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Dear Caroline,

During your Oral Question on 19 March about the safety of commercial vehicles, you asked about the European Union's amended General Safety Regulation (GSR2).

I committed to write to you setting out the 19 vehicle safety technologies covered by the GSR2, and that are currently under consideration by Government for adoption into the Great Britain vehicle type-approval regulation. These are listed in Annex A, along with a brief explanation of each technology.

I am copying this letter to all Noble Lords who spoke in the debate and will place a copy in the Library of the House.

Yours Sincerely,

**The Lord Hendy of Richmond Hill CBE  
MINISTER OF STATE FOR RAIL**

## Annex A – Summary of New Vehicle Safety Technologies

Technology	Description
<b>Advanced distraction warning (ADW)</b>	Driver assistance technology that alerts the driver when visual distraction is detected.
<b>Alcohol interlock facilitation (AIF)</b>	Facilitation of the installation of an alcohol interlock, a driver assistance technology that prevents persons with alcohol concentrations in their bodies exceeding a set limit value from starting a motor vehicle.
<b>Blind spot information (BSI)</b>	Primary safety technology that informs the driver when a cyclist is close to the nearside of the vehicle and warns the driver when a turning collision on the nearside becomes more likely.
<b>Drowsiness and attention warning (DAW)</b>	Driver assistance technology that warns the driver when driver drowsiness is detected.
<b>Direct vision (DIV)</b>	Design requirement which ensures that a minimum volume in proximity to the vehicle's front, nearside and offside can be observed by the driver in direct vision (i.e. without the aid of mirrors or cameras) to allow detection of pedestrians and cyclists.
<b>Emergency braking for cyclists (EBC)</b>	Primary safety technology that warns the driver and automatically brakes when a frontal collision with a preceding car or with a pedestrian or cyclist crossing the road is imminent.
<b>Emergency braking for pedestrians (EBP)</b>	
<b>Emergency braking for vehicles (EBV)</b>	
<b>Event data recorder (EDR)</b>	Technology that records critical, crash-related parameters before and during a collision to support accident reconstruction and research.
<b>Emergency lane keeping (ELK)</b>	Primary safety technology that warns the driver of unintended lane departures and corrects the vehicle's course to avoid crossing solid lane markings.
<b>Emergency stop signal (ESS)</b>	Primary safety technology that indicates high braking deceleration to other road users to the rear of the vehicle.

<b>Frontal full-width impact (FFI)</b>	Crash test to improve the secondary safety of front row occupants in frontal impacts engaging the entire width of the vehicle.
<b>Frontal off-set impact (FOI)</b>	Crash test to improve the secondary safety of drivers in frontal impacts with another vehicle engaging only part of the vehicle width.
<b>Intelligent speed assistance (ISA)</b>	Driver assistance technology that warns the driver or slows the vehicle down when the speed limit is being exceeded.
<b>Moving off information (MOI)</b>	Primary safety technology that informs the driver when a pedestrian or cyclist is in the blind spot area in front of the vehicle and warns the driver when a moving off or low-speed impact with the vehicle front becomes more likely.
<b>Pole side impact (PSI)</b>	Crash test to improve the secondary safety of drivers in driver-side impacts with rigid narrow objects.
<b>Pedestrian windscreen impact (PWI)</b>	Head impact test to improve the secondary safety of pedestrians in impacts with the vehicle's windscreen.
<b>Reversing motion awareness (RMA)</b>	Primary safety technology that aids the driver in visually observing or detecting pedestrians or cyclists behind the vehicle when reversing.
<b>Tyre pressure monitoring (TPM)</b>	Driver assistance technology that warns the driver of incorrect tyre pressure due to punctures or diffusion.