

# How can improved in-vehicle safety contribute to EU Road Safety Targets?

Stakeholder Meeting on Vehicle Technologies to Enhance Road Safety  
8 March 2013

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# The Challenge

- Current deaths and serious injuries
  - 30,100 deaths in 2011
  - 324,000 Seriously Injured
  - Over €160 billion cost each year
- New 2020 target of 50% reduction – unanimous agreement every Member State
- Still need to work to reduce casualties – the next 50% will be more challenging than the last.
- **EC Transport White Paper**

*“Make sure that the EU is a world leader in safety and security of transport in all modes of transport.”*

**“Vision Zero” for 2050**

# Strategic issues

- Leadership role on casualty reduction
- Development of strategies and roadmap to ensure maximum casualty reduction
- Support the deployment of the most life-saving technologies
  - Routinely **evaluate** the safety benefits of in-vehicle and other safety technologies
  - **Identify** the most life-saving technologies and the most beneficial applications and
  - **Recommend** the relevant measures for their synchronised deployment (e.g. legislation when needed).
- Improved inter-sectoral co-ordination
  - Responsibilities fragmented (DG-MOVE, DG-ENT, DG-CONNECT...)
  - Establish Task Force to identify and implement the most effective vehicle based casualty reduction strategies to meet 2020 target

# Priority-based measures

## ☠ Inappropriate or excessive speed

More than **2,200** road deaths could be prevented each year if average speeds dropped by 'only' **1km/h** on all roads across the EU.



## ☠ Driving under the influence of alcohol

At least **7,500** deaths could be prevented each year if accident-involved drivers reported to be driving over the limit had been sober.

## ☠ Failure to wear seat belts

Around **12,400** car occupants survived serious crashes in 2009 because they wore a seat belt.

Another **2,500** deaths could have been prevented if **99%** of occupant had been wearing a seat belt.

# Intelligent Speed Assistance

- Speed both increases the risk of a crash and its severity outcomes
- In free-flowing traffic up to 50% of drivers exceed speed limits on motorways, up to 70% on roads outside built-up areas and as many as 80% in urban areas.
- Consumer demand for informative ISA: help the driver respect the speed limit, increased comfort, ...
- Overridable ISA predicts a 20.6% reduction in fatal accidents
- Effective instrument in mitigating CO2 emissions
- ITS Directive: progress needed on digital maps

# Intelligent Speed Assistance (ISA)

## *Short Term (2013):*

- Development of harmonised standards for (ISA).

Under the ITS Directive:

- launch best practice guidelines on digital maps
- or include this under specifications for priority actions (a) and (b).

## *Medium Term (2015):*

- Encourage routine roll out of ISA amongst particular user groups.

## *Long Term (2020):*

- Adopt European legislation for mandatory fitting of EU cars with ISA systems in the type approval process

# Alcohol Interlocks

- Alcohol interlocks require the driver to take a breath test before starting the car. If the driver fails the test, the device locks the ignition of the car.
- ETSC recommends a step-wise approach:

## *Short Term:*

- Introduce uniform standards for alcohol interlocks in Europe.
- Ensure vehicles can be retrofitted with alcohol interlocks
- Provide Member States with guidelines to introduce the technology in rehabilitation programmes and fleets.
- Voluntary fitment for fleet (buses, taxis, HVs)

## *Medium Term:*

- Mandatory fitment for transport of children and in trucks and buses.
- Legislate alcohol interlocks for first time high level offenders and recidivists to help them distinguish drinking and driving

## *Long-term:*

- Mandatory fitment for non-intrusive alcohol interlocks for all vehicles.

# Member States are legislating

Country \ Legislation	Pilot project ongoing	Legislation in preparation	Legislation in discussion in Parliament	Legislation adopted	Legislation in implementation	Rehabilitation	Commercial Transport	Voluntary use of interlocks in commercial transport
Austria	✓					✓		✓
Finland				✓	✓ for school buses and daycare transport	✓	✓	✓
Sweden				✓	✓	✓	✓	✓
Netherlands	✓			✓	✓	✓		
France				✓	✓	✓	✓ for school buses	
Belgium				✓	✓	✓		✓
Denmark				✓		✓	✓	
Germany	✓					✓		
United Kingdom								✓
Switzerland		✓				✓		



# Seat belt reminders on ALL seats

- The seat belt remains the single most effective passive safety feature in vehicles.
- Yet despite the legal obligation to wear a seat belt, wearing rates still low on rear seats in many EU countries
- 99% seat use can be achieved with seat belt reminders on ALL seats
- ETSC recommends to include mandatory fitment of enhanced seat belt reminders on all seats in type-approval regulation by 2015

# Vehicle measures

- Welcome attention being given to integrated, active and co-operative safety systems
  - AEB, LDW, pre-safe, e-Call (especially for PTWs)
  - All directionally sound
- Concerns
  - Evidence base needs more attention for most effective systems
  - Distraction – information management
  - Nomadic devices
- Need a systematic feedback from real-world driving
  - FOTs can help
  - Which systems does each vehicle have?

# Deployment

## Legislate through EU Type Approval

### Create a market for safe and clean vehicles

- New technologies will not save many lives if they are only optional – ensure the best systems enter the fleet as rapidly as possible
- Demonstration activities and wider support are needed to promote consumer demand and reduce the costs.
  - e.g.: The work carried out by DG Connect through the eSafety Forum to be continued and extended to other upcoming technologies.
- Consumer Information-EuroNCAP
- Financial incentives, public procurement, company car fleets, insurance schemes for safe AND clean vehicles

# Information and data

- European Road Safety Observatory provides a framework
- Pan-European In-depth accident database for all stakeholders (EC, Member States, car industry etc)
- European Parliament (2011 Report on Road Safety) calls
  - *Strengthen the European Road Safety Observatory*
  - *Prepare an action plan for in-depth accident causation data by 2012*
  - *Implement the improved indicators of road safety by 2013 – benchmarking, accident data, safety indicators, best practise*
- Routine implementation of data recorders to provide information about operation of safety systems

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DECADE OF ACTION FOR  
ROAD SAFETY 2011-2020