

A regulation as important for saving lives as the seatbelt

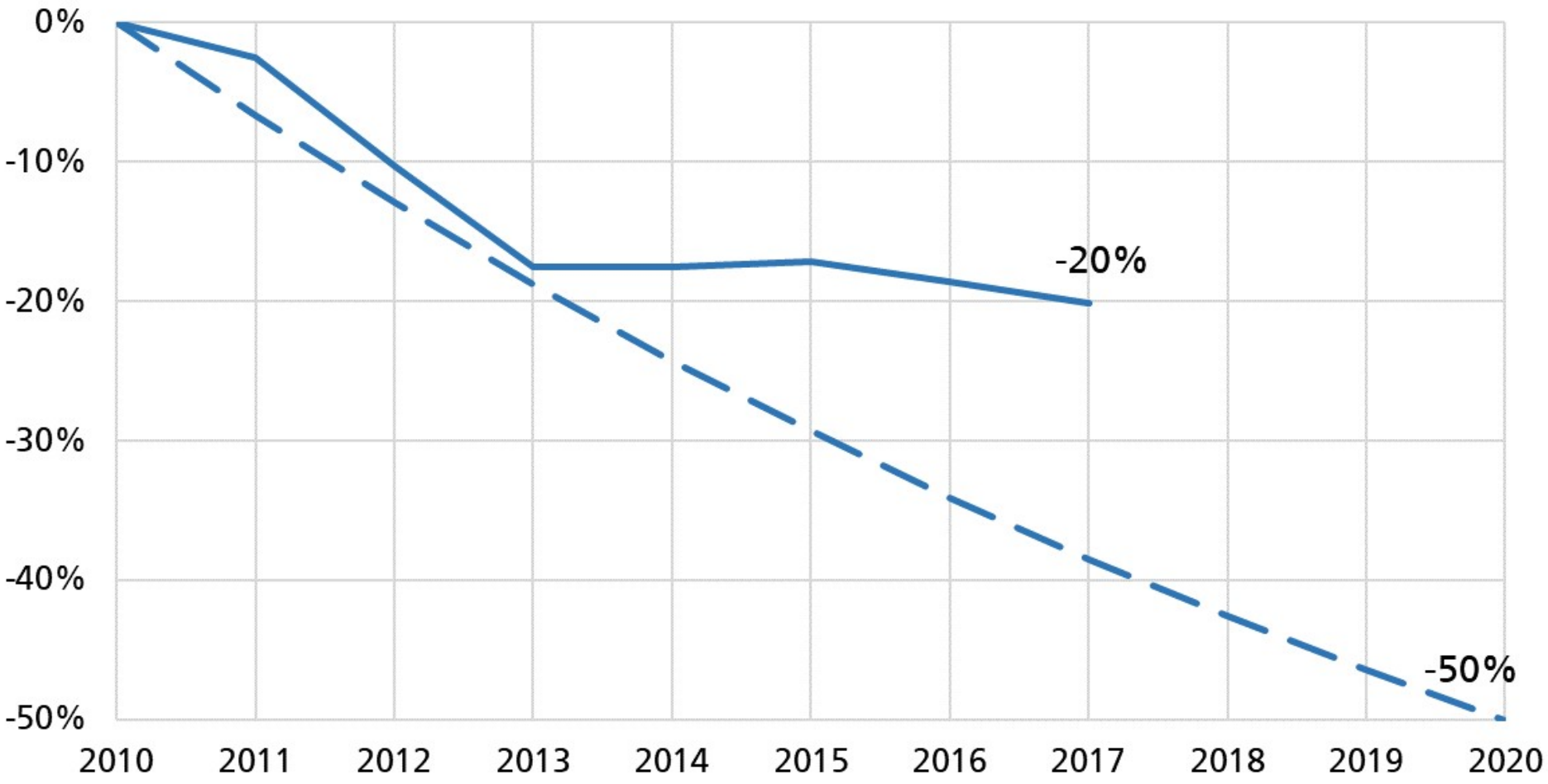
6 June 2018, Brussels
The European Parliament

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NO PROGRESS FOR 4 YEARS



17/05/2018

3rd MOBILITY PACKAGE

You Retweeted

 **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/lwf96qN



WHY

FATALITIES
more than in 2010,
most significant
increase since 2013

**49 FATAL
MILLION IN**
Global average

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

- INTELLIGENT SPEED ASSISTANCE
- LANE DEVIATION DETECTION AND REVERSING CAMERA
- DISTRACTION AND DROWSINESS RECOGNITION
- ADAPTIVE CRUISE ASSISTANCE
- EMERGENCY BRaking
- DIRECT VISION REQUIREMENTS
- PEDESTRIAN/CYCLISTS DETECTION

INFRASTRUCTURE
The Commission proposes 1
the European rules on infrastr
safety management

- SCOPE EXTENDED BEYOND M
- Only 8% of fatalities on motorways, while 39% are primary/main road
- NETWORK-WIDE RISK M
- REINFORCED PROVISION VULNERABLE ROAD US

EXPECTED IMPACT (2020-2030)			
7,300	38,900	3,200	20,000
lives saved	serious injuries avoided	lives saved	serious injuries avoided

You, European Commission, EU Transport and 2 others

5 34 38

ETSC WELCOMED THE PACKAGE WE NOW NEED YOUR SUPPORT



The screenshot shows the ETSC website with a navigation menu (ABOUT, NEWS, PUBLICATIONS, EVENTS, PROJECTS) and a search bar. The main content area features a press release titled "New EU vehicle safety standards could prevent 25,000 deaths within 15 years" dated May 17, 2018. Below the title is an illustration of a road with a bus, a car, a cyclist, and pedestrians. To the right, a "Latest from ETSC" sidebar lists several news items, including a letter on driver overreliance, a briefing on mobility package III, and a regulation on drug driving. At the bottom, a list of bullet points provides details about the new safety standards.

ETSC
European Transport Safety Council
25 YEARS 1993-2018

ABOUT NEWS PUBLICATIONS EVENTS PROJECTS

Press releases

New EU vehicle safety standards could prevent 25,000 deaths within 15 years
May 17, 2018 Press releases

Latest from ETSC

- Letter: Safety Concerns over Driver Overreliance on Lane Change Assist Systems
24th May
- 23 May 2018 – Preventing road accidents and injuries for the safety of employees, Birmingham UK
23rd May
- Briefing: EU Mobility Package III including new vehicle safety standards
18th May
- 17 May 2018 – Regulating Drug Driving to Protect all Road Users, Madrid
17th May
- New EU vehicle safety standards could prevent 25,000 deaths within 15 years
17th May
- 3 May 2018 – REVIVE

- European Commission announces major package of road safety measures including new targets to cut road deaths and serious injuries in half by 2030;
- World's most advanced new car safety standards will make life-saving technologies such as Automated Emergency Braking and Overridable Intelligent Speed Assistance a standard feature on all new vehicles; currently these features are only available as an option on some models;
- Race on for proposals to be approved by 20 EU Member States and the European Parliament.

Press release:
<https://etsc.eu/new-eu-vehicle-safety-standards-could-prevent-25000-deaths-within-15-years/>

Briefing:
<https://etsc.eu/briefing-eu-mobility-package-iii-including-new-vehicle-safety-standards/>

EU VEHICLE SAFETY STANDARDS

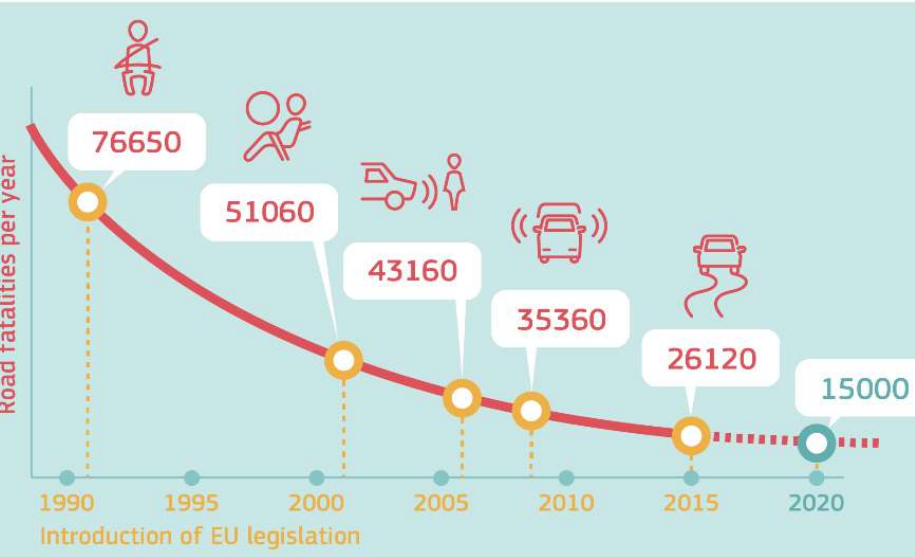
- Death figures would have been significantly higher without vehicle safety measures already taken by the EU
- **Vehicle safety standards: exclusive power to legislate** (Article 114 of the EU Treaty)
- Last revision of the EU common vehicle safety rules in 2009
- 17 May 2018: the European Commission proposed to make **15 new vehicle safety measures mandatory on all new vehicles**

Main car safety features covered by EU rules today



Source: DG GROW

New mandatory vehicle safety measures = improvement in road safety



- 1991-1992**
Compulsory use of seatbelts
- 1998-2003**
Stronger driver and passenger protection (better crash tests, airbags)
- 2005-2011**
Better pedestrian protection, compulsory energy absorbing bonnets and front bumpers, Brake Assist Systems
- 2007-2009**
Mandatory installation of blind spot mirrors on trucks registered after 2000
- 2011-2015**
Compulsory driver seatbelt reminder and isofix child seat fasteners, automatic brakes and lane departure warning systems for trucks and buses
- 2016-on going**
New car safety features under evaluation

Source: DG GROW

New proposed life-saving vehicle measures

The infographic is titled "Europe on the Move" and "New safety features in your car". It features a central illustration of a car with various safety features highlighted by callout boxes. The features include:

- Improved direct vision for trucks and detection of pedestrians and cyclists
- Safety glass in case of a crash, for pedestrians and cyclists
- Drowsiness and distraction monitoring
- Event data recorder
- Lane keeping assistance
- Advanced emergency braking
- Intelligent speed assistance
- Improved seatbelts
- Reversing camera

The infographic also includes the European Commission logo and the text "Internal market, Industry, Entrepreneurship and SMEs".

- 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)

SAFETY MEASURES CONSIDERED FOR MANDATORY IMPLEMENTATION

M1: car

M2: small bus

M3: large bus

N1: van

N2: small trucks

N3: large trucks

Measure	Description	Applicable vehicle categories			
		M1	M2&M3	N1	N2&N3
AEB-VEH	Autonomous emergency braking for vehicles (moving and stationary targets)	M1		N1	
AEB-PCD	Autonomous emergency braking for pedestrians and cyclists	M1		N1	
ALC	Alcohol interlock installation document	M1	M2&M3	N1	N2&N3
DDR-DAD	Drowsiness and attention detection	M1	M2&M3	N1	N2&N3
DDR-ADR	Advanced distraction recognition	M1	M2&M3	N1	N2&N3
EDR	Event data recorder	M1		N1	
ESS	Emergency stop signal	M1	M2&M3	N1	N2&N3
FFW-137	Full-width frontal occupant protection (current R137 configuration with Hybrid III ATDs)	M1		N1	
FFW-THO	Full-width frontal occupant protection (introduction of THOR-M ATDs and lower appropriate injury criteria thresholds to encourage adaptive restraints)	M1		N1	
HED-MGI	Adult head-to-windscreen impact (mandatory HIC limit in headform-to-glass impact tests; no mandatory A-pillar impact)	M1		N1	
ISA-VOL	Intelligent speed assistance (voluntary type system; can be overridden by driver and switched off for the rest of journey)	M1	M2&M3	N1	N2&N3
LKA-ELK	Lane keeping assist (emergency lane keeping system that intervenes only in case of an imminent threat such as leaving the road, or leaving the lane with oncoming traffic)	M1		N1	
PSI	Pole side impact occupant protection	M1		N1	
REV	Reversing camera system	M1	M2&M3	N1	N2&N3
TPM	Tyre pressure monitoring system		M2&M3	N1	N2&N3
VIS-DET	Front and side vulnerable road user detection and warning (no auto braking)		M2&M3		N2&N3
VIS-DIV	Minimum direct vision requirement (best-in-class approach)		M2&M3		N2&N3

ETSC SUPPORTS ALL MEASURES, IN PARTICULAR



- **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 / ped detection
- **Improved testing procedures for windscreen and bonnet design** of cars
- **Truck turning assist**
- **Improved direct vision** to allow **truck** drivers to see pedestrians / 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/2IN9ltf>

ETSC CALLS FOR YOUR SUPPORT TO 1/ NOT WATERDOWN THE EC PROPOSAL

- No further delay in the **implementation dates** / reduce the number of years for some (ISA, direct vision)
- **Passive safety** and **active safety** should be both improved (contrary to industry claims)

Active safety = AEB for instance



Passive safety = protection in case of a collision



2/ STRENGTHEN THE EC PROPOSAL



Trucks and buses should also be fitted with:

- Event Data Recorders (EDR)



- AEB with cyclist and pedestrian detection capability

Koch (2017) report Saving lives: boosting car safety
Welcomes the fact that emergency braking is already mandatory, since Nov. 2015, for all new trucks and buses in the EU, but calls on the Commission to make it compulsory to install automatic emergency braking assistants with detection of pedestrians, cyclists, light powered two-wheelers and motorcyclists in cars, light commercial vehicles, buses, coaches and, especially, heavy goods vehicles, as these have a strong potential to prevent road accidents by means of autonomous powerful braking and a resulting shorter stopping distance.

3/ THE DEVIL WILL BE IN THE DETAILS

- Technical specifications will define the number of deaths and serious injuries each technology will prevent in the real world
 - Work on technical specifications should start ASAP
- For some technologies, discussions have already started at UNECE's World Forum for Harmonization of Vehicle Regulations (WP.29), sitting in Geneva
 - Participation of civil society groups, safety NGOs, MEPs, academics,... to the technical specification working groups should be supported (*e.g.: funding mechanism?*)

3/ THE DEVIL WILL BE IN THE DETAILS

- EC should report to the responsible Committee in the EP on the progress to allow the EP to exercise its right of scrutiny.
- In case of lack of progress or no satisfactory discussion, work should start at EU level asap.