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SAFETY IN A DIGITALIZED AND
FAST-CHANGING WORLD.
HOW SMART WILL INJURY
PREVENTION GET?



Save the date: *EU Safety 2022* conference

The *10th European Conference on Injury Prevention and Safety Promotion (EU Safety 2022)* takes place in Vienna on 23-24 June.

The conference's main theme is *Safety in a digitalized and fast-changing world. How smart will injury prevention get?*

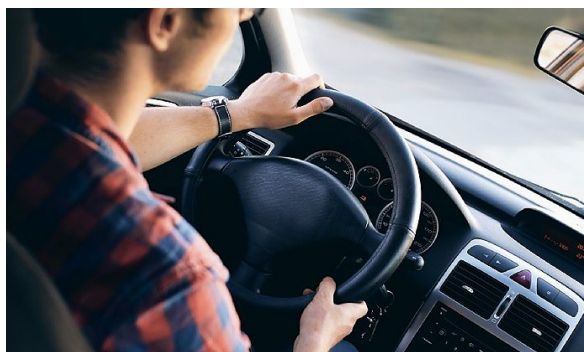
Organised by EuroSafe in collaboration with the Austrian Road Safety Board (KFV), the conference provides training and exchange opportunities for injury researchers and safety promotion practitioners across Europe.

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Road safety in the EU: Fatalities in 2021

Around 19,800 people were killed in road crashes in the EU in 2021, preliminary figures from the European Commission show. This was an increase of 1,000 deaths (+5%) on 2020, but still represents almost 3,000 (-13%) fewer fatalities compared to the pre-pandemic period in 2019.

The overall ranking of [countries' fatality rates](#) has not changed significantly, with the safest



roads being found in Sweden (18 deaths per million inhabitants) while Romania, at 93 deaths per million, reported the highest rate in 2021. The EU average was 44 road deaths per million inhabitants. Car occupants accounted for 43% of all road deaths; pedestrians 20%; users of powered-two-wheelers (motorbikes and mopeds) 18%; and cyclists 10% of total fatalities.

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E-scooter tests highlight head injury risk

E-scooters are the fastest growing mode of micro-mobility and come with environmental benefits. However, there are serious concerns about injuries caused by e-scooter accidents, and countries around the world have differing views on appropriate speed limits and levels of head protection.

To address safety concerns for riders, researchers from Imperial College London simulated 185 falls on un-helmeted digital human body models. They found that although impact speeds echoed those from bicycle falls, the angles of heads at impact differed, highlighting the need for e-scooter specific helmet testing methods. Fifty-six per cent of the impacts were to the forehead and rest of the skull, and 44% were to the face.

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Well-designed neighbourhoods key to 'active travel'

Too many people in their 50s and 60s will remain physically inactive unless

neighbourhoods are redesigned to encourage walking and cycling, research commissioned by the Centre for Ageing Better has concluded.



The research explored the personal and environmental barriers and enablers to 'active travel' (making day-to-day journeys by walking or cycling) among 50-70 year olds in the UK. It found that funding for local areas to install safe, supportive infrastructure for walking and cycling, such as well-maintained paths, adequate lighting, good-quality cycle paths that are separated from traffic and places to lock up bikes in town centres, is crucial in order to ease people's fear of traffic and boost confidence in walking and cycling.

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Overview of national cycling strategies in Europe

A new report from the European Cyclists' Federation (ECF) provides a comprehensive overview of the status of national cycling strategies in 47 European countries at a time of growing political interest in cycling as a sustainable and healthy mode of transport.

The review breaks down the general characteristics of national cycling strategies as well as looking in detail at each country's plan. Of the 47 countries analysed, 13 currently have a national cycling strategy in place which sets clear interventions, instruments and precise goals for the development of cycling at the national level; 10 have expired strategies that need updating; five are currently in the process

of developing a strategy for the first time; and 19 have not yet taken any action.

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Changes proposed for EU Standardisation Regulation

European consumer body ANEC has welcomed the European Commission's proposal to [amend Regulation \(EU\) 1025/2012](#) (the "Standardisation Regulation"). The proposed revision aims to improve governance in the European standardisation system.

The Commission has also published a [new standardisation strategy](#) which proposes "a set of actions to put standards back at the core of a resilient, green and digital EU single market and to strengthen the global role of the European Standardisation System (ESS)". Over the last 30 years, the ESS has delivered more than 3,600 harmonised standards, plus many more European standards and technical specifications to promote inter-operability, the safety of citizens and protection of the environment.

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Climate change as a contributor to drowning risks

New research which explored climate change as a contributor to variations in future drowning risks globally has concluded there is an urgent need for both the drowning prevention and climate change and health communities to act on the impacts of climate change-driven events on drowning risk.

Drowning risk for climatic events such as

flooding is clear, but researchers highlight drowning risk associated with other impacts of climate change including heatwaves, drought and water scarcity, aquatic ecosystem collapse and displacement. Drowning has the greatest impact among the world's poorest people, with 91% of drowning deaths occurring in low and middle income countries.

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Toy safety regulation needs strengthening, says MEPs

MEPs want to strengthen current rules and market surveillance to ensure that all toys sold on the EU market, including from non-EU countries and online, are safe.



The European Parliament stresses that, while the [Toy Safety Directive](#) (TSD) provides children with a high level of safety, further measures are necessary to avoid children's exposure to chemicals; to address the risks posed by "connected toys"; and to ensure online marketplaces act to remove unsafe toys from sale. According to the [EU Safety Gate](#), toys were the second most notified product category (20% of all notifications) in 2021.

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