

# “New vehicle safety features from 2022 and successful implementation of turn assist systems“

---

Web conferencing kindly

**hosted by CITA supported by the German Presidency of the Council of EU**  
**3 November 2020 / 2pm-4pm**

---

## **ABSTRACT:**

In the Communication “On the road to automated mobility: An EU strategy for mobility of the future” the European Commission lays down its vision on Connected, Cooperative and Automated Mobility.

The vision for the next 10 years is to make Europe a world leader in the development and deployment of connected and automated mobility services and systems, making a step-change in Europe’s mobility system in bringing down the number of road fatalities towards zero. Thanks to the technical advances made in highly developed vehicle safety systems (sensing technology, cameras, radar and laser technology referred to as lidar), new chances will be opened up to further reduce the number of persons killed and injured. Advanced driver assistance systems (ADAS) and automated vehicle technologies currently under development, promise to either assist the driving task or to altogether take human drivers out of the loop, thus reducing or eliminating accidents due to human error.

With the new General Safety Regulation the European Commission consistently decided that a number of such new technologies and safety measures in new vehicles will become mandatory in all member states on 6 July 2022. At the moment, the necessary detailed technical requirements, type approval processes and provisions for a continuous vehicle safety inspection for individual safety measures are being developed at EU and UNECE levels; some of them are already in force.

The Federal Ministry of Transport and Digital Infrastructure has strongly supported at the EU for the Regulation to be applied, too. From the German Ministry perspective, making turn assist systems mandatory will contribute considerably to reducing the number of fatal accidents involving vulnerable road users – in particular cyclists and pedestrians.

Under the headline “*New vehicle safety features from 2022 and successful implementation of turn assist systems*” following theses and questions will be discussed with representatives from the German Government, the European Parliament and the European Commission:

- ADAS is not just one technology, rather an umbrella term for an entire electronic ecosystem encompassed within a vehicle, equipped with a human-machine interface (HMI), which can help provide adequate assistance during the driving process.
- What about the feasibility, costs and benefits of retrofitting ADAS in vehicle fleets?
- Analysis shows that some ADAS features have reduced accident frequency, but the benefit is partially offset by wear and tear, breakdowns, tampering and the expense of repairing vehicles with ADAS technology after an accident.
- How can we guarantee the functionality of advanced driver assistance systems in vehicles along the lifecycle to maintain their effect on safe & secure road transport?