This is the IRU

Working together for a better future

Travailer ensemble pour un meilleur avenir
Evolution of IRU Membership

Created 1948

National Associations from 8 founding countries

Belgium Denmark France Netherlands
Norway Sweden UK Switzerland

2010
180 Members
74 Countries
IRU Priority Issues

- Sustainable Development
  - Innovation
  - Incentives
  - Infrastructure

- Facilitation
  - Trade
  - Tourism
  - Road Transport
1. **Innovation** – develop ever more effective “at-source” technical measures & operating practices to improve road safety.

2. **Incentives** – encourage faster introduction by transport operators of best available technologies and practices.

3. **Infrastructure** – ensure safe infrastructure through adequate investment in new infrastructure and remove bottlenecks and missing links and make full use of existing infrastructure.
The IRU supports all measures that improve road safety if they effectively target the main causes of accidents involving trucks.
ETAC – A Scientific Study
Funded by the European Commission and the IRU

- Expert teams *investigated on site* more than 600 accidents involving trucks over 2 years.
- Investigations were based on a *scientific, widely accepted and internationally benchmarked methodology*.

ETAC – First of its kind!
Experts cooperate with emergency services.

Expert teams check selection criteria:
- the accident involves at least one truck (over 3.5t)
- the accident resulted in at least one injured person
- the vehicles are still in their final accident position

Investigation and data collection on spot

Data analysis and data verification
- describe the accident causation sequence
- reconstruct the pre-collision phases
- identify critical situations
- analyse malfunctions

Identify the main causes of accidents involving trucks
624 accidents showed the main cause of the accident is human error.

However, from the 85% linked to the human error, 75% were caused by other road users!

Source: EU, IRU
The top main causes for accidents between a truck and other road users are:

1- Non-adapted speed
2- Failure to observe intersection rules,
3- Improper manœuvre when changing lanes.
Load and fatigue: NOT a main cause

- Loss of load,
- Overload,
- Unbalance of the load,
- Insufficient load securing

- Despite common belief, fatigue was the main cause in only 6% of the accidents.

Increased the severity of accidents
<table>
<thead>
<tr>
<th>Main Human Factors</th>
<th>Manufacturers</th>
<th>Infrastructure providers/developers</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Non-adapted speed</td>
<td>- Adaptive cruise control</td>
<td>- Effective traffic signing</td>
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<td>- speed control systems related to the used infrastructure</td>
<td>- traffic warning regarding speed limits</td>
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<td>2. Failure to observe intersection rules</td>
<td>- Ultrasonic guard system for collision zones</td>
<td>- Improve visibility of traffic signs</td>
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<tr>
<td></td>
<td>- vehicle to vehicle communication</td>
<td>- effective traffic signing</td>
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<td>- blind spot mirrors</td>
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<tr>
<td>3. Improper manœuvre when changing lanes</td>
<td>- Lane guard system</td>
<td>- Special focus on the road surface (road friction)</td>
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<td>- turning and lane change assistance</td>
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<td>- traction and stability control system</td>
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<td>- active roll stabilisation</td>
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## Recommendations

### Governments & Media

### Main Human Factors

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<th>Governments</th>
<th>Media</th>
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</table>
| **1. Non-adapted speed** | - Increase enforcement regarding non-adapted speed                           | - Awareness campaigns on speeding and safety distance  
|                   |                                                                             | - Objective and fact-based report on accidents’ causes                                       |
| **2. Failure to observe intersection rules** | - Revising driving school programmes to help understand truck manoeuvres  
|                   | - Awareness campaigns regarding intersection rules                           | - Awareness campaigns to explain truck manoeuvres                                               |
|                   | - Increase enforcement                                                       |                                                                                               |
| **3. Improper manoeuvre when changing lanes** | - Plan and maintain safe road infrastructure appropriate to current and foreseeable traffic demand | Awareness campaigns on:  
|                   |                                                                             | - speeding  
|                   |                                                                             | - safety distance  
|                   |                                                                             | - driving manoeuvres of truck                                                                  |
# Recommendations

## Truck Drivers & Other road users

<table>
<thead>
<tr>
<th>Main Human Factors</th>
<th>Truck Drivers</th>
<th>Other Road Users</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1. Non-adapted speed</strong></td>
<td>- Adapt your speed to traffic and weather conditions</td>
<td>- Adapt your speed according to traffic and weather conditions</td>
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<td><strong>Intersection rules</strong></td>
<td>- visibility</td>
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<td>- anticipate problems</td>
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<td></td>
<td>- respect traffic regulations at all time</td>
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<tr>
<td><strong>3. Improper manœuvre when changing lanes</strong></td>
<td>- Increase driving experience by refresher training</td>
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**A LASTAC Study is now in the pipeline!**
IRU’s other Road Safety Activities

IRU Bus & Coach Safety Programme

IRU Academy

The Truck Driver’s Safety Card

Check the condition of your vehicle

Check the vehicle and transport documents

Secure your load properly

Fasten your seat-belt

Road Safety Charter

(c) International Road Transport Union (IRU) 2010
IRU’s Support to UN Decade of Action for Road Safety –

The IRU has committed $2 million to implement projects to effectively improve commercial road transport safety provided that this important commitment by the profession is matched by credible partners or by the international donor community.
UN Decade of Action for Road Safety – IRU’s calls on Governments

- Identify the main cause of accidents involving trucks by applying the ETAC methodology;
- Promote effective, harmonised and internationally recognised standards for vocational training of road transport professionals as provided by the IRU Academy;
- Work together with the business community to achieve national accident reduction targets.
Road Freight Transport: Interconnecting every business and every transport mode between Europe and Asia – Focus on the Caucasus

6th Euro-Asian Road Freight Transport Conference & Ministerial Meeting

Tbilisi, 16-17 June 2011