



The European Commission have facilitated the deployment of radar-based car safety systems by extending until 2018 the authorisation for use of the 24 GHz radio frequency band for short-range anti-collision radar in cars. Only 0.05 % of cars in Europe, mostly luxury ones, are equipped with such radar systems, which currently all use the 24 GHz band.

Manufacturers have encountered difficulties in developing systems using the 79 GHz band, so systems have not developed as fast as initially predicted. As a result, 79-GHz technology is not mature enough for commercial deployment in cars by 2013, when the use of the 24 GHz band by these systems was to end. Automotive short-range radar (SRR) systems are similar to current parking assistants but with a longer range. SRR systems can constantly monitor the area around a vehicle to detect obstacles, such as other vehicles, pedestrians or static obstacles. Moreover, such radar systems once widely deployed could help to reach the EU's policy goal of halving the number of deaths on the road. They aim to warn drivers of potential collisions and alert them to pedestrians or obstacles in blind spots. Depending on the specific application, SRR also have the potential to automatically trigger active safety measures, such as pre-tensioning of seat belts or automated braking to avoid or mitigate collisions.