

Memorandum of Understanding on the co-operation and dialogue between the DFRS SRTI Ecosystem and Euro NCAP

WHEREAS:

Safety on European roads has improved over the last decades due to investments in road infrastructure, significant improvements in vehicle safety technology, Euro NCAP testing and regulatory standards as well as behavioral changes and enforcement. European roads are the safest in the world, but in Europe there is still an almost three-fold difference in road fatalities per capita inhabitants between the best and worst performing countries and overall fatalities are still too high. This proves that there are challenges to meet, both to maintain an already high level of safety and to perform much better. The European Union has set out a target that by 2020 road deaths should be reduced by 50% (compared to 2010) and by 2050 the number of road deaths should be close to zero (Vision Zero). Significantly improving road safety across Europe for all road users requires ever greater cooperation between vehicle manufacturers, Euro NCAP, traffic information service providers, road operators, authorities and agencies, and policy makers/public authorities. Such a level of participation is necessary to ensure the pace and critical mass of safety data required for comprehensive safety related traffic information services.

Data sharing of safety related events can play an important role in this. Warning road users about dangerous situations, such as temporary slippery roads, reduced visibility, broken-down vehicles, and accidents, can prevent accidents and limit consequences. The European regulatory framework thereto is embedded in the European Commission Delegated Regulation 886/2013 of 15 May 2013.

DFRS

The European Transport Ministers of participating Member States, the European Commission and automotive industry partners established Data for Road Safety ("DFRS") on the 15th of February 2017 in Amsterdam. The Task Force was initiated as a result of the first High Level Meeting on Connected and Automated Driving. France, Germany, Spain and the Netherlands were the initiating Member States. The DFRS ecosystem has been growing since then and has resulted in a contractual framework among the participating members to exchange data. Key partners from the automotive industry such as vehicle manufacturers/service providers and public authorities have established a multi-party contractual framework for the exchange of safety related traffic information (hereinafter "SRTI") among the participants, and to make the SRTI events mentioned in the Delegated Regulation 886/2013 available through the National Access Points (hereinafter "NAPs").

The mission of the DFRS ecosystem is to improve road safety by maximizing the reach of safety-related traffic information generated by vehicles and infrastructure. Using the latest technologies, vehicles are able to detect and warn road users about dangerous road conditions, for example, when roads are slippery. However, the true benefit of these warnings can only be fully realized when they are shared with other road users and road managers. Within the SRTI Ecosystem, alerts generated by vehicles, along with infrastructure data, are shared using a decentralized data collaboration architecture.

Members of DFRS consist of public authorities, vehicle manufacturers, automotive suppliers and service providers, complemented by associations and organisations active in these segments. Together they represent one of the largest public-private partnerships on road safety.



DFRS is structured around three core principles:

1. Working together to make driving safer. Safer driving is a shared vision amongst government related entities and industry stakeholders and is a key founding principle for this public-private partnership.
2. Safety without compromise. Vehicle data has the potential to save lives. By making safety data a priority and sharing data across brands and borders with the SRTI Ecosystem, it can maximize the benefit it brings and enhance road safety for all road users.
3. A fair and trusted partnership. DFRS is a trusted partnership of public and industry stakeholders that enables fair competition. It is based on the principle of reciprocity, where safety data is offered in return for safety information/services.

Euro NCAP

Euro NCAP is the European consumer car safety performance assessment programme, based in Belgium and supported by several European Member States, the insurance industry and motoring and consumer organisations. In their 2023 protocols, Euro NCAP has introduced Local Hazard warnings as part of its Speed Assistance Systems requirements.

In 2026, the protocol will require OEMs to share Local Hazard warnings information in order to be awarded points for this element. Vehicles may communicate with a public cloud or via direct communication. Maximum points are achieved when both cloud and direct communication is possible. Receiving and informing is understood as retrieving local hazard information into the vehicle and informing the driver about them in due time before reaching the event location. Sending is understood as sharing local hazard information gathered by the vehicle within the DFRS cloud ecosystem or direct network. DFRS is referenced in this Protocol whereby for each Local Hazard covered by the vehicle, the vehicle manufacturer is encouraged to demonstrate, by means of fulfilling the self-declaration forms developed by DFRS and Euro NCAP, that vehicle data is received, used and processed within the DFRS ecosystem.

DFRS & Euro NCAP AGREE TO COLLABORATIVELY WORK ON DATA SHARING ACTIVITIES

This will include but not limited to:

1. Euro NCAP encourages OEMs undergoing a Euro NCAP assessment to share SRTI data with the DFRS ecosystem.
2. DFRS strives to include as many participants as possible and will not exclude or refuse any manufacturer willing to join the ecosystem.
3. Euro NCAP provides a financial contribution for the costs related to monitoring of the implementation and sharing of SRTI data by vehicle manufacturers within the DFRS ecosystem.
4. Both parties agree to work collaboratively on updates/revisions of the abovementioned Protocol.
5. Both parties will share knowledge and best practices on data sharing for road safety related subjects.
6. Both parties promote relevant activities and official documents from both organisations.
7. Both parties offer opportunities for speaking/participation in the events both organisations organise.

COLLABORATION PROCESS

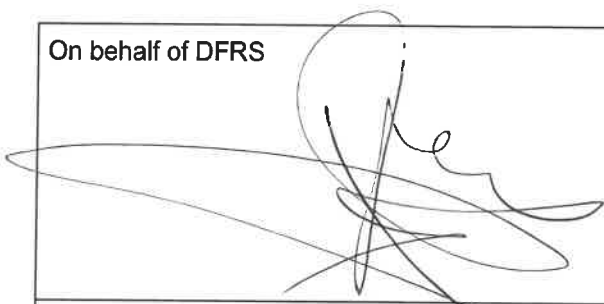
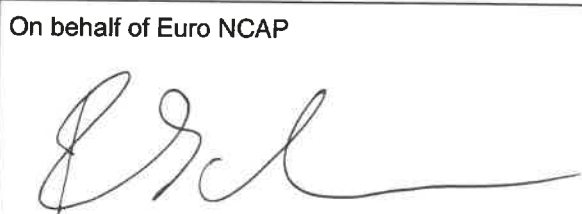
Unless otherwise decided in writing by both parties, each signatory will bear its own costs and expenses and provide its own resources for the implementation of this Memorandum of Understanding and any matter related thereto.

Both signatory organisations collaborate for mutual benefit on the operational level. Euro NCAP representatives may be invited to the technical working groups dealing with and focusing on Euro NCAP related matters. DFRS representatives may be invited to working group meetings organised by Euro NCAP.

TERM

This Memorandum of Understanding will become effective on the date of its signature and will remain for an indefinite period. This Memorandum of Understanding may be terminated at any time by either party for any reason by giving the other party three (3) months advance notice in writing.

Done in Seville on 20 May 2025 in two original copies whereof, each party recognises having received a duly signed copy.

On behalf of DFRS	On behalf of Euro NCAP
	
Joost VANTOMME Chair of the DFRS General Assembly	Richard SCHRAM Technical Director