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# European Transport Safety Council

- ✓ **An NGO with a science-based approach to road safety**
- ✓ **Secretariat in Brussels**
- ✓ **50+ member organisations** from across Europe
- ✓ **More than 200 experts** contributing to ETSC's work
- ✓ **The European Commission, Member Organisations, Member States and corporate sponsors are funding our work**

# ETSC PIN Programme

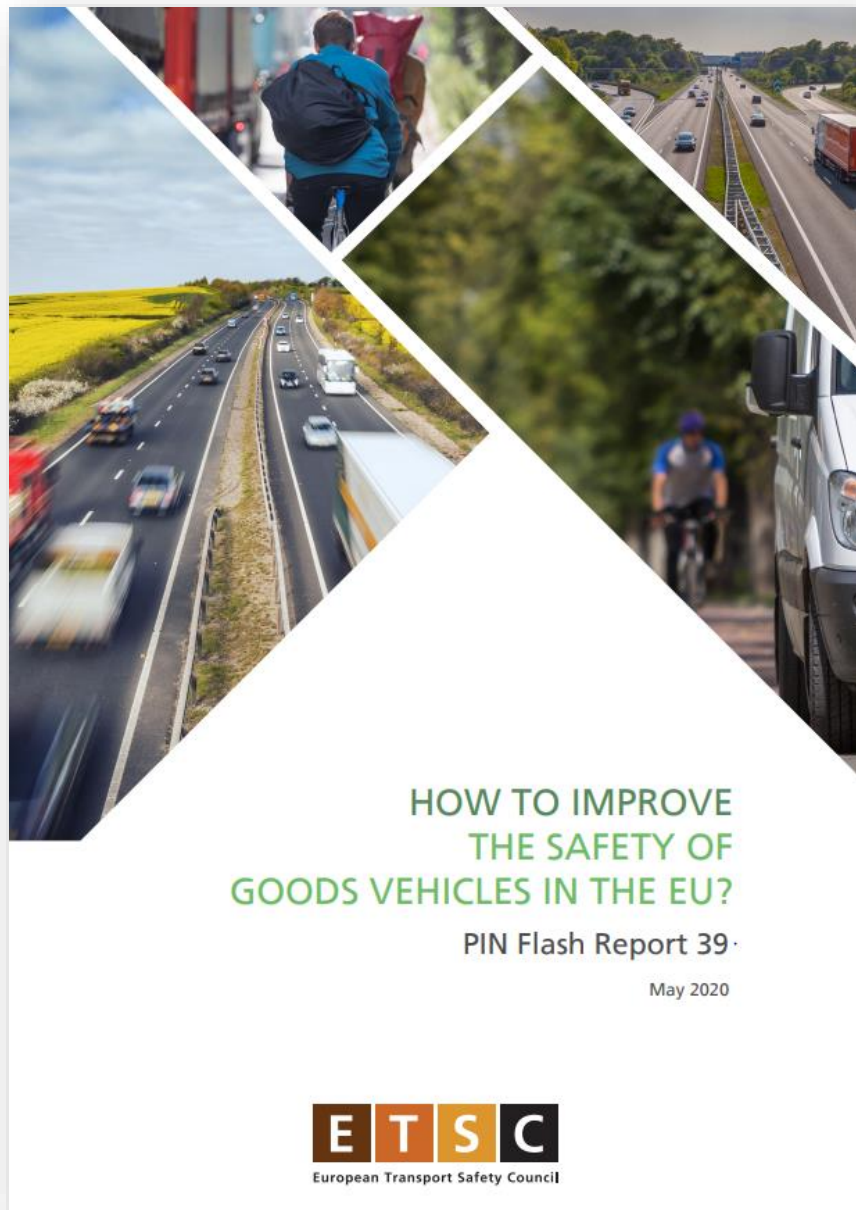
- 32 participating countries, including all EU Member States, and experts in each
- Steering Group
- Annual report in June
- 40 PIN Flash reports (thematic)
- PIN Talks and Annual Conference

[www.etsc.eu/PIN](http://www.etsc.eu/PIN)



**TOYOTA**



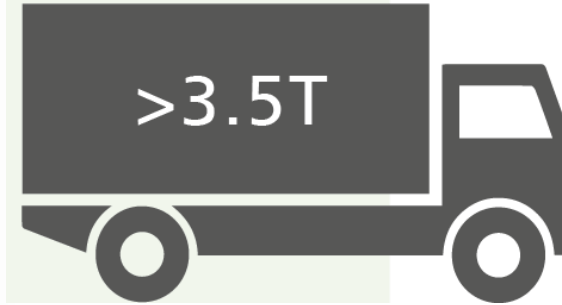
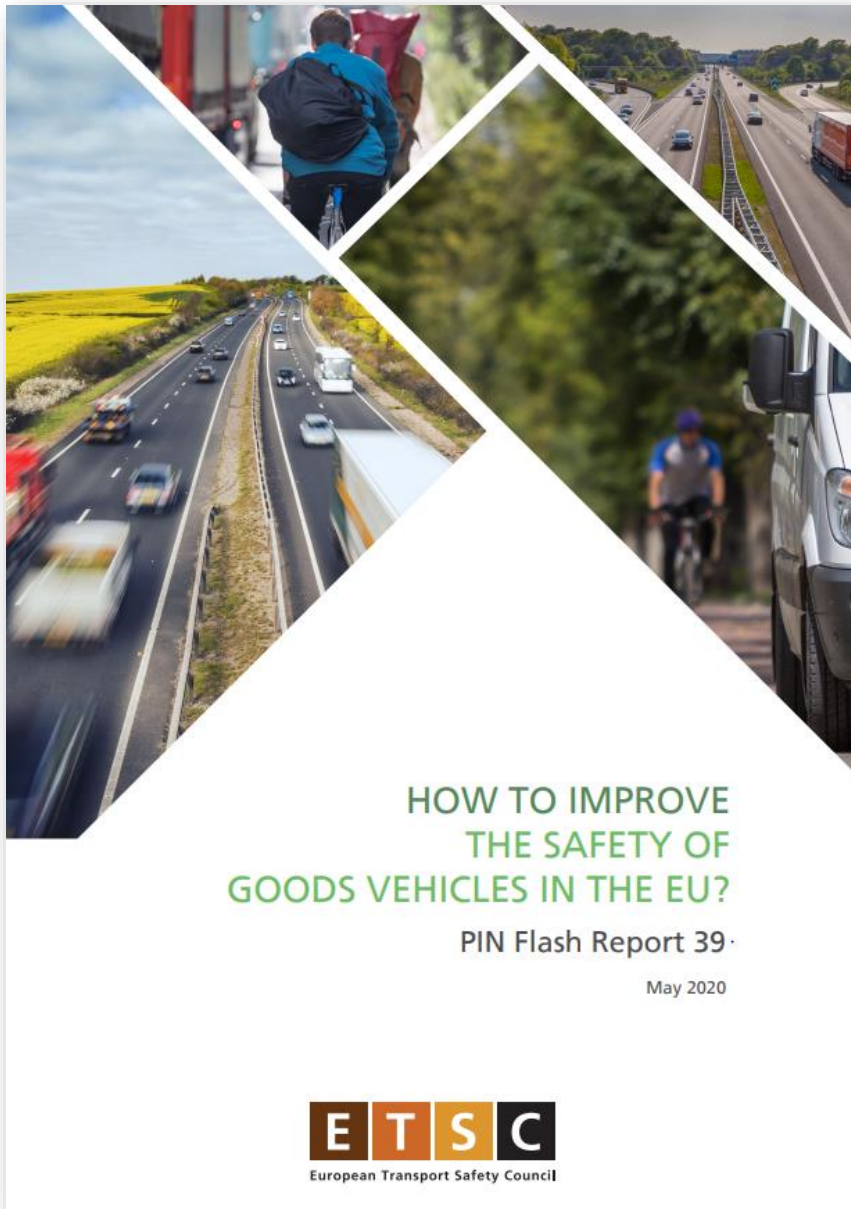


# PIN Flash report 39

Published in May 2020







14% of all road deaths

+



11% of all road deaths

= 25% of all road deaths

**3310**

**KILLED**

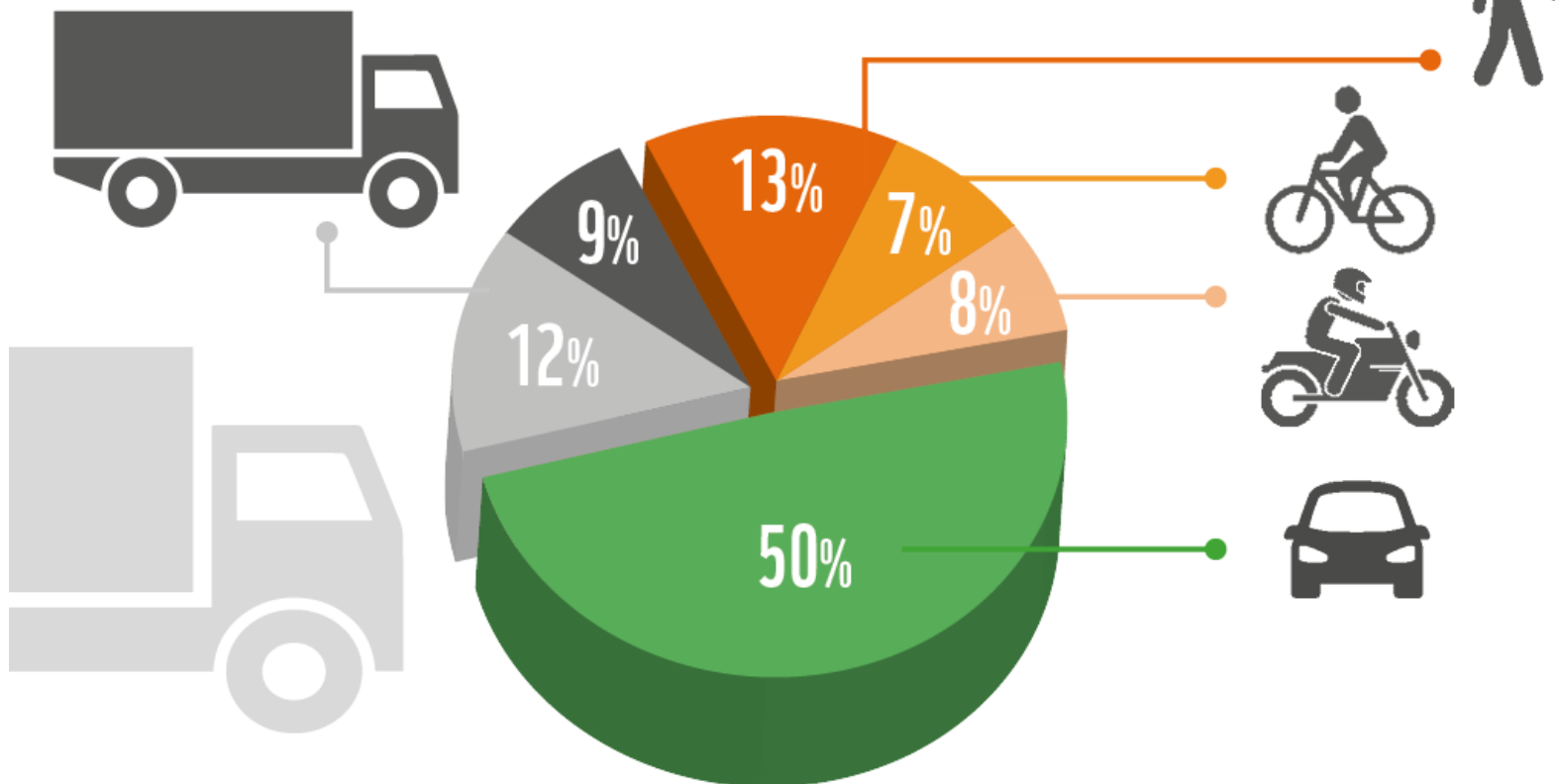
IN COLLISIONS WITH  
**HEAVY GOODS  
VEHICLES** (HGVs)

>3.5T



WHO DIES IN COLLISIONS INVOLVING HGVs?

**28%** VULNERABLE  
ROAD USERS



**2630**

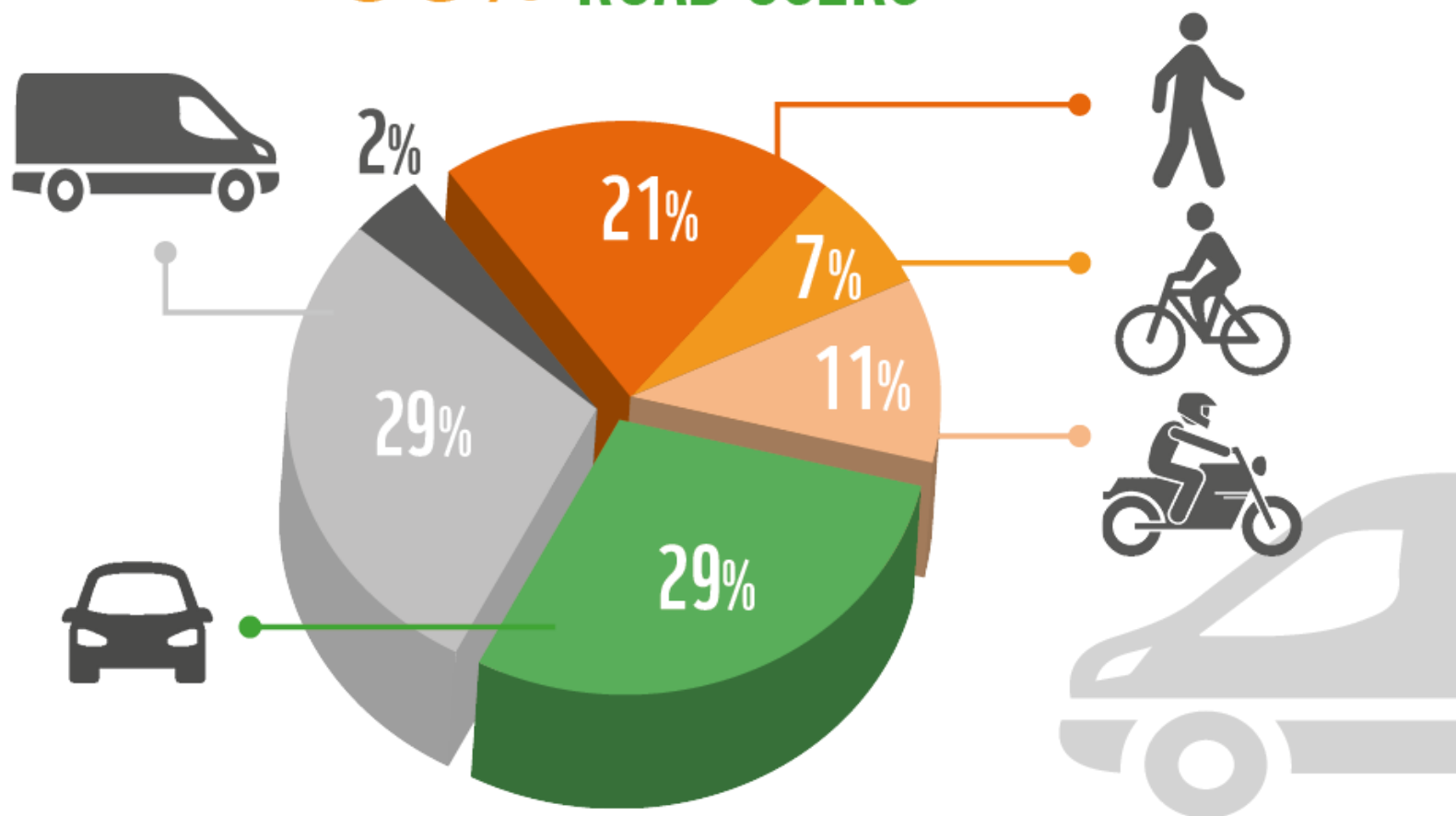
**KILLED**

IN COLLISIONS WITH  
**LIGHT GOODS  
VEHICLES** (LGVs)

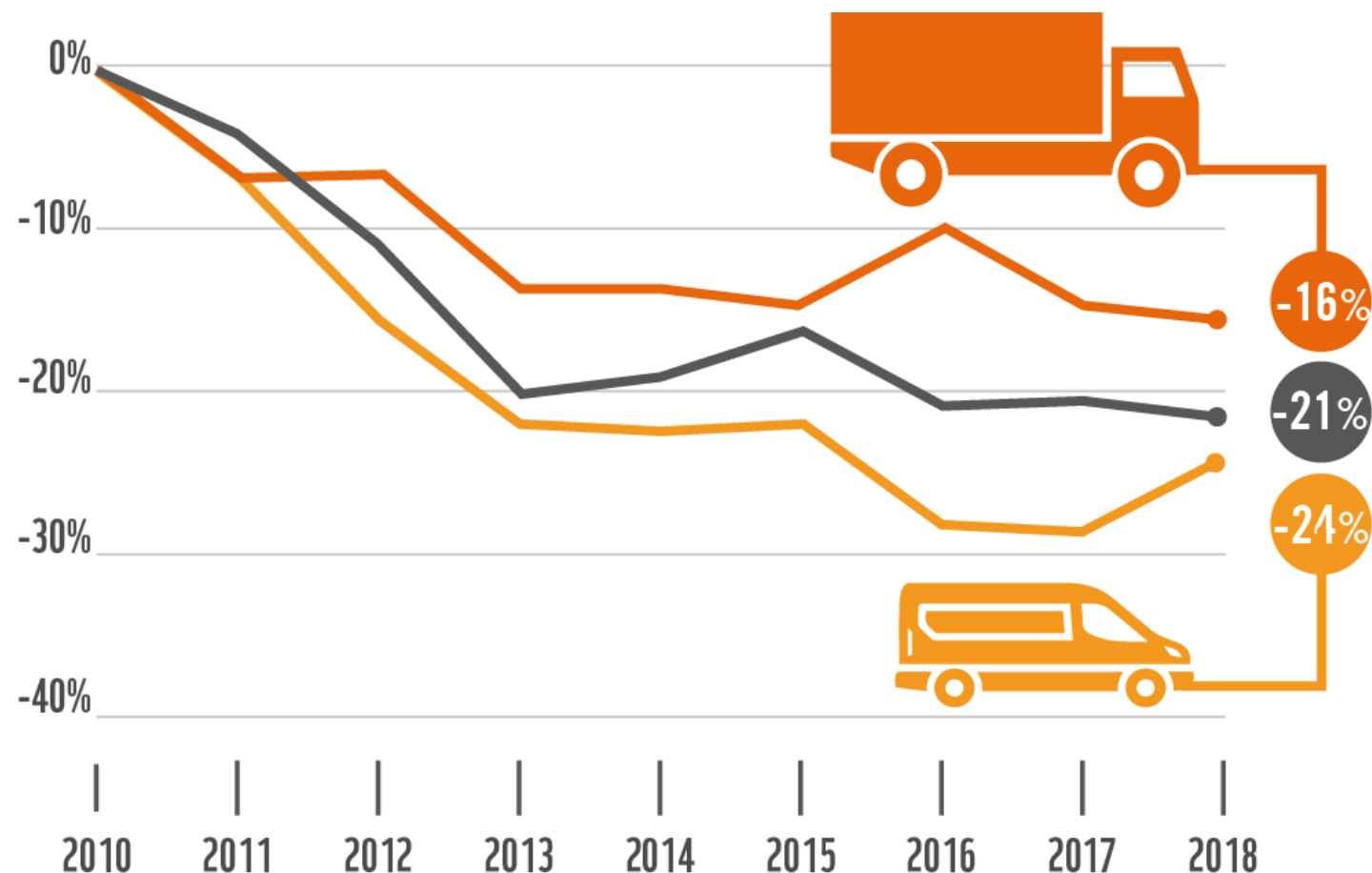


WHO DIES IN COLLISIONS INVOLVING **LGVs**?

**39%** **VULNERABLE  
ROAD USERS**



- Road deaths in collisions not involving goods vehicles
- Deaths in collisions involving HGVs
- Deaths in collisions involving LGVs

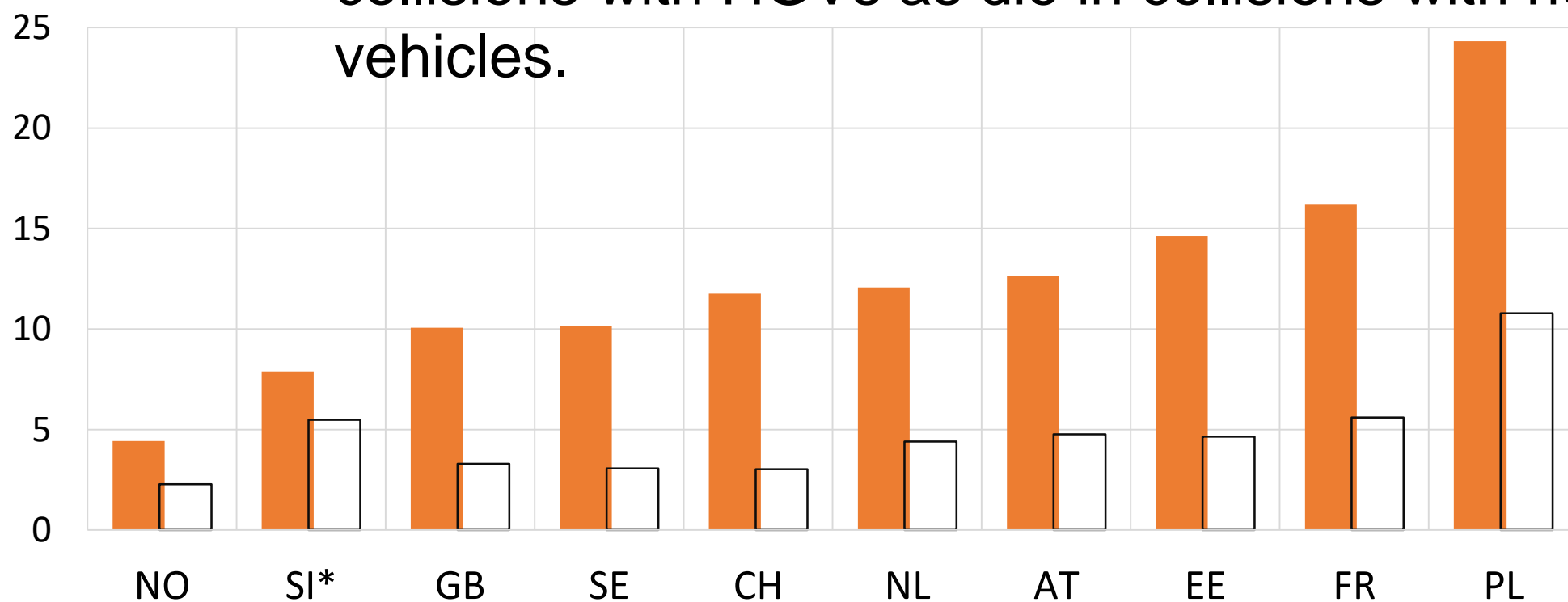


**DEATHS IN HGV  
COLLISIONS ARE  
DECLINING MORE SLOWLY  
THAN OTHER ROAD DEATHS:**





- Fatal collisions with HGVs are much more frequent than those with other vehicles.
- On a per-km basis, up to 3 times as many people die in collisions with HGVs as die in collisions with non-goods vehicles.



■ Deaths in collisions involving an HGV   □ Deaths in collisions not involving goods vehicles

# Proportion of deaths by road type in collisions with HGVs and LGVs in the EU



**54%** of deaths with HGVs  
**23%** of deaths with HGVs  
**23%** of deaths with HGVs



**53%** of deaths with LGVs occur on **RURAL** roads  
**33%** of deaths with LGVs occur on **URBAN** roads  
**13%** of deaths with LGVs occur on **MOTORWAYS**

*average of 2016 to 2018*

# Trucks do speed

**17%-64%** ABOVE speed limit

**URBAN ROADS**

**8%-30%** ABOVE speed limit

**RURAL ROADS**



Observed HGV speeds above the speed limit in free-flowing traffic in a range of countries

→ We need Intelligent Speed Assistance (ISA) systems to recognise stricter speed limits for trucks

# ETSC Recommendations to Member States

- Collect **data on speed** compliance, average speeds and **travel** data
- **Enforce compliance with speed limits**, incl. stricter limits for trucks
- Develop and implement **national enforcement strategies** to target speeding, intoxicated, dangerous and distracted driving and non-use of seatbelt by goods vehicle drivers.
- When possible, install **median and side barriers**
- Include safety as a criterion for **public procurement** in the use of goods vehicles
- Engage with **employers**

# ETSC Recommendations to the EU

## General Safety Regulation (GSR)

- Deliver on the estimated number of deaths and serious injuries prevented
- Insist on the highest achievable vehicle regulation standards at UNECE with regards to **direct vision** and blind spot detection systems;
- Require a high level of performance of **Intelligent Speed Assistance (ISA)** systems to be fitted in all new vehicles;

**NEW:** require trucks to be fitted with **AEB detecting VRUs**



# ETSC Recommendations to the EU

- Extend the rules for **working time and driving & resting hours** to cover all professional LGV drivers (not just international transport)
- Extend the current **professional driver training requirement** ('CPC') to all professional LGV drivers
- Develop multidisciplinary and holistic strategies to enable **employers** to better manage commercial vehicle risk

# RECOMMENDATIONS



**Better direct  
vision for HGVs**



**Good performance  
of Intelligent Speed  
Assistance capable of  
detecting stricter speed  
limits for HGVs**



**Traffic law enforcement  
for HGVs and LGVs,  
including speed  
compliance**



**Public procurement  
of safe goods  
vehicles**



**Regulation on LGV  
working hours  
and rest periods**



**Require professional  
driver training for  
LGV drivers**