



JOINT BELGIUM - UNECE WORKSHOP ON INTELLIGENT TRANSPORT SYSTEMS" 17-18 November 2014

Vehicle-Driver interface in new mobility: EU Commission policy

Antony Lagrange



facebook.com/EU.Enterprise
facebook.com/MrSmeForEurope



[@EU_Enterprise](https://twitter.com/EU_Enterprise)



youtube.com/user/EUenterprise

Follow us on:

Web sites:

ec.europa.eu/enterprise



ITS/Road safety: a priority for the Commission

- 26.000 fatalities /year*
- **The driver's behaviour plays a role in 80-90% of accidents**



Great potential to improve road safety especially for vulnerable road users

* in Europe in 2013



Existing legal framework for the driver interface

- **Systems mandatory in the EU from 1 Nov 2014:**
 - ESC (electronic stability Control)
 - LDWS (lane departure warning systems)
 - AEBS (Automatic emergency braking)
- **UNECE technical requirements**
- **1968 Vienna Convention on international traffic**



How to improve driver acceptance?

- Driver distraction
- Issues with liability (wrong signals, wrong actions)



- Integrated approach on road safety/ITS: driver/infrastructure/vehicle



Challenges for the legal framework

- **Very different ITS systems**
- **Reaction of the driver/new technologies**
- **Some technologies are not mature enough**
- **Technology is quicker than legislation**



Need for an integrated framework

- **CARS 2020: General EU coordination for vehicles**
- **Research to cover driver reaction to the interface**
- **Use the return from experience gained**
- **Responsibility/Liability: revision of the 1968 Vienna convention**
- **Other ITS issues need to be tackled in parallel, e.g. inter-operability, communication standards,**



Need for a flexible framework

- **Legislation is not the only option**
- **Market demand: Euro Ncap can help**
- **Guidelines on driver interfaces (e.g. EU or UNECE) and International standards**
- **Process for the continuous improvement**



Thank you for your attention

<http://ec.europa.eu/enterprise/sectors/automotive>