Submitted by the expert from Germany

Informal document No. GRSG-125-26
(125 GRSG, 27-31 March 2023
Agenda item 10 (a) and (c)).

German Statement to Guidance on Heavy Duty Vehicles Event Data Recorder Performance Elements Appropriate for Adoption in 1958 and 1998 Agreements Resolutions or Regulations and to the Proposal for a New UN Regulation Concerning the Approval of Event Data Recorders for Heavy-Duty Vehicles

Germany would like to thank the IWG Chairs and the group for the concentrated and productive work on the EDR-HDV. We are aware that a lot of effort has been put into the current document.

Some issues have been more controversial than others and thus we feel the need to comment on one of the controversial ones. We would like to share our view based upon data from the Federal Statistical Office in Germany.

Due to the size and mass of goods road transport vehicles, the consequences of HDV accidents are usually quite severe for parties involved in the accident. Especially for more vulnerable road users. Currently, the risk of being killed in a HDV accident is almost four times higher for other parties involved in the accident (including passengers) than for the occupants of an HDV.

Of the 24,730 drivers of goods road transport vehicles involved in personal injury accidents, 47.5% were involved in accidents in built-up areas (and thus predominantly at speeds below 50km/h), 27.1% in accidents on rural roads (outside built-up areas excluding motorways) and 25.4% in accidents on motorways.

Only 6% of all HDVs accidents are solo accidents. Overall, 18% of accidents are errors during "turning, reversing, entering and starting" - and thus predominantly at speeds <20km/h. Overall, it can be said that a significant proportion of accidents involving HDVs occur in the speed range below 50 km/h.

Looking at those accidents involving personal injury, at 32%, the proportion of accidents involving VRUs (pedestrian, cyclists, motorcyclist) is significantly high. Small lorries, i.e. vehicles up to 7.5t, are particularly often the cause of traffic accidents. In addition, the consequences of accidents are often much more severe for the opponents of HDVs than in other accident constellations.

In consequence, we believe that an improvement in road safety can only be achieved if road accidents involving VRUs are better understood and appropriate countermeasures are derived.

The current design of the EDR-HDV virtually precludes low speed accidents from being recorded. Also due to the lack of suitable triggers, accidents/collisions with VRUs will hardly be on record. In consequence about one third of all relevant traffic accidents will categorically not be recorded.

Suitable triggers have been developed in the IWG. (e.g. "last-stop triggers"), but were not accepted by all contracting parties. This also applied to compromise proposals.

The decisive technical argument for rejection has been an increased false positive rate or a lack of experience and market penetration of the necessary systems. We consider these are not effective arguments with regard to the purpose and functioning of the EDR. If certain systems are not available on the vehicle side, then the corresponding data need not be stored. Recorded but irrelevant data will also be overwritten. And transitional periods can simplify the introduction.

Necessary knowledge and experience on traffic accidents involving heavy duty vehicles can only be gathered if corresponding data is available.

One of the tasks of the IWG EDR/DSSAD is currently to develop a guidance document on the EDR-HDV that will be approved by the 58 and the 98 agreement contracting parties. A derived UN-Regulation has to follow this guidance document in terms of content, with the exception of editorial or process-derived changes compared to the establishment of a GTR.

To fulfil the purpose of an EDR, this guidance document should be further developed. We propose that this be a collection document for globally agreed EDR triggers and data elements, as well as those discussed and considered to be purposeful, at least in some regions of the world - a list to choose from. Suitable content can be extracted in subsequent steps for the creation of technical regulations. The inclusion of additional triggers also does not in principle contradict the idea of harmonisation. On the contrary, a disbalance occurs when a wide variety of data storage forms are used locally. Currently, this seems to have the consequence that certain contents are not available in the EDR. Such an EDR is not sufficient for us to increase road safety.

The data from an EDR-HDV will form the basis for future traffic safety research. Especially for the protection of VRUs. Here, we still see a clear need for optimization.