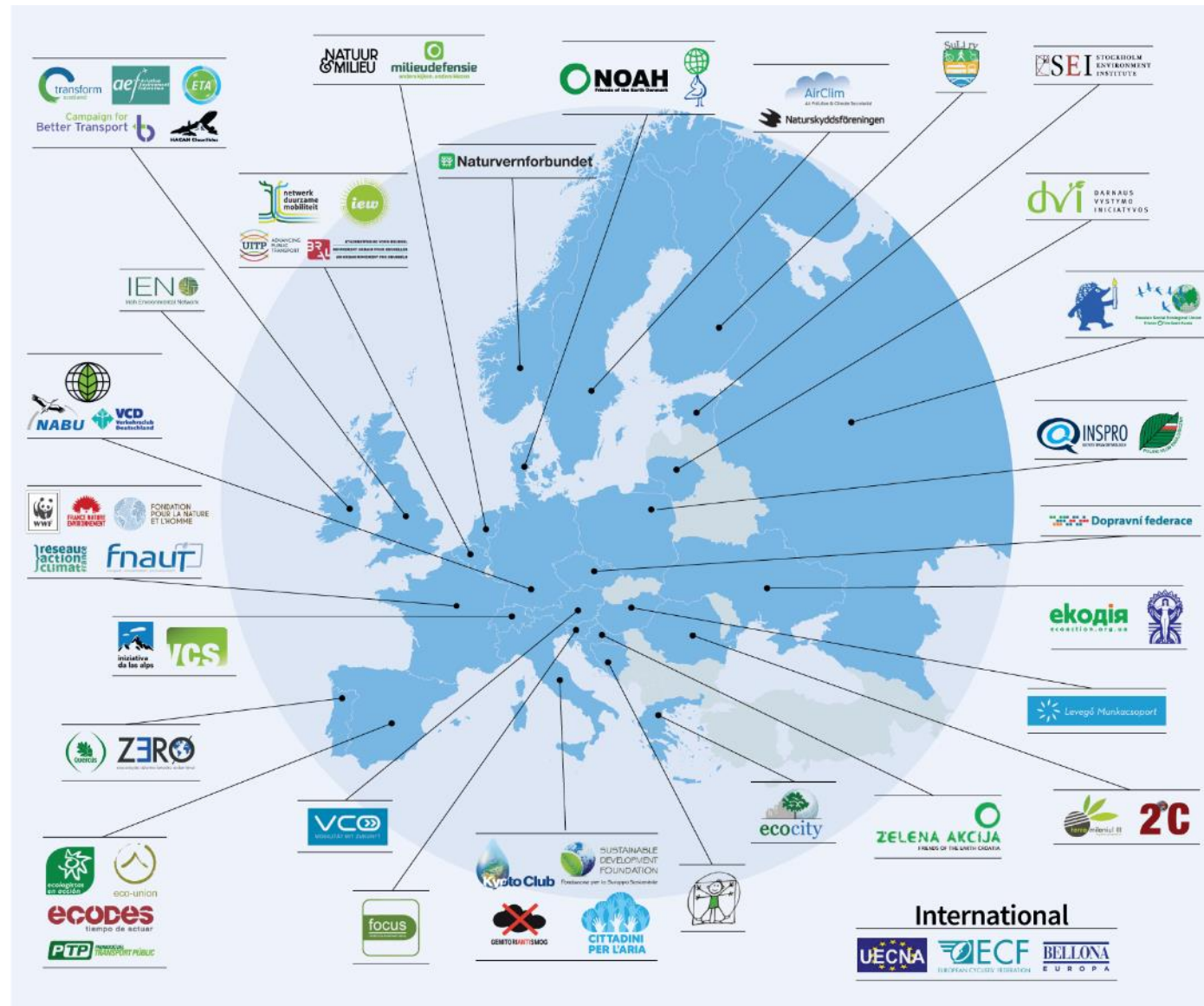


WILL TOMORROW'S TRUCK BE SAFER?



Samuel Kenny - Freight Policy Officer
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WHO ARE WE?



GENERAL SAFETY REGULATION

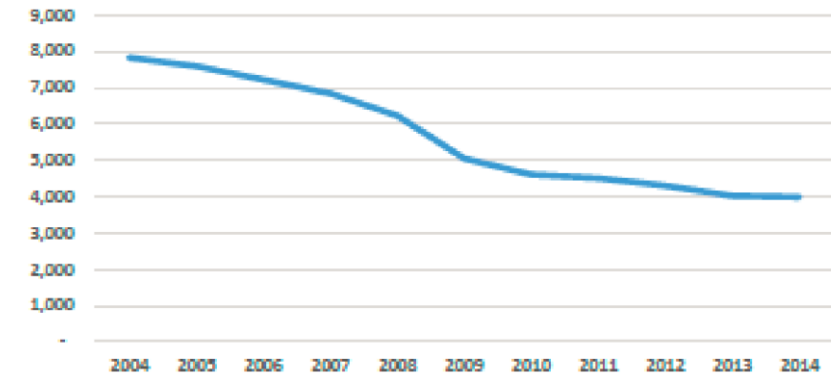
- Compliance with the GSR is a legal requirement for a vehicle to be sold in the EU.
- GSR defines vehicle safety features – Regulation currently being revised in Brussels.
- **This revision will determine how safe vehicles will be in the 2020s.**



TRUCK FATALITIES

- 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











Figure 1: EU-28 total annual fatalities involving HGVs, 2004-2014



Source: EC CARE – EU Road collisions database, 2016

Key statistic: Trucks represent c. 2% of registered vehicles but around 15% road fatalities

Commission Proposal Timeline (Presuming 2019 entry date)

Technology	Car 	Van 	Truck 	Bus 
Direct Vision Standard 			New vehicle models: 2026 All models: 2029	New vehicle models: 2026 All models: 2029
Advanced Emergency Braking Systems (AEBS) for frontal vehicle/object collision* 	New vehicle models: 2022 All models: 2024	New vehicle models: 2022 All models: 2024	All models: 2022	All models: 2022
Tyre Pressure Monitoring Systems 	All models: 2022	New vehicle models: 2022 All models: 2024	New vehicle models: 2022 All models: 2024	New vehicle models: 2022 All models: 2024
Intelligent Speed Assistance 	New vehicle models: 2022 All models: 2024	New vehicle models: 2022 All models: 2024	New vehicle models: 2022 All models: 2024	New vehicle models: 2022 All models: 2024
AEBS for Pedestrians and Cyclists* 	New vehicle models: 2024 All models: 2026	New vehicle models: 2024 All models: 2026		
Collision Warning Signal for Pedestrians and Cyclists* 			New vehicle models: 2022 All models: 2024	New vehicle models: 2022 All models: 2024

*Can be switched off

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



Source: TfL

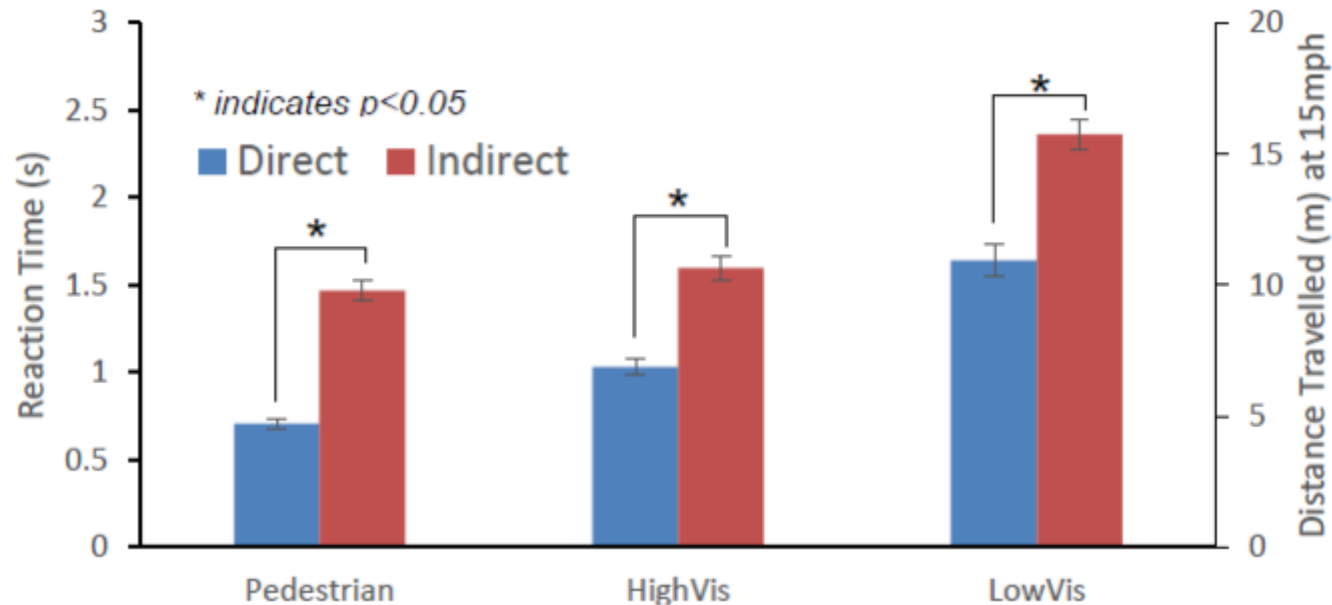
The Effectiveness of Direct Vision

- 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.



The Effectiveness of Direct Vision

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.**

