



Independent and Transparent Accident Investigation Recommendations A point of view from the industry

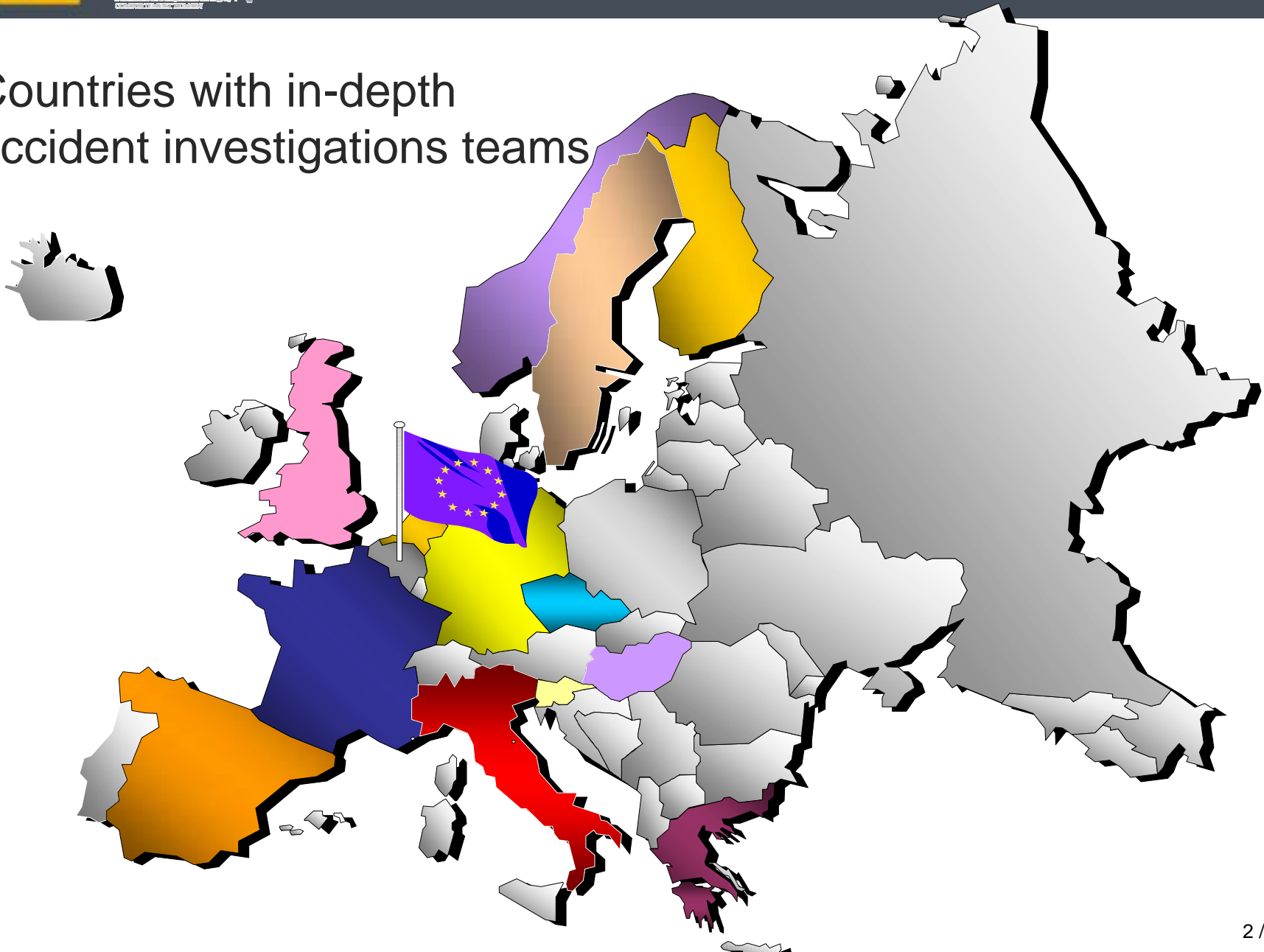
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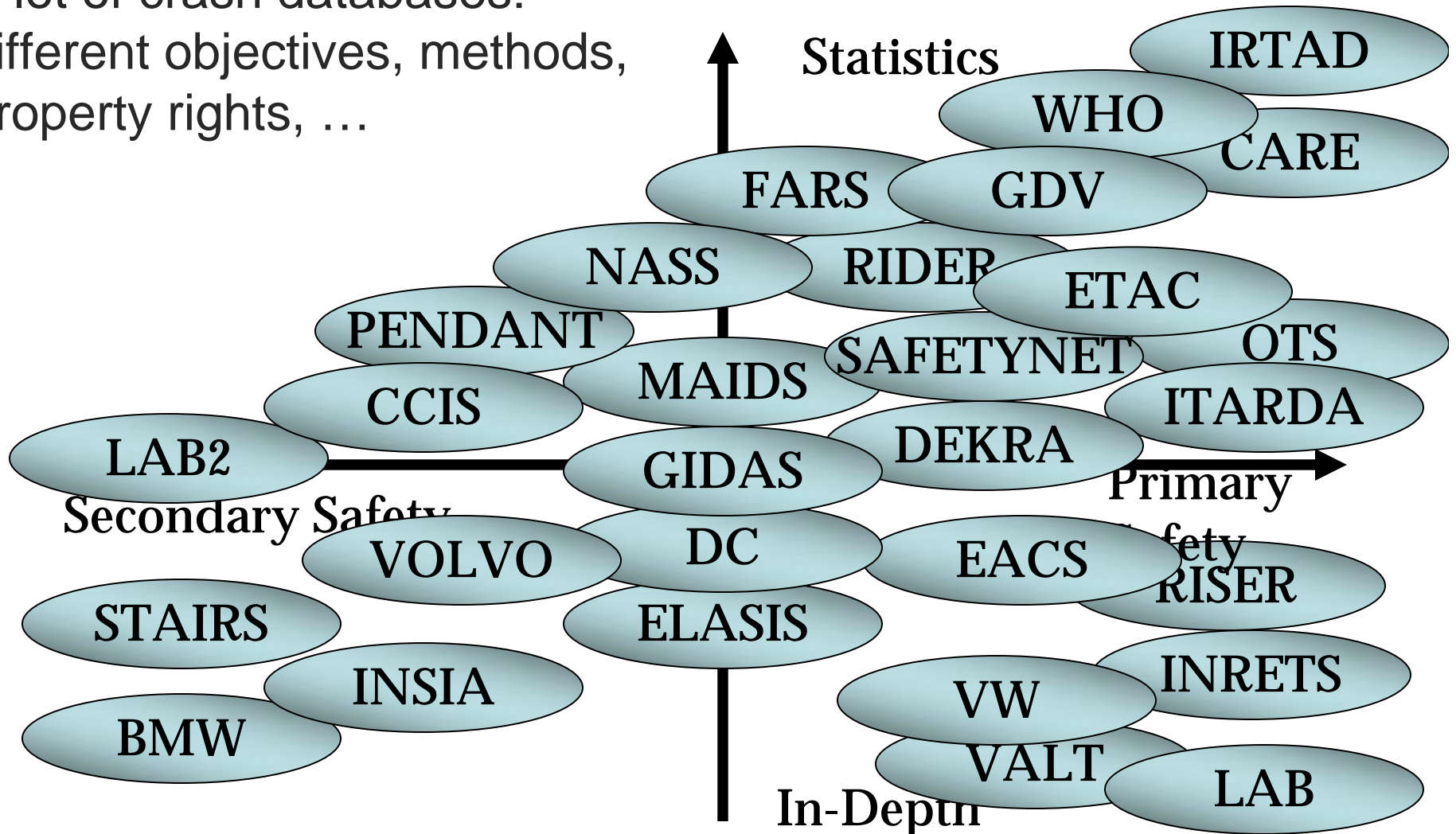


Countries with in-depth
accident investigations teams





A lot of crash databases:
different objectives, methods,
property rights, ...





What are the needs?

- A diagnosis of the road safety issues
- From the diagnosis to the identification of the most promising safety actions
- Evaluation of the real world safety benefits of these prevention strategies



What are the Promises ?

- Accident data that are relevant, pertinent, representative, clear, accurate, understandable, and usable ...for analysis
- Accident data that are considered of high quality by the scientific community and the stakeholders and not only by the data owners
- Accident data that are addressing the good issues (avoid the data cimetry)



What does *Investigation* mean ? (Restricted definition)

- Technical crash investigations and not police or forensic investigations
- In-depth investigations and not police reports examination or international national or local crash census
- Any kind of in-depth investigations including prospective and retrospective studies



Accident data

Injury accidents census
1993 – 2007.

Fatal Crashes (2003)

International Databases
(GIDAS- CCIS – IRTAD –
EACS)

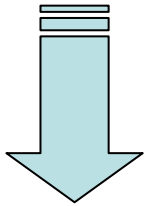


**In-depth crash investigations oriented
towards secondary safety**
(1970 - 2007).

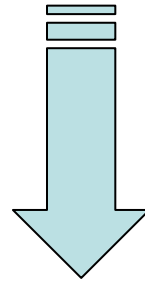
**In-depth crash investigations oriented
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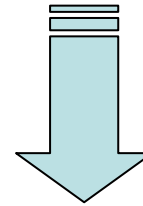
What do we do at LAB?



Accident Mechanisms



Injury Mechanisms



Evaluation of the effectiveness of technologies

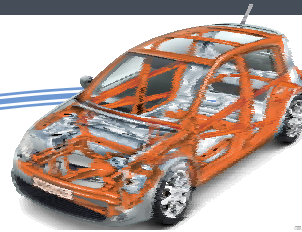


The same crash
20 years later





A few results



Car structure : reduction by 50 % of fatality rate



Frontal airbags reduce severe head injuries by 90%

ESC : -15 % injury accidents



Load limiter reduce the torso severe injuries by 80 %



Double pretension reduce severe abdomen injuries by 70 %

Brake assist : -11 % injury accidents



A few results

Well, we do not have a clue about
the effectiveness of this airbag



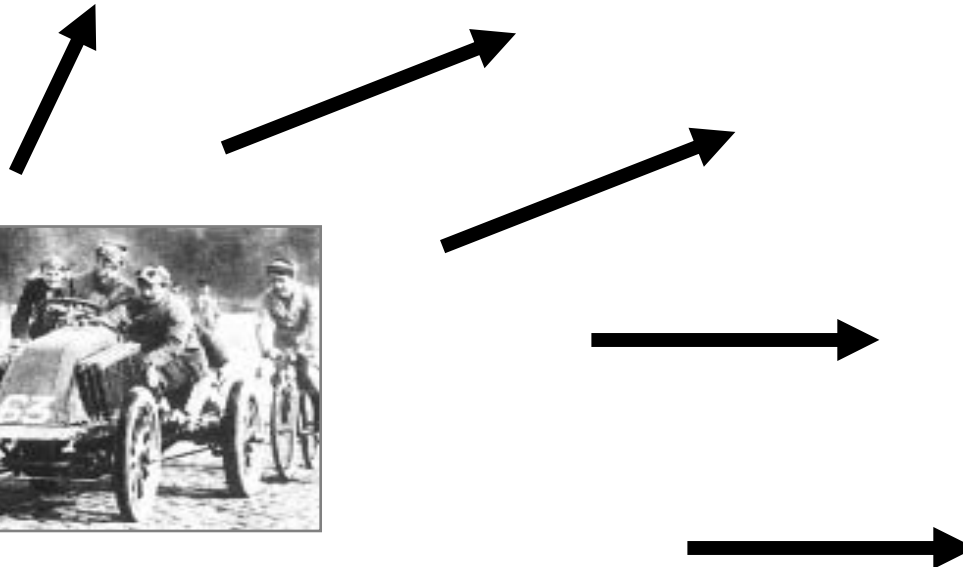
The *Independence* issue

- What is independence?
Do we implicitly question transparency, honesty and credibility?
- Pure independence is 'fiction'
- Is independence really necessary ?
- Could independent investigations cover all issues and all needs?
- Is independence compatible with Respect of private life?
- Is it cost-efficient?



The *Manufacturer* issue

Objective : Conceive, Product and sell vehicles





The *Manufacturer* issue

- The car industry invests money in the crash investigations...
- ... to identify promising safety solutions,
- ... to prepare and comply with regulations,
- ...and to help determining relevant car safety test procedures and ratings



The *Manufacturer* issue

- Holding crash data is a competitive advantage
- Partnership is also an advantage (CCIS, GIDAS and French exemples / European Projects)
- Closeness to the product (Vehicle)
- Need for a balance between *economics* and *citizenship* (a safe car becomes safe when it is sold and driven on the road)



Can we work together ?

- Can we think we couldn't?
- We are already working together even though the objectives are different
- One principle: those who are investing in research should first get the fruits of the investment
- ... On the other hand, safety is like justice, for all...



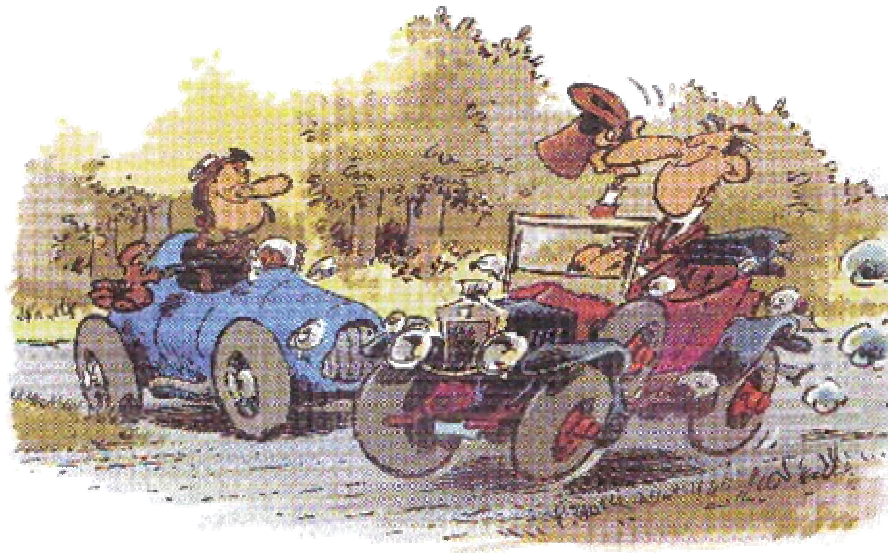
Discussion: Come together

- Common investigations are already currently conducted (GIDAS, CCIS, SIRA, PENDANT, SAFETYNET)
- Recommended Common tools are already available, to some extent (ISO, SC12 – WG 7 Accidentology, OECD)
- Objectives of such investigations are not necessarily similar for all and claim for several several types of investigations
- Consequently, I wonder whether a common body in charge of accident investigations is the unique efficient way
- Moreover, there are a lot of bodies willing to monitor their own investigations.



Discussion: Come together

- Crash investigations are very costly and must be optimised to get European, National and Local insights into traffic safety issues. This claims for a complex quasi experimental design for investigations.
- Independence is not the crucial issue by now. Non relevant, inaccurate, incomplete, missing data, and other data than accident ones is the main issue.
- Crash data is not the only kind of data for which the independency is an issue
- Next issue is the independence of the analysis made upon the independent data



Thank you all for your attention