

		<i>Current Chairperson – All Party Parliamentary Group for Transport Safety.</i>	
Sir Peter Bottomley	Conservative	<i>Parliamentary Under-Secretary (Department for Transport)</i>	1986 - 1989
Rt Hon. the Baroness Hayman GBE	Crossbench	<i>Parliamentary Under-Secretary of State (Department for Environment, Transport, and the Regions)</i>	1997 - 1998
Rt Hon. the Lord Whitty	Labour	<i>Parliamentary Under-Secretary of State for Roads.</i>	1998 - 2001
Jim Fitzpatrick	Labour	<i>Parliamentary Under-Secretary (Department for Transport)</i>	2007 - 2009
Paul Clark	Labour	<i>Parliamentary Under-Secretary (Department for Transport)</i>	2008 - 2010
Norman Baker	Liberal Democrats	<i>Parliamentary Under-Secretary (Department for Transport) (Regional and Local Transport)</i>	2010 - 2013

*Sent by PACTS which provides the secretariat to APPG for Transport Safety.*

*Table A: Vehicle safety standards*

The measures	Fitment date for new EU vehicle types <sup>1</sup>
<b>1. Advanced Emergency Braking</b> <ul style="list-style-type: none"> <li>• protecting vehicle occupants in i) HGVs and buses ii) cars and vans</li> <li>• protecting pedestrians and cyclists for cars and vans</li> </ul>	July 2022 (all types) July 2024
<b>2. Emergency Stop Signal</b> for cars, vans, HGVs, and buses	July 2022
<b>3. Lane Departure Warning and Lane Keeping Assist</b> helping drivers to avoid inadvertently leaving the carriageway for i) cars and vans and ii) HGVs and buses	July 2022 (all types) July 2022
<b>4. Intelligent Speed Assistance</b> supporting lawful driving for cars, vans, HGVs, and buses – the critical cost-benefit measure, underpinning the entire vehicle safety package with the best practice supportive option being the most critical safety element.	July 2022
<b>5. Driver Drowsiness and Attention Monitoring</b> to help drivers keep alert for cars, vans, HGVs, and buses	July 2022
<b>6. Distraction Recognition and Driver Readiness Monitoring</b> for Automated Driving to help drivers keep focussed on cars, vans, HGVs, and buses	July 2024
<b>7. Event Data Recorders (EDR)</b> so key lessons can be learned, and future crashes and injuries prevented for cars, vans, HGVs, and buses	July 2024
<b>8. Reversing Safety</b> providing cameras or detection systems to assist drivers of all vehicles for cars, vans, HGVs, and buses	July 2022
<b>9. Direct Vision</b> to improve the sighting of vulnerable road users in the HGV and bus driving positions	January 2026 (See note below) <sup>2</sup>
<b>10. Pedestrian and Cyclist detection and warning systems</b> on the side of HGVs and buses to alert drivers of the presence of vulnerable road users	July 2022
<b>11. Alcohol interlock installation facilitation</b> for cars, vans, HGVs, and buses, which can be used in certain contexts to prevent driving with excess alcohol	July 2022
<b>12. Improved car and light van protection</b> for pedestrians and cyclists in the event of a crash	July 2024
<b>13. Improved frontal impact occupant protection</b> which does not disadvantage women and older people for cars and vans	July 2022
<b>14. Improved side impact protection</b> in crashes with rigid objects for cars and vans	July 2022
<b>15. Tyre pressure monitoring</b> for i) cars ii) vans, trucks, and buses	July 2022 July 2024

<sup>1</sup>Official Journal. Regulation (EU) 2019/2144 of the European Parliament and of the Council, 27 November 2019; These are the dates for new vehicle types, and the dates for existing types are typically 2 years after the dates for new types.

<sup>2</sup> The implementation date for Direct Vision to improve the sighting of vulnerable road users in the HGV and bus driving positions (currently 2026) should be brought forward to 2024, given the successful implementation in TfL requirements.