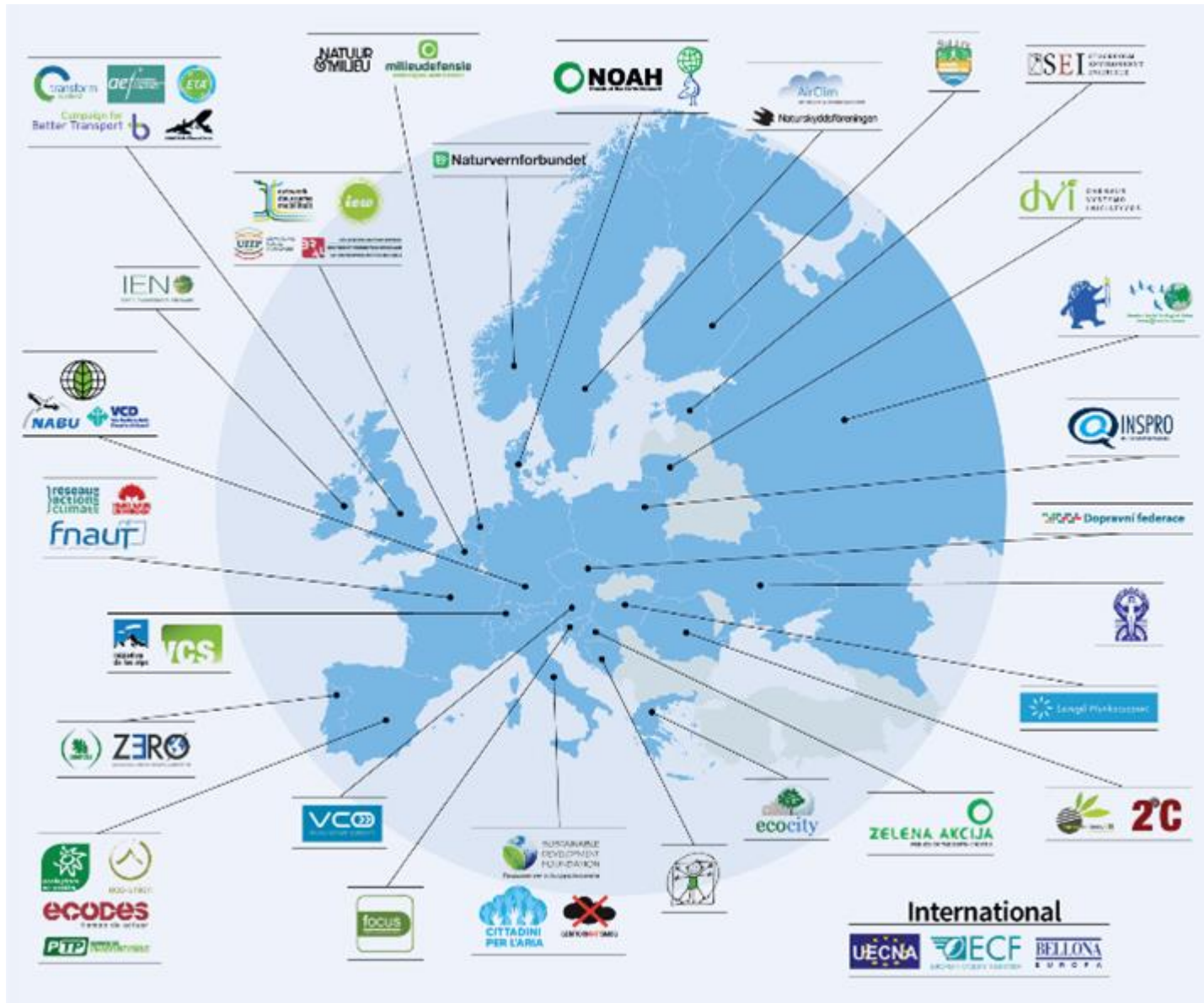


Direct Vision in Trucks: **towards a UNECE standard**

james.nix@transportenvironment.org



53 organisations in 26 countries in Europe



Text agreed by EU legislators

“Vehicles of categories M2, M3, N2 and N3 shall be designed and constructed so as to enhance the direct visibility of vulnerable road users from the driver’s seat, by reducing to the **greatest possible extent the blind spots in front and to the side of the driver**, while taking into account the **specificities of different categories** of vehicles”



Enhanced scope of benefit

Up to 550 lives saved in the EU – under an impact assessment compiled for an older (weaker) DVS formulation

Approx 60 countries are signatories to the UNECE's 1958 agreement:

- EU 28, Norway & Switzerland
- Russia, and many USSR states incl Ukraine
- Japan, South Korea, Malaysia and Thailand
- Australia and New Zealand
- Egypt, South Africa and Tunisia

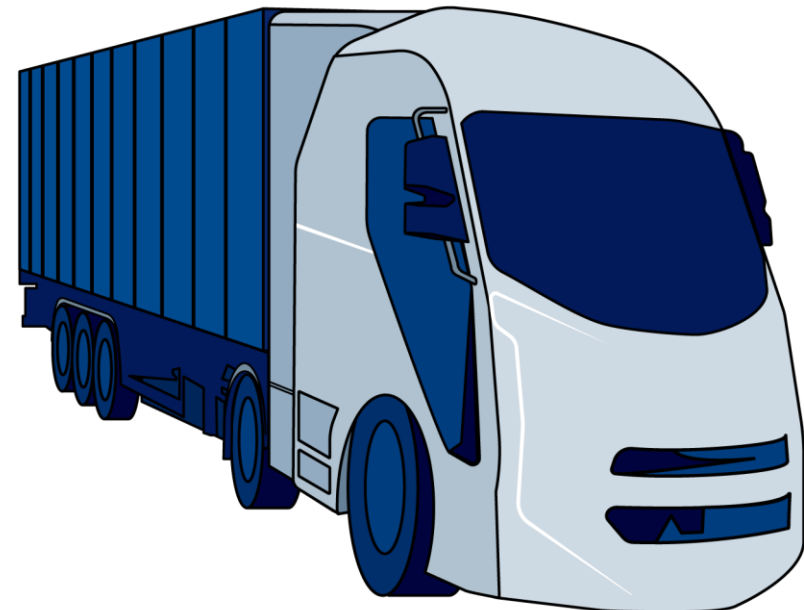


Truck-makers behind in their promises

Truck-makers pledged at UNECE level to come forward with concrete proposals in early 2018

EU legislators have done their part – and then some

- Files agreed rapidly: truck CO2, GSR, Weights & Dimensions (W&D)
- W&D reform gives approx. 80cm extra in return for better aerodynamics, vision, safety and comfort
- New cabs can be put on the road from 1 Sept 2020
- Research shows use of W&D can bring some zero star trucks up to 2 stars (eg Volvo FM)



Recommendations

Loughborough University
Design School (June
2019)



Loughborough
University

- N3 vehicles should achieve a minimum of 2 stars (TfL DVS)
- For N2 vehicles it is not difficult to achieve 4 to 5 stars

Sept 2019 proposals put forward by truckmakers

Some first reactions from T&E

Thank you

james.nix@transportenvironment.org