WILL TOMORROW'S TRUCK BE SAFER?

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TRUCK FATALITIES

- 4,000 people die per year (EU): 1,000 cyclists and pedestrians
- TRL: Improved direct vision could **save 550 lives per year**

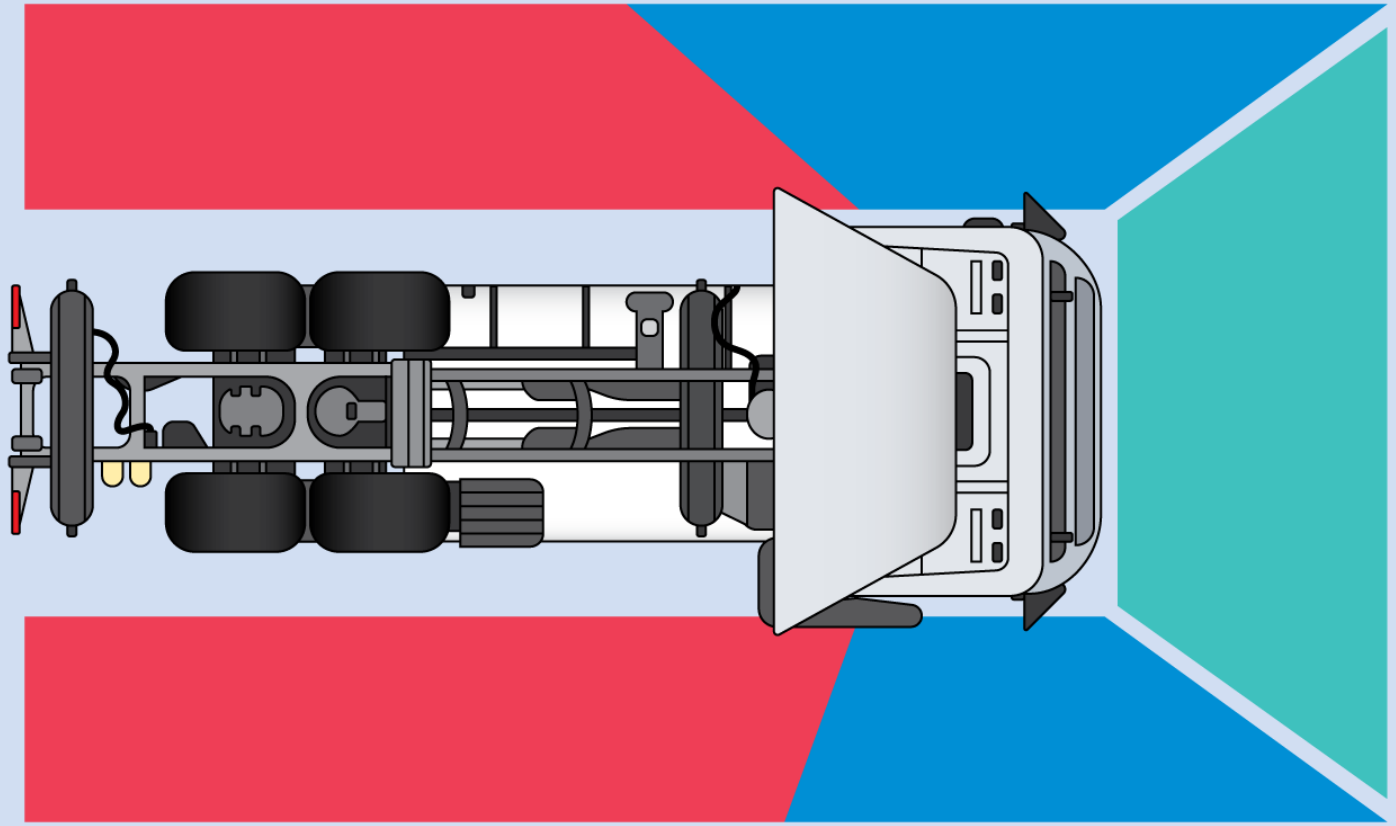
Key statistic: Trucks represent c. 2% of registered vehicles but around 15% road fatalities

BENEFITS OF DIRECT VISION

1. Faster reaction speeds
2. Reduces distractions
3. Improves driver’s comfort
4. Safer environment for cyclists and pedestrians

Direct vision and sensors

Both are needed for safer trucks



Direct vision highly effective

Quality warnings also needed

Direct vision impossible/ineffective
Warnings partly effective

Direct vision most effective
Warnings partly effective
Both maximises potential

Source: Transport & Environment based on Apollo Vehicle Safety

IMPROVING THE PROPOSAL

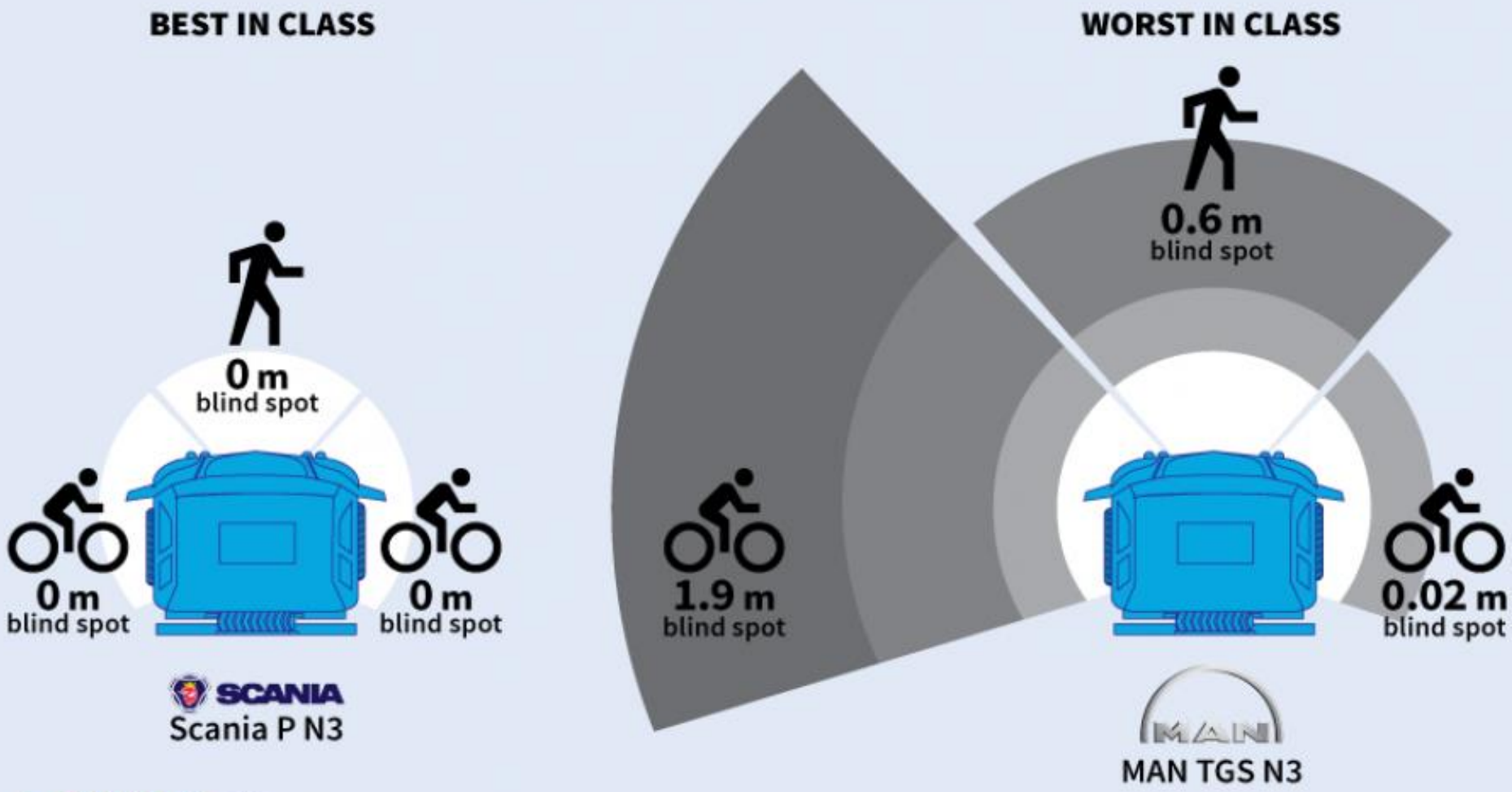
1. **Dates** – Move forward the entry dates.
2. **Details** – Wording to define ambition level.
3. **Deadlines** – When the EU must act if UNECE hasn’t made significant progress.

EXTRA SLIDES

DIFFERENTIATED DIRECT VISION STANDARD

Delivery Trucks

The worst urban trucks have blind spots of up to 1.9 metres, the best have none



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Source: T&E analysis based on Loughborough Design School study of UK trucks (2015)

The Effectiveness of Direct Vision

Direct vision **responses are on average 0.7s faster** than indirect (through mirrors or cameras). This shortens stopping distances by 5 metres if a truck is moving at 25 km/h.