



## NEWS RELEASE

### Goods and passenger transport vehicles give reason for concern despite drop in deaths

**17 April 2013, Brussels** – 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 2011, according to a Road Safety PIN<sup>1</sup> Flash<sup>2</sup> published today. “Progress in reducing deaths in collisions with heavy goods vehicles and buses has been faster than the general reduction of road deaths in the EU,” said Antonio Avenoso, ETSC<sup>3</sup> Executive Director upon publication. “However, 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, so we urge the EU and Member States to maintain their focus on these vehicles. The deaths in such collisions add an important dimension of externalities to the transport of goods and passengers,” said Mr. Avenoso.

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%. Taken together, the drivers and passengers of the HGVs make up 12% of the deaths.<sup>4</sup> “It is therefore instrumental that decision-makers should not lose focus of large vehicles when planning and implementing road safety policies,” said Mr. Avenoso.

The finalisation of the revision of the tachograph regulation<sup>5</sup> is currently underway and the PIN Flash also points to the need to prioritise especially the enforcement of offences, and tackle fraud. ETSC welcomed that the proposal included the intention to ensure a minimum degree of harmonisation of sanctions in relation to the tachograph rules<sup>6</sup>. As vans are being used more and more especially ‘for last mile’ deliveries, we would stress the need for the European Commission to consider as a matter of priority the introduction of speed management devices such as speed limiters and Intelligent Speed Adaptation systems in their current stakeholder consultation.

“ETSC 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. Training of road users will also reduce the number of road deaths in collisions with these types of vehicles. Moreover, 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 large vehicles,” concluded Mr. Avenoso.

The full PIN Flash “Towards safer transport of goods and passengers in Europe” and detailed figures for each country are available at [www.etsc.eu/PIN-publications.php](http://www.etsc.eu/PIN-publications.php). For more information please contact ETSC Communications Manager Mircea Steriu at [mircea.steriu@etsc.eu](mailto:mircea.steriu@etsc.eu), or ETSC Policy Director at [ellen.townsend@etsc.eu](mailto:ellen.townsend@etsc.eu), tel. +32 (0)2 230.41.06

## Notes to editors:

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<sup>1</sup> The Road Safety Performance Index (PIN) programme receives financial support from Volvo Group, Volvo Trucks, the Swedish Transport Administration, the Norwegian Public Roads Administration and Toyota Motor Europe. [www.etsc.eu/PIN.php](http://www.etsc.eu/PIN.php)

<sup>2</sup> The full text of the PIN Flash can be found here:  
[http://www.etsc.eu/documents/ETSC\\_PIN\\_Flash\\_24.pdf](http://www.etsc.eu/documents/ETSC_PIN_Flash_24.pdf).

<sup>3</sup> 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](http://www.etsc.eu)

<sup>4</sup> On the 15<sup>th</sup> of April the European Commission published revised rules on the weights and dimensions of lorries in the EU. The ETSC response can be found here:  
[http://www.etsc.eu/documents/ETSC\\_Press\\_Release\\_15\\_April\\_2013.pdf](http://www.etsc.eu/documents/ETSC_Press_Release_15_April_2013.pdf)

<sup>5</sup> An update of the legislative process can be found here:  
[http://www.europarl.europa.eu/oeil/popups/ficheprocedure.do?reference=2011/0196\(COD\)&l=en](http://www.europarl.europa.eu/oeil/popups/ficheprocedure.do?reference=2011/0196(COD)&l=en).

<sup>6</sup> See also ETSC (2012) ‘Raising the Bar Review of Cycling Safety Policies in the European Union’ <http://www.etsc.eu/bike-pal.php> and ETSC (2011) ‘Tackling Fatigue; EU Social Rules and Heavy Goods Vehicle Drivers’ <http://www.etsc.eu/PRAISE-publications.php>.