



## EU MANDATES SMART TACHOGRAPH VERSION 2 FOR STRONGER ROAD TRANSPORT ENFORCEMENT

As of 19 August 2025, all heavy-duty vehicles registered in the EU and operating internationally (outside their Member State of registration) must be fitted with the second-version smart tachograph. This mandate follows the conclusion of the retrofit deadline: vehicles previously using analogue or older digital tachographs had until 31 December 2024 to upgrade, whereas those already using the first version smart tachograph were required to replace it by 18 August 2025.

The updated tachographs bring new features aimed at improving road safety, enforcement, and fair competition. These include automatic recording of border crossings, logging of loading/unloading operations, software update capability, and better resistance to tampering. Remote detection tools already acquired by Member States enhance authorities' ability to enforce rules on driving/rest times, cabotage, and the posting of drivers. Looking ahead, lighter commercial vehicles over 2.5 tonnes used in international road transport must also adopt these updated tachographs from 1 July 2026, along with the associated driving and rest-time regulations.

[More information](#)



## ETSC BACKS UK PLANS TO CURB MISLEADING MARKETING OF "SELF-DRIVING" VEHICLE SYSTEMS

The European Transport Safety Council (ETSC) has expressed strong support for proposed UK legislation that would restrict the use of terms like "self-driving," "autonomous driving," and "driverless" in vehicle marketing unless the systems in question are genuinely listed or authorised as automated under the law. The proposals come in secondary legislation under the UK's

Automated Vehicles Act 2024, which would create criminal offences for misuse of such terms. ETSC emphasises that using consistent, protected terminology is essential in preventing “mode confusion,” where drivers overestimate what a system can do.

ETSC also warns about potential loopholes through grammatical variants or alternative naming that could mislead consumers. As an example, it points to a system marketed under a single name despite combining both Level 2 and Level 3 functions, and urges that derived forms of key terms should likewise fall under the restrictions. The UK government is consulting on the draft rules and the consultation closed on 1 September 2025.



[More information](#)



## ETSC WARNS EU-US MUTUAL RECOGNITION OF VEHICLE STANDARDS WILL UNDERMINE ROAD SAFETY

The European Transport Safety Council (ETSC) has sharply criticised a new EU-US agreement on transatlantic trade and investment that includes mutual recognition of vehicle standards. ETSC Executive Director Antonio Avenoso said the deal represents a political choice that prioritises trade over saving lives. He stressed that Europe’s mandatory safety requirements—covering features such as automated emergency braking, lane-keeping assistance, and pedestrian protection—have significantly improved road safety, but are not guaranteed under U.S. regulations.



Avenoso warned that recognising U.S. standards could open the European market to heavier, less regulated pick-up trucks and SUVs, which pose greater risks to car occupants, pedestrians, and cyclists. He described the agreement as a betrayal of Europe’s safety leadership that could reverse progress toward safer and more sustainable mobility, ultimately costing lives on Europe’s roads.

[More information](#)



## HELSINKI REPORTS ZERO TRAFFIC DEATHS IN 2024 THANKS TO SPEED LIMITS AND URBAN DESIGN

Helsinki has gone through 2024 without a single traffic fatality, a remarkable milestone for the Finnish capital and its metropolitan area of about 1.5 million people. This success is attributed primarily to lower speed limits (especially in residential and city-centre zones), the installation of around 70 new speed cameras, and adoption of the national “Vision Zero” policy, which aims to eliminate deaths and serious injuries on the roads.



In addition to speed control, Helsinki has pursued long-term urban planning strategies such as narrowing streets, planting trees, designing visually complex environments to slow traffic, expanding infrastructure for pedestrians and cyclists (over 1,500 km of bike paths), and improving public transport including tram lines. These combined measures have drastically reduced serious traffic injuries — for example, from 727 injured in 2003 to just 14 in 2023.

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## BERLIN PLANS TO REMOVE 23 DAYTIME 30 KM/H ZONES AS AIR QUALITY IMPROVES

The Berlin Senate has decided to remove 30 km/h speed limits on 23 main street sections, reversing measures that were introduced years ago to improve air quality. Authorities cited improved air conditions as the reason for returning to the standard 50 km/h limit during daytime hours. Some limits will remain in place for reasons of air quality, traffic safety, or proximity to kindergartens and senior facilities. Nighttime speed limits of 30 km/h will continue on several roads to reduce noise and protect health. Public debate and coalition disagreements delayed the original decision, but the Senate has now finalized the changes.



The move puts Berlin at odds with a broader European trend toward lower urban speed limits seen in cities like Paris, Brussels, and Helsinki and several major Spanish cities, where 30 km/h zones have been linked to significant reductions in accidents and serious injuries. Officials acknowledge the safety benefits of lower speeds, but argue that with better air quality, maintaining 30 km/h during the day on the selected streets is no longer justified. The decision highlights the balance between environmental, safety, and traffic-flow considerations in urban planning.

[More information](#)



## GERMAN ROAD SAFETY COUNCIL CALLS FOR NATIONWIDE ALCOHOL BAN AT THE WHEEL

On the occasion of International Beer Day, the German Road Safety Council (DVR) renewed its demand for a blanket ban on alcohol while driving. In 2024, alcohol-related crashes in Germany caused 17,776 injuries and 198 deaths, with one accident linked to alcohol occurring on average every 15 minutes. DVR President Manfred Wirsch stressed that alcohol remains a leading cause of severe accidents and urged that all road users—whether in cars, on motorcycles, e-scooters, bicycles or pedelecs—be subject to a zero-alcohol rule. Current regulations, which set different blood alcohol limits depending on age and driving status, are seen as confusing and ineffective.

The DVR has been advocating since 2011 for an amendment to the Road Traffic Act to enshrine such a ban in law. It argues that only a clear “no alcohol at the wheel” rule can prevent misunderstandings and significantly reduce the number of deaths and serious injuries. Public awareness campaigns like “Runter vom Gas” (Down with Speed), supported by the Federal Ministry of Transport, also highlight the dangers through posters along motorways. Existing laws already penalise varying levels of alcohol use behind the wheel, but the DVR insists that a complete ban would provide clarity, save lives, and reduce the burden of road tragedies.

[More information](#)



## WITHOUT STRONGER POLICY, SERIOUS ROAD INJURIES IN THE NETHERLANDS LIKELY TO SOAR BY 2040

According to SWOV’s Road Safety Forecasts 2040–2060, the Netherlands is expected to see a sharp rise in road casualties if road safety policies remain unchanged. By 2040, road injuries could nearly double compared to 2023, with serious injuries (MAIS3+) projected between 9,300 and 9,700 and moderate injuries (MAIS2) up to 24,800, compared to 18,000 in 2023. Road fatalities are also set to increase, reaching between 720 and 760 by 2040, up from 675 in 2024. These figures suggest that, across all examined future scenarios, the upward trend will continue, particularly where mobility growth is strong.



The report highlights that cyclists and the elderly will be most affected, with casualties rising in crashes both with and without motor vehicles. Car occupant fatalities in single-vehicle crashes are expected to decline, while multi-vehicle collisions will increase. In addition, an ageing population is projected to drive a significant rise in casualties among mobility scooter users. While vehicle automation and systems like ADAS and ADS could eventually have a positive safety impact, the forecasts did not include them due to uncertainty around adoption rates, fleet turnover, and actual performance.

[More information](#)



## **US ENDS CARPOOL LANE ACCESS FOR EVS WITHOUT OCCUPANCY FROM OCTOBER 1, 2025**

Starting October 1, 2025, the U.S. federal government prohibits states from allowing electric vehicles and other clean cars to use carpool (HOV) lanes unless they meet standard occupancy requirements. This ends a longstanding perk for drivers of clean-air vehicles — such as those holding Clean Air Vehicle decals in states like California. The requirement had allowed single occupants in EVs to access carpool lanes and reduced tolls, a policy that was seen as an incentive for EV adoption.



California officials, including the governor, have criticised the decision, saying it penalises over a million drivers who benefited from the current program. The change comes amid broader federal rollbacks of EV incentives, including the ending of certain tax credits and reduced enforcement of fuel efficiency targets. The shift is expected to affect both drivers' commuting options and the incentives that helped promote cleaner vehicles.

[More information](#)



## **INDIA'S NATIONWIDE E20 FUEL ROLLOUT SPARKS DRIVER ANGER AND CONFUSION AMONG CARMAKERS**

India's government is facing growing backlash after rolling out petrol blended with 20% ethanol (E20) across nearly all of its 90,000 fuel stations, effectively eliminating older blends such as E5 and E10. The policy, introduced as part of Prime Minister Narendra Modi's clean energy agenda, has left drivers—especially those with older cars—worried about performance and engine compatibility. While officials acknowledge a “marginal” hit on fuel efficiency for some vehicles, ministers insist the transition is irreversible. Yet fuel station managers report rising anger from customers, with some sites choosing not to disclose the change to avoid abuse. Public interest litigation on the issue is set to be heard by India's Supreme Court.

Automakers have added to the confusion with mixed statements about vehicle compatibility and fuel efficiency. The uncertainty has left many drivers frustrated, with some resorting to costly no-ethanol alternatives. Industry shortages and inconsistent messaging have further fueled the backlash, even as the government insists that India's "ethanol journey is unstoppable."



[More information](#)