

Speed Monitor

ETSC's Newsletter on Speed Policy Developments in the EU

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Editorial

New Intelligence Speed Assistance (ISA) developments in Belgium

The resolution towards the deployment of ISA in Belgium has been adopted in the Belgian Federal Parliament on the 15th of April. The ISA resolution recognises the successful pilot projects completed in Belgium and asks the government to progress with the deployment and decision-making for ISA. It also recommends that ISA is implemented in the vehicle fleet of the government and supports its integration into the EU ITS policy framework. The federal government, in cooperation with the competent European bodies and the three Belgian regions, has to present a concrete implementing action plan within six months. The plan will have to identify the shortcomings that implementation might bring about and give viable solutions, involve all relevant actors and set up a step by step calendar for the process. This could be established within the inter-ministerial conference of mobility which, although not binding, represents an appropriate instrument of bringing together the authorities concerned. To read the full resolution, please follow the [link](#).

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European Union News

Commission stakeholders launch new study on speed limitation and ISA devices

The study led by DG MOVE will focus on the safety benefits of speed limiters and ISA and will include the results of a survey aimed at assessing opinions at the European level. The general purpose is to provide the European Commission with an evaluation of road safety effects of the application of the Speed Limitation Devices Directive (2002/85/EC) to heavy commercial vehicles, particularly of category M2 and N2 with maximum mass exceeding 3.5 tonnes but not exceeding 7.5 tonnes. It will also consider whether and how the Directive should be amended to improve its effects and efficiency. The study refers to the possible application of speed limitation devices to light commercial vehicles as well as possible further decreasing the speed limits as laid down in the Directive and the use of various types of ISA systems in all commercial vehicles. On the 7th of May, MEPs in the Environment, Public Health and Food Safety Committee [approved](#) an

amendment to the legislation to reduce emissions from light commercial vehicles which would cap their speed at a maximum of 120 km/h through speed limiters. A stakeholder meeting will also be held on the 10th of June in Brussels.

The questionnaire investigates the impacts of the rules set by Directive (such as impacts on the market, on the stock of vehicles, speed limits and speed profiles, emissions, road safety) and possible amendments (i.e. level of speed limits, Directive rules extension to other vehicle categories and introduction of ISA - Intelligent Speed Assistance systems). The study is carried out by a consortium of Transport and Mobility Leuven together with CE Delft, TRT and TNO. ETSC's latest publication, the [24th PIN Flash](#), covers HGVs, vans and buses and strongly believes that the promotion and large-scale roll out of life-saving technologies - such as Intelligent Speed Assistance and alcohol interlocks - should be a priority for these vehicles.

European Union News

EU commitment to Vulnerable Road Users at the forefront of the Road Safety Day



This year, as a contribution to the UN Decade of Action for Road Safety and the Global Road Safety Week, the European Road Safety Day was dedicated to pedestrian safety. The World Health Organization has also launched a [Best Practice Road Safety Manual](#) on Pedestrian Safety providing a rich resource for decision-makers and practitioners. Members of the Parliament together with representatives of road safety NGOs joined in the discussions for the day which culminated with a walk led by Vice-President Siim Kallas together with other key stakeholders. Speaking at the event, MEP Isabelle Durant reminded participants that speed is an important factor that has to be taken into account when discussing road safety measures. Publicly announcing her support for the [European Citizens Initiative](#) that aims to implement 30km/h speed limits in European cities, she mentioned that higher speeds should only be permitted on important transit axis and avoided in pedestrian and school areas, as well as popular cyclist routes.

During the first panel of the conference, issues

of risks, accident causes and responsibility were discussed and the main risk areas were noted - speed of vehicles, insufficient safety of infrastructure and unsafe road user behaviours. The second panel looked at urban road safety best practices and concluded that speed represents the main risk and should be taken into account as an integral factor in urban mobility planning. The need for proper spatial planning, separating vehicles from vulnerable road users, was also mentioned. Speaking in the panel dedicated to new technologies, ETSC Executive Director, Antonio Avenoso, has underlined the need to fast track Intelligent Speed Assistance and deployment through digital speed maps which, in turn, can reduce the risk for pedestrians by limiting speed. [ETSC reports](#) that speed is crucial to reducing pedestrian deaths and mitigates for an integrated approach including speed enforcement linked to awareness campaigns, promotion of [Intelligent Speed Assistance](#) systems as well as infrastructure management. At the same time, reducing speed particularly in urban areas will increase safety but also encourage people to walk and cycle more.

Workshop on Speed Alert: from research to deployment

On the 4th of June 2013, the Field Operational Tests (FOTs) Network will host a Stakeholders Workshop with the title "Speed Alert: from research to deployment". The FOT-Net was set up by the European Commission to bring together Field Operational Tests (FOTs) with the view of addressing common issues related to the practical organisation, establishment and follow-up of FOT results. The workshop will focus on Intelligent Speed Adaptation (ISA) and will look at the benefits of these systems as the industry is entering the full-scale deployment phase and the systems are now fully integrated in the EuroNCAP assessment program. This implies that car makers will not obtain the five stars unless the vehicle is equipped with a Speed Alert System. The event will also touch on the methods in which these systems were tested, the outcomes of a variety of FOTs, the ways in which stakeholders deploy the outcomes, and the impact that large-scale deployment will have on safety, mobility and the environment in Europe. The discussion will include current actions undertaken to improve the digital map content. For more information, draft agenda and registration please follow the [link](#).

TISPOL announces its annual International Road Safety Conference

The yearly Conference will take place on 1-2 October 2013 at the Radisson Blu Manchester Airport Hotel and registration can be made through their website: www.tispol.org/theconference2013. The theme of the conference is "Improving Road Safety - Solutions that Work" and the conference programme includes police professionals, experts, government officials and academics from across Europe. In April 2013, TISPOL conducted its speed enforcement [operation](#) week. The [central](#) message – "slow down for safety's sake" – was consistent as police officers reserved time in their enforcement operations to speak to drivers, mentioning the dangers of speeding and the consequences of driving above the limit. Through enforcement and education, police officers wanted to underline that drivers who endanger their lives by speeding are more likely to be involved in a collision, with the potential of causing serious injury or death to themselves and other road users. The results of the operation are expected to be published in the near future.

EU Member State News

France

30 km/h speed areas implemented in French cities

Cities that have chosen to enforce by now to limit the speed to 30 km/h have already witnessed a considerable reduction in the number of collisions recorded. [Twelve French cities](#) are already implementing the limit among which Lorient, Fontainebleau and Fontenay-aux-Roses. The decrease in the number of collisions in the cities who already opted for the limiting at 30km/h has been evident. In 10 years, the number was reduced by a third in the area, comments Mayor Pascal Buchet, mayor of Fontenay-aux-Roses. The city was the first one in France to limit the speed to 30 km/h ever since 2005. This has encouraged cyclists to get on the roads and they can alternatively cycle on the opposite lane. To read more on this, please follow the [link](#).

Poland

Speed Camera legislation under the new Polish Road Safety Programme

Work is under way on extending Poland's system of automatic speed control. Currently, the system consists of 315 speed cameras controlled by the General Inspectorate for Road Transport and 236 cameras managed by municipal police. In 2013 an additional 60 cameras will be installed and a new tender to buy 100 more cameras will be announced. There are plans to add section speed control and red light running to the system but this is not likely to happen before 2014. Furthermore, there is an ongoing discussion in the media about the future of Poland's automatic speed control system but the discussion is less emotional than at the beginning of the year. Furthermore, five different proposals to modify the system have been tabled in Parliament. The majority of these weaken the effectiveness of the system and the most radical proposal was put forward by the opposition party (Solidarity for Poland) suggesting to remove up to 80% of speed cameras. MPs believe that the remaining speed cameras should be installed near schools and hospitals and money from speeding tickets should go to the Fund for Transport Accident Victims.

In March 2013 the public consultation, involving nearly 800 organisations (institutions and

private individuals) on the National Road Safety Programme 2013-2020, reached its end. Currently, the programme is being modified so that in June it will either be adopted by the government or adopted as the programme of the National Road Safety Council and Ministry of Transport. Work is also under way on the first action programme, due for publication at the end of May. Also, this month the General Directorate for National Roads and Motorways published the results of a periodical speed limit review. The analysis covered 1442 road sections with 72% of the limits remaining unchanged, 18% raised and 10% reduced. Most of the changes were made on main roads with fast traffic.

Spain

Speed limit changes under discussion

Spanish authorities are considering the possibility of increasing the speed limit on motorways. The proposal aims to increase the speed limit from 120 km/h to 130 km/h on motorways and lower it from 100km/h to 90km/h on expressways (autovias). Traffic signs will show the speed limits applicable to different vehicle categories. The higher limit will be applicable to the conditions of the road as well as the weather conditions. Speed camera detectors could also be made illegal and as such, cars with in-built detectors warning of speed cameras could become illegal, even where these do not interfere with the camera signals. It is against the law to fit devices that block camera which capture details related to the speed of the car. However, the detectors which warn the driver to slow down where cameras are installed, would now be made illegal as well. Seatbelts in all seats will become compulsory with no exceptions. At the moment it is obligatory except in cases of people with a certificate of exemption for serious medical reasons, serious medical emergency or disabled people who cannot physically wear a belt, delivery drivers, taxi drivers and passengers, and passengers in emergency vehicles such as ambulances. The changes of the speed limit are part of a review of the General Traffic Regulation Code which might include mandatory use of helmet for cyclists as well as an introduction of 30km/h zones in urban areas. The new traffic regulation will be voted by the council of ministers in June.

Switzerland

Safety camera detection technologies banned

Since the beginning of 2013 in Switzerland, the revised [Road Traffic Law](#) stipulates that warnings of traffic controls in return for payment are prohibited. This means that all safety camera alerts through audio-visual media, GPS radar detectors, the corresponding Internet portals and SMS services are expressly prohibited. However, there is some uncertainty about social media. If a few Facebook friends warn you, this will not pose a problem but if hundreds of people are informed, then fines might be enforced as everything seems to depend on the number of people informed. The new article clarifies the fact that warnings against radars among road users are not covered under the ban and, as a result, a text message to a friend does not basically constitute an offence.

Germany

Speed limits on the German Autobahn prompt heated debate

During the election campaign discussions ahead of Germany's general election, the introduction of the speed limit on the motorway rose to the top of the political agenda and made headline news. The Green Party has always been a supporter of the introduction of a speed limit of 120 km/h for the unregulated motorway sections on the basis that this will significantly reduce deaths and serious injuries. The German Social Democratic Party (SPD) had a controversial discussion at the beginning of May, which became particularly heated due to the pre-election period in Germany. The leader of the SPD party Mr. Sigmar Gabriel, at first supported the introduction of 120km/h general speed limit for reasons of road safety. Then, under pressure of his Prime Ministerial candidate Mr. Peer Steinbrueck, he withdrew his support for 120 km/h.

According to the Federal Highway Research Institute, 65% of the German highways are without a speed limit. Furthermore, based on a calculation by the German Road Safety Council (DVR), these areas are particularly dangerous for road users as they record more deaths than on sections with speed limits. High differentials in speed result in increased risk for road users. Furthermore, according to DVR calculations, out of the overall

length (both carriageways) of 25,240 km, no speed limit areas amount to 16,527 km while 8,713 km are permanently or temporarily limited. According to the same figures, the total number of deaths for last year on the motorways was 453 out of which 328 deaths in the areas where there was no speed limit and 125 in the areas with a speed limit. This would mean that the number of deaths is almost 28% less on the sections with speed restrictions. DVR calls for an objective discussion on this topic, which is highly emotional in Germany. In 2008, ETSC published a [fact sheet](#) on the German autobahn analysing the impact of the no-speed limit on the number of collisions and road deaths.

UK

Possible increase in UK goods vehicle speed limit under scrutiny

In November last year, the Department for Transport (DfT) launched a consultation to seek input on a proposal to increase the speed limit for heavy goods vehicles over 7.5 tonnes (HGVs) on single carriage ways from 40mph (64kmh) to 45mph (72 kmh) or even 50mph (80kmh). The underlying motive for this is to increase safety as they believe that slower lorries cause overtaking accidents. Among other reasons mentioned was boosting economic growth, limiting costs for vehicle operators, ease congestion, and evening the playing field for businesses. The consultation has closed in February 2013 and the results are soon to be published on the DfT website.

The questionnaire also mentioned ways of improving road safety in particular the effect of 'platooning' on the frequency or severity of collisions involving HGVs on single carriageway roads and what effect an increase in their maximum speed limit would cause. Air quality, noise and health impacts will also be taken into account as well as the possibility that local authorities could introduce more local speed limitations if the national speed limit for HGVs over 7.5t on single carriageways would be raised.

In a [Parliamentary question](#) addressed to Minister Stephen Hammond, PACTS took note of the worrying fact that the DfT does not have the required data available to prove the argument that slow lorries cause accidents as cars go into dangerous overtaking. At the same time, PACTS welcomes any move by the government to attempt

to tackle the high number of casualties as a result of collisions on single carriageway roads, however there are a range of measures that should be considered, one of which would be the lowering of the speed limit for cars.

In April 2013, ETSC published a report on goods and passenger transport vehicles which revealed that, for the EU as a whole, 59% of road deaths occurring in collisions with HGVs occur on rural roads. Moreover, according to the report, in Great Britain in 2011 there was already a high percentage (71%) of goods vehicles over 3.5 tonnes exceeding the speed limit on roads other than motorways. Also, in 2011, the mean speed in free flowing traffic in GB was above the limit, at 71 km/h. The full report can be read [here](#).

Study finds that almost 10 % of UK drivers don't know the driving limits

As many as 8% of drivers incorrectly think the motorway speed limit is 80mph, according to a survey performed by AA/populous. While only 4% of women thought the limit was 80mph, as many as 9% of men incorrectly gave the higher figure when polled. The AA/Populus survey of nearly 23,000 motorists also found that Scottish people and those living in north-east England were most likely to think 80mph was the right answer. Generally, young drivers were more likely to be correct than those aged over 65 when asked what the dual-carriage speed limit was (70mph) and also the single-carriageway limit (60mph). Almost half of drivers in north-west England (47%) and 40% of Londoners did not know what the speed limit on a single carriageway was, but drivers in the east of England were most likely to correctly identify 60mph as the national speed limit for cars on a single carriageway. To read more on the findings, please follow this [link](#).

Slovenia

Speed - 'Slower is safer'!

Running annually since 2011, the Slovenian Traffic Safety Agency's campaign tackles speeding offenders and encourages keeping to the limits with the slogan "Thank you for driving moderately". The campaign is coordinated by the Police department in cooperation with the Agency and aims to contribute to greater safety for all

road users in an integrated media approach (tv and radio adverts). In 2012, the agency launched a competition for young people to engage in creative thinking about safe and moderate driving. They were encouraged to come up with suggestions for concrete actions to improve traffic safety such as putting together print ads to raise road safety awareness among their age group. At the same time, the young people were informed that speed has to be adjusted in urban areas where there is an increased presence of vulnerable road users such as pedestrians, cyclists, children and the elderly. The campaign also stressed that even low speeding can be underestimated, as driving 10 km faster than the limits implies an increased risk of a severe collision. At the same time, the agency reminded young people that speeding over the limit by 10 km/h increases the likelihood of an accident by 20% and, if an accident occurs, the likelihood of a serious injury is 35% higher and 50% higher death chance compared to keeping with the speed limit.

This year, the campaign took place in April and will continue on 21-24 of June and 19-25 of August. The Agency invited local road safety councils to join and distribute preventive material as well as ensured visibility through free media advertising on regional radio and TV stations. Driving test centers will also join in and give special attention to speed during the campaign. At the national level, measures for early road safety education are being taken. The contest for children "What do you know about traffic?" is coordinated by the Agency in cooperation with the Ministry of Education, Science and Sport, Local Road Safety Councils and Federation of Drivers and Mechanics of Slovenia. For more information please check the website: <http://www.avp-rs.si/>

Denmark

25% of fatal accidents occur at junctions - new study finds

The Danish Road Safety Council has published an analysis of collisions occurring at junctions and identified the high speed of oncoming traffic as an important reason for concern. Around one in four road deaths in Denmark takes place at junctions. This problem is more pronounced on roads where drivers do not keep with the speed limit. This makes it easier for both the driver on

the main road, as well as for the one coming in from a side road, to underestimate the danger of an impact. For example, if a driver is speeding and sees someone wanting to go onto the main road, they will assume that the other person saw them and will back up. The other person, however, will assume the distance is large enough and will not double check before getting onto or crossing the main road. These types of accidents can result in severe injury or loss of life.

In fact, out of 475 people killed in road accidents in 2010 - 2011, the Danish Road Safety Council estimates that 190 could have been saved if drivers had respected the speed limit and adapted to the conditions on the road. Drivers are thus encouraged to respect the speed limit, to pay attention to see if someone is coming in from a side road and to always check several times for oncoming traffic when driving in from a side road. Last year, the Danish authorities tackled speeding by increasing at the beginning of the year the fines for speed violations. Also the regulations were eased for the police to confiscate the cars of drivers who commit serious violations of the road safety laws and the average speed on rural roads was reduced. To read more, please check the [website](#).

Serbia

Serbia adopts 30 km limit zones in cities

The Road Traffic Agency of the Republic of Serbia reported that in 2012 the total number of collisions in which the main cause was improper or inadequate speed was 12,640, while in 2011 the number was 14,491, representing a decrease of 13%. Speed, (which in Serbia accounts for almost 50% of the total number of collisions resulting in deaths) was also the leading cause of traffic collisions in 2012. Ever since 2009, Serbian authorities have implemented a 50km/h speed limit in urban areas and recently introduced 30km/h areas in cities' residential areas. School zones also have to obey the 30km/h limit and the 50km/h limit applies everywhere on urban roads except residential areas, from 7 am to 9 pm, unless traffic signs show otherwise.

Also, the ministry is working at the moment on introducing the possibility of measuring a vehicle's average speed. This would be a first step for introducing the legal frame for section

control under the speed provisions of the new Traffic Safety Law – which are applied to both the currently measured speed and the average speed. Further developments on the agenda of the Serbian Road Traffic Safety Agency is to equip buses (M2 and M3) and heavy goods vehicles (N2 and N3) registered in Serbia after 1st of July 2011 with speed limitations devices.

ETSC News

STARS project awards students taking lead in road safety

On the 19th of March, STARS 2013 awarded its winners, Ignacio Álvarez and Pablo Alonso, who redesigned a road section and roundabout in the campus of their university, the Polytechnic of Gijón. Ms. Remedios Bordiu, the permanent representative in Brussels of the Asturias region, handed the award to the two students. In total, four groups of two students received an award for their projects aimed at reducing speed at high risk sites in Europe. The jury selected the four winners of the eleven local projects implemented in the framework of STARS, based on the effectiveness of the intervention, the overall cost-effectiveness of the project, but also the students' ability to involve local partners and communicate the results to the community. Martins Tamovics of Latvia and Ricardo Aitken of the US, both students at the Technical University of Munich, received a 3rd place ex-aequo award for their project which reduced speed on a street in Munich with a high flow of pedestrian traffic. His Excellency Selim Yenel, head of Turkey's Permanent Delegation to the European Union, presented Hakan Gürel and Ugur Erdem, of the University of Ankara with a 3rd place ex-aequo award for their action which uses improved road markings to reduce speed in Ankara. MEP Elisa Ferreira (S&D, Portugal) presented the 2nd place award to Joana Nogueira and Federico Henriques for their project which

introduced speed-reducing chicanes on a Lisbon street by modifying the layout of the parking places. To read more on the STARS project and their full reports please see our [website](#).

ETSC publishes new report on goods and passenger transport vehicles

According to the latest [ETSC Road Safety PIN Flash](#) published in April, in 2011 in the European Union 4,254 people lost their lives in collisions involving heavy goods vehicles, 3,999 in collisions with light goods vehicles and 722 in collisions involving buses or coaches, out of the total number of 30,239 road deaths recorded in the same year. Although progress in the reduction of deaths in collisions with heavy goods vehicles and buses has been faster than the general reduction of road deaths in the EU, the number of deaths per distance travelled for heavy goods vehicles, as well as buses and coaches, is larger than for the average vehicle fleet.

The report also looks at the evolution in the percentage of heavy duty vehicles that exceed or comply with the speed limit as well as the evolution of mean speeds on rural roads, urban roads and motorways. Furthermore, the report quotes research showing that in approximately one quarter of the road deaths where the driver of a light commercial vehicle caused the collision, they were travelling above the speed limit – either the applicable speed limit for the vehicle class or the posted speed limit. At the same time, the paper describes Intelligent Speed Assistance and alcohol interlocks as a priority for these vehicles as well as training for employers and professional drivers (as most of the HGVs, LGVs, buses and coaches in road traffic are driven in a work context, employers have an important role to play in implementing and even going beyond legislative efforts to improve the safety of heavy duty vehicles). To read more on the topic, access the full report [here](#).



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