



Government Status Report of the European Commission

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Dr. Reinhard Schulte-Braucks

**Head of Unit Automotive Industry
Enterprise and Industry Directorate-General
European Commission, Brussels**

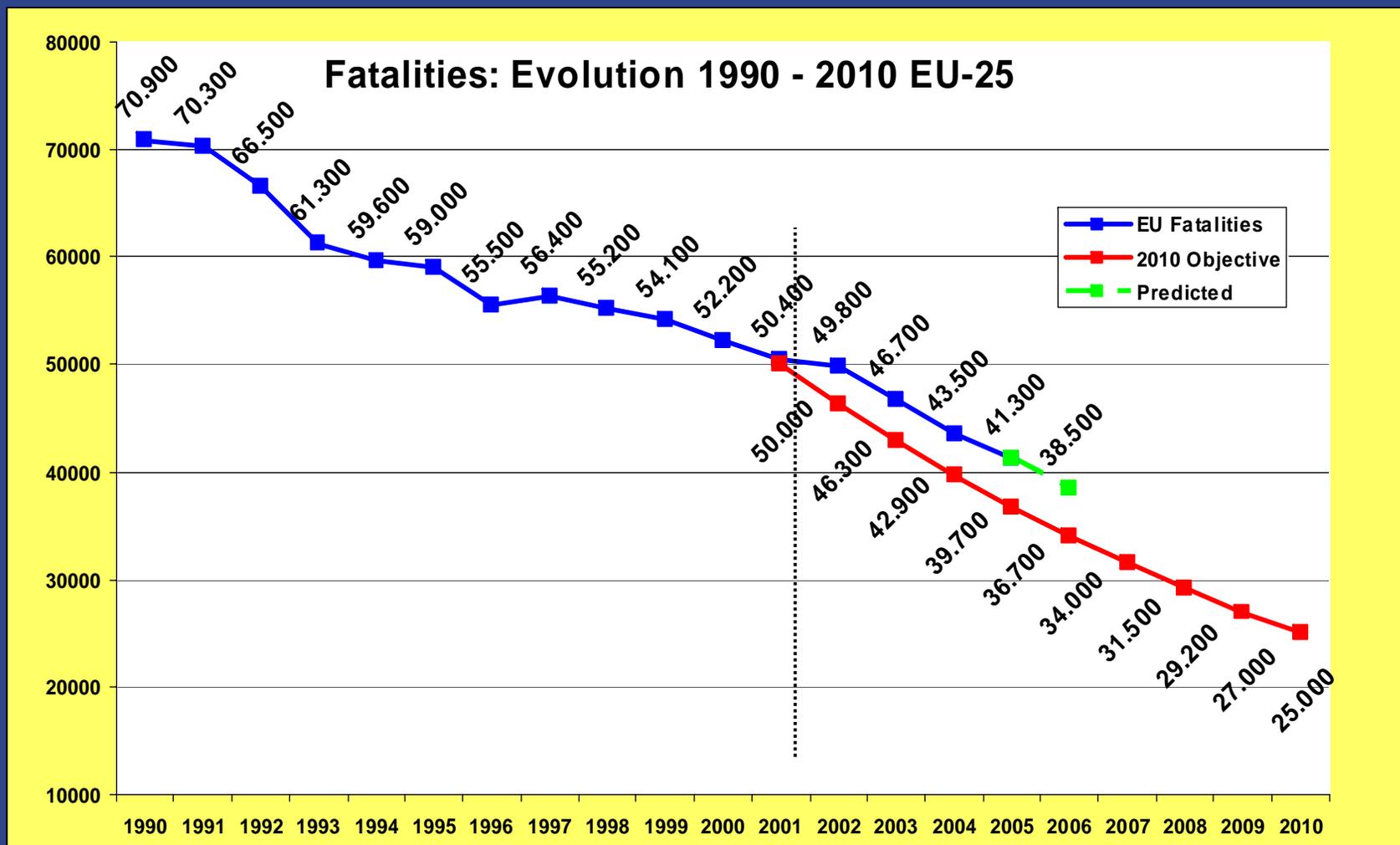
Overview

- **Current situation of fatalities in Europe**
- **CARS 21 and its follow-up**
- **The CARS 21 Roadmap**
- **Specific initiatives on road safety**

Fatalities in Europe

- Some 38 600 **fatalities**/year (EUR-25)
- Approx. **Cost to society**/year (EUR-25)
 - 2% of GDP
 - **200 billion €**
- EC White Paper on European Transport Policy (2001)
 - Target of **50% reduction** in fatalities by 2010

Fatalities – EU-25



CARS 21: The Strategic View

High Level Group CARS 21:

- “**C**ompetitive **A**utomotive **R**egulatory **S**ystem for the **21**st Century”
- **Objective:** Review of existing regulation and definition of a predictable regulatory environment
- **Deliverable:** Priorities on Safety and Environmental Issues
- **Roadmap** for the next 10 years

Main Results of CARS 21

Regulatory Policy:

- **International harmonisation:** increase the harmonisation of motor vehicle regulations through the United Nations framework
- **EC type-approval system:** continue with the current system but provide for self-testing and virtual testing

Roadmap Better Regulation

Replacement
of Directives
by reference
to UNECE
Regulations

Virtual testing

Self-testing

Application of better regulation principles

2006

2008

2010

2012

2014

2016

CARS 21 – Safety Issues I

General Safety:

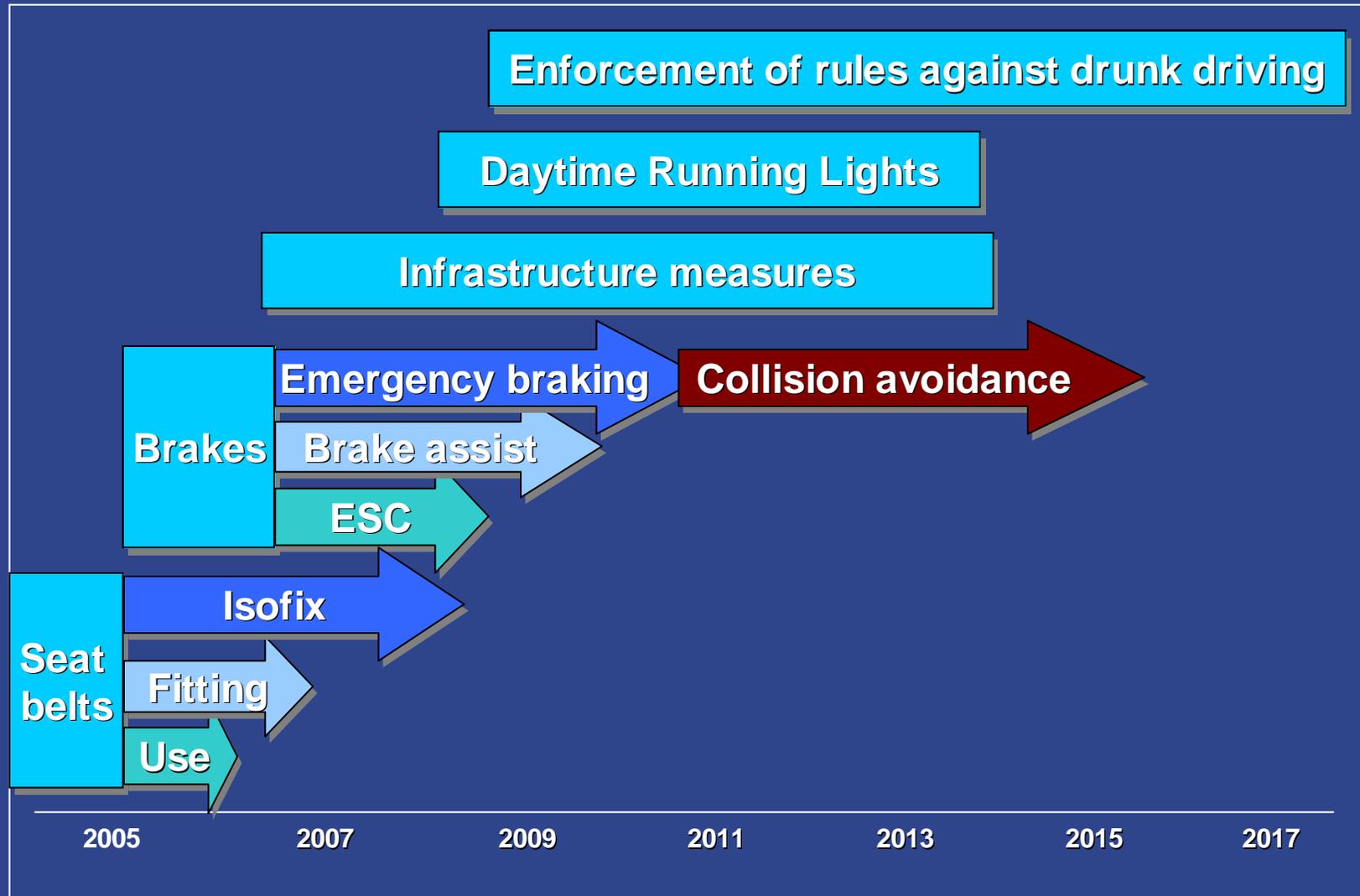
- Provide an **integrated approach** based on the vehicle, the driver and road infrastructure as the most effective way of increasing road safety
- Set up a monitoring and evaluation system for road safety activities in the **Member States**

CARS 21 – Safety Issues II

Specific Safety Items:

- Brake assist systems
- Improve heavy duty vehicles' rear view vision and conspicuity
- Isofix child seats
- Daytime running lights
- Seatbelt reminders
- Electronic Stability Control

Roadmap Safety



Safety issues

- **Adaptive Front Lighting** (UNECE Reg. 123), update of EU Directive 76/756/EEC
- **Emergency Brake Lighting** (UNECE Reg. 13/13H)
- **Conspicuity Marking**
 - mandatory on Trucks (UNECE Reg. 104)

Safety issues - Future

Pedestrian protection

- **New proposal on Phase II:**
 - improved feasibility
 - use of 'Brake Assist'
 - wider vehicle scope
 - level of protection increased (180 %)

Safety issues - Future

Update of Rear Underrun

- **Amendment to Directive 70/221/EEC**
 - **Review Study**
 - **geometric provisions**
 - **test forces & method of application**
 - **recognition for tail-lifts**

Safety issues - Future

Use of New Technologies

- Brake Assist
- Electronic Stability Control
- Lane Departure Warning
- Emergency Braking

Conclusions

- Support for an **integrated approach** to road safety
- Trend towards **active** safety systems, for two reasons:
 - 1) avoidance of collisions and consequent injury and
 - 2) low weight, thus compatible with reducing fuel consumption and **CO₂ emissions**

End



European Commission

Enterprise and Industry
Directorate-General

THANK YOU
for your attention

Dr. Reinhard Schulte-Braucks
Head of Unit Automotive Industry
Enterprise and Industry Directorate-General
European Commission, Brussels