

Cambodia

Road Traffic Accident and Victim Information System



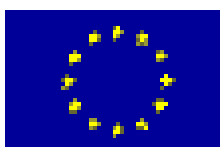
Monthly Report July 2008



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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 – July 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**.

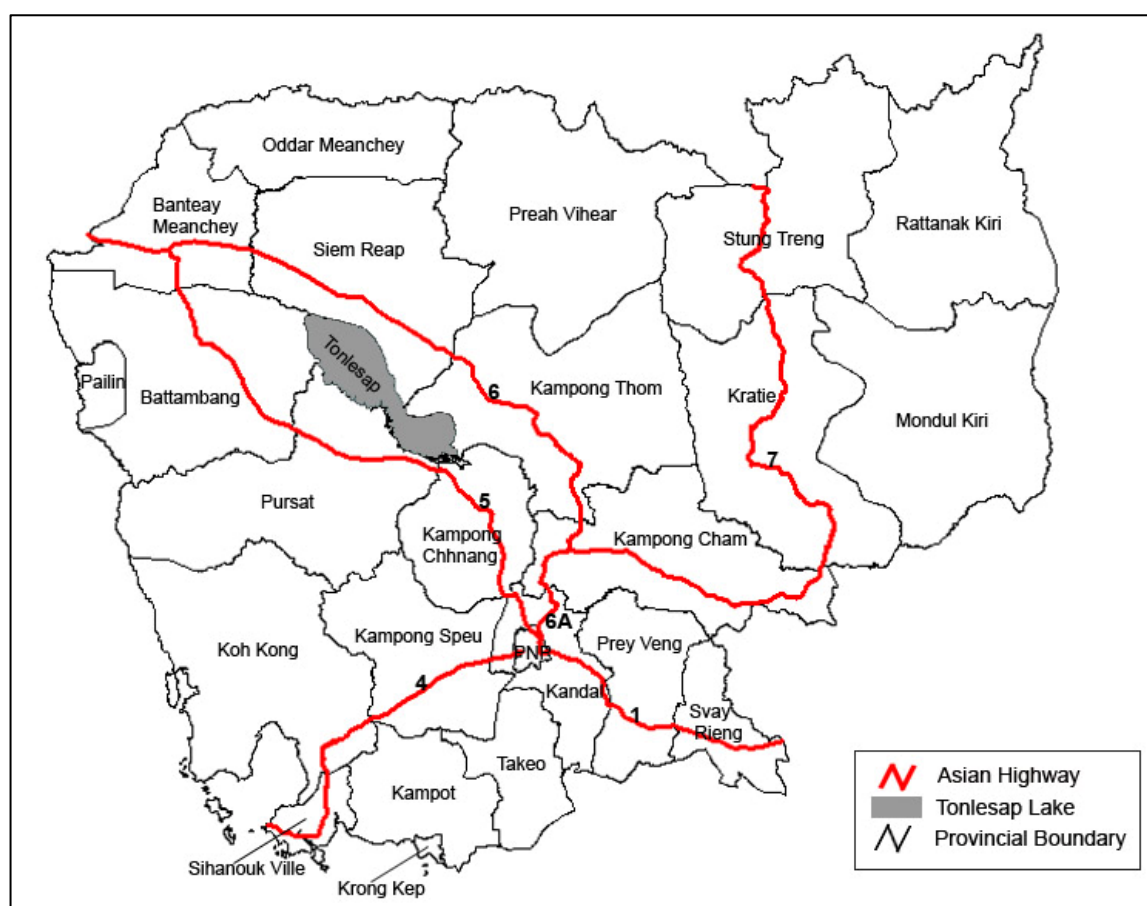
RTAVIS reports are **distributed monthly**. RTAVIS reports can also be found on the following websites: www.roadsafetycambodia.info and www.cnctp.info

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.



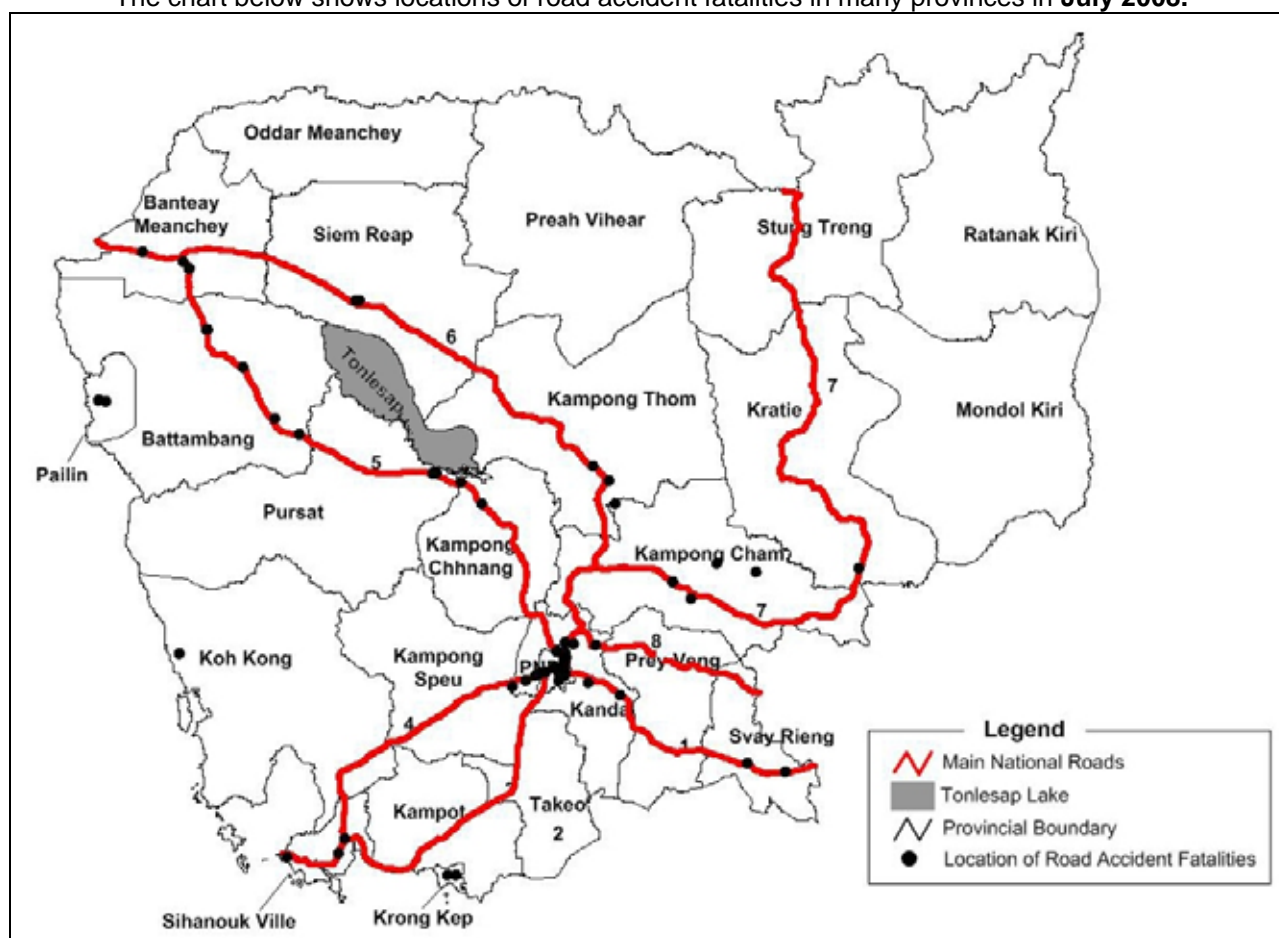
Cambodia Road Traffic Accident and Victim Information System Monthly Report – July 2008

III. System Update

Introduction of GPS

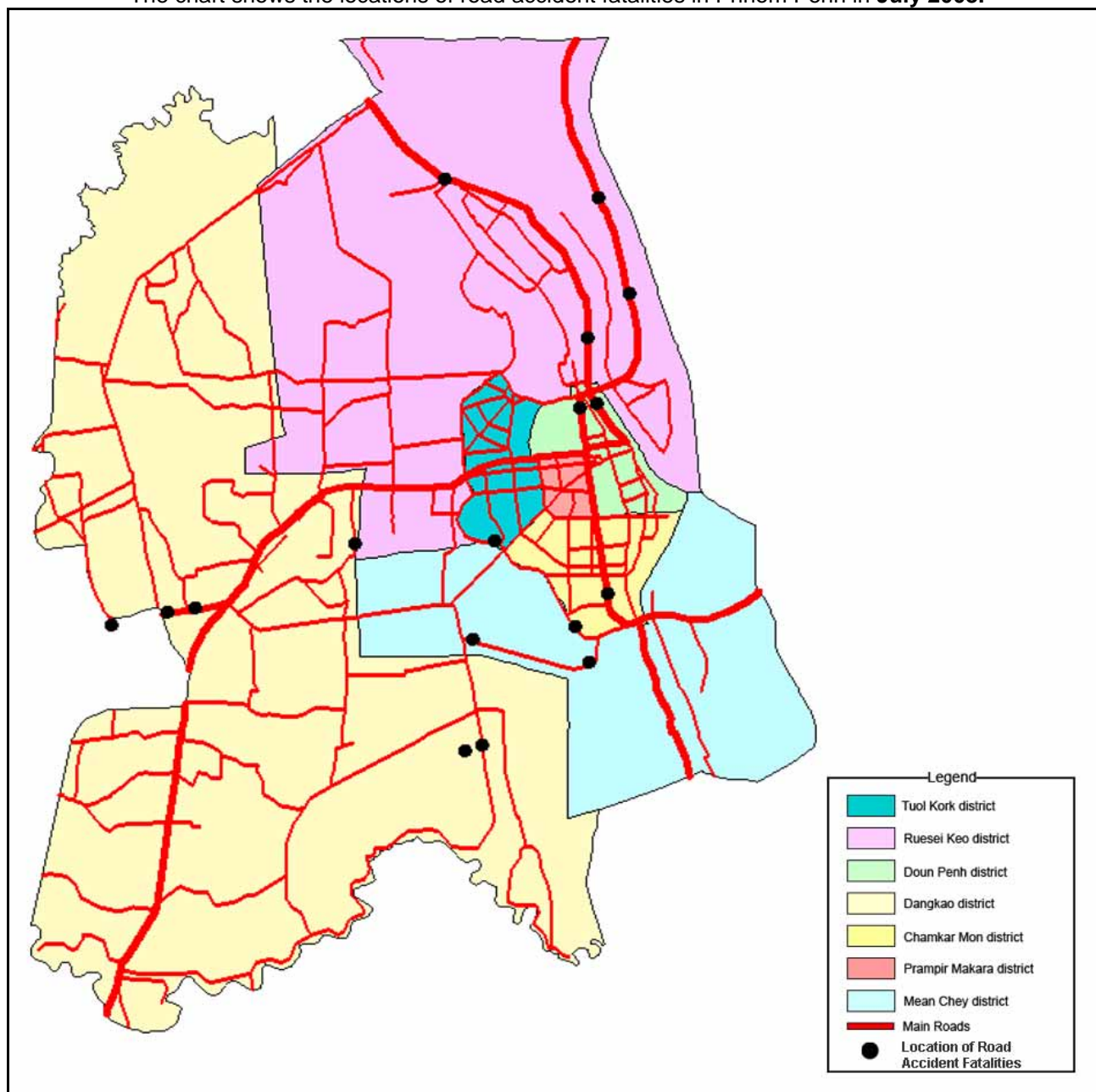
From July 2006, Global Position System (GPS) devices have been introduced to the traffic police in Russei Keo District in Phnom Penh. The GPS coordinates allow us now to exactly locate accidents, using GIS data. GPS devices have been progressively introduced to other districts of Phnom Penh and provinces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



Cambodia Road Traffic Accident and Victim Information System
Monthly Report – July 2008

The chart shows the locations of road accident fatalities in Phnom Penh in **July 2008**.



Cambodia Road Traffic Accident and Victim Information System

Monthly Report – July 2008

IV. Executive Summary

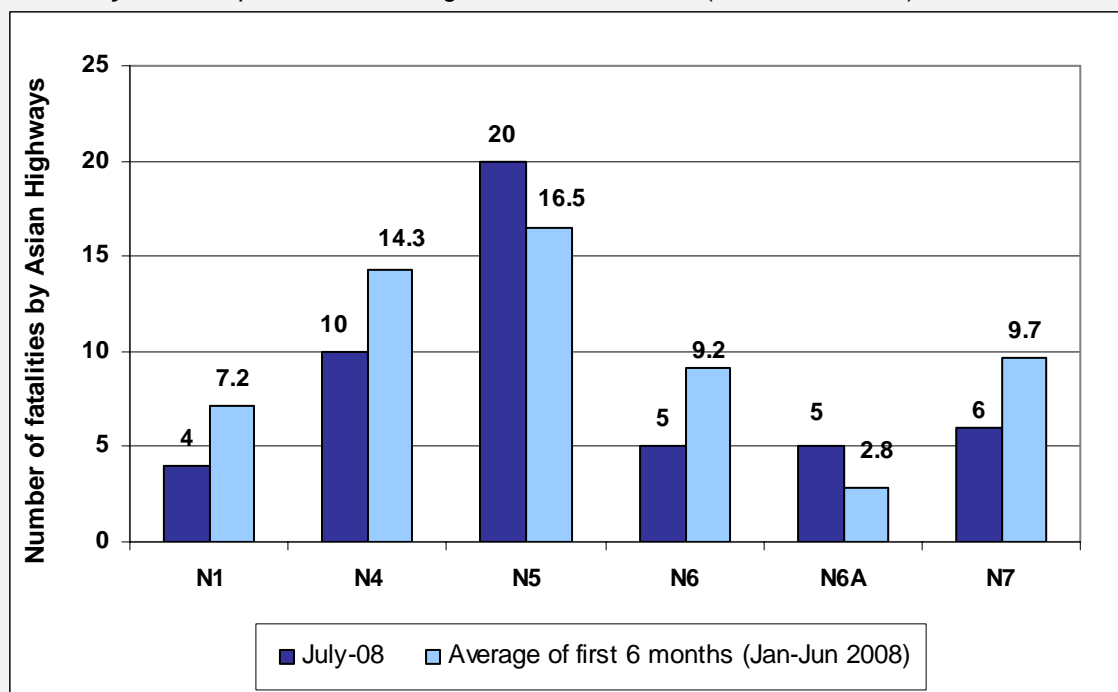
Key findings for the month of **July 2008** are the following:

- A provisional number of **1,828 casualties** were reported by the participating hospitals, health centres, private clinics and traffic police departments in the 24 reporting provinces. Among them, **551 were severely injured and 124 died**.
- **In Phnom Penh**, 516 casualties were reported, corresponding to **5% increase compared to July 2007** and **7% decrease** compared to the previous month. Among them, **29 died**.
- According to police data only, **27% of accidents were right-angle**, and other **27% were head-on collision**, followed by **rear end (22%)**.
- **54% of student casualties were due to speeding**, followed by **dangerous overtaking (11%)** and **alcohol abuse (9%)**.
- In Phnom Penh, **the most deadly district is Dangkao**, followed by **Ruessei Keo and Meanchey**.
- **69% of pedestrian student casualties aged between 6 to 9 years old**.

Helmet

- **10% of motorbike casualties were wearing a helmet** at the time of the accident, (corresponding to 66% increase compared to the previous month).
 - **Almost half of them (48%) were students**
 - **Majority of those wearing helmet casualties were observed in Phnom Penh (70%)**
 - **19% of them had head injury**, compared to **50% among those who did not wear a helmet**
- **Almost 100% of motorbike fatalities suffered head injury** (including other injuries), and only 2% of them were wearing a helmet.

- **National road 5 is still the most deadly**. It is noticed that number of fatalities along this road **has been increased by 21%** compared to the average of the first 6 months (Jan to June 2008).



Cambodia Road Traffic Accident and Victim Information System

Monthly Report – July 2008

V. Evolution of Main Indicators

	Feb-08	Mar-08	Apr-08	May-08	Jun-08	Jul-08
Number of casualties reported to RTAVIS	2,011	1,941	2,545	1,663	1,777	1,828
Gender						
Percentage of males casualties	74%	75%	73%	73%	73%	72%
Age						
Percentage of casualties aged between 15 and 24 years old	33%	28%	33%	39%	39%	37%
Type of road user						
Percentage of motorbike riders	78%	75%	77%	77%	79%	79%
Percentage of pedestrians	7%	8%	7%	8%	8%	6%
Percentage of car riders (private and taxis)	4%	5%	4%	5%	3%	4%
Percentage of bicycle riders	4%	4%	4%	4%	4%	3%
Occupation						
Percentage of students	24%	23%	25%	24%	23%	22%
Percentage of farmers	25%	25%	27%	25%	23%	25%
Percentage of workers	22%	21%	22%	20%	24%	25%
Percentage of house keepers	5%	5%	5%	6%	4%	6%
Percentage of vendors/small businesses owners	5%	6%	6%	8%	7%	6%
Percentage of motorbike taxis	3%	4%	3%	3%	4%	3%
Residence of casualty						
Percentage of casualties residing in another province than the province of accident	17%	17%	18%	17%	17%	18%
Severity of injuries:						
Percentage of severely injured casualties (requiring surgical intervention of ICU)	24% (485 cases)	28% (551 cases)	28% (715 cases)	29% (479 cases)	30% (534 cases)	30% (551 cases)
Percentage of deaths	7% (148 cases)	7% (130 cases)	7% (176 cases)	7% (117 cases)	6% (98 cases)	7% (124 cases)
Nature of injuries:						
Percentage of casualties suffering from cranial trauma	47%	49%	51%	56%	47%	51%
Percentage of them being considered as severe (coma)	7%	9%	10%	3%	5%	4%
Percentage of casualties suffering from fracture	19%	20%	16%	19%	18%	18%
Percentage of casualties having wounds/cuts	56%	52%	52%	52%	54%	53%
Day of accident:						
Percentage of casualties injured during the weekend (from Friday 6 pm to Sunday midnight)	33%	37%	30%	37%	36%	38%
Time of accident:						
Percentage of casualties injured during nighttime (from 6 pm to 5.59 am)	32%	35%	35%	32%	31%	34%
Peak(s) of casualties	7pm-8pm	5pm-6pm	2pm-3pm	7pm-8pm	4pm-5pm	7pm-8pm
Cause of accident						
Percentage of casualties injured in accidents due to human error	97%	97%	97%	97%	97%	98%
High speed	52%	50%	54%	49%	51%	54%
Alcohol abuse	14%	15%	10%	12%	14%	14%
Non respect of rights of way rules	9%	9%	8%	8%	9%	7%
Changing lane without due care	6%	6%	5%	7%	5%	4%
Dangerous overtaking	9%	12%	15%	15%	15%	15%
Driving against flow of traffic	4%	2%	2%	3%	2%	2%
Other	3%	3%	3%	3%	1%	2%
Percentage of casualties injured in accidents due to road conditions	6%	10%	7%	6%	7%	8%
Percentage of casualties injured in accidents due to weather conditions	0%	0%	1%	2%	1%	1%
Percentage of casualties injured in accidents due to vehicle defect	1%	2%	3%	2%	1%	2%



Cambodia Road Traffic Accident and Victim Information System

Monthly Report – July 2008

	Feb-08	Mar-08	Apr-08	May-08	Jun-08	Jul-08
Type of accident:						
Percentage of casualties injured in motorbike-motorbike collisions	43%	40%	45%	41%	40%	45%
Percentage of casualties injured in motorbike-4 wheeler collisions	18%	20%	18%	20%	21%	18%
Percentage of casualties injured in motorbike-pedestrian collisions	9%	7%	7%	9%	7%	7%
Percentage of motorbike casualties who fell alone	7%	8%	7%	7%	8%	7%
Average number of people injured per accident	2.4	2.1	2.8	2.2	2.4	2.4
Hit and Run						
Percentage of casualties injured in accidents where the driver of the vehicle causing the accidents escaped after the accident	21%	22%	19%	24%	20%	27%
Estimation of average vehicle damage cost	148 US\$	216 US\$	170 US\$	189 US\$	201 US\$	183 US\$
Percentage of four-wheeled vehicles with						
Left-hand-drive	75%	78%	74%	83%	79%	79%
Right-hand-drive	25%	28%	26%	17%	21%	21%
Location of accident:						
Percentage of casualties injured in urban areas	44%	42%	41%	40%	43%	41%
Percentage of casualties injured in accidents occurring on national roads	56%	55%	55%	59%	50%	56%
Percentage of casualties injured in accidents occurring on provincial roads	9%	6%	6%	5%	5%	5%
Percentage of casualties injured in accidents occurring on paved roads	80%	76%	75%	80%	79%	81%
Characteristics of location:						
Percentage of casualties injured in accidents occurring on straight roads	77%	79%	80%	83%	79%	77%
Percentage of casualties injured in junctions (X, T, Y-junctions and roundabout)	14%	11%	8%	9%	10%	9%
Percentage of casualties injured in curves	9%	10%	10%	6%	10%	13%
Safety Measures:						
Percentage of car/truck/bus drivers having a driving licence	41%	41%	62%	41%	38%	48%
Percentage of motorbikes' casualties wearing a helmet	10%	7%	5%	5%	6%	10%
Time to be transferred to hospitals:						
Percentage of casualties arriving at hospitals between 10 and 30 minutes after the accident	32%	35%	33%	28%	35%	31%
Percentage of casualties arriving at hospital more than 2 hours after the accident	36%	34%	37%	40%	32%	36%
Way to be transferred to hospitals:						
Percentage of casualties transported by ambulance	27%	30%	35%	31%	33%	36%
Percentage of casualties transported to the hospital by their family or relatives	68%	65%	60%	61%	58%	55%
Percentage of casualties arriving alone at the hospital	5%	5%	5%	8%	9%	9%
Estimation of average cost of treatment	260 US\$	176 US\$	258 US\$	256 US\$	194 US\$	174 US\$
Attendance of police:						
Percentage of cases where police was present on the accident site	72%	66%	75%	66%	65%	66%



Cambodia Road Traffic Accident and Victim Information System

Monthly Report – July 2008

VI. Data by Provinces

	Feb-08		Mar-08		Apr-08		May-08		Jun-08		Jul-08	
Number of casualties reported to RTAVIS all provinces	2,011		1,941		2,545		1,663		1,777		1,828	
Severity of injuries	Severe	Death	Severe	Death	Severe	Death	Severe	Death	Severe	Death	Severe	Death
Banteay Meanchey	22	5	22	5	29	8	14	5	18	5	12	4
Battambang	32	7	27	6	17	6	15	6	10	2	14	7
Kampong Cham	53	22	57	20	103	33	56	10	69	10	56	13
Kampong Chhnang	7	6	12	6	20	5	15	4	4	0	10	2
Kampong Speu	25	12	18	10	37	5	23	8	19	4	26	3
Kampong Thom	4	0	22	5	9	0	24	6	18	1	18	4
Kampot	21	2	3	2	20	0	14	1	6	4	15	3
Kandal	74	14	63	18	76	31	59	17	70	9	61	22
Koh Kong	3	0	4	0	8	9	11	2	3	4	1	4
Kratie	17	8	31	5	33	5	19	0	2	4	26	4
Mondol Kiri	6	3	8	2	1	0	NYA	NYA	1	0	1	0
Phnom Penh	96	28	111	19	134	34	114	25	129	33	103	29
Preah Vihear	8	1	4	1	2	2	7	0	4	1	6	0
Prey Veng	19	8	12	2	20	1	16	1	19	4	18	6
Pursat	10	4	11	0	6	4	9	5	12	2	11	3
Ratanak Kiri	1	0	NYA	NYA	11	3	6	3	7	3	4	0
Siem Reap	16	8	97	7	89	4	25	7	78	6	105	3
Sihanoukville	12	3	10	2	24	5	8	4	4	1	16	4
Stung Treng	10	2	3	1	2	0	2	0	4	0	6	1
Svay Rieng	13	1	13	7	26	10	7	3	14	1	12	2
Takeo	26	6	11	6	22	6	21	7	4	1	23	5
Otdar Meanchey	8	7	5	6	16	4	11	0	13	3	1	0
Krong Keb	NYA	NYA	NYA	NYA	NYA	NYA	2	3	0	0	3	3
Krong Pailin	2	1	3	0	9	1	1	0	4	0	3	2
Unidentified province	0	0	4	0	1	0	0	0	0	0	0	0
Total	485	148	551	130	715	176	479	117	512	98	551	124

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



Cambodia Road Traffic Accident and Victim Information System Monthly Report – July 2008

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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