

# ESP® effectiveness and net benefit studies

## IIHS, 10/04 & 06/06

- All fatal accidents - 43 %
- Fatal single vehicle accidents - 56 %
- Single vehicle accidents - 41 %

## NHTSA, 2006

- All single vehicle accidents passenger cars - 34 %
- SUVs - 59 %
- Single vehicle rollovers passenger cars - 71 %
- SUVs - 84 %

## NHTSA Impact Analysis, 2006

- Up to 9,600 fatalities per year and 252,000 injuries per year could be saved in the US
- net benefit 5.6 bn – 11.4 bn \$<sup>4</sup>



## Daimler Chrysler, 05/04

- Driving accidents - 42 %

## Volkswagen, 02/04

- Fatalities - 35 %
- Skidding accidents - 80 %

## Swedish National Road Administration, 2002/2005

- All accidents<sup>1</sup> - 22 %
- Severe & fatal single vehicle accidents - 44 %

## University of Cologne, 2007

- Up to 4,000 fatalities per year and 100,000 injuries per year could be saved in EU 25
- Cost/benefit 1 € : 3.5 € – 5.8 €
- 10.0 bn – 16.0 bn € net benefit



## Toyota, 05/03

- Single vehicle accidents - 35 %
- Severe single vehicle accidents - 50 %

## NASVA, 02/05

- Single vehicle accidents - 44 %
- Severe accidents<sup>2</sup> - 62 %

## GRIPS<sup>6</sup> & Meikai Univ., 04/09

- Up to 344 fatalities per year and 13,000 injuries per year could be saved in Japan
- Cost/benefit 1 ¥ : 2.26 ¥
- 119.6 bn ¥ net benefit



## Monash University, 10/07

- Single vehicle accidents<sup>5</sup> Passenger cars - 25 %
- SUVs - 51 %
- All vehicle types - 28 %



<sup>1</sup> Except rear end collisions on dry roads   <sup>2</sup> Single vehicle accidents and head-on collisions   <sup>3</sup> excluding property damage   <sup>4</sup> low end at 7 % to high end at 3 % discount rate   <sup>5</sup> except rear end collisions; All studies are based on different approaches and databases   <sup>6</sup> Graduate Institute for Policy Studies, Tokyo (Japan)