

Cambodia

Road Traffic Accident and Victim Information System



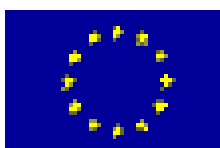
Monthly Report August 2008



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Developed with the support of:

European Union



Belgian Cooperation



World Health Organization



Cambodia Road Traffic Accident and Victim Information System

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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**.

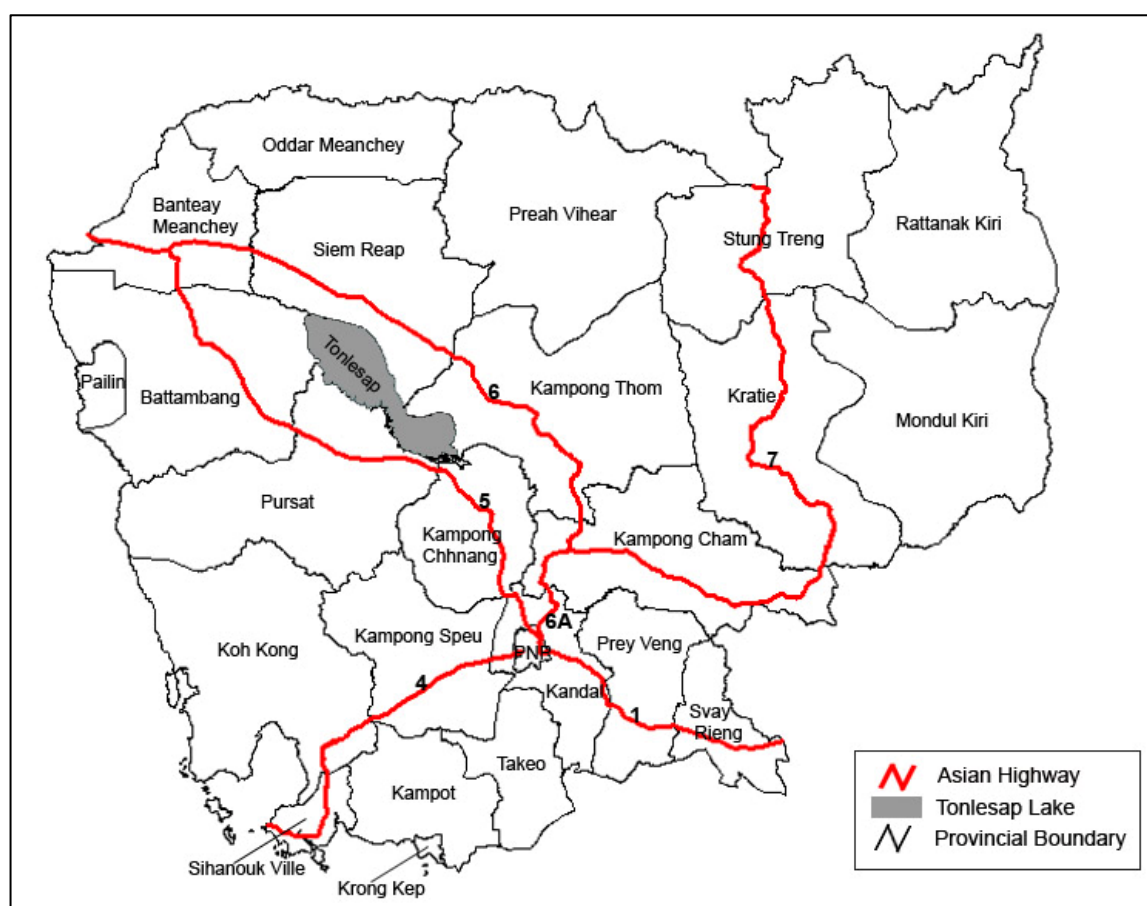
RTAVIS reports are **distributed monthly**. RTAVIS reports can also be found on the following websites: www.roadsafetycambodia.info and www.cnctp.info

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 has released in June 2008. The annual report 2008 will be released in April 2009.

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.



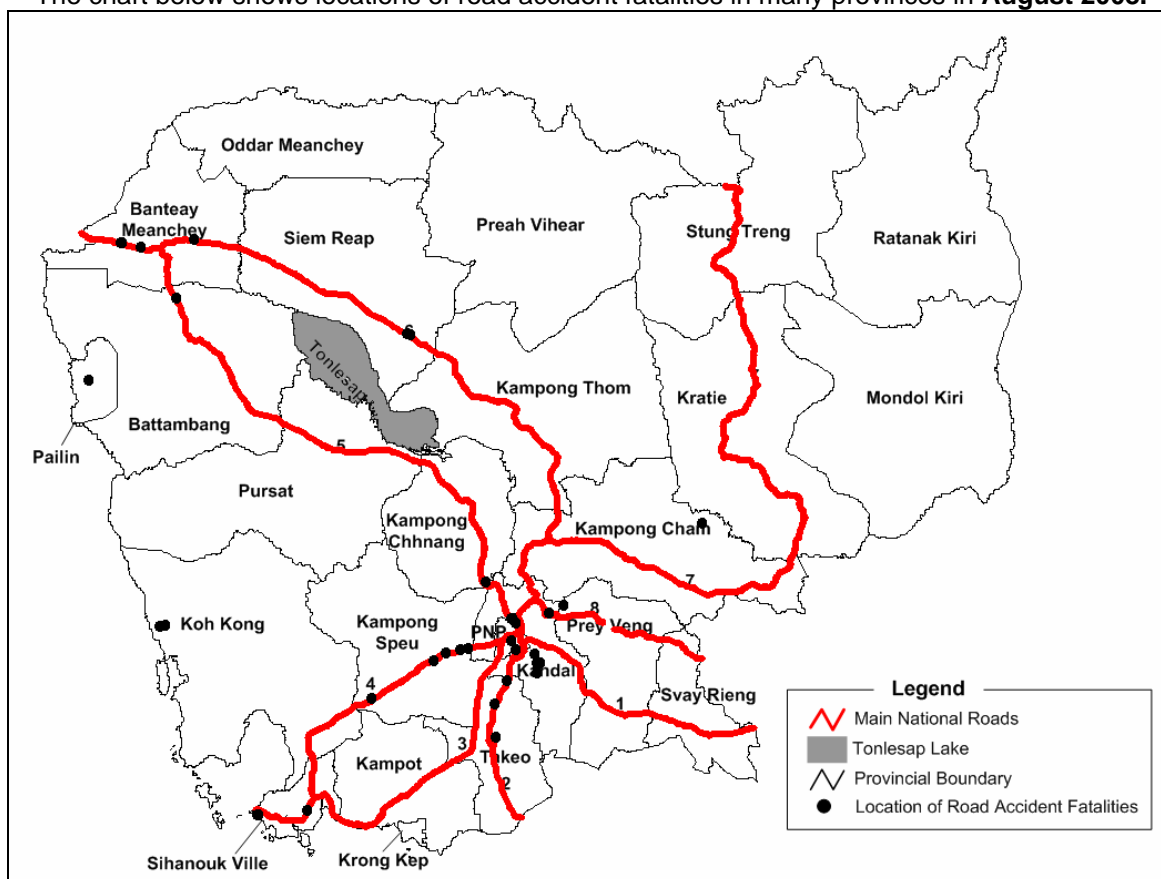
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III. System Update

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 road accident fatalities in many provinces in **August 2008**.



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IV. Executive Summary

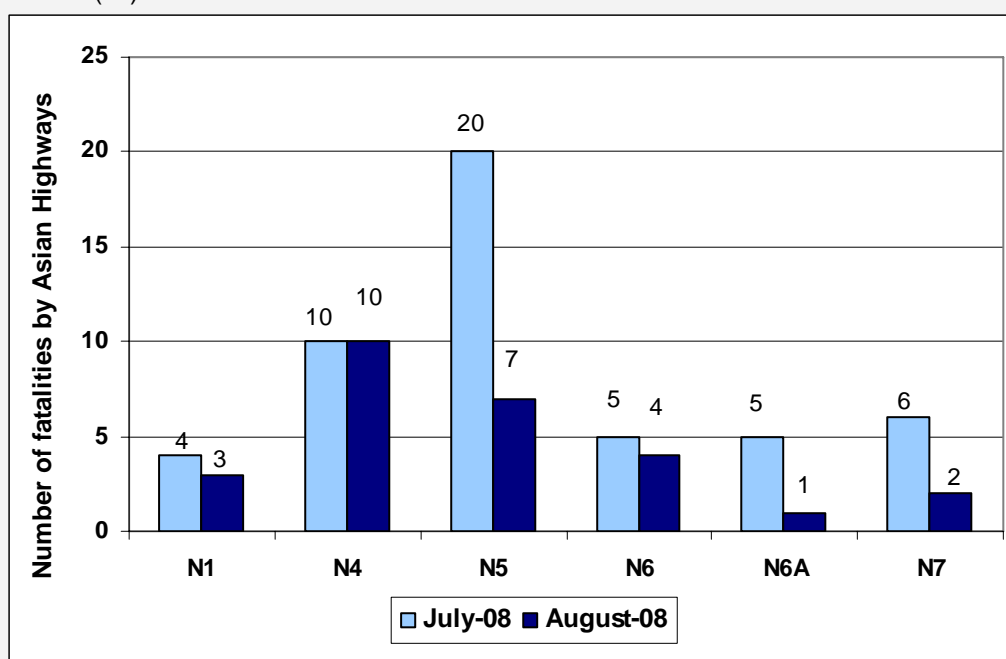
Key findings for the month of **August 2008** are the following:

- A provisional number of **1,455 casualties** were reported by the participating hospitals, health centres, private clinics and traffic police departments in the 24 reporting provinces. Among them, **358 were severely injured and 70 died**.
- **In Phnom Penh**, 428 casualties were reported, corresponding to **13% decrease compared to August 2007** and **17% decrease** compared to the previous month.
- **36% of fatalities** injured during night time (from 6pm to 5:59am)
- **55% of casualties were due to speeding**, followed by **alcohol abuse (14%)** and **dangerous overtaking (11%)**.
- **84% of student casualties were motorbike riders**.
- **33% of fatalities** injured in motorbike and 4-wheeler collisions.
- **31% of fatalities** used or be suspected of having alcohol.

Helmet

- **More than 90% of motorbike casualties were NOT wearing a helmet** at the time of the accident.
 - 70% of them were drivers
 - Almost 70% of them injured during day time
 - More than half of those casualties (54%) had an accident along national roads
 - 77% of them are male
 - 40% of them aged between 20-29 years old
- **Almost 100% of motorbike fatalities suffered head injury** (including other injuries), and only 2% of them were wearing a helmet.

- **Total number of fatalities on Asian Highways was 27**, corresponding to 46% decreased compared to the previous month (50).



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V. Evolution of Main Indicators

	Mar-08	Apr-08	May-08	Jun-08	Jul-08	Aug-08
Number of casualties reported to RTAVIS	1,941	2,545	1,663	1,777	1,828	1,455
Gender						
Percentage of males casualties	75%	73%	73%	73%	72%	73%
Age						
Percentage of casualties aged between 15 and 24 years old	28%	33%	39%	39%	37%	38%
Type of road user						
Percentage of motorbike riders	75%	77%	77%	79%	79%	81%
Percentage of pedestrians	8%	7%	8%	8%	6%	6%
Percentage of car riders (private and taxis)	5%	4%	5%	3%	4%	3%
Percentage of bicycle riders	4%	4%	4%	4%	3%	4%
Occupation						
Percentage of students	23%	25%	24%	23%	22%	21%
Percentage of farmers	25%	27%	25%	23%	25%	29%
Percentage of workers	21%	22%	20%	24%	25%	20%
Percentage of house keepers	5%	5%	6%	4%	6%	4%
Percentage of vendors/small businesses owners	6%	6%	8%	7%	6%	7%
Percentage of motorbike taxis	4%	3%	3%	4%	3%	3%
Residence of casualty						
Percentage of casualties residing in another province than the province of accident	17%	18%	17%	17%	18%	16%
Severity of injuries:						
Percentage of severely injured casualties (requiring chirurgical intervention of ICU)	28% (551 cases)	28% (715 cases)	29% (479 cases)	30% (534 cases)	30% (551 cases)	25% (358 cases)
Percentage of deaths	7% (130 cases)	7% (176 cases)	7% (117 cases)	6% (98 cases)	7% (124 cases)	5% (70 cases)
Nature of injuries:						
Percentage of casualties suffering from cranial trauma	49%	51%	56%	47%	51%	45%
Percentage of them being considered as severe (coma)	9%	10%	3%	5%	4%	6%
Percentage of casualties suffering from fracture	20%	16%	19%	18%	18%	19%
Percentage of casualties having wounds/cuts	52%	52%	52%	54%	53%	57%
Day of accident:						
Percentage of casualties injured during the weekend (from Friday 6 pm to Sunday midnight)	37%	30%	37%	36%	38%	39%
Time of accident:						
Percentage of casualties injured during nighttime (from 6 pm to 5.59 am)	35%	35%	32%	31%	34%	31%
Peak(s) of casualties	5pm-6pm	2pm-3pm	7pm-8pm	4pm-5pm	7pm-8pm	5pm-6pm
Cause of accident						
Percentage of casualties injured in accidents due to human error	97%	97%	97%	97%	98%	98%
High speed	50%	54%	49%	51%	54%	55%
Alcohol abuse	15%	10%	12%	14%	14%	14%
Non respect of rights of way rules	9%	8%	8%	9%	7%	7%
Changing lane without due care	6%	5%	7%	5%	4%	4%
Dangerous overtaking	12%	15%	15%	15%	15%	11%
Driving against flow of traffic	2%	2%	3%	2%	2%	3%
Other	3%	3%	3%	1%	2%	4%
Percentage of casualties injured in accidents due to road conditions	10%	7%	6%	7%	8%	6%
Percentage of casualties injured in accidents due to weather conditions	0%	1%	2%	1%	1%	3%
Percentage of casualties injured in accidents due to vehicle defect	2%	3%	2%	1%	2%	2%



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	Mar-08	Apr-08	May-08	Jun-08	Jul-08	Aug-08
Type of accident:						
Percentage of casualties injured in motorbike-motorbike collisions	40%	45%	41%	40%	45%	49%
Percentage of casualties injured in motorbike-4 wheeler collisions	20%	18%	20%	21%	18%	16%
Percentage of casualties injured in motorbike-pedestrian collisions	7%	7%	9%	7%	7%	8%
Percentage of motorbike casualties who fell alone	8%	7%	7%	8%	7%	7%
Average number of people injured per accident	2.1	2.8	2.2	2.4	2.4	2.3
Hit and Run						
Percentage of casualties injured in accidents where the driver of the vehicle causing the accidents escaped after the accident	22%	19%	24%	20%	27%	25%
Estimation of average vehicle damage cost	216 US\$	170 US\$	189 US\$	201 US\$	170 US\$	173 US\$
Percentage of four-wheeled vehicles with						
Left-hand-drive	78%	74%	83%	79%	71%	73%
Right-hand-drive	28%	26%	17%	21%	29%	27%
Location of accident:						
Percentage of casualties injured in urban areas	42%	41%	40%	43%	41%	47%
Percentage of casualties injured in accidents occurring on national roads	55%	55%	59%	50%	56%	55%
Percentage of casualties injured in accidents occurring on provincial roads	6%	6%	5%	5%	5%	8%
Percentage of casualties injured in accidents occurring on paved roads	76%	75%	80%	79%	81%	83%
Characteristics of location:						
Percentage of casualties injured in accidents occurring on straight roads	79%	80%	83%	79%	77%	76%
Percentage of casualties injured in junctions (X, T, Y-junctions and roundabout)	11%	8%	9%	10%	9%	13%
Percentage of casualties injured in curves	10%	10%	6%	10%	13%	9%
Safety Measures:						
Percentage of car/truck/bus drivers having a driving licence	41%	62%	41%	38%	48%	71%
Percentage of motorbikes' casualties wearing a helmet	7%	5%	5%	6%	10%	9%
Time to be transferred to hospitals:						
Percentage of casualties arriving at hospitals between 10 and 30 minutes after the accident	35%	33%	28%	35%	31%	30%
Percentage of casualties arriving at hospital more than 2 hours after the accident	34%	37%	40%	32%	36%	37%
Way to be transferred to hospitals:						
Percentage of casualties transported by ambulance	30%	35%	31%	33%	36%	31%
Percentage of casualties transported to the hospital by their family or relatives	65%	60%	61%	58%	55%	56%
Percentage of casualties arriving alone at the hospital	5%	5%	8%	9%	9%	13%
Estimation of average cost of treatment	176 US\$	258 US\$	256 US\$	194 US\$	174 US\$	133 US\$
Attendance of police:						
Percentage of cases where police was present on the accident site	66%	75%	66%	65%	66%	59%



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VI. Data by Provinces

	Mar-08		Apr-08		May-08		Jun-08		Jul-08		Aug-08	
Number of casualties reported to RTAVIS all provinces	1,941		2,545		1,663		1,777		1,828		1,455	
Severity of injuries	Severe	Death	Severe	Death	Severe	Death	Severe	Death	Severe	Death	Severe	Death
Banteay Meanchey	22	5	29	8	14	5	18	5	12	4	17	4
Battambang	27	6	17	6	15	6	10	2	14	7	16	1
Kampong Cham	57	20	103	33	56	10	69	10	56	13	23	7
Kampong Chhnang	12	6	20	5	15	4	4	0	10	2	9	1
Kampong Speu	18	10	37	5	23	8	19	4	26	3	16	8
Kampong Thom	22	5	9	0	24	6	18	1	18	4	11	1
Kampot	3	2	20	0	14	1	6	4	15	3	3	1
Kandal	63	18	76	31	59	17	70	9	61	22	64	13
Koh Kong	4	0	8	9	11	2	3	4	1	4	15	2
Kratie	31	5	33	5	19	0	2	4	26	4	29	0
Mondol Kiri	8	2	1	0	NYA	NYA	1	0	1	0	NYA	NYA
Phnom Penh	111	19	134	34	114	25	129	33	103	29	67	7
Preah Vihear	4	1	2	2	7	0	4	1	6	0	3	0
Prey Veng	12	2	20	1	16	1	19	4	18	6	11	5
Pursat	11	0	6	4	9	5	12	2	11	3	11	1
Ratanak Kiri	NYA	NYA	11	3	6	3	7	3	4	0	3	4
Siem Reap	97	7	89	4	25	7	78	6	105	3	22	3
Sihanoukville	10	2	24	5	8	4	4	1	16	4	8	7
Stung Treng	3	1	2	0	2	0	4	0	6	1	1	0
Svay Rieng	13	7	26	10	7	3	14	1	12	2	3	0
Takeo	11	6	22	6	21	7	4	1	23	5	20	4
Otdar Meanchey	5	6	16	4	11	0	13	3	1	0	NYA	NYA
Krong Keb	NYA	NYA	NYA	NYA	2	3	0	0	3	3	0	0
Krong Pailin	3	0	9	1	1	0	4	0	3	2	6	1
Unidentified province	4	0	1	0	0	0	0	0	0	0	0	0
Total	551	130	715	176	479	117	512	98	551	124	358	70

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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