

Data for Road Safety

A Safety Data Sharing Ecosystem



A solid light blue vertical bar.

DFRS OVERVIEW



CONTENT



- **DFRS overview**
- **Architecture, Data Types and Data Exchange**
- **DFRS Collaboration**
- **DFRS Impact**

The Purpose



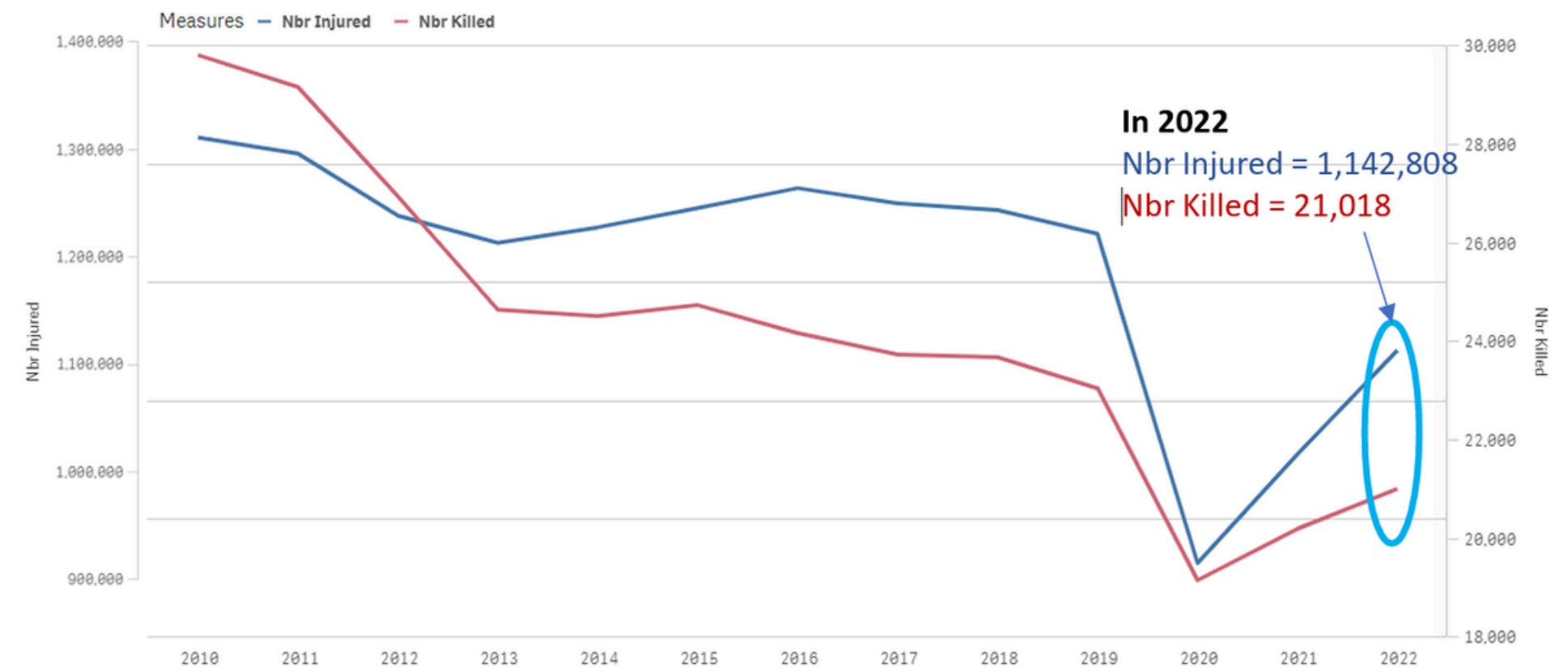
The European Union (EU) has set the target to reduce road deaths and serious injuries by 50% by 2030.

To achieve this, the EU has introduced the **Delegated Regulation 886/2013** to govern data sharing for road safety applications.

Trend since 2010

(Please consider that figures for the years 2020 and 2021 may be affected due to lower traffic levels linked to the COVID pandemic)

Killed & Injured - Trend



About DFRS



Founded in 2017

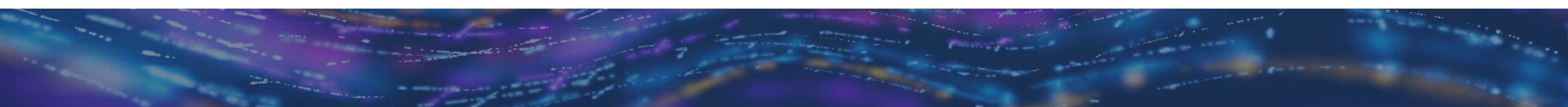
DFRS was established by European Transport Ministries, the European Commission, and industry partners during the High-Level Meeting on Connected and Automated Driving in Amsterdam.

Our mission

DFRS improves road safety by enabling access to safety-related traffic data generated by vehicles and infrastructure.

Why it matters

The DFRS ecosystem supports EU Regulation 886/2013 by prioritizing safety data sharing and collaboration between countries and vehicle manufacturers, making roads safer for everyone.



Timeline



1st High Level Meeting
Amsterdam:
Official Launch
Data Task Force

2nd High Level Meeting
Frankfurt

Launch of
Data Task
Force Proof of
Concept &
MoU signed

**FEB
2017**

**MAY
2017**

**SEP
2017**

**JUN
2018**

**JUN
2019**

**OCT
2019**

1st Data
Task Force
Meeting

3rd High
Level
Meeting
Gothenburg

Launch of
SRTI
Ecosystem &
Multi-Party
Agreement
Signed

Data governance



Joost Vantomme
GA Chair



Mohanad Ismail
Tech Group Chair


General
Assembly

DFRS


Tech
Group


Steering
Committee



Joost Vantomme



Manfred Harrer



Jorge Ordas



Peter Geffers



Julia Rodriguez
Ravego



Mohanad Ismail



Erik Vrijens

DR 886/213

SRTI Categories

Temporary slippery road

Animal, people, obstacles, debris on the road

Unprotected accident area

Short term road works

Reduced visibility

Wrong way driver

Unmanaged blockage of a road

Exceptional weather conditions

DFRS Partners



DFRS is made up of +25 partners and growing

OEMs

BMW
GROUP



VOLKSWAGEN
AKTIENGESELLSCHAFT



SKODA

Service providers



INRIX



BOSCH



BEMOBILE cOmmsignia

Public authorities



LE GOUVERNEMENT
DU GRAND-DUCHÉ DE LUXEMBOURG
Ministère de la Mobilité
et des Travaux publics
Administration des ponts et chaussées

AISFI|N|A|G



Associations



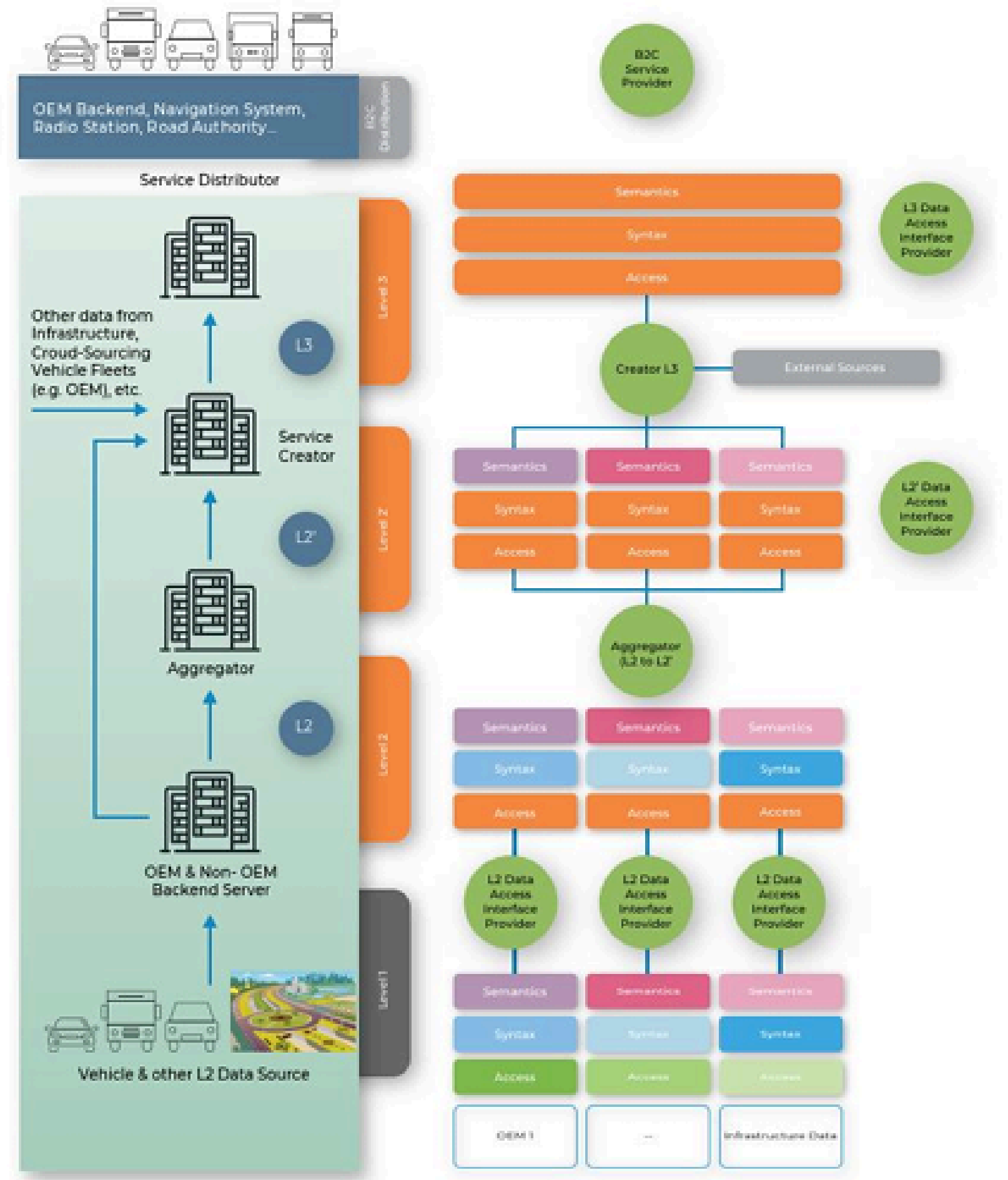
Architecture, Data Types & Data Exchange



DFRS Ecosystem Architecture

DFRS Defined Roles

- Data Provider (L2/L3)
- Data Access Interface Provider (L2/L2'/L3)
- Aggregator (L2 to L2')
- Creator (L3)
- Service Provider



DFRS Data Types



L1 Data

- Raw sensor data
- Doesn't leave vehicle



L2 Data

Aggregation

L2' Data

- Mass data from individual vehicles
- Various data types depending on OEM/fleet:
 - Accident / Broken Down Vehicle / Vehicle In Difficulty-
 - ABS / Dangerous Slow Down
 - ESP Actuation / Traction Control / Traction Loss / Hydroplaning / Slippery Road
 - Reduced Visibility / Rear Fog Light Activation / Windshield Wiper Operation

SENSORIS Format Utilised



L3 Data



Service

- Intelligently clustered & combined
- (Possibly) validated with other data
- SRTI warning message suitable to warn drivers
- Eight SRTI categories defined in Delegated Regulation 886/2013
- Inform end users via various services and channels

DATEX II Format Utilised

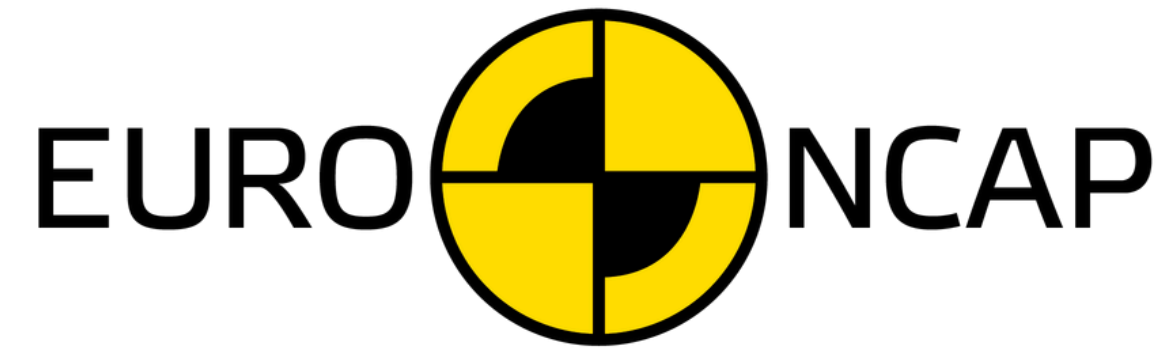
DFRS Industry Collaboration



Industry Cooperation



DATEX II



DFRS / Euro NCAP



DFRS/Euro NCAP Self-declaration Guide

V 1.0

Data for Road Safety (DFRS) & Euro NCAP have partnered to integrate data-sharing into vehicle safety assessments.

To earn Euro NCAP points through cloud communication, manufacturers must share real-time safety relevant data, ingest safety relevant data, and submit specific self-declarations to both Euro NCAP and DFRS.

This guide gives an overview of this process by describing the various self-declarations for meeting these requirements, underscoring a commitment to innovation, collaboration, and safer roads.

Mapping Table

To be awarded points the data shared/ingested by the car manufacturers at a minimum must fit within the Euro NCAP categories mentioned in the [Safe Driving Vehicle Assistance Protocol 2026](#).

This table shows the mapping of the Euro NCAP categories, and the DR 886/2013 categories used within the DFRS ecosystem.

DFRS SRTI Category (DR 886/2013)	Euro NCAP Equivalent
Temporary slippery road	Poor road
Animal, people, obstacles, debris on the road	Item on road Stopped vehicle with hazard lights on Broken down vehicle
Unprotected accident area	Crashed vehicle
Short-term road works	Construction zones
Reduced visibility Exceptional weather conditions	Poor weather conditions
Wrong-way driver	Wrong-way driver
Unmanaged blockage of a road	

DFRS/Euro NCAP Conditions:

- All of DFRS Data has to be used in level 3 (L3) service creation**
 - Other data sources can be used as an option “on top” of DFRS data to further enhance Service Quality
- Access to DFRS Data requires DFRS membership**
 - Principle of Reciprocity remains to be applicable - No L3 consumption without data sharing
- Only DFRS Members can issue relevant self-declarations of any kind (except for OEM Self Declaration “SD1”)**
 - A valid Data Sharing Confirmations (SD2) can only be issued by either a DFRS Data Access Interface Provider or by a DFRS Data Aggregator
 - A valid Data Utilization Confirmations (SD3) can only be issued by a DFRS Service Creator
 - A valid Local Hazard Services Self Declaration (SD5) can be issued by any OEM that can provide evidence of being compliant with DFRS Rule-Set by submitting valid Data Sharing Confirmation (SD2) and Date Utilisation Confirmation (SD3)
 - OEMs that don't want to become a DFRS member can choose to delegate their level 2 (L2) data sharing to a DFRS Data Access Interface Provider to use DFRS Services as if they were a DFRS Member
- All declarations need to be renewed whenever there are relevant changes and after an agreed minimum period has elapsed. The relevant changes take form in the following two scenarios:**
 - Scenario 1: OEM makes changes to their data that is flowing to the DFRS ecosystem
 - Scenario 2: New source added to the DFRS ecosystem

DFRS' Real World Impact



DFRS Impact



**Reducing the
number of
secondary incidents**



**Reducing the
severity of accidents**



**Reducing the
impact of accidents
on congestion**

DFRS Impact Report



Data for Road Safety (DFRS) Impact on Road Safety

September 2026



479.8 million
messages
exchanged



2.8 million
broken vehicle
messages



6.8 million
slow down vehicle
messages



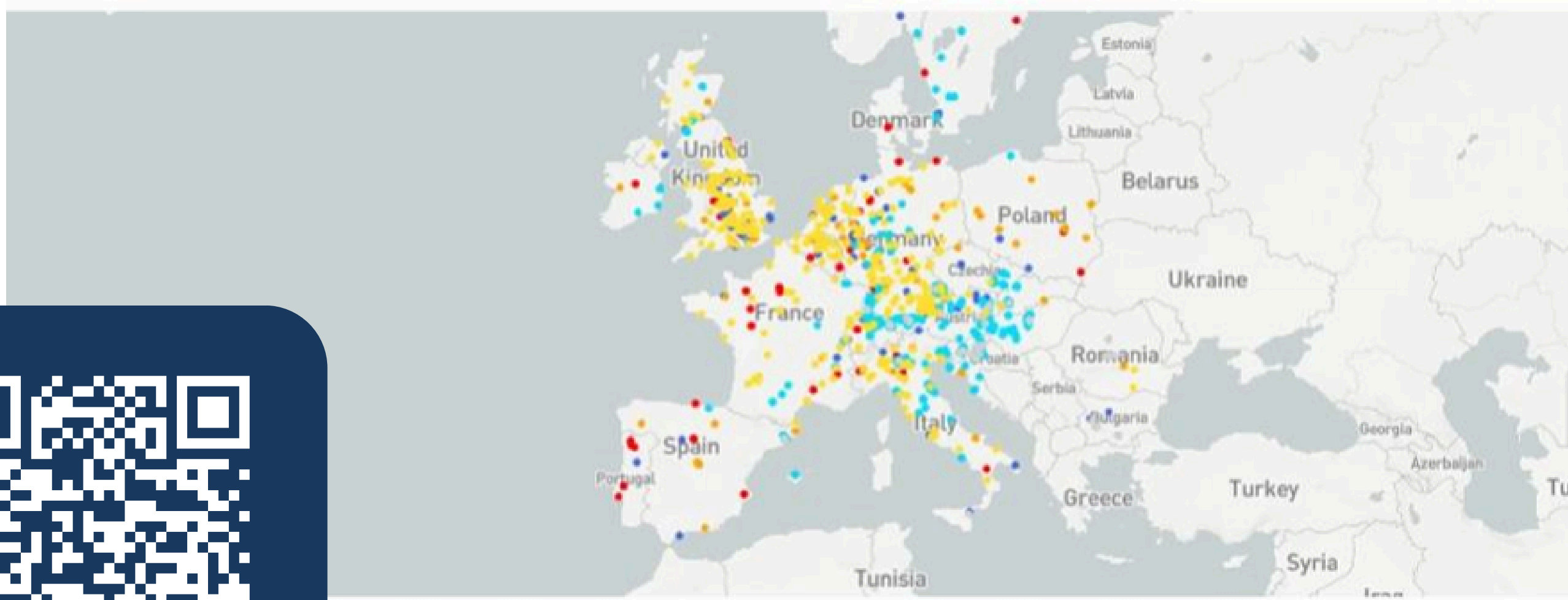
32.3 million
slippery road
related
messages



DFRS Live Map



The DFRS live map is a tool that provides a holistic view of safety-related events occurring in the past 48 hours. The dashboard features an interactive map displaying several incidents.



Event category

- Accident
- Slippery road
- Broken down vehicle
- Weather
- Rain
- Fog
- Slow down





Find out more at

dataforroadsafety.eu

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