

THE GENERAL SAFETY REGULATION

THE POTENTIAL OF NEW VEHICLE SAFETY STANDARDS FOR DELIVERING EU ROAD SAFETY TARGETS

4 October 2018

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THE 3RD MOBILITY PACKAGE

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

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

- SCOPE EXTENDED BEYOND MOTORWAYS: Only 8% of fatalities on motorways, while 39% on primary/main road
- NETWORK-WIDE RISK MANAGEMENT
- REINFORCED PROVISION FOR VULNERABLE ROAD USERS

FATALITIES

More than in 2010, significant increase since 2013

49 FATALITIES PER MILLION IN THE EU

Global average: 17.3

EXPECTED IMPACT (2020-2030):

Category	Expected Impact (2020-2030)
VEHICLE SAFETY	7,300 lives saved, 38,900 serious injuries avoided
INFRASTRUCTURE	3,200 lives saved, 20,000 serious injuries avoided

You, European Commission, EU Transport and 2 others

5 34 38

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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

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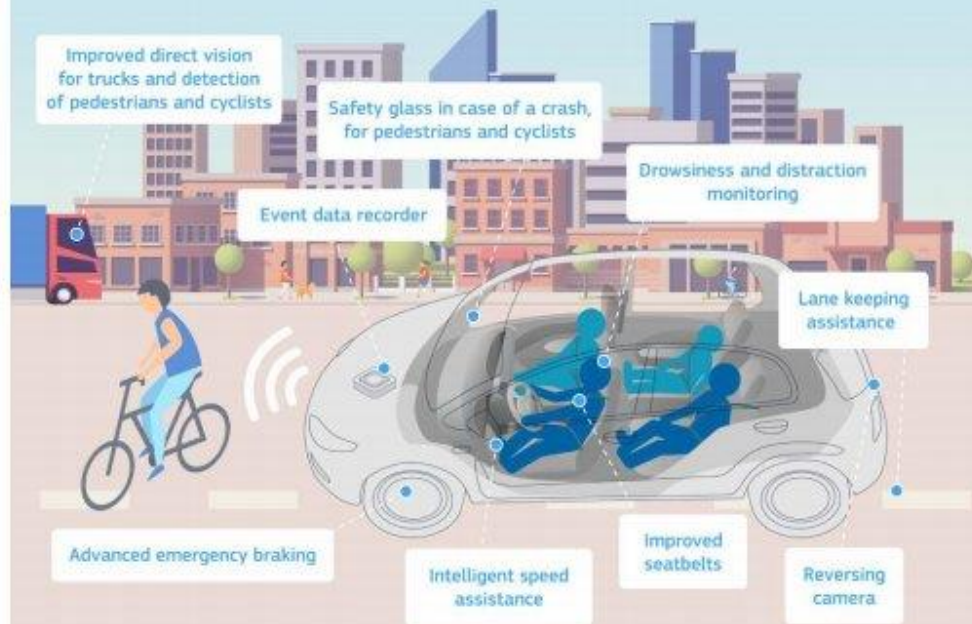
https://ec.europa.eu/transport/modes/road/news/2018-05-17-europe-on-the-move-3_en

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 common EU vehicle safety rules in 2009
- 17 May 2018: the European Commission proposed to make 15 new vehicle safety measures mandatory on all new vehicles

Europe on the Move

New safety features in your car



- 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)

PRIORITY MEASURES



- Overridable assisting ISA on all new vehicles, default ON
- Standard interface to allow (if needed) fitment of alcohol interlocks



- Autonomous Emergency Braking (AEB) for cars and vans with cyclist/pedestrian protection

- Improved pedestrian protection for cars (crash test changes)

- Improved direct vision to allow truck drivers to see pedestrians and cyclists

- Event Data Recorders (EDR)



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>

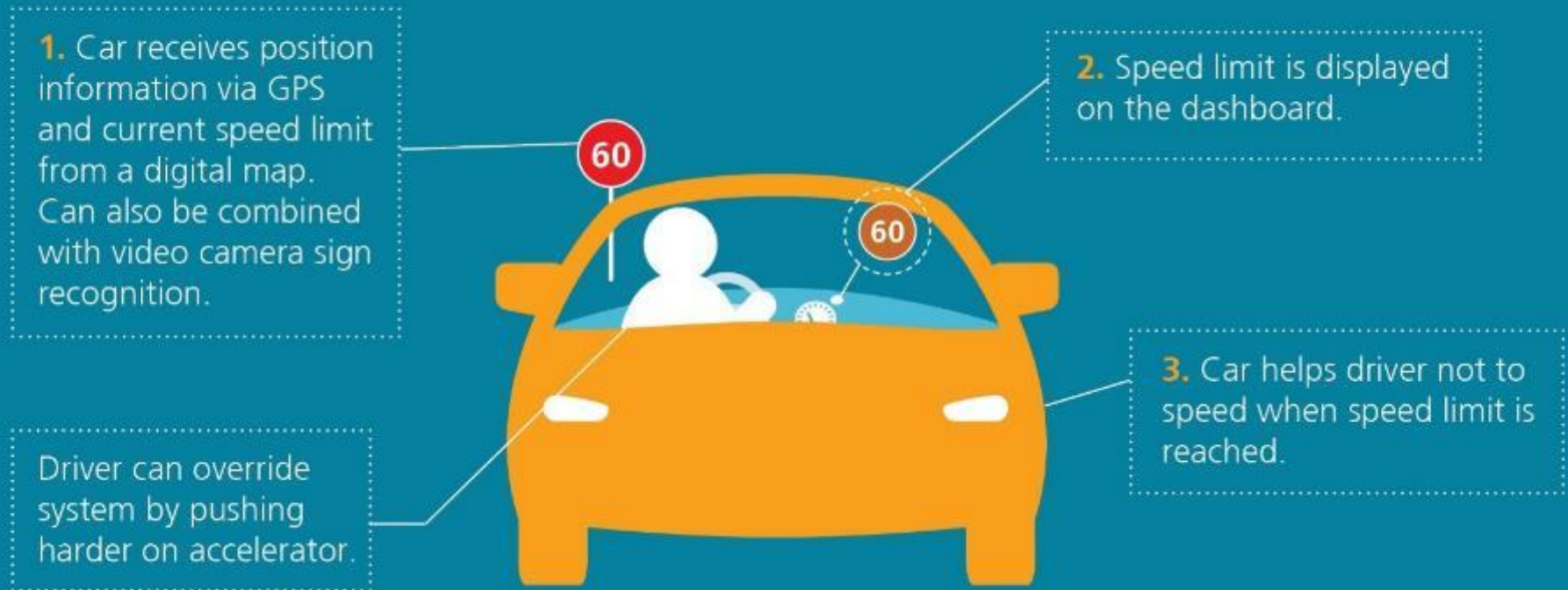
SPEED

“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 !

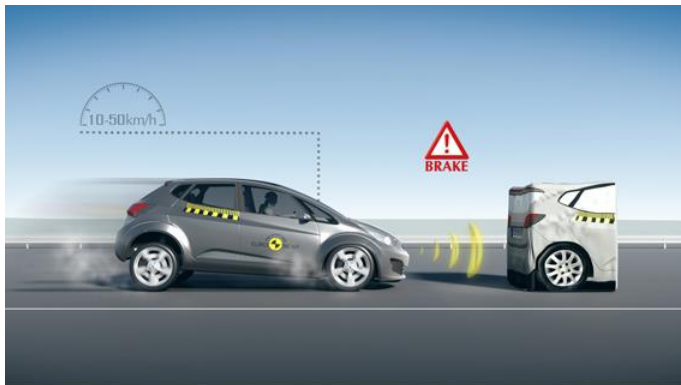
PAVING THE WAY FOR AUTONOMOUS CARS

- ISA is a 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

AUTOMATED EMERGENCY BRAKING

- AEB detecting a vehicle in front
- AEB systems with pedestrian and cyclist detection
- AEB can reduce rear-end collisions by 20% to 57%
- Regular AEB systems are compulsory for all new lorries and buses in the EU



25%

of all road deaths in the EU
are alcohol-related

Source: EC

ALCOHOL INTERLOCKS

- Increasingly used across Europe
- Reoffending rates in Finland reduced from 30% to 6% with use of interlocks
- Already compulsory on school buses in France and Finland
- Should be mandatory for professional vehicles and all cars should have a standard interface to enable use when needed

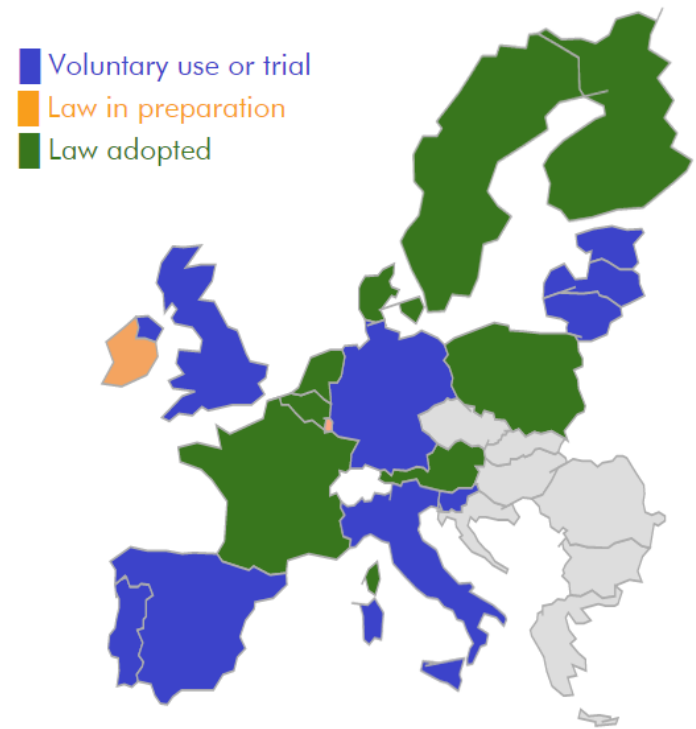


ALCOHOL INTERLOCK REHABILITATION PROGRAMS

Increasingly used across Europe for professional drivers and in rehabilitation programs for drink driving offenders

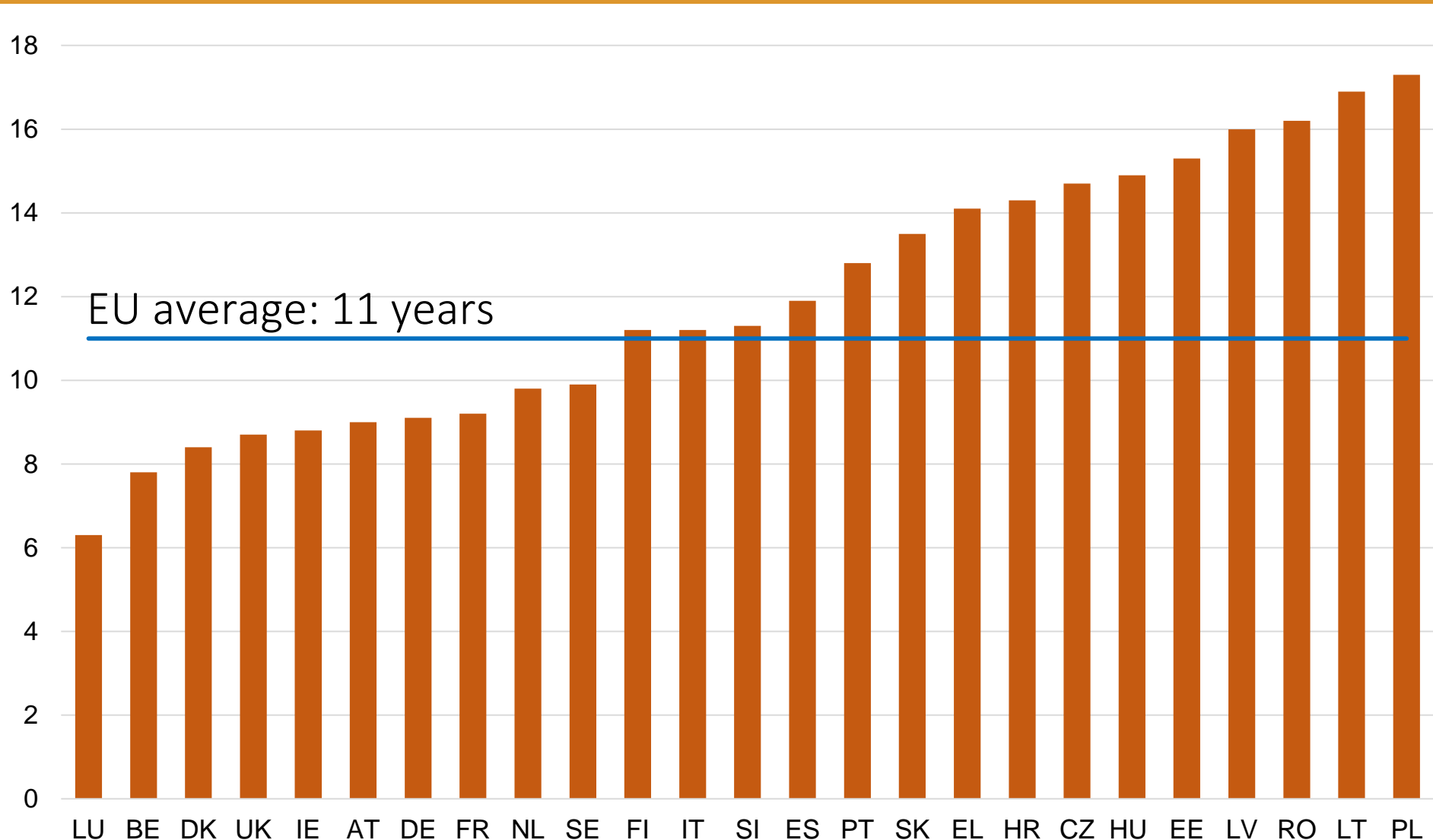
Alcohol Interlocks in the EU

December 2017



Norway is also currently preparing legislation on the use of alcohol interlocks for rehabilitation programmes.

AVERAGE AGE OF PASSENGER CARS IN THE EU



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

THANK YOU FOR YOUR ATTENTION



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