

Today, the impact of the Covid-19 pandemic on our lives is as strong as ever, both personally and professionally. The year 2020 is proving to be complicated and it will be so to the end, not sparing the automotive industry. This situation will certainly continue into 2021 as the prognosis does not hold much hope.

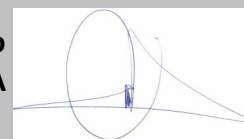
Individually, everyone must make the effort to be up to date with new technologies that appear in our sector and allow us to work. You also need to be on the lookout for market trends.

In recent years, remote expertise has grown tremendously in our business. In the current context, it makes even more sense. Adapting to this change is vital and essential if we are to continue to have a prominent place. Remote expertise must therefore be considered exactly as present expertise. The technology (the device needed to carry out the remote expertise) and the location (the office, not the garage) have changed, but the technical knowledge, qualification and professionalism of the expert are irreplaceable. Even if we integrate new technologies into our practices, the knowledge and experience of the professional cannot disappear. It is the professional who has control of the technological tools to guarantee a repair in the rules of the art and hence the road safety of all drivers and users of the public road.

The use of new technologies in our sector is sustainable. The working conditions linked to the situation will allow us to lead these technological changes and develop online training. This is in favor of the development of our profession as an automotive expert.



Xavier Romero
Président FIEA



E-learning platform

The catalogue of courses on the e-learning platform is now available on our website

Approximately 350 courses available in 4 languages.

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EUROPEAN COMMISSION ON MOBILITY : HIGH LEVEL GROUP ON ROAD SAFETY

On October 1st, 2020, the European Commission gathered a high level group on road safety. Led by Matthew Baldwin, deputy director general for mobility and transport, many high figures of road safety took part in the debate. Amongst them : Fotini Ioannidou (director general for mobility and transport), Elisabeth Warner (director for land transport), Peter Broertjes, Van Den Berghe Wouter, Joel Valmain, Peter Wilton, Casto Lopez Benitez, Alex Dovotni, Parisi Manos and many more.

Since February 2020 and the declaration of Stockholm, the European Commission is working tirelessly on a precise goal : reduce road fatalities by 50% by 2030. In order to do that, it asks all its member states to make a commitment to studying their previous national strategies on road safety, to renew them and to improve them. We were given key numbers on road safety in 2019 and during the sanitary crisis.

Later on, the VIAS Institute introduced their new study on road safety across approximately 20 countries. Their new work frame on vehicle safety and the new technologies discussed fuelled great debates.

Despite some technological difficulties, the group was able to tackle the question of road safety in urban areas and the meeting ended on a lengthy debate on cycling.

It is clear that the Commission, all its member states and their partners have a great deal of work to do ahead of this new decade.



EUROPEAN ROADS : THE SAFEST IN THE WORLD

Almost 1.3 million people die on the world's roads every year. In 2018, 25,100 of these victims died in the EU. There were 49 road victims per million inhabitants in the EU, compared to 174 on average worldwide. Despite these encouraging figures, the situation remains worrying and it will be difficult to achieve the European target of halving the number of road deaths between 2010 and 2020 - between 2010 and 2018, road fatalities fell by 21%.

After two years of stagnation (2014-2015), the number of road fatalities in the EU fell by 2% in 2016 and a further 2% in 2017, then by **4% between 2017 and 2018**. Nevertheless, **25,100** people were still killed on the roads of the Union in 2018, the equivalent of 69 lives lost every day. The annual cost linked to fatalities and serious injuries on the road has been estimated at more than 120 billion euros, or 1% of GDP.

Reduction of gaps between member states

In 2018, **UK** roads were the safest in Europe with 28 deaths per million inhabitants, followed by **Danish** roads (30). Next come **Ireland** (31) and **Sweden** (32). Conversely, **Romania** (96) and **Bulgaria** (88) are the countries which record the highest number of road fatalities. **France**, on the other hand, is slightly below the European average (49) with 48 deaths per million inhabitants in 2018.

During the period 2010-2018, **Greece** recorded the largest decrease in the number of road fatalities (-45%), followed by Lithuania (-43%), **Portugal** (-35%), and **Slovenia** (-34%). Knowing that the European average is -21%

While disparities were significant in the 1970s and 1990s, Member States' road safety statistics began to converge markedly as early as 2000. In 2018, only two EU Member States, compared with seven in 2010, recorded a rate more than 80 road fatalities per million inhabitants. The majority of them had a death rate of less than 60 deaths per million inhabitants and eight of them were below 40 deaths per million inhabitants.

Seriously injured: the majority are pedestrians, cyclists and drivers of motorized two-wheelers

The reduction in the number of road fatalities should not hide the number of serious injuries. For every death, around five other road users are seriously injured. This is an important public health issue if we consider the high cost of medical care necessary for rehabilitation and the disabilities that may remain. In 2018, 135,000 people were affected, especially pedestrians and motorcyclists. Their proportion is even higher in cities. At European level, the goal is to reduce the number of injured by 50% between 2020 and 2030.



NEWS FROM OUR ASSOCIATIONS MEMBERS

Overview :

Most of our members are hosting online events, seminars, conferences. All exams and courses are held online as well.

UK—IAEA :

The IAEA Conference will be held on April 15, 2021 in Dublin, Ireland.

TOBB—Turquie

In Turkey, the pandemic has had one good consequence : the advancement of regulations for loss adjusters to carry out remote assessments.

CIEAMI - Ivory Coast

Loss adjusters in Ivory Coast are working, along with 13 other countries, on a unified diploma.

FR—ANEA :

Continuous Development training is still ongoing, exclusively online.

CAAEA—Cyprus :

Elections for the directing committee will be held in January 2021

OUR NUMBERS THIS YEAR

Automotive experts member	7475
Experts EU Members	6772
Countries members	18
Associations members	20

OUR NEXT MEETING

In light of the current sanitary situation, the FIEA is unable to organise meetings.

