

EN  
E-001545/2019  
Answer given by Ms Bieńkowska  
on behalf of the European Commission  
(16.5.2019)

Since 2012, the Commission has actively contributed to the work of the World Forum for Harmonisation of Vehicle Regulations (WP29) of the United Nations<sup>1</sup>, with the aim to further improve safety requirements for electric vehicles<sup>2</sup> in particular in relation to thermal propagation of battery cells, electrolyte spillage and management of gases<sup>3</sup>. Safety requirements have been equally improved in relation to the functional safety of electric vehicles and the prevention of electrocution. The work of the WP29 experts continues in the area of quantification of vented gases, with a view to better detecting the presence of toxic and corrosive gases after an accident.

The Commission is not in a position to keep records of accidents involving electric vehicles. This information is kept at national level by first responders.

The Commission has not commissioned EU-level investigations into the causes of fires in electric vehicles, because the information is readily available from fire fighters, the industry, Member States and third countries<sup>4</sup>. There is evidence that many of the reported electric vehicle fires are not related to the primary battery.

As regards the standardisation of disconnection locations of conductive high voltage parts and identification/improvement of cut-loop methods on electric vehicles, the Commission refers to the ongoing work of the International Standardisation Organisation (ISO)<sup>5</sup>, whilst an important discussion on tertiary safety is also taking place in the context of "Euro New Car Assessment Programme (NCAP) 2025 Roadmap" initiative.

The Commission does not plan to introduce an EU-wide training for the emergency services. The International association of fire and rescue services (CTIF<sup>6</sup>) regularly organises seminars for first and second responders as regards the handling of electric vehicles.

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<sup>1</sup> [https://www.unece.org/trans/main/wp29/meeting\\_docs\\_wp29.html](https://www.unece.org/trans/main/wp29/meeting_docs_wp29.html)

<sup>2</sup> <https://www.unece.org/fileadmin/DAM/trans/main/wp29/wp29regs/2013/R100r2e.pdf>

<sup>3</sup> New rules have been adopted in 2018, GTR (Global Technical Regulations) No.20, <https://www.unece.org/fileadmin/DAM/trans/main/wp29/wp29wgs/wp29gen/wp29registry/ECE-TRANS-180a20e.pdf>

<sup>4</sup> Various documents on thermal propagation in the context of work of an informal working group on safety of electric vehicles (IWG EVS): <https://wiki.unece.org/pages/viewpage.action?pageId=2523227>

<sup>5</sup> Currently, the work is ongoing in relation to the revision of ISO standard No. 17840, presentation by CTIF: <https://wiki.unece.org/display/trans/EVS+16th+session>, document EVS16-E7OI-0400

<sup>6</sup> <https://www.ctif.org/index.php/>