

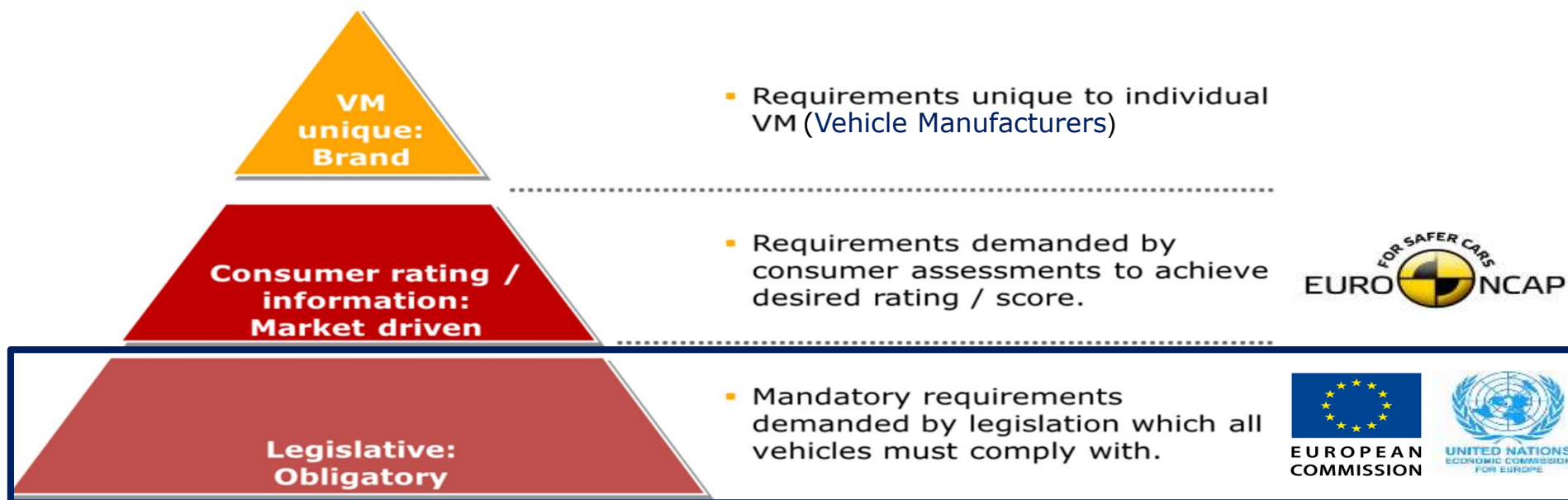


Vehicle Safety – General Safety Regulation and Pedestrian Safety Regulation

Richard Cuerden
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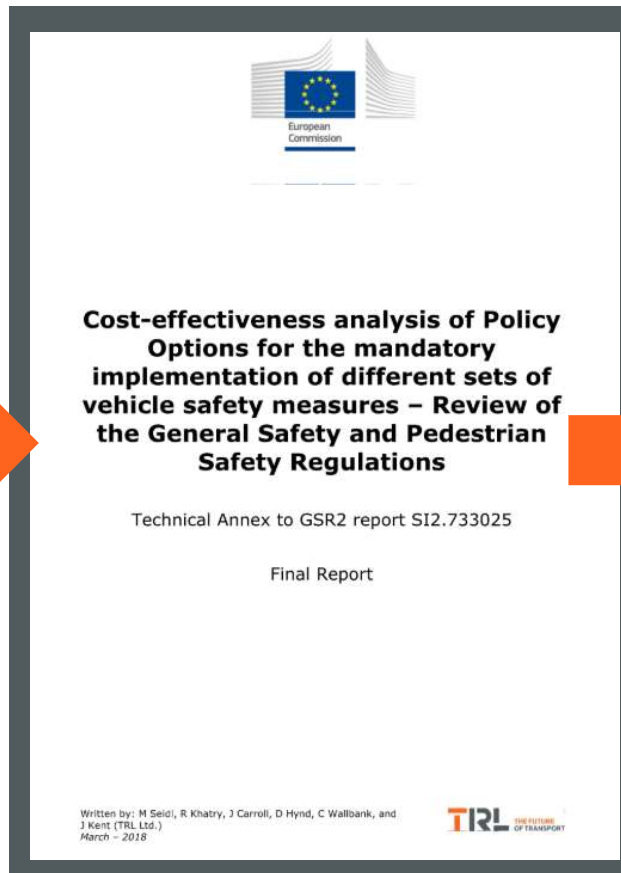
General Safety Regulation and Pedestrian Safety Regulation

European Union



General Safety Regulation and Pedestrian Safety Regulation

- **2014-21:** TRL supported the EC developing requirements and test procedures



- **25 March 2019:** The EU institutions reached a provisional political agreement on the revised GSR and PSR
- **16 April 2019:** Positive **vote in the European Parliament** on the revised GSR and PSR proposed by the Commission in May 2018
- **16 December 2019:** EC Journal Publication
- **5 January 2020:** Entry into force
- **5 July 2022:** Mandatory date

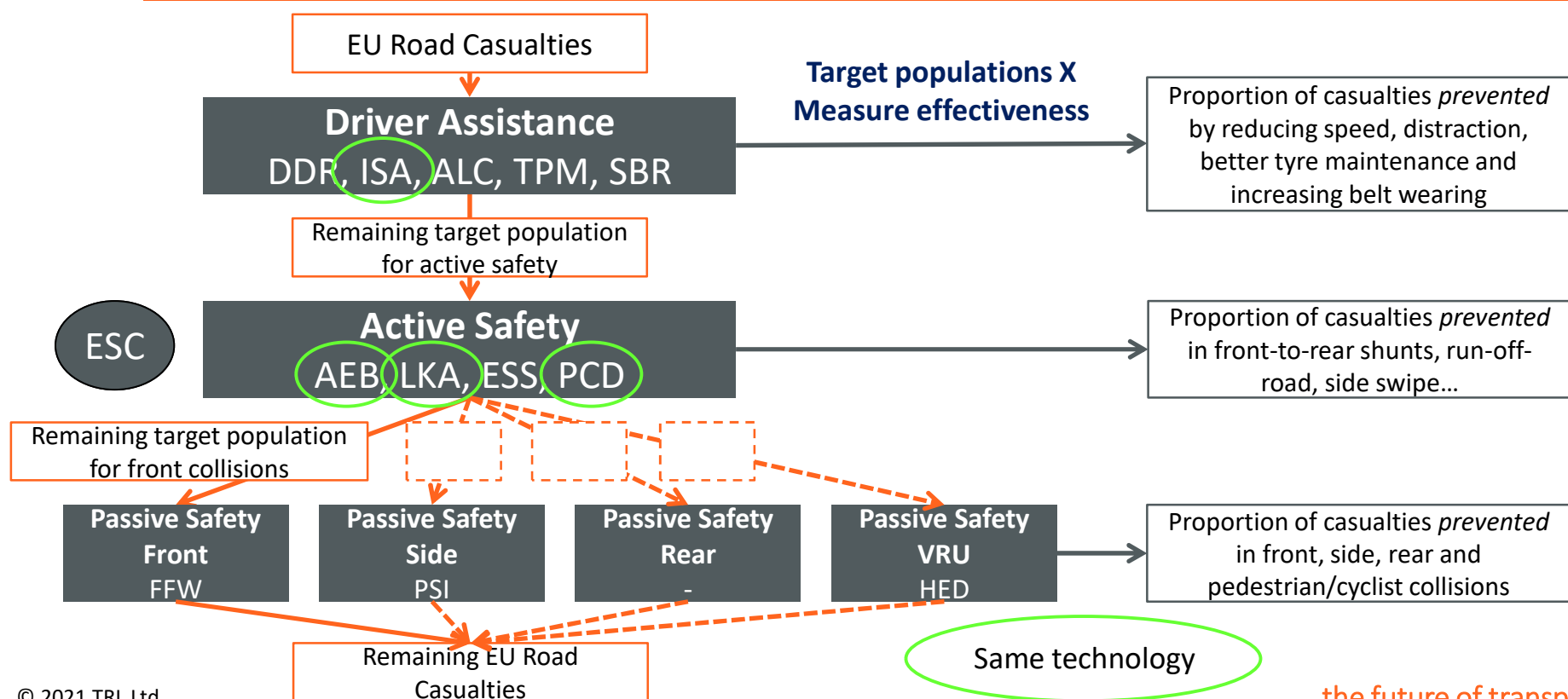


General Safety Regulation and Pedestrian Safety Regulation

Code	Measure name	Vehicle categories
AEB	Advanced Emergency Braking (light duty, vehicles and pedestrians/cyclists)	M1, N1
DDR	Driver Drowsiness and Attention Monitoring (DDAM), Advanced Distraction Recognition (ADR), and Driver Readiness Monitoring for Automated Driving (DRMAD)	M1, M2, M3, N1, N2, N3
EDR	Event Data Recorder	M1, M2, M3, N1, N2, N3
ELK	Emergency Lane Keeping	M1, N1
FFW	Frontal Full-Width Impact	M1, N1
HED	Pedestrian and Cyclist Enlarged Head Impact Zone	M1, N1
ISA	Intelligent Speed Assistance	M1, M2, M3, N1, N2, N3
REV	Reversing Safety	M1, M2, M3, N1, N2, N3
TPM	Tyre Pressure Monitoring (heavy duty)	M2, M3, N2, N3, O3, O4
VIS	Direct Vision & Pedestrian and Cyclist detection (heavy duty)	M2, M3, N2, N3
ALC	Alcohol interlock installation document	M1, M2, M3, N1, N2, N3
ESS	Emergency stop signal	M1, M2, M3, N1, N2, N3
PSI	Pole side impact occupant protection	M1, N1

General Safety Regulation and Pedestrian Safety Regulation

TRL's 'vehicle safe system' approach for preventing casualties (example for cars)



General Safety Regulation and Pedestrian Safety Regulation

TRL Cost Effective study on behalf of the European Commission

- Savings of **700,000 casualties** (25,000 fatalities, 141,000 serious casualties prevented)
- Cost-effective – **Benefits to society exceed the costs**
- The **GSR proposal is technologically advanced** – helping the **EU Industry to remain competitive** with regard to the **challenges of developing automated vehicles**

Cost-effectiveness

Benefit-to-cost ratios (BCR) of the Commission Proposal



- Years: 2021–2037
- EU-28
- Compared to the baseline scenario

Values greater than 1 indicate that the benefits are greater than the costs

the future of transport.

General Safety Regulation and Pedestrian Safety Regulation

UK Position on GSR and PSR

- Updates will **not be applied automatically** – adopt in full, partially or not at all?
- Cost effective benefits are **only** achieved through **full package of measures**

International trade deals and automotive safety standards

- Without action the **UK will have lower minimum safety standards than EU27**

The Carbon-Safety Link ... Opportunity for the UK to lead the world

- Planning for zero carbon journeys with zero fatalities **must embrace innovation and mobility changes** – driven by cost, digitalization, connectivity and automation



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