

**EUROPEAN ROAD ACCIDENTS: 2017  
STATISTICS AND TRENDS  
(E.R.A. 2017 S.A.T.)**

**Prepared by: Evert de Jong**

**With thanks to Johan Heeren, TVM**

# E.R.A. 2017 S.A.T.

Subtitle:

*Are the current prevention actions enough?*

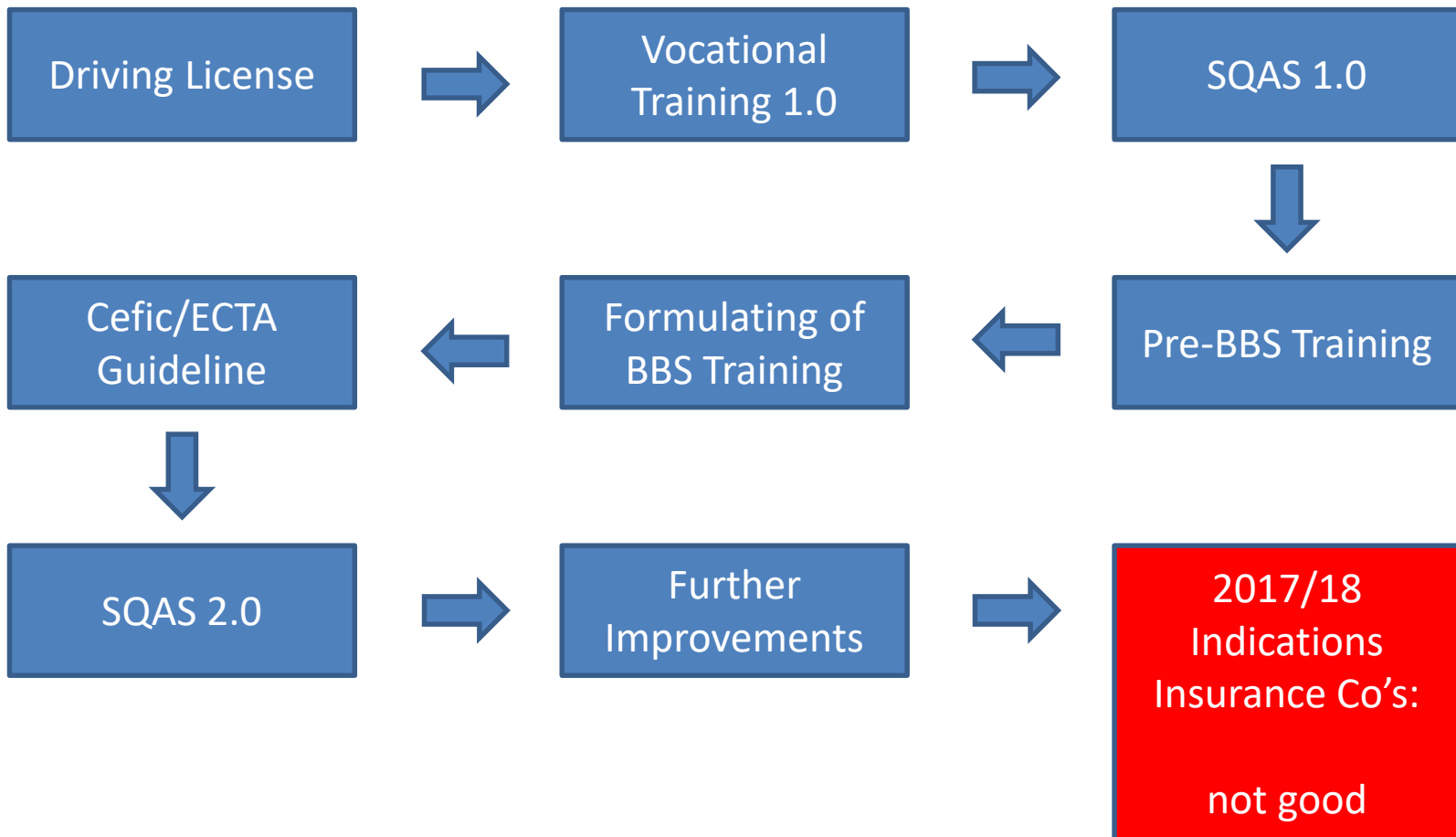
Objective:

*To formulate areas that require renewed attention*

Presentation contents were collected with the help of



## Starting point and process history



# E.R.A. 2017 S.A.T.

Possible causes of increased road accident statistics (general, not chemical products related):

- More ton-kilometers
- Lower levels of driver entry quality (coming from both up and sideways employment moves)
- Insufficient training in the use of new equipment

One consequence

- Higher repair costs (total and average per accident)

# E.R.A. 2017 S.A.T.

- No statistical data in this presentation
- Much more the pragmatic approach based on the study of insurance dossiers
- One specific aspect appears to need more attention

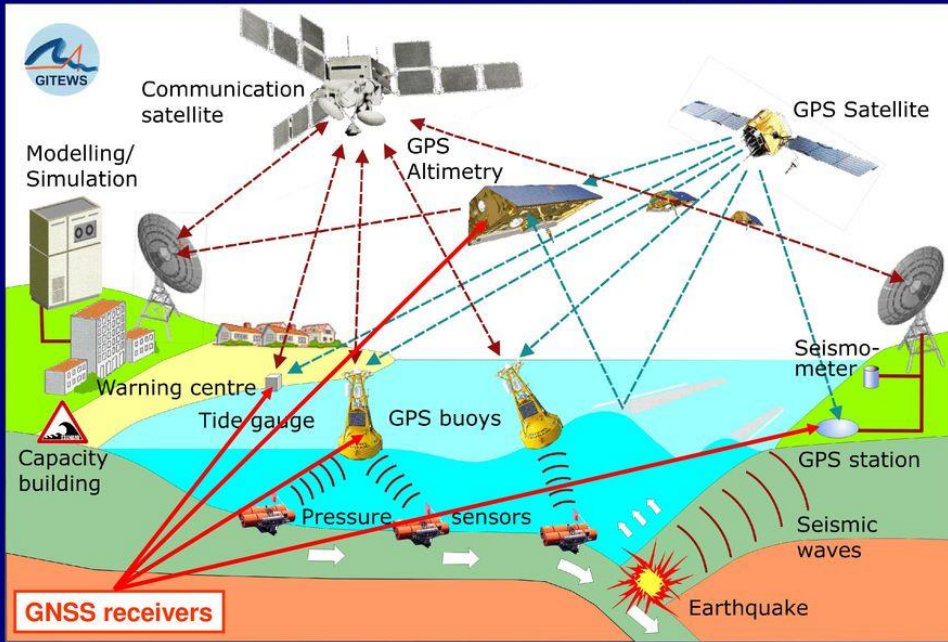
# E.R.A. 2017 S.A.T.

Technical Developments (examples) that would require additional follow up and training

- Automatic Brake Systems
- Sensors in mirrors
- Sensors in bumpers
- Sensors in steering wheel
- Height sensors
- Tyre sensors
- Wheel sensors
- Stability sensors

**Warning or Intervention?**

# Combination: Tsunami Early Warning System



# Warning systems

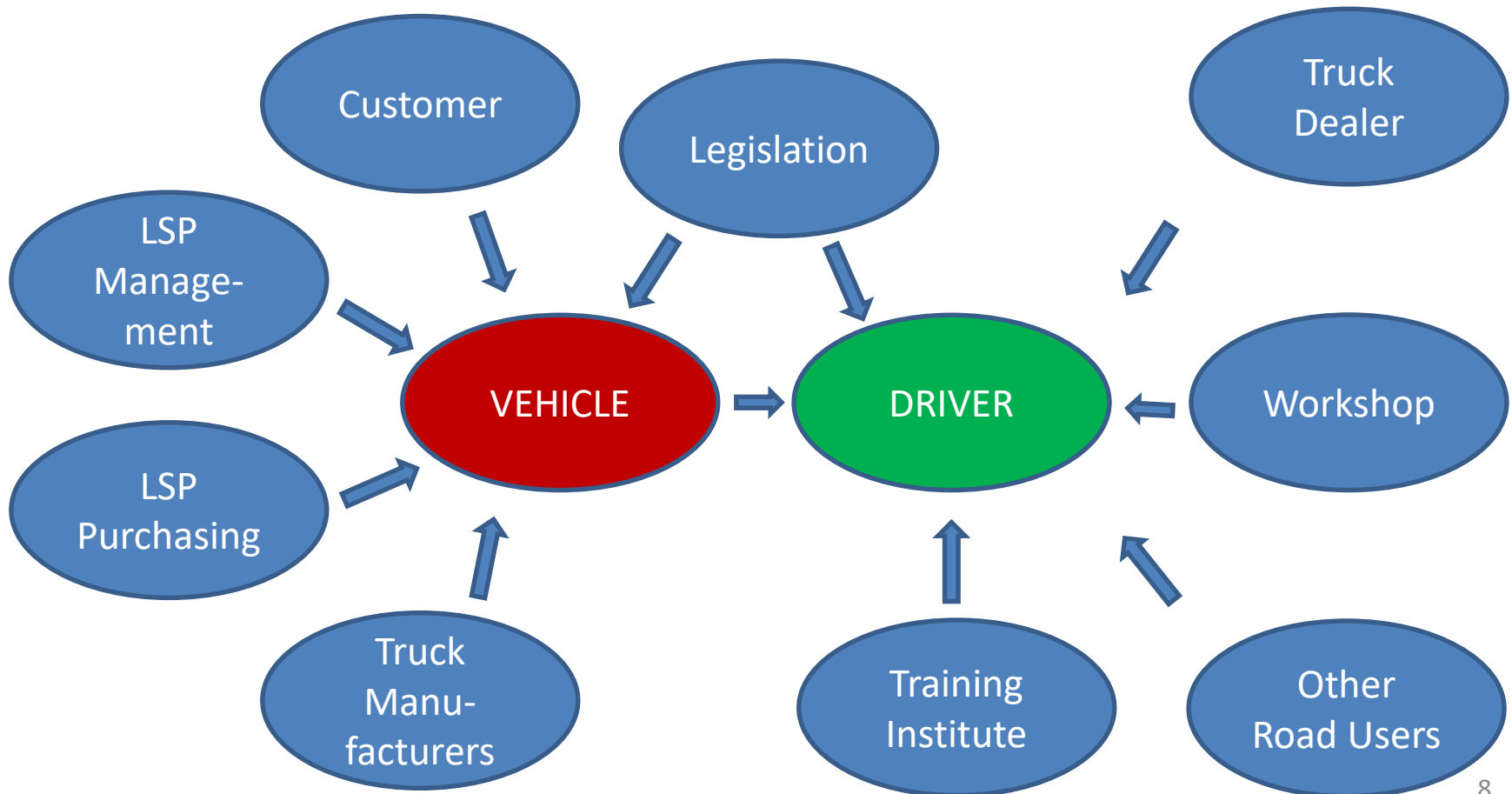


← Palu

Bologna →



## Truck Sensors: Complexity of Involved parties





## Recommendations:

- Continuation of current Best Practices
- Sensors triggering Warning or Active Action
- Additional Training of Drivers
- Choices included in Procedures
  
- More to be included in BBS Driving Guideline?