



EU TO INTRODUCE NEW VEHICLE SAFETY SYSTEMS INCLUDING FLASHING BRAKE LIGHTS FROM JULY 2026

From 7 July 2026, all newly registered vehicles in the European Union will be required to include a new set of advanced safety technologies, including a system where brake lights flash rapidly during sudden braking. The measure aims to improve driver awareness and reduce rear-end collisions by making it easier to distinguish between normal deceleration and emergency braking, giving following drivers more reaction time.

The regulation forms part of a wider EU push to reduce accidents caused by human error through the mandatory installation of driver-assistance systems. New vehicles will also include features such as automatic emergency braking, lane-keeping assistance, fatigue and distraction warnings, Intelligent Speed Assistance, and event data recorders. These rules will only apply to new vehicle registrations, meaning existing cars will not need to be retrofitted, and the changes will be phased in gradually as the vehicle fleet is renewed over time.

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WHO URGES STRONGER ACTION TO MEET GLOBAL ROAD SAFETY TARGETS BY 2030

Global road safety experts, policymakers and stakeholders gathered at the United Nations in New York to prepare for the upcoming High-Level Meeting on Improving Global Road Safety, calling for urgent action to reduce road traffic deaths and injuries. The discussions highlighted the human cost of road crashes, which claim nearly 1.2 million lives each year, and stressed that road safety is closely linked to public health, economic development and sustainability. Participants agreed that stronger efforts are needed to fulfil the global commitment to halve road traffic fatalities and serious injuries by 2030.

WHO Director-General Dr Tedros Adhanom Ghebreyesus urged governments to “double down on delivery” by implementing safer road systems designed to protect all users, supported by better governance, reliable data and sustainable financing. Civil society representatives and experts emphasized that the challenge is not a lack of knowledge but a failure to implement proven solutions. Key recommendations included stronger accountability mechanisms, safer infrastructure, improved speed management, better vehicle and motorcycle safety standards, enhanced post-crash care and greater integration of road safety into transport, urban planning, health, climate and public finance policies. The meeting concluded with a call to turn commitments into concrete action and close the gap between promises and real-world results.

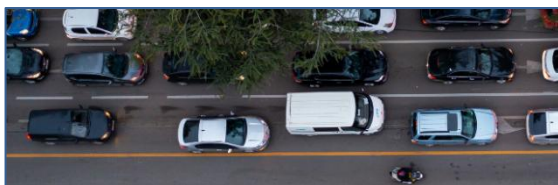


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WHO AND PARTNERS PUSH FOR STRONGER VEHICLE SAFETY STANDARDS TO PROTECT VULNERABLE ROAD USERS

The World Health Organization (WHO) and the China Automotive Technology and Research Center (CATARC) have brought together more than 100 global experts to discuss how evolving vehicle technologies and stronger regulations can improve road safety. The workshop, held in Shenzhen alongside the World Automobile Standards and Innovation Conference, focused on closing gaps in vehicle safety standards, particularly in low- and middle-income countries where the vast majority of road deaths occur.



Participants highlighted that around 1.2 million people die on the world's roads each year, with motorcyclists, pedestrians and cyclists making up more than half of fatalities. They stressed the need for stronger global safety regulations, improved testing standards and better integration of new technologies such as connected and automated systems. A new global initiative was also launched to ensure that vulnerable road users are better protected through updated vehicle design standards, enhanced international cooperation and wider adoption of proven safety technologies.

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IRU CALLS FOR PRACTICAL REFORMS TO STRENGTHEN ROAD TRANSPORT RESILIENCE AT ITF SUMMIT 2026

At the 2026 International Transport Forum (ITF) Summit in Leipzig, the International Road Transport Union (IRU) urged governments to implement practical reforms to improve the resilience of the road transport sector amid growing global instability. Speaking during a ministerial session, IRU Secretary General Umberto de Pretto stressed that transport plays a critical role in responding to crises and maintaining supply chains. He called on policymakers to reduce barriers related to border procedures, bureaucracy and digitalisation, arguing that more efficient and well-governed transport systems are essential for resilience.

IRU also hosted a side event focused on how transport sector reform can unlock investment and support safer, fairer and greener economic growth. Discussions highlighted the importance of formalising and modernising commercial road transport, strengthening public-private partnerships and ensuring that infrastructure investments deliver broader social and economic benefits. Alongside the summit, IRU held meetings with governments, development banks and industry stakeholders on topics including infrastructure, trade facilitation, workforce development and sustainable mobility, while also contributing to discussions on green technologies, innovation and disaster-resilient transport systems.

[More information](#)



iRAP UNVEILS UPDATED STAR RATING MODEL TO BETTER ASSESS ROAD SAFETY WORLDWIDE

The International Road Assessment Programme (iRAP) has released Version 3.10 of its Star Rating model, a global system used to evaluate how safe road infrastructure is for different users, including drivers, motorcyclists, pedestrians and cyclists. The update follows a five-year review and is currently applied in more than 140 countries to help identify road safety risks and guide investment decisions.



The new version introduces more detailed tools to better capture risk, particularly for vulnerable road users. Key updates include improved modelling for pedestrians and cyclists, new crash scenarios such as “Bicyclist Crossing,” the introduction of a “Zero Star” category for the most dangerous roads, and decimal ratings to track gradual safety improvements. The changes come amid ongoing concerns in Europe over stagnant progress in cyclist safety, with experts arguing that more precise risk assessment tools are essential to support targeted infrastructure improvements and reduce road deaths.

[More information](#)



GERMANY APPROVES DRIVING LICENCE REFORM, RAISING ROAD SAFETY CONCERNS

The German Federal Cabinet has approved a draft reform of the country's driver training system aimed at reducing the cost of obtaining a driving licence. Proposed changes include allowing theory lessons to be taken online or via apps, increasing the use of driving simulators, reducing mandatory special driving sessions such as night and motorway practice, and shortening the theory test. The legislation will now be debated in the Bundestag, with implementation planned for early 2027.

The reform has prompted a cautious response from the German Road Safety Council (DVR), which welcomes modernisation but warns that the focus on making training cheaper could weaken road safety standards. The DVR argues that shifting emphasis toward exam preparation risks undermining the core purpose of driver training, which is safe participation in traffic. It also opposes fully app-based theory learning without classroom interaction, stressing the importance of developing hazard perception, responsibility and stress management through guided instruction. While supportive of simulators and some flexibility in training, the council calls for clear national standards and quality controls to ensure safety is not compromised.

[More information](#)



SURVEY FINDS GERMAN SCHOOLCHILDREN INSUFFICIENTLY PREPARED FOR ROAD TRAFFIC

A survey conducted among teachers in Germany suggests that many schoolchildren are not adequately prepared to navigate increasingly complex traffic environments. According to research by the ADAC Foundation, nearly half of children show significant attention deficits in traffic situations, while more than a third struggle to respond appropriately to real-world traffic scenarios. Primary school pupils in particular have difficulties judging distances and recognising potential hazards.

Teachers involved in the study are calling for increased traffic education in schools, arguing that existing lessons are insufficient. While primary schools already provide around 13 hours of traffic safety education per year, respondents recommended adding at least five additional hours annually in secondary education as part of broader mobility training. The study also highlights rising risks for children on their way to school, noting that over 27,000 children aged 6 to 14 were involved in traffic accidents in 2024, with a notable proportion occurring during morning rush hours.

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BELGIUM PLANS TO END MANDATORY WARNING TRIANGLE IN FAVOR OF SAFER ALTERNATIVES BY 2027

Belgium is set to remove the obligation to use the traditional warning triangle from its road safety rules in June 2027, as part of a broader revision of the Highway Code. The change is driven by concerns that placing the triangle on the road can expose drivers to additional danger, particularly on high-speed roads. Under the new rules, activating hazard lights will generally be considered sufficient when a vehicle breaks down, with the triangle only required if the vehicle's indicators are not functioning.

Road safety experts and organisations such as VIAS and Touring support the reform, arguing that the triangle has become outdated and is often used inconsistently or unsafely. Attention is also being given to alternative solutions, including Spain's V16 emergency light, a roof-mounted beacon that is highly visible and allows drivers to remain inside their vehicle during breakdowns. Belgium's transport authorities are expected to evaluate such systems before deciding whether to adopt them more broadly as part of a move toward safer and more standardised emergency signalling across Europe.

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GREECE AND CYPRUS INTRODUCE STRICTER E-SCOOTER RULES AMID GROWING SAFETY CONCERNS



Greece and Cyprus have recently introduced or announced stricter regulations for e-scooters in response to growing safety concerns across Europe. In Cyprus, new amendments to existing legislation establish a minimum riding age of 17 and introduce updated rules on where e-scooters can be used, technical requirements, enforcement powers including seizure of non-compliant devices, and tighter oversight of rental operators. Local authorities are also being granted greater power to regulate their use at municipal level.

In Greece, upcoming legislation is set to impose a full ban on e-scooter use by minors, alongside new safety measures such as mandatory speed limiters, restrictions on use on high-speed roads, compulsory insurance, and identification markings for all devices. Municipalities will also be able to limit the number of shared scooters. While EU-level regulation is still pending, road safety organisations warn that fragmented national rules could create inconsistency across Member States and are urging the European Commission to introduce harmonised safety standards, including speed limits and clearer EU-wide regulations for personal mobility devices.

[More information](#)



NETHERLANDS TO MORE THAN DOUBLE AUTOMATED TRAFFIC ENFORCEMENT BY 2030

The Dutch Public Prosecution Service has announced a major expansion of automated traffic enforcement, increasing monitored locations from around 650 today to at least 1,450 by 2030. The plan, outlined in the “Vision on Automated Traffic Enforcement 2026–2030,” aims to reduce key risk behaviours such as speeding, distraction, drink and drug driving, and red-light violations through broader use of automated systems.

The strategy includes expanding fixed and average-speed cameras, mobile “flex” cameras, and “focus cameras” that detect mobile phone use and seatbelt compliance. It also places a strong emphasis on protecting vulnerable road users in urban areas, with new enforcement in 30 km/h zones and a pilot programme for average-speed control on city streets. Early results from motorway trials suggest significant behavioural change, with speeding rates reportedly falling by around 90% after enforcement began, reinforcing the Netherlands’ role as a leader in technology-driven road safety enforcement.



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UK DRUG-DRIVING REOFFENDING RATES FAR HIGHER THAN DRINK-DRIVING, PROMPTING CALLS FOR REHABILITATION SCHEME

New analysis by the RAC, based on UK Driver and Vehicle Licensing Agency (DVLA) data obtained via Freedom of Information requests, shows that drivers convicted of drug-driving are around five times more likely to reoffend than those convicted of drink-driving. Over an 11-year period, more than 72,000 people received at least one drug-driving conviction, with over 41,000 being repeat offenders, highlighting persistent non-compliance despite existing penalties.



The findings have sparked renewed calls for a dedicated rehabilitation programme for drug-drivers similar to the one already available for drink-driving offenders in the UK. Under the current system, drink-driving offenders can reduce their disqualification period by completing a rehabilitation course, but no equivalent option exists for drug-driving cases. Road safety groups argue that this gap may be contributing to repeated offending and that a structured rehabilitation scheme could help reduce reoffending rates and improve overall road safety outcomes.

[More information](#)



NEARLY 500 SERIOUSLY INJURED IN E-SCOOTER CRASHES IN GREAT BRITAIN AMID RISING ROAD SAFETY CONCERNS

New government data from the Department for Transport shows that nearly 500 people were seriously injured in e-scooter collisions in Great Britain last year, with an estimated 1,484 total casualties involving electric scooters. Of these, 485 were seriously injured and 989 suffered minor injuries, marking an increase compared with 2024. Ten people, all e-scooter riders, were killed in such incidents, up from six the previous year.

While overall road fatalities in Great Britain slightly declined to an estimated 1,556 deaths in 2025, other indicators show mixed progress, with total serious injuries and deaths rising by 4% year-on-year to nearly 30,000 cases. Road safety organisations, including the RAC, warned that progress in reducing road harm remains limited and called for stronger action. The government has announced plans for a new road safety strategy aiming to reduce deaths and serious injuries by 65% by 2035, alongside potential regulatory changes for e-scooters and stricter measures such as lower drink-drive limits.



[More information](#)