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Cambodia

Road Traffic Accident and Victim Information System



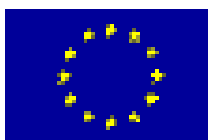
Monthly Report October 2008



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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 – October 2008

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**.

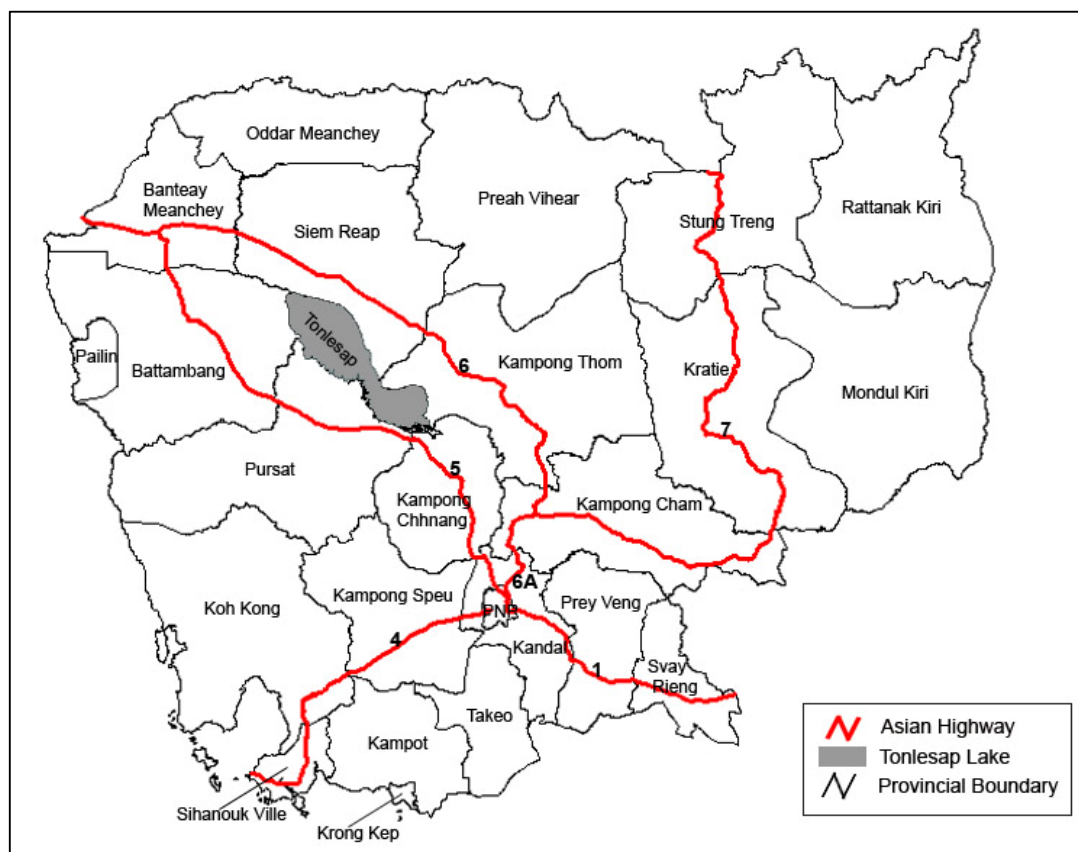
RTAVIS reports are **distributed monthly**. RTAVIS reports can also be found on the following websites: www.roadsafetycambodia.info and www.cnctp.info

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.



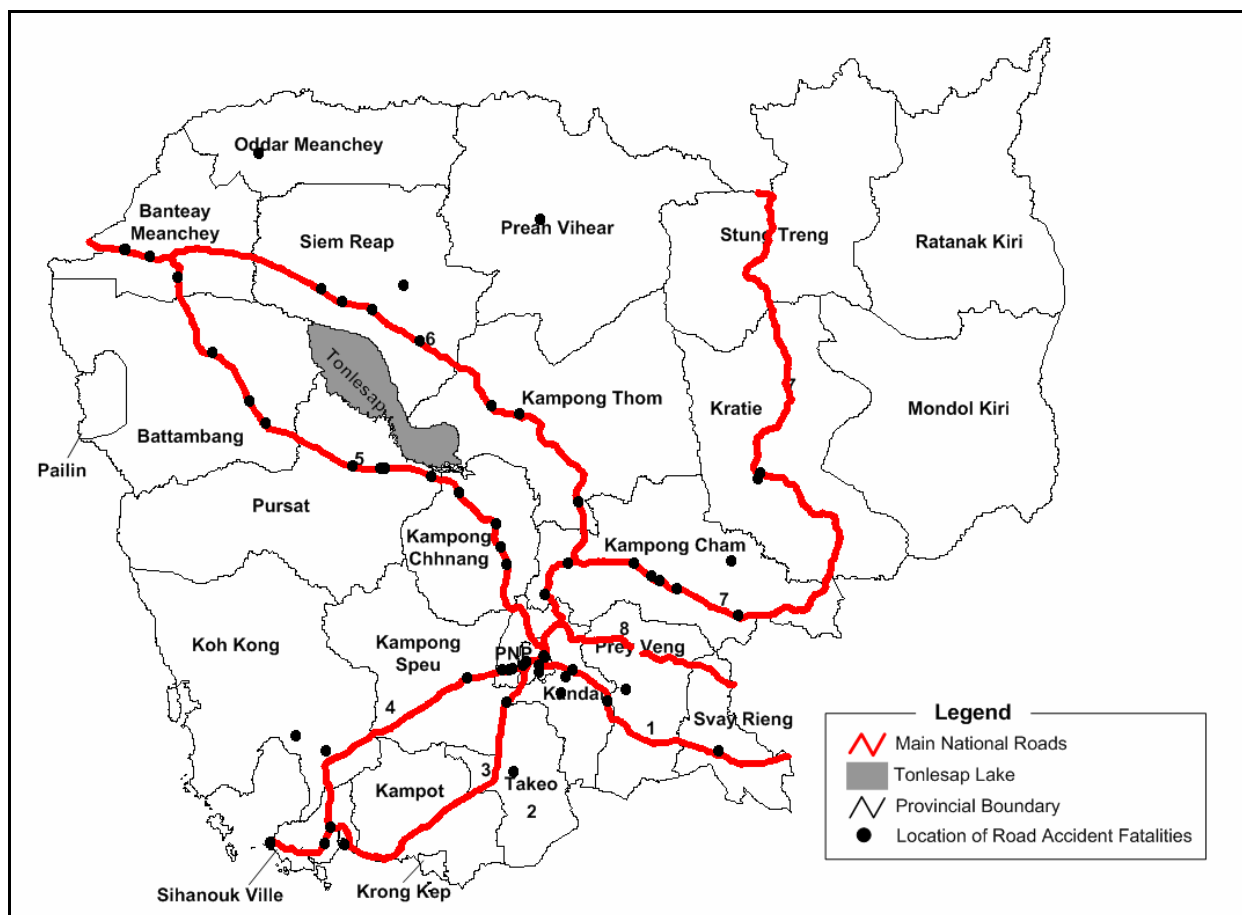
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III. System Update

Introduction of GPS

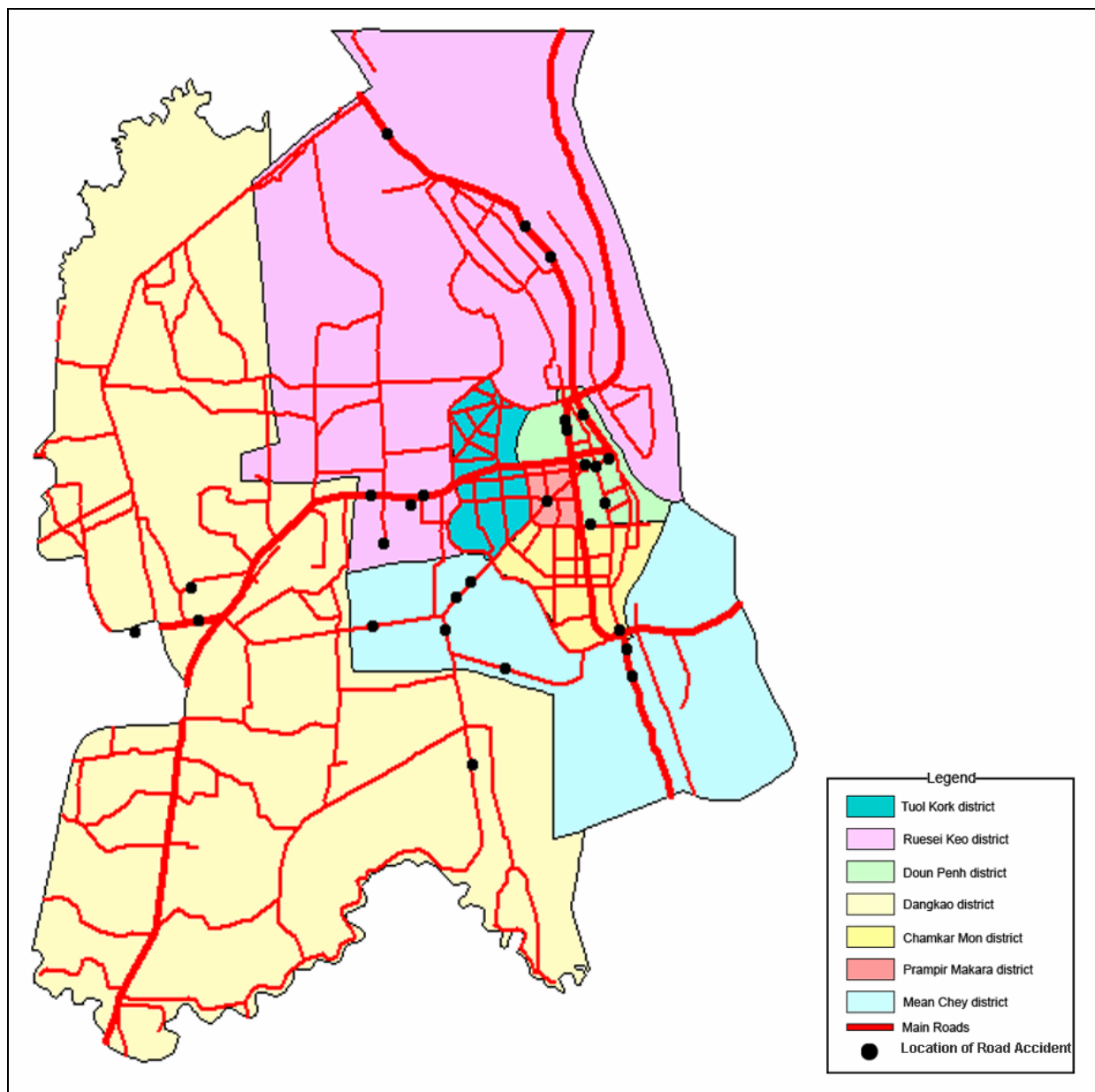
From July 2006, Global Position System (GPS) devices have been introduced to the traffic police in Russei Keo District in Phnom Penh. The GPS coordinates allow us now to exactly locate accidents, using GIS data. GPS devices have been progressively introduced to other districts of Phnom Penh and provinces 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 **October 2008**.



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The chart shows the locations of road accident casualties in Phnom Penh in **October 2008**.



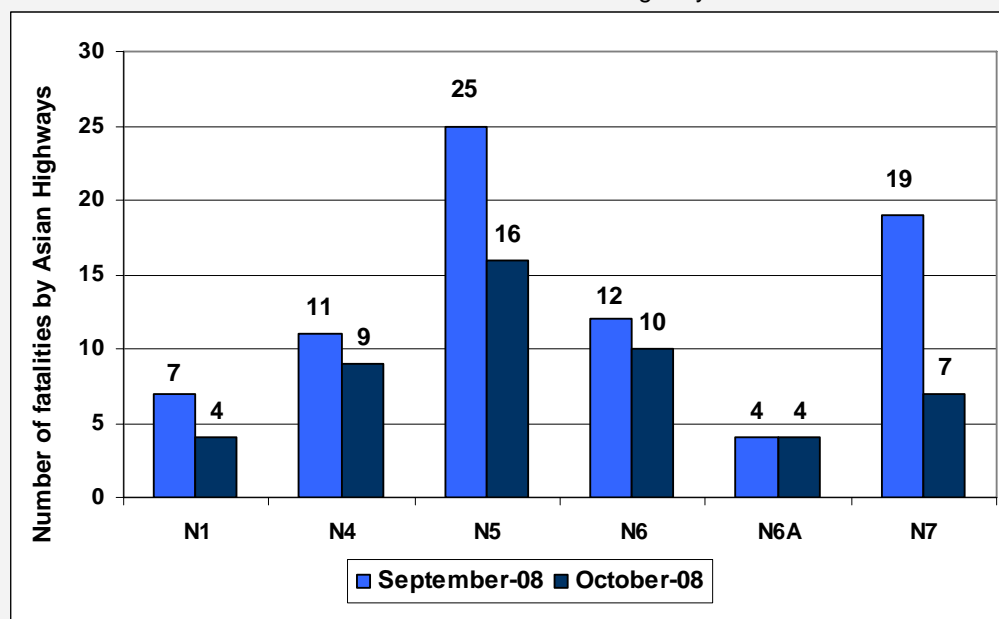
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IV. Executive Summary

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

- A provisional number of **1,634 casualties** were reported by the participating hospitals, health centres, private clinics and traffic police departments in the 24 reporting provinces. Among them, **476 were severely injured and 99 died**.
- **In Phnom Penh**, 540 casualties were reported, corresponding to **17% increase compared to October 2007** and **2% increase** compared to the previous month. Among them **13 died**. **25%** of those fatalities were workers and other **25%** were students.
- **69% of fatalities** along the national roads were due to **speeding**.
- According to police data, **right-angle collisions were 31% of accidents**, followed by head-on collisions (24%) and rear-end collision (15%).
- **52% of casualties** were injured in urban areas due to **speeding**, followed by **not respect right of way (16%)** and **alcohol abuse (14%)**.
- **Total Number of fatalities** on Asian Highways decreased compare to the previous month, especially along the **national road 5 (38%)** and **national road 7 (63%)**.

Number of fatalities on Asian Highways



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V. Evolution of Main Indicators

	May-08	Jun-08	Jul-08	Aug-08	Sep-08	Oct-08
Number of casualties reported to RTAVIS	1,663	1,777	1,828	1,455	1,970	1,634
Gender						
Percentage of males casualties	73%	73%	72%	73%	71%	74%
Age						
Percentage of casualties aged between 15 and 24 years old	39%	39%	37%	38%	40%	28%
Type of road user						
Percentage of motorbike riders	77%	79%	79%	81%	80%	78%
Percentage of pedestrians	8%	8%	6%	6%	6%	7%
Percentage of car riders (private and taxis)	5%	3%	4%	3%	4%	5%
Percentage of bicycle riders	4%	4%	3%	4%	3%	5%
Occupation						
Percentage of students	24%	23%	22%	21%	24%	22%
Percentage of farmers	25%	23%	25%	29%	28%	25%
Percentage of workers	20%	24%	25%	20%	17%	21%
Percentage of house keepers	6%	4%	6%	4%	4%	5%
Percentage of vendors/small businesses owners	8%	7%	6%	7%	7%	6%
Percentage of motorbike taxis	3%	4%	3%	3%	3%	3%
Residence of casualty						
Percentage of casualties residing in another province than the province of accident	17%	17%	18%	16%	17%	15%
Severity of injuries:						
Percentage of severely injured casualties (requiring surgical intervention of ICU)	29% (479 cases)	30% (534 cases)	30% (551 cases)	25% (358 cases)	27% (538 cases)	29% (476 cases)
Percentage of deaths	7% (117 cases)	6% (98 cases)	7% (124 cases)	5% (70 cases)	7% (129 cases)	6% (99 cases)
Nature of injuries:						
Percentage of casualties suffering from cranial trauma	56%	47%	51%	45%	49%	44%
Percentage of them being considered as severe (coma)	3%	5%	4%	6%	4%	5%
Percentage of casualties suffering from fracture	19%	18%	18%	19%	15%	17%
Percentage of casualties having wounds/cuts	52%	54%	53%	57%	60%	54%
Day of accident:						
Percentage of casualties injured during the weekend (from Friday 6 pm to Sunday midnight)	37%	36%	38%	39%	36%	34%
Time of accident:						
Percentage of casualties injured during nighttime (from 6 pm to 5.59 am)	32%	31%	34%	31%	28%	28%
Peak(s) of casualties	7pm-8pm	4pm-5pm	7pm-8pm	5pm-6pm	6pm-7pm	6pm-7pm
Cause of accident						
Percentage of casualties injured in accidents due to human error	97%	97%	98%	98%	98%	97%
High speed	49%	51%	54%	55%	54%	51%
Alcohol abuse	12%	14%	14%	14%	13%	16%
Non respect of rights of way rules	8%	9%	7%	7%	10%	12%
Changing lane without due care	7%	5%	4%	4%	5%	4%
Dangerous overtaking	15%	15%	15%	11%	9%	8%
Driving against flow of traffic	3%	2%	2%	3%	4%	3%
Other	3%	1%	2%	4%	3%	3%
Percentage of casualties injured in accidents due to road conditions	6%	7%	8%	6%	5%	5%
Percentage of casualties injured in accidents due to weather conditions	2%	1%	1%	3%	3%	2%
Percentage of casualties injured in accidents due to vehicle defect	2%	1%	2%	2%	2%	5%

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	May-08	Jun-08	Jul-08	Aug-08	Sep-08	Oct-08
Type of accident:						
Percentage of casualties injured in motorbike-motorbike collisions	41%	40%	45%	49%	47%	45%
Percentage of casualties injured in motorbike-4 wheeler collisions	20%	21%	18%	16%	18%	16%
Percentage of casualties injured in motorbike-pedestrian collisions	9%	7%	7%	8%	7%	8%
Percentage of motorbike casualties who fell alone	7%	8%	7%	7%	8%	8%
Average number of people injured per accident	2.2	2.4	2.4	2.3	2.6	2.4
Hit and Run						
Percentage of casualties injured in accidents where the driver of the vehicle causing the accidents escaped after the accident	24%	20%	27%	25%	20%	23%
Estimation of average vehicle damage cost	189 US\$	201 US\$	170 US\$	173 US\$	145 US\$	195 US\$
Percentage of four-wheeled vehicles with						
Left-hand-drive	83%	79%	71%	73%	74%	85%
Right-hand-drive	17%	21%	29%	27%	26%	15%
Location of accident:						
Percentage of casualties injured in urban areas	40%	43%	41%	47%	44%	49%
Percentage of casualties injured in accidents occurring on national roads	59%	50%	56%	55%	53%	54%
Percentage of casualties injured in accidents occurring on provincial roads	5%	5%	5%	8%	8%	10%
Percentage of casualties injured in accidents occurring on paved roads	80%	79%	81%	83%	82%	86%
Characteristics of location:						
Percentage of casualties injured in accidents occurring on straight roads	83%	79%	77%	76%	80%	79%
Percentage of casualties injured in junctions (X, T, Y-junctions and roundabout)	9%	10%	9%	13%	10%	11%
Percentage of casualties injured in curves	6%	10%	13%	9%	8%	8%
Safety Measures:						
Percentage of car/truck/bus drivers having a driving licence	41%	38%	48%	71%	58%	48%
Percentage of motorbikes' casualties wearing a helmet	5%	6%	10%	9%	8%	8%
Time to be transferred to hospitals:						
Percentage of casualties arriving at hospitals between 10 and 30 minutes after the accident	28%	35%	31%	30%	34%	37%
Percentage of casualties arriving at hospital more than 2 hours after the accident	40%	32%	36%	37%	36%	28%
Way to be transferred to hospitals:						
Percentage of casualties transported by ambulance	31%	33%	36%	31%	32%	35%
Percentage of casualties transported to the hospital by their family or relatives	61%	58%	55%	56%	54%	52%
Percentage of casualties arriving alone at the hospital	8%	9%	9%	13%	14%	13%
Estimation of average cost of treatment	256 US\$	194 US\$	174 US\$	133 US\$	156 US\$	151 US\$
Attendance of police:						
Percentage of cases where police was present on the accident site	66%	65%	66%	59%	68%	68%

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VI. Data by Provinces

	May-08		Jun-08		Jul-08		Aug-08		Sep-08		Oct-08	
Number of casualties reported to RTAVIS all provinces	1,663		1,777		1,828		1,455		1,970		1,634	
Severity of injuries	Severe	Death	Severe	Death	Severe	Death	Severe	Death	Severe	Death	Severe	Death
Banteay Meanchey	14	5	18	5	12	4	17	4	29	17	7	7
Battambang	15	6	10	2	14	7	16	1	16	8	14	3
Kampong Cham	56	10	69	10	56	13	23	7	48	23	38	10
Kampong Chhnang	15	4	4	0	10	2	9	1	27	5	27	4
Kampong Speu	23	8	19	4	26	3	16	8	17	4	20	1
Kampong Thom	24	6	18	1	18	4	11	1	16	10	18	5
Kampot	14	1	6	4	15	3	3	1	13	3	3	0
Kandal	59	17	70	9	61	22	64	13	74	18	57	12
Koh Kong	11	2	3	4	1	4	15	2	8	3	9	7
Kratie	19	0	2	4	26	4	29	0	9	2	17	3
Mondol Kiri	NYA	NYA	1	0	1	0	NYA	NYA	2	0	3	0
Phnom Penh	114	25	129	33	103	29	67	7	104	18	110	13
Preah Vihear	7	0	4	1	6	0	3	0	2	0	3	1
Prey Veng	16	1	19	4	18	6	11	5	24	3	15	5
Pursat	9	5	12	2	11	3	11	1	8	1	13	6
Ratanak Kiri	6	3	7	3	4	0	3	4	5	1	3	0
Siem Reap	25	7	78	6	105	3	22	3	64	4	62	8
Sihanoukville	8	4	4	1	16	4	8	7	20	1	8	5
Stung Treng	2	0	4	0	6	1	1	0	7	1	1	0
Svay Rieng	7	3	14	1	12	2	3	0	8	2	8	1
Takeo	21	7	4	1	23	5	20	4	20	2	20	4
Otdar Meanchey	11	0	13	3	1	0	NYA	NYA	7	0	15	4
Krong Keb	2	3	0	0	3	3	0	0	2	2	2	0
Krong Pailin	1	0	4	0	3	2	6	1	7	0	3	0
Unidentified province	0	0	0	0	0	0	0	0	1	1	0	0
Total	479	117	512	98	551	124	358	70	538	129	476	99

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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