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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

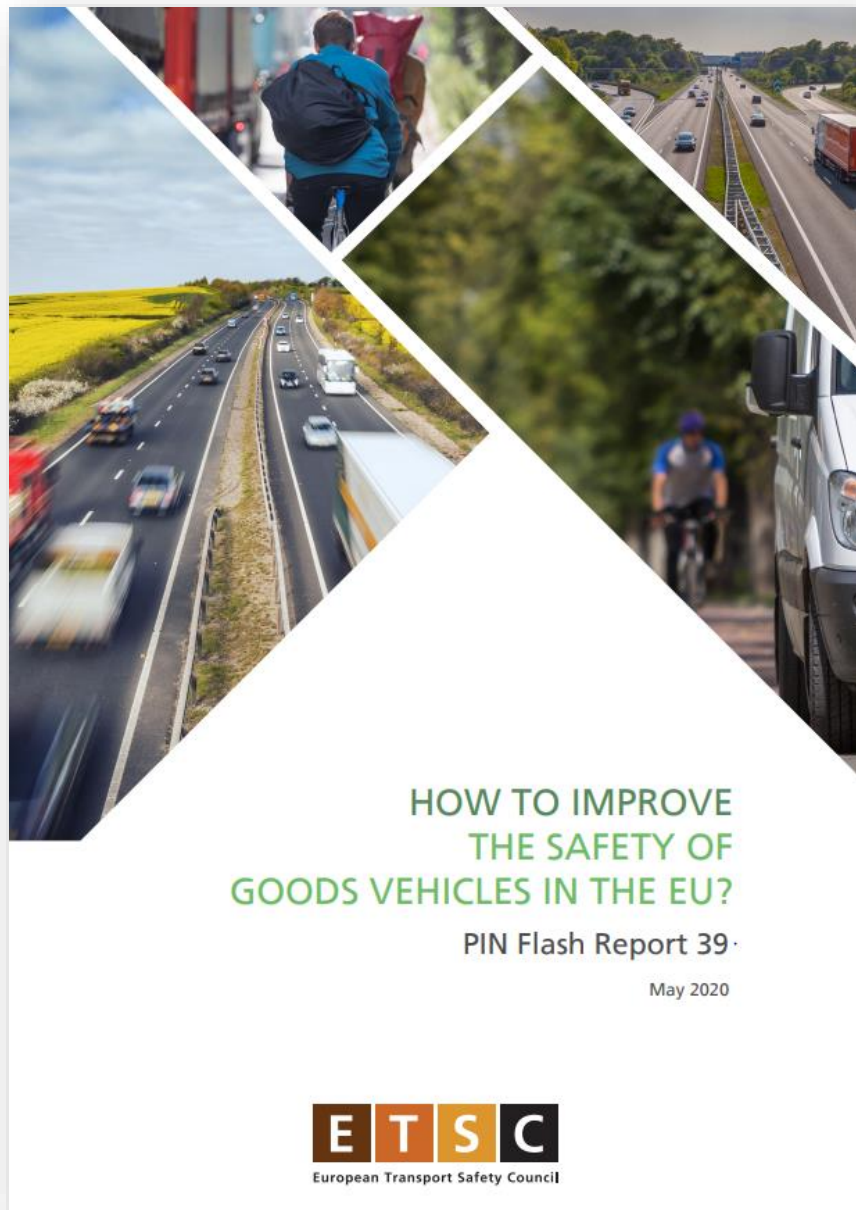
- 32 participating countries, including all EU Member States, and experts in each
- Steering Group
- Annual report in June
- 40 PIN Flash reports (thematic)
- PIN Talks and Annual Conference

www.etsc.eu/PIN



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

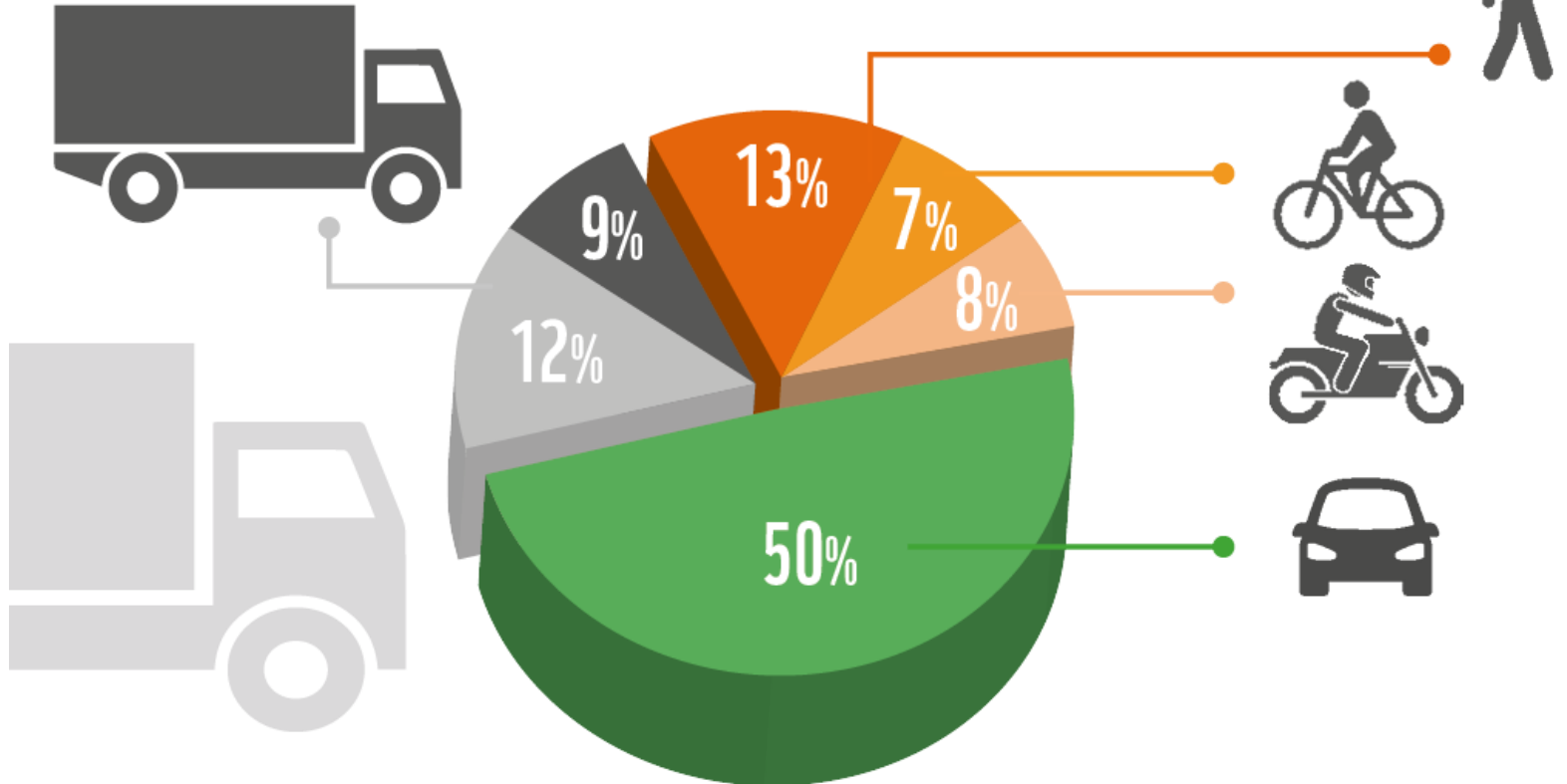
IN COLLISIONS WITH
**HEAVY GOODS
VEHICLES** (HGVs)

every year in the EU27



WHO DIES IN COLLISIONS INVOLVING HGVs?

28% VULNERABLE
ROAD USERS



2630



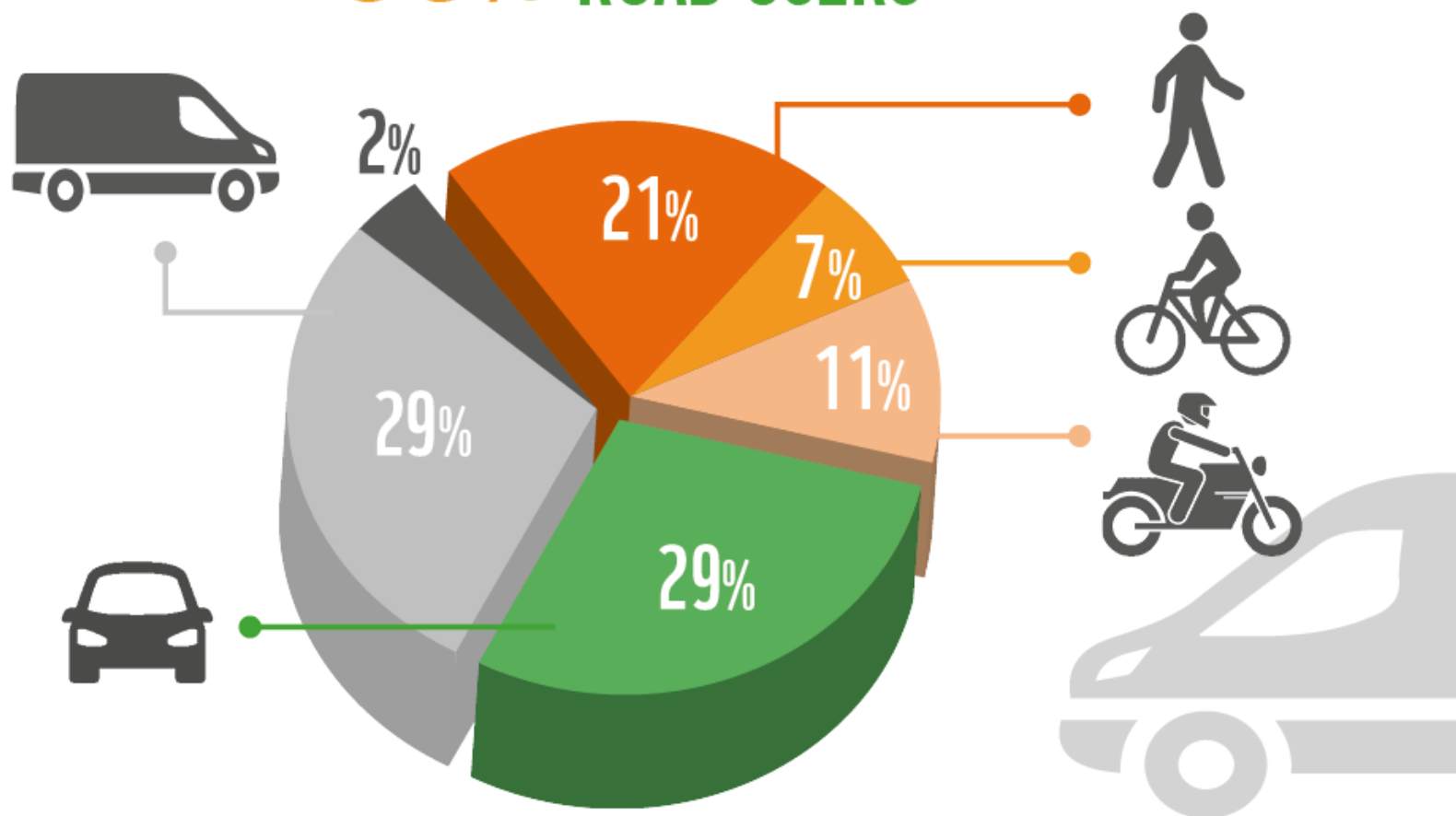
KILLED

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

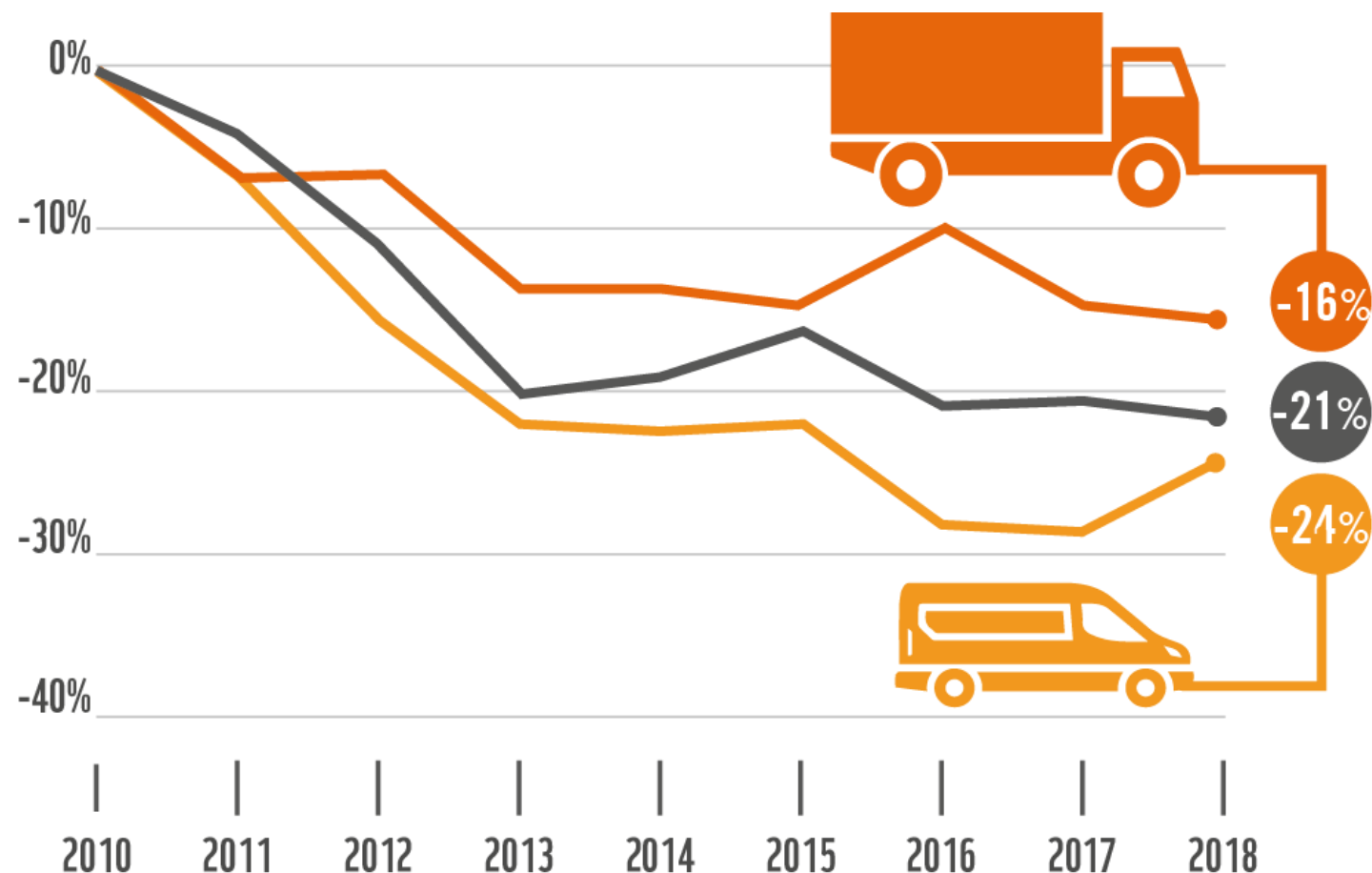
every year in the EU27

WHO DIES IN COLLISIONS INVOLVING **LGVs**?

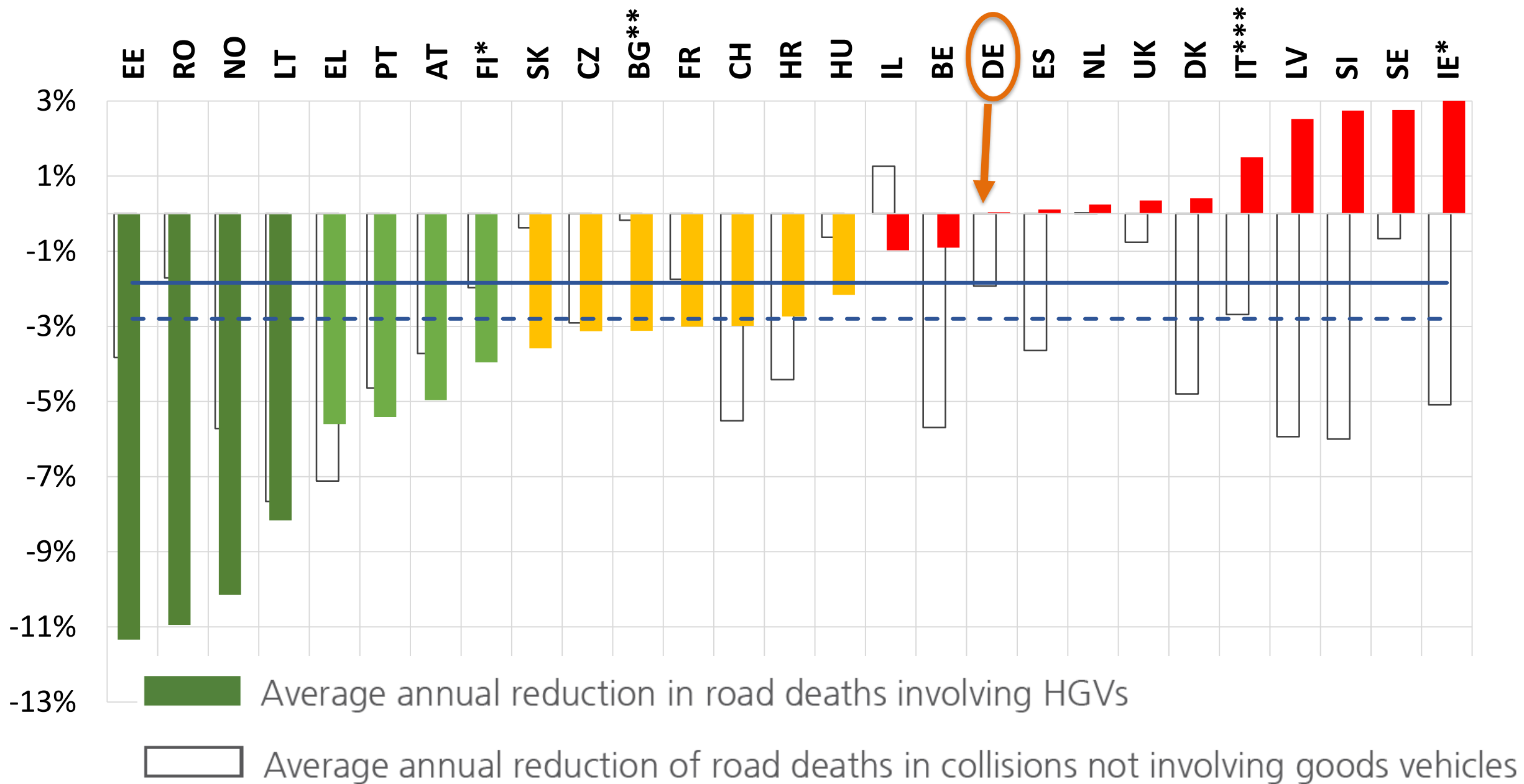
39% **VULNERABLE
ROAD USERS**



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

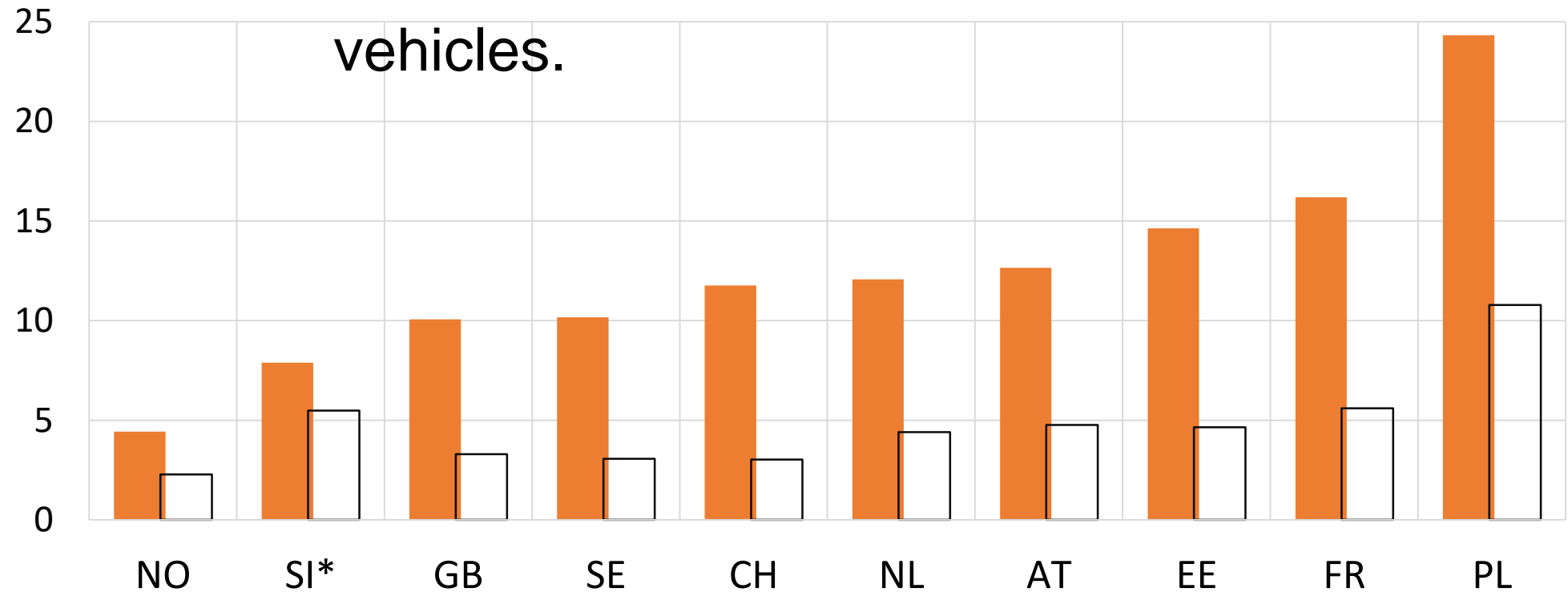


**DEATHS IN HGV
COLLISIONS ARE
DECLINING MORE SLOWLY
THAN OTHER ROAD DEATHS:**





- 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

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

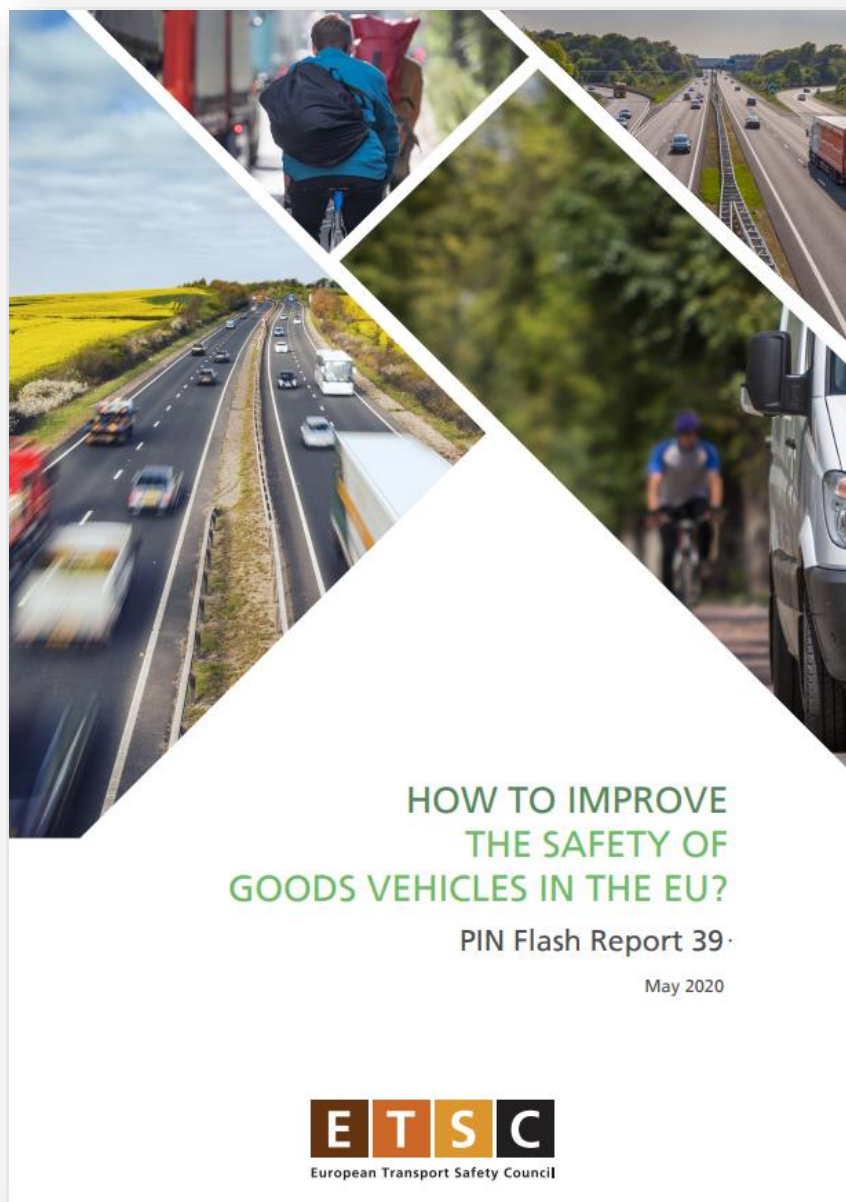
- Collect data on speed compliance, average speeds and travel data of goods vehicles
- Enforce compliance with speed limits, incl. stricter limits for trucks
- Develop and implement national enforcement strategies to target intoxicated, dangerous and distracted driving by goods vehicle drivers, as well as driving time rules and roadworthiness frauds.
- Train police officers to detect tachograph and roadworthiness frauds.
- Include safety as a criterion for public procurement in the use of goods vehicles
- AEB-HDV detecting VRUs: resist industry demand of easy deactivation

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
- Deliver on the estimated number of deaths and serious injuries to be prevented by **General Safety Regulation: better direct vision** and blind spot detection systems, **ISA**
- **AEB-HDV detecting VRUs**: resist industry demand of easy deactivation

ETSC Recommendations to employers

- **Notify collisions** to responsible authorities
- Undertake a **work-related risk assessment** as prescribed by Directive 89/391/EEC on occupational safety and health and adopt a **road safety action plan**
- **Plan trips** to allow drivers to reach their destination without speeding and without breaking rules on resting times
- **Purchasing safer vehicles**: check its direct vision rating (for trucks>12t) <https://tfl.gov.uk/modes/driving/dvs-safety-permit-application/>, retrofit fleet with turn assist systems, alcohol interlocks, with seat belt reminders...



For more information and ETSC recommendations for employers on LGV and HGV safety:

www.etsc.eu/PRAISE



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www.etsc.eu/pin

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