

Cambodia

Road Traffic Accident and Victim Information System



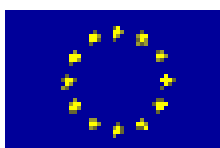
Monthly Report December 2008



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Developed with the support of:

European Union



Belgian Cooperation



World Health Organization



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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**.

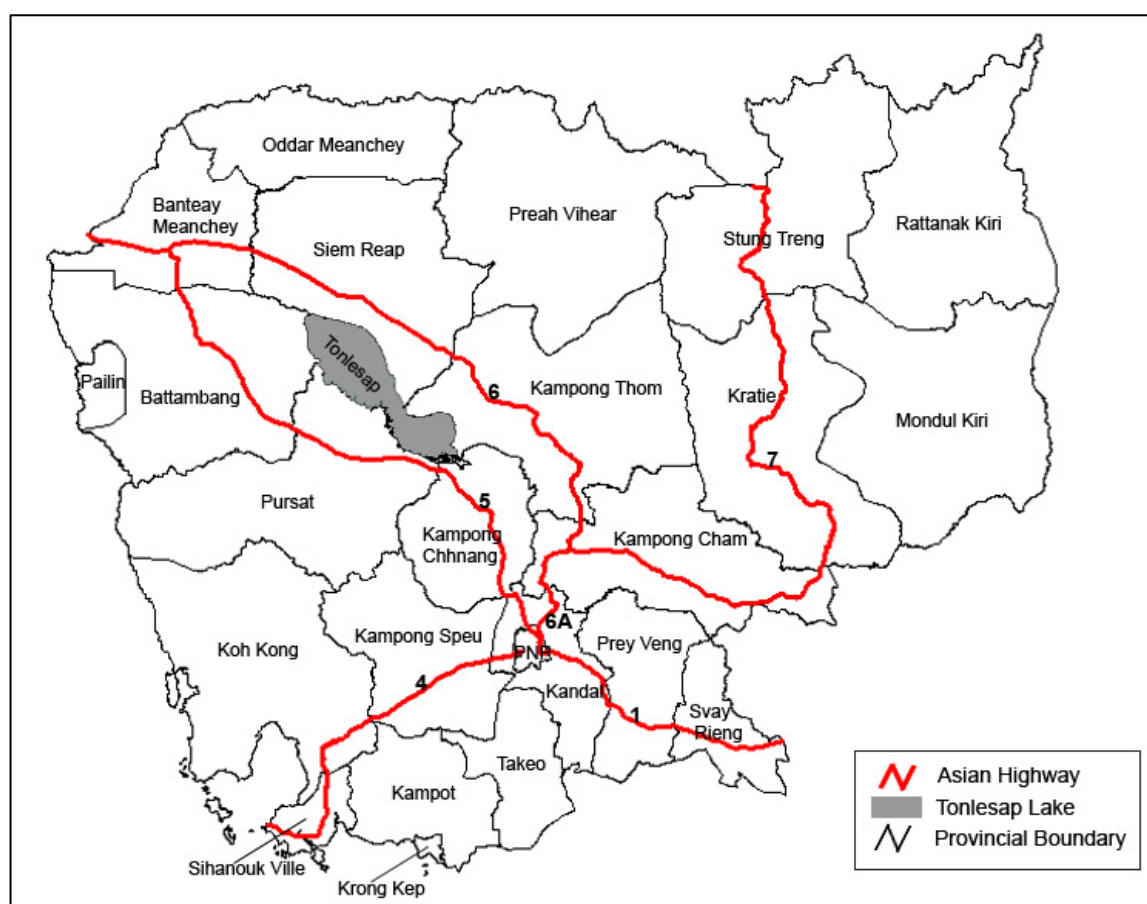
RTAVIS reports are **distributed monthly**. RTAVIS reports can also be found on the following websites: www.roadsafetycambodia.info and www.cnctp.info

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.



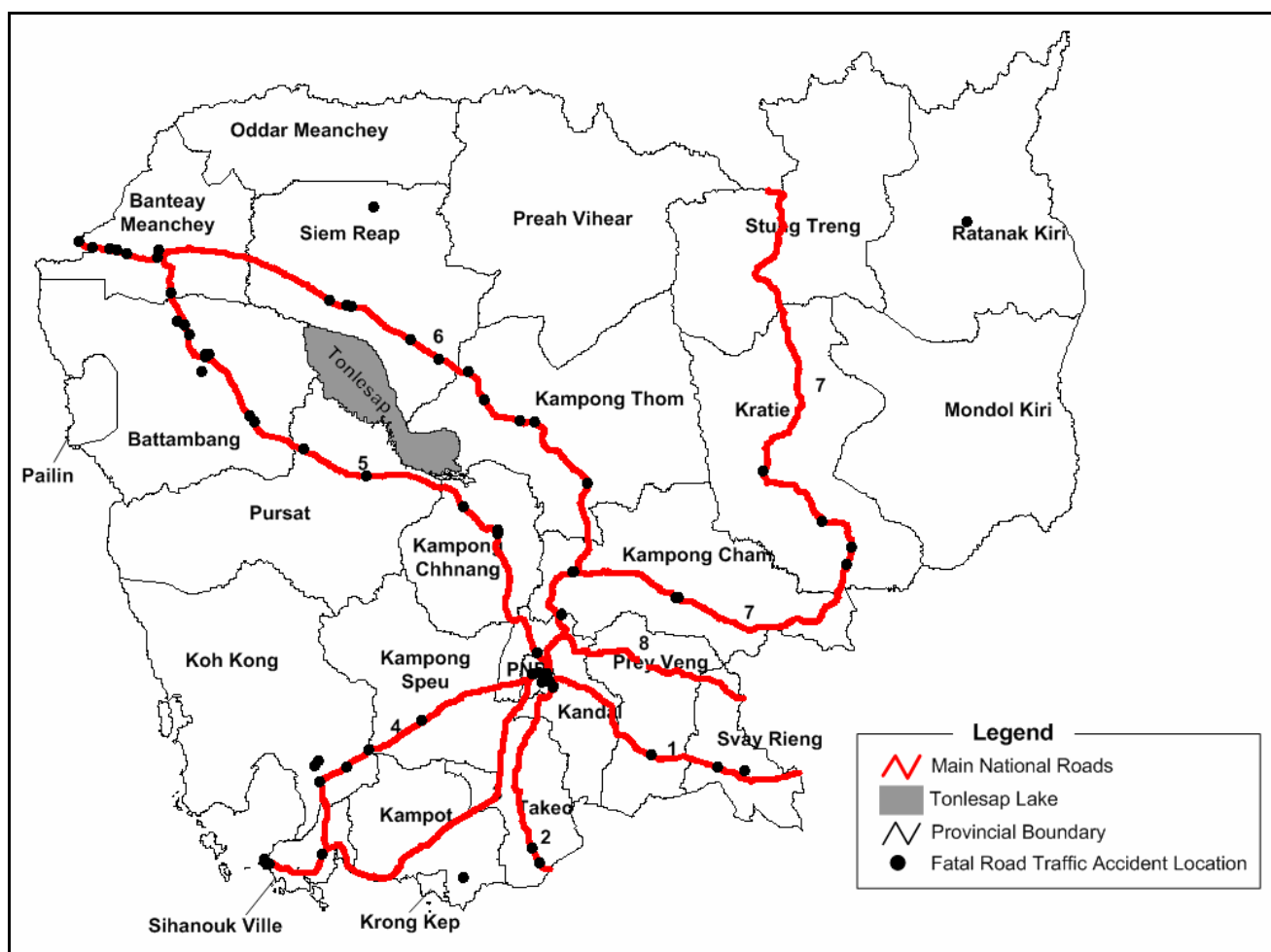
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III. System Update

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 fatal road traffic accidents in many provinces in **December 2008**.



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IV. Executive Summary

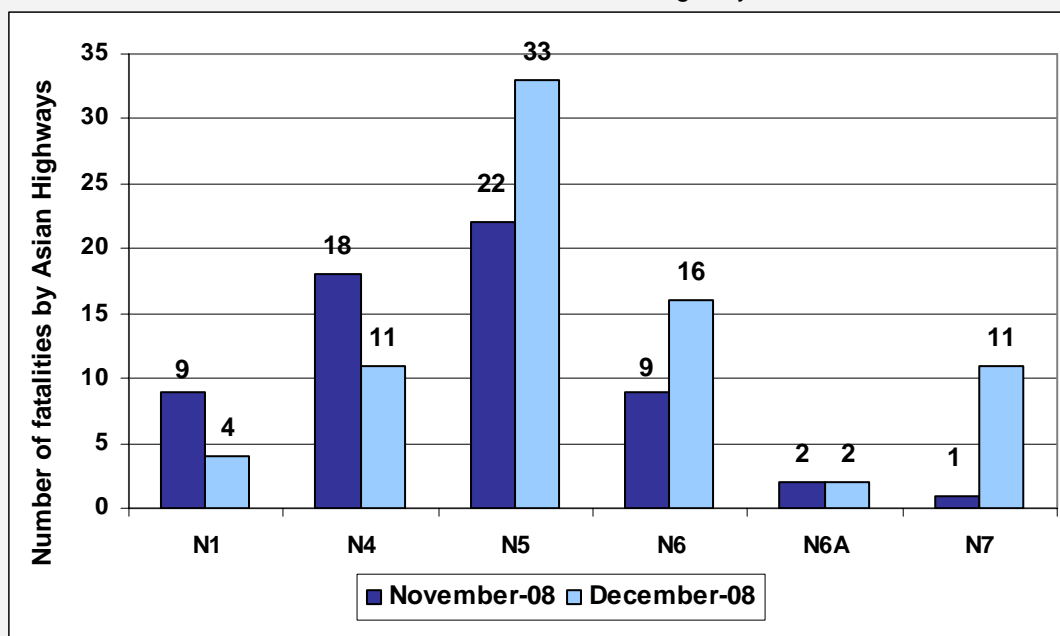
Key findings for the month of **December 2008** are the following:

- A provisional number of **1,872 casualties** were reported by the participating hospitals, health centres, private clinics and traffic police departments in the 24 reporting provinces. Among them, **546 were severely injured and 129 died**.
- **In Phnom Penh**, 570 casualties were reported, corresponding to **2% decrease compared to December 2007** and **4% increase** compared to the previous month. Among them **13 died**.
- **27%** of casualties were farmers, while they represented around **40% of fatalities**.
- **73% of fatalities died at accident scene**.
- 67% of fatalities were motorbike riders.
- **57%** of casualties caused by **speeding** follow by **alcohol (15%)** and **dangerous-overtaking (10%)**.
- The highest daily number of casualties picked on the **31st December**, corresponding to more than **50% increase** compared to the daily average.

Asian Highways

- **About 60% of fatalities** in the country were involved in accidents along the Asian Highways.
- **Significant increases of fatalities were reported on the national road 5, national road 6 and national road 7** compare to the previous month.

Number of fatalities on Asian Highways



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V. Evolution of Main Indicators

	Jul-08	Aug-08	Sep-08	Oct-08	Nov-08	Dec-08
Number of casualties reported to RTAVIS	1,828	1,455	1,970	1,634	2,041	1,872
Gender						
Percentage of males casualties	72%	73%	71%	74%	78%	76%
Age						
Percentage of casualties aged between 15 and 24 years old	37%	38%	40%	28%	37%	39%
Type of road user						
Percentage of motorbike riders	79%	81%	80%	78%	75%	76%
Percentage of pedestrians	6%	6%	6%	7%	8%	8%
Percentage of car riders (private and taxis)	4%	3%	4%	5%	6%	5%
Percentage of bicycle riders	3%	4%	3%	5%	4%	3%
Occupation						
Percentage of students	22%	21%	24%	22%	23%	26%
Percentage of farmers	25%	29%	28%	25%	24%	27%
Percentage of workers	25%	20%	17%	21%	20%	19%
Percentage of house keepers	6%	4%	4%	5%	5%	6%
Percentage of vendors/small businesses owners	6%	7%	7%	6%	6%	5%
Percentage of motorbike taxis	3%	3%	3%	3%	4%	2%
Residence of casualty						
Percentage of casualties residing in another province than the province of accident	18%	16%	17%	15%	19%	15%
Severity of injuries:						
Percentage of severely injured casualties (requiring surgical intervention of ICU)	30% (551 cases)	25% (358 cases)	27% (538 cases)	29% (476 cases)	26% (540 cases)	29% (546 cases)
Percentage of deaths	7% (124 cases)	5% (70 cases)	7% (129 cases)	6% (99 cases)	6% (120 cases)	7% (129 cases)
Nature of injuries:						
Percentage of casualties suffering from cranial trauma	51%	45%	49%	44%	43%	46%
Percentage of them being considered as severe (coma)	4%	6%	4%	5%	7%	4%
Percentage of casualties suffering from fracture	18%	19%	15%	17%	22%	22%
Percentage of casualties having wounds/cuts	53%	57%	60%	54%	53%	50%
Day of accident:						
Percentage of casualties injured during the weekend (from Friday 6 pm to Sunday midnight)	38%	39%	36%	34%	37%	31%
Time of accident:						
Percentage of casualties injured during nighttime (from 6 pm to 5.59 am)	34%	31%	28%	28%	29%	32%
Peak(s) of casualties	7pm-8pm	5pm-6pm	6pm-7pm	6pm-7pm	6pm-7pm	6pm-7pm
Cause of accident						
Percentage of casualties injured in accidents due to human error	98%	98%	98%	97%	96%	98%
High speed	54%	55%	54%	51%	52%	57%
Alcohol abuse	14%	14%	13%	16%	16%	16%
Non respect of rights of way rules	7%	7%	10%	12%	11%	6%
Changing lane without due care	4%	4%	5%	4%	3%	4%
Dangerous overtaking	15%	11%	9%	8%	9%	10%
Driving against flow of traffic	2%	3%	4%	3%	3%	2%
Other	2%	4%	3%	3%	2%	3%
Percentage of casualties injured in accidents due to road conditions	8%	6%	5%	5%	7%	6%
Percentage of casualties injured in accidents due to weather conditions	1%	3%	3%	2%	1%	1%
Percentage of casualties injured in accidents due to vehicle defect	2%	2%	2%	5%	2%	2%



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	Jul-08	Aug-08	Sep-08	Oct-08	Nov-08	Dec-08
Type of accident:						
Percentage of casualties injured in motorbike-motorbike collisions	45%	49%	47%	45%	40%	44%
Percentage of casualties injured in motorbike-4 wheeler collisions	18%	16%	18%	16%	20%	18%
Percentage of casualties injured in motorbike-pedestrian collisions	7%	8%	7%	8%	8%	9%
Percentage of motorbike casualties who fell alone	7%	7%	8%	8%	8%	6%
Average number of people injured per accident	2.4	2.3	2.6	2.4	2.2	2.2
Hit and Run						
Percentage of casualties injured in accidents where the driver of the vehicle causing the accidents escaped after the accident	27%	25%	20%	23%	27%	25%
Estimation of average vehicle damage cost	170 US\$	173 US\$	145 US\$	195 US\$	130 US\$	201 US\$
Percentage of four-wheeled vehicles with						
Left-hand-drive	71%	73%	74%	85%	76%	76%
Right-hand-drive	29%	27%	26%	15%	24%	24%
Location of accident:						
Percentage of casualties injured in urban areas	41%	47%	44%	49%	46%	48%
Percentage of casualties injured in accidents occurring on national roads	56%	55%	53%	54%	50%	53%
Percentage of casualties injured in accidents occurring on provincial roads	5%	8%	8%	10%	10%	8%
Percentage of casualties injured in accidents occurring on paved roads	81%	83%	82%	86%	82%	80%
Characteristics of location:						
Percentage of casualties injured in accidents occurring on straight roads	77%	76%	80%	79%	80%	81%
Percentage of casualties injured in junctions (X, T, Y-junctions and roundabout)	9%	13%	10%	11%	10%	8%
Percentage of casualties injured in curves	13%	9%	8%	8%	8%	9%
Safety Measures:						
Percentage of car/truck/bus drivers having a driving licence	48%	71%	58%	48%	58%	50%
Percentage of motorbikes' casualties wearing a helmet	10%	9%	8%	8%	6%	9%
Time to be transferred to hospitals:						
Percentage of casualties arriving at hospitals between 10 and 30 minutes after the accident	31%	30%	34%	37%	33%	32%
Percentage of casualties arriving at hospital more than 2 hours after the accident	36%	37%	36%	28%	33%	32%
Way to be transferred to hospitals:						
Percentage of casualties transported by ambulance	36%	31%	32%	35%	34%	36%
Percentage of casualties transported to the hospital by their family or relatives	55%	56%	54%	52%	57%	55%
Percentage of casualties arriving alone at the hospital	9%	13%	14%	13%	9%	8%
Estimation of average cost of treatment	174 US\$	133 US\$	156 US\$	151 US\$	159 US\$	137 US\$
Attendance of police:						
Percentage of cases where police was present on the accident site	66%	59%	68%	68%	64%	62%



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VI. Data by Provinces

	Jul-08		Aug-08		Sep-08		Oct-08		Nov-08		Dec-08	
Number of casualties reported to RTAVIS all provinces	1,828		1,455		1,970		1,634		2,041		1,872	
Severity of injuries	Severe	Death	Severe	Death	Severe	Death	Severe	Death	Severe	Death	Severe	Death
Banteay Meanchey	12	4	17	4	29	17	7	7	22	6	28	18
Battambang	14	7	16	1	16	8	14	3	15	13	28	16
Kampong Cham	56	13	23	7	48	23	38	10	36	4	47	9
Kampong Chhnang	10	2	9	1	27	5	27	4	13	1	18	5
Kampong Speu	26	3	16	8	17	4	20	1	16	11	19	2
Kampong Thom	18	4	11	1	16	10	18	5	23	3	22	5
Kampot	15	3	3	1	13	3	3	0	8	0	16	1
Kandal	61	22	64	13	74	18	57	12	70	13	42	6
Koh Kong	1	4	15	2	8	3	9	7	20	0	5	10
Kratie	26	4	29	0	9	2	17	3	11	1	20	9
Mondol Kiri	1	0	NYA	NYA	2	0	3	0	2	1	4	1
Phnom Penh	103	29	67	7	104	18	110	13	106	31	133	13
Preah Vihear	6	0	3	0	2	0	3	1	5	1	9	1
Prey Veng	18	6	11	5	24	3	15	5	7	2	12	6
Pursat	11	3	11	1	8	1	13	6	10	4	5	2
Ratanak Kiri	4	0	3	4	5	1	3	0	8	2	6	4
Siem Reap	105	3	22	3	64	4	62	8	82	7	73	10
Sihanoukville	16	4	8	7	20	1	8	5	13	3	11	6
Stung Treng	6	1	1	0	7	1	1	0	14	3	1	0
Svay Rieng	12	2	3	0	8	2	8	1	6	6	13	2
Takeo	23	5	20	4	20	2	20	4	38	8	22	2
Otdar Meanchey	1	0	NYA	NYA	7	0	15	4	11	0	7	0
Krong Keb	3	3	0	0	2	2	2	0	1	0	1	1
Krong Pailin	3	2	6	1	7	0	3	0	3	0	4	0
Unidentified province	0	0	0	0	1	1	0	0	0	0	0	0
Total	551	124	358	70	538	129	476	99	540	120	546	129

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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