

## Members and Organisation

The governments of France, Germany, Italy, the Netherlands, Spain, Sweden and the United Kingdom are represented in the EEVC Steering Committee. Representatives of the European Commission attend as observers. The scientific work is undertaken by working groups comprising leading experts from the countries represented in the EEVC.

## Addresses

Visit the EEVC website at <http://www.eevc.org>

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# European Enhanced Vehicle-safety Committee



## Terms of Reference

The EEVC shall pursue the following main aims:

- Impartial scientific research in the field of vehicle safety
- Co-ordination of European research activities with regard to vehicle safety.

EEVC members are responsible to their own governments, but collectively decide on appropriate EEVC work programmes. As a scientifically neutral organisation within Europe, the EEVC may, if requested, provide impartial advice to European Governments, the European Commission, and the United Nations Economic Commission for Europe (UNECE) World Forum for Harmonization of Vehicle Regulations (WP.29), including its Groups of Experts on vehicle safety. In this way, the EEVC may support specific research, evaluate technical proposals and define scientific tools (such as biomechanical criteria, test dummies, test procedures) needed for the further development of technical standards.

As an example of our efforts:

the work EEVC achieved formed the scientific basis for the EC directives on frontal and side protection.

## History

EEVC was founded in 1970 in response to the US Department of Transportation's initiative for an international programme on Experimental Safety Vehicles (ESVs). Its scope was

**"to ensure the continuing exchange of information between the participating governments, and their collaboration to achieve the best use of their available resources in response to the United States' invitation to participate in the development of experimental safety vehicles"**.

The first chairman of EEVC, Mr. Harold Taylor of the UK Transport Research Laboratory, described the tasks at the sixth ESV Conference in 1976.

Since then, the members have decided to extend the scope far beyond the original topic of experimental vehicles as stated now in the terms of reference.

## Current work

- Dummies and Biomechanics
- Side Impact Protection
- Truck Underrun
- Car to Car Compatibility
- Advanced Frontal Protection
- Pedestrian Protection
- Child Restraints

## International links

- Governments: USA, Canada, Australia and Japan
- International Harmonized Research Activities
- ESV Conferences

The EEVC provides the link between Government, Research and Development, Industry, Administration and Regulation in Europe in the quest for safer road vehicles.

