



DGT PARTICIPATES IN A WORKING GROUP TO IMPLEMENT THE SAFE SYSTEM

The Directorate-General for Traffic is taking part in a working group at international level to implement the Safe System with participation of the best experts in road safety. This is an initiative of the International Transport Forum and of the World Bank whose objective is to advance in the development of a framework for the effective implementation of the Safe System in the countries. The first meeting was held in May 2020 and their work will last until the end of 2021, when a report compiling the main lessons will be launched: recommendations, practices to implement the Safe System, identification of road safety indicators associated with the Safe System and how pilot projects can be implemented. The main objective of the Safe System is to avoid the human error when driving and, to that end, seeks to adapt the function of roads, their design, layout and speed so as to avoid human error and, if it happens, to avoid their deadly consequences.

[More information](#)



UN – NEW GLOBAL ROAD SAFETY TARGET – FATALITIES REDUCTION AT LEAST 50% BY 2030, AUGUST 2020

The UN General Assembly has adopted a new resolution on “Improving global road safety” which was co-sponsored by 55 governments. Among key decisions, the resolution proclaims **the period 2021–2030 as the Second Decade of Action for Road Safety**, with a goal of reducing road fatalities and injuries by at least 50% from 2021 to 2030, and in this regard calls upon Member States to continue action through 2030 on all the road safety-related targets of the Sustainable Development Goals (SDG). The resolution calls for action to reduce road traffic deaths and injuries as a pressing development priority. It also endorses the Stockholm Declaration, approved at the third Global Ministerial Conference on Road Safety, held in Stockholm on 19 and 20 February 2020.

[More information](#)



ITALY SET TO INTRODUCE ALCOHOL INTERLOCK PROGRAMMES AND UPDATE ROAD SAFETY LAWS

Changes to road safety laws in Italy could lead to the introduction of alcohol interlock programmes for drink driving offenders, as well as updates to numerous road safety laws.

The proposed changes include requirements for seatbelts on school buses, new measures to protect vulnerable road users such as school zones and cycling-priority streets, permission for local authorities to install speed cameras in urban areas and changes to penalties for driving while using a mobile phone and drug driving.

[More information](#)



1 IN 12 PLAYS GAMES BEHIND THE WHEEL – SWOV STUDY ON DISTRACTION

A new survey for SWOV, the Dutch Institute for Road Safety Research, has shown that drivers are increasingly playing games while driving: 8.2 percent admitted to sometimes playing games while driving in 2019, up from 3 percent in a 2017 survey. 70 percent of drivers admitted to using their phone in some way while driving, for example to use navigation or music software.

The survey also looked at mobile phone use by cyclists, finding that young people are more likely to use their device while cycling than adults. SWOV furthermore notes that the ban on holding a phone in hand while cycling, which entered into force on 1 July 2019, has so far only had a limited effect.

[More information](#)



FINNISH STUDY FINDS DIFFERENT PROFILES AMONG DRINK AND DRUG DRIVERS

Collisions caused by drink-drivers who only use alcohol, and drug drivers differ in terms of timing and types of accidents and it is common for drug users to use several intoxicants at the same time according to new research by the Finnish Crash Data Institute (OTI), an ETSC member.

There are clear differences in the statistics between so-called “traditional” drink-drivers and drug drivers. Drink-drivers typically were involved in single vehicle collisions, on the road alone at night with no other people involved in the collision, except other passengers in their vehicle. Drug drivers caused more crashes. And this was due to the fact that drug drivers drive on the roads more often during the day when there is more traffic, according to the researchers. Intoxicated drivers were also more likely to be unbelted.

[More information](#)



FINLAND DROPS “CARS FOR KIDS” PLAN

The entry-into-force of a new law in Finland to permit children as young as 15 to drive regular cars fitted with speed limiters has been withdrawn following drawn-out discussions with the European Commission about the legal and road safety implications of the scheme.

The proposals, put forward two years ago by the Finnish government, would have allowed children to drive cars up to 1500 kg at speeds of up to 60 km/h and with only an AM category license – normally reserved for mopeds and light quadricycles.

The original legal proposal set a speed limit of 45 km/h – the same as quadricycles such as the Renault Twizy – but that was increased to 60 km/h in an amendment added during the parliamentary procedure.

[More information](#)



NEW ITF REPORT ON URBAN ROAD SAFETY BEST PRACTICE

A new report from the OECD's International Transport Forum (ITF) presents seven case studies of cities that are implementing data-driven road safety policies. It highlights relevant experiences aimed at reducing the number of traffic casualties and protecting vulnerable road users in cities. The case studies from Barcelona, Bogota, Buenos Aires, Fortaleza, London, New York and Rotterdam illustrate the diverse approaches to better understand road crashes and to prevent road traffic deaths and serious injuries.

[More information](#)



REPORT CALLS FOR ACTION ON GOODS VEHICLE SAFETY

A quarter (25%) of road deaths in the European Union are the consequence of a collision involving a goods vehicle, according to the European Transport Safety Council, authors of a new report on the safety of goods transport by road.

According to the new analysis, 3310 people lost their lives in police-reported road collisions involving a heavy goods vehicle (HGV) of 3.5 tonnes or above in the 27 countries of the EU in 2018. In the same year, 2630 people were killed in collisions involving a light goods vehicle (LGV) of less than 3.5 tonnes.

Last year the EU agreed to increase the minimum safety standards for new lorries from 2026 by, for example, enabling drivers to see other road users more easily through larger windscreens and transparent panels in doors, and by requiring pedestrian and cyclist detection systems.

[More information](#)



CIVITAS AWARDS RECOGNISE EUROPEAN SUSTAINABLE MOBILITY SUCCESS STORIES

Sustainable mobility trailblazers took centre stage at today's 2020 CIVITAS Awards. Las Palmas de Gran Canaria (Spain) and Funchal (Portugal) took home two leading European prizes for clean and green mobility. Aachen (Germany), Larissa (Greece), Porto (Portugal), and Rome (Italy) were the runners-up. Combining a rapid reaction with a long-term vision, **Las Palmas de Gran Canaria** was the deserving winner of the "**CIVITAS Resilience**" award for its extensive ad-hoc initiatives. These include increased space for pedestrians and cyclists, and car-free access to key roads on weekends – in the context of its "Mobility Plan for the New Normal", which heralds the scaling up and replication of short-term solutions. Las Palmas de Gran Canaria set itself apart from other cities by adapting its crisis response as the basis of a new mobility reality.

[More information](#)



ETHICS OF AUTOMATED VEHICLES: EUROPEAN COMMISSION PUBLISHES INDEPENDENT EXPERT REPORT

The European Commission has published a report by an independent group of experts on the ethics of connected and automated vehicles (CAVs). The report looks at several questions including: who should be responsible in case of a collision when there is no human driver?; how can ethical and responsible data sharing by CAVs be ensured?; and are pedestrians and cyclists more at risk with CAVs in traffic? The expert group outlines twenty recommendations on road safety, privacy, fairness, AI explainability and responsibility for the development and deployment of connected and automated vehicles.

[More information](#)



VOLVO TARGETS "HANDS OFF" AUTOMATED MOTORWAY DRIVING SYSTEM FROM 2022

Volvo Cars has said it will launch cars with the hardware necessary for fully automated driving on motorways from 2022.

All currently-available systems in the EU require the driver to remain in charge of the vehicle and to constantly monitor the road, with their hands on the wheel. Volvo is hoping to take advantage of new, cheaper LIDAR sensors and new software, to offer a system that allows the driver to rely on the automated driving system completely under certain situations.

Such a system could theoretically be approved for use on EU roads due to a procedure that allows national vehicle type approval authorities to request an exemption to current EU rules for a system that they deem to be safe. ETSC has repeatedly warned of the lack of transparency around this process.

[More information](#)



PIN REPORT: LOCKDOWNS RESULTED IN AN UNPRECEDENTED 36% DROP IN ROAD DEATHS IN THE EU

Preliminary data from 25 EU Member States show an average 36% drop in road deaths in April 2020 compared to the average of the same month in the previous three years, according to a new report by the European Transport Safety Council.

The highest reduction in road deaths was recorded in Italy (84%), followed by Belgium, Spain, France and Greece with decreases of over 59%. But reductions in traffic did not lead to reductions in deaths in all countries. In Sweden, Denmark and the Netherlands, road deaths during the month of April remained similar or were even higher than in previous years. Notably, Sweden had less strict Covid-19 containment measures compared to many other EU countries.

[More information](#)



SCOTLAND: COVID-19 LEADS TO 'SIGNIFICANT INCREASE' IN CYCLING

New statistics show the number of people cycling in Scotland rose by 43% between March and August

It shows a rise of 0.6% in people cycling in March – covering the period before lockdown was introduced in Scotland on 23 March – was followed by increases of 68% in April and 77% in May. Cycling Scotland says it expected that the progressive lifting of lockdown restrictions in most areas would affect cycling numbers – but reiterates its importance heading into the winter months “As we move into winter, the public health evidence clearly suggests we should try to be active and outside as much as possible. Cycling – and walking and wheeling – are great ways to achieve this.”

[More information](#)



TIME TO REVISE THE SUSTAINABLE DEVELOPMENT GOALS

The pandemic has set back efforts to achieve the original 2015 targets. The need for change to make them more attainable is stronger than ever.

The United Nations has confirmed an unwelcome suspicion: the coronavirus pandemic has put the Sustainable Development Goals (SDGs) out of reach. Most of the goals to end poverty, protect the environment and support well-being by 2030 were already off course. Now, what little progress had been made has been stopped in its tracks.

[More information](#)

ROAD SAFETY IN THE MEDIA

Family fined for leaving car window open while parked at home

A family in Sydney's south have been left fuming after police issued a fine for leaving their truck window open, even though it was parked at home, in view of the owner.

Ms Amey said the police asked whose car it was and when her husband answered, the officer said: "I'm going to fine you for not having your window secured – what if your wallet was in there?"

According to law, if a driver is more than three metres from the car and no one is inside, all windows must be secured, and all doors locked.

An exception to the rule allows a crack of no more than two centimetres of the window to be open.

[More information](#)

Tired of Inaccurate Traffic Predictions? Google Maps Will Now Use AI to Calculate Arrival Time

As people traverse over 1 billion kms with help from Google Maps in more than 220 countries, the company is using artificial intelligence (AI) machine learning (ML) models to predict whether the traffic along your route is heavy or light, an estimated travel time, and an estimated time of arrival (ETA). To predict what traffic will look like in the near future, Google Maps analyzes historical traffic patterns for roads over time.

"If we predict that traffic is likely to become heavy in one direction, we'll automatically find you a lower-traffic alternative. We also look at a number of other factors, like road quality," Google said.

[More information](#)

Bengaluru is world's most traffic congested city

Bengaluru takes the top spot this year with drivers in the southern Indian city expecting to spend an average of 71 per cent extra travel time stuck in traffic, said TomTom Traffic Index on Wednesday.

TomTom is a Dutch independent location technology specialist, offering maps and navigation software among others. Headquartered in Amsterdam, TomTom has offices in 30 countries.

In Europe, Moscow is the most traffic-congested city, followed by Istanbul, Kyiv, Bucharest and St. Petersburg. In the United States, Los Angeles leads traffic congestion, followed by New York, San Francisco, San Jose and Seattle.

[More information](#)