

Volvo Vision 2020 and Safe Mobility

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Vehicle safety has taken major steps during the last four decades. It is estimated that the risk of being seriously injured or killed as an occupant in a passenger car has been cut down to one third in the years from the mid-sixties to the year 2005. This has been done basically through separate efforts by each stakeholder in the safety community operating independently under the given boundary conditions. Improving road traffic safety towards the target of zero deaths and serious injuries will pose many challenges and obstacles to governments, road authorities and car manufacturers globally. Essential will be however, that co-operations are established between governments/ authorities, vehicle manufacturers, standardization organizations, research organizations and interest organizations. These co-operations need to establish shared views on strategies forward, agreements on division of responsibilities, and a shared view on the interfaces between the cars and the infrastructure.

In 2007 Volvo Cars presented its Vision 2020.

This vision states that the company's aim is that no one is to be killed or injured in a new Volvo by the year 2020.

Only eight years and two vehicle generations remain to 2020. We face a steep learning curve in understanding human behaviors and the technical research and resources need to be stretched to their limits in order to develop and industrialize the technologies needed to meet the vision.

The vision of zero injuries and fatalities cannot rely upon the reliability of the drivers. Even with the best available training, driver errors and driver incapacities will always remain the major cause of accidents.

As a consequence, the major challenge of any long-term visions for traffic safety is that they have to rely on improved, safe and reliable vehicle and infrastructure designs in reaching the goals.

The basic strategy in the drive towards zero injuries and fatalities is to aid the drivers in making the right decisions and taking the right corrective actions. If, however, the car is observing that the driver is not making the correct actions and the circumstances are found to be such that the car is heading towards a crash or a situation otherwise undesirable the systems in the car should act to avoid or mitigate the consequences.

An important part in meeting the targets is to develop systems to enable vehicle to vehicle communication (VtV) and vehicle to infrastructure communication (VtI). This will help to give both cars and the infrastructure a full picture of the status and presence in the traffic systems in order to aid the systems in making the right decisions.

Volvo believes that what technologies are needed for meeting the goal of zero injuries and fatalities are basically known today but needs substantially further development in order to be able to be industrialized and to be applied in the road transportation system. In addition to more extensive research there remains the matter of how to apply, finance, distribute and activate the technologies.