

# Cambodia

## Road Traffic Accident and Victim Information System



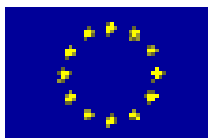
### Monthly Report July 2007



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European Union



Belgian Cooperation



World Health Organization



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# Cambodia Road Traffic Accident and Victim Information System Monthly Report – July 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**.

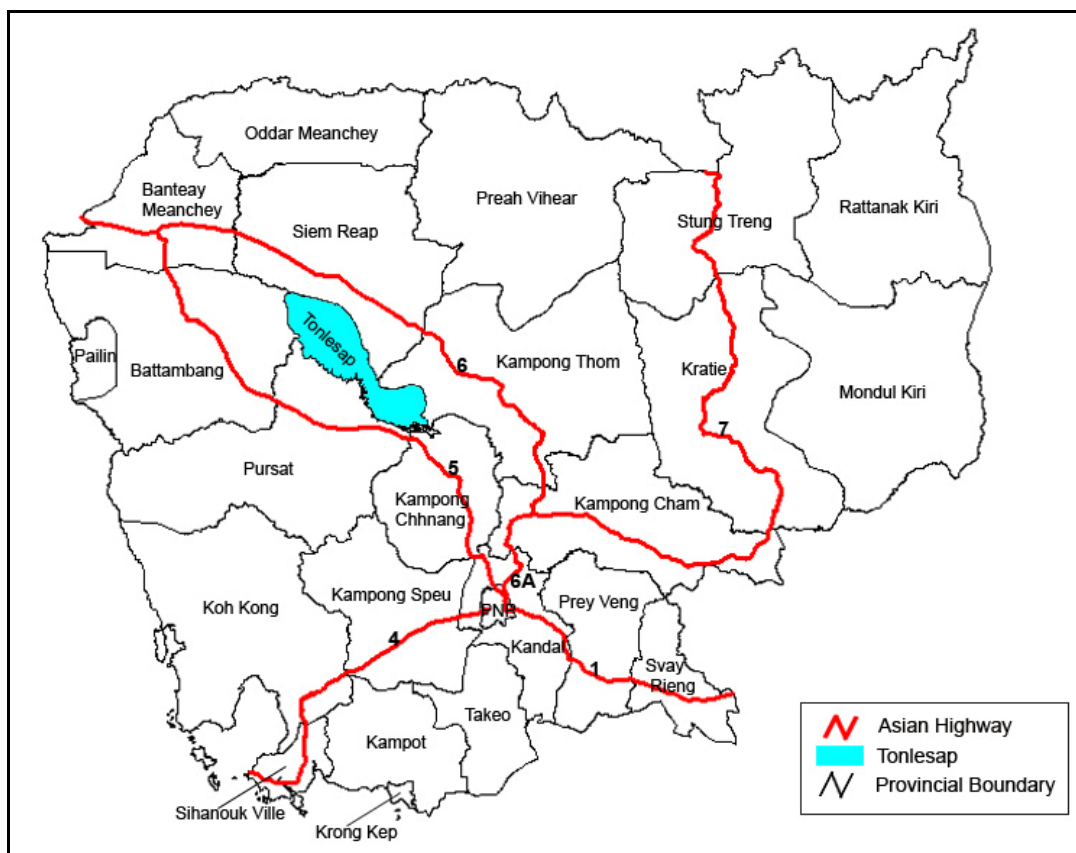
RTAVIS reports are **distributed monthly**. RTAVIS reports can also be found on the following website: [www.roadsafetycambodia.info](http://www.roadsafetycambodia.info) and [www.cnctp.info](http://www.cnctp.info)

### **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.



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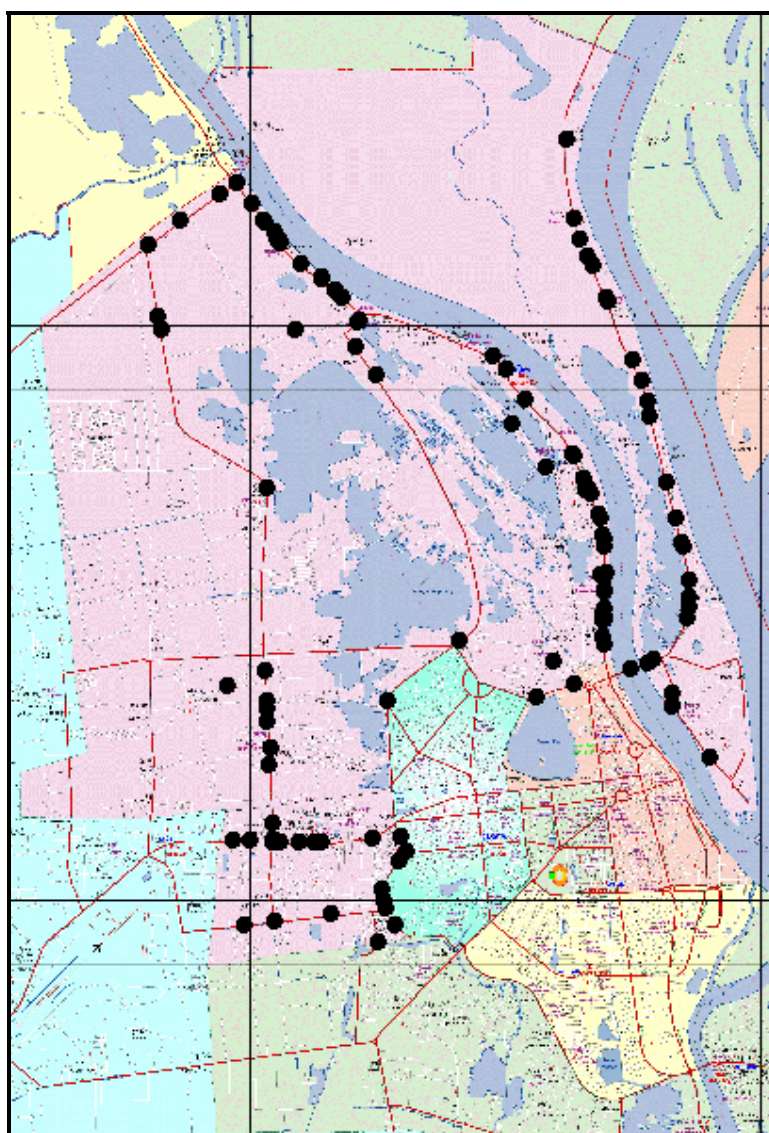
### III. System Update

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#### 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. Blackspots in other districts of Phnom Penh will be shown in August 2007 monthly report. On the medium term, this will enable RTAVIS to identify blackspots of the Cambodian Road Network.

The following chart shows the locations of road traffic accidents in Russei Keo district from July 2006 to July 2007.

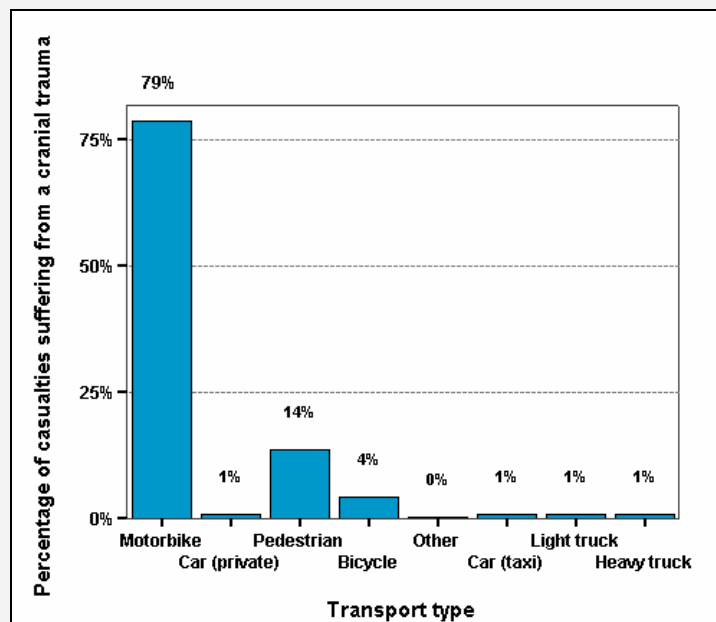


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### IV. Executive Summary

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

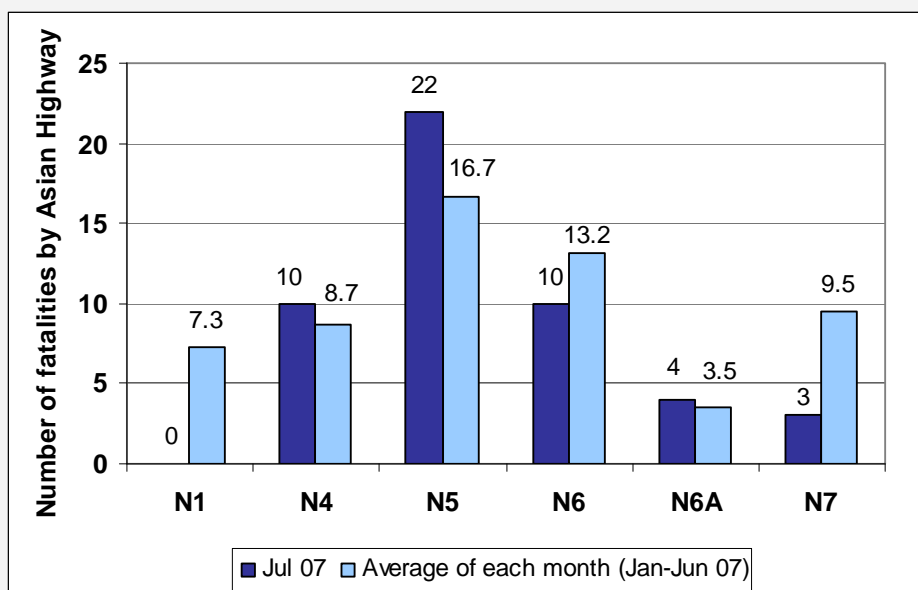
- A provisional number of **1,538 casualties** were reported by the participating hospitals, health centres, private clinics and traffic police departments in the 24 reporting provinces. Among them, **460 were severely injured and 92 died**.
- **In Phnom Penh, 491 casualties** were reported, corresponding to a **39% increase compared to July 2006** and a **20% increase** compared to the previous month.
- **Only 48% of car/truck/bus drivers have a valid driving license** at the time of the accident.
- **3% of casualties** are wearing a helmet at the time of the accident.
- **44% of motorbikes' riders were suffering from head injury**.
- **79% of casualties suffering from a cranial trauma** are indeed **motorbike users**, followed by pedestrians and bicycle users.



- **National road 5 is still the most deadly**. It is noticed that number of fatalities **has been increased by 32%** compared to the average of each of the first 6 months of the year, along this road.

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### V. Evolution of Main Indicators

	Feb-07	Mar-07	Apr-07	May-07	Jun-07	Jul-07
<b>Number of casualties reported to RTAVIS</b>	2,248	2,251	2,694	1,768	1,531	<b>1,538</b>
<b>Gender</b>						
Percentage of males casualties	72%	72%	74%	74%	75%	<b>75%</b>
<b>Age</b>						
Percentage of casualties aged between 15 and 24 years old	42%	38%	42%	34%	31%	<b>35%</b>
<b>Type of road user</b>						
Percentage of motorbike riders	73%	70%	76%	74%	75%	<b>77%</b>
Percentage of pedestrians	7%	7%	5%	7%	6%	<b>9%</b>
Percentage of car riders (private and taxis)	8%	5%	7%	6%	4%	<b>4%</b>
Percentage of bicycle riders	5%	4%	3%	4%	5%	<b>6%</b>
<b>Occupation</b>						
Percentage of students	25%	22%	20%	21%	24%	<b>24%</b>
Percentage of farmers	25%	28%	30%	28%	20%	<b>21%</b>
Percentage of workers	19%	20%	21%	19%	25%	<b>23%</b>
Percentage of house keepers	6%	5%	6%	6%	5%	<b>5%</b>
Percentage of vendors/small businesses owners	7%	6%	7%	7%	6%	<b>5%</b>
Percentage of motorbike taxis	5%	3%	3%	4%	4%	<b>5%</b>
<b>Residence of casualty</b>						
Percentage of casualties residing in another province than the province of accident	16%	16%	15%	14%	17%	<b>20%</b>
<b>Severity of injuries:</b>						
Percentage of severely injured casualties (requiring surgical intervention of ICU)	26% (583 cases)	25% (554 cases)	26% (697 cases)	23% (407 cases)	27% (416 cases)	<b>30% (460 cases)</b>
Percentage of deaths	5% (117 cases)	4% (97 cases)	5% (146 cases)	5% (96 cases)	7% (103 cases)	<b>6% (92 cases)</b>
<b>Nature of injuries:</b>						
Percentage of casualties suffering from cranial trauma	39%	32%	34%	36%	41%	<b>44%</b>
Percentage of them being considered as severe (coma)	9%	9%	12%	15%	8%	<b>8%</b>
Percentage of casualties suffering from fracture	14%	17%	12%	14%	15%	<b>16%</b>
Percentage of casualties having wounds/cuts	52%	59%	59%	58%	50%	<b>54%</b>
<b>Day of accident:</b>						
Percentage of casualties injured during the weekend (from Friday 6 pm to Sunday midnight)	43%	35%	38%	32%	39%	<b>34%</b>
<b>Time of accident:</b>						
Percentage of casualties injured during nighttime (from 6 pm to 5.59 am)	32%	27%	31%	30%	31%	<b>33%</b>
Peak(s) of casualties	6pm-7pm	10am-11am	7pm-8pm	7pm-8pm	4pm-5pm and 7pm-8pm	<b>5pm-6pm</b>
<b>Cause of accident</b>						
Percentage of casualties injured in accidents due to human error	<b>95%</b>	<b>94%</b>	<b>95%</b>	<b>95%</b>	<b>94%</b>	<b>91%</b>
High speed	54%	55%	55%	45%	46%	50%
Alcohol abuse	18%	15%	16%	17%	14%	16%
Non respect of rights of way rules	7%	7%	7%	8%	10%	10%
Changing lane without due care	7%	6%	6%	5%	5%	5%
Dangerous overtaking	7%	7%	6%	15%	13%	5%
Driving against flow of traffic	1%	2%	2%	3%	5%	3%
Other	1%	2%	3%	2%	1%	2%
Percentage of casualties injured in accidents due to road conditions	<b>15%</b>	<b>13%</b>	<b>16%</b>	<b>11%</b>	<b>10%</b>	<b>10%</b>
Percentage of casualties injured in accidents due to weather conditions	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>4%</b>	<b>5%</b>	<b>6%</b>
Percentage of casualties injured in accidents due to vehicle defect	<b>5%</b>	<b>3%</b>	<b>4%</b>	<b>6%</b>	<b>3%</b>	<b>5%</b>

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### VI. Data by Provinces

	Feb-07		Mar-07		Apr-07		May-07		Jun-07		Jul-07	
Number of casualties reported to RTAVIS all provinces	2,248		2,251		2,694		1,768		1,531		1,538	
Severity of injuries	Severe	Death	Severe	Death	Severe	Death	Severe	Death	Severe	Death	Severe	Death
Banteay Meanchey	9	4	20	1	54	9	9	8	11	4	21	7
Battambang	21	6	36	6	42	10	11	2	5	8	16	15
Kampong Cham	75	17	94	21	104	25	70	18	45	18	36	9
Kampong Chhnang	15	3	16	4	20	10	14	3	24	5	16	4
Kampong Speu	22	8	21	3	36	7	35	2	10	3	6	0
Kampong Thom	20	10	28	3	37	19	12	5	13	9	31	7
Kampot	6	3	12	2	7	2	7	2	2	1	9	4
Kandal	60	14	43	10	64	12	43	9	39	12	52	12
Koh Kong	8	2	8	0	13	2	6	1	8	0	3	4
Kratie	21	3	10	2	26	5	9	2	9	1	6	1
Mondol Kiri	1	0	7	0	11	1	10	1	1	0	3	1
Phnom Penh	96	18	87	18	76	11	114	22	95	20	107	16
Preah Vihear	NYA	NYA	4	0	0	0	1	0	2	0	0	0
Prey Veng	12	2	19	8	30	6	7	0	15	4	21	2
Pursat	24	4	15	4	17	5	5	5	4	2	7	1
Rotanak Kiri	9	5	1	2	2	3	1	0	7	1	2	0
Siem Reap	66	3	84	5	89	6	5	3	67	5	69	2
Sihanoukville	14	4	14	1	11	3	7	2	28	3	17	2
Stung Treng	14	1	2	0	7	1	2	2	10	2	0	0
Svay Rieng	13	3	22	5	23	4	11	5	4	3	17	0
Takeo	15	4	10	2	19	5	20	4	11	1	13	4
Otdar Meanchey	3	1	NYA	NYA	1	0	4	0	0	1	1	0
Krong Keb	0	0	0	0	NYA	NYA	NYA	NYA	NYA	NYA	1	1
Krong Pailin	6	2	0	0	7	0	4	0	4	0	3	0
unidentified province	4	0	1	0	1	0	0	0	2	0	3	0
Total	534	117	554	97	697	146	407	96	416	103	460	92

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



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## **Contacts**

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

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