



Reliable statistics - A key for better road safety policy

EuroMed Transport Support Project (TSP) Regional Workshop on Road Safety Data

Athens, Greece, 8-10 May 2018



Which road safety policies work?



Look to the data!



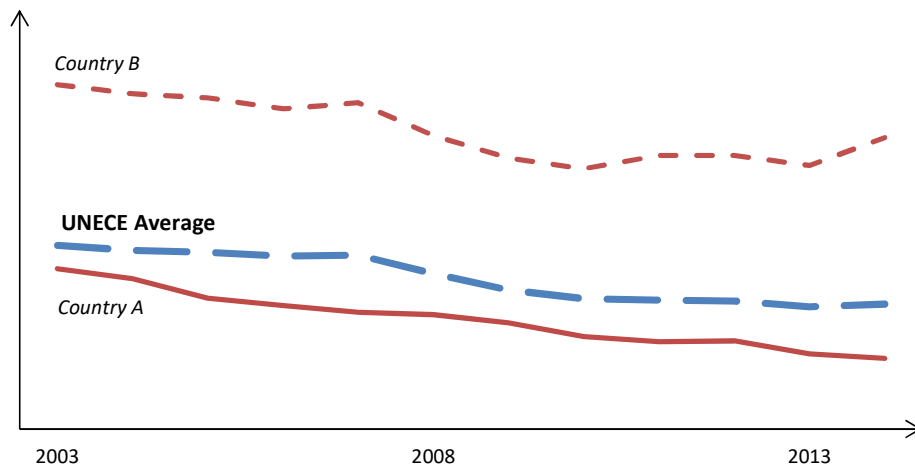
...not always so simple



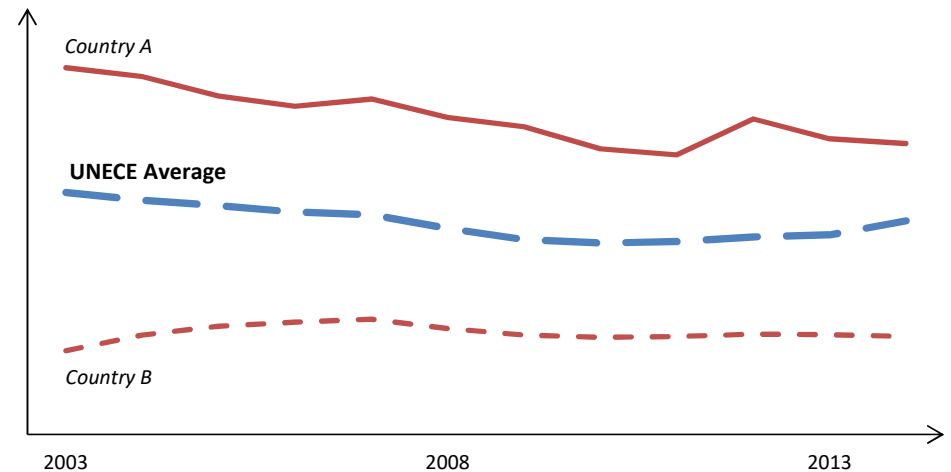
TRANSPORT



Road accident fatalities per million inhabitants



Road accident injuries per million inhabitants

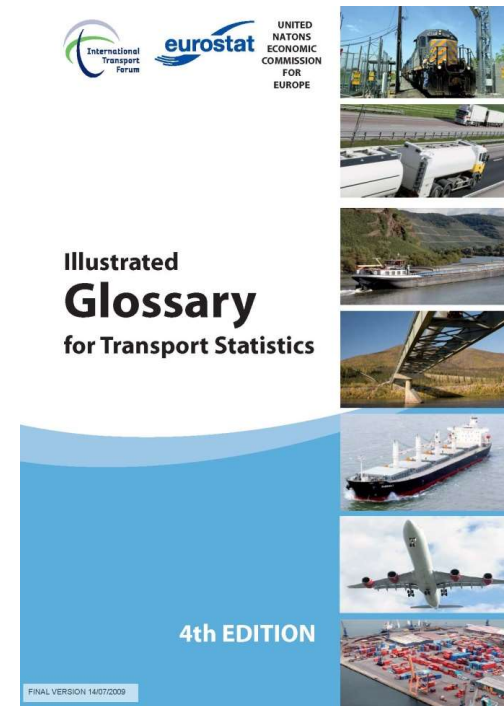


- Are road safety data from Countries A and B comparable?

- Higher accident severity in Country B? Differing definitions? Statistical capabilities?

Harmonization is a work in progress

- Common definitions in Eurostat/ITF/UNECE *Glossary for Transport Statistics*
 - Fifth revision ongoing – expected completion in early 2019
- Challenges remain in reporting road accident injuries in some countries
 - Different standards in place for administrative data,
 - Practical or even political reasons for other differences in data collection



www.unece.org/fileadmin/DAM/trans/main/wp6/pdfdocs/glossen4.pdf



B.VII-01 Injury accident

Any accident involving at least one road vehicle in motion on a public road or private road to which the public has right of access, resulting in at least one injured or killed person.

- *A suicide or an attempted suicide is not an accident but an incident caused by a deliberate act to injure oneself fatally. However, if a suicide or an attempted suicide causes injury to another road user, then the incident is regarded as an injury accident.*
- *Included are: collisions between road vehicles; between road vehicles and pedestrians; between road vehicles and animals or fixed obstacles and with one road vehicle alone. Included are collisions between road and rail vehicles. Multi-vehicle collisions are counted as only one accident provided that any successive collisions happen within a very short time period. Injury accidents exclude accidents incurring only material damage.*
- *Excluded are terrorist acts.*



B.VII-05 Person killed

Any person killed immediately or dying within 30 days as a result of an injury accident, excluding suicides.

- *A killed person is excluded if the competent authority declares the cause of death to be suicide, i.e. a deliberate act to injure oneself resulting in death. For countries that do not apply the threshold of 30 days, conversion coefficients are estimated so that comparisons on the basis of the 30 day-definition can be made.*

B.VII-06 Person injured:

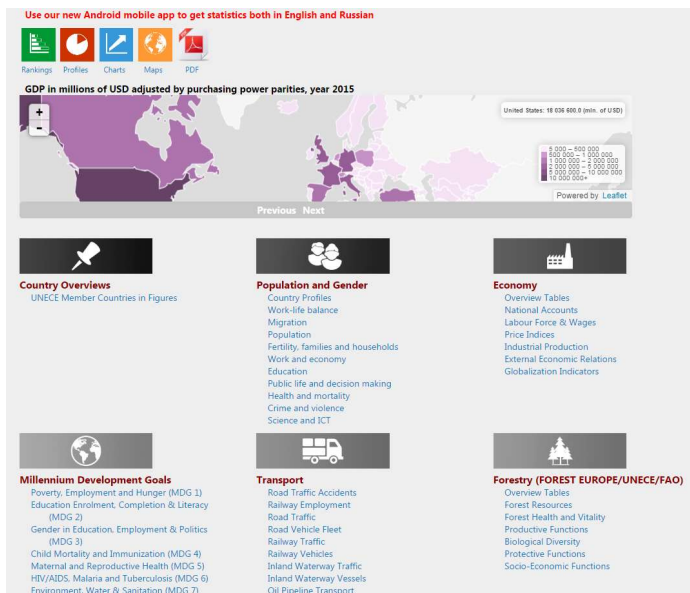
Any person who as result of an injury accident was not killed immediately or not dying within 30 days, but sustained an injury, normally needing medical treatment, excluding attempted suicides.

- *Persons with lesser wounds, such as minor cuts and bruises are not normally recorded as injured.*
- *An injured person is excluded if the competent authority declares the cause of the injury to be attempted suicide by that person, i.e. a deliberate act to injure oneself resulting in injury, but not in death.*



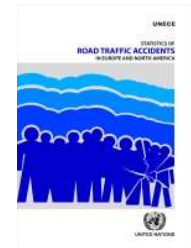
• Ongoing updates

- UNECE Statistical Database - w3.unece.org/PXWeb/en

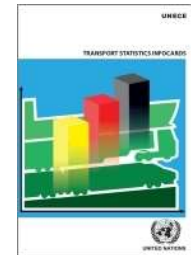


• Periodic Updates

- **Statistics of Road Traffic Accidents in Europe and North America**



- **Transport Statistics Infocards**

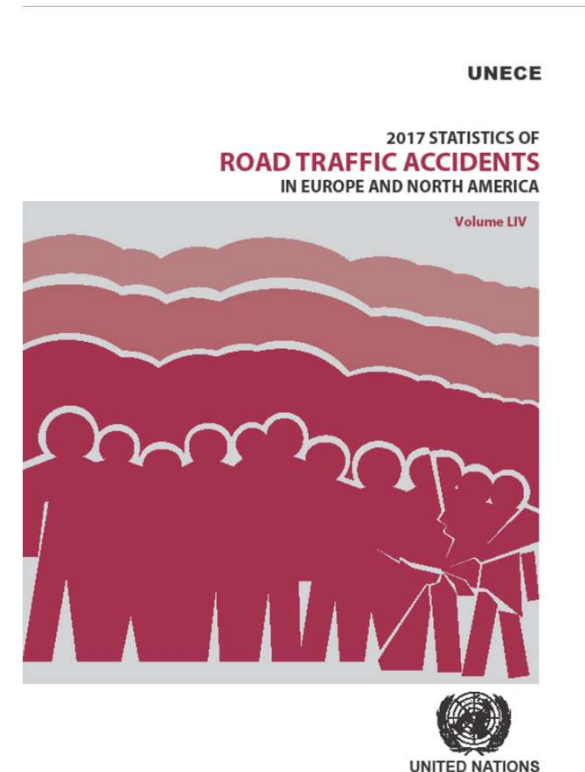


Statistics of Road Traffic Accidents in Europe and North America



UNECE

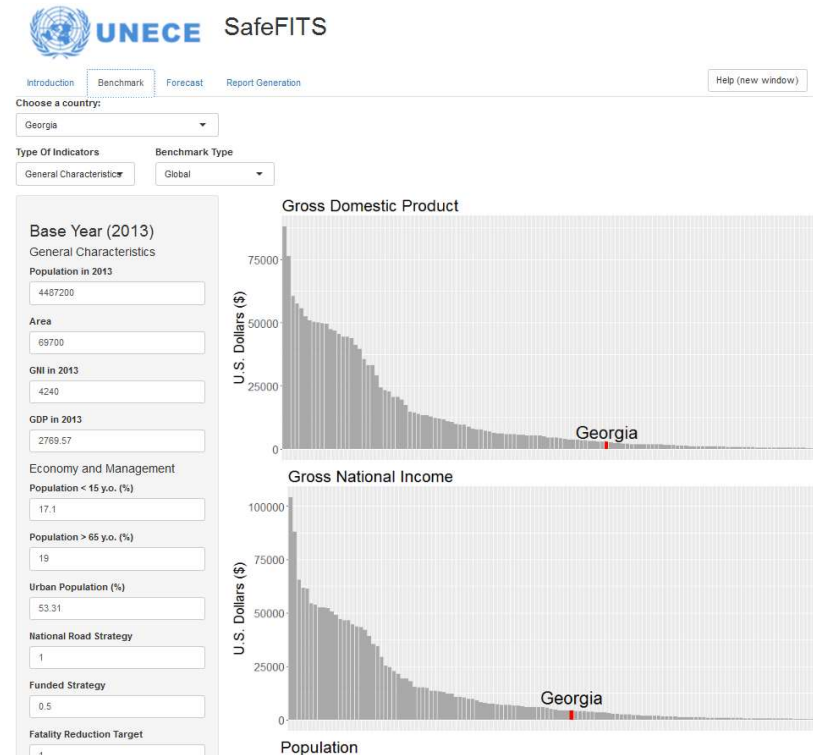
- **Based on data as available on website**
 - Questionnaires sent to countries in advance of publication
 - Most recent three years of data, with summary tables for ten years
- **Published every two years (2013, 2015, 2017...)**
 - English, French, Russian versions
- **Topics**
 - Accidents, injuries and fatalities
 - by location, time of occurrence, road condition, nature of accident, category of user, age group
 - gender breakdown added to 2017 publication
 - Background statistics on road vehicle fleet, road vehicle-kms and population by age group
 - Further discussion on expanding published and collected data



Safe Future Inland Transport Systems (SafeFITS)



- **Road safety decision making tool**
 - Aim to assist governments and decision makers
 - Database on road safety indicators (i.e. fatalities and injuries, performance indicators, road safety measures, economy and background) for all countries worldwide
 - Statistical model of global causalities allowing “intervention”, “forecasting” and “benchmarking” analyses
- **Current Status**
 - Model finalized (after June 2017 peer review)
 - www.unece.org/trans/theme_safefits.html
 - Final version of web application presented at Inland Transport Committee (ITC) February 2018
 - **Pilot studies being conducted in Albania and Georgia**



UNECE Working Party on Transport Statistics (WP.6)



- **A forum for inland transport statistics, dealing with:**
 - Methodology development and harmonization
 - Compilation and dissemination of data for UNECE member States, on all inland transport modes
 - Capacity building activities
- **Next meeting: 12-14 June 2018 (Geneva):**
 - Workshop on *Data Quality in Inland Waterway Statistics*
 - Status of Glossary revision process
 - Country experiences on transport visualization, the transport-related Sustainable Development Goals and intermodal transport
 - Registration information available in provisional agenda

www.unece.org/trans/main/wp6/agenda.html





Suggestions?
Comments?

Contact UNECE

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