

GOVERNMENT STATUS REPORT, 2019

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Status of Motor Vehicle Crashes/Fatalities/Injuries

The trend of a yearly decrease in road victims was not seen in the last two years. In 2017, there were 613 casualties and 20.800 severely injured. The percentage of casualties with cars equals that for cyclists. Casualties under cyclists are on average above 60 years old. The majority of severely injured persons are caused in accidents with bicycles without a motor vehicle.

Status of Advances in Motor Vehicle and Infrastructure Safety

In order to further decrease casualties and injuries a number developments have taken place. One action is to extend the prohibition to use mobile devices during driving from car drivers to cyclists. Also, a campaign was developed to stimulate people to switch of the mobile devices when driving, e.g. by using apps or others ways which may arrange this automatically. Moreover, a new Strategic Plan Road Safety has been published, with a huge number of different actions to improve road safety. These methods include improved collaboration between stakeholders, introducing risk-based approaches with proper statistical analyses and monitoring the actual effects in order to find out if and where adjustments are appropriate.

Evolving Research/Rulemaking Strategy

With regard to Research and Rulemaking, a number of developments are worthwhile mentioning. The first one is the introduction of the new "Experiments Law". This law stimulates experiments with fully automated vehicles without a driver on public roads. Several stakeholders for road safety are involved in the preparation of the decision by the Ministry. The second one is the development of a strategy for admittance of innovative vehicles like e-steps. Some of these innovative vehicles do not fit in existing regulation, and safety should not be compromised whereas on the other hand there is a desire to support innovation. Finally, the Ministry started development of a Smart Mobility roadmap. With a 4 year horizon, together with other institutes for road safety, relevant changes in legislation are identified, supporting Safety, Security and Privacy.

Status of Current Key Research Programs

There are three elements in the current research programs. The first one is the development of a Vehicle Safety and Security Framework. This method is developed to assess safety and security for new vehicles, including OEM's processes. This framework is developed in collaboration with some of our type

approval OEM's and includes elements of UNECE work (Security/Updates/Validation Methods). In addition, the second program is related to the determination of the driving capabilities of automated functions. In order to support the new Experiments Law, we are developing criteria and methods to decide if the automated functions can replace the human driver. The experience from application of this framework might be input for future legislation. The third part in our program is the development of an ADAS covenant to stimulate introduction and above all proper use of automated functions by drivers.