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Cambodia

Road Traffic Accident and Victim Information System



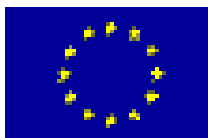
Monthly Report June 2007



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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, 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**.

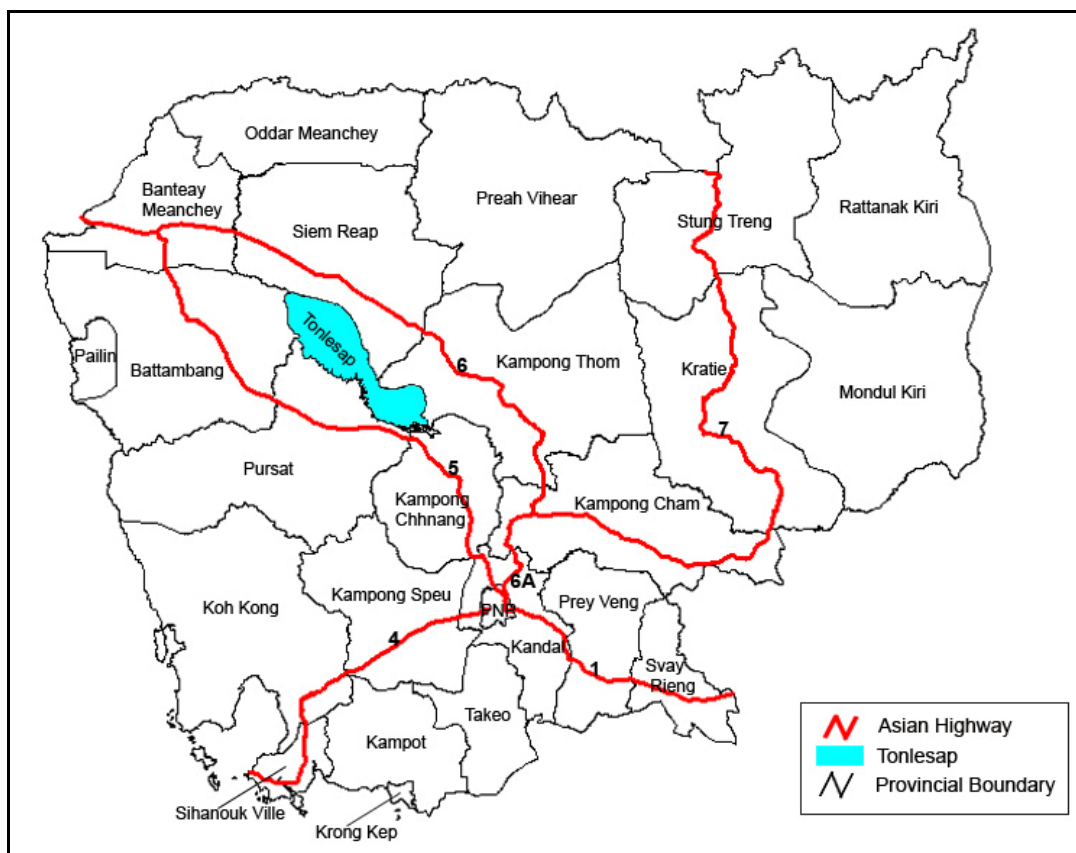
RTAVIS reports are **distributed monthly**. RTAVIS reports can also be found on the following website: www.roadsafetycambodia.info and www.cnctp.info

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. On the map here below showing Asian Highway (national road 1, 4, 5, 6, 6A and 7) and analysis of the number of fatalities in executive summary:



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III. System Update

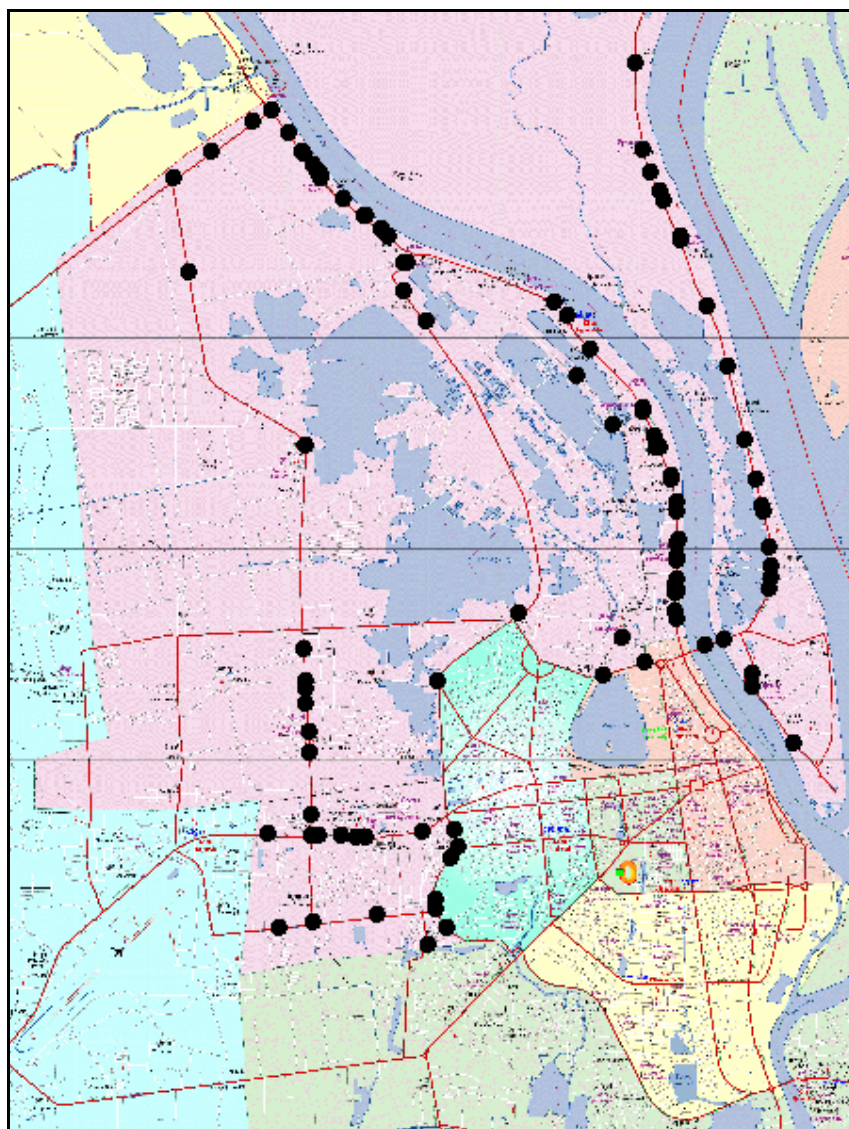
Introduction of GPS

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 will from now be progressively introduced to other districts of Phnom Penh and provinces crossed by major national roads.

From August 2007, GPS devices will be used by traffic police in all districts of Phnom Penh and progressively extended to provinces along national roads.

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 June 2007.

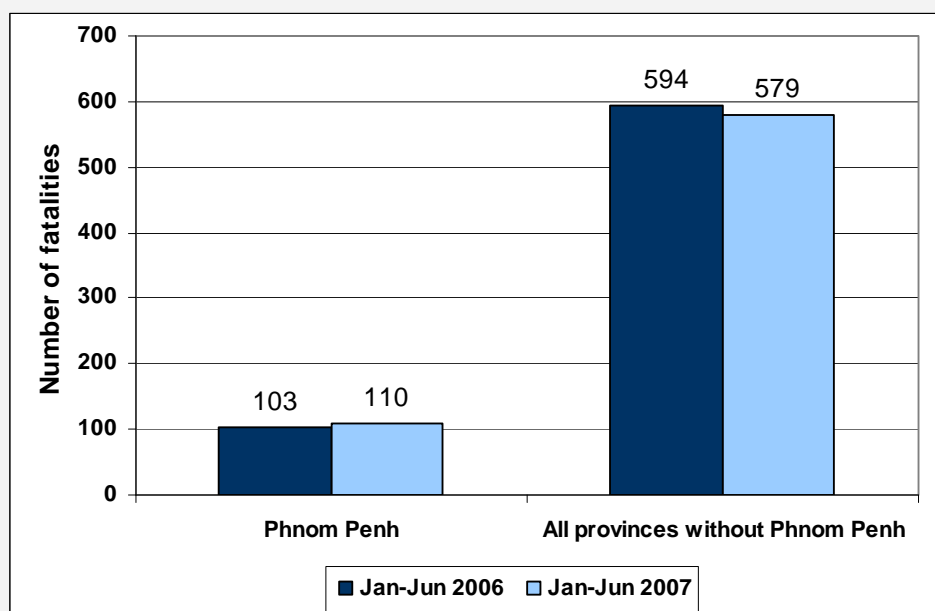


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IV. Executive Summary

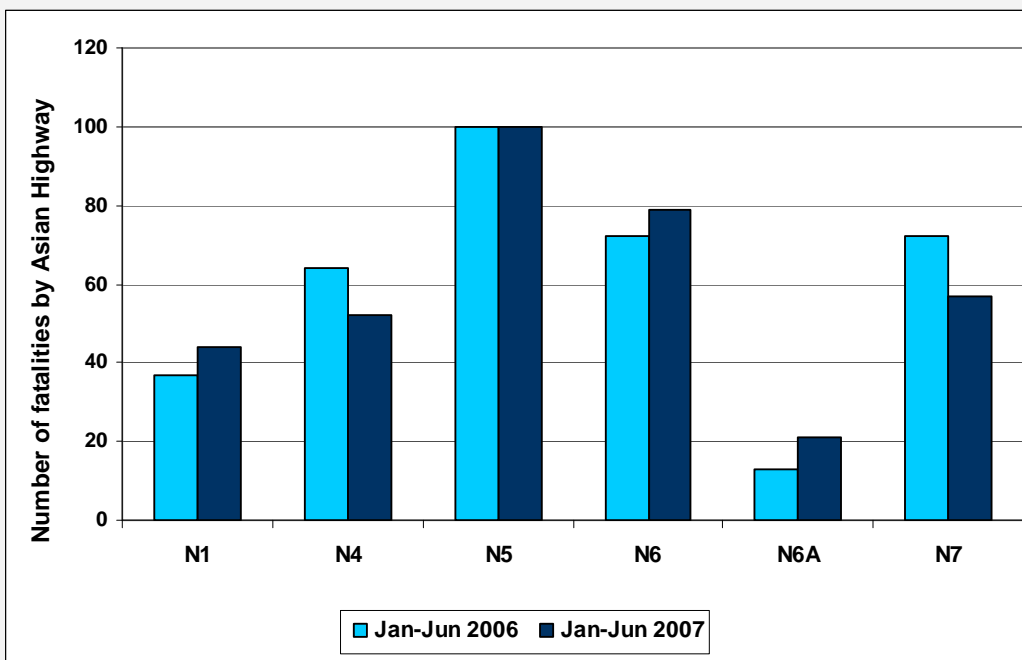
Key findings for the month of **June 2007** are the following:

- A provisional number of **1,531 casualties** were reported by the participating hospitals, health centres, private clinics and traffic police departments in the 24 reporting provinces. Among them, **416 were severely injured and 103 died**.
- **In Phnom Penh, 408 casualties** were reported, corresponding to a **1% decrease compared to June 2006** and a **14% increase** compared to the previous month.
- It is interesting to note that **pedestrians represent 13% of fatalities, while they represent only 7% of casualties**.
- 52% of fatalities are due to **non appropriate speed**, while other 17% are caused by **alcohol abuse**. It is interesting to note that the percentages of fatalities for speed and alcohol abuse are **higher than** percentages of casualties.
- In Phnom Penh, the number of **fatalities has increased by 6% during the first 6 months in 2007 compared to the first 6 month in 2006**, while the number of fatalities has decreased by 3% during the same period in provinces.



- Considering the first six months of year 2006 and 2007, **national road 5 is the most deadly**. It is noticed that number of fatalities **has decreased by 23%** on national road 4 and national road 7 **has decreased by 26%**.

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V. Differences during first six months of year 2006 and 2007

	Jan-Jun 2006	Jan-Jun 2007
Number of casualties reported to RTAVIS	13,823	14,268
Gender		
Percentage of males casualties	72%	73%
Age		
Percentage of casualties aged between 15 and 24 years old	37%	28%
Type of road user		
Percentage of motorbike riders	72%	73%
Percentage of pedestrians	7%	7%
Percentage of car riders (private and taxis)	6%	6%
Percentage of bicycle riders	6%	4%
Occupation		
Percentage of students	21%	23%
Percentage of farmers	25%	27%
Percentage of workers	20%	20%
Percentage of house keepers	7%	6%
Percentage of vendors/small businesses owners	7%	6%
Percentage of motorbike taxis	4%	4%
Severity of injuries:		
Percentage of severely injured casualties (requiring surgical intervention of ICU)	28% (3088 cases)	25% (3607 cases)
Percentage of deaths	5% (697 cases)	5% (733 cases)
Nature of injuries:		
Percentage of casualties suffering from cranial trauma	38%	38%
Day of accident:		
Percentage of casualties injured during the weekend (from Friday 6 pm to Sunday midnight)	36%	37%
Time of accident:		
Percentage of casualties injured during nighttime (from 6 pm to 5.59 am)	32%	31%
Peak(s) of casualties	4pm-6pm	7pm-9pm
Cause of accident		
Percentage of casualties injured in accidents due to human error	93%	94%
High speed	43%	51%
Alcohol abuse	18%	16%
Non respect of rights of way rules	7%	7%
Changing lane without due care	6%	6%
Dangerous overtaking	10%	10%
Driving against flow of traffic	3%	2%
Other	6%	2%
Percentage of casualties injured in accidents due to road conditions	11%	14%
Percentage of casualties injured in accidents due to weather conditions	2%	1%
Percentage of casualties injured in accidents due to vehicle defect	4%	4%
Type of accident:		
Percentage of casualties injured in motorbike-motorbike collisions	32%	36%
Percentage of casualties injured in motorbike-4 wheeler collisions	18%	18%
Percentage of casualties injured in motorbike-pedestrian collisions	7%	7%
Safety Measures:		
Percentage of car/truck/bus drivers having a driving licence	52%	49%
Percentage of motorbikes' casualties wearing a helmet	3%	3%
Time to be transferred to hospitals:		
Percentage of casualties arriving at hospitals between 10 and 30 minutes after the accident	29%	32%
Percentage of casualties arriving at hospital more than 2 hours after the accident	32%	34%
Way to be transferred to hospitals:		
Percentage of casualties transported by ambulance	25%	23%
Percentage of casualties transported to the hospital by their family or relatives	62%	62%
Percentage of casualties arriving alone at the hospital	13%	15%
Attendance of police:		
Percentage of cases where police was present on the accident site	64%	61%

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VI. Evolution of Main Indicators

	Jan-07	Feb-07	Mar-07	Apr-07	May-07	Jun-07
Number of casualties reported to RTAVIS	2,079	2,248	2,251	2,694	1,768	1,531
Gender						
Percentage of males casualties	73%	72%	72%	74%	74%	75%
Age						
Percentage of casualties aged between 15 and 24 years old	35%	42%	38%	42%	34%	31%
Type of road user						
Percentage of motorbike riders	72%	73%	70%	76%	74%	75%
Percentage of pedestrians	8%	7%	7%	5%	7%	6%
Percentage of car riders (private and taxis)	5%	8%	5%	7%	6%	4%
Percentage of bicycle riders	5%	5%	4%	3%	4%	5%
Occupation						
Percentage of students	24%	25%	22%	20%	21%	24%
Percentage of farmers	26%	25%	28%	30%	28%	20%
Percentage of workers	18%	19%	20%	21%	19%	25%
Percentage of house keepers	5%	6%	5%	6%	6%	5%
Percentage of vendors/small businesses owners	7%	7%	6%	7%	7%	6%
Percentage of motorbike taxis	3%	5%	3%	3%	4%	4%
Residence of casualty						
Percentage of casualties residing in another province than the province of accident	13%	16%	16%	15%	14%	17%
Severity of injuries:						
Percentage of severely injured casualties (requiring surgical intervention of ICU)	23% (483 cases)	26% (583 cases)	25% (554 cases)	26% (697 cases)	23% (407 cases)	27% (416 cases)
Percentage of deaths	6% (130 cases)	5% (117 cases)	4% (97 cases)	5% (146 cases)	5% (96 cases)	7% (103 cases)
Nature of injuries:						
Percentage of casualties suffering from cranial trauma	40%	39%	32%	34%	36%	41%
Percentage of them being considered as severe (coma)	10%	9%	9%	12%	15%	8%
Percentage of casualties suffering from fracture	15%	14%	17%	12%	14%	15%
Percentage of casualties having wounds/cuts	57%	52%	59%	59%	58%	50%
Day of accident:						
Percentage of casualties injured during the weekend (from Friday 6 pm to Sunday midnight)	32%	43%	35%	38%	32%	39%
Time of accident:						
Percentage of casualties injured during nighttime (from 6 pm to 5.59 am)	34%	32%	27%	31%	30%	31%
Peak(s) of casualties	7pm-8pm	6pm-7pm	10am-11am	7pm-8pm	7pm-8pm	4pm-5pm and 7pm-8pm
Cause of accident						
Percentage of casualties injured in accidents due to human error	95%	95%	94%	95%	95%	94%
High speed	51%	54%	55%	55%	45%	46%
Alcohol abuse	15%	18%	15%	16%	17%	14%
Non respect of rights of way rules	7%	7%	7%	7%	8%	10%
Changing lane without due care	5%	7%	6%	6%	5%	5%
Dangerous overtaking	13%	7%	7%	6%	15%	13%
Driving against flow of traffic	2%	1%	2%	2%	3%	5%
Other	2%	1%	2%	3%	2%	1%
Percentage of casualties injured in accidents due to road conditions	13%	15%	13%	16%	11%	10%
Percentage of casualties injured in accidents due to weather conditions	0%	0%	0%	1%	4%	5%
Percentage of casualties injured in accidents due to vehicle defect	3%	5%	3%	4%	6%	3%

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	Jan-07	Feb-07	Mar-07	Apr-07	May-07	Jun-07
Type of accident:						
Percentage of casualties injured in motorbike-motorbike collisions	35%	36%	34%	40%	37%	37%
Percentage of casualties injured in motorbike-4 wheeler collisions	16%	18%	16%	17%	18%	18%
Percentage of casualties injured in motorbike-pedestrian collisions	8%	8%	7%	6%	7%	7%
Percentage of motorbike casualties who fell alone	8%	10%	10%	11%	11%	10%
Average number of people injured per accident	3	2.7	4	3.6	2.7	2.8
Hit and Run						
Percentage of casualties injured in accidents where the driver of the vehicle causing the accidents escaped after the accident	22%	19%	21%	18%	21%	23%
Estimation of average vehicle damage cost	215 US\$	136 US\$	147 US\$	196 US\$	156 US\$	178 US\$
Percentage of four-wheeled vehicles with						
Left-hand-drive	57%	67%	72%	77%	71%	72%
Right-hand-drive	43%	33%	28%	23%	29%	28%
Location of accident:						
Percentage of casualties injured in urban areas	47%	45%	43%	37%	42%	46%
Percentage of casualties injured in accidents occurring on national roads	56%	55%	52%	55%	57%	56%
Percentage of casualties injured in accidents occurring on provincial roads	6%	9%	8%	8%	6%	10%
Percentage of casualties injured in accidents occurring on paved roads	77%	78%	73%	67%	77%	79%
Characteristics of location:						
Percentage of casualties injured in accidents occurring on straight roads	80%	80%	78%	78%	78%	75%
Percentage of casualties injured in junctions (X, T, Y-junctions and roundabout)	14%	12%	10%	8%	10%	12%
Percentage of casualties injured in curves	6%	8%	10%	11%	8%	13%
Safety Measures:						
Percentage of car/truck/bus drivers having a driving licence	46%	42%	54%	51%	51%	50%
Percentage of motorbikes' casualties wearing a helmet	4%	2%	4%	3%	4%	2%
Time to be transferred to hospitals:						
Percentage of casualties arriving at hospitals between 10 and 30 minutes after the accident	35%	34%	31%	32%	31%	37%
Percentage of casualties arriving at hospital more than 2 hours after the accident	30%	33%	30%	34%	36%	35%
Way to be transferred to hospitals:						
Percentage of casualties transported by ambulance	17%	26%	27%	23%	21%	27%
Percentage of casualties transported to the hospital by their family or relatives	62%	57%	56%	63%	64%	63%
Percentage of casualties arriving alone at the hospital	20%	17%	17%	14%	15%	10%
Estimation of average cost of treatment	88 US\$	73 US\$	76 US\$	73 US\$	143 US\$	119 US\$
Attendance of police:						
Percentage of cases where police was present on the accident site	61%	64%	60%	62%	56%	65%

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VII. Data by Provinces

	Jan-07		Feb-07		Mar-07		Apr-07		May-07		Jun-07	
Number of casualties reported to RTAVIS all provinces	2,079		2,248		2,251		2,694		1,768		1,531	
Severity of injuries	Severe	Death	Severe	Death	Severe	Death	Severe	Death	Severe	Death	Severe	Death
Banteay Meanchey	15	7	9	4	20	1	54	9	9	8	11	4
Battambang	27	5	21	6	36	6	42	10	11	2	5	8
Kampong Cham	79	11	75	17	94	21	104	25	70	18	45	18
Kampong Chhnang	18	6	15	3	16	4	20	10	14	3	24	5
Kampong Speu	27	8	22	8	21	3	36	7	35	2	10	3
Kampong Thom	20	13	20	10	28	3	37	19	12	5	13	9
Kampot	15	4	6	3	12	2	7	2	7	2	2	1
Kandal	48	15	60	14	43	10	64	12	43	9	39	12
Koh Kong	8	2	8	2	8	0	13	2	6	1	8	0
Kratie	20	4	21	3	10	2	26	5	9	2	9	1
Mondol Kiri	NYA	NYA	1	0	7	0	11	1	10	1	1	0
Phnom Penh	98	20	96	18	87	18	76	11	114	22	95	20
Preah Vihear	NYA	NYA	NYA	NYA	4	0	0	0	1	0	2	0
Prey Veng	9	7	12	2	19	8	30	6	7	0	15	4
Pursat	26	3	24	4	15	4	17	5	5	5	4	2
Rotanak Kiri	2	0	9	5	1	2	2	3	1	0	7	1
Siem Reap	16	1	66	3	84	5	89	6	5	3	67	5
Sihanoukville	15	7	14	4	14	1	11	3	7	2	28	3
Stung Treng	NYA	NYA	14	1	2	0	7	1	2	2	10	2
Svay Rieng	12	5	13	3	22	5	23	4	11	5	4	3
Takeo	24	11	15	4	10	2	19	5	20	4	11	1
Otdar Meanchey	2	1	3	1	NYA	NYA	1	0	4	0	0	1
Krong Keb	NYA	NYA	0	0	0	0	NYA	NYA	NYA	NYA	NYA	NYA
Krong Pailin	2	0	6	2	0	0	7	0	4	0	4	0
unidentified province	0	0	4	0	1	0	1	0	0	0	2	0

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

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

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