

Managing the road risk of van fleets

PIN Talk

Madrid, 12 November 2019

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ETSC NETWORK





Road Safety Performance Index (PIN)

Ranking EU countries'
performances

Monitoring EU transport safety policy

SMART



SOBER MOBILITY ACROSS ROAD TRANSPORT



SAFE & SOBER



iSAFER

INTELLIGENT SPEED ASSISTANCE
FOR EUROPEAN ROADS



REVIVE

IMPROVING POST-COLLISION
RESPONSE AND EMERGENCY
CARE IN EUROPE



PRAISE

Work-Related Road Safety



DRUG DRIVING

PIN PROGRAMME

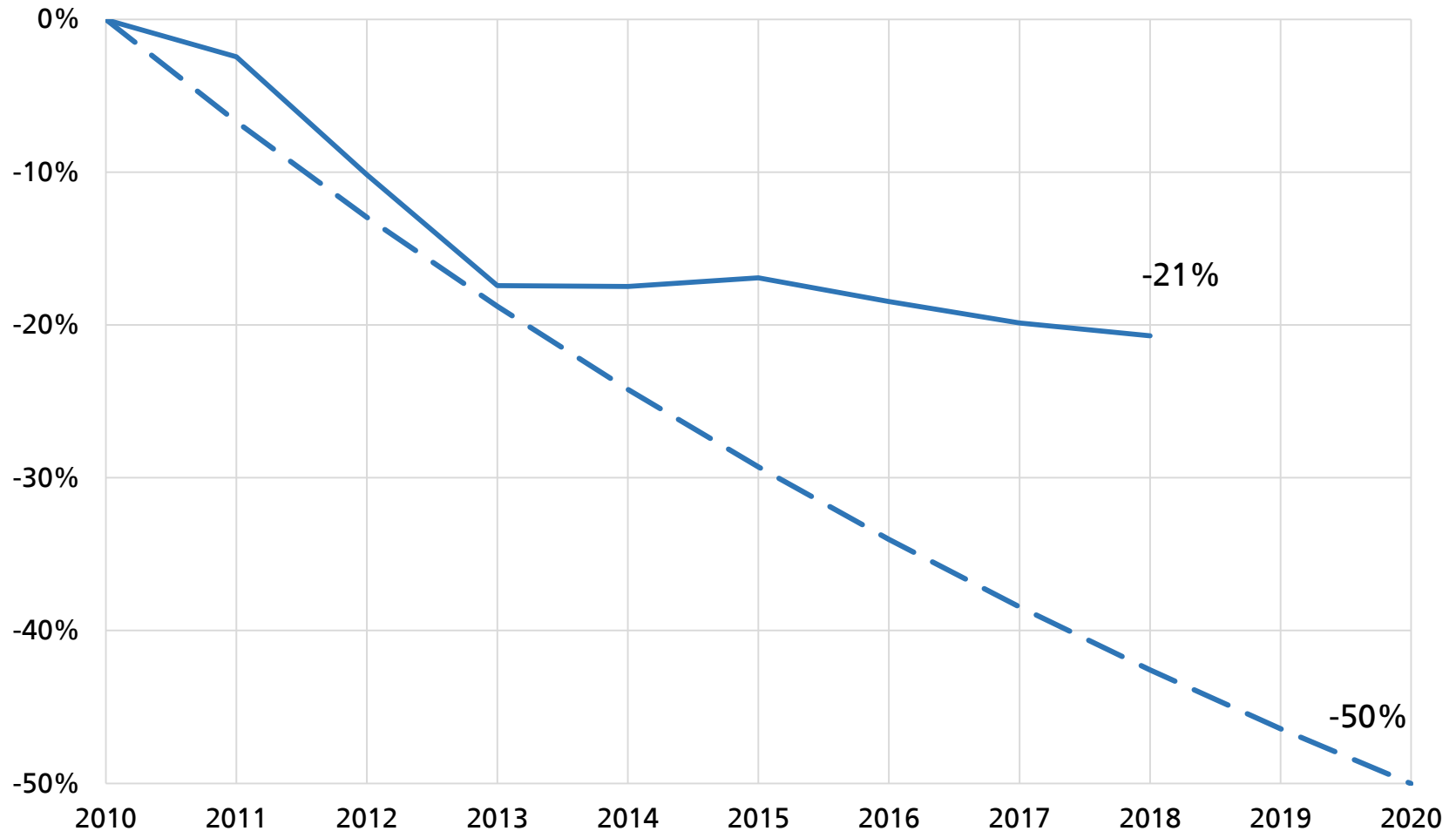
- Experts from the 32 participating countries, including all EU Member States
- Manuel Avilés Lucas, DGT – PIN panellist
- Steering group
- Project team in the ETSC secretariat
- 37 PIN Flash reports



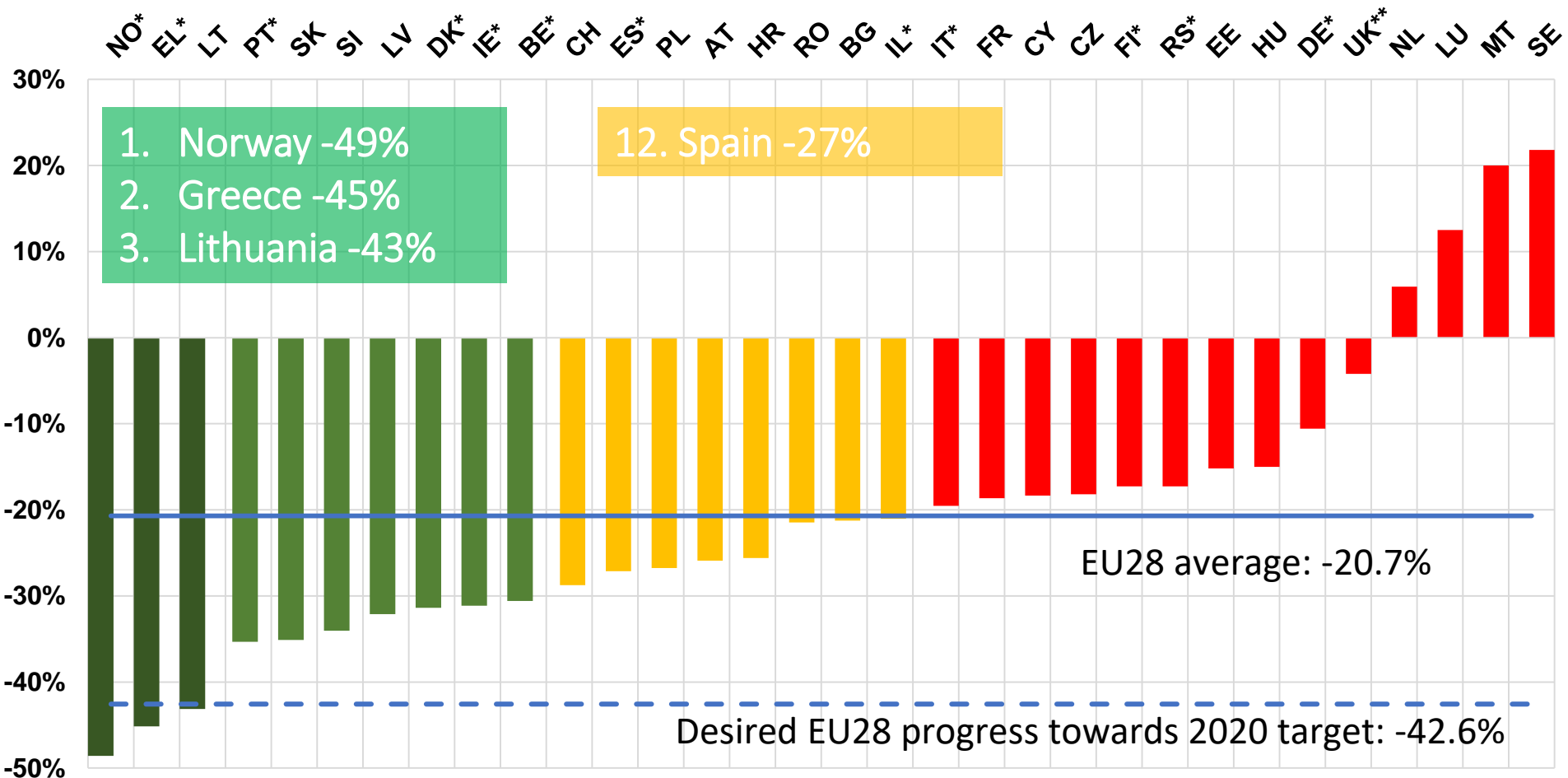
25,047

people died in road
traffic in the EU in 2018

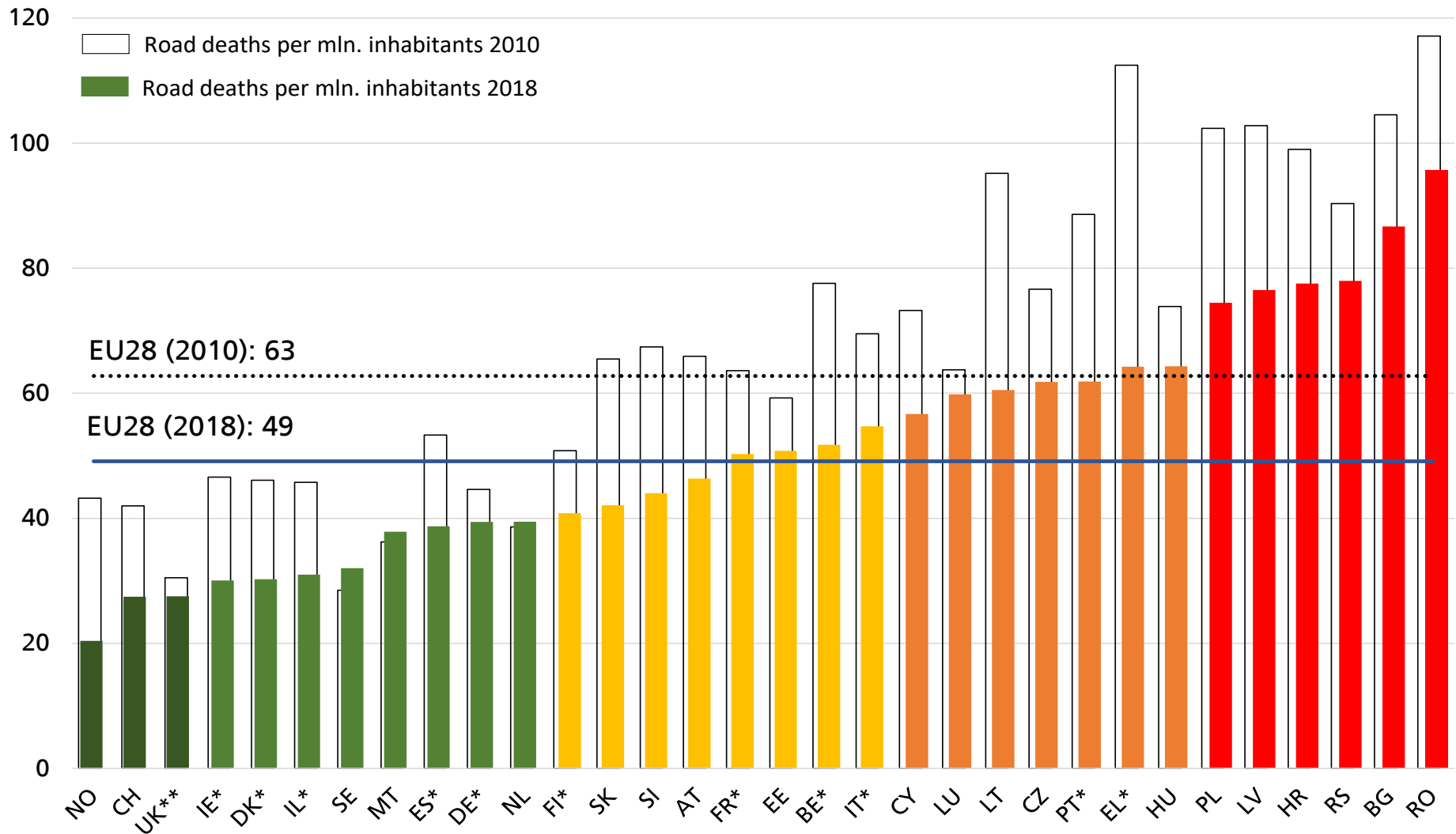
EU 2020 TARGET OUT OF REACH



RELATIVE CHANGE (%) IN ROAD DEATHS 2010-2018



DEATHS PER MILLION INHABITANTS IN 2018



TYPES OF VANS

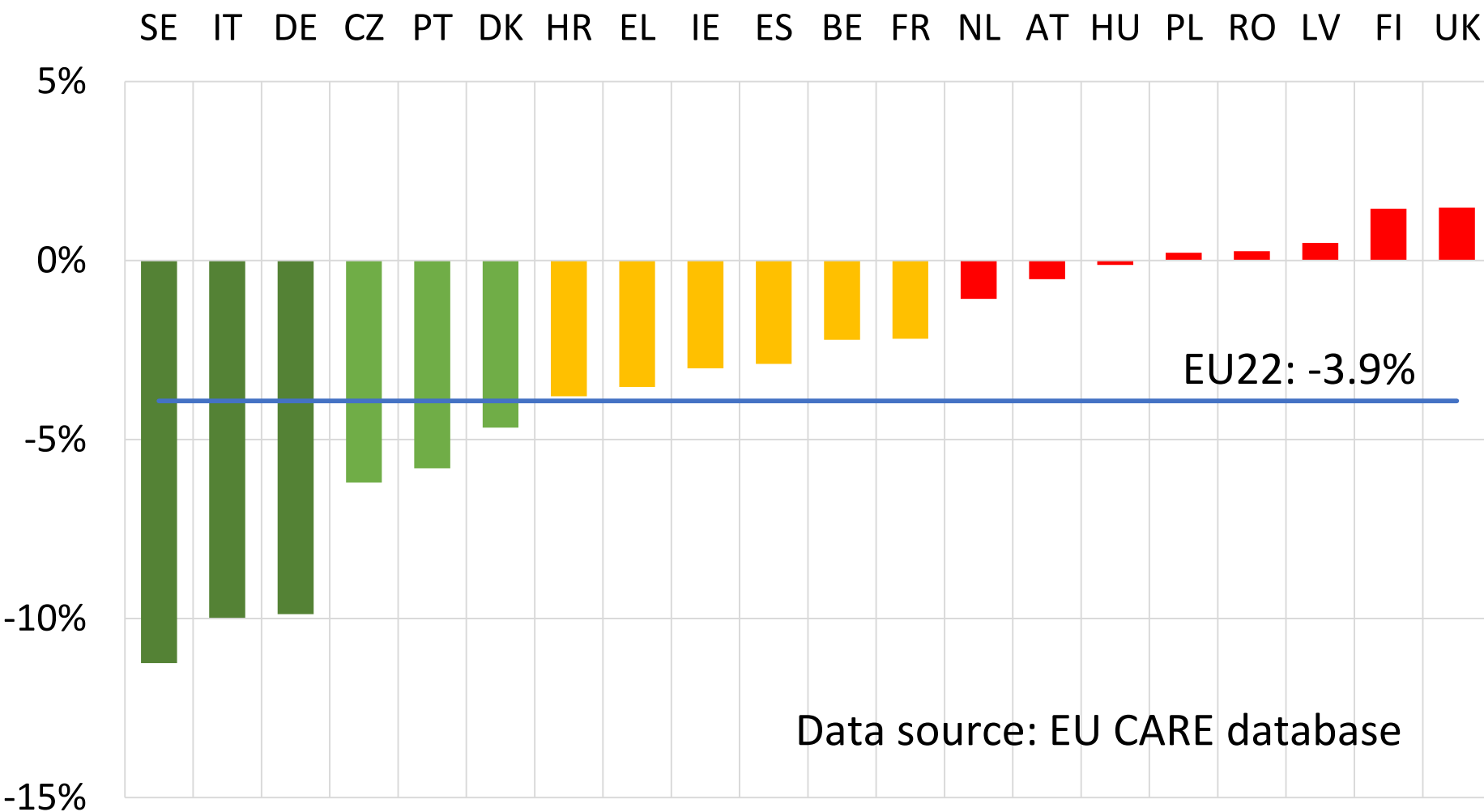
N1 category includes very different vehicles (size and mass) and uses (commercial and non-commercial)



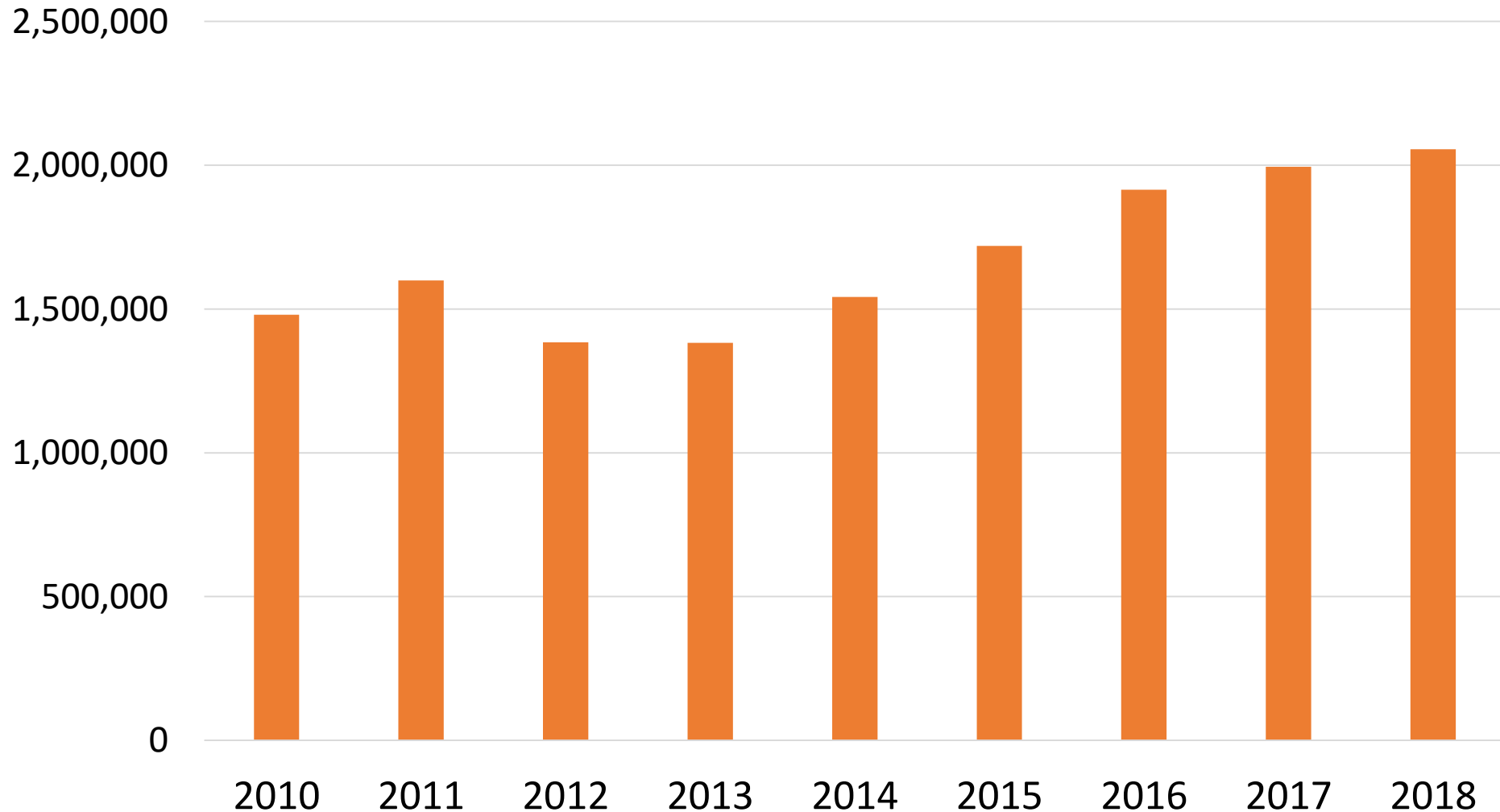
3,200

deaths on Europe's
roads in collisions
involving vans in 2017

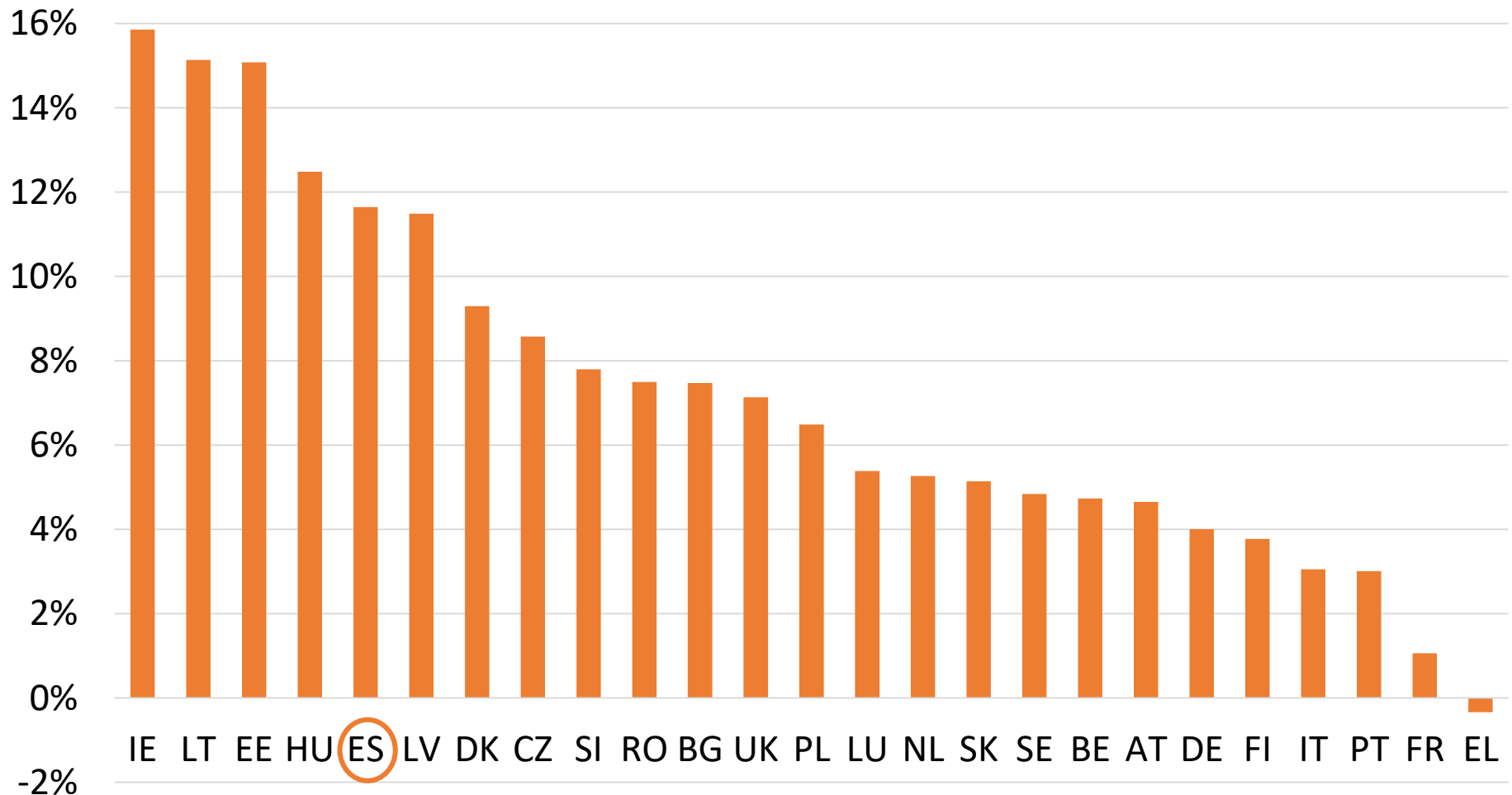
ANNUAL AVERAGE CHANGE IN ROAD DEATHS IN COLLISIONS INVOLVING VANS IN THE EU 2010-2017



35% INCREASE IN NEW REGISTRATIONS OF VANS IN THE EU SINCE 2010



AVERAGE ANNUAL CHANGE IN NEW REGISTRATIONS OF VANS IN EU COUNTRIES 2010-2018



Data source: ACEA

GROWING VAN FLEET

- Rise in the home delivery sector
- Night time deliveries
- On line shopping phenomenon
- Restrictions to heavier vehicles' access to city centres
- Relative lack of regulation

EU RULES: HGVs vs VANS

HGVs

Clear requirements under EU Regulation 561/2006 on **driving and resting time periods**, compliance monitored by digital tachograph

Driver qualification and periodic training under EU Directive 2003/59/EC

Maximum speed limiters under EU Directive 92/24/EC and 2004/11/EC

Vans

No EU regulation of driving and resting times

No EU requirements on driver qualification periodic training

No EU regulation on maximum speed limiters

EU RULES: HGVs vs VANS

EU rules applicable to HGVs should be extended to vans

Clear requirements under EU Regulation 561/2006 on **driving and resting time periods**, compliance monitored by digital tachograph

, and resting times

Driver qualification and periodic training under EU Directive 2003/59/EC

No EU requirements on driver qualification periodic training

Maximum speed limiters under EU Directive 92/24/EC and 2004/11/EC

No EU regulation on maximum speed limiters

EU GENERAL SAFETY REGULATION



European Commission - Press release

Road safety: Commission welcomes agreement on new EU rules to help save lives

Brussels, 26 March 2019

The EU institutions have reached a provisional political agreement on the revised General Safety Regulation. As of 2022 new safety technologies will become mandatory in European vehicles to protect passengers, pedestrians and cyclists.

New technologies on the market can help reduce the number of fatalities and injuries on our roads, 90% of which are due to human error. In May 2018, the Commission proposed to make certain vehicle safety measures mandatory, including systems that reduce the dangerous blind spots on trucks and buses and technology that warns the driver in case of drowsiness or distraction. Advanced safety features will reduce the number of accidents, pave the way towards increasingly connected and automated mobility, and boost the global innovation and competitiveness edge of the European car

Press release

26-03-2019 - 10:34
Reference No. 20190326IPR03205



Safer roads: EU lawmakers agree on life-saving technologies for new vehicles

- Cars, vans, trucks and buses to be equipped with advanced safety features
- Cyclists and pedestrians will be better protected
- 25.300 people died on EU roads in 2017 and 135.000 were seriously injured

Safety features such as intelligent speed assistance and advanced emergency-braking system will have to be installed in new vehicles as from May 2022.

After sealing the deal with the Romanian Presidency of the Council on Monday night, thousands of lives in the coming years. Our focus was always on the safety of road users, especially vulnerable ones. This regulation deals in the most direct sense with life and death. It introduces advanced systems that assist car users, instead of merely informing them. The additional obligatory equipment for cars, trucks and buses will help to save people's lives".



European Transport Safety Council
@ETSC_EU

Following

Last night the EU saved a lot of lives.
Celebrations today at the @ETSC_EU office.
[etsc.eu/etsc-welcomes- ...](https://etsc.eu/etsc-welcomes-...)

#LastNightTheEUSavedMyLife



GENERAL SAFETY REGULATION

All vehicles	Cars and Vans	Trucks and Buses
Intelligent Speed Assistance	AEBS with VRU Detection	Direct Vision
Alcohol Interlock Installation Facilitation	Emergency Lane Keeping Systems	VRU Detection warning
Drowsiness and Distraction Warning	Enlarged Head Impact Zone (windscreen)	
Emergency Stop Signal	Improved Crash Tests	Rear and side Underrun (Trucks)
Reversing Detection		Side Guards (Trucks)
		Fire Safety (Buses)

EU LEGAL IMPERATIVE FOR EMPLOYERS

89/391/EEC

[Health & Safety Framework Directive]

Safety Health and Welfare at Work Act 2005

Employer duty of care

Employee
duty of care

Safe
place of
work

Safe
systems
of work

Risk
assessment
Principles of
prevention

Policy
Procedures

Instruction
Information
Training

Safe work
equipment

Cooperation

THE LEGISLATOR SHOULD

- Set up systems to enforce driving and resting hours for van drivers
- Introduce professional training covering road safety to van drivers
- Introduce graduated driver licence
- Increase traffic law enforcement activities
- Mandate alcohol interlocks for professional drivers

THANK YOU FOR YOUR ATTENTION



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