A regulation as important for saving lives as the seatbelt

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The European Parliament

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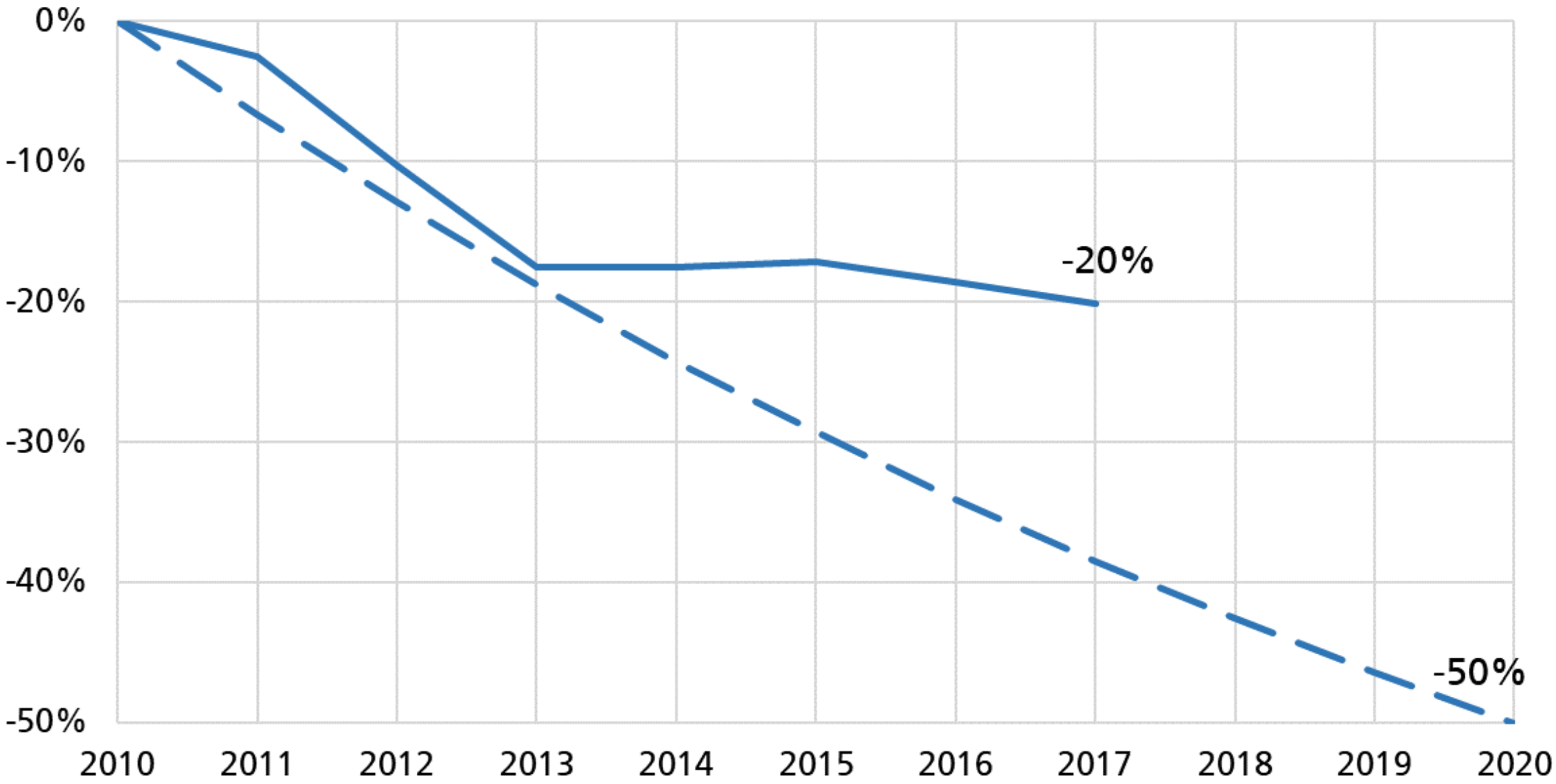
25 YEARS 1993-2018

NO PROGRESS FOR 4 YEARS



3rd MOBILITY PACKAGE

17/05/2018

GSR = HUGE LIFE SAVING POTENTIAL

25,000 deaths on the road could be prevented by the introduction of new vehicle safety measures over the period 2022-2037

according to analysis by TRL *https://bit.ly/2IN9ltl*

ETSC CALLS FOR YOUR SUPPORT TO

1/ NOT WATER DOWN THE EC PROPOSAL

- No further delay in the implementation dates
- Reduce the number of years for some (ISA, direct vision)

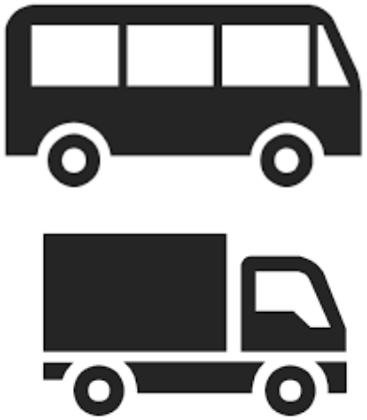
1/ NOT WATER DOWN THE EC PROPOSAL

- Passive safety and active safety should be both improved (contrary to industry claims)

Active safety = AEB (and many other collision avoidance technologies)

Passive safety = protection in case of a collision

2/ STRENGTHEN THE EC PROPOSAL



Trucks and buses should also be fitted with:

- Event Data Recorders (EDR)
- AEB with cyclist and pedestrian detection capability

As supported in the Koch (2017) report Saving lives: boosting car safety

3/ THE DEVIL WILL BE IN THE DETAILS

- Technical specifications will define the number of deaths and serious injuries each technology will prevent in the real world
  - Work on technical specifications should start ASAP

3/ THE DEVIL WILL BE IN THE DETAILS

- For some technologies, discussions have already started at UNECE's World Forum for Harmonization of Vehicle Regulations (WP.29), sitting in Geneva

  - Participation of civil society groups, safety NGOs, MEPs, academics,… to the technical specification working groups should be supported *(e.g.: funding mechanism?)*

3/ THE DEVIL WILL BE IN THE DETAILS

- EC should report to the responsible Committee in the EP on the progress to allow the EP to exercise its right of scrutiny.

- In case of lack of progress or no satisfactory discussion, work should start at EU level asap.

Intelligent Speed Assistance (ISA)

Speed

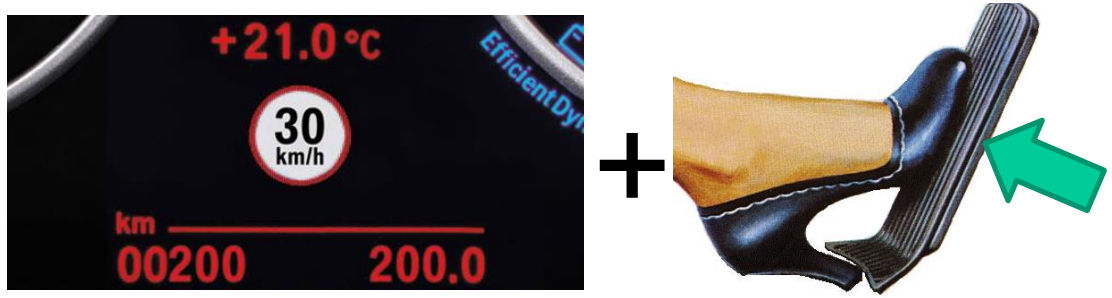
"Speed remains a very important risk factor. It has a greater effect on the number of accidents and injury severity than almost all other known risk factors."

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

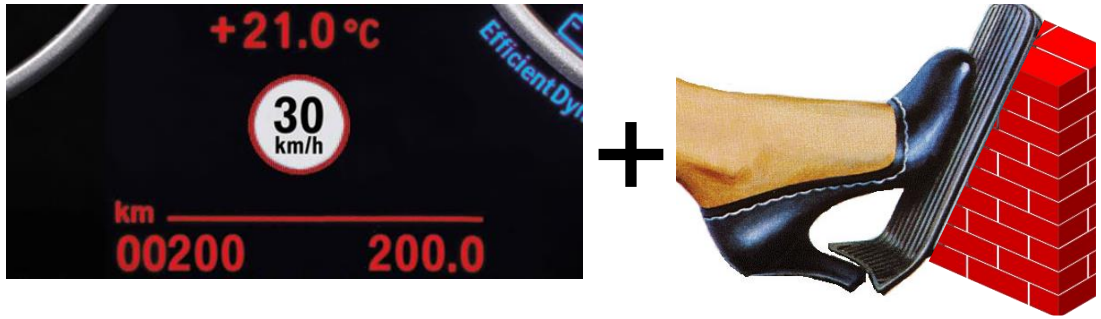
Main types of ISA

Advisory

Assisting



Non-Overridable



Estimated risk reduction for GB by type of ISA

ISA Type	Reduction in Serious Crashes	Reduction in Fatal Crashes
Advisory ISA	−4%	−5%
Assisting (Overridable) ISA	**−17%**	**−23%**
Non-Overridable ISA	−40%	−49%

The balance between safety and public acceptance argues for the middle ground.

Why default-on

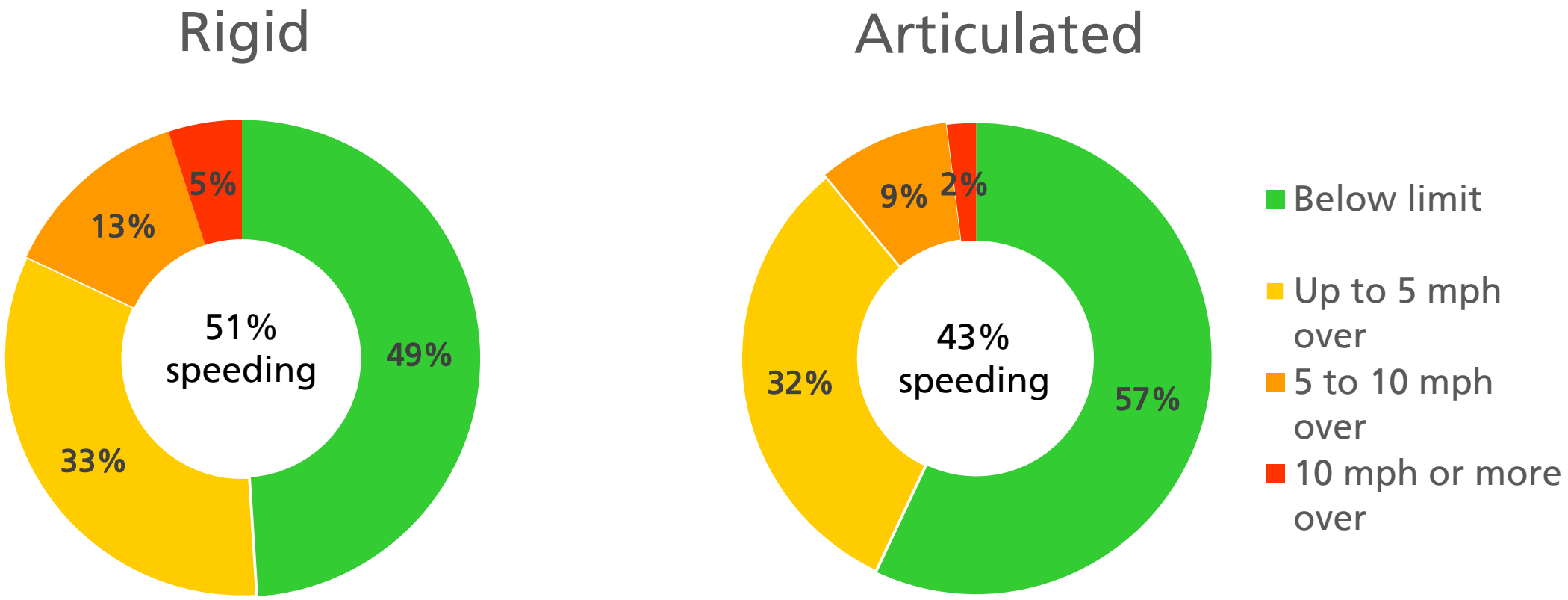
Requiring the driver to enable ISA at every ignition on will:

- Cause annoyance to most users
- Encourage those who need it most (speed violators) not to use it
- Almost certainly result in very substantially reduced effectiveness

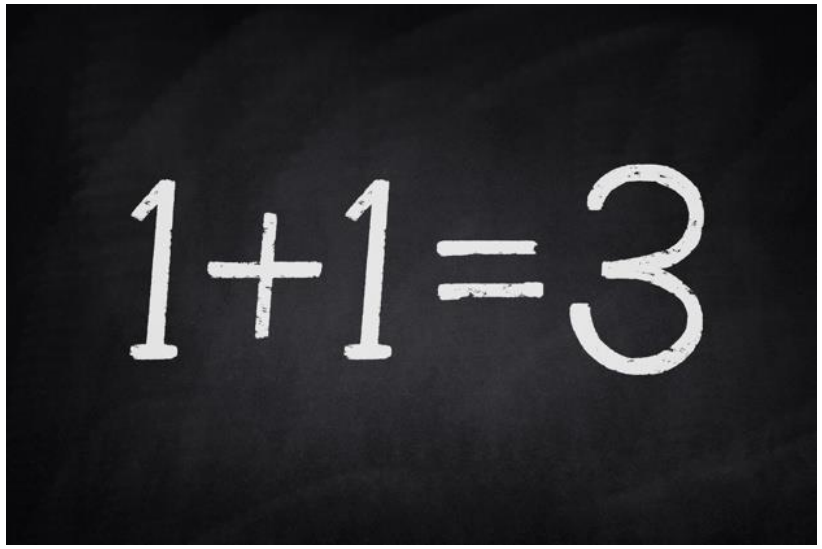
It’s strange that we would propose to install a safety system that is by default not enabled

Do we need ISA for all major vehicle categories?

Heavy truck compliance with 30 mph urban speed limit in GB, 2016



Synergies



With ISA, top speeds are curtailed. So:

- AEB will have more opportunity to prevent crashes
- When there are crashes, occupant protection systems will have a greater chance of preventing harm

“It’s not technically mature”

- Assisting ISA is already available on many production vehicles:
  - Ford S-Max and Galaxy
  - New Ford Transit
  - Volvo XC60, XC90, S90, V90 (no link to map)
  - 2018 VW Touareg
- Euro NCAP gives points to models fitted with ISA systems
- The better systems use both a digital map and a camera for information on limit
  - There is a standardised process for transfer of map data from road authorities to the map-makers (TN-ITS)

Automated vehicles will have to have ISA

GEAR 2030

Annex 3: Guidelines on Human Machine Interface for Automated and Connected vehicles:

"When operating under vehicle control (vehicle as the driver), vehicles shall obey all relevant regulations, including local regulations. This would include, for example, speed limits (fixed, variable and dynamic), access restrictions, lane restrictions, traffic signal instructions, …"

Conclusions

- ISA is almost certainly the most effective safety system currently available
- The technology is mature
- We need to implement it in the form of a default on, assisting system
- Acceptability of that system is high
- It should be installed on cars, vans, light trucks, heavy trucks and buses

Thank you for your attention

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