Basic information

2017/2085(INI) INI - Own-initiative procedure	Procedure completed
Saving lives: boosting car safety in the EU **Subject** 3.20.06 Transport regulations, road safety, roadworthiness tests, driving licence	

Key players

European Parliament

Committee responsible	Rapporteur	Appointed
TRAN Transport and Tourism	KOCH Dieter-Lebrecht (PPE)	27/02/2017
	Shadow rapporteur SEHNALOVÁ Olga (S&D) ZŁOTOWSKI Kosma (ECR) ROHDE Jens (ALDE) KONEČNÁ Kateřina (GUE/NGL) CRAMER Michael (Verts/ALE) PAKSAS Rolandas (EFDD)	

Committee for opinion	Rapporteur for opinion	Appointed
IMCO Internal Market and Consumer Protection (Associated committee)	DALTON Daniel (ECR)	25/01/2017
LIBE Civil Liberties, Justice and Home Affairs	The committee decided not to give an opinion.	

European Commission

Commission DG	Commissioner
Internal Market, Industry, Entrepreneurship and SMEs	BIEŃKOWSKA Elżbieta

Key events

Date	Event	Reference	Summary
		COM(2016)0787	Summary

12/12/2016	Non-legislative basic document published		
15/06/2017	Committee referral announced in Parliament		
15/06/2017	Referral to associated committees announced in Parliament		
12/10/2017	Vote in committee		
23/10/2017	Committee report tabled for plenary	A8-0330/2017	Summary
13/11/2017	Debate in Parliament		
14/11/2017	Decision by Parliament	T8-0423/2017	Summary
14/11/2017	Results of vote in Parliament		
14/11/2017	End of procedure in Parliament		

Technical information

Procedure reference	2017/2085(INI)
Procedure type	INI - Own-initiative procedure
Procedure subtype	Initiative
Legal basis	Rules of Procedure EP 55
Other legal basis	Rules of Procedure EP 165
Stage reached in procedure	Procedure completed
Committee dossier	TRAN/8/10148

Documentation gateway

European Parliament

Document type	Committee	Reference	Date	Summary
Committee draft report		PE606.166	22/06/2017	
Amendments tabled in committee		PE608.073	17/07/2017	
Committee opinion	IMCO	PE606.030	28/09/2017	
Committee report tabled for plenary, single reading		A8-0330/2017	23/10/2017	Summary
Text adopted by Parliament, single reading		T8-0423/2017	14/11/2017	Summary

European Commission

Document type	Reference	Date	Summary
Commission document (COM)	COM(2016)0787	12/12/2016	Summary
Commission response to text adopted in plenary	SP(2018)52	22/03/2018	

Saving lives: boosting car safety in the EU

2017/2085(INI) - 12/12/2016 - Non-legislative basic document

PURPOSE: to propose ways to enhance vehicle safety in the EU.

BACKGROUND: vehicle safety rules in force in the European Union consist of a comprehensive package with proven effectiveness and track record. The interim evaluation of this policy confirmed the important and very substantial progress in reducing road deaths.

The number of road fatalities in the EU has come down considerably during the last 13 years, namely with an approximate 53% reduction from 54 300 in 2001 to 25 900 in 2014.

This increased safety can to a large extent be attributed to EU legislative requirements on safety of vehicles that have been introduced over these years as part of the EU policy on road safety. However, **the problem of road safety remains an urgent one**. In order to reach the EU strategic target of halving the number of road deaths from approximately 31 000 in 2010 to 15 000 in 2020, additional efforts are needed.

CONTENT: this report addressed to the European Parliament and the Council concerns the **reporting on the monitoring and assessment of advanced vehicle safety features**, their cost effectiveness and feasibility for the review of the regulation on general vehicle safety and the regulation on the protection of pedestrians and other vulnerable road users.

The report provides a comprehensive overview and proposes **a way forward as regards improved vehicle safety** for the benefit of all road users.

Key areas: four main areas of action have been identified consisting of 19 specific measures to increase vehicle safety. At this stage, the selected measures indeed appear to be feasible and cost-effective but should be subject to further studies.

The **targeted measures** may be summarised as follows:

(1) Active safety measures: this main area covers measures that have the ability to avoid accidents altogether rather than to mitigate their outcome. It is generally considered the most important area of future vehicle safety legislative advancement. The safety features covered are:

- automatic emergency braking,
- intelligent speed adaptation,
- lane keep assistance,
- driver drowsiness and distraction monitoring.

(2) Passive safety measures: this area covers accident mitigation measures consisting of introduction of new requirements or enhancing of existing measures in the field of:

- emergency braking display (flashing stop lamps),
- seat belt reminder,
- frontal crash testing,
- side crash testing,
- rear crash testing,
- alcohol interlock device interface standardisation,
- crash event data recorder,
- tyre pressure monitoring.

(3) Trucks and buses: the measures under consideration to improve:

- the introduction or improvement of front-end design and direct vision,
- truck and trailer rear underrun protection (rear bumper),
- lateral protection (side guards),
- fire safety for buses.

(4) Pedestrians and cyclists: pedestrians and cyclists account for 30% of transport fatalities overall, but for almost 43% in urban areas.

This area foresees: (i) the introduction of pedestrian and cyclist detection (linked to automatic emergency braking systems), (ii) head impact protection on A-pillars and front windscreen, (iii) as well as reversing (backing up) detection of persons behind vehicles.

Future steps: the Commission has reviewed measures with potential to provide incremental but significant improvements to address a range of vehicle safety related issues. It will consider which of these might be brought forward in legislation following appropriate **impact assessments** of the costs and benefits including consideration to the cumulative impact on the competitiveness of the EU industry and a reasonable time-line allowing industrial adaptation.

Any new requirements on safety of vehicles for European roads should:

- **spur further innovation and investment** to create quality jobs in the EU and bolster the competitiveness of EU industries;
- **digitalise the internal market** via the promotion of safety features that are considered the key enabling technologies to boost and support the wide-scale automation of vehicles as well as the Energy Union objectives of reduction of CO2 in transport.

Saving lives: boosting car safety in the EU

2017/2085(INI) - 23/10/2017 - Committee report tabled for plenary, single reading

The Committee on Transport and Tourism adopted the own-initiative report by Dieter-Lebrecht KOCH (EPP, DE) on saving lives: boosting car safety in the EU.

The Committee on the Internal Market and Consumer Protection, exercising its prerogative as an associated committee in accordance with Article 54 of the Rules of Procedure, also gave its opinion on the report.

The report stated that every year on Europe's roads around 25 500 people die and some 135 000 are seriously injured. More effective measures need to be taken if the vision zero goal of 'no fatalities' is to be achieved.

Given that road safety depends on the vehicle, the infrastructure and the driver, efficient active and passive safety measures are needed at all three levels.

General requests: the report stressed that Member States should conduct efficient and regular road checks on drivers, as the **main causes of accidents** are speed levels that are inappropriate and excessive speed for the driving conditions concerned, distraction, driving under the influence of alcohol or drugs, and excessive fatigue.

They called on the Commission to:

- set a **percentage** for the numbers of vehicles in classes M1 and N1 to be checked;
- introduce **stricter controls** for the proper enforcement of compulsory working-time limits and rest periods for drivers who are professional road users;
- assess the possible added value of **harmonising the EU blood alcohol concentration limit at 0.0%** for new drivers in their first two years and for professional drivers;
- set common standards for the **creation of corridors for emergency vehicle access** on motorways and to launch a European awareness campaign;
- examine the safety requirements for **e-bikes** and other electric mobility devices;

Member States are called upon to:

- introduce **penalties** which will act as a deterrent to offenders;
- significantly **improve the state of their road infrastructure**;

Driver assistance systems to increase road safety: around 95 % of all accidents are caused by human error. This leads to the conclusion that a **legislative obligation** to install safety-related driver assistance systems is urgently needed.

Members proposed that it should therefore be **compulsory** to incorporate only those driver assistance systems which improve road safety significantly as demonstrated by scientific evidence.

Safety measures to prevent accidents: while welcoming the fact that emergency braking is already mandatory, since November 2015, for all new trucks and buses in the EU, Members called on the Commission to make it **compulsory to install automatic emergency braking assistants** with detection of pedestrians, cyclists, light powered two-wheelers and motorcyclists in cars, light commercial vehicles, buses, coaches and, especially, heavy goods vehicles, as these have a strong potential to prevent road accidents by means of autonomous powerful braking and a resulting shorter stopping distance.

They also called for:

- the compulsory installation of over ridable intelligent speed assistant systems that indicate speed limits, stop signs and traffic lights and intervene to assist drivers to remain within speed limits;
- **road signs** to be kept in excellent condition and that road markings are clearly legible;
- the need to provide preconditions for installing **alcohol interlock devices** and systems to detect driver distraction and drowsiness;
- it to be made compulsory to install direct tyre pressure monitoring systems;
- the installation of intelligent seatbelt reminder systems for all front seats for all vehicles and for rear seats for M1 and N1 vehicles;
- improved energy-absorbing front underrun protection for all new trucks;
- the extension of the eCall installation requirement to motorcycles, heavy goods vehicles and buses and coaches.

Saving lives: boosting car safety in the EU

2017/2085(INI) - 14/11/2017 - Text adopted by Parliament, single reading

The European Parliament adopted by 593 votes to 39 with 53 abstentions, a resolution entitled Saving lives: boosting car safety in the EU.

Given that every year on Europe's roads around 25 500 people die and some 135 000 are seriously injured, Members stressed that more effective measures need to be taken if the vision zero goal of 'no fatalities' is to be achieved.

Road safety depends on **three factors**, these being the vehicle, the infrastructure and the driver.

General recommendations: Parliament stressed the need to conduct efficient and regular road checks on drivers, since the **main causes of accidents** are speed levels that are inappropriate and excessive speed for the driving conditions concerned, distraction, driving under the influence of alcohol or drugs, and excessive fatigue.

The Commission was asked to:

- set a **percentage** for the numbers of vehicles in classes M1 and N1 to be checked;
- introduce **stricter controls** for the proper enforcement of compulsory working-time limits and rest periods for drivers who are professional road users;
- assess the possible added value of **harmonising the EU blood alcohol concentration limit at 0.0%** for new drivers in their first two years and for professional drivers (around 25 % of all annual traffic fatalities in the EU are caused by alcohol consumption;
- set common standards for the **creation of corridors for emergency vehicle access** on motorways and to launch a European awareness campaign;
- consider a proposal for **safer use of bicycles**, examine the safety requirements for e-bikes and take further Union-wide measures to enable large-scale improvements to cycling infrastructure;
- draw up an EU-wide binding list of objects that should fall under **the carrying requirement.**

Member States were asked to :

- introduce **penalties** which will act as a deterrent to offenders;
- significantly **improve the state of their road infrastructure**;
- develop **age-related** accident prevention programs;
- address the issue of **manipulation of or tampering** with odometers through effective measures and legislation.

The Commission should include **new targets** for halving the number of serious injuries on the roads in the EU in its new road safety strategy for the decade 2020-2030.

Driver assistance systems to increase road safety: around 92 % of all accidents are caused by human error. Accordingly, Members proposed that it should therefore be compulsory to incorporate only those driver assistance systems that improve road safety significantly as demonstrated by scientific evidence.

Manufacturers should ensure that that the activation status of each driver assistance system is visible to the driver, and that warnings should also be easy to perceive for elderly persons, persons with a disability, and persons with reduced mobility.

Safety measures to prevent accidents and reduce their consequences: while welcoming the fact that emergency braking is already mandatory, since November 2015, for all new trucks and buses in the EU, Parliament called on the Commission to make it **compulsory to install automatic emergency braking assistants** with detection of pedestrians, cyclists, light powered two-wheelers and motorcyclists in cars, light commercial vehicles, buses, coaches and, especially, heavy goods vehicles.

The resolution also called for:

- the compulsory installation of overridable intelligent speed assistant systems that indicate speed limits, stop signs and traffic lights and intervene to assist drivers to remain within speed limits;
- the installation of a **an overridable lane-keeping assistance;**
- **road signs** to be kept in excellent condition and that road markings are clearly legible;
- the mandatory introduction for trucks of ambitious differentiated direct vision standards, and **reduction of blind spots**;
- the need to provide preconditions for installing **alcohol interlock devices** and systems to detect driver distraction and drowsiness;
- it to be made compulsory to install **direct tyre pressure monitoring systems**;
- the installation of intelligent seatbelt reminder systems for all front seats for all vehicles and for rear seats for M1 and N1 vehicles;
- improved energy-absorbing front **underrun protection** for all new trucks;
- the extension of the **eCall** installation requirement to motorcycles, heavy goods vehicles and buses and coaches.