



European Federation of Road Traffic Victims



Excessive speed is a key contributory cause of road deaths and injuries, hence technologies like **Isa** or **LiSa** that design out speeding would potentially provide the safest vehicles – both to people outside and now these technologies that effectively to reduce severe

ISA and LiSa

occupants. We really need reduce speed and contribute injuries and save lives.

“Speed remains a very important risk factor. It has a greater effect on the number of accidents and injury severity than almost all other known risk factors.” *Rune Elvik, The Power Model of the relationship between speed and road safety*

New technologies fitted to vehicles that reduce the key risks of speed could reduce severe injuries and fatalities in the next 5 years by more than 50%

ISA (Intelligent Speed Assistance)

EDR (Event Data Recorder) and

AEB (Advanced Emergency Braking)

All together these promising features will help **to reduce many dangers** on our roads and in our streets

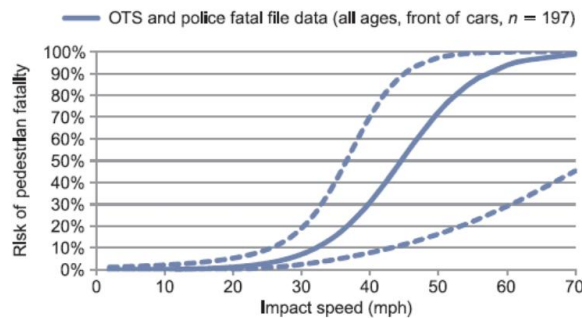
New attention must also be given to improve vehicle crash design for those outside of the vehicle.



ISA can advise drivers of speed limits using a GPS database combined with cameras that read road signs. These systems can also automatically ensure that drivers keep to speed limits and therefore avoid penalties. The information is communicated to the driver in any of the following three ways: informing the driver of the limit (advisory ISA), warning them when they are driving faster than the limit (warning ISA) or actively aiding the driver to keep to the limit (assisting ISA).

Assisting mandatory ISA would also help keep drivers within the speed limits in urban areas, where they come into contact, and kill and injure, many pedestrians and cyclists. Mandatory ISA installation in all new cars will help to achieve a high level of compliance with speed limits.

Impact speed and the risk of pedestrian death UNIVERSITY OF LEEDS



Source: DfT, 2010 (dashed lines show 95% confidence interval)

For vans, which currently do not have mandatory speed limiters, the maximum speed should be set at 120km/h.

LiSa Light and Safe car

Shouldn't there be set a common maximum speed by the car industry at construction?

The mass (or weight), power and top speed of new cars sold in Europe have increased very significantly in the last few decades. This trend continues. The weight and the maximum speed are decisive factors for road safety: there is a clear relationship between the maximum kinetic energy of a vehicle ($\frac{1}{2} m v_{max}^2$) and its “dangerousness”.



From Global Remembrance to Global Action

“Till 2020 we should have a world in which safe and sustainable transport is considered as a human right for all”

J. Mersch FEVR president

LINKS:

FEVR President Video message: [here](#)

UN Secretary General Mr Ban Ki-Moon : [here](#)

Chair of **UN-RSC**, Etienne Krug : [here](#)



Sources :

ISA: ETSC new program on vehicle safety: [here](#)

Prof. Oliver Carstens at the ETSC Dinner/Debate 3.11.14 European Parliament [here](#)

FEVR 2007: BlackBoxes: [here](#)

LiSa: FEVR ,PEVR together with aenvironment associations prepare this topic to be discussed on European (International?) level in the coming years [more](#)