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Cambodia

Road Traffic Accident and Victim Information System



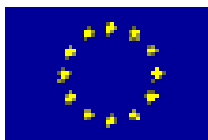
Monthly Report November 2007



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Belgian Cooperation



World Health Organization



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Cambodia Road Traffic Accident and Victim Information System Monthly Report – November 2007

I. Introduction

The **objective** of the Road Traffic Accident and Victim Information System (RTAVIS) is to provide government and development stakeholders in Cambodia with accurate, continuous and comprehensive information on **road traffic accidents and victims**.

It should allow them to better understand the current road safety situation, plan appropriate responses and evaluate impact of current and future initiatives.

The system is being developed by the Ministry of Public Works and Transport, the Ministry of Interior and the Ministry of Health, with the support of Handicap International.

In Siem Reap, Oddar Mean Chey and Kampong Cham provinces, the system is also supported by the Belgian Technical Cooperation.

The system is run based on data collection forms filled in by trained staff at **major hospitals, private clinics and traffic police**.

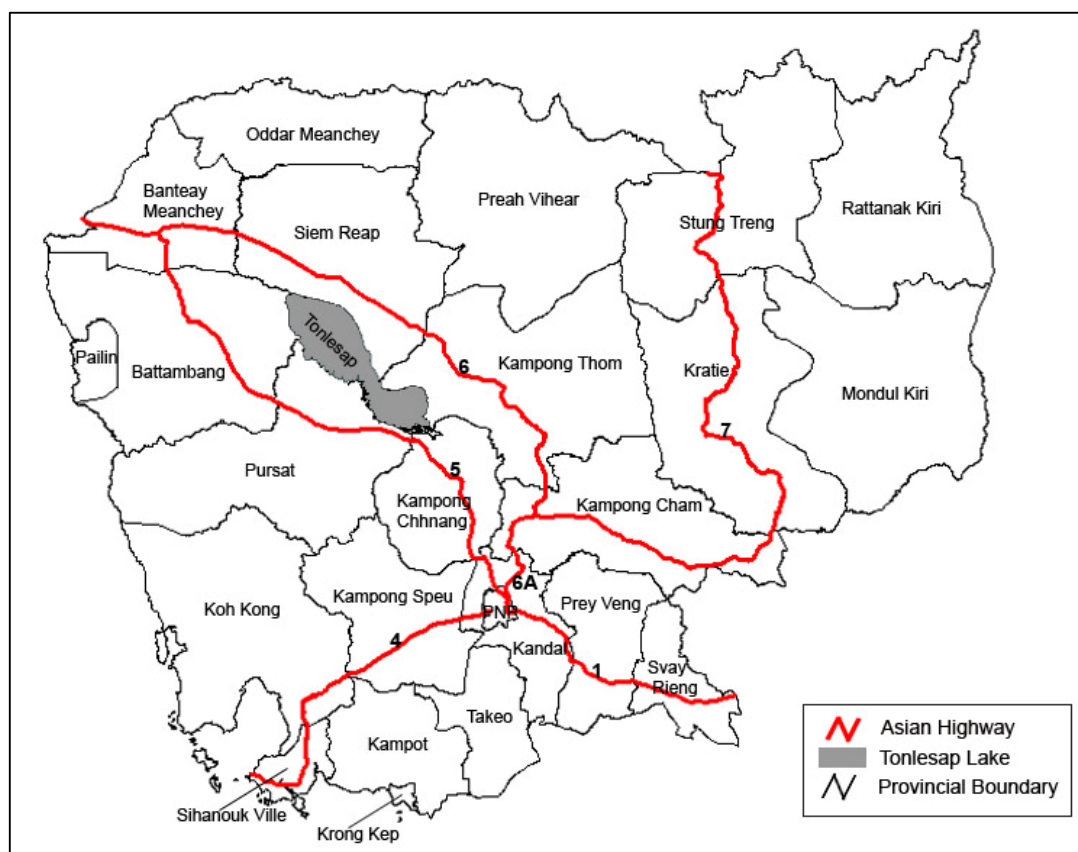
RTAVIS reports are **distributed monthly**. RTAVIS reports can also be found on the following websites: www.roadsafetycambodia.info and www.cnctp.info

Notice:

This monthly report is a snapshot of the situation at a particular time of the year. More analysis is provided in the annual report. The annual report 2007 will be released in April 2008.

II. System Coverage

RTAVIS covers the whole country. The map here below illustrates the Asian Highway (national road 1, 4, 5, 6, 6A and 7). The analysis of the number of fatalities is shown in the executive summary.



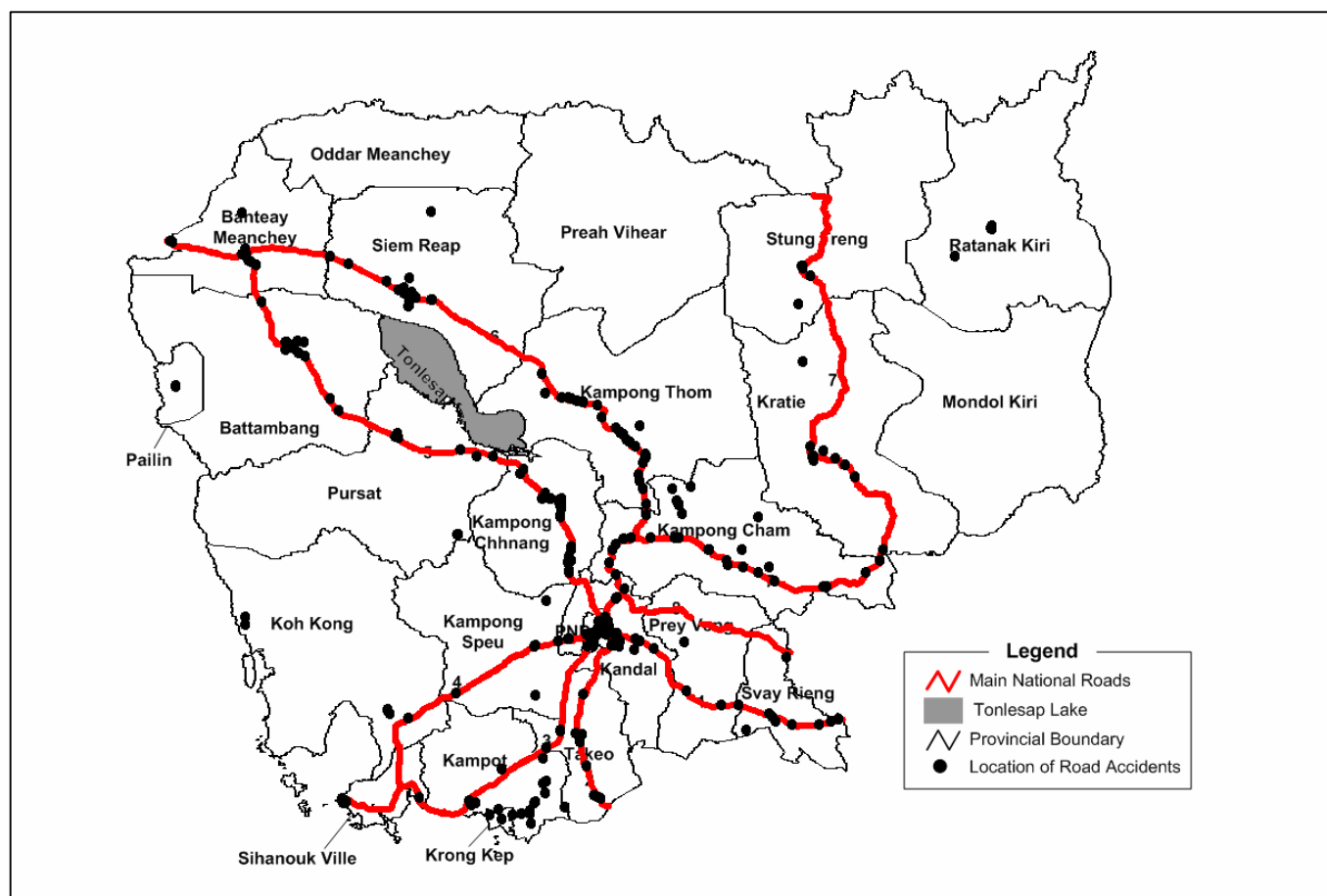
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III. System Update

Introduction of GPS

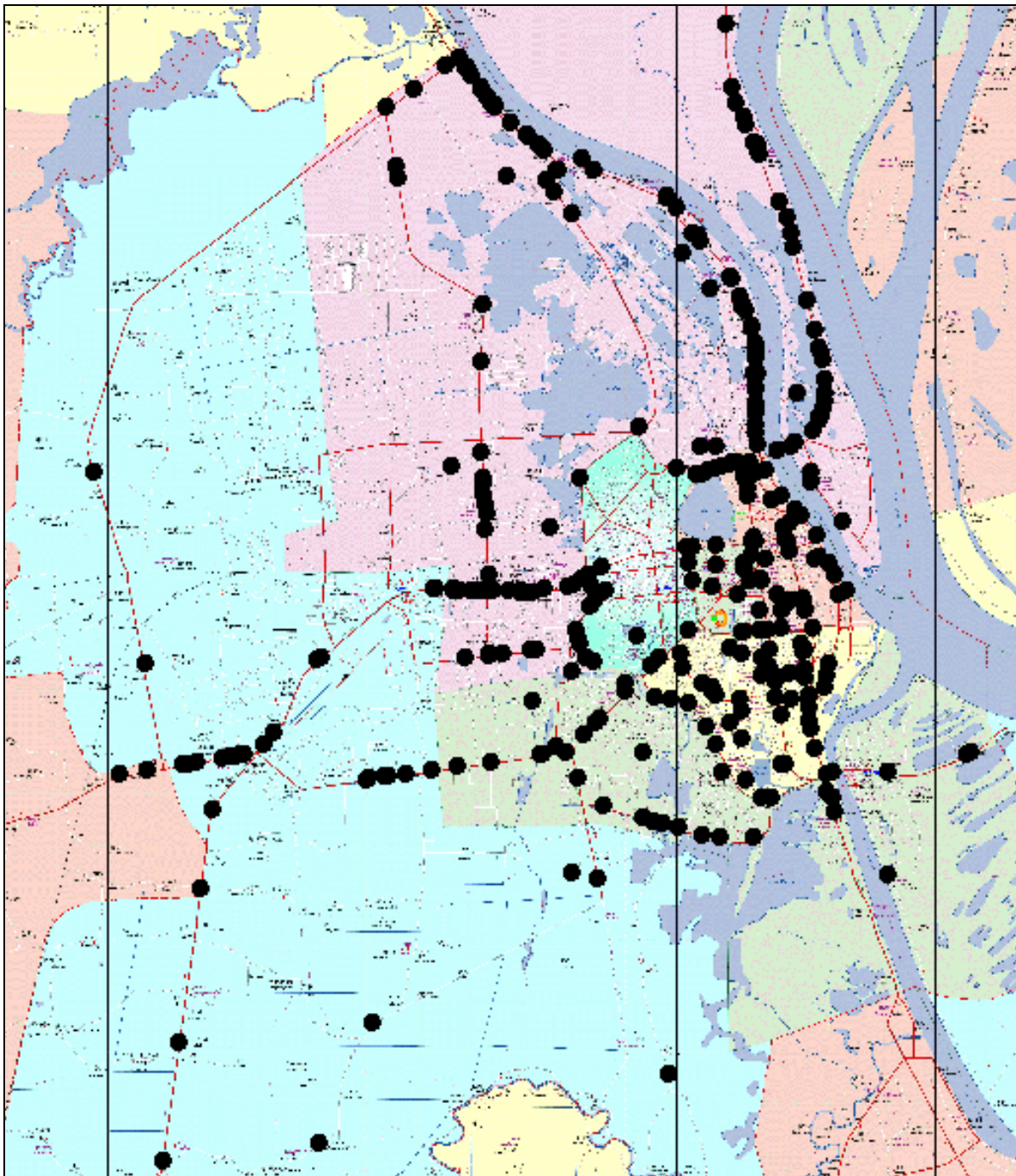
From July 2006, Global Position System (GPS) devices have been introduced to the traffic police in Russei Keo District in Phnom Penh. The GPS coordinates allow us now to exactly locate accidents, using GIS data. GPS devices have been progressively introduced to other districts of Phnom Penh and provinces crossed by major national roads from August 2007. On the medium term, this will enable RTAVIS to identify blackspots of the Cambodian Road Network.

The chart below shows locations of accidents in many provinces in **November 2007**.



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The chart shows the locations of road traffic accidents in Phnom Penh from **July 2006 to November 2007**

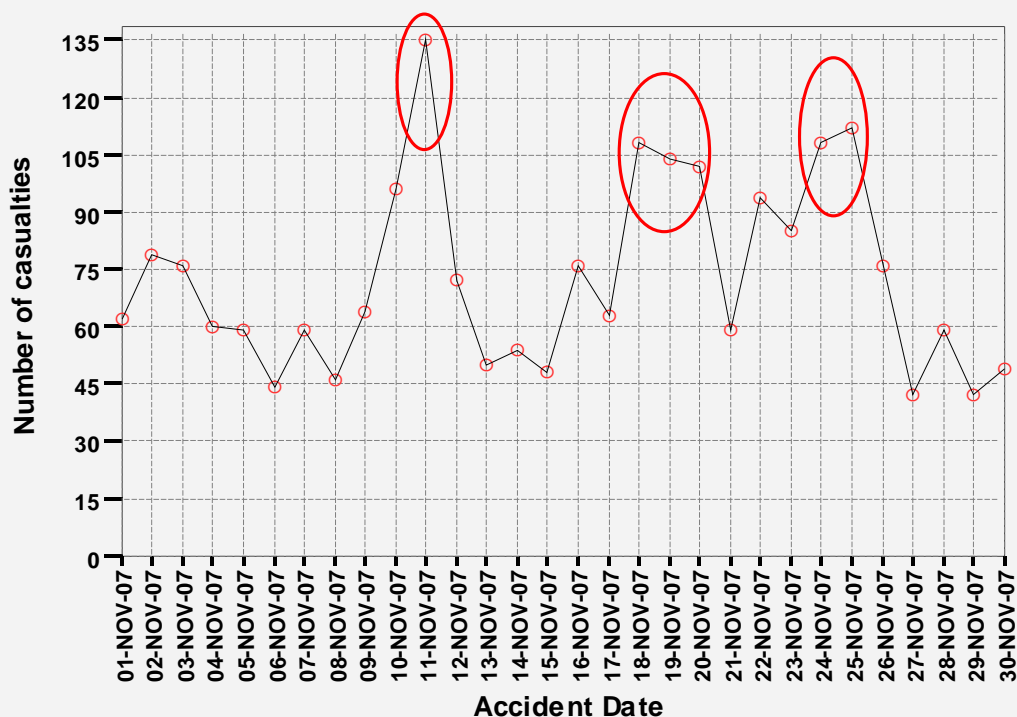


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IV. Executive Summary

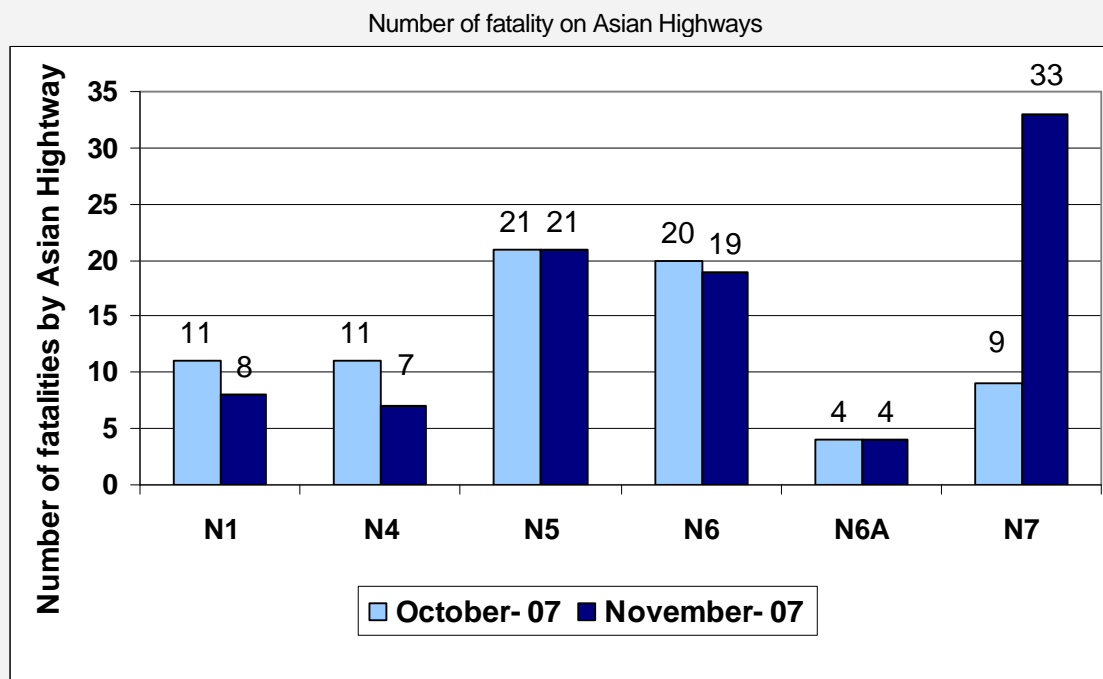
Key findings for the month of **November 2007** are the following:

- A provisional number of **2,183 casualties** were reported by the participating hospitals, health centres, private clinics and traffic police departments in the 24 reporting provinces. Among them, **624 were severely injured and 135 died**.
- **In Phnom Penh, 670 casualties** were reported, corresponding to **18% increase compared to November 2006** and **45% increase** compared to the previous month.
- **7%** of motorbikes' casualties were wearing a helmet, compared 3% in October.
- **Highest daily numbers of casualties were reported during the weekend of independence day**, with a peak of 135 on the 11th of November, and most of accidents occurred on national roads.
- From 18th to 20th of November, many accidents involved **more than 20 casualties** in Kampong Cham and Phnom Penh. Many of those accidents were **light truck and OX-machine**, which fell alone with passenger overloading.
- Number of casualties in water festival (23rd, 24th, 24th of November) **was decrease by 27%**, compare to the same event in 2006.



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- **Almost 70% of total fatalities** were involved in accidents along the Asian Highways.
- There was a significant increase of fatalities along the National road 7, due to many fatal accidents happened in Kampong Cham province, involving overloaded vehicles.



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V. Evolution of Main Indicators

	Jun-07	Jul-07	Aug-07	Sep-07	Oct-07	Nov-07
Number of casualties reported to RTAVIS	1,531	1,538	1,504	1,818	2,140	2,183
Gender						
Percentage of males casualties	75%	75%	72%	72%	73%	71%
Age						
Percentage of casualties aged between 15 and 24 years old	31%	35%	28%	30%	31%	31%
Type of road user						
Percentage of motorbike riders	75%	77%	74%	77%	76%	75%
Percentage of pedestrians	6%	9%	9%	9%	7%	8%
Percentage of car riders (private and taxis)	4%	4%	7%	2%	6%	5%
Percentage of bicycle riders	5%	6%	3%	4%	5%	4%
Occupation						
Percentage of students	24%	24%	23%	25%	22%	24%
Percentage of farmers	20%	21%	17%	23%	28%	25%
Percentage of workers	25%	23%	21%	20%	18%	19%
Percentage of house keepers	5%	5%	7%	6%	7%	6%
Percentage of vendors/small businesses owners	6%	5%	5%	7%	5%	5%
Percentage of motorbike taxis	4%	5%	6%	5%	3%	4%
Residence of casualty						
Percentage of casualties residing in another province than the province of accident	17%	20%	18%	15%	16%	19%
Severity of injuries:						
Percentage of severely injured casualties (requiring surgical intervention of ICU)	27% (416 cases)	30% (460 cases)	32% (488 cases)	30% (537 cases)	29% (616 cases)	29% (624 cases)
Percentage of deaths	7% (103 cases)	6% (92 cases)	6% (99 cases)	6% (121 cases)	6% (136 cases)	6% (135 cases)
Nature of injuries:						
Percentage of casualties suffering from cranial trauma	41%	44%	45%	46%	44%	40%
Percentage of them being considered as severe (coma)	8%	8%	10%	13%	10%	7%
Percentage of casualties suffering from fracture	15%	16%	23%	19%	16%	20%
Percentage of casualties having wounds/cuts	50%	54%	47%	50%	51%	54%
Day of accident:						
Percentage of casualties injured during the weekend (from Friday 6 pm to Sunday midnight)	39%	34%	32%	39%	27%	40%
Time of accident:						
Percentage of casualties injured during nighttime (from 6 pm to 5.59 am)	31%	33%	32%	30%	26%	33%
Peak(s) of casualties	4pm-5pm and 7pm-8pm	5pm-6pm	7pm-8pm	4pm-5pm	3pm-4pm	6pm-7pm
Cause of accident						
Percentage of casualties injured in accidents due to human error	94%	91%	94%	95%	96%	96%
High speed	46%	50%	45%	48%	45%	52%
Alcohol abuse	14%	16%	15%	15%	14%	14%
Non respect of rights of way rules	10%	10%	11%	11%	11%	8%
Changing lane without due care	5%	5%	6%	6%	6%	5%
Dangerous overtaking	13%	5%	10%	9%	13%	11%
Driving against flow of traffic	5%	3%	4%	3%	3%	3%
Other	1%	2%	3%	3%	4%	3%
Percentage of casualties injured in accidents due to road conditions	10%	10%	9%	9%	9%	10%
Percentage of casualties injured in accidents due to weather conditions	5%	6%	6%	4%	3%	0%
Percentage of casualties injured in accidents due to vehicle defect	3%	5%	3%	4%	3%	3%

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	Jun-07	Jul-07	Aug-07	Sep-07	Oct-07	Nov-07
Type of accident:						
Percentage of casualties injured in motorbike-motorbike collisions	37%	41%	39%	40%	45%	45%
Percentage of casualties injured in motorbike-4 wheeler collisions	18%	18%	18%	19%	16%	17%
Percentage of casualties injured in motorbike-pedestrian collisions	7%	8%	8%	9%	7%	8%
Percentage of motorbike casualties who fell alone	10%	9%	9%	7%	6%	6%
Average number of people injured per accident	2.8	2	2.5	3	3	3.2
Hit and Run						
Percentage of casualties injured in accidents where the driver of the vehicle causing the accidents escaped after the accident	23%	23%	18%	26%	23%	22%
Estimation of average vehicle damage cost	178 US\$	156 US\$	204 US\$	177 US\$	160 US\$	166 US\$
Percentage of four-wheeled vehicles with						
Left-hand-drive	72%	69%	61%	75%	74%	70%
Right-hand-drive	28%	31%	39%	25%	26%	30%
Location of accident:						
Percentage of casualties injured in urban areas	46%	53%	53%	47%	41%	50%
Percentage of casualties injured in accidents occurring on national roads	56%	51%	48%	53%	58%	54%
Percentage of casualties injured in accidents occurring on provincial roads	10%	7%	8%	8%	6%	4%
Percentage of casualties injured in accidents occurring on paved roads	79%	82%	80%	81%	79%	79%
Characteristics of location:						
Percentage of casualties injured in accidents occurring on straight roads	75%	81%	76%	78%	78%	80%
Percentage of casualties injured in junctions (X, T, Y-junctions and roundabout)	12%	8%	13%	14%	12%	8%
Percentage of casualties injured in curves	13%	10%	11%	8%	10%	12%
Safety Measures:						
Percentage of car/truck/bus drivers having a driving licence	50%	48%	52%	52%	50%	55%
Percentage of motorbikes' casualties wearing a helmet	2%	3%	3%	4%	3%	7%
Time to be transferred to hospitals:						
Percentage of casualties arriving at hospitals between 10 and 30 minutes after the accident	37%	38%	32%	32%	39%	36%
Percentage of casualties arriving at hospital more than 2 hours after the accident	35%	30%	38%	39%	33%	33%
Way to be transferred to hospitals:						
Percentage of casualties transported by ambulance	27%	34%	36%	33%	34%	31%
Percentage of casualties transported to the hospital by their family or relatives	63%	55%	57%	59%	59%	61%
Percentage of casualties arriving alone at the hospital	10%	11%	7%	8%	7%	8%
Estimation of average cost of treatment	119 US\$	131 US\$	182 US\$	161 US\$	146 US\$	173 US\$
Attendance of police:						
Percentage of cases where police was present on the accident site	65%	67%	68%	69%	73%	64%

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VI. Data by Provinces

	Jun-07		Jul-07		Aug-07		Sep-07		Oct-07		Nov-07	
Number of casualties reported to RTAVIS all provinces	1,531		1,538		1,504		1,818		2,140		2,183	
Severity of injuries	Severe	Death	Severe	Death	Severe	Death	Severe	Death	Severe	Death	Severe	Death
Banteay Meanchey	11	4	21	7	13	3	20	3	6	3	17	2
Battambang	5	8	16	15	43	6	43	9	17	7	24	3
Kampong Cham	45	18	36	9	34	13	30	15	47	17	79	37
Kampong Chhnang	24	5	16	4	20	5	32	6	16	7	17	6
Kampong Speu	10	3	6	0	17	2	25	6	18	3	14	5
Kampong Thom	13	9	31	7	10	1	30	8	29	13	23	10
Kampot	2	1	9	4	9	1	6	1	25	2	13	2
Kandal	39	12	52	12	48	12	61	12	65	14	62	13
Koh Kong	8	0	3	4	7	2	6	0	9	3	4	1
Kratie	9	1	6	1	11	0	6	2	35	2	29	7
Mondol Kiri	1	0	3	1	2	1	3	0	6	1	4	1
Phnom Penh	95	20	107	16	120	18	114	25	91	17	146	16
Preah Vihear	2	0	0	0	0	0	0	0	0	0	1	0
Prey Veng	15	4	21	2	7	3	22	3	52	2	9	2
Pursat	4	2	7	1	6	3	8	2	29	8	28	13
Rotanak Kiri	7	1	2	0	2	1	3	0	8	0	8	1
Siem Reap	67	5	69	2	67	6	67	10	86	10	71	7
Sihanoukville	28	3	17	2	14	11	11	8	21	2	16	1
Stung Treng	10	2	0	0	6	0	3	1	6	0	2	1
Svay Rieng	4	3	17	0	16	2	12	2	11	9	9	3
Takeo	11	1	13	4	27	6	23	5	27	12	18	2
Otdar Meanchey	0	1	1	0	0	2	3	2	3	2	21	0
Krong Keb	NYA	NYA	1	1	1	1	0	1	1	1	0	0
Krong Pailin	4	0	3	0	7	0	8	0	8	1	7	2
unidentified province	2	0	3	0	1	0	1	0	0	0	2	0
Total	416	103	460	92	488	99	537	121	616	136	624	135

Notice: **NYA** i.e. Not yet available.

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Contacts

Further analysis and **additional information** is available on request. Please do not hesitate to contact one of the following persons

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