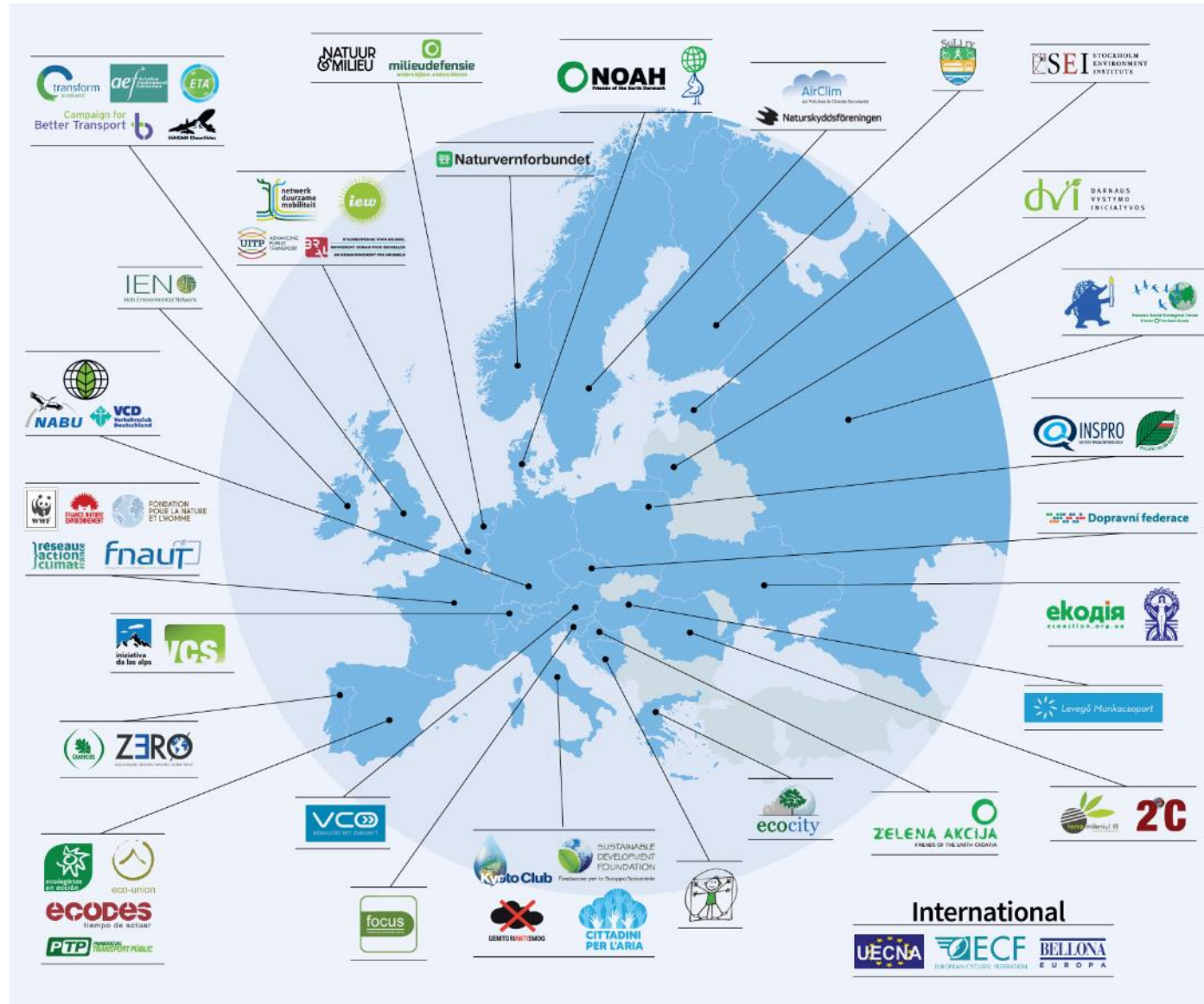


GENERAL SAFETY REGULATION – TRUCK SAFETY



Samuel Kenny
Freight Policy Officer
samuel.kenny@transportenvironment.org

WHO ARE WE?



VEHICLE SAFETY

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



- INTELLIGENT SPEED ASSISTANCE
- REVERSING DETECTION AND REVERSING CAMERA
- DRIVER DISTRACTION AND DROWSINESS RECOGNITION



- LANE KEEPING ASSISTANCE
- ADVANCED EMERGENCY BRAKING

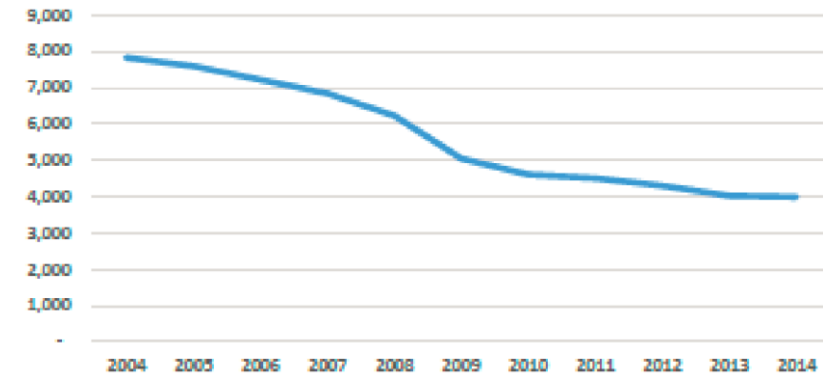


- DIRECT VISION REQUIREMENTS
- PEDESTRIAN/CYCLISTS DETECTION

TRUCK FATALITIES

- 4,000 people die per year (EU):
1,000 cyclists and pedestrians
- London: Trucks involved in 78% fatalities with cyclists and 20% with pedestrians
- Germany: 95% of right turning accidents with cyclists happened in urban areas

Figure 1: EU-28 total annual fatalities involving HGVs, 2004-2014



Source: EC CARE – EU Road collisions database, 2016

Key statistic: Trucks represent c. 5% of registered vehicles but around 15% road fatalities

DIRECT VISION STANDARD

- TRL: Improved direct vision could **save 550 pedestrian and cyclist lives per year**
- Unlike cars, there is no minimum standard for direct visibility in trucks
- GSR = unique opportunity for a direct vision standard



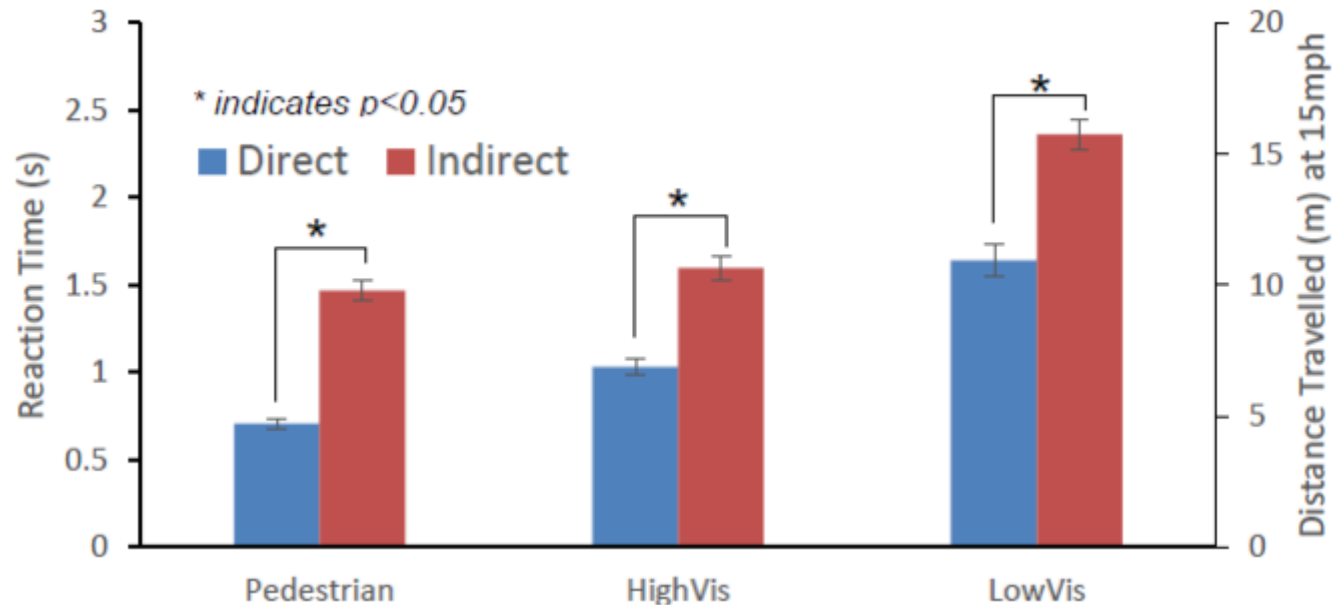
The Effectiveness of Direct Vision

- Pedestrians and cyclists feel safer if they can make eye contact with the driver.
- **More than a feeling:** The reaction speeds of a driver are faster when seen through a window compared to mirrors or cameras.



The Effectiveness of Direct Vision

Direct vision **responses are on average 0.7s faster** than indirect (through mirrors or cameras). When responding to pedestrians, viewing indirectly doubled the response time.



SAFER TRUCKS ARE AVAILABLE

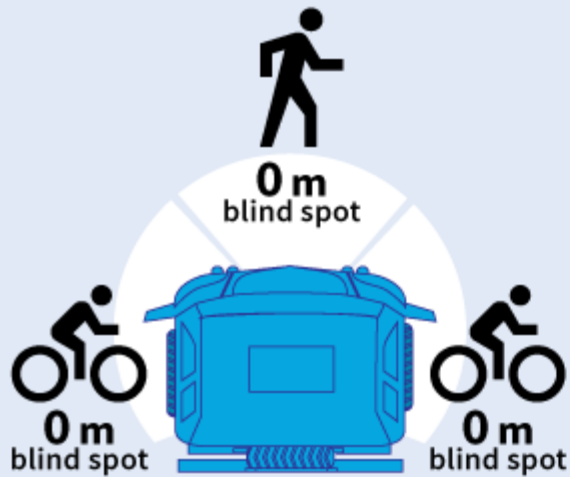


Delivery Trucks



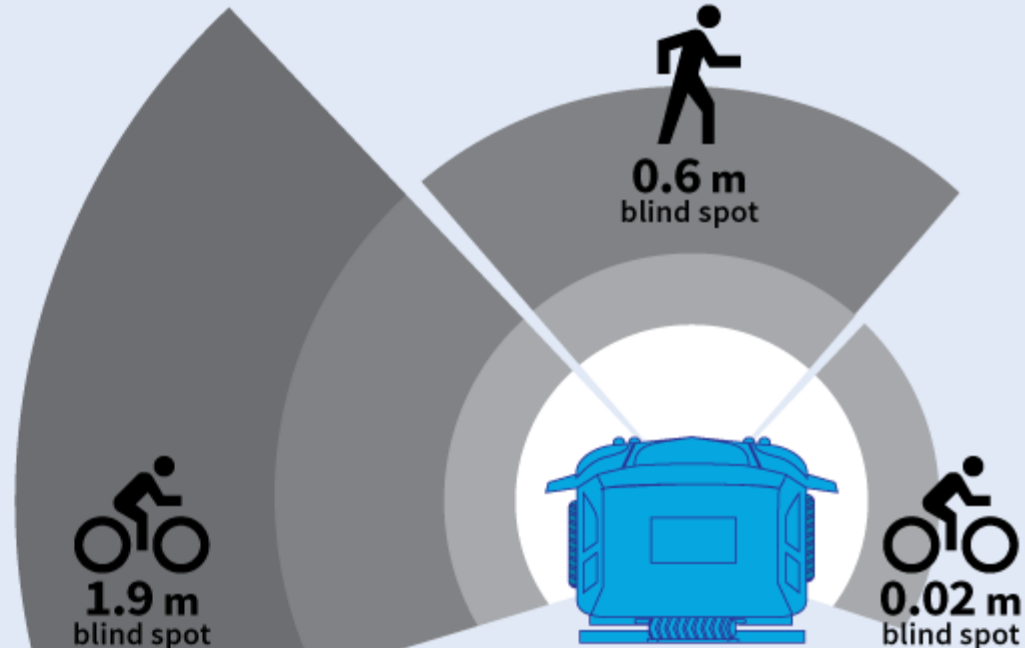
The worst urban trucks have blind spots of up to 1.9 metres, the best have none

BEST IN CLASS



SCANIA
Scania P N3

WORST IN CLASS



MAN
MAN TGS N3

Trucks Already Achieving

Scania, MAN, Volvo, Renault, and Daimler all have trucks in production that achieve an ambitious standard across the various truck categories

Commission proposal can make these trucks the standard and remove dangerous trucks from the market



MEPS WANT DIRECT VISION

TRAN Committee Report on Vehicle Safety. Rapporteur: Dieter-Lebrecht Koch

“Emphasises that increasing the direct vision of the driver in heavy goods vehicles, buses and coaches and reducing or eliminating blind spots are vital for improving the road safety of such vehicles... [The Parliament] calls on the Commission, therefore, to accelerate the mandatory introduction for trucks of ambitious differentiated direct vision standards”



CITIES WANT DIRECT VISION TOO

Joint Letter sent to the European Commission calling for Direct Vision, signed by

MAYOR OF LONDON



CITY OF COPENHAGEN



CITTÀ METROPOLITANA DI BOLOGNA

POZnań*

*Eastern energy. Western style.



AARHUS KOMMUNE

MAIRIE DE PARIS



✘ City of
✘ Amsterdam
✘



Ajuntament de Barcelona



Communauté d'Agglomération de La Rochelle



STADT MÜNSTER



Comhairle Cathrach Bhaile Átha Cliath
Dublin City Council



City of Rotterdam



Mesto TRNAVA



RÉGION DE BRUXELLES-CAPITALE
BRUSSELS HOOFDSTEDELIJK GEWEST
BRUSSELS-CAPITAL REGION

Vienna! ahead

Designing the Future

City of +Vienna

be Berlin

Senate Department for the Environment, Transport and Climate Protection

The Commission's Requirement

Text on DVS in the General Safety Regulation:

“Vehicles of categories M2, M3, N2 and N3 shall be designed and constructed so as to enhance the direct visibility of vulnerable road users from the driving seat”.

When?

New Models: 2026

All Models: 2029



GETTING THE STANDARD RIGHT

Improved text on DVS in the General Safety Regulation:

A Direct Vision standard shall apply to all new trucks from 1.1.2025.

By 01.06.2021 the Commission will bring forward a Delegated Act eliminating the blind spot to the front of trucks and significantly reducing the blind spot to the passenger side (offside) of the truck.

The EU will adopt a direct vision standard that is differentiated according to truck type.



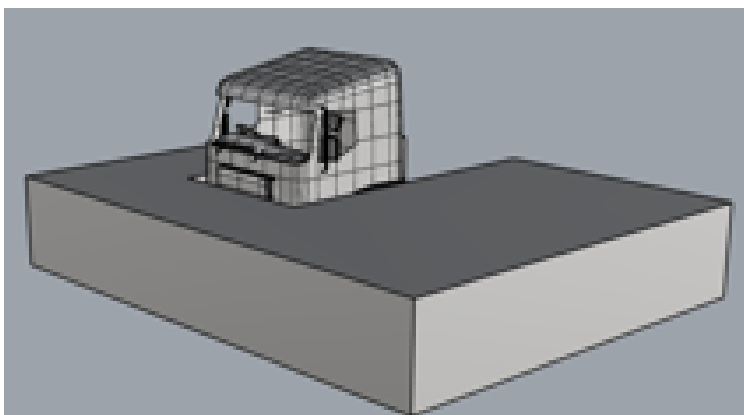
What do we want to change

1. **Dates** – Move forward the entry dates.
2. **Details** – More wording to define ambition level.
3. **Deadlines** – When the EU must act if UNECE hasn't made significant progress.



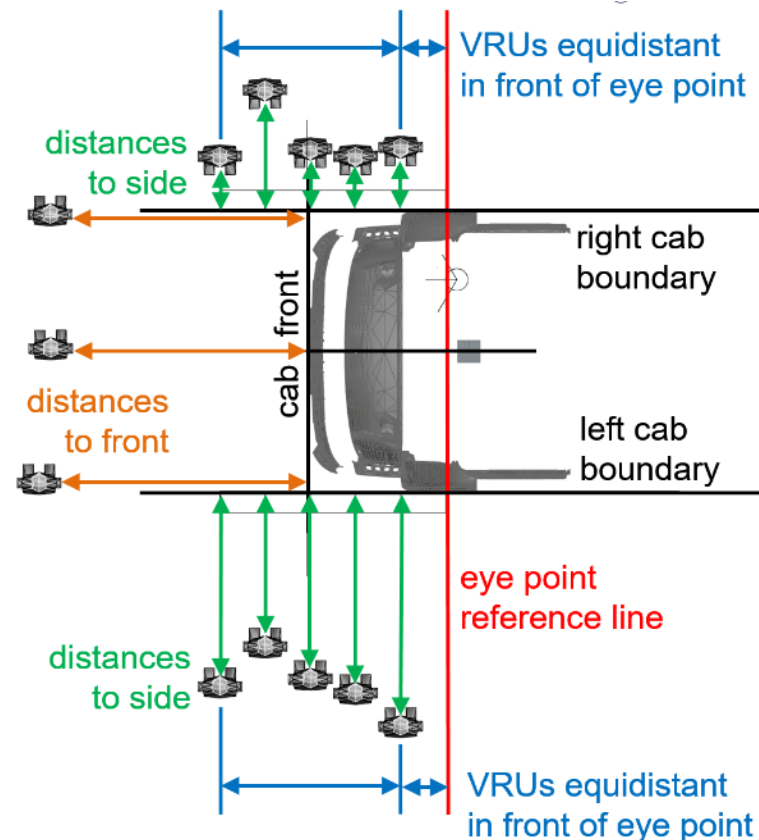
How to Define a Direct Vision Standard

What should the driver be able to see



The DVS uses an assessment volume which takes dimensions from the area of the ground plane that is required to be seen from mirrors (UNECE reg 46).

How far back does someone need to be from the truck before they can be seen by driver



Average distance determines the performance rating