



C L E P A
European Association of
Automotive Suppliers



EUROPEAN CYCLISTS' FEDERATION



European Transport Safety Council



CITIES AND REGIONS NETWORKING
FOR INNOVATIVE TRANSPORT SOLUTIONS



European Traffic Police Network



23 May 2017

Dear Commissioner Bieńkowska,

We are writing to urge you to come forward with ambitious new vehicle safety standards this year as part of the forthcoming mobility package.

As the Commission reported in March, 25,500 people lost their lives on EU roads in 2016 – a figure that has hardly budged in three years. A further 135,000 people are seriously injured each year. It's a devastating human toll but also an important economic one.

According to ETSC analysis, road deaths will now need to fall by 11.5% a year in order to meet the EU target of cutting deaths by half in the decade to 2020.

A revision of the General Safety (EC/661/2009) and Pedestrian Safety (EC/78/2009) Regulations have been expected for at least the last three years, but have been subject to numerous delays. The latest, announced at a meeting of the European Commission's Motor Vehicle Working Group on 15 February put new proposals back to March 2018. This is totally unacceptable.

Improved minimum vehicle safety standards are absolutely critical to reducing deaths and serious injuries on Europe's roads.

Consumers may think that all new cars sold on the EU market are safe because they have to meet EU type approval requirements. But a car that only meets the current minimum safety standards in the EU would receive a zero-star rating today from Euro NCAP - a fact that many European consumers are likely unaware of. Euro NCAP reveals that the safety levels vary between models and that this variation could make the crucial difference between life and death in the event of a collision. The majority of car manufacturers successfully responded to the challenge of meeting new Euro NCAP requirements. However, Euro NCAP does not have the resources to test all models of cars. For trucks, on the other

hand, there are currently no Euro NCAP requirements. This is why we need ambitious safety standards for all vehicle categories in the General Safety Regulation.

We welcomed the list of safety technologies published by your services in December for inclusion in the next revision of the rules. But all these 19 suggestions must urgently be delivered as a formal legal proposal.

Ambitious safety standards benefit the automotive industry by helping European vehicle and technology producers maintain their global lead in safety technology. This strengthens their competitive position in the European market but also increases export opportunities.

Member States are also demanding action. The Valletta Declaration on Road Safety formally adopted on 29th of March by all EU Transport Ministers included a call to accelerate work on new vehicle safety standards. This followed a letter sent in February by eight ministers of transport, including the ministers from France, Germany and Italy asking for better car and truck safety and for new vehicle safety measures to be published before the end of 2017. In a resolution adopted on 18 May, the European Parliament also called on the Commission to update vehicle safety regulations 'without delay'.

Your services are prioritising action on preparing for the safe introduction of automated driving. This is urgently necessary, and welcome. Making driver assistance technologies such as Automated Emergency Braking and Intelligent Speed Assistance standard features will also help Europe's pathway to higher levels of automation. Standardising and independently testing such features will be important groundwork for self-driving vehicles.

As you know, minimum vehicle safety standards are an area of exclusive EU competence. Delaying the proposals inevitably leads to delays in implementation. And with 70 deaths every day on our roads, we cannot afford to wait any longer.

Yours sincerely,

Antonio Avenoso, Executive Director
European Transport Safety Council

Ruth Purdie, General Secretary
TISPOL

Eduardo Chagas, General Secretary
European Transport Workers' Federation

Stephen Russell, Secretary General
ANEC, the European consumer voice in
standardisation

Sigrid de Vries, Secretary General
CLEPA, European Association of Automotive
Suppliers

Ciaran Simms, President
International Research Council on
Biomechanics of Injury

Bernhard Ensink, Secretary General
European Cyclists' Federation

William Todts, Executive Director
Transport & Environment

Jeannot Mersch, President
FEVR, European Federation of Road Traffic
Victims

Karen Vancluysen, Secretary General
POLIS

CC

Frans Timmermans, First Vice President, European Commission; Maroš Šefčovič, Vice-President, European Commission; Violeta Bulc, European Commissioner for Transport