Submitted by the expert from the Netherlands (Announced during the session, not displayed)



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Rijkswaterstaat Ministry of Infrastructure and the Environment

AEBS systems on Trucks Road Safety for user and roadworker

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Road operator roles

Different roles:

- As employer responsible for safety of our own personnel
- Responsible for safety of contracted personnel
- Road operator: safety of road user



Starting point: Road worker safety



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France: Vinci Autoroutes

En 2017, 88 véhicules d'intervention ont été heurtés sur le réseau VINCI Autoroutes, et 185 à l'échelle de l'ensemble du réseau autoroutier français. Depuis le 1er janvier 2018, ce sont déjà 32 fourgons qui ont été percutés par des conducteurs inattentifs ou hypovigilants.



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Video 1: AEBS and Road works

- From interviews (30) and Questionnaire we learned that the majority of truck drivers expect that their AEBS system can recognise Road works
- Tests showed differently



Results AEBS recognition of Road works 2017

- Road works are not recognised at 40 meters
- How about the recognition of vehicles other than the sedan personal car?





Video 2: AEBS and truck combinations, new TMA





Results



Large variation in recognition

79% to 21%

Average: 48%

Test Target: 81%



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Road works: improvement



 Previous model was not recognised, new model with bigger flat plate is better recognised.



Request to the meeting

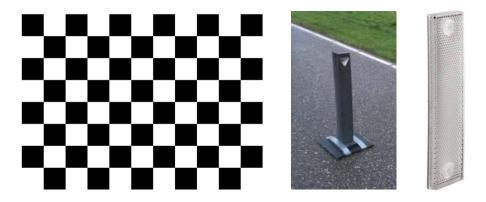
- Develop tests that incorporate all real road situations
- Go on with improving the systems
- Help Road Authorities to make their systems better recognisable for Trucks and cars.
- Improve the recognition of barriers by the systems

• If we work together to help automated systems to recognise special cases the road will be a safer place.



Suggestion

• Ad checker board diagram, radar reflector and lidar reflector or prism to road works and barriers.





Thank you for your attention

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