



Event Data Recorder

Implementation Plan

General Safety Regulation (I)

- Article 3 (13): ‘event data recorder’ means a system with the only purpose of recording and storing critical crash-related parameters and information shortly before, during and immediately after **a collision**;
- Article 6.4. Event data recorders shall meet the following requirements in particular:
 - (a) the data that they are capable of recording and **storing** with respect of the period shortly before, during and immediately after **a collision** shall include **the vehicle’s speed, braking, position and tilt of the vehicle on the road, the state and rate of activation of all its safety systems, 112-based eCall in-vehicle system, brake activation and relevant input parameters of the on-board active safety and accident avoidance systems**, with high level of accuracy and ensured survivability of data;
 - (b) they cannot be deactivated;

General Safety Regulation (II)

- (c) the way in which they are capable of recording and storing data shall be such that:
 - (i) they operate on a **closed-loop system**;
 - (ii) the data that they collect is **anonymised** and protected against manipulation and misuse; and
 - (iii) the data that they collect enables precise vehicle type, variant and version, and in particular the active safety and accident avoidance systems fitted to the vehicle, to be identified; and
- (d) the data that they are capable of recording can be made available to national authorities, on the basis of Union or national law, only for the purpose of accident research and analysis, including for the purposes of type approval of systems and components and in compliance with Regulation (EU) 2016/679, over a standardised interface.

General Safety Regulation (III)

- 5. An event data recorder shall **not be capable of recording and storing** the last four digits of the vehicle indicator section of the vehicle identification number or **any other information which could allow the individual vehicle itself, its owner or holder, to be identified.**
- 6. The Commission shall adopt delegated acts in accordance with Article 12 supplementing this Regulation by laying down detailed rules concerning the specific test procedures and technical requirements for:
 - (a) the type-approval of vehicles with regard to the advanced vehicle systems listed in paragraph 1;
 - (b) the type-approval of the advanced vehicle systems listed in points (a), **(f)** and (g) of paragraph 1 as separate technical units.

Timing

- GSR

- July 2022 – no type approval of a conventional vehicle without compliant EDR (M1,N1)
- July 2024 – no new registration of a conventional vehicle without compliant EDR (M1,N1)
- July 2026 – no type approval of a conventional vehicle without compliant EDR (M2,M3,N2,N3)
- July 2029 – no new registration of a conventional vehicle without compliant EDR (M2,M3,N2,N3)

- European Commission

- February 2021 – deadline for the Commission to adopt a Delegated Act
- September 2020 – launch of Inter Service Consultations

- UNECE

- November 2020 – planned adoption of UN Regulation and/or Technical Requirements by WP29 (first step)

Planned method of implementation

- UNECE Regulation 2020:
 - Capturing, recording, storing & locking
 - Data elements
 - Survivability, testing?
- EU Delegated Act 2021:
 - Reference to UN Regulation
 - Retrieval
 - Privacy
 - STU testing

Emergency scenario

(if no GSR-compatible UN Regulation)

- EU Delegated Act 2021:
 - ~~Reference to UN Regulation~~
 - Capturing, recording, storing & locking
 - Data elements
 - Survivability
 - Retrieval
 - Privacy
 - Testing
- UN Regulation: 2021 or later, second step only

UNECE: state of play

- Already agreed:
 - scope
- To be agreed by July 2020:
 - data capture, recording, storing & memory locking
 - testing? Survivability?
- To be agreed by October 2020:
 - Data elements

Questions for discussion (I):

- GSR requires EDR to record and store «critical crash-related parameters and information shortly before, during and immediately after a collision»:
 - What is a crash? What is a collision?
 - Are there any categories of collisions that do not need to be covered in 2022?
 - Must collisions with VRU be covered in 2022?
 - Which collisions should be priority?

Questions for discussion (II)

- GSR: “*the vehicle’s speed, braking, position and tilt of the vehicle on the road, the state and rate of activation of all its safety systems, 112-based eCall in-vehicle system, brake activation and relevant input parameters of the on-board active safety and accident avoidance systems*”
- The industry claims that recording of all the corresponding data elements requires substantial changes in the design and electronic architecture of a vehicle, which cannot be completed by July 2022
- Against this background, how can we meet the requirements of the GSR ?

Questions for discussion (III)

- GSR requires EDR
 - to anonymise the data collected
 - Not to be capable of recording and storing any *“information which could allow the individual vehicle itself, its owner or holder, to be identified”*
- What does it imply? Can EDR still permit manual retrieval? Is there any alternative?

Thank you



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