



SPEED ASSISTANCE SYSTEMS IN MOTOR SPORT

2016

Niall Carty
Head of Road Safety Advocacy

FEDERATION
INTERNATIONALE
DE L'AUTOMOBILE

FIA.COM

A WORLD IN MOTION



- Non-profit organization headquartered in Paris founded in 1904.
- Governing body of world motor sport and represents 238 Sporting and Mobility Clubs worldwide.

SPORT

Mission: ensures the organisation of fair, and above all safe, motor sport events around the world.

MOBILITY

Mission: ensure that safe, affordable and clean systems of transport are available to all.





FIA Action for Road Safety Campaign

Pillar I: Action by FIA Clubs on the Ground

Pillar II: Commercial & Institutional Partnerships

Pillar III: Global Advocacy for Road Safety

Pillar IV: Mobilisation of the Motor Sport Community



The Sustainable Development Goals:

In September 2015, road safety targets were included as part of the SDGs:

Goal 3: Health: *Target 3.6: by 2020 halve global deaths and injuries from road traffic accidents*



WHO Global Status Report 2015

- A 5% cut in average speed can **result in 30% reduction** in the number of crashes.
- **Only 47 countries**, representing approximately 950 million people, have **urban speed laws** that meet best practice.
- **Best practice** – an urban speed limit of 50 km/h or less and allow local authorities to reduce these limits.
- **Only 27 countries** rate their **enforcement of speed laws** as “good”.



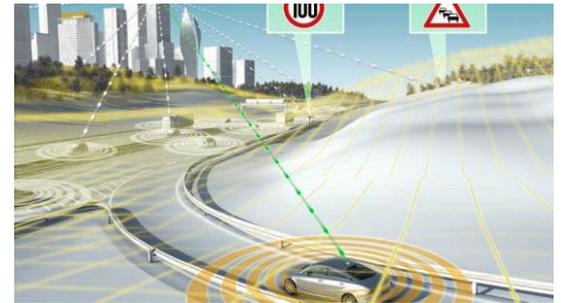


- The FIA supports the Save Kids Lives Campaign and its Child Declaration for Road Safety.
- It calls for low-speed zones around schools and better road design to protect vulnerable users.
- In the early 90's over 1,500 children were killed on their way to or from school annually in South Korea. Since 2010 it is less than 100 - a 95% decrease.
- The formula:
 - ❑ over 13,000 school zones with a 30 km/h speed limit, speed bumps and surveillance cameras;
 - ❑ mandatory safety education of 10 h per year for children;
 - ❑ double the penalty and criminal prosecution for drivers who crash in school zones.





- Intelligent Speed Assistance:
 - has clear safety benefits;
 - has a high acceptance among drivers when tested;
 - is reliable and ready to be implemented.
- The barriers to implementation:
 - applicability to the whole road network;
 - cost price;
 - public acceptance.
- FIA has led a number of EU projects to demonstrate the benefits to consumers, and similar systems are now coming into use in motor sport.





Speed Control in Motor Sport – Slow Zones

- Slow Zones in FIA Championships e.g. World Endurance Championship, are used to allow track to be cleared for minor incidents, without disrupting the race.
- Drivers are warned so that they can slow down and enter the zone at the set speed, which are checked via a satellite system.
- Each car is fitted with an onboard device which works via WiFi which relays the same information to team as to the Marshalls.



Source: Autosport, Sportscar365, F1fanatic



Speed Control in Formula 1 – Virtual Safety Car

- The Virtual Safety Car (VSC) ensures the safety of trackside marshals attending to an minor incident on the circuit, without having to deploy the Safety Car.
- Under the VSC, drivers must reduce their speed and stay above a minimum time set by the FIA for each sector of the track.
- Stewards can impose penalties for any transgressions.



- The safety benefits of Intelligent Speed Assistance systems are clear.
- Need for increased consumer awareness and uptake of the system (trials, ratings, incentives).
- Need to encourage more manufacturers to include as standard.
- Need for increased political will at the national and international level to put correct infrastructure in place.



THANK YOU
FOR YOUR
ATTENTION

