

EN

P-001482/2021

Answer given by Mr Breton  
on behalf of the European Commission  
(29.4.2021)

The Commission would like to inform the Honourable Member that the preparation of the secondary legislation for the first phase of implementation of the General Safety Regulation (EU) 2019/2144<sup>1</sup> as of July 2022 has been finalised for most of the measures. Out of the thirteen measures foreseen for this first phase, eight have already been endorsed in the context of United Nations (UN) work on vehicle technical harmonisation (WP.29)<sup>2</sup>. As the requirements were established through UN Regulations, there is no need for further regulation at EU level in this regard.

At the EU level, three draft Regulations<sup>3</sup> were endorsed by EU Member States' experts and await formal adoption by the Commission in the coming days. In addition, the consultation with Member States and stakeholders in the Motor Vehicle Working Group (MVWG) on the draft Regulation on Intelligent Speed Assistance is to be finalised in April 2021 and the formal adoption by the Commission is expected by the end of May 2021. The draft Regulation on Event Data Recorder<sup>4</sup> will also be presented for discussion in April 2021 in MVWG with the view of its formal adoption before the summer 2021.

The Commission took note of the call from industry that the timeline for adoption should not construe a detriment to full and in-depth consultation with stakeholders. All stakeholders were involved early in the process. Representatives of the European Parliament Internal Market Committee were also invited to take part in the extensive discussions held in MVWG.

To provide industry with a clear and predictable roadmap, the Commission has worked to ensure stable specific requirements by the 15-month deadline for all measures, even if the formal adoption and publication of the texts could be slightly delayed for two out of the thirteen measures.

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<sup>1</sup> Regulation (EU) 2019/2144 of the European Parliament and of the Council of 27 November 2019 on type-approval requirements for motor vehicles and their trailers, and systems, components and separate technical units intended for such vehicles, as regards their general safety and the protection of vehicle occupants and vulnerable road users (OJ L 325, 16.12.2019, p.1)

<sup>2</sup> The necessary technical requirements for vehicle systems mandated in the first phase, such as the Advanced Emergency Braking, Blind Spot Information System, Pedestrians and Cyclists Collision Warning, Emergency Stop Signal, Reversing Detection, Tyre Pressure Monitoring System, Cybersecurity and Event Data Recorder, were established through UN Regulations

<sup>3</sup> The Implementing Regulation on Emergency Lane Keeping, the Delegated Regulation on Alcohol Interlock Installation Facilitation and the Delegated Regulation on Driver Drowsiness and Attention Warning

<sup>4</sup> For the aspects not covered by the UN Regulation such as for instance provisions on the retrieval of EDR data from the vehicle