

# Fit Safety as Standard

iSAFER Talk Göteborg

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European Transport Safety Council

# ETSC Network



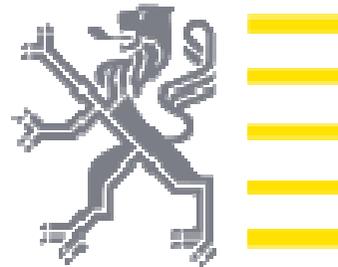
# iSAFER



To contribute to reducing speed-related road deaths and injuries across Europe.

Promoting the use of Intelligent Speed Assistance (ISA) at European and national level.

FUNDACIÓN **MAPFRE**



**3M**

# THE EU 2020 TARGET

## European Road Safety Programme 2011 - 2020

Halving the number of road deaths

**Main goals**

Drastically reducing the number of serious injuries



# 25,700

Recorded killed as a  
consequence of road collisions  
in 2014 in the EU28

# 135,000\*

seriously injured in  
road traffic in the EU  
in 2014

*\*Estimation for the European Commission based  
on seriously injured as MAIS3+*

# ROAD SAFETY COMPETENCES OF THE EU

- Figures would have been significantly higher without vehicle safety measures already taken by the EU
- Last revision of the EU common vehicle safety rules in 2009 with the **General Safety Regulation 661/2009** and **Pedestrian Protection Regulation 78/2009**
- **Vehicle safety standards: exclusive competence** (Article 114 of the EU Treaty)
- **Infrastructure safety and driver behaviour: shared competence** - principle of subsidiarity (Article 5.3 of the EU Treaty).

# VEHICLE SAFETY - ETSC PRIORITIES

## linked to the three main killers

- Speeding
  - Overridable assisting ISA on all vehicles
- Drink Driving
  - Alcohol interlocks on professional vehicles and a standard interface for all vehicles
- Lack of Seat Belt Use
  - Seat belt reminders for all passenger seats
- Autonomous Emergency Braking (AEB)

# INTELLIGENT SPEED ASSISTANCE

ISA COULD CUT **COLLISIONS** BY **30%**  
AND **DEATHS** BY **20%**



Cars fitted with ISA  
could **reduce CO2**  
emissions by **8%**



**EuroNCAP** awards  
**extra points** to  
cars fitted with ISA



**78%** of road users  
**64%** of car drivers  
say they support in-vehicle  
speed limiters (SARTRE 2012)

Icons by Mateo Zlatar and Arthur Shlain from The Noun Project



# ALCOHOL INTERLOCKS

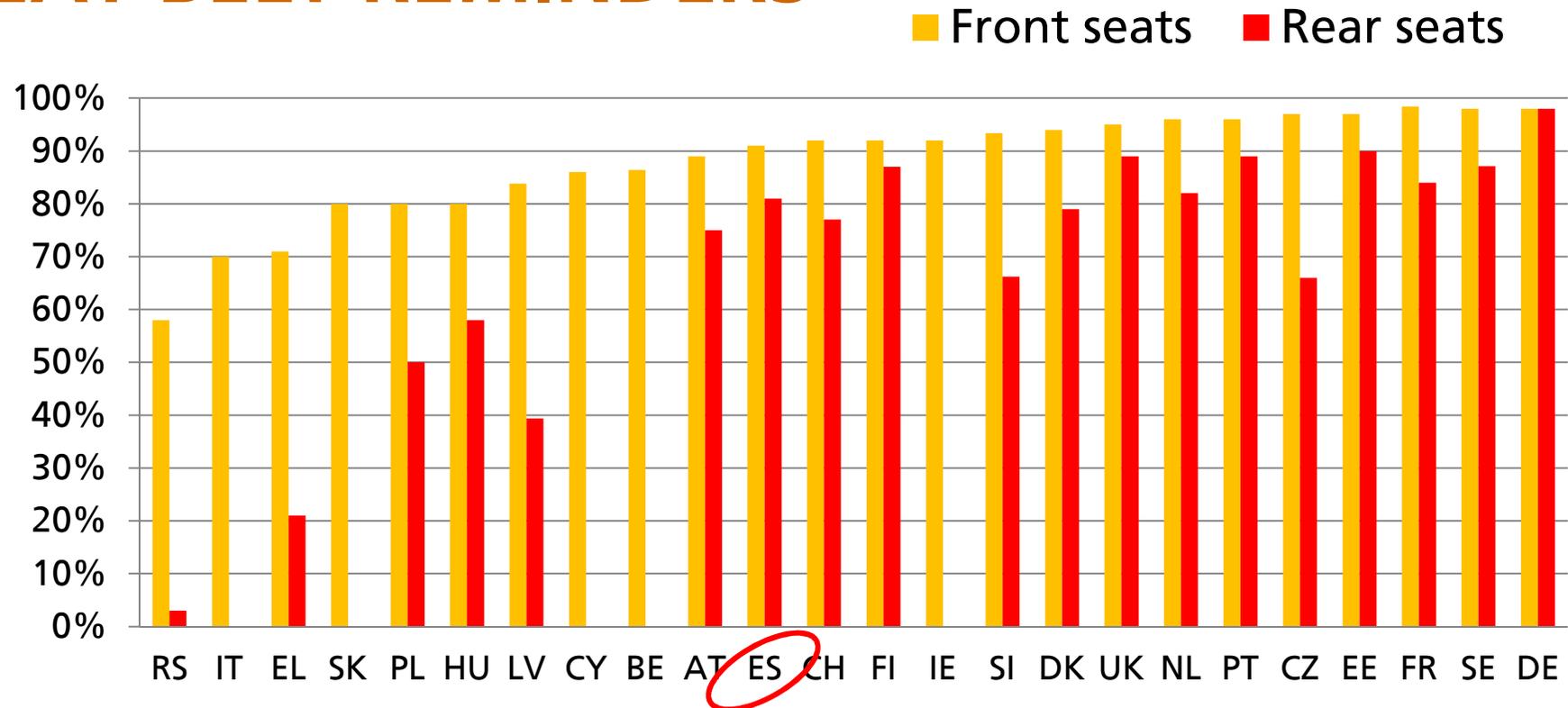
- Increasingly used across the EU.
- Reoffending rates in Finland reduced with use of interlocks.
- Already compulsory on school buses in France and Finland.

Should be made mandatory for professional vehicles and

all cars should have a standard interface to enable use when needed.



# SEAT BELT REMINDERS

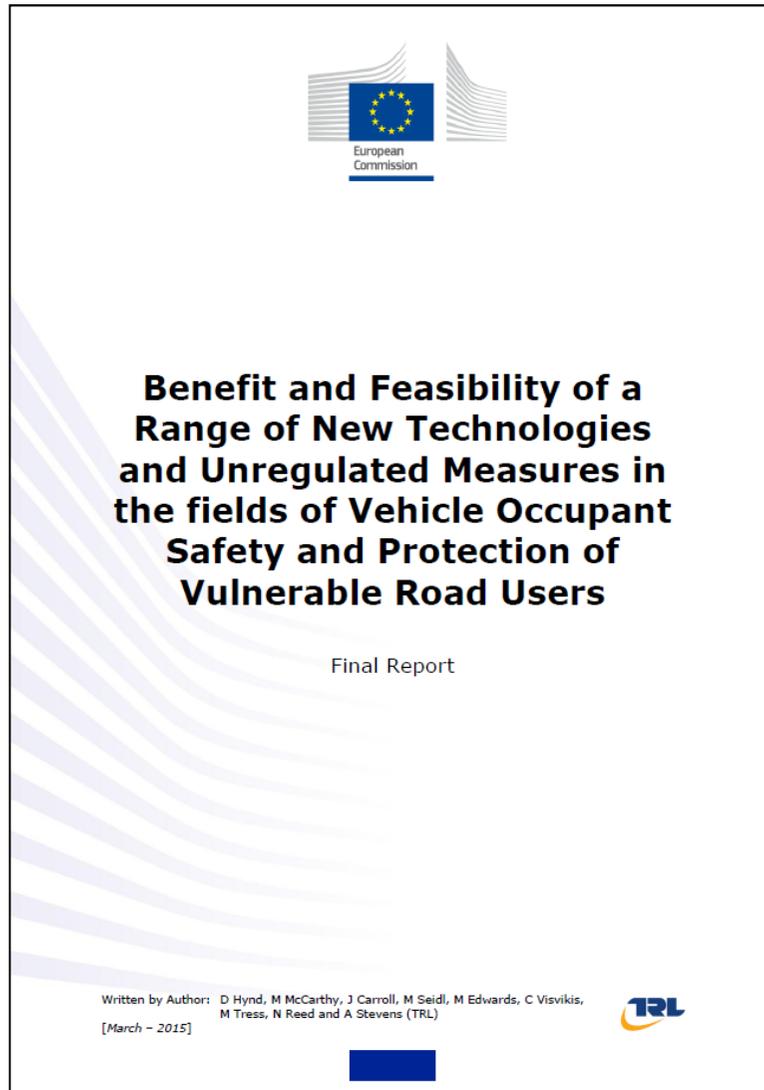


- Seat belts are mandatory on all seats. But reminder alerts only on driver seat.
- Wearing rates vary greatly across Europe especially between front and rear seats.

Seat belt reminders should be fitted on all seats.  
Could save 900 lives a year.



# Evaluation study report



The European Commission commissioned the Transport Research Laboratory (TRL, in the UK) to:

- assess feasibility of a range of new technologies
- for possible inclusion in the revised regulations on vehicle safety (General Safety and Pedestrian Protection)
- Report published in March 2015

# TRL Evaluation study on GSR

Active Safety					
Code	Measure	Feasible?	BCR	Legislate?	Recommendations/Notes
<b>AEB</b>	Expansion and enhancement of AEB, BAS and LDW to avoid or mitigate collisions, including inter-urban, city and those with VRU	✓	~1	●	Greatest casualty benefit for AEBS is for M1 then N1 vehicles, although cost-benefit less clear than for N2/N3. System cost estimates suggest 'city safety' systems may be getting to the breakeven cost point
<b>ISA</b>	Speed limiters controlled by road speed limit (speed assist, intelligent speed adaptation)	✓	>1	●	BCR>1 for 6 Member States, for voluntary activation (switched on/off by the driver) and mandatory activation, and public acceptability of the systems considered to be growing. BCR higher for mandatory activation system, but both have positive BCR

**ISA** Positive Benefit / cost ratio (BCR)  
 Public acceptability growing  
 Rated green for legislation

# Paving the way for autonomous cars

- ISA is the building block for future autonomous driving. Respecting speed limits is a pre-requisite for vehicle automation.
- Policymakers should not focus their regulatory eyes too far in the future.
- Semi-automated systems are already available and approved for use and have the potential to save many lives **today**.

Fitting **#SafetyAsStandard** as soon as possible

# CONCLUSIONS

- ISA is a well-proven technology with very significant safety benefits
- Regulation is necessary to maximise the impact of ISA on casualties reduction
- EU should introduce overridable, assisting ISA on all new vehicles.
- These legally-binding tools represent the most direct and effective measures the EU has at its disposal to further reduce road casualties.
- Co-decision with European Parliament and Council: we need allies!