## Annex 1 – Project planning document

**Project Brief**

**Project Name**: Addressing the hazards of silent vehicles by enforcing robust and enforceable EU and Worldwide regulations to make silent vehicles audible for vulnerable pedestrians

**Project leader: German Federation of the Blind and partially sighted (DBSV)**

**Contact person: Jessica Schroeder**

**Date of brief:**

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**1. Overview**

**1.1 Project objective(s)**

- Advocacy and lobby work on a European and world wide level to secure strong binding and compulsory EU and worldwide regulations, which increase the audibility of silent vehicles (Electric and Electric hybrid vehicles)

- To support the scientific research on the most effective operational settings of an AVAS (Acoustic vehicle alerting system), with which silent cars need to be equipped to increase their audible detectability

- To collect evidence based statistical data on accidents rates of collisions between silent vehicles and pedestrians, to rationale the need for the constant operation of an AVAS

- To increase the awareness and visibility of the hazardous potential of silent vehicles and possible sound emitting sources like AVAS to reduce their harmful effects

- To achieve essential requirements in EU and worldwide regulations which enable vulnerable pedestrians to detect and locate a silent vehicle and to determine its operation. Awareness of the presence and operation of a silent vehicle supports vulnerable, especially blind and partially sighted pedestrians in making safe go or no go decisions, while intending to cross a street.

**1.2 Benefits / Outcomes**

- Strong, mandatory and enforceable regulations are in place which make the installation of an AVAS in silent cars compulsory, prohibit the installation of a pause switch which could suspend the AVAS, prescribe a stationary sound, while the vehicle is idling and generate a sound, which enables the pedestrian to make safe crossing decisions in a mixed traffic situation

**2. Scheduling/Phasing**

- March to September 2016: Negotiations in the QRTV working group, which is devising amendments for an UNECE worldwide applied regulation, are underway.

March – September 2016: Possible frame for scientific tests of the operational settings of an AVAS to approve the necessity of our essential requirements for the operation of an AVAS.

September 2016: Amendments can be proposed to the GRB noise party. The GRB can reflect on them and can approve them to allow the WP.29 (World forum for the harmonization of vehicle regulations) to adopt the amendments

November 2016: Meeting of WP.29 and probable adoption of in cooperated amendments

July 2017: the European commission needs to embed the UNECE regulation into the EU regulation on the sound level of motor vehicles

**3. Who is involved and project costs**

**3.1 Cost of project**

Travel and accommodation costs to attend meetings of the QRTV working group, participate in related events like International Transport Forum and to participate in research projects – January 2016 – July 2017: 2000.00 €.

Costs are calculated for two people project coordinator and project assistant. More costs may occur, if other project partners would like to join research projects. DBSV will partly cover The upcoming expenses and will fix arrangements with the EBU office to share project related costs. The project team endeavours to explore other funding sources to cover upcoming expenses, if this might be necessary.

**3.2. Teams and Partners Contributing**

Members of the Project: World Blind Union: First vice President Frederick Schroeder, DBSV, SRF Sweden, and Italian Union of the Blind. Members from the road safety and transport network can join on request. Others are free to get involved. External contributors. QRTV working group consisting of car manufacturers, automobile associations, technical and acoustic experts, members of the European Commission, members of national governments ministries in charge of transport and road safety, national universities (Technical University of Dresden)

**4. Relationship to other EBU projects and activities**

Relation to the work of the EBU liaising commission. Especially in the event of embedding the requirements of the UNECE regulation into the existing EU legislation. The UNECE regulation needs to be incorporated into the EU regulation on the sound level of motor vehicles, which was adopted in April 2014. The latest possible merging of both regulations is the first July 2017. The UNECE regulation will replace or compliment the annex 8 of the EU regulation which specifies the operational settings of an AVAS. Yet the annex is rather loose and does not provide detailed technical provisions for the sound generation, testing and approval requirements of a silent vehicle equipped with an AVAS. The UNECE QRTV (Quiet Road transport vehicle) working group has devised specific technical requirements for the operation of an AVAS. A first version of the UNECE regulation has been adopted in March 2016. The QRTV working group is still entitled to propose and devise further amendments, which reflect the concerns of the WBU and EBU. The amendment’s need to be adopted latest in November 2016 to leave sufficient time for the European commission to incorporate the UNECE regulation into the annex of the EU regulation. Further the parliament has the possibility to object the commission’s proposal. This may result in increased lobby work and social media activities to positively influence potential opponents.

**5. What might go wrong?**

QRTV might not be committed to find a rationale which approves our requirements and may drag the whole process. This could in the worst case result in the adoption of the provisions which allow the pause switch as an option and leave it at the discretion of car manufacturers to install a silent car with a stationary sound. Further the European parliament might not be in favour of the mitigation of the EU regulation and may oppose the prohibition of a pause switch. The whole devising and amending process may continue for years due to lack of substantiated facts and all involved stakeholders might be unable to reach an agreement. This would leave blind users all over the world in a patchwork situation, where some silent vehicles are equipped with a pause switch, while others aren’t. Blind and partially sighted pedestrians won’t be able to travel with ease and confidence, due to the uncertainty of the situation and a constant fear of being injured by a silent vehicle.