

## **Safety first: Why policymakers must prioritize existing auto safety technologies -- not unproven AVs.**

36,560 people died on U.S. roads in 2018.

How many lives can policymakers expect to save by:

Requiring all new cars to come with **existing safety features**?

### **Half**

- **11,800 lives saved** by today's automatic emergency braking (AEB), lane departure warning (LDW), blind spot warning (BSW), and pedestrian detection systems if adopted fleetwide.<sup>1,2</sup>
- **1,300 lives saved**, at least, by just two vehicle-to-vehicle (V2V) features, intersection movement assist (IMA) and left turn assist (LTA), if adopted fleetwide.<sup>3</sup>
- **3,700-7,400 lives saved** through drunk driving prevention tech.<sup>4,5</sup>

**Total: 16,800-20,500 lives saved**  
**46-56% of all road deaths**

Passing weak legislation on **automated vehicles (AVs)**?

### **Zero**

- AVs have enormous safety and mobility *potential*, but...
- Legislative proposals from 2017 to the present, including the SELF DRIVE Act and AV START Act, would require only that AVs provide a level of safety the same as the average car on the road.<sup>6</sup>
- There is not sufficient evidence to support any claim that today's automated vehicle systems would save people's lives on U.S. roads.

**Total: Zero lives saved**  
**0% of all road deaths**

**Policymakers and companies: Start saving lives now**  
*Make existing auto safety features come standard on all new cars*

For detailed information on the benefits and capabilities of CR's recommended crash avoidance technologies, please see:

[www.consumerreports.org/automotive-technology/car-safety-systems-that-could-save-your-life](http://www.consumerreports.org/automotive-technology/car-safety-systems-that-could-save-your-life)

These models come equipped with CR's recommended technologies:

[www.consumerreports.org/car-safety/cars-with-advanced-safety-systems](http://www.consumerreports.org/car-safety/cars-with-advanced-safety-systems)

## References/Footnotes

1. National Highway Traffic Safety Administration, (April, 2020) "Final Regulatory Analysis - The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Year 2021 – 2026 Passenger Cars and Light Trucks." Available at: [www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/final\\_safe\\_fria\\_web\\_version\\_200330.pdf](http://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/final_safe_fria_web_version_200330.pdf).
2. National Highway Traffic Safety Administration, (April, 2017) "Estimation of Potential Safety Benefits for Pedestrian Crash Avoidance/Mitigation Systems." Available at: [rosap.nhtl.bts.gov/view/dot/12475/dot\\_12475\\_DS1.pdf](http://rosap.nhtl.bts.gov/view/dot/12475/dot_12475_DS1.pdf).
3. National Highway Traffic Safety Administration, "Preliminary Regulatory Analysis - FMVSS No. 150 Vehicle-To-Vehicle Communication Technology For Light Vehicles." Available at: [www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/v2v\\_pria\\_12-12-16\\_clean.pdf](http://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/v2v_pria_12-12-16_clean.pdf).
4. National Highway Traffic Safety Administration, "2018 Data: Alcohol-Impaired Driving." (Dec. 2019) Available at: [crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812864](http://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812864).
5. Zaouk, A. (2015) Driver Alcohol Detection System for Safety (DADSS) – A Status Update, *Enhanced Safety of Vehicles Conference*. Available at: [www-esv.nhtsa.dot.gov/Proceedings/24/files/24ESV-000276.PDF](http://www-esv.nhtsa.dot.gov/Proceedings/24/files/24ESV-000276.PDF).
6. See, e.g., H.R. 3388 (115th), the SELF DRIVE Act, which permits AVs in commerce that may be exempt from federal motor vehicle standards if they have "an overall safety level at least equal to the overall safety level of nonexempt vehicles."