APPENDIX O

AUTOMOBILE COLLISION DATA WORKSHOP:
AGENDA
SCHEDULED PRESENTATIONS
SALIENT RESIDuAL ISSUES

January 16 & 17, 1975

TENTATIVE AGENDA

AUTOMOBILE COLLISION DATA WORKSHOP

Part I. Data Requirements.

(a) Collision data needed for the design of crashworthy passenger cars including the restraint system, and to permit compliance testing; kinds of information, their relative importance, and precision required.

(b) Collision data needed for rational regulatory rulemaking; kinds and amounts of information, priorities, precision.

(c) Adequacy of the existing collision data base and the utility of data being gathered by current methods.

(d) Statistical requirements: rate at which data should be gathered to be timely in the environment of a temporally-varying car-design population; the data file size to assure statistical significance when divided into cells of interest; time to accrue the required data file as a function of sampling rate; statistical adequacy of current and proposed programs.

(e) Dollar-equivalent benefits of adequate data; costs of not having data or using incorrect data.

Part II. Data Gathering Techniques and Programs.

(f) Crash recorders: capabilities, costs and limitations of alternative designs and programs.

(g) Accident reporting: extent, accuracy, costs and limitations; potential and cost of improving reporting accuracy.

(h) utility, cost and limitations of computer crash simulation.

(i) Derivation of crash data statistics through correlation of laboratory crashes with real world experience; clinical investigations; adequacy, accuracy, cost and limitations of these approaches.

Part III. Public, Legal and Legislative Reactions.

(j) The potential impact of crash recorders on tort claim settlement.

(k) The reaction of public interest groups to alternate collision-data-gathering programs.

(l) The legislative history of collision data gathering proposals and programs.

SCHEDULED PRESENTATIONS

AUTOMOBILE COLLISION DATA WORKSHOP

January 16, 1975

DATA REQUIREMENTS

"Mass Accident Data Acquisition and Why It's Needed",
John Versace, Ford Motor Company

"Inadequacy of Accident Data to Conduct Meaningful Research",
Robert Cromack, Southwest Research Institute

"Need for Better Crash Data",
Brian O'Neill, Insurance Institute for Highway Safety

"Collision Data Required to Improve and Evaluate Safety",
Lawrence Patrick, Wayne State University

"How Data Fits Into the Rulemaking Process",
James Hofferberth, National Highway Traffic Safety Administration.

"Adequacy and Limitations of Current Data",
Marie Eldridge, National Highway Traffic Safety Admin.

DATA GATHERING TECHNIQUES AND PROGRAMS

"A Discussion of Data Gathering Systems",
Edwin Kidd, Calspan Corporation

"How to Make Crash Recorders Support Other Data Collection Programs"
B. J. Campbell, Highway Safety Research Center, U. of N. C.

"Crash Recorders: A Solution Seeking A Problem?"
James O'Day, Highway Safety Research Institute, U. of Mich.

"NHTSA Crash Recorders" ,
Lynn Bradford, National Highway Traffic Safety Administration

"Automotive Tape Recorder"
Charles Conlon, AVCO Systems Division

"All Solid State Triaxial Accelerometer for Crash Testing",
Louis Roberts, Transportation Systems Center

Economics & Science Planning

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January 20, 1975

AUTOMOBILE COLLISION DATA WORKSHOP
January 16-17, **19**75

A number of major issues surfaced at the January 16, 1975 Automobile Collision Data Workshop. The following people have agreed to write brief position papers on these issues and to forward them to Economics & Science Planning, Inc., before February 1, 1975:

ISSUE 1

Estimate the potential **societal cost of not having better accident data than available from current resources.**

From the **point of view of the automobile manufacturer:** (Working **separately)**

- John Versace, Ford Motor Co.
- **Richard Wilson, General Motors** Corp.

From the point of view of the regulator:

- James **Hofferberth, NHTSA**

ISSUE 2

What are the **advantages of an expanded low cost national accident data collection program that might provide** 600,000 to **a** million reports per year? How would such a data program be organized? Are there any models for such a data program? What Federal funding or inducements would be appropriate to achieve it?

(Working together)

- **Brian O'Neill, Insurance Institute for Highway Safety**
- Lawrence Patrick, Wayne State University
- **B. J.** Campbell, Highway Safety Research Center
- Robert Cromack, Southwest Research Institute

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ISSUES TO BE CONSIDERED BY THE OFFICE OF TECHNOLOGY ASSESSMENT IN ITS RESPONSE TO THE HOUSE APPROPRIATIONS COMMITTEE ARE THE FOLLOWING:

1. How much has NHTSA spent in each of the past three years to gather accident data? Is that data sufficient, or is further data on the characteristics of automobile collisions necessary for effective NHTSA standards-setting? If the existing data base is inadequate; in what ways is it inadequate?

2. An evaluation of the type of data being produced by existing crash recorders and an explanation of how this data is being used by NHTSA should be conducted.

3* If the data base is inadequate, how might an adequate data base be obtained and what are the consequences associated with obtaining the data in different ways (including the possibility of not obtaining the necessary data)? The cost effectiveness of the crash recorder and the crash impact approaches proposed by NHTSA should be examined.

4. Secondary consequences of implementing these or other programs should be identified and evaluated. Examples of these secondary consequences include legal questions associated with the existence of actual physical data from an accident and the potential value (to driver training programs) of a knowledge base concerning how drivers actually respond in accident situations. For each type of approach investigated, the implementation costs to the Federal Government, industry and consumers should be identified.

ISSUE 3

Define the role of crash recorders in capturing field data needed to evaluate and calibrate accident investigators reports, crash tests, and crash simulation.

* Gene Mannella, NHTSA

* James O'Day, Highway Safety Research Institute, University of Michigan

* Edwin Kidd, Calspan Corporation

IssuE 4

what is the statistical rationale for the number of recorders proposed for procurement and installation by NHTSA? Is the number appropriate to the calibration uses described in 3 above? injury and fatality prevention rulemaking? damageability rulemaking or assessment?

* Gene Mannella, NHTSA

* Don Mela, NHTSA

IssuE 5

Reliable data is sometimes unavailable to the extent desired when a regulatory action may seem to some to be desirable. What general policy guidelines if any can be developed to guide regulatory actions in an environment of imperfect data.

* David Morganstein, Center for Auto Safety

* Lawrence Goldmuntz, Economics and Science Planning