



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 and Pedestrian Safety Regulation

11 September 2018 – ETSC iSAFER
Fitting safety as standard

Directorate-General for Internal Market,
Industry, Entrepreneurship and SMEs

Automotive and Mobility Industries Unit

Internal market,
Industry,
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New Vehicle general safety Regulation

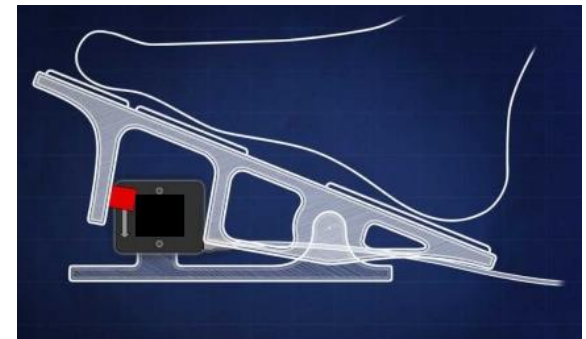
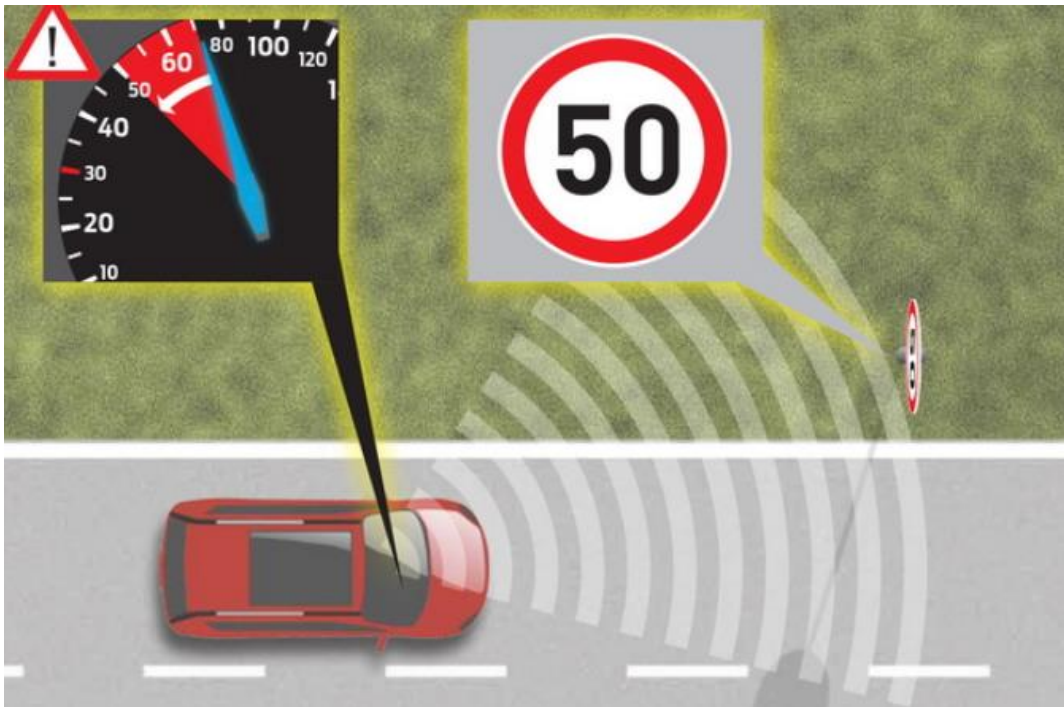
- Part of the EU type approval framework (mandatory for vehicles) revised in 2018
- Focus on **accident avoidance**, pedestrian and cyclist protection
- will pave the way for **Connected and Automated Driving**
- Will rely on **international regulations**
- Will replace both current General Safety Regulation (EC) No 661/2009 and Pedestrian Safety Regulation (EC) No 78/2009

Need for action to improve safety

- 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

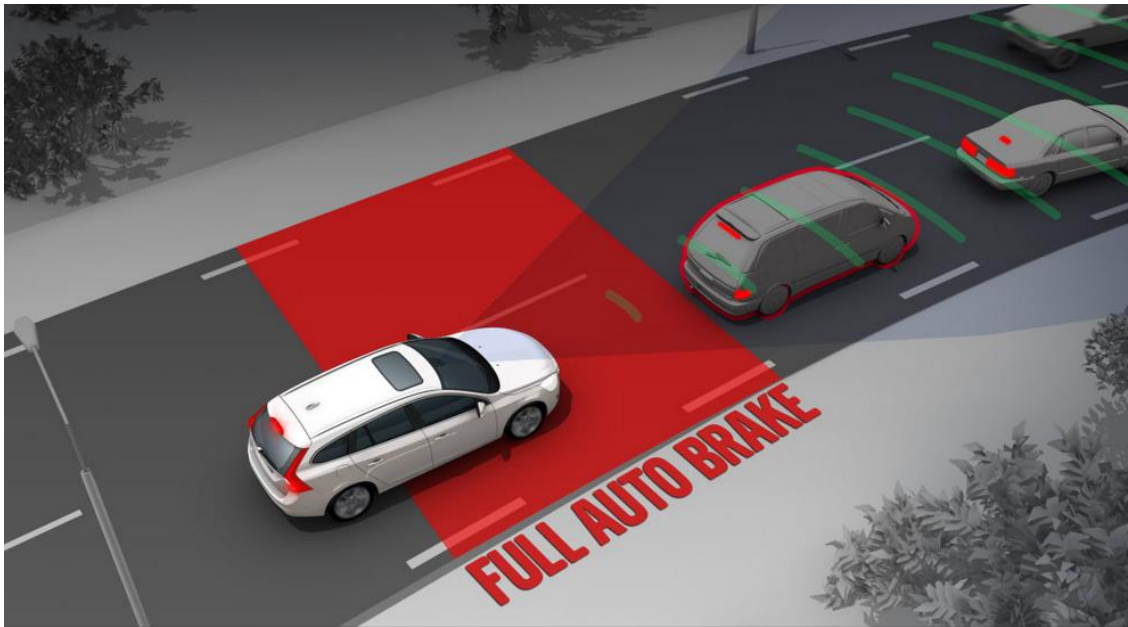
Intelligent Speed Assistance

- Gives feedback to the driver and can always be overridden.



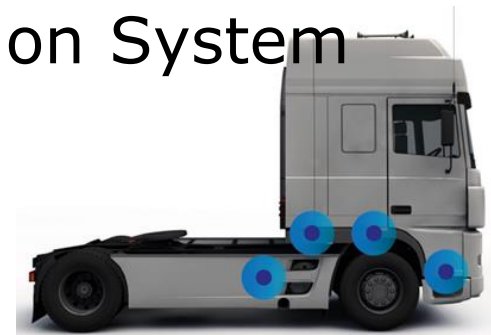
Advanced Emergency Braking

- Brakes for other cars in first phase, stops for pedestrians and cyclists in second phase



Truck safety

- Direct Vision and Blind Spot Information System



Next steps

- Safety impact of GSR proposal could be as big as when the seatbelt was first introduced.
- Proposal is a complete package.
- Council has already made significant progress.
- Need for a quick adoption by EP.

European Commission Directorate-General

for

Internal Market, Industry, Entrepreneurship and SMEs

Automotive and Mobility Industries Unit

Thank you for your attention

	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 1	Phase 1
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	-	-