



NEWS RELEASE

European Commission Recognises Life Saving Potential of Speed Management Technologies

1 June 2012, Brussels – The European Transport Safety Council (ETSC)¹ welcomes the European Commission's recognition of Intelligent Speed Assistance (ISA) systems' potential to improve road safety in the EU. The Commission stated 'that Intelligent Speed Assistance (ISA) systems that inform the driver about the speed limit at any moment can contribute to improved road safety, since they may prevent the driver from inadvertently exceeding the speed limit.' A prerequisite for the implementation of ISA is the provision of a digital database of all speed limits on the road network. The Commission adopted the Intelligent Transport Systems (ITS) Action Plan in 2008 and the ITS Directive in 2010. "These instruments provide the framework for fast-tracking ISA technology. ETSC calls for its life-saving potential to be realised as a matter of priority," said Antonio Avenoso, ETSC Executive Director.

ETSC regards ISA as a mature technology and has been campaigning for its wider application for many years now. ISA can deliver impressive safety benefits. Research in the U.K.² showed that advisory ISA can achieve up to an 18% reduction in fatal collisions and intervening ISA can achieve a 37% reduction in fatal collisions. It is also an effective instrument in mitigating climate change.³

The Netherlands has recently joined Sweden and Finland in mapping the speed limits on their public road network.⁴ "We hope that other countries will emulate the three frontrunners and that pan-European coverage can be achieved very quickly," said Mr. Avenoso.

The implementation of ISA was brought forward as the European Commission answered a Parliamentary Question⁵ from Inés Ayala Sender (S&D, Spain). MEP Sender recognised the need for continued action to tackle excessive speed, as speeding remains the single biggest contributory factor in collisions resulting in road deaths. She also underlined recognition in EU policy, through the Commission's Road Safety Policy Orientations and White Paper on Transport, that 'in-vehicle systems providing real-time information on prevailing speed limits could contribute to improve speed enforcement'. The European Parliament also previously called on the Commission to progress with the deployment of ISA in its response to the Policy Orientations.⁶ MEP Sender, as member of the Committee on Transport and Tourism, has previously acted as rapporteur on issues such as sustainable mobility in Freight Transport Logistics and the cross-border Directive for exchange of information on road safety related traffic offences.

In its response, the European Commission notes that a number of specific actions under the ITS Action Plan are addressing road safety technologies and that the ITS Directive provides the legal framework for the deployment and use of ITS applications, including ISA systems. A prerequisite for the implementation of ISA is the provision of a digital database of all speed limits on the road network, however progress at the European level in this regard has been slow. ETSC is disappointed the Commission did not provide a timeframe of detailed actions for the implementation of ISA. "We think the

Commission should show more energy in promoting speed management technologies in the EU," said Mr. Avenoso.

"We also hope that the newly elected French administration will make good on the commitment to speed up the introduction of ISA," concluded Mr. Avenoso. In November 2011, the former President of France called for the production of a roadmap for the deployment of ISA (known as LAVIA⁷) at the national level⁸ and for the country to become a forerunner in this field.

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¹ ETSC is a Brussels-based independent non-profit making organisation dedicated to reducing the numbers of deaths and injuries in transport in Europe. The ETSC seeks to identify and promote research-based measures with a high safety potential. It brings together 45 national and international organisations concerned with transport safety from across Europe. www.etsc.eu

² Carsten, O., et al, (2008) Speed Limit Adherence and its Effect on Road Safety and Climate' University of Leeds

³ Carsten et al. (2001) demonstrated that in the U.K., CO₂ emissions from cars using ISA could fall by 8%. Carsten, O. & Tate, F. (2001). External Vehicle Speed Control. Executive summary of project results. Leeds, U.K

⁴ http://www.rijkswaterstaat.nl/wegen/feiten_en_cijfers/maximumsnelheden/index.aspx

⁵ The PQ and Response from the Commission can be viewed here:

<http://www.europarl.europa.eu/sides/getDoc.do?pubRef=-//EP//TEXT+WQ+E-2012-002382+0+DOC+XML+V0//EN&language=LV>

⁶ A7-0264/2011, REPORT on European road safety 2011-2020, Committee on Transport and Tourism, Rapporteur: Dieter-Lebrecht Koch.

'Calls on the Commission to draw up a proposal to fit vehicles with 'intelligent speed assistance systems' which incorporate a timetable, details of an approval procedure and a description of the requisite road infrastructure;'

⁷ Limiteur s'Adaptant à la Vitesse Autorisée.

⁸ President Sarkozy's speech can be read here:

<http://www.elysee.fr/president/mediatheque/videos/videotheque.10.html>
<http://www.elysee.fr/president/les-actualites/discours/discours.18.html>