



Newsletter

March – April 2019

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Cooperative Intelligent Transport Systems (C-ITS)

On 13 March 2019, the European Commission adopted new rules to accelerate the deployment of Cooperative Intelligent Transport Systems (C-ITS) on Europe's roads.

The rules will be in line with the clean mobility proposals and the EU road fatality reduction targets. The aim of the legislation is to create legal certainty for vehicle manufacturers and road operators. This is important as from this year vehicles, road signs and motorways will be equipped with the new technology. Minimum requirements for interoperability between the different systems used will be defined to enable all C-ITS stations equipped with this technology to securely exchange messages with other stations in an open network.

It is a delegated act. After publication, the European Parliament and the Council have two months to object to the entry into force of the act.

Further Links:

- [Press Release by the Commission](#)

Vehicle Safety

The European Parliament, the Council and the Commission reached preliminary agreement on the revision of the General Security Regulation in the trialogue negotiations on 25 March.

The inter-institutional negotiations started immediately after Parliament adopted on 13th March the revision prepared by the Parliamentary Internal Market Committee (IMCO).

The new regulation stipulates that approximately 30 different technologies or systems must be introduced in new vehicles of different types. According to the provisional agreement, most technologies will become mandatory in May 2022 for new vehicle models and in May 2024 for existing models. The European Commission expects the proposed measures to help save more

than 25,000 lives and prevent at least 140,000 serious injuries by 2038.

The agreement covers 13 new safety technologies for passenger cars: (1) Intelligent Speed Assistance (ISA); (2) Drowsiness and attention detection; (3) Reversing camera or detection system; (4) Event (accident) data recorder/black box; (5) Lane keeping assist; (6) Advanced emergency braking systems; (7) Alcohol interlock installation facilitation; (8) Driver deflection warning systems; (9) Full-width frontal occupant protection crash test and improved seat belts; (10) head impact zone enlargement for pedestrians and cyclists and safety glass in the event of a crash; (11) Pole side impact occupant protection; (12) Tyre pressure monitoring system; and (13) emergency stop signal.

ISA systems were particularly controversial. These systems use video cameras to detect speed signs and/or GPS-linked speed limitation data to inform drivers of the current speed limit and automatically limit the vehicle's speed if necessary. However, ISA systems are not designed to automatically brake, but to limit engine power so that the vehicle does not accelerate beyond the current speed limit unless it is overridden.

In particular, the European Automobile Manufacturers Association (ACEA) actively lobbied against the introduction of ISA systems. ACEA claims that ISA is still deficient in practice due to wrong traffic signs and outdated information. In addition, cameras cannot predict all scenarios, for example due to visual impairments. Instead, Speed Limit Information (SLI) systems "in combination with better enforcement and driver training" are an "effective alternative". Instead of actively reducing speed, SLI systems only display warnings that can be ignored.

The preliminary agreement is now subject to formal approval by the European Parliament and the Council. The IMCO parliamentary committee already agreed on 2 April.

Further Links:

- [Procedure File](#)
- [List of New Safety Features](#)
- [Text of the Preliminary Agreement](#)
- [The Guardian: ISA-Controversy](#)

Road Safety

On 4 April the European Commission published the Statistical Report on Road Safety in the EU for the year 2018.

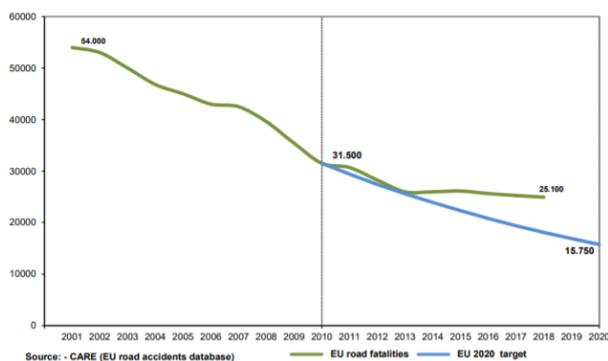


Figure 1: Reduction of Road Accident Fatalities in the EU

The report shows that there were around 25,100 fatalities in road accidents in 2018. This is a decrease of 21% compared to 2010 and only 1% compared to 2017. This means that the EU is unlikely to meet its target of halving the number of road deaths by 2020. Nevertheless, European roads are the safest in the world, with an average of 49 fatalities per million inhabitants.

The fewest road deaths were in the UK with 28 deaths per million inhabitants in 2018, followed by Denmark (30) and Ireland (31). Germany ranked 8th with 39 deaths per million inhabitants and Slovakia 12th with 46 deaths. Romania came last with 96 deaths per million inhabitants.

The data analysed in the Road Safety Report 2018 showed disproportionately high deaths among unprotected road users, i.e. pedestrians, elderly people, motorcyclists and cyclists. The Commission noted that these groups should be given "special attention" in road safety legislation when the population switches to active and sustainable means of transport.

Further Links:

- [Statistics Report by the Commission](#)
- [Press Release by the Commission](#)

Calendar

Meeting Dates

Council

Transport, Telecommunications and Energy Council 06/06/2019

Competitiveness Council 27/05/2019

Council of Justice and Home Affairs 06/06/2019

Council of Environment 26/06/2019

Plenary 15-18/04/2019 ([Agenda](#))

Committees

Environment (ENVI) 16/04/2019 ([Agenda](#), tba)

Internal Market / Consumer (IMCO) 08/04/2019 ([Agenda](#), tba)

Justice & Home Affairs (LIBE) 08/04/2019 ([Agenda](#))

Transport (TRAN) 08/04/2019 ([Agenda](#))
11/04/2019 ([Agenda](#))

Events (Brussels)

20/11/2019 [Driving Future Platform: The Urban Challenge](#)

EAC-Events

19-21/11/2019 EAC-Fall Meeting 2019 in Brussels