

Evaluation study on Speed Limitation Devices

Presentation of the draft results of the survey
Stakeholder conference 10 June 2013

▶ Member States and stakeholders survey

- The survey took place on April-May 2013.
- Two questionnaires were designed: a long one for the government authorities and a shorter one for stakeholders and experts.
- Issues covered by the questionnaires:
 - *Implementation of the Speed Limitation Directive (for Member States only)*
 - *Impacts of the Speed Limitation Directive on:*
 - *Vehicles stock*
 - *Average speeds and speed profile*
 - *Emissions*
 - *Road safety*
 - *Market*
 - *Options for amendments to the Directive*
- 16 responses from governmental contacts and 21 from stakeholders

16 Member states

Country	Government authority / Ministry
AT	Federal Ministry of Transport Innovation and Technology
BG	Ministry of Interior
DK	Danish Transport Authority
EE	Ministry of Economic Affairs and Communications
FI	Ministry of Transport and Communications
EL	Ministry of Development, Competitiveness, Infrastructure, Transport and Networks
HU	KTI (Institute for Transport Sciences) - Road Safety Centre
IE	Road Safety Authority
IT	Ministry of Infrastructure and Transport
LT	State Road Transport inspectorate under the Ministry of Transport and Communications of the Republic of Lithuania
LU	Ministère du Développement durable et des Infrastructures, département des transports
LV	Road Traffic Safety Directorate
PO	National Police Headquarters, General Inspectorate of Road Transport
RO	Ministry of Transport - General Directorate Land Transport, Road Directorate
SK	Ministry of Interior
UK	Department for Transport

21 Stakeholders

Country	Organization	Country	Organization
BE	Belgian Road Safety Institute	NO	Norwegian Public Roads Administration
CZ	DEKRA Automobila	SI	Slovenian traffic Safety Agency
HR	MP EDUCON	SE	Trafikverket- Swedish Transport Administration
DE	German Road Safety Council	UK	ITS Leeds
DE	VDA Verband der Automobilindustrie	EU	ETSC- European Transport Safety Council
EL	Centre for Research and Technology Hellas / Hellenic Institute of Transport	EU	FEVR European Federation of Road Traffic Victims
ES	CNAE -Spanish Confederation of Driving Schools	EU	Transport & Environment
ES	CETM -Confederacion Espanola de Transporte de Mercancias	EU	European Cyclists' Federation
FR	Association Prévention routière	World	UICR- Union International des Chauffeurs Routiers
IT	Centro di Ricerca per il Trasporto e la Logistica, "Sapienza" Università di Roma	EU	UETR- European Road haulers Association
IT	Dekra Automotive Italy	BE	Transport & Logistieks Vlaanderen
IT	Fondazione ANIA per la Sicurezza Stradale	EU	ASECAP-Association Européenne des Concessionnaires d'Autoroutes et d'ouvrages à Péage

► Implementation of the Speed Limitation Directive

- No particular problems encountered to implement the Directive
- Checks on vehicles' compliance with the Directive are normally carried out yearly
- Countries comply with the speed limits set in speed limitation devices: (100 km/h for M2 and M3, 90 km/h for N2 and N3)
- Checks on the maximum speed used for speed limiters are mainly carried out during roadside inspections or roadworthiness tests

▶ Impacts of the Directive on vehicles' stock

- The relation between the application of speed limiters and the stock of vehicles seems to be rather weak and difficult to trace
 - Relationship exists according to CNAE
 - Other factors are more relevant according to Norwegian Public Road Administration and VDA
 - No influence is detected according to CERTH and Slovenian Traffic Safety Agency
- Other factors and policies play a role, such as taxation and incentive policies, road pricing schemes, logistics developments, etc.

▶ Impacts of the Directive on speed and emissions reduction

- The influence of speed limiters on speed profiles and speed distribution is relevant on major roads and motorways.
- Other factors are deemed to have generated important impacts on HCV vehicles speed (enforcement policies, road safety campaigns, etc.)
- Fuel consumption and carbon dioxide emissions are a function of speed, but also here detailed data are missing
- Hard to isolate the impact of the Directive among other driving factors, such as those affecting the renewal of the vehicle fleet

► Impacts of the Directive on road safety

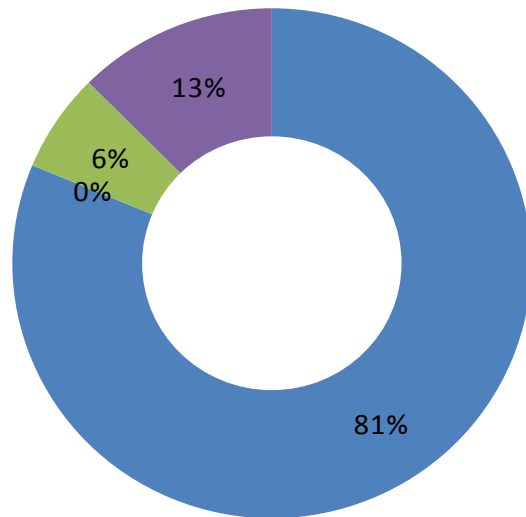
- Benefit in terms of increased road safety are recognized by the vast majority of respondents
- Most stakeholders underline that there is a number of different measures that have led to a decrease in the road fatalities (e.g. driver education, rescue service, road infrastructure improvement, vehicle technology)
- According to VDA there is no connection between speed limit and probability of fatality

► Impacts of the Directive on the market

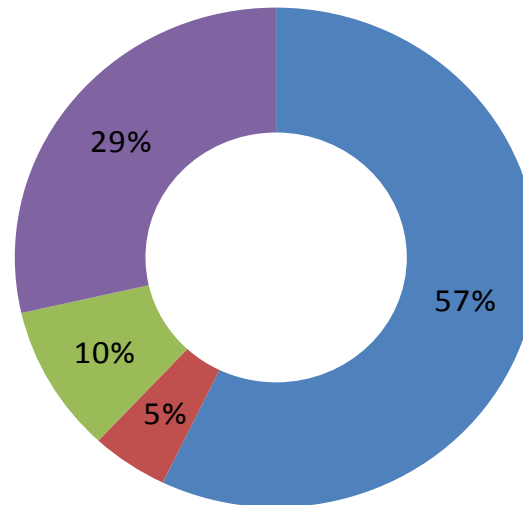
- Market impacts considered are: vehicle design (e.g. engines), shifts between heavy and light commercial vehicles, transport demand, frauds
- Shifts of the market towards smaller vehicles have been observed by many respondents
- Difficult to isolate the contribution of the Speed Limitation Directive from factors like road charging schemes, cargo weight, logistic patterns, etc.
- According to T&E, the fact that vans fleet grew much faster than light lorries fleet between 1995-2010 can be partly attributed to unequal legislation which favors vans with respect to lorries
- VDA underlines that the increased number of light commercial vehicles in operation is due to changing customer demand (e.g. urban deliveries in connection with internet shopping)

► Options for amendments to the Directive

Answers of MSs



Answers of stakeholders



- Keep the current speed limits for heavy goods vehicles
- Increase the speed limits for heavy goods vehicles
- Decrease limits for heavy goods vehicles
- No answer

▶ Options for amendments to the Directive

- Extend speed limitation devices to Light Goods Vehicles (N1 category)
 - Member States in favor: 25%
 - Stakeholders in favor: 52%
- Introduce speed limitation devices to light passenger vehicles like minibuses/vans (M1 category)
 - Member States in favor: 19%
 - Stakeholders in favor: 52%

▶ Options for amendments to the Directive

- Introduce ISA systems for all commercial vehicles
 - Member States in favor: 38%
 - Stakeholders in favor: 81%

ISA type	Member States' preference
Informative	33%
Supportive	50%
Informative/Supportive	17%
Mandatory	0%

ISA type	Stakeholders' attitudes		
	Positive	Neutral	Negative
Informative	76%	12%	6%
Supportive	94%	18%	6%
Mandatory	59%	12%	12%

▶ Questions

1. Do you agree/recognise the position of your country/organisation presented in the survey results?