



*Towards a comprehensive  
eSafety Action Plan  
for improving road safety  
in Europe*

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# *Safety: The Challenge*

- The European motor vehicle industry has to meet increasing demands concerning emissions and road safety
- The rapid technological progress is an additional challenge, but also offers a great opportunity

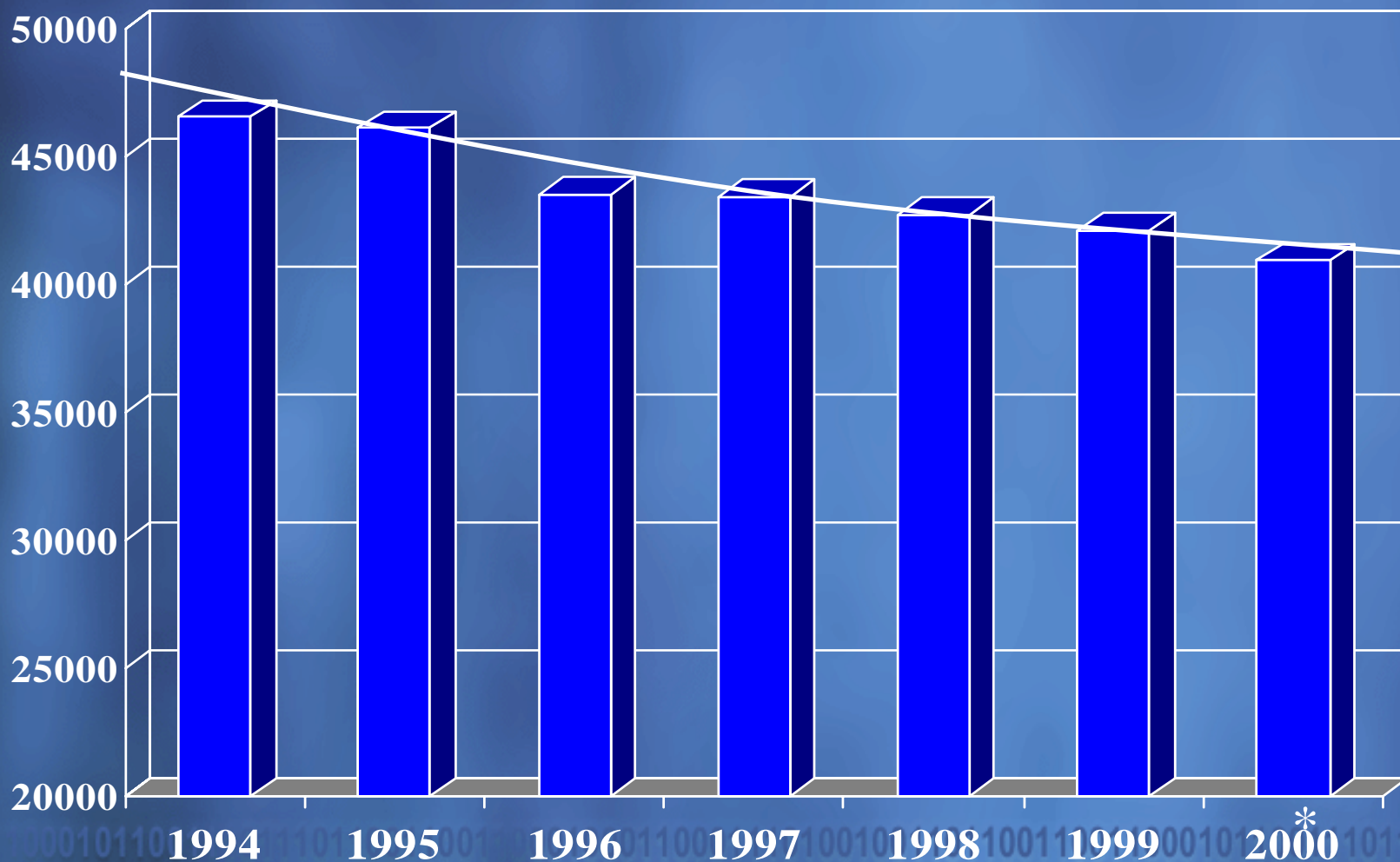


# *Safety: Additional measures are urgently required*

- The European Commission and Member States have been promoting measures to improve road safety through both
  - accident prevention and
  - injury reduction.
- The number of road victims is still unacceptably high in Europe



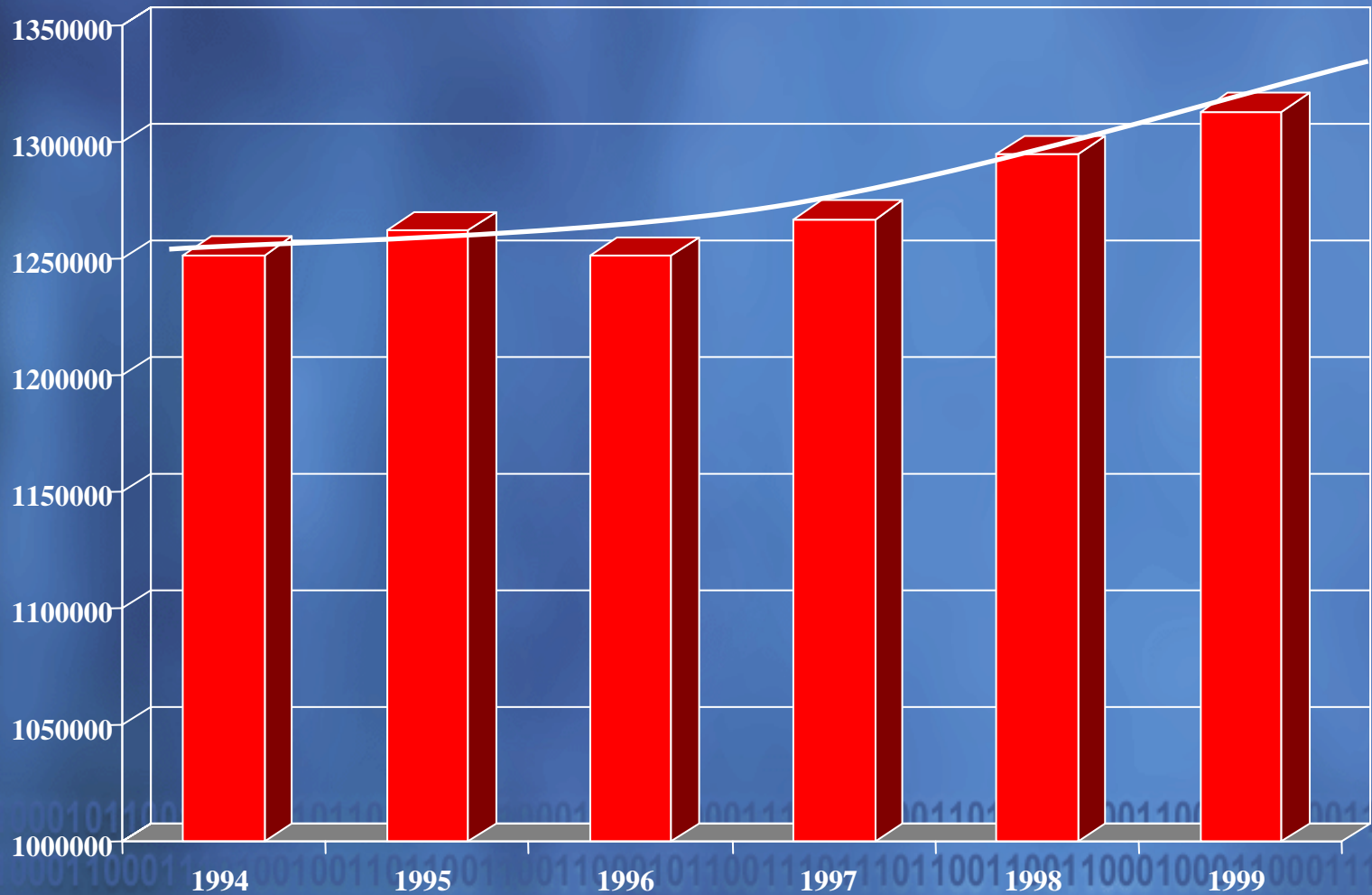
# *Each year 41000 road victims in Europe*



\* no data available for Greece; number added for Greece is estimated on the basis of 1994-1999

Source: 1994-1999: CARE  
2000: OECD / IRTAD

# *Number of road accidents involving personal injury still growing*



Source: 1994-1999: CARE

# *The goal: 50% reduction in fatalities*

- Goal: Commission White Paper on the European Transport Policy
- The ambitious goal set in the White Paper is to halve the number of deaths by 2010
- Conventional solutions like Passive safety close to the limits
- New technologies if widely take into use offer the solution:

***eSafety***

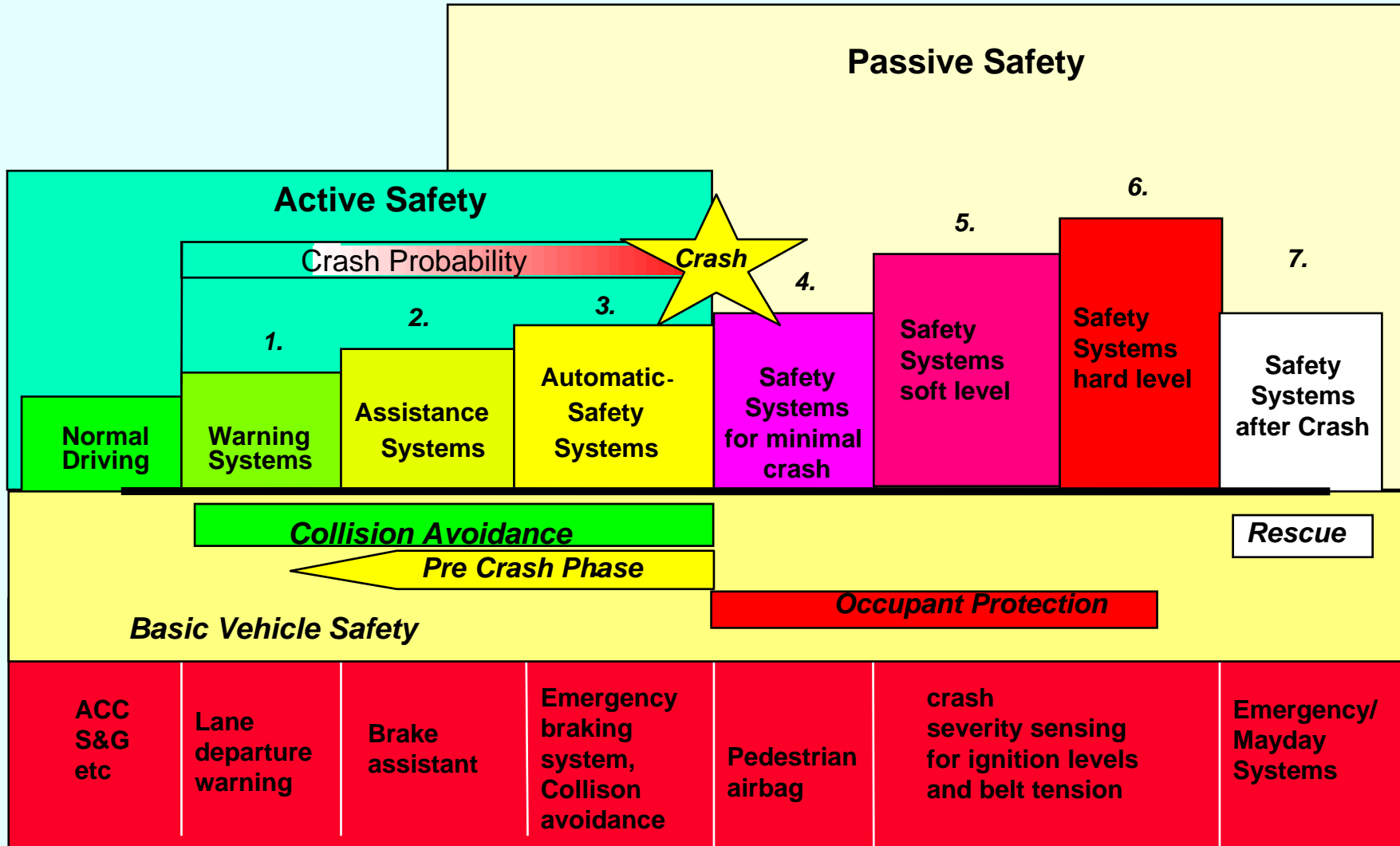




# Integrated Approach to Safety

Level of critical safety situations

Examples for ADAS



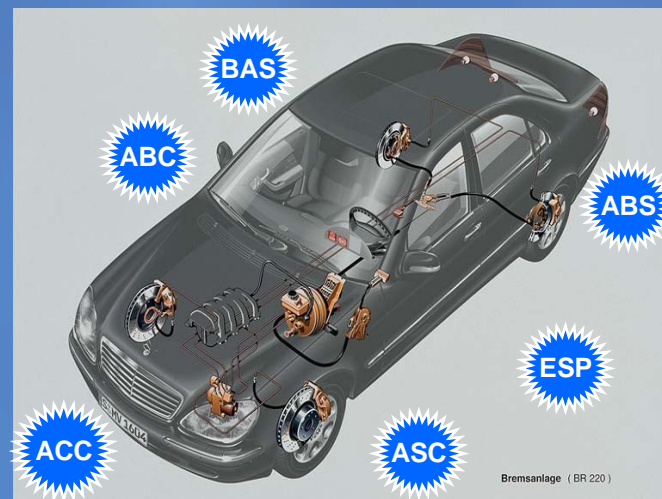
Source: ADASE II

# *The Human: A significant safety risk*

- 95% of all road accidents involve some form of human error
- in 75% of the cases the human is solely to blame
- Direct causes include misjudging, driving dynamics, weather and distraction
- Underlying causes include alcohol, inexperience, tiredness

# *New technologies for eSafety*

- Intelligent Active Safety Systems
- Intelligent Passive Safety Systems
- Next generation Advanced Driver Assistance Systems
- Co-operative systems - vehicle - to - vehicle and vehicle - to - infrastructure



# *Important gap between development and deployment*

- The technology is in some cases developed, but there is an **important gap between the technology development and deployment** on the markets at reasonable cost
- We have to assess the potential impact of these technologies, set priorities, and foster large-scale deployment
- Support actions needed in the legislative framework, certification and standardisation

# *RTD: Building on the success of Telematics and IST programmes*

## The 5th FP 1998-2002

### Mobility and Intelligent Infrastructure Cluster

- 40 projects, 137 M€ total/90M€ EU funding
- Intelligent Traffic Control and Management
- GNSS systems, services and applications



### Intelligent Vehicle Cluster

- 40 projects, 150 M€ total/80 M€ EU funding
- Integrated Advanced Driver Assistance Systems
- Common Platforms and Technologies



## The 6th Framework Programme

### 2002 -2006: New opportunities



# *Needed: eSafety Road Map*

