



## COMPREHENSIVE OVERHAUL OF THE EU'S ROAD SAFETY AND VEHICLE REGISTRATION RULES



The European Commission has unveiled a far-reaching proposal to reform road safety and vehicle registration rules across the European Union. This initiative aims to adapt to technological developments and enhance both road safety and the control of polluting emissions. Key changes

include stricter inspections for electric vehicles, more frequent roadworthiness tests for cars older than ten years, and assessments of electronic safety systems. More accurate methods to detect high-emitting vehicles are also introduced.

Another major element of this overhaul proposal is the digitization of registration certificates and improved data exchange among Member States. These measures will simplify paperwork for citizens moving within the EU and help prevent fraud such as odometer tampering. The Commission estimates that these changes could save around 7,000 lives and prevent 65,000 serious injuries over the next 25 years. This proposal still needs to be discussed by the European Parliament and the Council before it can be implemented.

[More information](#)



## NEW INTERNATIONAL TRANSPORT FORUM (ITF) SUMMIT

At the International Transport Forum (ITF) Summit held in Leipzig in May this year, transport ministers from 69 countries endorsed a key policy recommendation to enhance road safety. This initiative aims to strengthen public policies and establish a new road safety assessment framework for companies, based on the UN's "Safe System" Approach. Its goal is to integrate safety practices across the business value chain, thus fostering a safer, healthier and more sustainable mobility. The ITF Summit marked an excellent opportunity to advance the commitments made at the Fourth Global Ministerial Conference on Road Safety that was held in Marrakech, in February 2025.

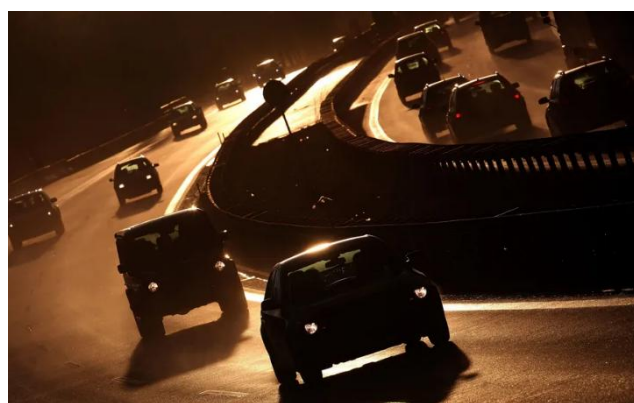
The road safety policy guide, along with new guidance on artificial intelligence (AI) in transport, is the first policy recommendation made by the ITF – the world's largest gathering of transport ministers – in three years. The theme of the summit was "transport resilience to global shocks". Thanks to its mainly business-oriented approach, companies adopting the framework can expect to cut the leading cause of workplace injuries, with reduced disruption, improved employee well-being, and an enhanced corporate reputation.

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### GERMAN SURVEY: NEED FOR A SPEED LIMIT ON MOTORWAYS?

According to a recent survey conducted by the German research institute Forsa, 57% of drivers in Germany support the introduction of a general speed limit on motorways. However, this figure represents a decline compared to previous years, where support was as high as 63%. Furthermore, 41% of respondents oppose this measure. When asked about their preferred speed, participants stated an average limit of 133 km/h on federal motorways.



On the political front, however, divisions persist over the speed limit. The Christain Democratic Union (CDU) remains reluctant to impose a general limit, citing the importance of individual freedom when driving. In contrast, the Social Democratic Party (SPD) advocates a 130 km/h limit, emphasising the benefits for road safety and reducing emissions. These differences make negotiations within the government coalition tricky, and any decision on this issue is likely to be postponed until after the next federal elections.

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## NEW PRECISION RADARS TO TACKLE DISTRACTED DRIVING IN THE NETHERLANDS



In the Netherlands, a new mobile radar system called “precision radars” has been implemented, conceived to automatically detect when an individual is holding a mobile phone while driving. Built-in cameras capture images from inside the vehicle and, should an offence be identified, the image is sent to an official for review before a EUR 430 is issued. The aim is deploy 50 of such radars in

various locations across the country. Their design allows easy relocation in order to cover different areas.

These precision radars are being introduced due to need to reduce distracted driving, one of the leading causes behind road accidents. In Belgium, public authorities are weighing the adoption of this system. Although an appropriate regulatory framework is still required, preliminary tests has revealed a high number of detected traffic offences. Belgian authorities insist that using these devices will respect drivers’ privacy, as they do not use facial recognition, images not showing any offence will be automatically deleted and a final check by an official will always be needed.

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## POSITIVE OUTCOME OF THE 20 MPH SPEED LIMIT INTRODUCTION IN THE CITY OF LONDON

Transport of London, the local government body responsible for the transport network in the city, has published a study showing that the introduction of a 20 mph speed limit, together with reduced speed zones on local roads between 1989 and 2013, led to a significant reduction in the number of collisions, injuries and fatalities, particularly among children and other vulnerable road users.

The findings of this study are compelling evidence of the benefits that can be gained from reducing speed limits on urban roads, including a 28% decrease in the number of casualties among vulnerable road users. These conclusions were also confirmed in other British cities, confirming the effectiveness of these measures. ETSC praises the report's publication and argues that lower speed limits may be the key to improving road safety, particularly given the stagnation experienced in recent years.



[More information](#)



## NEW RULES ON E-SCOOTERS APPROVED IN THE AUSTRALIAN STATE OF NEW SOUTH WALES

The New South Wales (NSW) government in Australia has announced the legalisation of e-scooters on public roads, allowing them to be used on cycle lanes and shared paths, but not on pedestrian-only footpaths. This measure, part of a broader strategy to regulate e-micromobility devices, establishes that only people over the age of 16 will be allowed to use them, with speed limits of 10-20 km/h depending on the location. This move comes in response to the increasing use of these vehicles, with an estimated 1.35 million in operation in the Australian State, many for daily commutes.



Transport and Road Ministers across the country emphasised the need to strike a balance between mobility benefits and public safety. Police officers will enforce the new regulations, imposing penalties on infringements. Moreover, the importance of addressing safety concerns was stressed, such as driver behaviour, battery fire hazard and infrastructure flaws. Measures proposed include awareness campaigns and improved design of shared paths.



[More information](#)



## NEW FEDERAL FUNDING POURED INTO ROAD SAFETY IN USA



The US Department of Transport has announced the allocation of \$ 1 billion to fund more than 350 projects intended to improve road safety across the country. This investment is part of a five-year programme funded by the 2021 infrastructure law. Highlights include 29.8 million to enhance safety at 77 junctions, mostly near schools and commercial areas in Los Angeles, and 10 million for Savannah, Georgia, focused on pedestrian and cyclist safety at 15 junctions.

In spite of a 3.2% decrease in the number of traffic accident deaths during the first half of 2024 compared to the same period last year, with an estimated total of 18,720 fatalities, the figures remain significantly higher than those recorded before the pandemic. In 2021, road deaths rose by 10.5% up to 42,915, the highest number since 2005. In addition, in 2022 pedestrian and cyclist deaths reached unprecedented levels not seen since the early 1980s.

[More information](#)



## TRUMP EASES SAFETY REQUIREMENTS FOR AUTONOMOUS VEHICLES

The Trump Administration has announced plans to accelerate the deployment of driverless cars by waiving specific safety requirements for some models and simplifying regulations requiring reporting of safety incidents. In the words uttered by the US Secretary of Transport, this set of measures will help US car makers compete with Chinese brands.

The regulatory amendment will allow certain autonomous vehicles that do not comply with federal safety standards, such as not having rear-view mirrors, to operate on US roads. Car manufacturers will also be allowed to report less serious accidents on a monthly basis and add a property damage reporting threshold for less severe crashes involving self-driving vehicles.



Advocates for Highway and Auto Safety said it was disappointed that the US Department of Transport “chose to dilute, instead of enhance, the reporting requirements”.

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