WILL TOMORROW’S TRUCK BE SAFER?

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WHO ARE WE?
GENERAL SAFETY REGULATION

• Compliance with the GSR is a legal requirement for a vehicle to be sold in the EU.

• GSR defines vehicle safety features – Regulation currently being revised in Brussels.

• This revision will determine how safe vehicles will be in the 2020s.
4,000 people die per year (EU): 1,000 cyclists and pedestrians

London: Trucks involved in 78% fatalities with cyclists and 20% with pedestrians

Germany: 95% of right turning accidents with cyclists happened in urban areas

Key statistic: Trucks represent c. 2% of registered vehicles but around 15% road fatalities
## Commission Proposal Timeline (Presuming 2019 entry date)

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<th>Technology</th>
<th>Car</th>
<th>Van</th>
<th>Truck</th>
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<td>Direct Vision Standard                                                    <img src="image" alt="Car Eye Icon" />                                                 <img src="image" alt="Van Eye Icon" />                                             <img src="image" alt="Truck Eye Icon" />                                           <img src="image" alt="Bus Eye Icon" /></td>
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<td>Advanced Emergency Braking Systems (AEBs) for frontal vehicle/object collision*</td>
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<td>Tyre Pressure Monitoring Systems                                          <img src="image" alt="Car Tire Icon" />                                                 <img src="image" alt="Van Tire Icon" />                                             <img src="image" alt="Truck Tire Icon" />                                           <img src="image" alt="Bus Tire Icon" /></td>
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<td>Intelligent Speed Assistance                                              <img src="image" alt="Car Speedometer Icon" />                                          <img src="image" alt="Van Speedometer Icon" />                                         <img src="image" alt="Truck Speedometer Icon" />                                         <img src="image" alt="Bus Speedometer Icon" /></td>
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<td>AEBs for Pedestrians and Cyclists*                                        <img src="image" alt="Car Pedestrian Icon" />                                          <img src="image" alt="Van Pedestrian Icon" />                                         <img src="image" alt="Truck Pedestrian Icon" />                                         <img src="image" alt="Bus Pedestrian Icon" /></td>
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<td>Collision Warning Signal for Pedestrians and Cyclists*                   <img src="image" alt="Car Pedestrian Icon" />                                          <img src="image" alt="Van Pedestrian Icon" />                                         <img src="image" alt="Truck Pedestrian Icon" />                                         <img src="image" alt="Bus Pedestrian Icon" /></td>
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*Can be switched off

Source: T&E
DIRECT VISION vs INDIRECT VISION
DIRECT VISION STANDARD

• TRL: Improved direct vision could **save 550 lives per year**
• Unlike cars, there is no minimum standard for direct visibility in trucks
UNREGULATED VISION

None of these cyclists can be seen through the vehicle windows

Source: TfL
The Effectiveness of Direct Vision

- Pedestrians and cyclists feel safer if they can make eye contact with the driver.
- **More than a feeling:** The reaction speeds of a driver are faster when seen through a window compared to mirrors or cameras.
Direct vision responses are on average 0.7s faster than indirect (through mirrors or cameras). This shortens stopping distances by 5 metres if a truck is moving at 25 km/h.
CALL TO ACTION!

1. Cities must call on Ministries to improve truck design.
   1. The GSR is the opportunity for cities to play a role in vehicle design
   2. City support for safer trucks puts political pressure on Ministries.
   3. Ambitious Ministries means a positive GSR revision in Brussels.
   4. A positive GSR revision means Safer Cities.