

Cambodia

Road Traffic Accident and Victim Information System



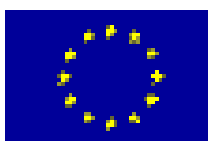
Monthly Report August 2007



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Developed with the support of:

European Union



Belgian Cooperation



World Health Organization



Cambodia Road Traffic Accident and Victim Information System Monthly Report – August 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, Otdar 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**.

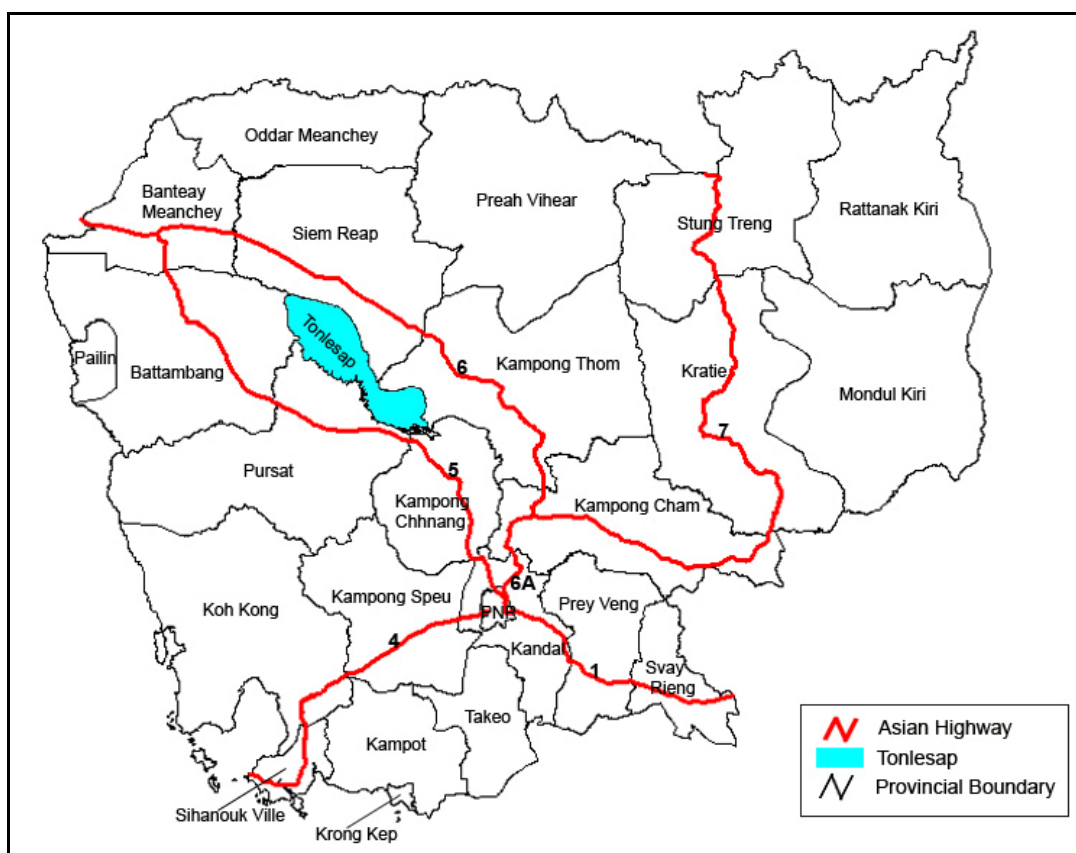
RTAVIS reports are **distributed monthly**. RTAVIS reports can also be found on the following website: www.roadsafetycambodia.info and www.cnctp.info

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 2006 has been released in June 2007.

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.



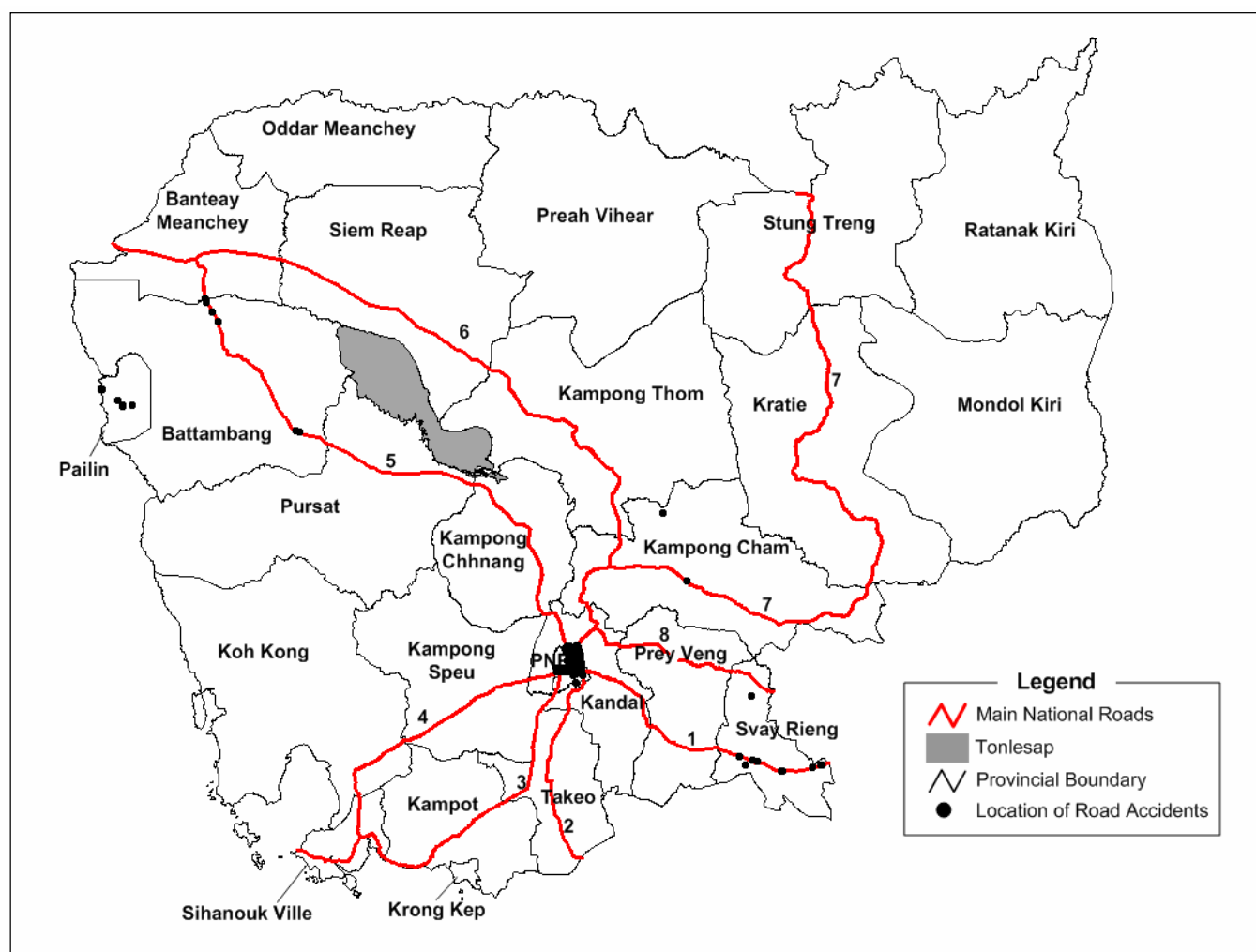
Cambodia Road Traffic Accident and Victim Information System Monthly Report – August 2007

III. System Update

Introduction of GPS

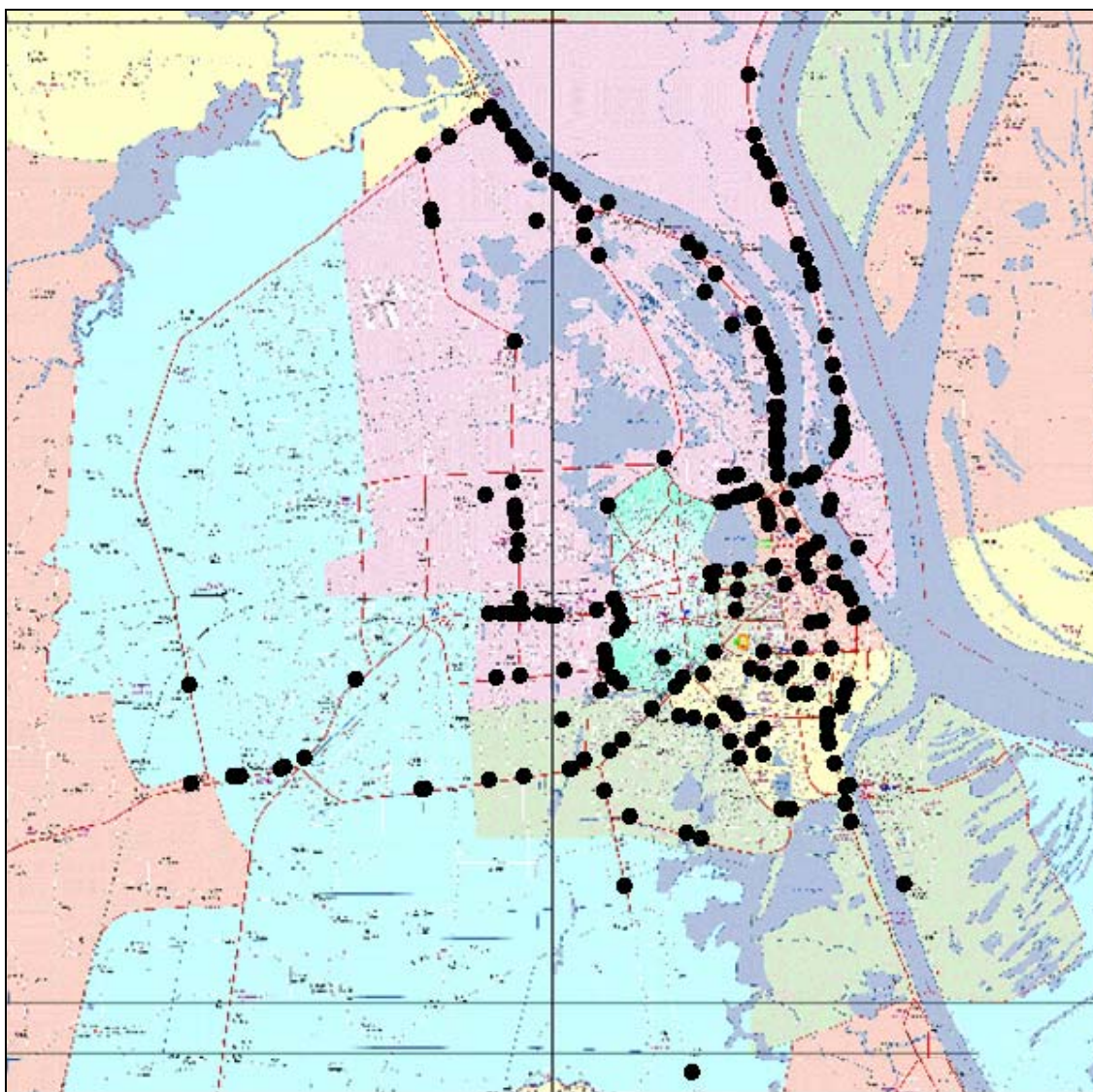
From July 2006, Global Position System (GPS) devices have been introduced to the traffic police in Russei Keo District in Phnom Penh. The GPS coordinates allow us now to exactly locate accidents, using GIS data. GPS devices have been progressively introduced to other districts of Phnom Penh and provinces 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 location of accidents in Pailin, Battambang, Kampong Cham and Svay Rieng province in August 2007



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

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



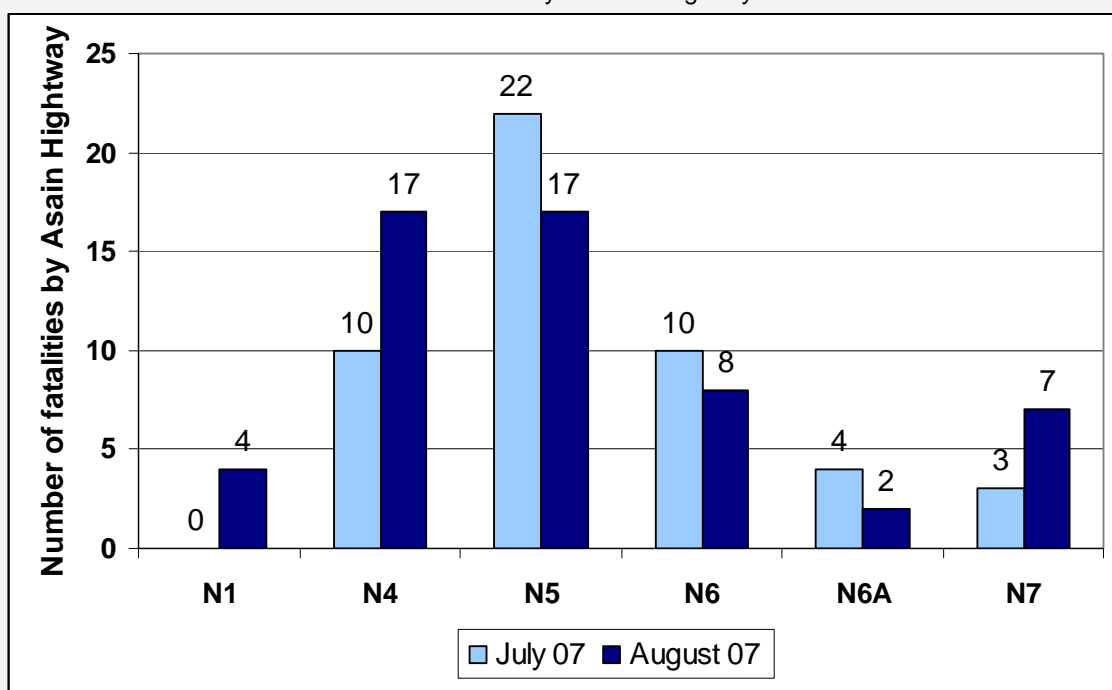
Cambodia Road Traffic Accident and Victim Information System Monthly Report – August 2007

IV. Executive Summary

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

- A provisional number of **1,504 casualties** were reported by the participating hospitals, health centres, private clinics and traffic police departments in the 24 reporting provinces. Among them, **488 were severely injured and 99 died**.
- **In Phnom Penh, 504 casualties** were reported, corresponding to a **33% increase compared to August 2006** and a **3% increase** compared to the previous month.
- **59% of fatalities due to non-appropriate speed** in Phnom Penh compared to **39% in provinces**. Conversely, **alcohol abuse is higher** in provinces than in Phnom Penh (26%, 12%).
- **(24%) of accidents has at least one fatality, 51% of accidents were serious injuries, and 21% were slightly injuries**.
- **24% of accidents were right-angle**, followed by **head-on (22%) and rear-end (18%)**.

Number of fatality on Asian Highways



Cambodia Road Traffic Accident and Victim Information System

Monthly Report – August 2007

V. Evolution of Main Indicators

	Mar-07	Apr-07	May-07	Jun-07	Jul-07	Aug-07
Number of casualties reported to RTAVIS	2,251	2,694	1,768	1,531	1,538	1,504
Gender						
Percentage of males casualties	72%	74%	74%	75%	75%	72%
Age						
Percentage of casualties aged between 15 and 24 years old	38%	42%	34%	31%	35%	28%
Type of road user						
Percentage of motorbike riders	70%	76%	74%	75%	77%	74%
Percentage of pedestrians	7%	5%	7%	6%	9%	9%
Percentage of car riders (private and taxis)	5%	7%	6%	4%	4%	7%
Percentage of bicycle riders	4%	3%	4%	5%	6%	3%
Occupation						
Percentage of students	22%	20%	21%	24%	24%	23%
Percentage of farmers	28%	30%	28%	20%	21%	17%
Percentage of workers	20%	21%	19%	25%	23%	21%
Percentage of house keepers	5%	6%	6%	5%	5%	7%
Percentage of vendors/small businesses owners	6%	7%	7%	6%	5%	5%
Percentage of motorbike taxis	3%	3%	4%	4%	5%	6%
Residence of casualty						
Percentage of casualties residing in another province than the province of accident	16%	15%	14%	17%	20%	18%
Severity of injuries:						
Percentage of severely injured casualties (requiring surgical intervention of ICU)	25% (554 cases)	26% (697 cases)	23% (407 cases)	27% (416 cases)	30% (460 cases)	32% (488 cases)
Percentage of deaths	4% (97 cases)	5% (146 cases)	5% (96 cases)	7% (103 cases)	6% (92 cases)	6% (99 cases)
Nature of injuries:						
Percentage of casualties suffering from cranial trauma	32%	34%	36%	41%	44%	45%
Percentage of them being considered as severe (coma)	9%	12%	15%	8%	8%	10%
Percentage of casualties suffering from fracture	17%	12%	14%	15%	16%	23%
Percentage of casualties having wounds/cuts	59%	59%	58%	50%	54%	47%
Day of accident:						
Percentage of casualties injured during the weekend (from Friday 6 pm to Sunday midnight)	35%	38%	32%	39%	34%	32%
Time of accident:						
Percentage of casualties injured during nighttime (from 6 pm to 5.59 am)	27%	31%	30%	31%	33%	32%
Peak(s) of casualties	10am-11am	7pm-8pm	7pm-8pm	4pm-5pm and 7pm-8pm	5pm-6pm	7pm-8pm
Cause of accident						
Percentage of casualties injured in accidents due to human error	94%	95%	95%	94%	91%	94%
High speed	55%	55%	45%	46%	50%	45%
Alcohol abuse	15%	16%	17%	14%	16%	15%
Non respect of rights of way rules	7%	7%	8%	10%	10%	11%
Changing lane without due care	6%	6%	5%	5%	5%	6%
Dangerous overtaking	7%	6%	15%	13%	5%	10%
Driving against flow of traffic	2%	2%	3%	5%	3%	4%
Other	2%	3%	2%	1%	2%	3%
Percentage of casualties injured in accidents due to road conditions	13%	16%	11%	10%	10%	9%
Percentage of casualties injured in accidents due to weather conditions	0%	1%	4%	5%	6%	6%
Percentage of casualties injured in accidents due to vehicle defect	3%	4%	6%	3%	5%	3%

Cambodia Road Traffic Accident and Victim Information System

Monthly Report – August 2007

	Mar-07	Apr-07	May-07	Jun-07	Jul-07	Aug-07
Type of accident:						
Percentage of casualties injured in motorbike-motorbike collisions	34%	40%	37%	37%	41%	39%
Percentage of casualties injured in motorbike-4 wheeler collisions	16%	17%	18%	18%	18%	18%
Percentage of casualties injured in motorbike-pedestrian collisions	7%	6%	7%	7%	8%	8%
Percentage of motorbike casualties who fell alone	10%	11%	11%	10%	9%	9%
Average number of people injured per accident	4	3.6	2.7	2.8	2	2.5
Hit and Run						
Percentage of casualties injured in accidents where the driver of the vehicle causing the accidents escaped after the accident	21%	18%	21%	23%	23%	18%
Estimation of average vehicle damage cost	147 US\$	196 US\$	156 US\$	178 US\$	156 US\$	204 US\$
Percentage of four-wheeled vehicles with						
Left-hand-drive	72%	77%	71%	72%	69%	61%
Right-hand-drive	28%	23%	29%	28%	31%	39%
Location of accident:						
Percentage of casualties injured in urban areas	43%	37%	42%	46%	53%	53%
Percentage of casualties injured in accidents occurring on national roads	52%	55%	57%	56%	51%	48%
Percentage of casualties injured in accidents occurring on provincial roads	8%	8%	6%	10%	7%	8%
Percentage of casualties injured in accidents occurring on paved roads	73%	67%	77%	79%	82%	80%
Characteristics of location:						
Percentage of casualties injured in accidents occurring on straight roads	78%	78%	78%	75%	81%	76%
Percentage of casualties injured in junctions (X, T, Y-junctions and roundabout)	10%	8%	10%	12%	8%	13%
Percentage of casualties injured in curves	10%	11%	8%	13%	10%	11%
Safety Measures:						
Percentage of car/truck/bus drivers having a driving licence	54%	51%	51%	50%	48%	52%
Percentage of motorbikes' casualties wearing a helmet	4%	3%	4%	2%	3%	3%
Time to be transferred to hospitals:						
Percentage of casualties arriving at hospitals between 10 and 30 minutes after the accident	31%	32%	31%	37%	38%	32%
Percentage of casualties arriving at hospital more than 2 hours after the accident	30%	34%	36%	35%	30%	38%
Way to be transferred to hospitals:						
Percentage of casualties transported by ambulance	27%	23%	21%	27%	34%	36%
Percentage of casualties transported to the hospital by their family or relatives	56%	63%	64%	63%	55%	57%
Percentage of casualties arriving alone at the hospital	17%	14%	15%	10%	11%	7%
Estimation of average cost of treatment	76 US\$	73 US\$	143 US\$	119 US\$	131 US\$	182 US\$
Attendance of police:						
Percentage of cases where police was present on the accident site	60%	62%	56%	65%	67%	68%

Cambodia Road Traffic Accident and Victim Information System

Monthly Report – August 2007

VI. Data by Provinces

	Mar-07		Apr-07		May-07		Jun-07		Jul-07		Aug-07	
Number of casualties reported to RTAVIS all provinces	2,251		2,694		1,768		1,531		1,538		1,504	
Severity of injuries	Severe	Death	Severe	Death	Severe	Death	Severe	Death	Severe	Death	Severe	Death
Banteay Meanchey	20	1	54	9	9	8	11	4	21	7	13	3
Battambang	36	6	42	10	11	2	5	8	16	15	43	6
Kampong Cham	94	21	104	25	70	18	45	18	36	9	34	13
Kampong Chhnang	16	4	20	10	14	3	24	5	16	4	20	5
Kampong Speu	21	3	36	7	35	2	10	3	6	0	17	2
Kampong Thom	28	3	37	19	12	5	13	9	31	7	10	1
Kampot	12	2	7	2	7	2	2	1	9	4	9	1
Kandal	43	10	64	12	43	9	39	12	52	12	48	12
Koh Kong	8	0	13	2	6	1	8	0	3	4	7	2
Kratie	10	2	26	5	9	2	9	1	6	1	11	0
Mondol Kiri	7	0	11	1	10	1	1	0	3	1	2	1
Phnom Penh	87	18	76	11	114	22	95	20	107	16	120	18
Preah Vihear	4	0	0	0	1	0	2	0	0	0	0	0
Prey Veng	19	8	30	6	7	0	15	4	21	2	7	3
Pursat	15	4	17	5	5	5	4	2	7	1	6	3
Rotanak Kiri	1	2	2	3	1	0	7	1	2	0	2	1
Siem Reap	84	5	89	6	5	3	67	5	69	2	67	6
Sihanoukville	14	1	11	3	7	2	28	3	17	2	14	11
Stung Treng	2	0	7	1	2	2	10	2	0	0	6	0
Svay Rieng	22	5	23	4	11	5	4	3	17	0	16	2
Takeo	10	2	19	5	20	4	11	1	13	4	27	6
Otdar Meanchey	NYA	NYA	1	0	4	0	0	1	1	0	0	2
Krong Keb	0	0	NYA	NYA	NYA	NYA	NYA	NYA	1	1	1	1
Krong Pailin	0	0	7	0	4	0	4	0	3	0	7	0
unidentified province	1	0	1	0	0	0	2	0	3	0	1	0
Total	554	97	697	146	407	96	416	103	460	92	488	99

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

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

Contacts

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

- **For additional analysis/customized reports and information on the road safety situation in Cambodia:**

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