

Draft to MEP Dr Koch

Recitals

Whereas on one side vulnerable road users still represent an unbearable high share of the accident victims,

whereas on the other side accident and prevention research sees itself confronted with insurmountable barriers because vehicle electronics do not leave brake marks on the road and the control devices in commercial vehicles do not allow retrieval of satisfying accident data,

whereas accident causation contribution by vehicle electronics (e.g. driver assistance systems) cannot be excluded because they are not accessible for accident analysts,

whereas there are neither technical nor legal nor economical obstacles for the mandatory implementation of standardized, accident related Event Data Recording functionalities

Amendment

the Parliament requests the Commission to pave the way for major enhancements in accident causation research by obliging the industry to implement standardized EDR functionalities in all new motor vehicles beginning with model year 2015.

Supplementary remarks for the deputies

1. Road transport is the only transport mode in Europe that does not have EDR. In air, rail and maritime transport it is mandatory since long.
2. The focus is on accidents with vulnerable road users involved and on the necessity to examine the impacts of electronic systems (e.g. driver assistance systems) on the causation of accidents.
3. The rapidly progressing use of electronic control and monitoring modules explains why we hardly find accident relevant accident marks (e.g. brake marks) any more on the road resulting in accident reconstructionists being confronted with remarkably worse conditions than in former times. They are faced with enormous problems to access the proprietary storage modules which are today very broadly in place in the vehicles. Traffic judges are heard with the same complaints.
4. In the field of commercial vehicles we see also an impairment because of the introduction of the digital tachograph in 2006. The reason for that is that in contrast to the former diagram sheet data are quickly overwritten after an accident through vehicle movements and that accident reconstructionists do not get chip cards for downloading the data. Accident analyses by means of diagram sheets were wide-spread and state of the art. A public consultation conducted by the Commission in 2010 revealed that almost no one opted against but several of the consulted

institutions (associations, ministries, trade-unions) in favor of supplementary EDR functions.¹ The manufacturers of the EU control devices (tachographs) also support the integration of EDR functions into the next generation of recording equipment. The European Road Victims Federation FEVR proclaimed its support for EDR in all vehicles already in 1997.

5. Because it gets more and more difficult to clear up accidents, prevention research and road safety policy get less and less impulses. As a red thread the request for real-life and in-depth data to be used for prevention research in automotive technology, infrastructure and driver training was spun through the ERSO conference in Rome in 2008.
6. With a mandatory EDR implementation the Commission would consequently continue on a way pursued since long. In 2004 the Commission came out with a call for proposals for a feasibility study expressively aiming at legislative actions for the introduction of accident event recording. The results were published in the final reports of the two VERONICA projects (2006 and 2009), co-financed by the Commission.
7. Neither technical nor legal problems were discovered as long as the legislator limited itself on the stipulation of functional and quality requirements and on the recording of short accident moments. This is indeed possible as the parallel EDR development in the USA shows with the European legislator only to commit itself to complete the requirements as far as possible also for the recording of collisions with vulnerable road users involved.
8. Data use for causation investigation and research is governed by national law which usually requires a court warrant. To this regard the situation is not different from traditional accident information, in particular as EDR data are of no value for others, need specific engineering know-how for interpretation and form only one part of an expert accident analysis.
9. American EDR requirements link the triggering of a recording to the airbag deployment which excludes the majority of accidents with vulnerable road users involved. The vehicle industry however already offers two-stage airbag modules which also record "soft" collisions without a prior airbag deployment.
10. In Germany the Traffic Court Conferences demand since long the implementation of EDR functions, the most recent conferences were those in 2003, 2004, 2007 and 2011.
11. With regard to the fact that most modern vehicles are already equipped with electronic storage modules, which are however not standardized in terms of quality and access, it will not be hard for industry to comply with implementation requirements without large extra costs.

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¹ http://ec.europa.eu/transport/road/consultations/2010_03_01_tachographs_en.htm - see answers to question No. 2