

# Analysis of GIDAS accident data and potential of cooperative ADAS at intersections

GIDAS-Unfalldatenanalyse und Wirkungsfeldabschätzung kooperativer FAS im kreuzenden Verkehr

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Supported by:

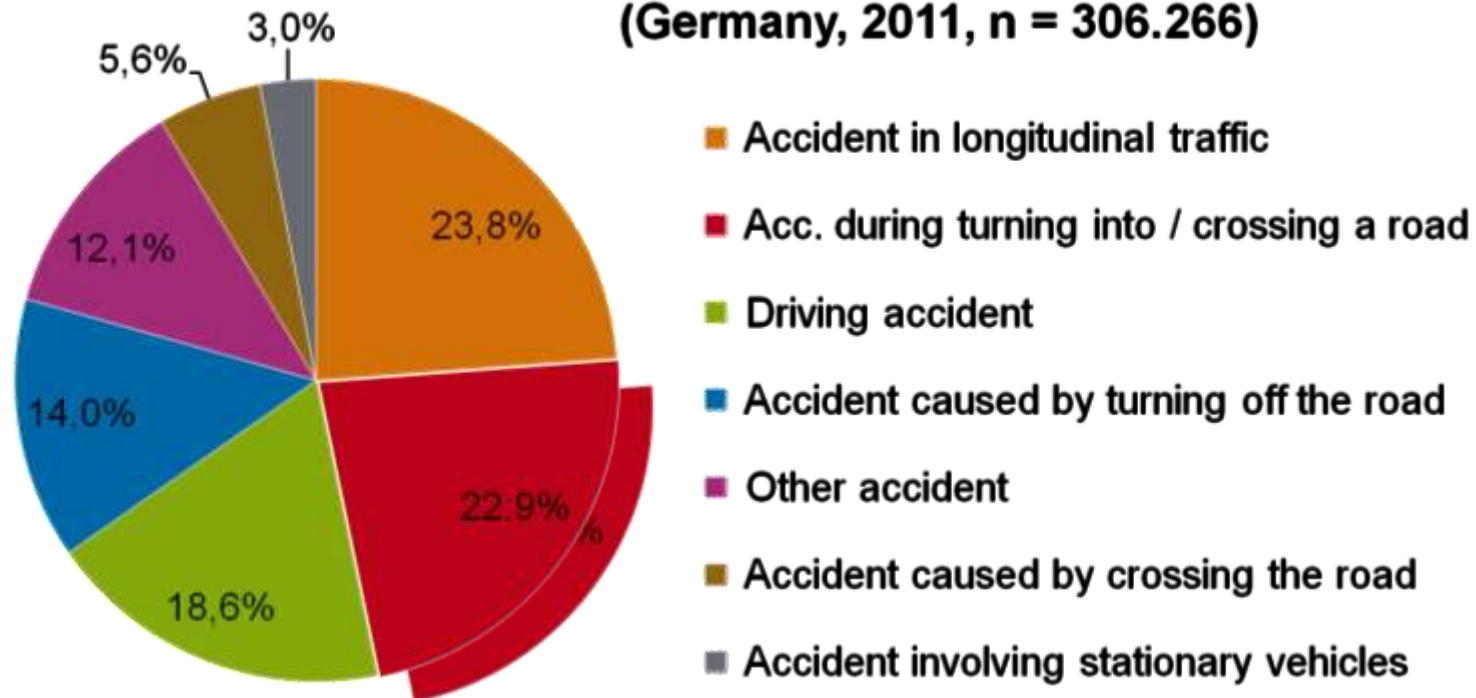


on the basis of a decision  
by the German Bundestag

# Scope – Accidents with personal injuries in Germany

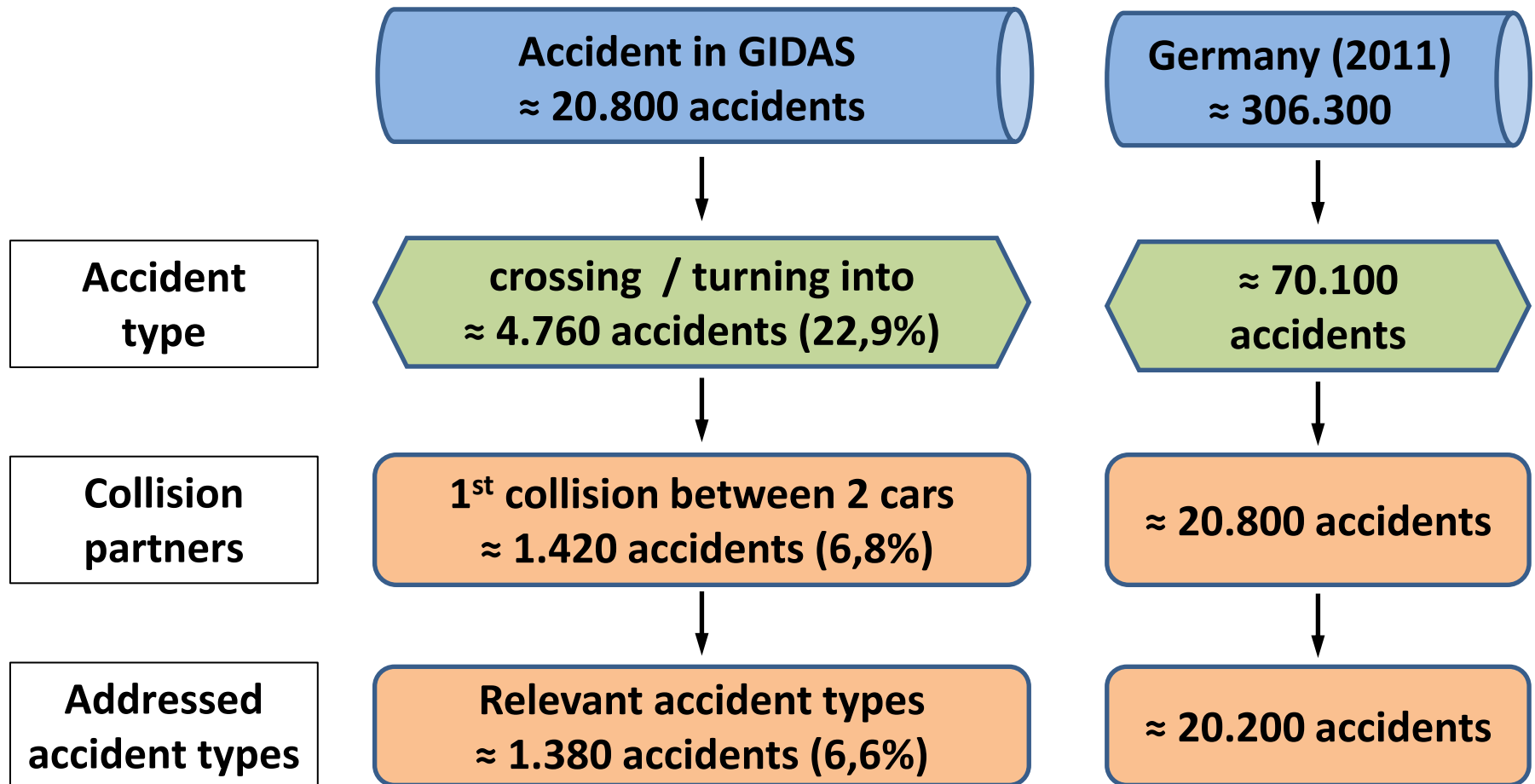
Where are the problems in the current German accident scenario?  
Which situations can be addressed by active safety systems?

**Accident type in accidents with personal injury  
(Germany, 2011, n = 306.266)**



# Estimation of the field of effect

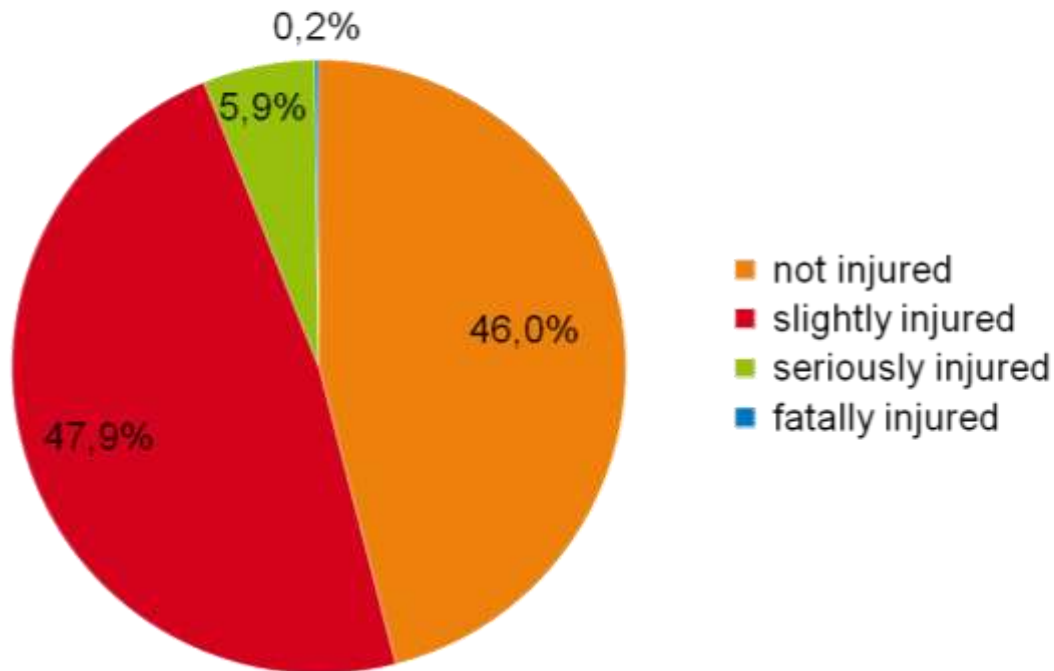
How many accidents with personal damage are generally addressable?



What are the consequences of these accidents?

## Injury severity of car occupants

(Accidents during crossing / turning into a road, collision between two passenger cars, only accidents with personal damage)

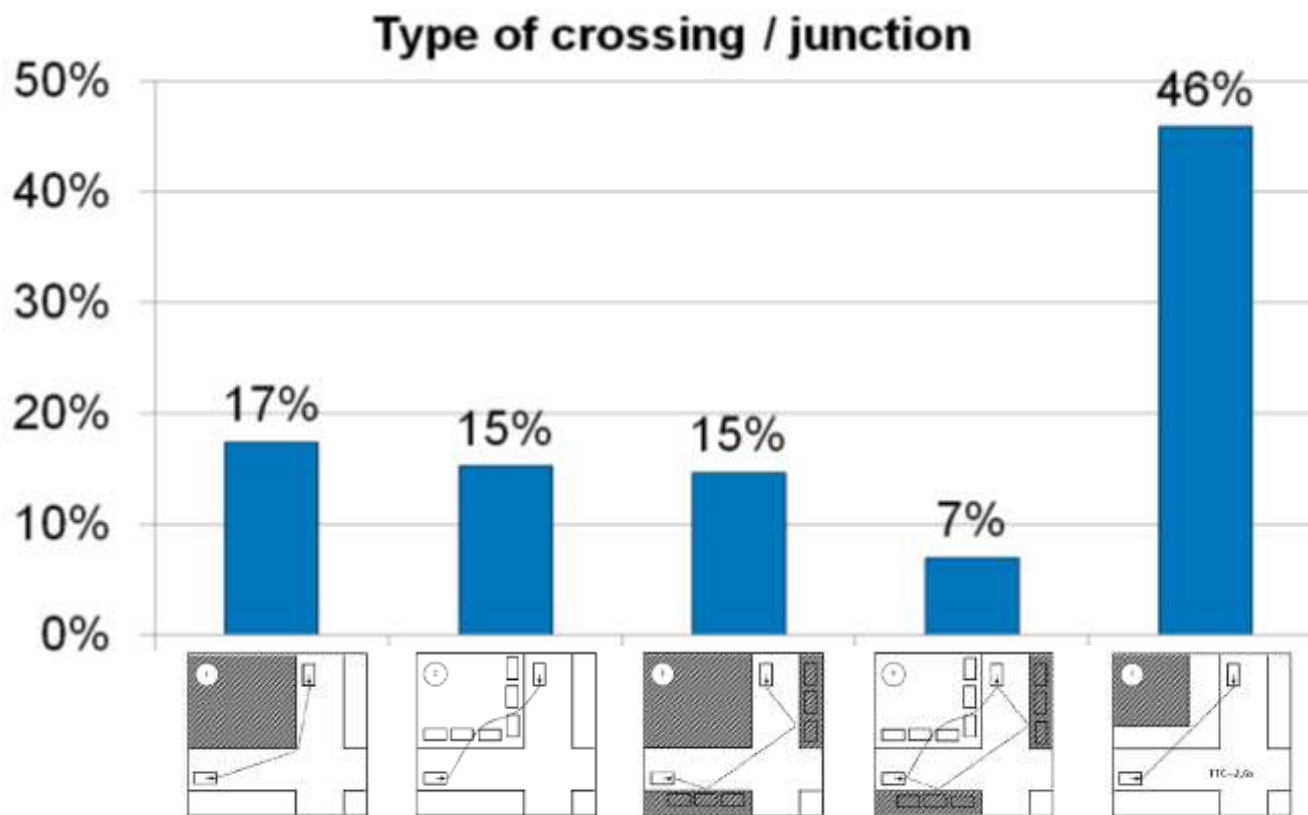


Annualised these accidents account for:

- 125 fatally injured persons
- 3.500 seriously injured persons
- 28.200 slightly injured persons

# Accident data analysis – Results

- Detailed analyses of real-world accidents out of GIDAS to identify typical accident characteristics (speeds, distances, involved vehicles and persons etc.)



# Accident data analysis – Results

- Situations during crossing or turning into a road seem to be difficult especially for older drivers → Support by ADAS needed in terms of the demographic change

