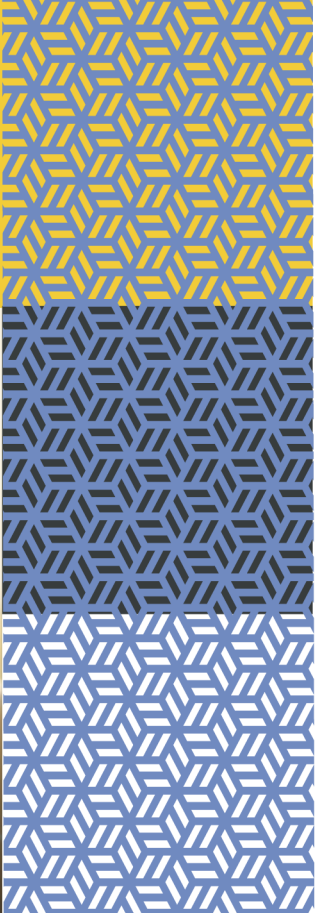
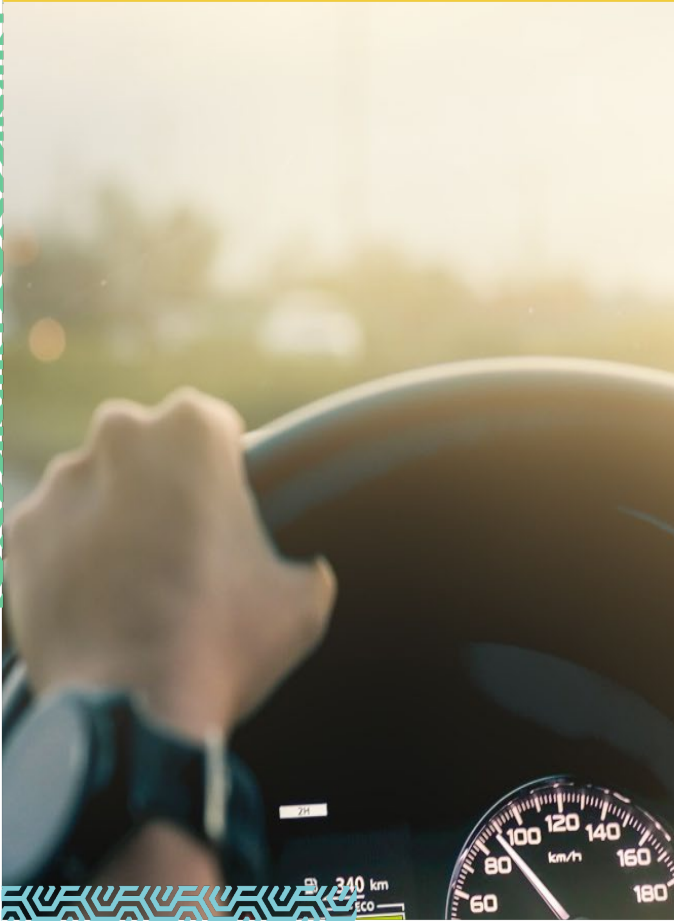


rmp

Risk control
General Safety
Regulations (GSR) 2024



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General Safety Regulations (GSR) 2024

Introduction

The EU have set a goal of no road fatalities or serious injuries by 2050 known as 'Vision Zero'. Even though the UK has left the EU, the measures put in place will still be introduced. The wider 'safe systems approach' considers how to create safe speeds, safe roads, safe road users, safe vehicles and post-crash care. As part of this, the General Safety Regulations (GSR) were updated in 2019 to allow for new safety innovations, designed to minimise human error. This can be up to 93% of the cause of collisions as a single root causation factor.

It is estimated that once these features are introduced it could save over 25,000 lives across the EU and avoid 140,000 serious injuries by 2038⁵. To put this into context, in the UK in 2023¹ there were 1,624 fatalities and 29,711 serious injuries. The UK is recognised as having some of the safest roads in the world^{2,3} but that does not allow for complacency particularly as these figures have plateaued over the last 10 years.

The latest mandatory features introduced in stages from 7th July 2024, apply to all road vehicles, with commercial vehicles (buses, coaches, LGV) additionally focusing on the risks of a collision with a vulnerable road user, and further improvements scheduled for 2026 and 2029^{4,5}. Commercial vehicles have, until now lagged behind the safety features we have come to expect as standard on new cars and this aims to bring all vehicles in line.

Changes

The changes for 2024 are:

Emergency Stop Signal (ESS)

When the vehicle slows suddenly or brakes heavily a flashing light indicates this to other drivers behind.

Reversing Information Detection System (REV)

Cameras and sensors show the driver if there is anything behind the vehicle such as a vulnerable road user, vehicle or obstruction.

Tyre Pressure Monitoring System (TPMS)

This monitors the vehicles tyre pressures and notifies the driver should it drop below set parameters.

Intelligent Speed Assistance (ISA)

This is designed to prevent incidents of speeding by reducing the engine power. The vehicle is monitored through cameras and GPS, thereby warning the driver to reduce their speed.

Blind Spot Monitoring System (BLIS – Blind Spot Information System)

This monitors for any hazards and particularly cyclists when making a turn and activates at slow speed. It sends a signal should a change of lane be identified so alerting the driver should they be in the blind spot. Radar sensors also cover the rear.

Moving Off Information System

Proximity sensors check the forward position of the vehicle to sense if there are pedestrians or cyclists in the blind spot before it moves off.

Alcohol Interlock Installation Facilitation (ALW)

This allows vehicles to be fitted with aftermarket testing kits for the detection of alcohol thereby preventing the vehicle from being driven. The interlock plug will be the same across marques so there are no compatibility issues. Drivers will blow into a control device and if the limit is exceeded the driver will not be able to start the engine. This could have a wider impact on those organisations or local authorities who are struggling to get drug and alcohol policies implemented. There will be little choice in the future for objections.

Driver Drowsiness and Attention Warning (DDR – AW)

This is designed to warn the driver if it detects driver fatigue, providing warnings and haptic feedback to notify the driver. The vehicle is monitored with lane position sensors, steering movements or signals, time of day and speed.

Future agreed changes

2026

Distraction recognition and prevention (AADW – Advanced Driver Distraction Warning)

This will aim to recognise how much attention a driver is applying to the task and will warn the driver if they are not within expected levels.

2029

Improved direct vision from drivers position

This is designed to improve the direct vision for the driver through the windows, without blind spots and be able to see cyclists and pedestrians more easily.

Event (collision) data recorder (EDR)

This will monitor a vehicle and will record and store incident data before, during and immediately after an impact.

Vehicles will be required to have a black box incident recorder fitted, for example as they have on planes.

For the changes being introduced in 2024 there will be, in general, no requirement to retrofit vehicles. There may be retrofit requirements for vehicles being used in Europe and if modified or upgraded. Part of the reason behind the changes is to set out a legal framework to allow the later introduction of autonomous vehicles on our roads.

Summary

These changes are designed to improve road safety and reduce the number of people killed or injured on the roads through driver monitoring systems. Organisations should ensure that drivers are aware these features are in place with familiarisation updates, so should they deploy, the driver will understand the reasons and how to use them to best effect.

Additional References

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3. Ranking EU progress on road safety

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Further information

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