Vehicle-Driver interface in new mobility:
EU Commission policy

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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

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