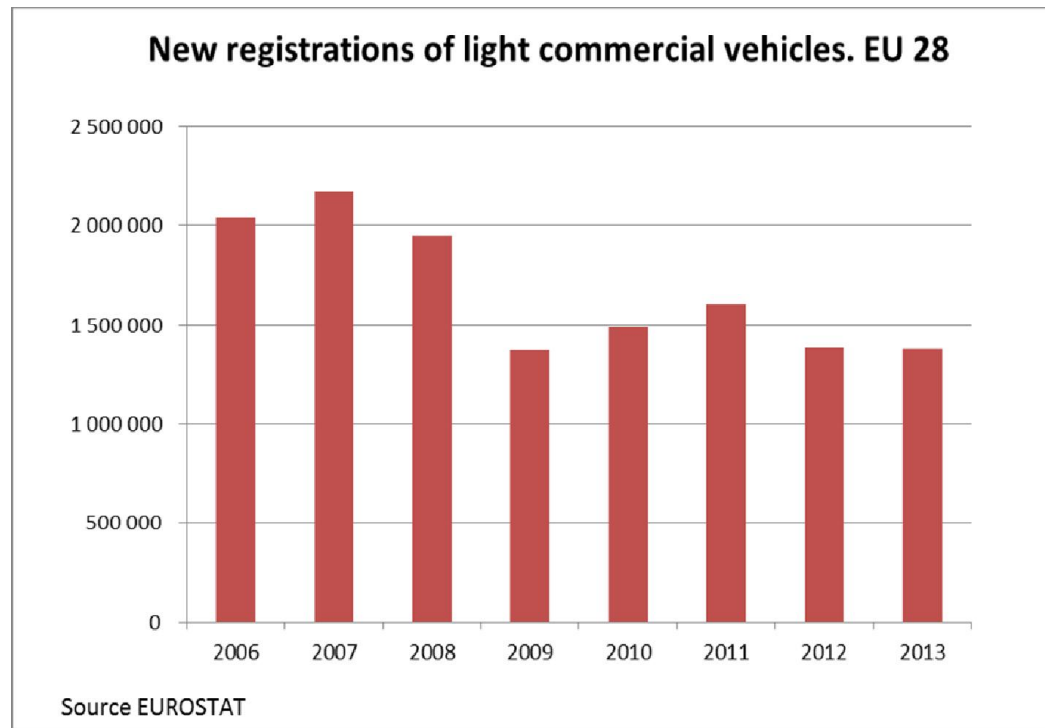
Road safety of light commercial vehicles

- **What is a van?** (2/2)
 - **N1 category includes very different vehicles** (size and mass) **and uses** (commercial and non-commercial)



Road safety of light commercial vehicles

- **Accidents with vans. Indications about trends**
 - **Fleet estimated at 27-29 million vehicles (EU)**



Road safety of light commercial vehicles

- **Accidents with vans. Indications about trends**
 - **Increased use of vans.**
 - **Increased number of accidents with injuries involving vans**
 - **Relative fatality risk (fatalities per km) lower for vans**

Road safety of light commercial vehicles

- **Road safety aspects of particular importance for vans**
 - Seat belt use
 - Speed (distance with vehicle ahead, load)
 - Cargo securing (stability)
 - Distraction (phone, directions, delivery documents)
 - Driver's field of vision
 - Tyres (pressure)

Road safety of light commercial vehicles

Drivers. EU legal framework

Driving licence directive

B licence (no changes foreseen)

*Professional drivers (initial and periodic training:
Directive on professional drivers training)*

Vans out of the scope Currently being reviewed

Organisation of working time Directive 2002/15

*Driving time and rest periods Regulation 561/2006 (Vans
out of the scope)*

Road safety of light commercial vehicles

Vehicles

Passive safety

- *Seat belt reminders*
- *Airbags*
- *Pedestrian protection*
- *Event Data Recorders (Study by TRL on safety benefit to be released soon)*

Road safety of light commercial vehicles

Vehicles

Active safety

Driver assistance technologies:

ISA (Intelligent Speed Assistance)

Crash avoidance: detection, warning and automatic braking systems

Blind spot monitoring

Rear view camera

Alcohol interlocks

Conclusions

- *Safety performance of vans is relatively good*
- *Improvement in behaviour by targeted*
 - *enforcement campaigns*
 - *awareness and training*
- *Technology: driver assistance systems, ISA, can help particularly, in urban environment in relation with VRU*
- *Promote action by fleet operators*