

*The study was carried out by motoring clubs from 12 European countries*

## 8,000 European motorists assess current and future car safety systems

Within the framework of the EuroTest platform, 8,000 motorists of 12 European countries took part in the **Safety-Technopro Survey and the CVIS Survey** which were aimed at analysing the level of knowledge and acceptance of current and future safety systems, applied to the field of motoring.

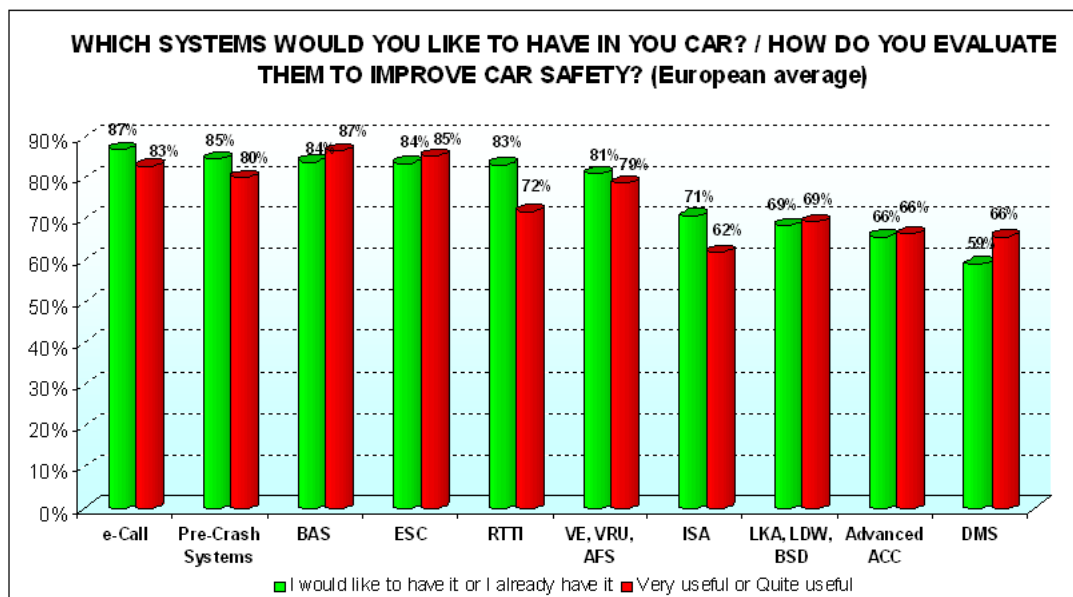
The report was carried out on the basis of 2 surveys distributed by auto clubs of 12 European countries (Norway, Croatia, United Kingdom, Switzerland, Germany, The Netherlands, France, Portugal, Belgium, Spain, Austria and Italy), thus allowing to assess the level of knowledge and the attitudes of motorists as regards the e-Safety systems.

One of the main conclusions of this study of opinion is the urgent need to provide users with information on these applications that offer more safety and therefore a higher chance to save lives in case of a road accident.

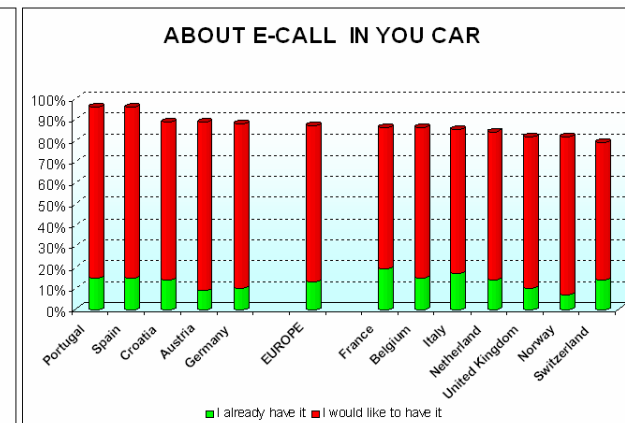
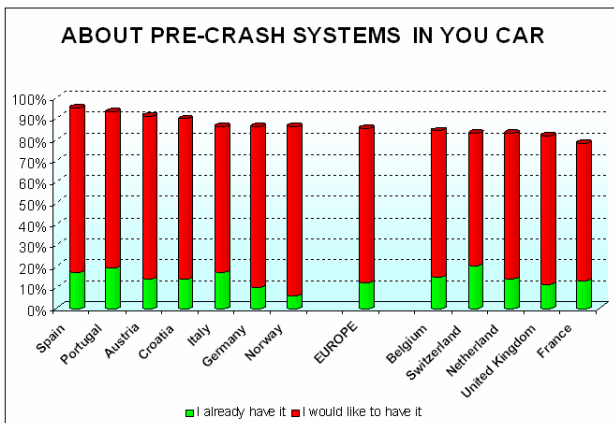
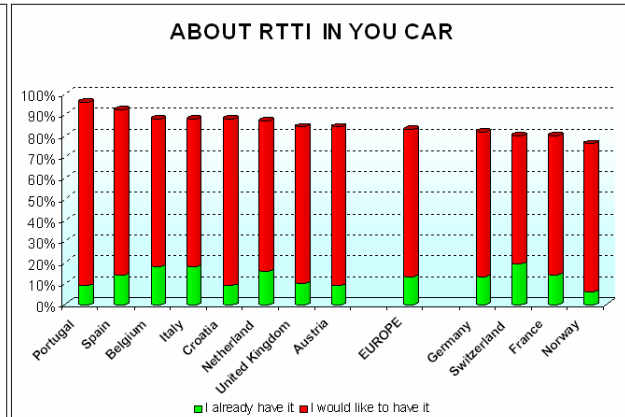
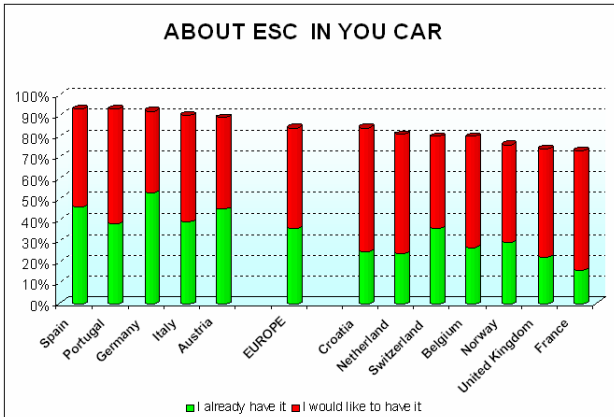
### ASSESSMENT OF THE CURRENT ONBOARD SYSTEMS

#### E-call, the most valued

The perception of utility and the predisposition to have these systems in the vehicle is good, all of them achieving a positive score of 59% or higher (6 motorists out of 10 appreciate the systems). The best valued technological options are ESC, BAS (brake assistance system), the Pre-crash system and, on top of the list, the E- call or emergency call system.



The 4 most representative and best valued systems (ESC, RTTI, e-Call and Pre-crash) were analysed per country



Spain and Portugal are always on top of the lists as regards having the described system already in the vehicles. A noteworthy aspect is the high figure of cars fitted with the ESC system in certain countries such as Germany and Austria, clearly above the European average.

The acceptance of these systems is confirmed by the following facts:

- 80% of those surveyed would like to have the safety systems fitted in their vehicles despite the disturbing safety alerts.
- 60% of those surveyed would prefer to be able to deactivate the system by themselves. France is the country with the highest favourable score on this option (70%); followed by the United Kingdom and Belgium
- 63% of those surveyed – European average – would be willing to take part in a safety course, both practical and theoretical, to get to know the features and functions of these systems.

As regards the level of knowledge of these systems:

- 52% of those surveyed – European average – gave a correct answer when defining the ESC system; however, among the 36% who declared to have the

ESC system in their vehicles, up to 71.6% knew the correct answer. This means that there is a clear connection between having the system and knowing about it.

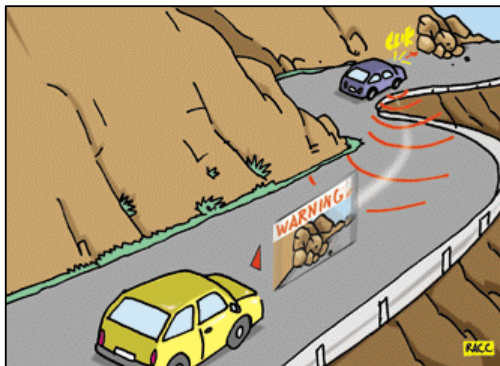
### ASSESSMENT OF THE FUTURE ONBOARD SYSTEMS

In general terms, the CVIS applications, those that will be fitted into the vehicles in the future, are considered as useful or very useful by more than 56% of those surveyed.

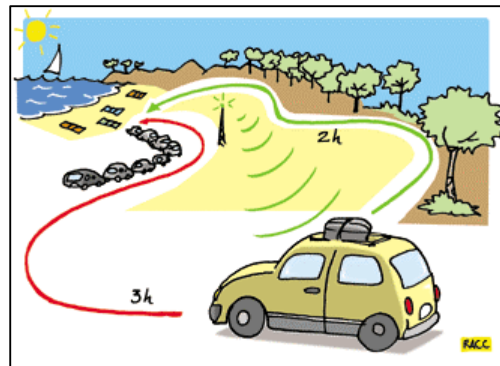
#### Road condition information, the best-valued system

Applications dealing with the travel time and safety are the best valued by European motorists. The top position is held by the system allowing motorists to receive information on the condition of the road as well as incidents (e.g. sharing pictures of the road conditions or creating a database on road conditions).

The second best valued system is the travel assistance service, allowing motorists to plan their travel routes and to help the traffic control centre to predict possible points of congestion or conflict. This fact has a special significance since 73.8% of the European motorists surveyed state that they plan their travels well in advance and that the CTA, used as a navigation complement while travelling would be very useful.



**Road Information System  
(CTA)**



**Cooperative Travel Assistance system**

The personalised route based on the estimated travel time was the less valued application in terms of utility, with more than 25% of the sample describing it as having little or no utility.

#### Pay-per-use

Italy, Portugal and Croatia are the countries, which are always on top of the list - with figures above 50% - as regards the predisposition to pay for these systems. On the other hand, those surveyed in Switzerland are the less willing to pay for the future e-safety applications proposed in the CVIS project.

#### Data privacy

One of the conclusions of the study highlights the fact that it is very important to avoid the transmission of personal data as far as possible, and to offer a clear benefit for users in case of not being able to avoid the transmission. 60% of the European

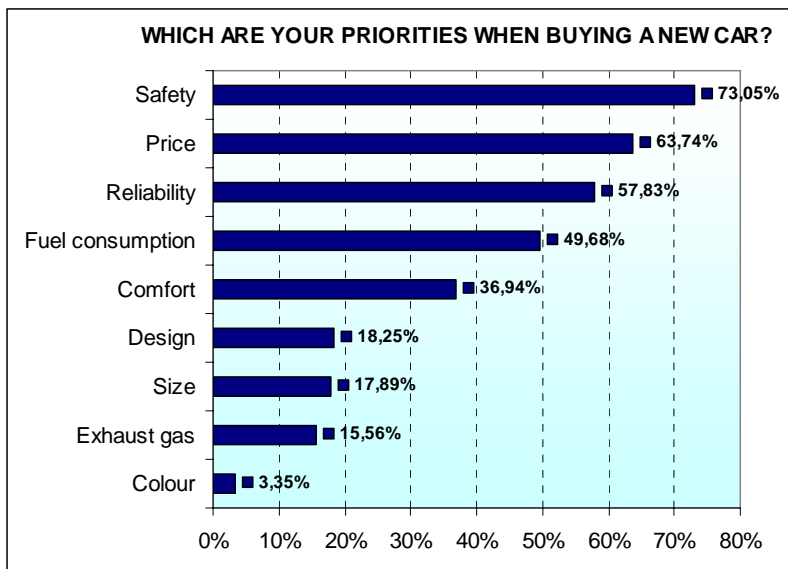
drivers are willing to collaborate in order to implement cooperative systems, if these do not involve the exchange of personal data. Switzerland, Germany and Austria are the countries with less acceptance of the new systems, should they violate the privacy of people. 52% of the European citizens would accept being geographically localised, 27% would prefer not to be localised and 20% have a neutral point of view.

### Exchange of information

90% of those surveyed agreed to send accident alert messages to emergency centres. 85% of the users also welcome the idea of receiving information about traffic jams.

### Safety, a priority

Road safety has become a determining element when buying a car. 73.05% of those surveyed stated that safety is more important than the price (63.74%), the reliability (57.83%) and consumption (49.68%). This means that when buying a car, they would be willing to fit the car with new systems if it would lead to a significant increase of safety.





## SAFETY-TECHNOPRO project

SAFETY-TECHNOPRO results will define an innovative and efficient methodology for the definition, elaboration and testing of a training system for professionals about car safety technologies, with a clear customer-demand orientation; the professional bodies involved in this training system would be:

- Sales persons working in car distributors
- Repairing staff working in garages
- Vehicle inspectors working in technical vehicle inspection workshops

For a better definition of this methodology it is very important to know how much the final user is familiar with the actual eSafety technologies.

The following list contains the description of the applications that will be taken into account in the scope of SAFETY-TECHNOPRO end-user Survey:

- **BAS, Brake Assist System**  
Goal: Provides full brake power in case of emergency braking
- **ESC, Electronic Stability Control**  
Goal: Corrects automatically unstable driving conditions
- **VE, VRU, AFS, Vision Enhancement / Vulnerable Road Users / Advanced Front Light System**  
Goal: Object warning, pedestrian, best use of headlights
- **Advanced ACC, Advanced Adaptive Cruise Control**  
Goal: An enhanced cruise control system which allows the vehicle to maintain a constant distance to the vehicle in front
- **LKA, LDW, BSD, Lane Keeping Assistant / Lane Departure Warning / Blind Spot Detection-Monitoring**  
Goal: Provides extra information for safer lane manoeuvres
- **DMS, Driver Drowsiness Detection / Driver Condition Monitoring / Alcohol Interlock / Alcolock**



Goal: Constantly monitoring driver's state, the system also requires the driver to pass an alcohol test to take the car

- **ISA, Intelligent Speed Adaptation**

Goal: Provides information to the driver on the existing speed-limit

- **RTTI, Real Time Traffic Information System**

Goal: Informs the driver about the traffic situation on the route

- **Pre-Crash Systems**

Goal: Prepares the passive safety systems of the vehicle in case of imminent impact

- **eCall, Emergency Call**

Goal: Makes a call to the Emergency Services in the event of an accident

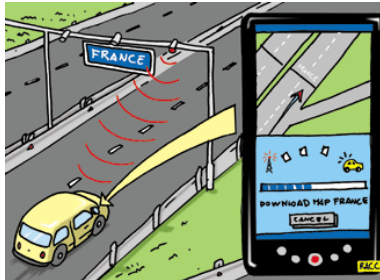
## CVIS project

The CVIS (Co-operative Vehicle Infrastructure Systems) project results will allow cars to communicate with each other and with the nearby roadside infrastructure, by building a communications network that will increase road safety and driving efficiency, and will reduce environmental impact.

The questionnaire was used to assess user needs and requirements with the end users.

### *Applications description.*

#### 1. In-Vehicle Map updates



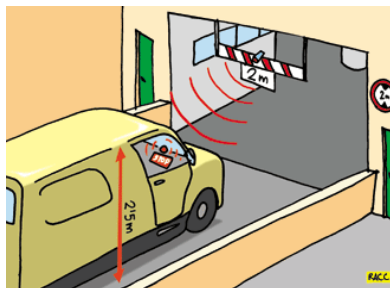
Goal: To receive map updates and live traffic or road infrastructure reports, along with other relevant local information views in cars.

#### 2. In-Vehicle Internet/Mobile Office



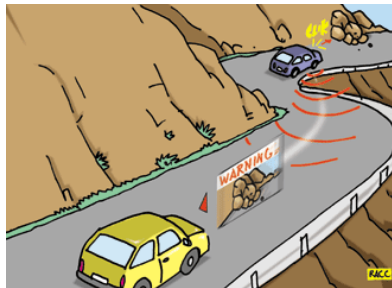
Goal: To provide Internet services on board that can be used by the driver when the car is stopped or by the passengers with the car on the move.

#### 3. Obstacle Warning



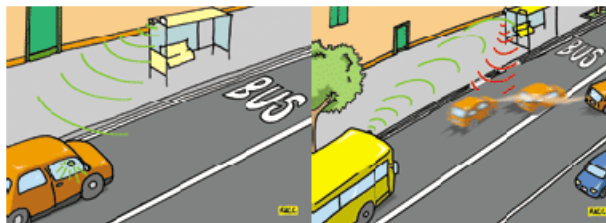
Goal: To increase driver's awareness of obstacles by receiving live information (e.g. video) from other vehicles or roadside units.

#### 4. Road Status Report



Goal: To alert other drivers (and infrastructure) about road conditions / incidents (e.g. by image sharing and possibly by store and forward).

#### 5. Flexible Lane Allocation



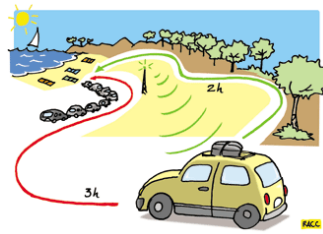
Goal: To increase the capacity on certain road sections in and around towns by allowing the use of bus lanes, without causing any disturbance to the public transport.

#### 6. Area Routing and Control



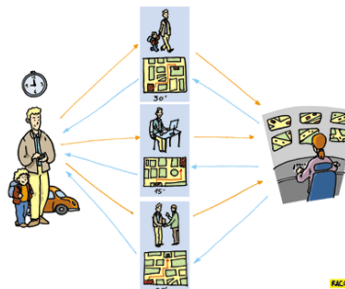
Goal: To offer alternative routes in towns in the event of an accident or incident.

#### 7. Cooperative Traveller Assistance (CTA)



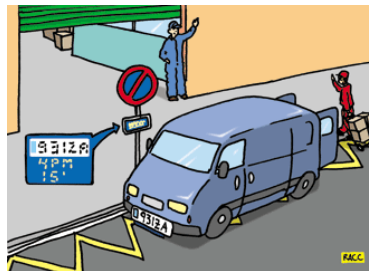
Goal: To give support to drivers by planning a personalised route to follow, and to help the roadside manager to predict traffic congestion and delays as well.

### 8. Personalised route planning based on expected travel times



Goal: To provide drivers with a personalised route to follow and to help the roadside manager to predict traffic congestion and delays.

### 9. Urban Parking Zones



Goal: To allow advanced booking of urban parking lots (to professional and particular drivers).