

(English version)

**Question for written answer E-002485/26
to the Commission
Pascal Arimont (PPE)
(17 June 2026)**

Subject: Acoustic turning warning systems for the protection of vulnerable road users

The efforts of the EU and its Member States to protect vulnerable road users are most welcome. Due to their size and wide turning circle, turning lorries are a risk factor. Modern turning assistance systems can detect people in the lateral danger area and warn the driver. In some Member States, acoustic warnings are used. These also alert pedestrians and cyclists to the danger when a vehicle is turning. Since July 2024, Regulation (EU) 2019/2144 has provided for mandatory turning assistance systems for newly registered lorries to enhance protection of vulnerable road users.

1. What is the Commission's assessment of the use of external acoustic turning signals on lorries and buses as a complementary measure to protect pedestrians and cyclists?
2. Is the Commission examining whether acoustic blind-spot assistance systems could be made mandatory across the EU, including with regard to retrofit solutions for existing fleets?
3. Is the Commission planning to introduce other measures to minimise the number of accidents between turning vehicles and vulnerable road users?

Submitted: 17.6.2026

**Answer given by Executive Vice-President Séjourné on behalf of the European Commission
(6 August 2026)**

Regulation (EU) 2019/2144 ⁽¹⁾ mandates from July 2024 all new trucks and buses to be equipped with advanced safety systems capable of detecting vulnerable road users in proximity — blind spot information ⁽²⁾ and collision warning ⁽³⁾ systems alert drivers of the risk of collision when turning.

In addition, from January 2029 all new trucks and buses must provide enhanced direct visibility of vulnerable road users from the driver seat. The new Driving Licence Directive ⁽⁴⁾ also mandates more focused testing of candidate drivers of heavy-duty vehicles.

In 2027, the Commission will evaluate the effectiveness of the safety measures and any legislative proposal for additional mandatory requirements will be based on a comprehensive cost-benefit analysis and impact assessment.

There are currently no plans to mandate at EU level the retrofit of existing fleet with turning assistance. The Commission recognises national, regional and local measures promoting the retrofit of heavy vehicles used in urban areas and limiting access to certain roads to such vehicles ⁽⁵⁾.

⁽¹⁾ Regulation (EU) 2019/2144 of the European Parliament and of the Council of 27 November 2019 on type-approval requirements for motor vehicles and their trailers, and systems, components and separate technical units intended for such vehicles, as regards their general safety and the protection of vehicle occupants and vulnerable road users, (OJ L325, 16.12.2019, ELI: <http://data.europa.eu/eli/reg/2019/2144/oj>).

⁽²⁾ UN Regulation No 151 — Uniform provisions concerning the approval of motor vehicles with regard to the Blind Spot Information System for the Detection of Bicycles [2020/1596] (OJ L 360, 30.10.2020, p. 48).

⁽³⁾ UN Regulation No 159 — uniform provisions concerning the approval of motor vehicles with regard to the Moving Off Information System for the Detection of Pedestrians and Cyclists [2021/829] (OJ L 184, 25.5.2021, p. 62).

⁽⁴⁾ Directive (EU) 2025/2205 of the European Parliament and of the Council of 22 October 2025 on driving licences, amending Regulation (EU) 2018/1724 of the European Parliament and of the Council and Directive (EU) 2022/2561 of the European Parliament and of the Council, and repealing Directive 2006/126/EC of the European Parliament and of the Council and Commission Regulation (EU) No 383/2012, OJ L, 2025/2205 5.11.2025, ELI: <http://data.europa.eu/eli/dir/2025/2205/oj>. This directive applies from 26 November 2029.

⁽⁵⁾ For instance in the City of Milan: <https://servizicrm.comune.milano.it/centro-supperto/KA-01124/Tipologie-segnalazioni-angoli-ciechi-Area-B>.