



#Fit Safety as Standard

Tampere, 19 September 2016

Speed Management: from Research to
Implementation

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ETSC Network



NEW ETSC report

ETSC PIN Flash 30, March 2016
HOW SAFE ARE NEW CARS SOLD IN THE EU? AN ANALYSIS OF THE MARKET PENETRATION OF EURO NCAP-RATED CARS

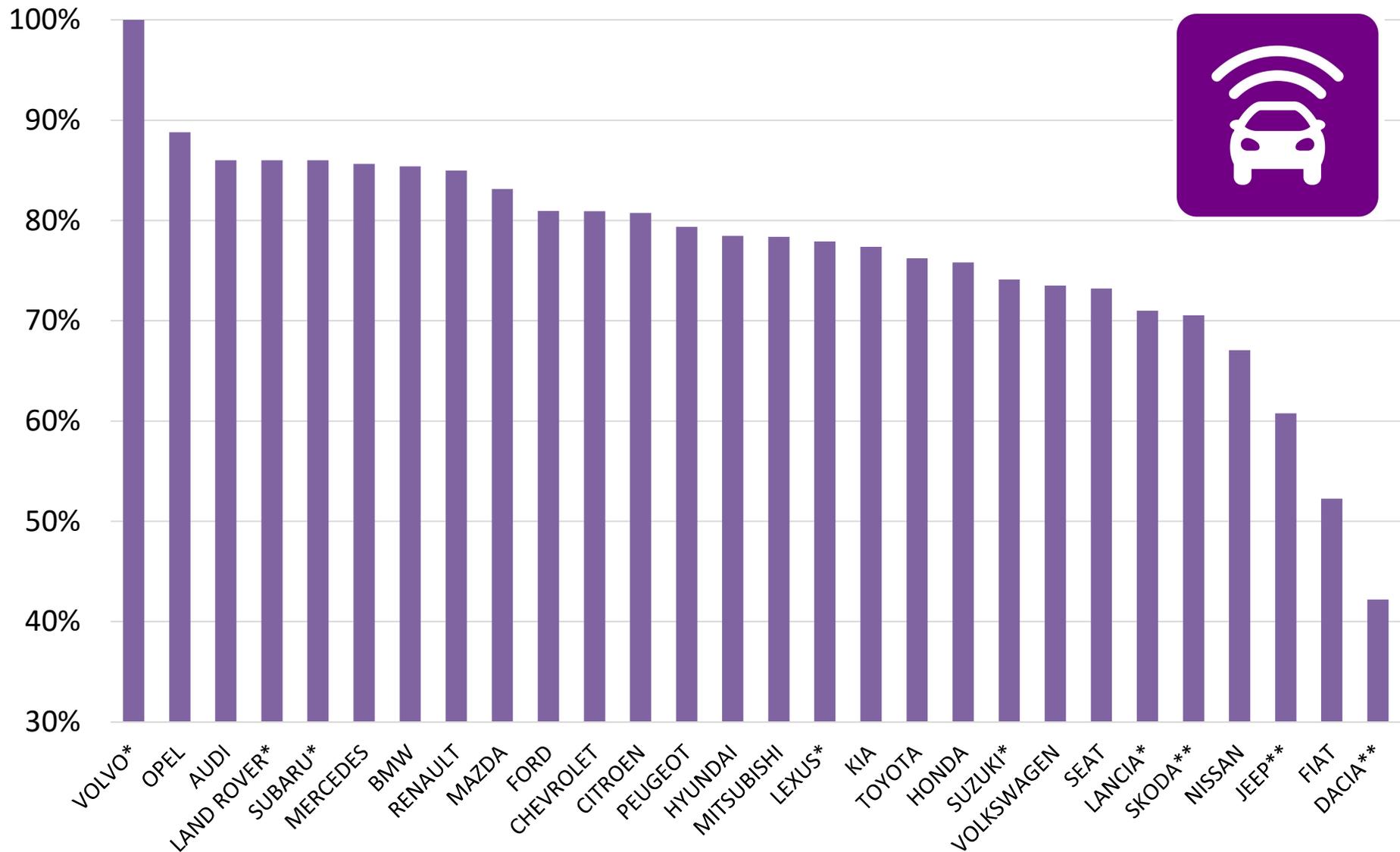


- Improvements in vehicle safety have contributed to reduction in deaths and serious injuries
- Yet vehicle safety innovations are still benefitting too few road users in Europe
- Over-reliance on a voluntary testing programme rather than regulatory standards.

<http://etsc.eu/europes-car-safety-framework-needs-overhaul/>

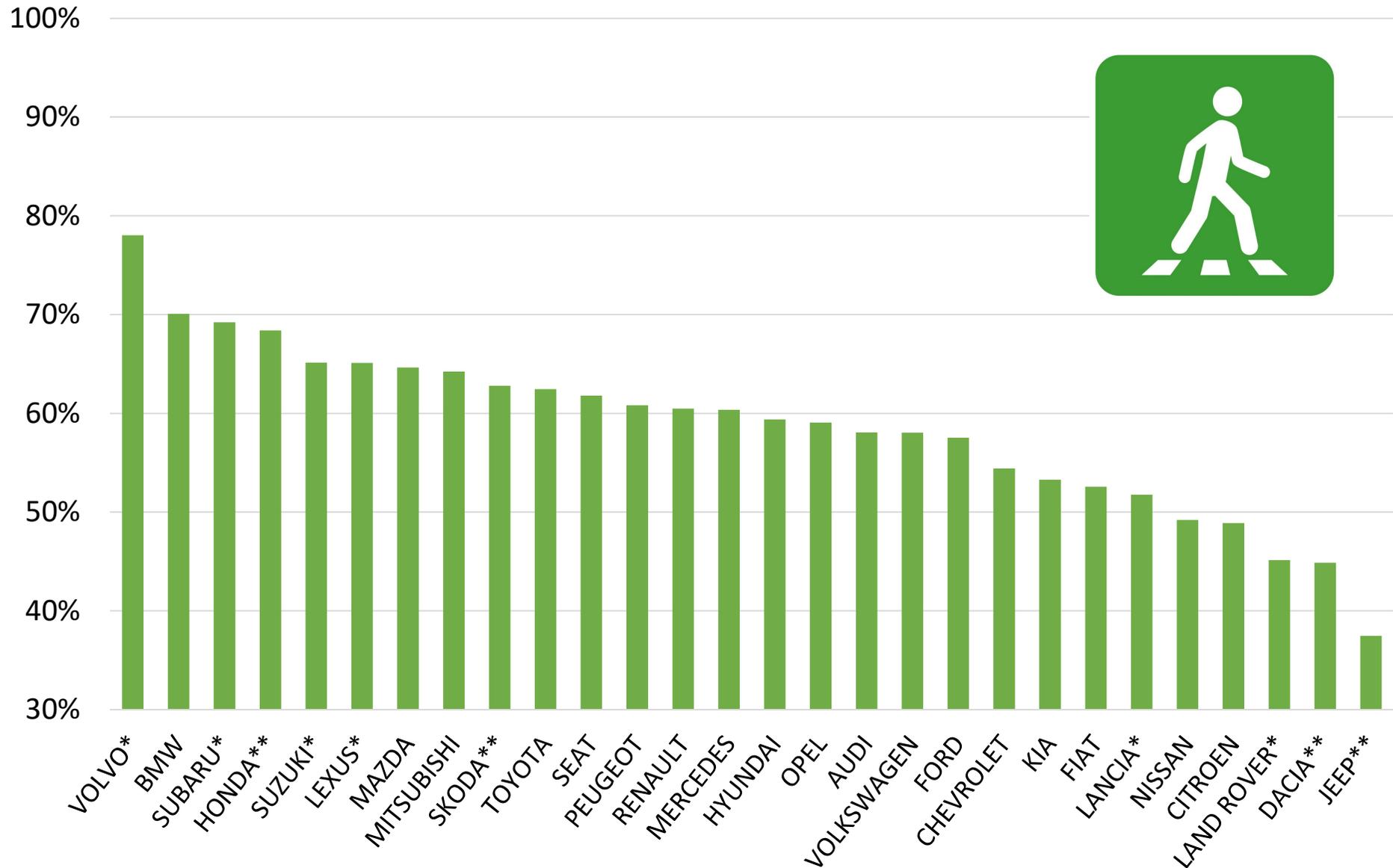
Average score by manufacturers

- Euro NCAP safety assist tests



Average score by manufacturers

- Euro NCAP pedestrian protection tests



VEHICLE SAFETY - ETSC PRIORITIES

linked to the three main killers



- Overridable assisting ISA on all vehicles
- Alcohol interlocks on professional vehicles and a standard interface for all vehicles



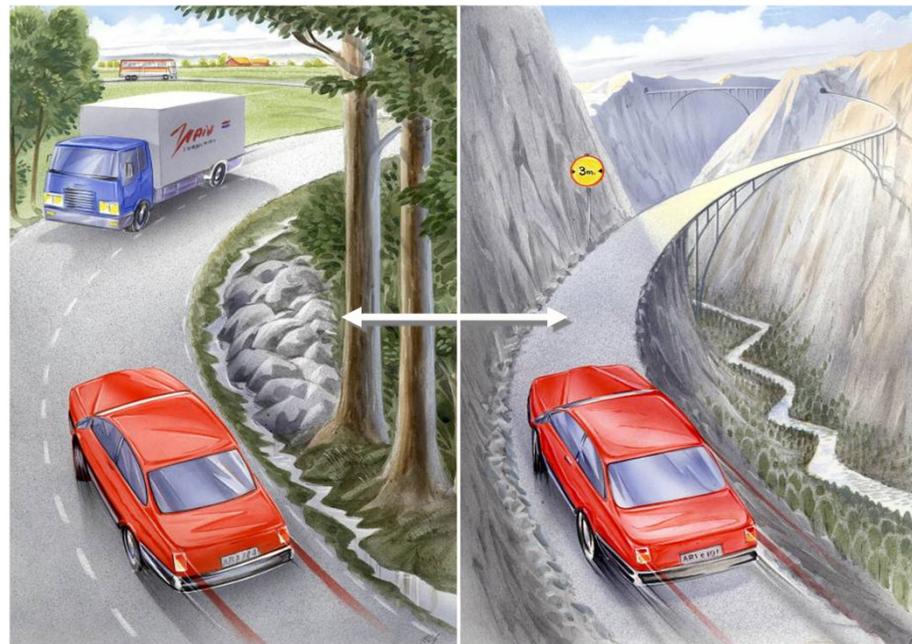
- Seat belt reminders for all passenger seats
- Automated Emergency Braking
- Event Data Recorders (and require the data to be made available for accident investigation)



We know a lot about speed and risk

“Speed remains a very important risk factor. It has a greater effect on the number of accidents and injury severity than almost all other known risk factors.”

Rune Elvik, *The Power Model of the relationship between speed and road safety: Update and new analyses (2009)*

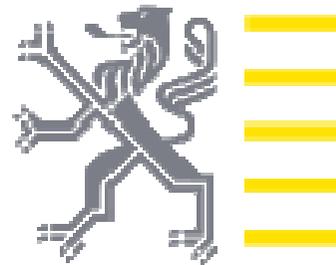




To contribute to reducing speed-related road deaths and injuries across Europe.

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

FUNDACIÓN MAPFRE



3M



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)

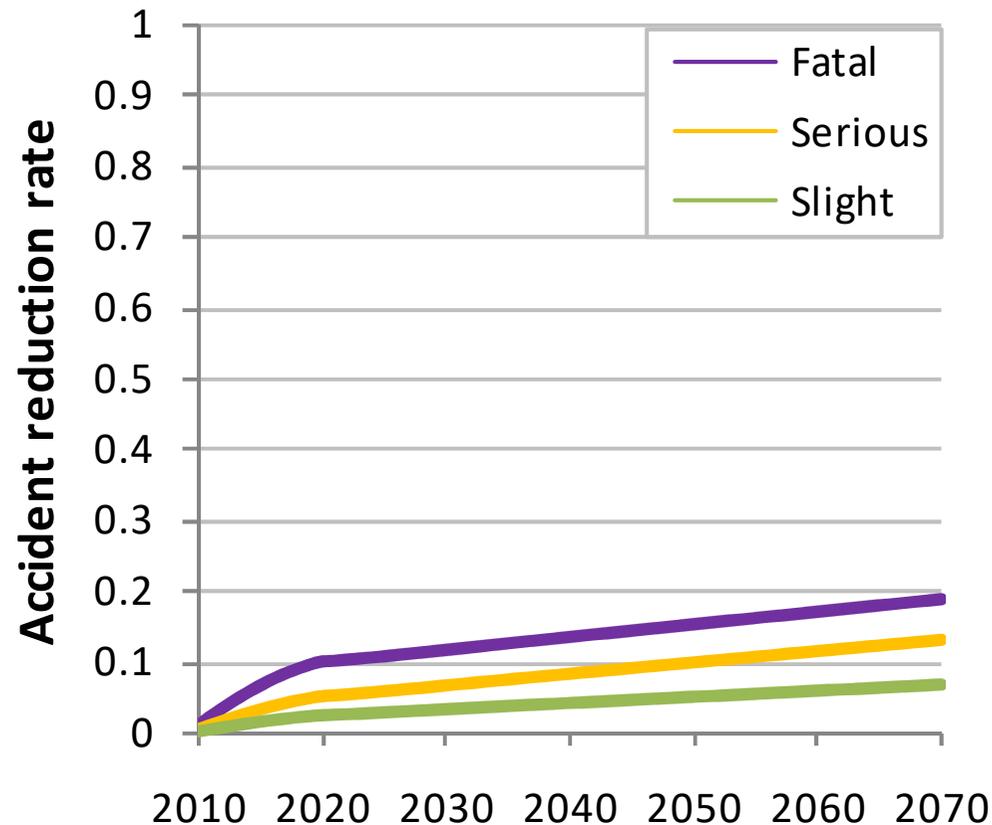
Icons by Mateo Zitar and Arthur Shlain from The Noun Project



The importance of regulation

Collisions saved over time in GB

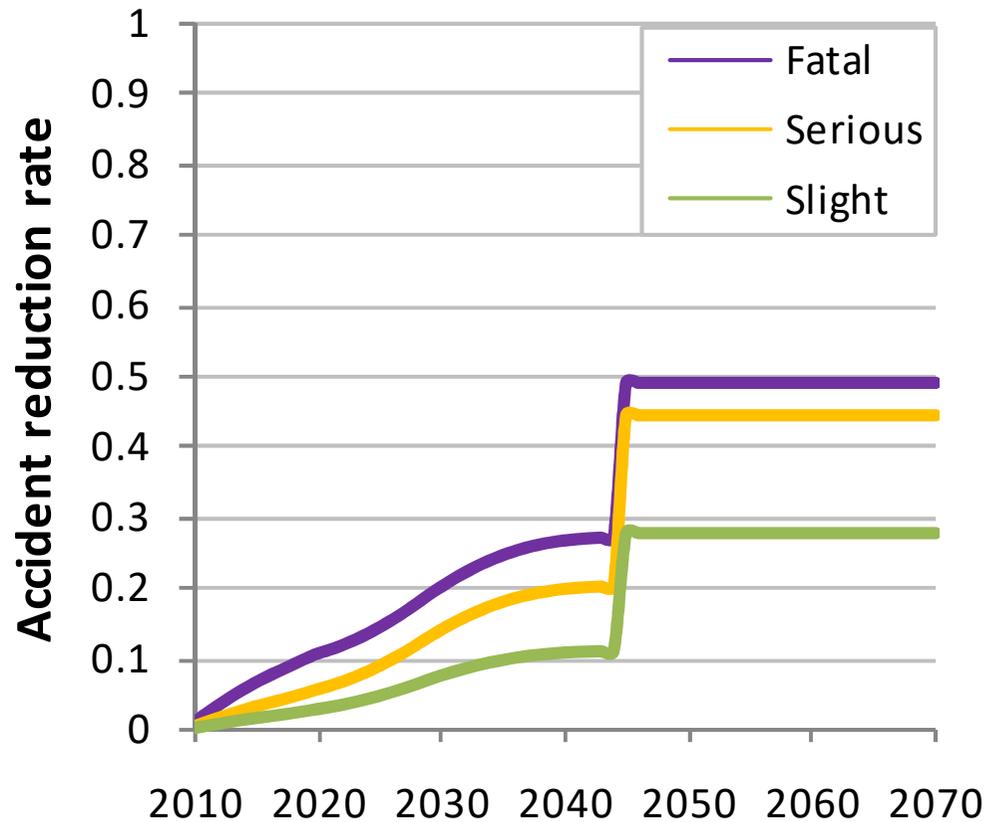
1. Market Driven scenario



Source: ISA GB trials 2001-2006, Prof. Carsten

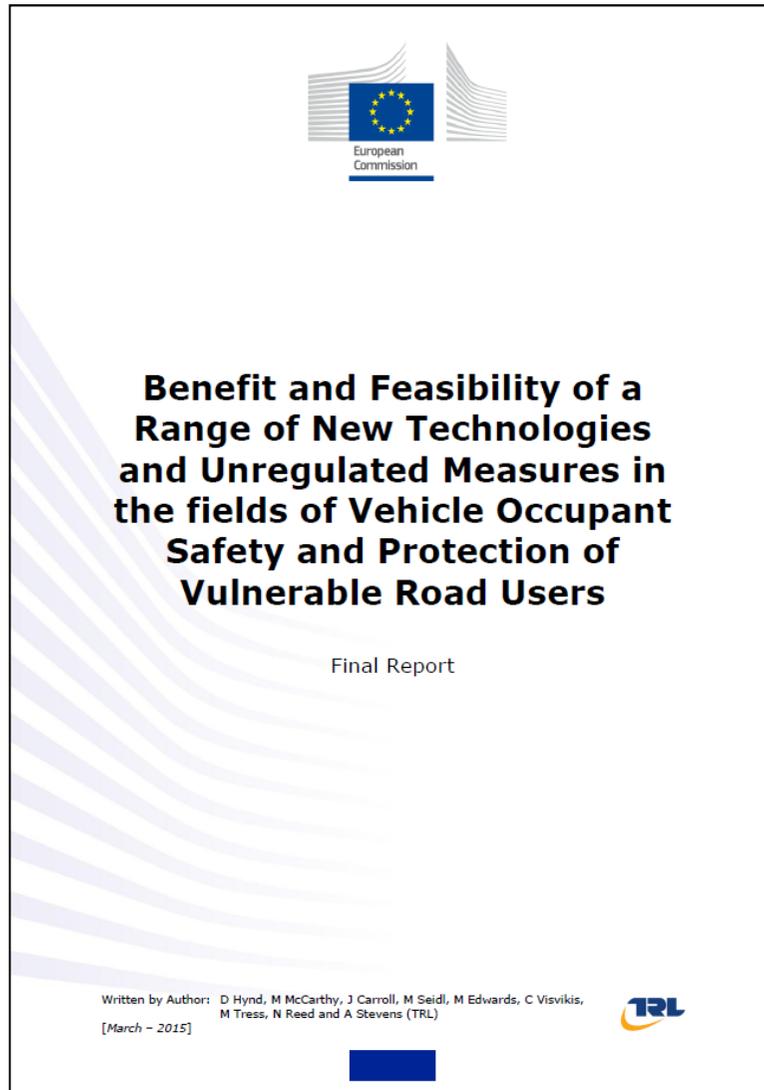
Collisions saved in GB over time

2. Regulation scenario



ISA GB trial 2001-2006
Prof. Carsten

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
AEB	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
ISA	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

CONCLUSIONS

- ISA is a well-proven technology with very significant safety benefits
- Regulation is necessary to maximise the impact of ISA on casualties reduction
- Require all new vehicles to be fitted with ISA system: **overridable, assisting and switched on by default**

#SafetyAsStandard

Some recommendations to countries/cities

- 'Be the market' for safety: buy, lease or rent only 5-star cars.
 - e.g. Finland, Sweden
- Require buses to be fitted with ISA in public procurement
 - e.g. London (as from 2018)
- Include strict criteria for safety (4 or 5-star NCAP cars) to green car tax schemes.

Some recommendations to EU countries



- Include information on fitted in-vehicle safety technologies in collisions reports.
 - Assess the effectiveness of safety technologies in real world.