

# **Global Accident Prevention – A road safety initiative of European FIA automobile clubs**

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## **Abstract**

In an on-going project since 2005, ADAC has been analyzing accidents documented by the ADAC air rescue service. The knowledge derived from real-life accidents serves as a basis for new test configurations and assessment criteria. In 2007, ADAC began looking into the feasibility of international data collection. The idea of Global Accident Prevention was born. Three European partner clubs have begun pioneering the project (ÖAMTC, ANWB, and RACC).

The aim is to set up an international accident research network to provide a steady stream of information on road accidents. The FIA Foundation supports ADAC in developing and coordinating this initiative.

## **Introduction**

The reduction of the road death toll is a major issue in Europe. The 2001 White Paper on European Transport Policy is an ambitious task for Europe. The first steps towards halving the number of road deaths from 50,000 (2000) to 25,000 (2010) have been successfully taken. With the second and more challenging part until 2010 still being ahead of us, it will be essential to gain maximum knowledge of real-life accidents to effectively implement the improvements in automotive technology, driver training and infrastructure.

Since 2005, as a contribution towards this effort, ADAC has been running a project investigating road accidents documented by ADAC air rescue. The findings on real accidents are used as a basis for new crash test configurations and assessment criteria. Such knowledge can also be used to further develop and improve EuroNCAP procedures.

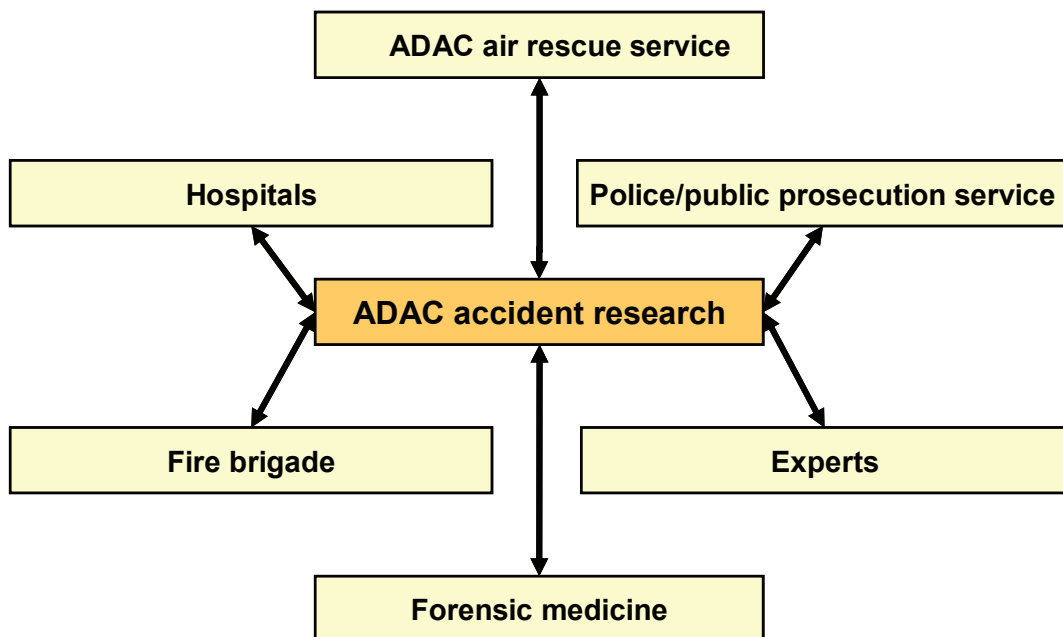
In 2007 ADAC started to consider cross-border data collection. This gave rise to the idea of a global accident prevention initiative. European automobile clubs operating their own aimed services have pioneered the project (ÖAMTC, ANWB, RACC). The aim is to establish an international accident research network which delivers information on road accidents on an ongoing basis. This initiative of European and worldwide automobile clubs aims to make a major contribution towards improving road safety.

With the FIA Foundation's support, ADAC works to develop and coordinate the initiative.

## **Project Structure**

In co-operation with the ADAC air rescue service, ADAC accident research has successfully established itself since 2005

The method relies on the initial information from ADAC Air Rescue on registered accidents. This is enhanced with data supplied from the police, experts, fire brigades and hospitals and forensic institutes.



**Figure 1: structure of the ADAC accident research**

This concept of data collection works efficient and stable. Within the framework of the global accident prevention this methodology of data recording will be implemented on several rescue services in Europe (operated by a FIA club).

In the future the accident investigation will mainly focus on:

- accident prevention measures
- technical rescue in co-operation with fire brigades, associations and manufacturers
- medical/technical research
- accident reconstruction
- active and passive safety issues
- influence of infrastructure
- human factors

These issues will be analysed with the recorded multinational data.

## Current Status

The plan is to phase in the selected partner clubs

- ÖAMTC – Austria
- ANWB – Netherlands
- RACC – Spain / Catalonia

aiming at their full integration by December 2008.

**Austria:** ÖAMTC accident research has started on a strong basis and has provided initial accident data. Six air rescue bases are part of the project. ÖAMTC was able to a large extent to implement ADAC's data concept. The available police data containing key information about the category and type of accident, and the vehicle is currently part of the data set. The approval of ministries and competent government agencies has been obtained permitting the flow of data to be initiated. The data is based on expert opinions and accident reports. Insurers may be potential partner since they could provide vehicle expert opinions. Final discussions are forthcoming. Some hospitals have signalled their willingness to contribute the required clinical data within the framework of medical research projects.

**The Netherlands:** For a start, ANWB accident researchers propose to cooperate with the Groningen air rescue base. An ANWB "moderator" will be in charge of club coordination and contacting local authorities. The data flow will be set up and organised via the moderator. Government ministries, institutions and agencies need to be contacted and co-opted for the study. Data collection has been set up with the Groningen air rescue crew. The data set is 100% compatible with the ADAC data set and can be transferred to the GAP database without any problems. Data collection is to start in the summer of 2008.

**Spain:** Several air rescue bases across Spain are proposed to be part of RACC's accident research. Exploratory talks with the competent authorities are under way. A "moderator" will be in charge of club coordination and contacting local authorities. Negotiations about the framework and scope of the project (number of air rescue bases, regions) are being conducted. The data concept will be defined upon conclusion of this phase.

## Future development

As the ADAC initiative on global accident research unfolds, we confirm the project targets supported by the FIA Foundation – i.e. the improvement of road safety in Europe by collecting real accident data. We have first results from Austria showing differences in the population of vehicles and thus accident dynamics. Motorway accident patterns are another interesting aspect: Austria has mandatory, Germany advisory speed limits on motorways. The Austrian case volume is still rather low, which is why verified results are not yet available. Although, the outlook is promising. The fact that data has started to flow shows that the implementation of the project is realistic and a follow-up project will build on the success achieved.

Expanding the project structure is an integral part of the work. Discussions are underway to extend data collection to other European countries (e.g.: Hungary) which is an important step towards building a "European Accident Research Club Network".