



NEWS RELEASE

New Truck Cabin Design Could Save Lives in Europe

15 April 2013, Brussels – Today the European Commission has proposed new rules¹ to allow manufacturers to develop more aerodynamic lorries and alter the design of cabins to introduce an energy-absorbing deformable vehicle front. Thus the proposals will enhance visibility which will also improve the safety of vulnerable road users. ETSC² signals a first cautious welcome of these efforts to improve the safety of Heavy Good Vehicles.

A new PIN Flash³ due for publication on Wednesday 17th of April by ETSC shows that the largest share of the 4,254 people who lost their lives in collisions involving heavy goods vehicles (HGVs) in 2011 are not the occupants of those vehicles but those outside, particularly car drivers or vulnerable road users. Car occupants amount to half of the people killed in collisions involving a HGV, pedestrians to 15%, cyclists to 7% and riders of powered two-wheeled vehicles (PTW) to 6%. The occupants of the HGVs make up 'only' 12% of the 4,254 deaths. In the upcoming PIN Flash ETSC will present other measures including enforcement of driving and resting hours legislation, the promotion and large-scale rollout of life-saving technologies and the training of road users, with a renewed focus on those who drive as part of their work or profession.

The larger size of HGVs results in a comparatively smaller area of direct vision for their drivers than for drivers of passenger cars or LGVs. The new proposals can improve the situation by increasing the 'sideways' vision of the driver. The problem of blind spots around nearside turning HGVs is particularly acute for vulnerable road users, not just because of their small weight in relation with the HGVs, but also because of the limited amount of space they occupy on the road, which reduces the chance of the drivers detecting them through the rear-view mirrors⁴.

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Notes to editors:

¹ The proposal for a Directive is available here: [http://ec.europa.eu/commission_2010-2014/kallas/headlines/news/2013/04/doc/com\(2013\)195_en.pdf](http://ec.europa.eu/commission_2010-2014/kallas/headlines/news/2013/04/doc/com(2013)195_en.pdf)

² ETSC is a Brussels based organisation dedicated to reducing the numbers of deaths and injuries in transport in Europe. The ETSC seeks to identify and promote research based measures with a high safety potential. It brings together 47 independent non profit making national and international organisations concerned with transport safety from across Europe. www.etsc.eu

³ The Road Safety Performance Index (PIN) Programme was launched in June 2006 to compare country road safety performances. It currently includes the 27 countries of the EU, as well as Israel, Norway, the Republic of Serbia and Switzerland. The Road Safety Performance Index (PIN) receives financial support from the Volvo Group, Volvo Trucks, the Swedish Transport Administration, the Norwegian Public Roads Administration and Toyota Motor Europe. The next cross country comparison looks at HGV, LGV and bus safety and will be published on Wednesday 17th of April. <http://www.etsc.eu/PIN-publications.php>

⁴ See also ETSC (2012) 'Raising the Bar Review of Cycling Safety Policies in the European Union'