



European Commission

Europe on the Move

New safety features in your car

Improved direct vision for trucks and detection of pedestrians and cyclists

Safety glass in case of a crash, for pedestrians and cyclists

Drowsiness and distraction monitoring

Event data recorder

Lane keeping assistance

Advanced emergency braking

Intelligent speed assistance

Improved seatbelts

Reversing camera



Revision of the EU General Safety Regulation

27 June 2018 – Lunch debate "Fitting Safety as Standard", EP

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The existing Framework

- Framework Directive 2007/46/EC – to be replaced from 01/01/2020 with new and improved Type-Approval **Regulation (EU) 2018/858**.
- Prescribes mandatory rules for vehicles including **vehicle safety requirements contained in the GSR adopted in 2009**

Vehicle safety requirements in the EU

- In principle applicable for all categories of vehicles covered by the Framework:
 - **Passenger Car (M₁), Small Bus (M₂), Large Bus (M₃)**
 - **Light Commercial Vehicle (N₁), Medium Size truck (N₂), Heavy Goods Vehicle (N₃)**
 - **Light Trailer (O₁/O₂), Large Trailer (O₃/O₄)**
- Detailed in 3 main legislative acts:
 - **General Safety Regulation (EC) No 661/2009**
 - **Pedestrian Safety Regulation (EC) No 78/2009**
 - **Hydrogen Vehicle Safety Regulation (EC) No 79/2009**

Main achievements

- GSR introduced more advanced features such as **stability control, safety belt reminder, ISOFIX, electric shock protection...**
- Also **Advanced Emergency Braking** and **Lane Departure Warning** on all new trucks and buses
- Measures still being phased-in until 2023 (tyres noise, rolling resistance, etc.)
- PSR introduced child/adult **head impacts on bonnet, legs impact on front bumper, mandatory Brake Assist System (BAS).**

State of play

- **GSR** Phase-in mostly completed, but many exceptions for heavy M_1 passenger cars (SUVs) and N_1 light commercial vehicles (vans).
- **PSR** Phase-in mostly completed from 2011 onwards, but not yet for heavy M_1 passenger cars (SUVs) and N_1 light commercial vehicles (vans), mandatory in 2019.

Reporting obligations

- General Safety and Pedestrian Safety Regulations required to **report** to the **European Parliament** and the **Council** on progress on safety technology
- Including **monitoring** and **assessment** of new **advanced safety features**, their **cost-effectiveness** and **feasibility for possible inclusion** in the regulations on general vehicle safety and on the protection of pedestrians and other vulnerable road users.

Studies

- **A preliminary study** (published March 2015) contained a review of over 50 possible safety features for legislation
- Outcome was 'short list' used for Commission Report ***Saving Lives: Boosting Car Safety in the EU*** adopted on 12/12/2016
- **2 follow-up studies** to obtain individual cost-benefits and also for clusters of safety features
- **Finalisation of Impact Assessment**, passed the Regulatory Scrutiny Board in January 2018

The need for a revision

- Improvement of annual number of **road deaths** stagnating since 2013, **EU targets** will not be reached.
- Clear call from numerous **stakeholders** for Commission to take action through revising vehicle safety rules.
- Malta Valletta **declaration of ministers**.
- Repeated **request for action** by **EP** for resolute and determined action by the Commission.

Targets to achieve

- Proposed Commission measures conservatively estimated to save almost **25,000** lives in **16-year** timeframe over the do-nothing scenario.
- **Occupant protection** in frontal, side and rear impact: reduction by **16%** of the vehicle occupant fatalities.
- **Pedestrian and cyclist protection** in frontal, side and rear impact: reduction by **14.4%** of these vulnerable road user fatalities.

Need for action to improve safety

- New **Commission proposal on General Vehicle Safety** adopted as part of the 3rd Mobility Package on 17 May 2018.
- Focus on new accident avoidance systems and improved active and passive safety measures, both for **Occupant protection** in frontal, side and rear impact as well as for **pedestrian and cyclist protection** in frontal, side and rear impacts.
- All details available here http://europa.eu/rapid/press-release_IP-18-3708_en.htm

Commission proposal on new GSR

- An ambitious strategy that will cover **all categories of vehicles**.
- Part of the **Safe System approach** (Road and Tunnel safety)
- **Simplification** by consolidating current framework for GSR/PSR/hydrogen safety, **UN Regs** and taking care of EU specific rules
- A proposal that will pave the way for **Connected and Automated Driving** and stimulate innovation.

	Passenger cars	Light commercial vehicles	Buses	Trucks and trailers
	M ₁	N ₁	M ₂ & M ₃	N ₂ & N ₃
Advanced emergency braking (cars/vans)	Phase 1	Phase 1	already	already
Advanced emergency braking for pedestrians and cyclists	Phase 2	Phase 2	-	-
Alcohol interlock installation facilitation	Phase 1	Phase 1	Phase 1	Phase 1
Drowsiness and attention detection	Phase 1	Phase 1	Phase 1	Phase 1
Distraction recognition / prevention	Phase 2	Phase 2	Phase 2	Phase 2
Event (accident) data recorder	Phase 1	Phase 1	-	-
Emergency stop signal	Phase 1	Phase 1	Phase 1	Phase 1
Frontal crash protection updates	Phase 1	Phase 1	-	-
Head impact zone enlargement for pedestrians and cyclists (to include the windscreen area)	Phase 2	Phase 2	-	-
Intelligent speed assistance (through non-intrusive haptic feedback)	Phase 1	Phase 1	Phase 1	Phase 1

	Passenger cars	Light commercial vehicles	Buses	Trucks and trailers
	M ₁	N ₁	M ₂ & M ₃	N ₂ & N ₃
Lane keeping assist (emergency lane keeping system that intervenes only in case of an imminent threat such as leaving the road, or leaving the lane with oncoming traffic)	Phase 1	Phase 1	already LDWS	already LDWS
Side crash protection updates	Phase 1	Phase 1	-	-
Reversing camera or detection system	Phase 1	Phase 1	Phase 1	Phase 1
Tyre pressure monitoring system	already	Phase 1	Phase 1	Phase 1
Vulnerable road user detection and warning on front and side of vehicle (trucks and buses)	-	-	Phase 2	Phase 2
Vulnerable road user improved direct vision from driver's position (trucks and buses)	-	-	Phase 3	Phase 3
Rear crash protection updates	Phase 1	Phase 1	-	-

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for

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Thank you for the attention