

**Question for written answer E-012911/2013
to the Commission
Rule 117
Ismail Ertug (S&D)**

Subject: Minimum reduction in speed using advanced vehicle systems in HGVs

Regulation (EC) No 661/2009 concerning type-approval requirements for the general safety of motor vehicles, their trailers and systems, components and separate technical units intended therefor lays down, *inter alia*, the nature of the advanced vehicle systems that are to be installed in motor vehicles. The associated Implementing Regulation ((EU) No 347/2012) defines the requirements for the advanced emergency braking systems (AEBS) in HGVs and buses and coaches. The reduction in speed in the event of an impending impact with a stationary object must be at least 10 km/h (20 km/h for approval level 2).

Even before the entry into force of the Regulation, automotive associations and vehicle manufacturers stated that it is technically possible, without a great deal of effort, to set this speed reduction at 40 km/h. This would help to prevent many serious accidents.

What was the reason for setting the reduction at just 10 km/h? Why was the technically feasible value of 40 km/h not set? Does the Commission plan to increase this limit value in the next review of the Implementing Regulation?