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Cambodia

Road Traffic Accident and Victim Information System



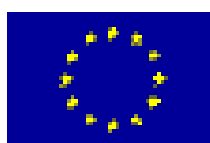
Monthly Report December 2007



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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 – December 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**.

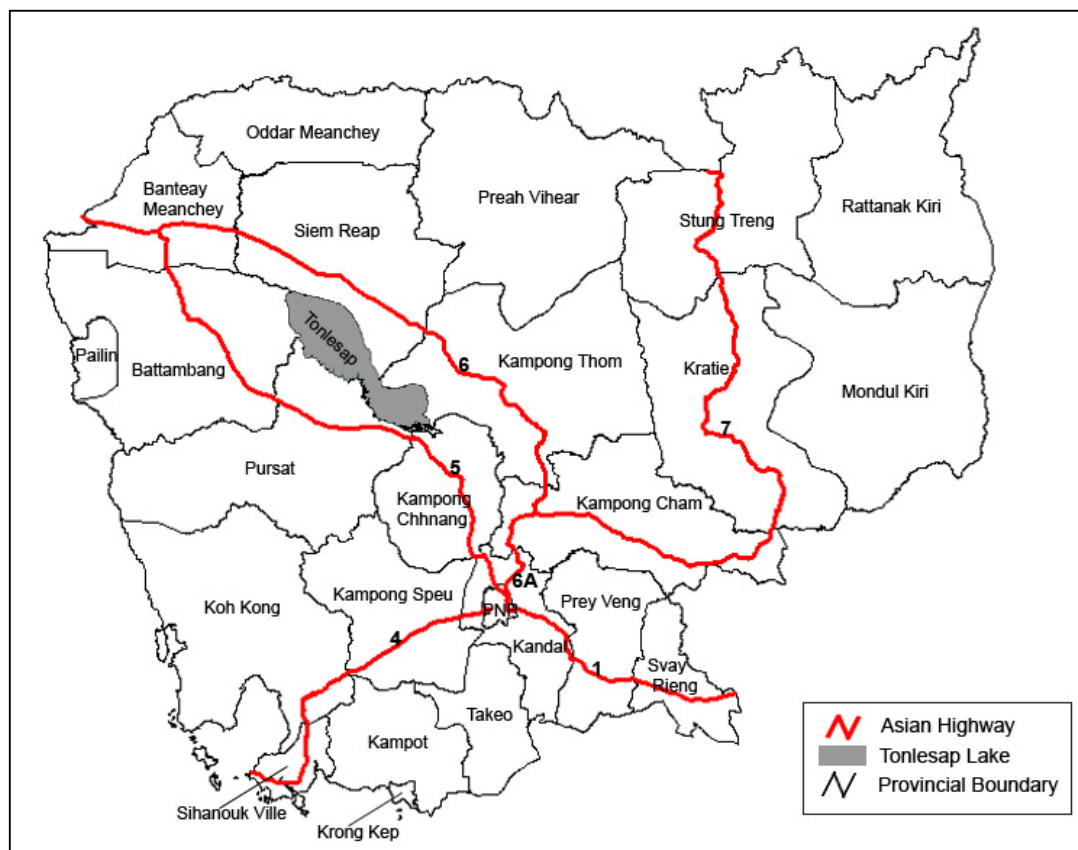
RTAVIS reports are **distributed monthly**. RTAVIS reports can also be found on the following websites: www.roadsafetycambodia.info and www.cnctp.info

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 will be released in April 2008.

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.



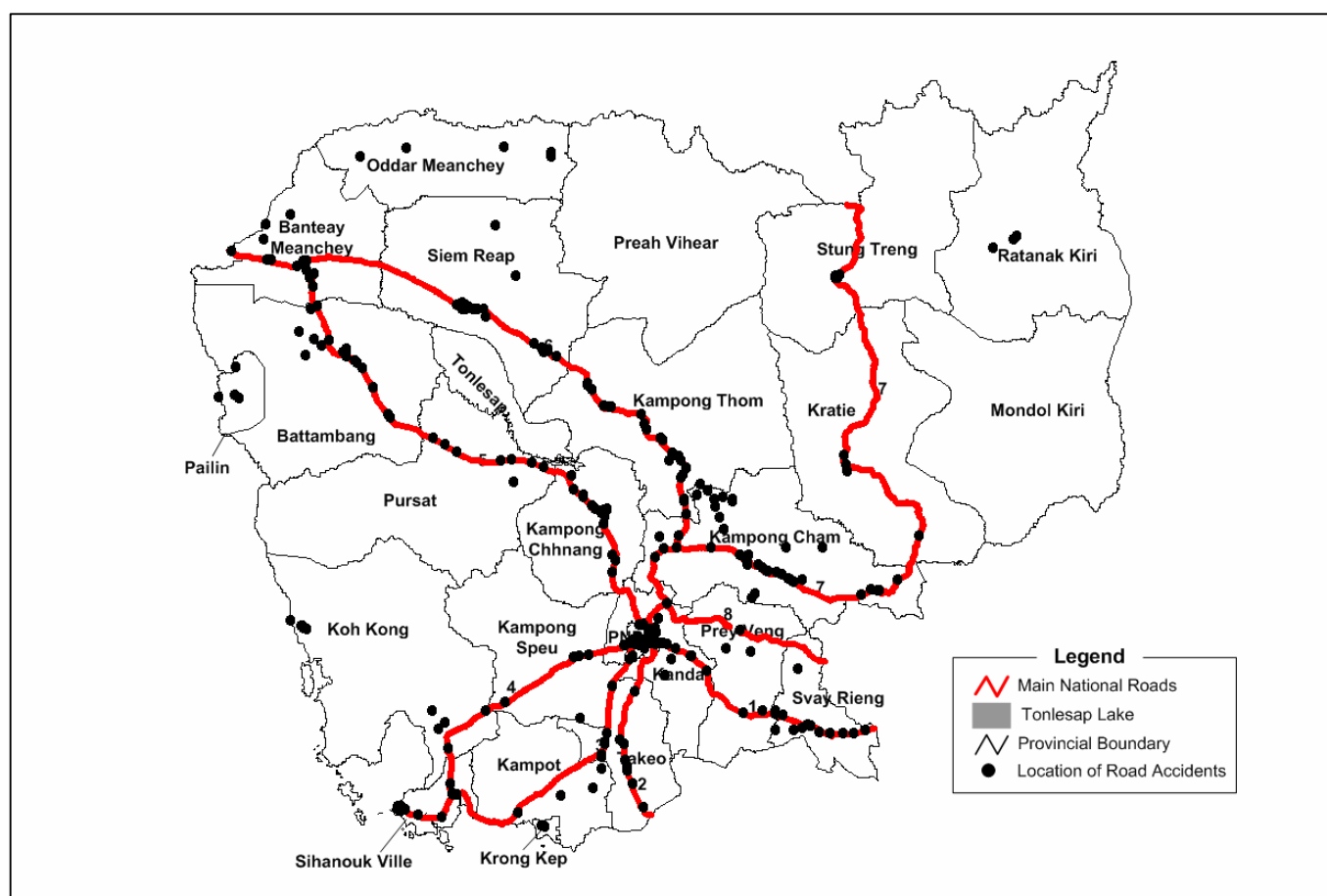
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III. System Update

Introduction of GPS

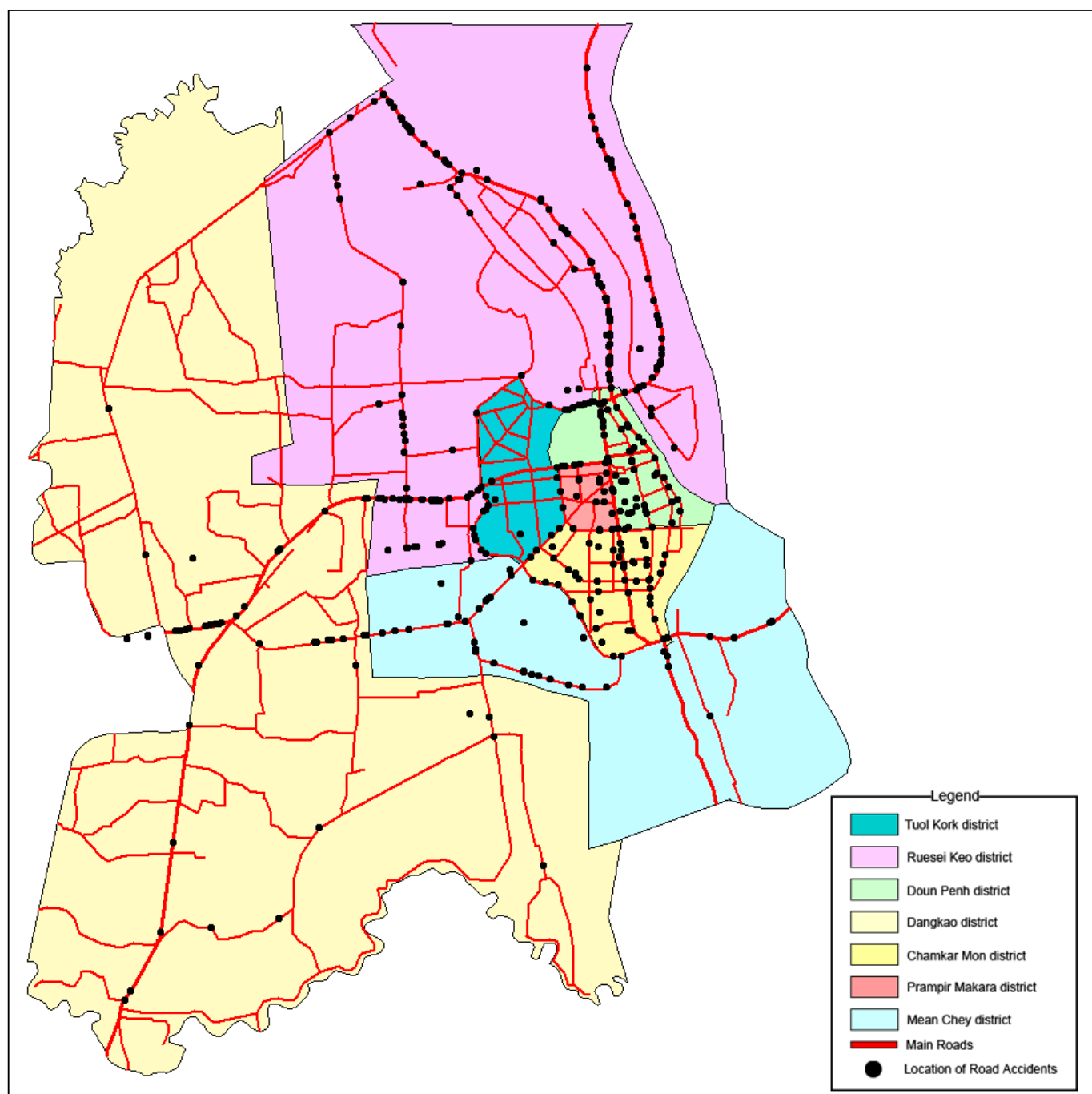
From July 2006, Global Position System (GPS) devices have been introduced to the traffic police in Russei Keo District in Phnom Penh. The GPS coordinates allow us now to exactly locate accidents, using GIS data. GPS devices have been progressively introduced to other districts of Phnom Penh and provinces 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 accidents in many provinces in **December 2007**.



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The chart shows the locations of road traffic accidents in Phnom Penh from **July 2006 to December 2007**



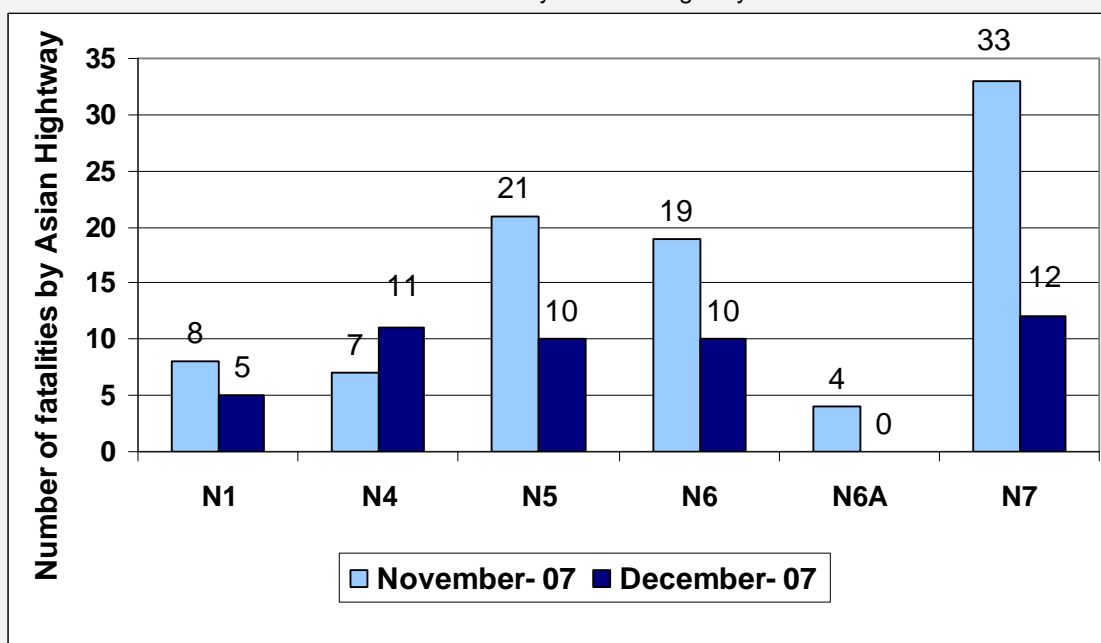
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IV. Executive Summary

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

- A provisional number of **2,048 casualties** were reported by the participating hospitals, health centres, private clinics and traffic police departments in the 24 reporting provinces. Among them, **576 were severely injured and 125 died**.
- **In Phnom Penh, 580 casualties** were reported, corresponding to **32% increase compared to December 2006** and **13% decrease** compared to the previous month.
- **51%** of casualties suffering from cranial trauma.
- **44%** of casualties injured in urban areas.
- **55%** of casualties injured in accidents occurring on national roads.
- **In total, night time accident are responsible for 30% of casualties.** A high proportion of night time's accident is noticed in Phnom Penh (35% of casualties, compared to 28% of casualties in the rest of the country).
- **Head injuries account for 83% of fatalities.** It is interesting to note that only 4% of fatalities were wearing a helmet. In addition, **20% of casualties suffer from fractures and more than 50% suffer from serious cuts/wounds.**
- Number of fatality on Asian Highways **were decreased** in December 2007 compared to previous month due to there are many main festivals such as Independence Day and Water Festival.

Number of fatality on Asian Highways



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V. Evolution of Main Indicators

	Jul-07	Aug-07	Sep-07	Oct-07	Nov-07	Dec-07
Number of casualties reported to RTAVIS	1,538	1,504	1,818	2,140	2,183	2,048
Gender						
Percentage of males casualties	75%	72%	72%	73%	71%	74%
Age						
Percentage of casualties aged between 15 and 24 years old	35%	28%	30%	31%	31%	29%
Type of road user						
Percentage of motorbike riders	77%	74%	77%	76%	75%	75%
Percentage of pedestrians	9%	9%	9%	7%	8%	7%
Percentage of car riders (private and taxis)	4%	7%	2%	6%	5%	6%
Percentage of bicycle riders	6%	3%	4%	5%	4%	4%
Occupation						
Percentage of students	24%	23%	25%	22%	24%	25%
Percentage of farmers	21%	17%	23%	28%	25%	24%
Percentage of workers	23%	21%	20%	18%	19%	22%
Percentage of house keepers	5%	7%	6%	7%	6%	6%
Percentage of vendors/small businesses owners	5%	5%	7%	5%	5%	5%
Percentage of motorbike taxis	5%	6%	5%	3%	4%	4%
Residence of casualty						
Percentage of casualties residing in another province than the province of accident	20%	18%	15%	16%	19%	16%
Severity of injuries:						
Percentage of severely injured casualties (requiring surgical intervention of ICU)	30% (460 cases)	32% (488 cases)	30% (537 cases)	29% (616 cases)	29% (624 cases)	28% (576 cases)
Percentage of deaths	6% (92 cases)	6% (99 cases)	6% (121 cases)	6% (136 cases)	6% (135 cases)	6% (125 cases)
Nature of injuries:						
Percentage of casualties suffering from cranial trauma	44%	45%	46%	44%	40%	51%
Percentage of them being considered as severe (coma)	8%	10%	13%	10%	7%	4%
Percentage of casualties suffering from fracture	16%	23%	19%	16%	20%	20%
Percentage of casualties having wounds/cuts	54%	47%	50%	51%	54%	53%
Day of accident:						
Percentage of casualties injured during the weekend (from Friday 6 pm to Sunday midnight)	34%	32%	39%	27%	40%	37%
Time of accident:						
Percentage of casualties injured during nighttime (from 6 pm to 5.59 am)	33%	32%	30%	26%	33%	30%
Peak(s) of casualties	5pm-6pm	7pm-8pm	4pm-5pm	3pm-4pm	6pm-7pm	6pm-7pm
Cause of accident						
Percentage of casualties injured in accidents due to human error	91%	94%	95%	96%	96%	97%
High speed	50%	45%	48%	45%	52%	54%
Alcohol abuse	16%	15%	15%	14%	14%	12%
Non respect of rights of way rules	10%	11%	11%	11%	8%	7%
Changing lane without due care	5%	6%	6%	6%	5%	5%
Dangerous overtaking	5%	10%	9%	13%	11%	13%
Driving against flow of traffic	3%	4%	3%	3%	3%	3%
Other	2%	3%	3%	4%	3%	3%
Percentage of casualties injured in accidents due to road conditions	10%	9%	9%	9%	10%	12%
Percentage of casualties injured in accidents due to weather conditions	6%	6%	4%	3%	0%	0%
Percentage of casualties injured in accidents due to vehicle defect	5%	3%	4%	3%	3%	1%

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	Jul-07	Aug-07	Sep-07	Oct-07	Nov-07	Dec-07
Type of accident:						
Percentage of casualties injured in motorbike-motorbike collisions	41%	39%	40%	45%	45%	44%
Percentage of casualties injured in motorbike-4 wheeler collisions	18%	18%	19%	16%	17%	20%
Percentage of casualties injured in motorbike-pedestrian collisions	8%	8%	9%	7%	8%	7%
Percentage of motorbike casualties who fell alone	9%	9%	7%	6%	6%	6%
Average number of people injured per accident	2	2.5	3	3	3.2	2.6
Hit and Run						
Percentage of casualties injured in accidents where the driver of the vehicle causing the accidents escaped after the accident	23%	18%	26%	23%	22%	23%
Estimation of average vehicle damage cost	156 US\$	204 US\$	177 US\$	160 US\$	166 US\$	190 US\$
Percentage of four-wheeled vehicles with						
Left-hand-drive	69%	61%	75%	74%	70%	70%
Right-hand-drive	31%	39%	25%	26%	30%	30%
Location of accident:						
Percentage of casualties injured in urban areas	53%	53%	47%	41%	50%	44%
Percentage of casualties injured in accidents occurring on national roads	51%	48%	53%	58%	54%	55%
Percentage of casualties injured in accidents occurring on provincial roads	7%	8%	8%	6%	4%	5%
Percentage of casualties injured in accidents occurring on paved roads	82%	80%	81%	79%	79%	76%
Characteristics of location:						
Percentage of casualties injured in accidents occurring on straight roads	81%	76%	78%	78%	80%	83%
Percentage of casualties injured in junctions (X, T, Y-junctions and roundabout)	8%	13%	14%	12%	8%	9%
Percentage of casualties injured in curves	10%	11%	8%	10%	12%	7%
Safety Measures:						
Percentage of car/truck/bus drivers having a driving licence	48%	52%	52%	50%	55%	50%
Percentage of motorbikes' casualties wearing a helmet	3%	3%	4%	3%	7%	4%
Time to be transferred to hospitals:						
Percentage of casualties arriving at hospitals between 10 and 30 minutes after the accident	38%	32%	32%	39%	36%	30%
Percentage of casualties arriving at hospital more than 2 hours after the accident	30%	38%	39%	33%	33%	39%
Way to be transferred to hospitals:						
Percentage of casualties transported by ambulance	34%	36%	33%	34%	31%	43%
Percentage of casualties transported to the hospital by their family or relatives	55%	57%	59%	59%	61%	53%
Percentage of casualties arriving alone at the hospital	11%	7%	8%	7%	8%	4%
Estimation of average cost of treatment	131 US\$	182 US\$	161 US\$	146 US\$	173 US\$	185 US\$
Attendance of police:						
Percentage of cases where police was present on the accident site	67%	68%	69%	73%	64%	69%

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VI. Data by Provinces

	Jul-07		Aug-07		Sep-07		Oct-07		Nov-07		Dec-07	
Number of casualties reported to RTAVIS all provinces	1,538		1,504		1,818		2,140		2,183		2,048	
Severity of injuries	Severe	Death	Severe	Death	Severe	Death	Severe	Death	Severe	Death	Severe	Death
Banteay Meanchey	21	7	13	3	20	3	6	3	17	2	19	9
Battambang	16	15	43	6	43	9	17	7	24	3	12	5
Kampong Cham	36	9	34	13	30	15	47	17	79	37	56	21
Kampong Chhnang	16	4	20	5	32	6	16	7	17	6	19	3
Kampong Speu	6	0	17	2	25	6	18	3	14	5	16	3
Kampong Thom	31	7	10	1	30	8	29	13	23	10	29	6
Kampot	9	4	9	1	6	1	25	2	13	2	5	4
Kandal	52	12	48	12	61	12	65	14	62	13	74	5
Koh Kong	3	4	7	2	6	0	9	3	4	1	5	3
Kratie	6	1	11	0	6	2	35	2	29	7	15	3
Mondol Kiri	3	1	2	1	3	0	6	1	4	1	5	1
Phnom Penh	107	16	120	18	114	25	91	17	146	16	124	16
Preah Vihear	0	0	0	0	0	0	0	0	1	0	0	0
Prey Veng	21	2	7	3	22	3	52	2	9	2	25	5
Pursat	7	1	6	3	8	2	29	8	28	13	19	1
Rotanak Kiri	2	0	2	1	3	0	8	0	8	1	4	6
Siem Reap	69	2	67	6	67	10	86	10	71	7	83	7
Sihanoukville	17	2	14	11	11	8	21	2	16	1	16	5
Stung Treng	0	0	6	0	3	1	6	0	2	1	8	0
Svay Rieng	17	0	16	2	12	2	11	9	9	3	10	2
Takeo	13	4	27	6	23	5	27	12	18	2	17	15
Otdar Meanchey	1	0	0	2	3	2	3	2	21	0	10	2
Krong Keb	1	1	1	1	0	1	1	1	0	0	1	0
Krong Pailin	3	0	7	0	8	0	8	1	7	2	3	3
Unidentified province	3	0	1	0	1	0	0	0	2	0	1	0
Total	460	92	488	99	537	121	616	136	624	135	576	125

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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