

Commission Proposal on the General Safety of Motor Vehicles

Automotive Unit- F1



European Commission
Enterprise and Industry

Overview

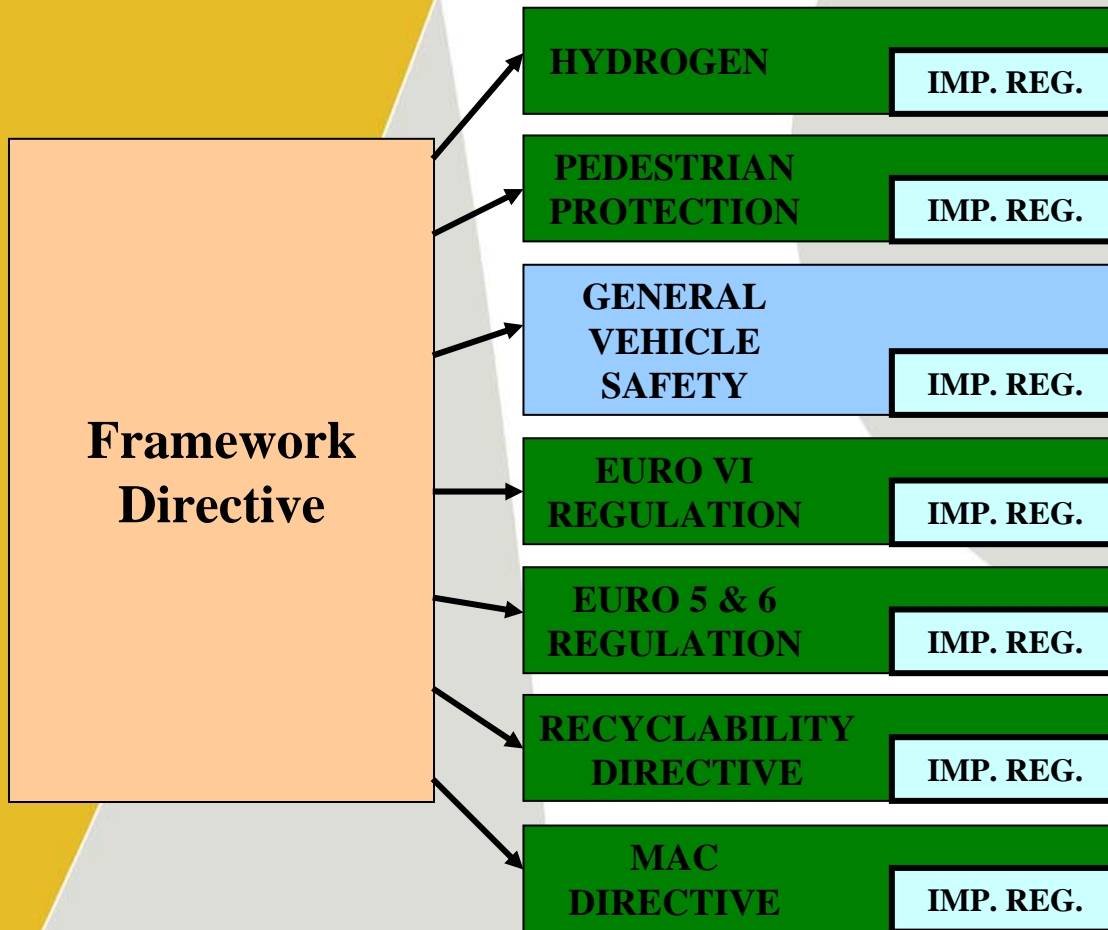
- Current Situation
- General Safety Proposal
- Approach and Implementation
- Next steps

Current Situation

- Some Directives over 35 years old
- Around 50 base Directives covering vehicle safety issues
- Many duplicate UNECE Regulations
 - others lag behind

Proposed Regulatory Structure

Motor Vehicles (4 wheels+)



2 & 3 Wheelers



Tractors



Proposed Regulation on General Vehicle Safety

Proposal provides:

- Regulatory Simplification
 - Advanced Vehicle Safety
 - New Requirements on Tyres
- Impact Assessment completed

IMPACT ASSESMENT SUMMARY

- Optional and Mandatory requirements considered
- Mandatory requirements only introduced where there was a strong cost-benefit case & market forces alone were unlikely to deliver
- Combination of mandatory and market mechanism used for rolling resistance

IMPACT ASSESSMENT SUMMARY

- Mandatory measures can save around 5,000 lives and 35,000 serious injuries per year across EU27
- Tyre measures can contribute up to 7g/km towards CO₂ reduction targets
- Average vehicle purchase cost increase from all mandatory measures around 200 Euro for cars and 2500 Euro for heavy vehicles
- Running costs for motorists likely to be reduced due to improved fuel economy.

Regulatory Simplification

- In line with the recommendations of the *Cars 21* report
- Will involve the repeal of 50 base Directives and over 100 amending Directives
- To promote wider harmonisation, reference will be made to international regulations (UNECE) wherever possible.
- replacement of Directives by Regulations to simplify the process of adoption of new and amended proposals by Member States.

Advanced Vehicle Safety

Regulation will include the following issues:

- Electronic Stability Control
- Heavy Vehicle Safety
- New requirements on Tyres

Electronic Stability Control

- Apply to new vehicle types from 2012
- Technical Standards based on UNECE Regulation 13 or UNECE Regulation 13H (adopting the GTR requirements)
- Will apply to all new cars from 2014 (later for some heavy vehicles)

Electronic Stability Control - why mandatory?

- Wide variation of fitment of ESC to cars between Member States
- Strong evidence to support casualty reduction potential – therefore should not be optional.
- Fitment rate to heavy vehicles is even lower than for cars

Heavy Vehicle Safety

- Advanced Emergency Braking and Lane Departure Warning
- mandatory for new types of heavy duty vehicles from 2013, - existing types from 2015
- Optional on light duty vehicles
- Technical standards to be agreed through UNECE route.

Advanced Emergency Braking

- Analysis of potential accident savings for various classes of vehicle and various levels of system capability
- Positive benefit/cost ratio for heavy vehicles
- Impact assessment concluded that systems should be mandatory only on heavy vehicles

Lane Departure Warning

- Indications of good cost/benefit ratio
- Further work required to explore costs and benefits in greater detail
- Impact assessment concluded that systems should initially be mandated for heavy vehicles

New Requirements on Tyres

- Reduction in noise limits
 - by average of 4 db (A)
- New limits on rolling resistance (for reduction of CO₂)
- Type Pressure Monitoring Systems to be mandatory (for CO₂ reduction and safety)
- New wet grip requirements

Tyre Noise Proposals

- Tyre noise standards originally introduced in 2001
- Proposed new requirements propose further reductions of up to 5 dB(A)
- Requirements will apply to new tyre types from 2012 and all new tyres from 2016

Tyre Noise Proposals

- Noise proposals based on study by FEHRL (including TRL, TUV, Bast, VTI)
- Estimated that 30-50% of tyres can meet proposed standards already
- Greater uncertainty over C2 and C3 tyres – values adjusted to reflect this uncertainty
- Further research required in this area.

Tyre Rolling Resistance

- New limits on rolling resistance introduced for the first time
- Limits to apply in two stages, from 2012 and 2016
- Technical test procedures to be included in UNECE Regulations
- CO₂ reduction contribution of around 3.9 g/km for typical car

Tyre Rolling Resistance

- Proposed values based on 'state of art' in 2004.
- 56% of summer tyres in 2004 could meet proposed Phase 1 requirements; 16% could meet proposed phase 2 requirements.
- 26% of winter tyres in 2004 could meet proposed Phase 1 requirements; 3% could meet proposed phase 2 requirements.

Tyre Rolling Resistance

- Proposal also to apply to after-market tyres.
- Further encouragement to improve rolling resistance could be achieved by labelling scheme
- Subject of a separate Commission initiative.

Tyre Pressure monitoring systems

- TPMS alerts the driver when the tyres are at low pressure, affecting safety and fuel consumption
- TPMS will be required on new car types from 2012 and existing types from 2014.
- Technical standards to be agreed via the UNECE
- CO₂ reduction contribution of around 3.2 g/km for a typical car (based on TNO estimate of 2.5% drop in fuel consumption)

Tyre wet grip requirements

- Introduced to ensure that safety standards are maintained
- Based on the requirements in UNECE Regulation 117
- Will apply to new car tyre types from 2012 and existing types from 2014
- Will be extended to tyres for larger vehicles when standards have been finalised

Proposal Approach

- Contains the technical areas which will be covered by the Regulation.
- Specific requirements will be covered either through UNECE Regulations or Implementing Regulations agreed through the committee procedure

Implementation

Item	new types	existing types
General requirements	2012	2014
Advanced safety items	2013	2015
Rolling resistance - P1)	2012	2014 (2016 for C3 tyres)
Rolling resistance - P2)	2016	2018 (2020 for C3 tyres)
Rolling noise	2012	2016

Further Steps to be Taken

Work with the UNECE in the following areas

- Standards for ESC
(almost completed)
- Standards for TPMS
(ongoing)
- Test requirements for rolling resistance
(under discussion)
- **New Regulation(s) on AEBS and LDW
(to be started)**



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THANK YOU
for your attention