



FIVA

We Protect

We Preserve

We Promote

Position paper:

Road Safety and Intelligent Transport Systems

November 2021

Background

The safety components of modern vehicles are becoming increasingly sophisticated. Seatbelts, airbags and ABS braking are standard features. Now, Intelligent Transport Systems (ITS) are increasingly used for assisted-automation for safety purposes - these include lane-assistance, adaptive cruise control and adaptive braking, driver alerts and vehicle-to-vehicle and vehicle-to-infrastructure connectivity. With time, fully autonomous vehicles are anticipated. These systems will improve road safety as human error is estimated to play a role in 94% of road accidents.

Historic vehicles have a very good safety record. This is reflected in the insurance premiums offered to historic vehicle owners which are much lower than for modern vehicles. A core reason for this good road safety record is the nature of the ownership and use: historic vehicle owners have bought and preserved a historic vehicle because of their passion for that vehicle; consequently, they do not use their vehicles for day-to-day use, they spend much time and money to maintain their vehicles in very good condition, they know their vehicles well and so know how to drive them safely and because the vehicle is their passion, they drive them with great care.

Impact of Intelligent Transport System on historic vehicles

ITS is one of the technological developments which is making modern vehicles increasingly different from historic vehicles. It is not yet possible to state conclusively the impact on historic vehicles of the progressive use of ITS in modern vehicles and infrastructure. Some considerations are:

- Road safety systems based on vehicle-to-vehicle connectivity need to account for other objects which will be found in traffic such as people, animals, obstacles and two wheeled vehicles both powered and unpowered (until they too are connected). Systems will have to be able to recognise these traffic items and so will also be able to recognise vehicles which are not connected – such as historic vehicles. This requirement must remain a core principle of these systems to ensure that public roads are safe and remain accessible to all vehicles
- Infrastructure-to-vehicle connectivity may need to be able to connect to all vehicles to avoid a situation where a vehicle which is not connected is not allowed to use a public road. This may well be possible by developing the infrastructure so that it can connect with the driver (rather than the vehicle) – for example via a mobile phone app securely relating to the vehicle.

FIVA position

Authorities and industry must work to ensure that all vehicles including historic vehicles and people may continue to use public roads safely even in the event that vehicle-to-vehicle and infrastructure-to-vehicle connectivity become commonplace for road safety and traffic management purposes in the future .