



WORLD DAY OF REMEMBRANCE FOR ROAD TRAFFIC VICTIMS

The World Day of Remembrance for Road Traffic Victims is observed on the third Sunday of November each year (this year on 19 November 2023) by an increasing number of countries on every continent around the



world. From 1995, the European Federation of Road Traffic Victims (FEVR) observed this day, as European Day of Remembrance, that was adopted by the United Nations in 2005, and is dedicated to remembering the many millions killed or injured in road crashes and their families and communities, as

well as to pay tribute to the dedicated emergency crews, police and medical professionals who daily deal with the traumatic aftermath of road death and injury. The Alliance's social campaign for World Day of Remembrance 2023 includes both global and local elements.

[More information](#)



EUROPEAN COMMISSION REWARDS EFFECTIVE ROAD SAFETY INITIATIVES

The European Commission hosted with great success the annual Excellence in Road Safety Awards on 19 October 2023 in Brussels, recognising the contributions of the European Road Safety Charter's community of members towards the common goal of improved road safety across Europe. The award categories for 2023 included best use of data promoting road safety, best project promoting fitness to drive and supporting road safety in the e-commerce sector and best road safety project for road users with reduced mobility. Austrian Institute of Technology (AIT) was chosen by the audience at the awards ceremony to receive the Jacques Barrot Award.

One of the finalist projects was the Spanish platform DGT 3.0, an online platform that collects information on the location of road crashes, stationary vehicles, slow vehicles, road assistance vehicles and emergency vehicles. This information is gathered via multiple tools, such as via eight traffic management centres, 9,000 civil guard agents, V-16 signals (replacement of the triangle) and connected cones. These last two tools communicate their geolocation automatically with the platform. All this information is then shared with the car drivers via vehicle navigation systems mobility apps or from the vehicle's on-board computer. This platform will increase the visibility of road incidents and the safety of road users.

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'WORLD'S FIRST OFF-ROAD SOLAR SUV' JUST DROVE ACROSS MOROCCO POWERED ONLY BY THE SUN



Zero-emission cars are soaring in popularity but running an electric vehicle is next to impossible in places with limited charging infrastructure.

The khaki-green SUV uses solar panels on its sloping roof to charge its electric battery, meaning it can drive long distances powered entirely by the sun.

Built by a team of students at Eindhoven University of Technology (TUE), “the world’s first off-road solar-powered vehicle” could help connect remote areas “where roads are less developed and energy grids are not as reliable,” and assist with emergency aid and deliveries, says Thieme Bosman, events manager for the team.

The team tested the vehicle in Morocco in October, driving more than 1,000 kilometres (621 miles) between the country’s northern coast and the Sahara Desert in the south.

“Morocco has a huge variety of landscapes and different surfaces in quite a short distance,” says Bosman, adding that the car was tested “on every type of surface that a car like this could encounter.”

The road-legal car has a top speed of 145 kilometres (90 miles) per hour. On a sunny day, its battery range is around 710 kilometres (441 miles) on roads, and around 550 kilometres (342 miles) off-road, depending on the surface. In cloudy conditions, the team estimates the range could be 50 kilometres less.

Bosman noted that the vehicle had proved to be one-third more efficient than expected on the trip, and that its lightweight design made it less liable to get stuck on rugged terrain, and put less stress on its suspension.

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EU'S DEADLY ROADS: TRAFFIC ACCIDENT DEATHS INCREASE FOR FIRST TIME IN A DECADE

More than 19,917 were killed in road accidents across the EU in 2021, according to the latest figures from Eurostat. Road fatalities in the EU increased by 6% after a decade of continuous decline, the latest data reveals, with some Eastern European countries having the highest number of deaths on roads per million inhabitants. Slightly less than 20,000 were killed



on the bloc's roads in 2021 compared to 2020's figures of 18,834 – an unprecedented drop caused by COVID restrictions affecting public transport.

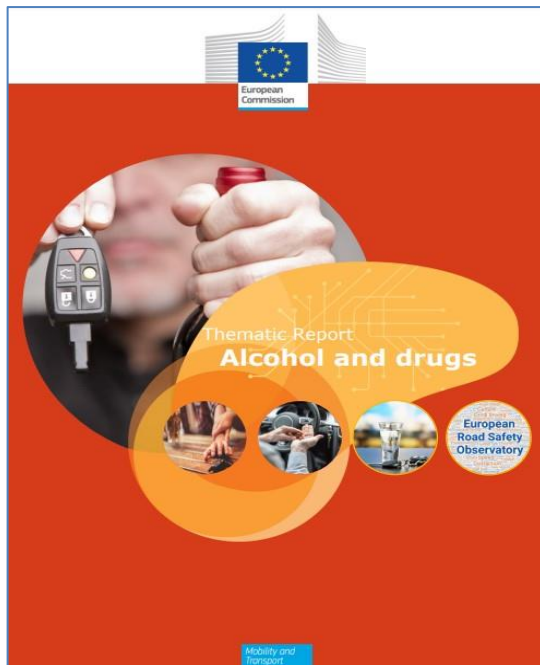
The latest figure marks an end to the EU's steady decline in annual deaths caused due to traffic road accidents. In terms of high rates, Eastern member countries Romania, Bulgaria and Latvia led the count despite reducing the number of road fatalities to slip under the 100 deaths per million threshold.

Malta had only 17 road traffic victims per million. Only Norway's figures (15 deaths per million) were better than the small Mediterranean island. Sweden and Denmark also had some of the lowest death rates, which can be explored in the map below.

[More information](#)



PROMOTING SAFE MOBILITY: FOCUS ON DRINK DRIVING



The European Commission with the active contribution of NTUA, SWOV and KfV has launched a safe mobility promotion activity focusing on drink driving. According to two new Reports from the European Road Safety Observatory, around 25% of all road deaths in the EU are alcohol-related, representing 15 times higher crash risk than sober drivers. These Reports also highlight effective measures against impaired driving, which include: strict legislation backed by police enforcement, providing alternative transport means, awareness campaigns, rehabilitation courses, safety culture in companies, alcohol interlocks, and in-vehicle technology that warns or intervenes when impairment leads to critical events.

[More information](#)



REDUCING OLDER PEOPLE'S DEATHS ON EUROPEAN ROADS



Older individuals face a heightened susceptibility to trauma compared to other age groups, primarily due to an increased fatality risk resulting from physical impacts as they age. When a collision occurs, it can have more severe consequences for older individuals. Furthermore, older road users often contend with age-related limitations, making it imperative to proactively prevent injuries among this demographic. Achieving this goal necessitates addressing multiple facets, including modifying behaviour, enhancing vehicle safety, and improving

infrastructure. In particular, older individuals are at elevated risk when walking or cycling. Their frailty and vulnerability become more pronounced in the absence of a protective car chassis in the event of a road collision. Nonetheless, discouraging older individuals from walking or cycling should not be the solution. The health advantages associated with active travel, such as walking and cycling, outweigh the potential risks of road injuries and exposure to air pollution. Research has indicated that these health benefits are most pronounced in older age groups.

[More information](#)



SMARTER JOURNEY PLANNERS, BETTER ACCESS FOR EMERGENCY SERVICES AND MORE SUSTAINABLE TRANSPORT THANKS TO REVISED INTELLIGENT TRANSPORT DIRECTIVE

The European Commission welcomes the final approval of the revised Intelligent Transport Systems (ITS) Directive. It will make high-quality and timely data available for services such as multimodal journey planners, navigation platforms, and emergency services.

Access to better data will allow the more effective management of traffic and mobility across transport modes, enabling users to better combine the most sustainable modes of transport. It is also a necessary enabler for connected and automated mobility, as targeted by the Sustainable and Smart Mobility Strategy.

Now that it has been formally approved by both the European Parliament and the Council, the new legislation will enter into force 20 days after publication in the EU's official journal. Member States will then have 24 months to transpose it in national law.

[More information](#)



20,640 PEOPLE DIED IN A ROAD CRASH LAST YEAR – PROGRESS REMAINS TOO SLOW

The European Commission published the latest figures on Road safety in the EU, showing that 20,640 people were killed in road crashes in 2022, a 4% increase in relation to 2021 as traffic levels recovered after the pandemic. While the underlying long-term trend is downward (-9% compared to pre-pandemic year), it is not decreasing at a fast enough pace to reach the EU target of halving the number of deaths by 2030. Preliminary figures for the first six months of 2023 indicate the number of deaths on EU roads has fallen slightly, compared with the same period in 2022.

[More information](#)



REVISION OF DIRECTIVE 96/53/EC ON MAXIMUM AUTHORISED WEIGHTS AND DIMENSIONS IN NATIONAL AND INTERNATIONAL TRAFFIC

This briefing examines the proposal for the European Commission to modify rules on the maximum authorised weights and dimensions of heavy goods vehicles in international transport in the European Union.

The Weights and Dimensions Directive 96/53/EC1 (Ws and Ds Directive) sets out maximum authorised weights and dimensions (length, width and height) for heavy-duty vehicles (HDVs), such as lorries and buses, that circulate on EU roads.



The latest amendments to the Directive, adopted in 2015 and 2019, brought changes on environmental and safety aspects. This was done by introducing rules to allow for higher weights and/or dimensions for more energy-efficient, less polluting and safer vehicles. These revisions allowed for the uptake of alternatively-fuelled (including zero-emission) power trains and improved vehicle aerodynamics and to ensure

interoperability with other modes of transport.

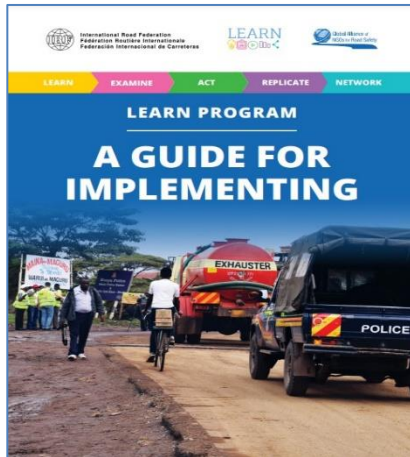
In the European Union, 3,310 people lost their lives in police-reported road collisions involving an HDV of 3.5t or above in 2018. The majority of those killed in collisions involving HDVs are not HDV occupants but other road users. Car occupants represent half (50%) of all deaths in collisions involving HDVs - the largest share of any road user group. Vulnerable road users account for nearly a third (28%). Of these, 13% are pedestrians, 7% are cyclists and 8% are powered two wheelers (PTWs) i.e., motorcycle and moped users. Occupants of HDVs make up 12% of all road deaths involving an HDV, 11% are the drivers and 1% passengers.

Up to 40% of all EU road deaths are work-related, involving all sorts of vehicles including HDVs. A recent investigation into all road transport fatalities during 2019 and 2021 from a value chain perspective in Sweden also showed that almost half of the fatalities in the road transport system in 2019 were related to work. Either the fatally injured or their collision partners were at work or commuting. When including third-party casualties, the problem becomes much bigger and more complex.

[More information](#)



NEW GUIDE TO EMPOWER ROAD SAFETY DATA COALITIONS IN AFRICA



The Global Alliance of NGOs for Road Safety (the Alliance) and the International Road Federation (IRF), with the support of the TotalEnergies Foundation program, have recently released the LEARN Guide, a new resource of information and support to empower road safety advocates globally. This guide is structured in six straightforward steps and enables NGOs and other road safety stakeholders to set up their own LEARN coalitions, benefiting from the tools and learning experiences of existing ones.

[More information](#)



IVORY – ARTIFICIAL INTELLIGENCE BOOSTING ROAD SAFETY

IVORY – AI for Vision Zero in Road Safety is a new Industrial Doctoral Network funded by the Marie Skłodowska Curie Actions (MSCA) Doctoral Networks 2022 Framework of the EC, coordinated by Delft with the active contribution of NTUA. The objectives of IVORY are to develop a new framework for optimal integration of Artificial Intelligence (AI) in road safety research, and train a new generation of leading researchers in the field through state-of-the-art doctoral research. In total, 12 PhD candidates will be fostered within the project, 4 of which will be within NTUA. Their topics concern proactive risk mapping, multiscale crash prediction, multiparametric data fusion for road safety and ethical physiological measurements for road safety risk prediction.

[More information](#)



DENMARK AND GERMANY NOW BUILDING THE WORLD'S LONGEST IMMERSED TUNNEL

Descending up to 40 meters beneath the Baltic Sea, the world's longest immersed tunnel will link Denmark and Germany, slashing journey times between the two countries when it opens in 2029.

After more than a decade of planning, construction started on the Fehmarnbelt Tunnel in 2020 and in the months since a temporary harbour has been completed on the Danish side. It will host the factory that will soon build the 89 massive concrete sections that will make up the tunnel.



The tunnel, which will be 18 kilometres (11.1 miles) long, is one of Europe's largest infrastructure projects, with a construction budget of over 7 billion euros (\$7.1 billion).

By way of comparison, the 50-kilometre (31-mile) Channel Tunnel linking England and France, completed in 1993, cost the equivalent of £12 billion (\$13.6 billion) in today's money. Although longer than the Fehmarnbelt Tunnel, the Channel Tunnel was made using a boring machine, rather than by immersing pre-built tunnel sections.

It will be built across the Fehmarn Belt, a strait between the German island of Fehmarn and the Danish island of Lolland, and is designed as an alternative to the current ferry service from Rødby and Puttgarden, which carries millions of passengers every year. Where the crossing now takes 45 minutes by ferry, it will take just seven minutes by train and 10 minutes by car.

The tunnel, whose official name is Fehmarnbelt Fixed Link, will also be the longest combined road and rail tunnel anywhere in the world. It will comprise two double-lane motorways – separated by a service passageway – and two electrified rail tracks.

Besides the benefits to passenger trains and cars, the tunnel will have a positive impact on freight trucks and trains because it creates a land route between Sweden and Central Europe that will be 160 kilometres shorter than today.

The Fehmarnbelt tunnel will create a strategic corridor between Scandinavia and Central Europe. The upgraded railway transfer means more freight moving from road to rail, supporting a climate-friendly means of transport.

[More information](#)



PROMOTING CITY-WIDE 30KM/H SPEED LIMIT AT THE MEDIA

The challenge of 30 Marathons in 30 months for 30km/h speed limit in all cities has been well presented in scientific conferences (IRTAD, Energy Save, ITF) and workshops (organized by TUM and NTUA) and disseminated thanks



30

30 marathons in 30 months: a campaign in promotion of a 30km/h speed limit in as many cities as possible.



to the active support of International Organisations (ETSC, ECTRI, UITP, ERF), NTUA, Polish Road Safety Observatory and Runner Magazine. As Luca Pascotto mentions *“George Yannis showed me that when you combine your work with your personal passions, you can set ambitious target and find new motivation, involved the*

people around you”, while Abel Coentrão highlights that *“George will ally with everyone who wishes to make the voice of 30km/h Cities as strong as possible, as soon as possible”*. Launching public awareness campaigns and encouraging the use of public transport and active mobility could be proved beneficial for the adoption of 30 km/h speed limits in cities.

[More information](#)



TOP DOCTORS CALL FOR UK-WIDE CHANGE IN DRINK-DRIVE LIMITS AHEAD OF CHRISTMAS

The British Medical Association says a lack of understanding over units of drink, the increasing strength of alcoholic beverages and the UK's high drink-drive threshold compared to other countries means a change is urgently needed.

Latest data suggests there are around 260 drink driving deaths each year in the UK - almost one in five of all deaths on our roads. Police advise against any drinking before driving but the law in England and Wales, set in 1967, states that the legal limit is 80mg per 100ml of blood.

This could be a first step towards reducing to 20 milligrams - which is the level in many Scandinavian countries which is “virtually zero tolerance but they allow a little bit in case someone's had a mouthwash”. In Slovakia, Hungary and the Czech Republic the limit is 0. They are the only country in Europe that has a level of 80 milligrams. Levels way below their limit for driving have been shown to impair motor skills, reaction time and increase the risk of accidents. It's a no brainer really.

Drivers who are found to be over the limit can face a maximum penalty of six years in jail, an unlimited fine and a ban of at least one year. It takes an average adult about an hour to process one unit of alcohol.

[More information](#)