

46TH ASECAP STUDY & INFORMATION DAYS

European actions and plans towards Road Safety - EC priorities presented in the 3rd mobility package

Grand Hotel Union, Ljubljana, Slovenia
6-8 June 2018

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17 MAY 2018: 3rd MOBILITY PACKAGE PUBLISHED BY THE EUROPEAN COMMISSION

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

ETSC WELCOMED THE PACKAGE

The screenshot shows the ETSC website with the following content:

- ETSC logo: European Transport Safety Council, 25 YEARS 1993-2018
- Navigation menu: ABOUT, NEWS, PUBLICATIONS, EVENTS, PROJECTS
- Search bar: Type & Hit Enter
- Section: Press releases
- Main article: New EU vehicle safety standards could prevent 25,000 deaths within 15 years (May 17, 2018)
- Illustration: A stylized orange graphic showing a bus, a person walking, a person on a bicycle, and a car on a road.
- Latest from ETSC sidebar:
 - 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
- Text at the bottom of the main article:
 - 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 28 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 POLICY MAKING (SIMPLE EH?)

Most Likely Scenario

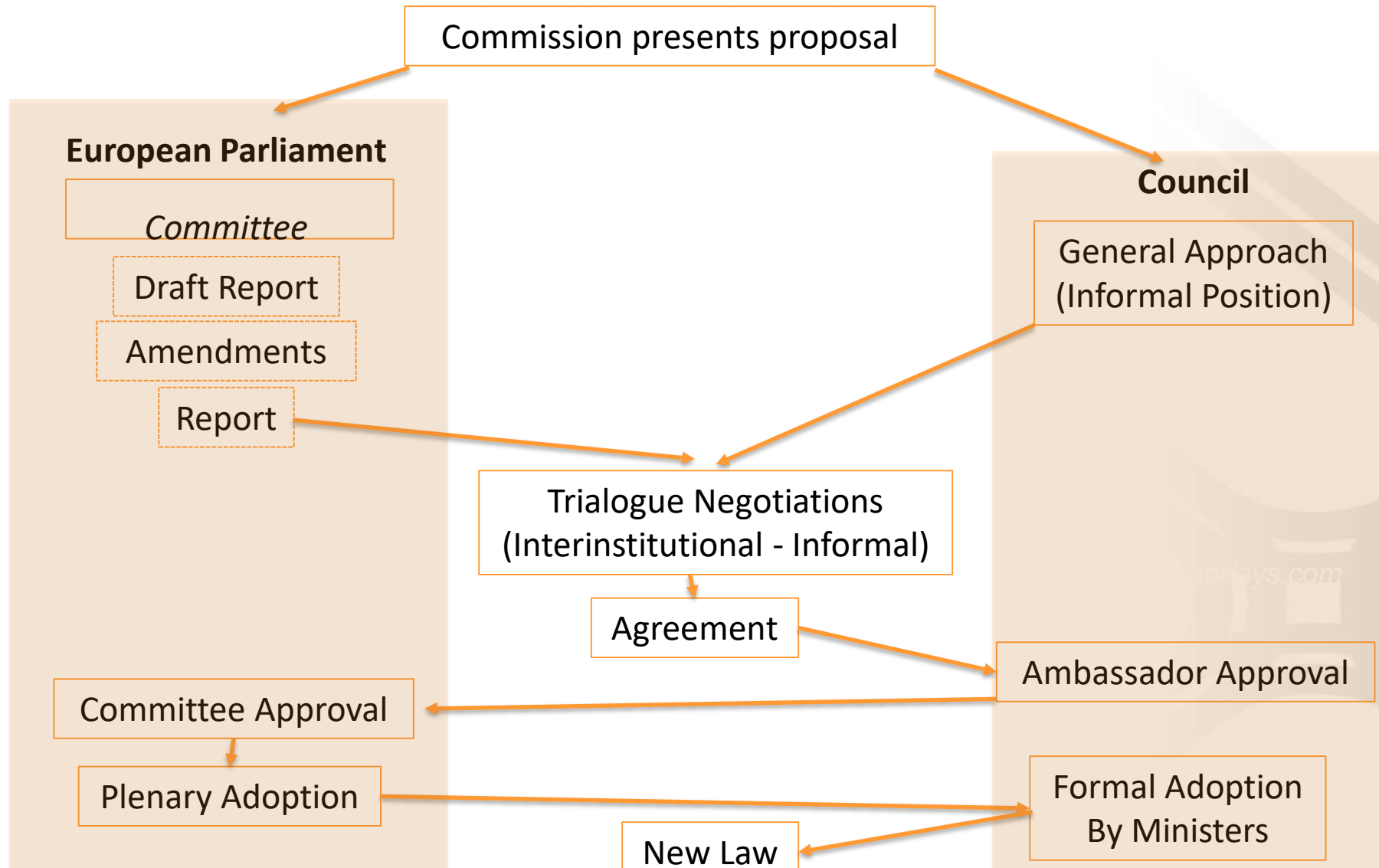


Table 1: List of safety measures considered for mandatory implementation

Measure	Description	Applicable vehicle categories			
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

M1: car

M2: small bus

M3: large bus

N1: van

N2: small trucks

N3: large trucks

ETSC priority list



Overridable assisting ISA on all new vehicles default ON

Standard interface to allow (if needed) fitment of Alcohol interlocks

Autonomous Emergency Braking (AEB)

Improved pedestrian protection for cars (crash test changes)

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

Event Data Recorders (EDR)

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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>

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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>

HUGE LIFE SAVING POTENTIAL

- TRL looked at the interactions of all measures when implemented together (to avoid double-counting of casualties prevented by different measures),
- For each measure, TRL estimated the deaths prevented compared to a baseline scenario (trend) and voluntary updates of vehicle safety technologies
- Impact on the prices of vehicles considered to be negligible



ETSC calls for

- No further delay in the implementation dates
- AEB with cyclists and pedestrians detection capability should be made mandatory for trucks and buses as well.
- Active safety should not come at the expense of passive safety

ETSC calls for

- Technical specifications are currently being discussed at UNECE's World Forum for Harmonization of Vehicle Regulations (WP.29) for a number of technologies in GSR.
- The EC should report to the responsible Committee in the European Parliament on the progress of developments at the UNECE's WP.29 to allow the European Parliament to exercise its right of scrutiny.
- In case of lack of progress or no satisfactory discussion, work should start at EU level asap.



THANK YOU FOR
YOUR ATTENTION

 www.etsc.eu/



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