

IRTAD International Traffic Safety Data and Analysis Group

Fred Wegman
Chair of IRTAD

7 October 2014

Contents

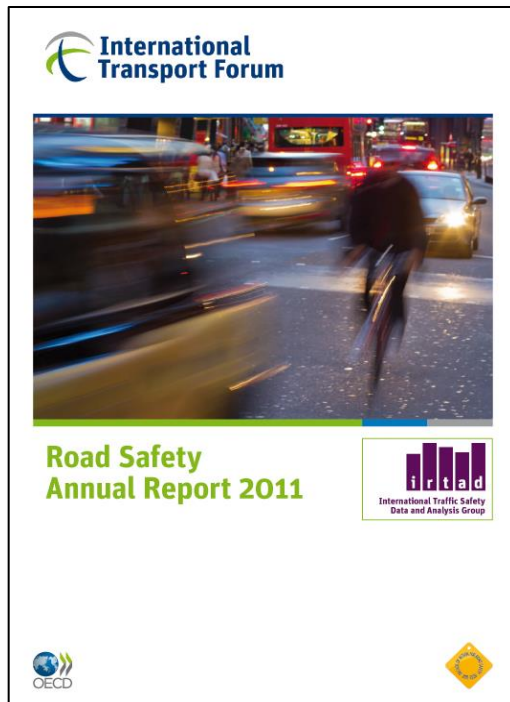
- The International Transport Forum at the OECD
- The IRTAD Group
- Some results of IRTAD
- IRTAD and Colombia

The International Transport Forum at the OECD

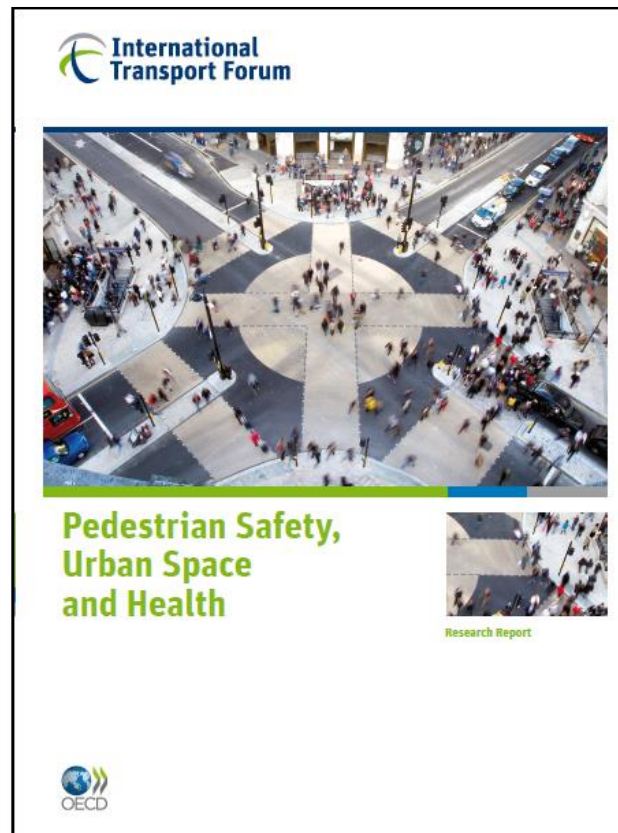
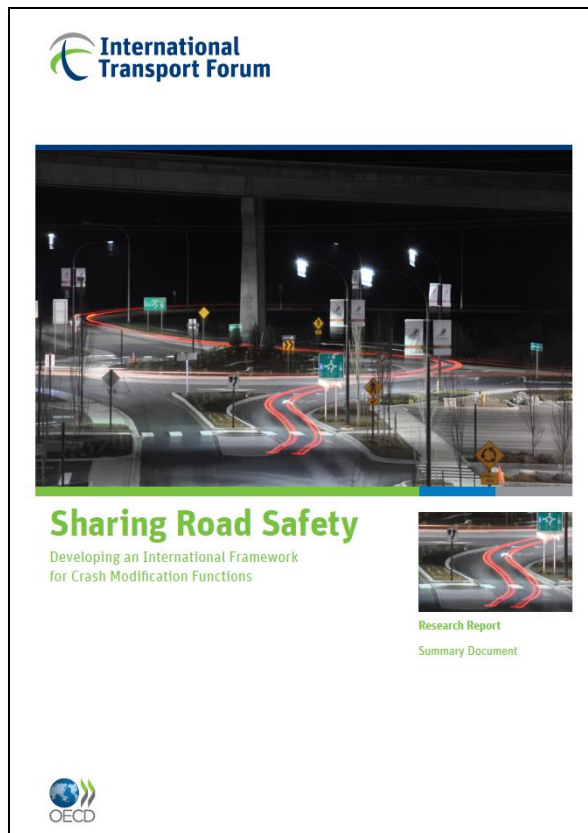
Think Tank

**Annual
Summit**

**Intergovernmental
Organisation**



Recent ITF Road Safety Research



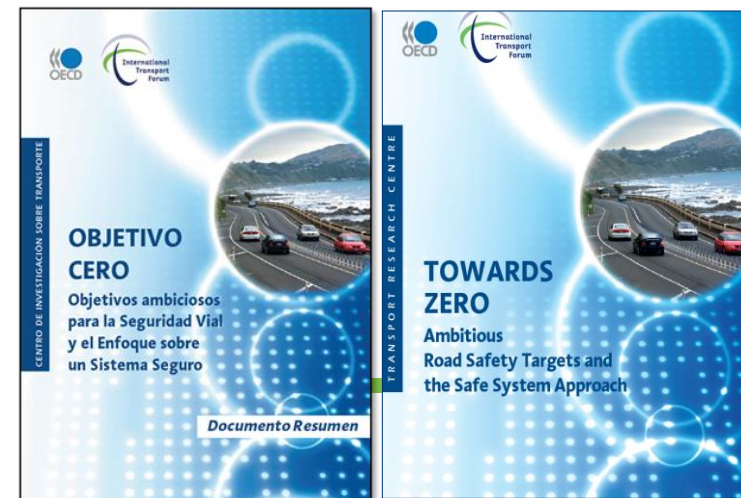
Ongoing:

- **Cycling Safety**
- **Motorcycling Safety**
- **Implementing the Safe System Approach**

Road Safety Policy

Towards Zero: Ambitious Targets and the Safe System Approach

- Sweden and Netherlands have led the way
- Vision Zero and Sustainable Safety
- Inspiring long term vision to eliminate deaths and serious injuries
- Steady progress through interim targets based on funded interventions

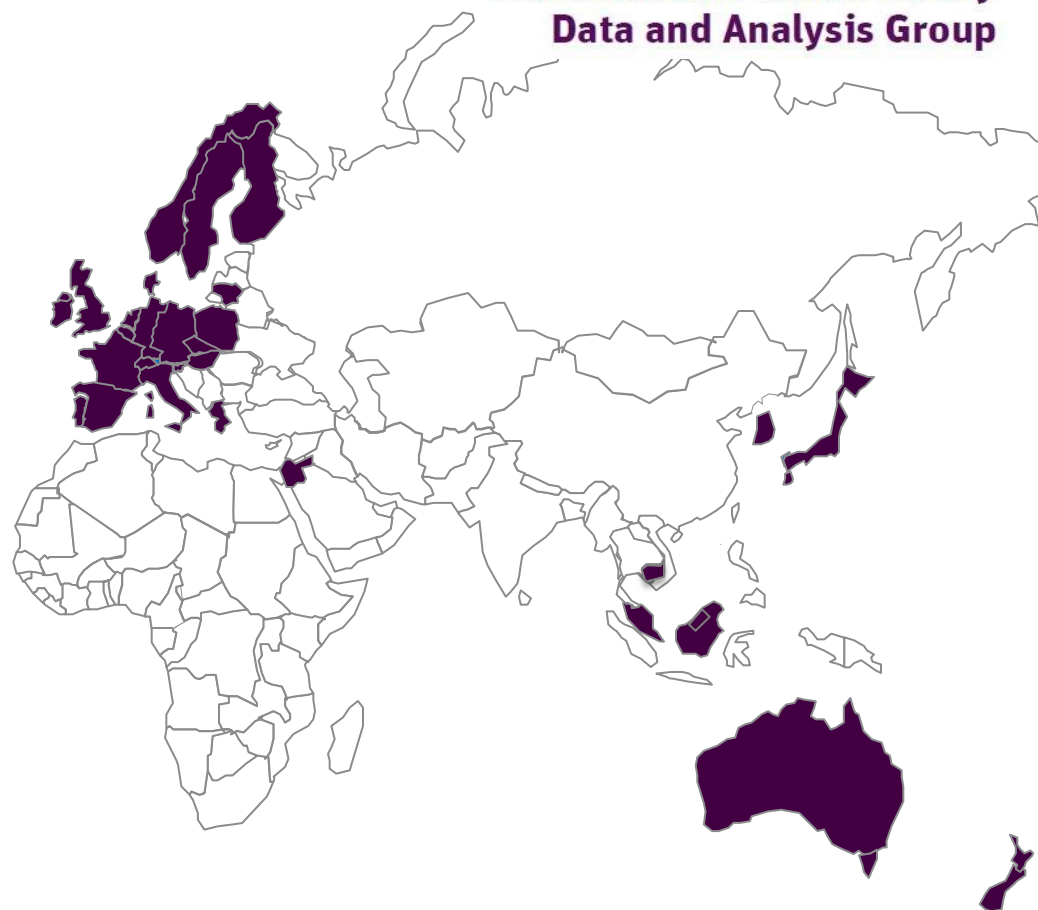


IRTAD: the International Traffic Safety Data and Analysis Group

- Permanent working group under the umbrella of ITF and OECD; founded in 1989
- 70 members and observers from 39 countries
- Prof. Fred Wegman (chair), Veronique Feypell (OECD/ITF secretariat)
- Mission
 - World standard road safety database
 - Networking for safety professionals
 - Data analysis and research



IRTAD-LAC



OISEVI: Observatorio Iberoamericano de Seguridad Vial y IRTAD LAC

- OISEVI created in 2011 and launched in 2012
- Intercambio regular de la información entre los países de América Latina.
- Intercambio periódico de las mejores prácticas.
- Interfaz con otras regiones.

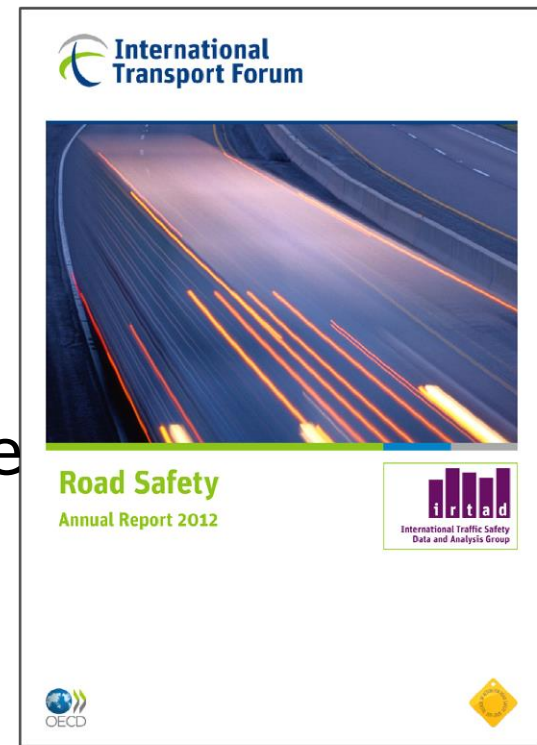
✓ Crear sistemas de información de datos comparables para referencia: IRTAD LAC.

www.oisevi.org.ar



IRTAD Output

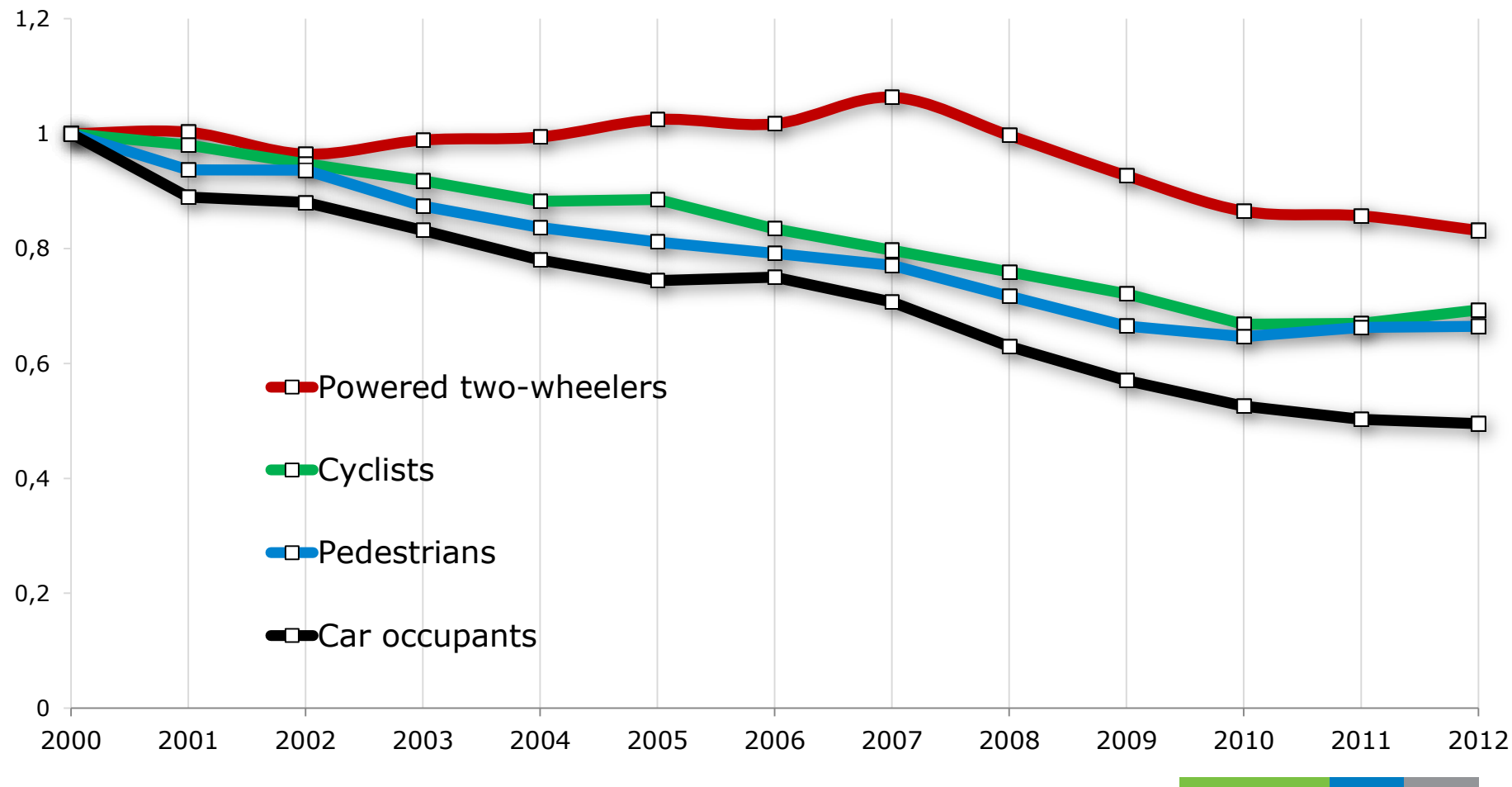
- A road safety database
- Annual report on safety performance in member countries
- Research reports, e.g.
 - Serious injuries
 - Speed and crash risk
 - Drinking and driving
 - Road safety and economic developments
- Annual meetings and permanent networking
- Twinning projects with potential new countries



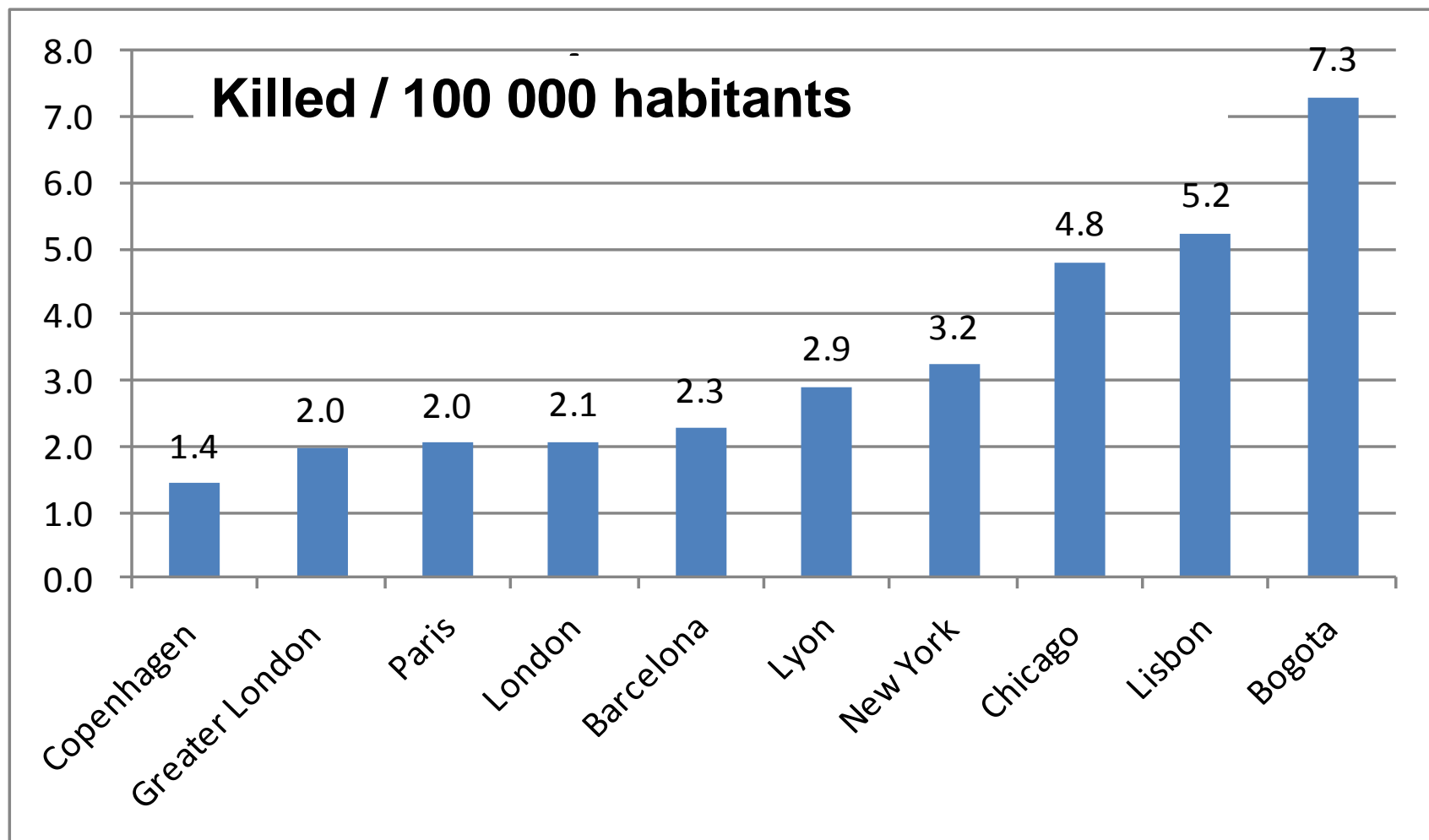
IRTAD Annual report 2014

- Synthesis of main trends
 - 2012 data
 - 2013 provisional data
 - Comparative summary tables
- Detailed reports for 37 countries
- New countries this year: Chile and Nigeria

Evolution in the number of fatalities among user groups 2000-2012

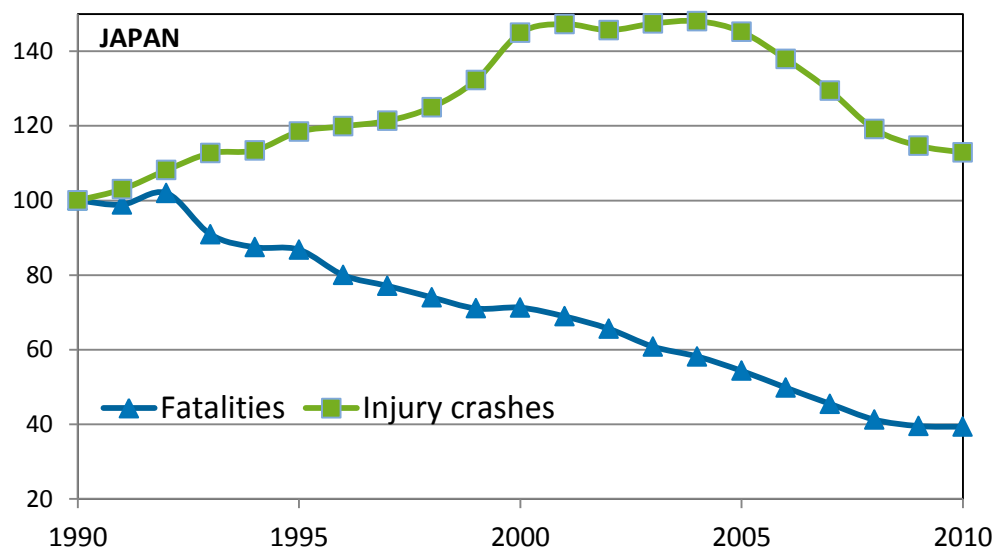


IRTAD and the cities – database for cities?



The Serious Injury Problem

- Why slower progress?



- Can we trust the data?

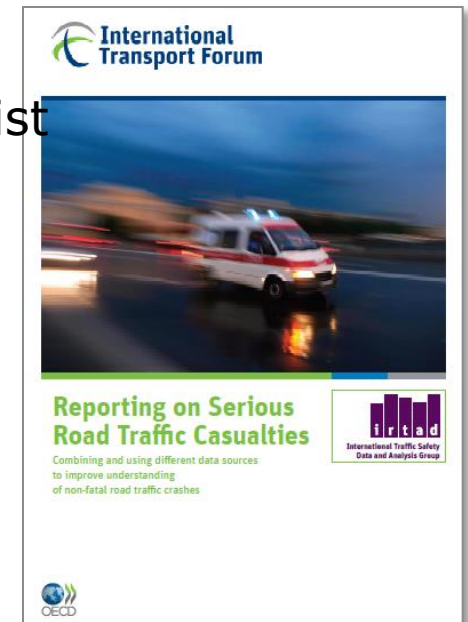
2010	France		Germany
Fatalities	3 992		3 648
Hospitalised	30 393	× 2	62 620
Injured	84 461	× 4	371 170

We need better injury record systems

- To assess the real number of serious injuries
 - Real costs of road crashes
- To understand the consequences of different crash types
- To design adequate countermeasures to reduce serious injures

Reporting injuries: IRTAD recommendations

- Complement police data with hospital data
- Medics not police to assess severity of injuries
- Classify injuries to international standards
 - Maximum Abbreviated Injury Scale (MAIS)
- Link police and hospital data
 - Deterministic and probabilistic methods exist
- Agree an international definition of serious injuries for research and benchmarking
Define 'seriously injured road casualty' as injuries assessed at level 3 or more on the Maximum Abbreviated Injury Scale "MAIS3+"



Using Linked and MAIS Data

SWOV Reporting to IRTAD

Netherlands Police Data

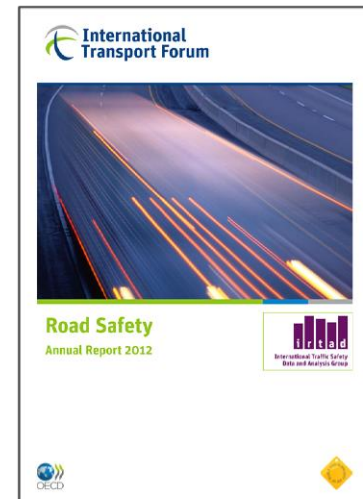
	1970	1980	1990	2000	2009	2010	2010% change over		
							2009	2000	1970
Fatalities (reported)	3 181	1 996	1 376	1 082	644	537	-17%	-50%	-83%
Injury crashes	58 883	49 383	44 915	37 947	19 378	10 778	-44%	-72%	-82%
Rates									
Deaths / 100 000 population	24.6	14.2	9.2	6.8	3.9	3.6	-8%	-42%	-85%
Deaths / 10 000 registered vehicles	-	4.3	2.4	1.4	0.7	0.6	-9%	-54%	-
Deaths / billion veh.-km	-	26.7	14.2	9.3	5				-
Motorisation mveh / 1000 pop;	213	333	390	482	561	563	+0.4%	+17%	+164%

Netherlands Linked Data

	2000	2009	2010	2010% change over	
				2009	2000
Fatalities (real)	1 166	720	640	-11%	-45%
Seriously injured (MAIS2+)	16 500	18 880	19 200	+2%	+16%
(MAIS3+)	5 220	5 470			
Rates					
Deaths / 100 000 population	7.3	4.4	3.9	-11%	-47%
Deaths / 10 000 registered vehicles	1.5	0.8	0.7	-12%	-54%
Deaths / billion vehi-km	10	5.6			

Twinning projects

- Linking two countries; one IRTAD-member and one 'potential accession country'
- Spain (DGT) and Argentina
- The Netherlands (SWOV) and Cambodia
- United Kingdom (TRL) and Jamaica
- OISEVI in Latin America
- Funded by ... WorldBank, ADB, IADB, FIAFoundation
- New twinning projects ??



Is twinning an option for Colombia?

- Colombia (Ministry of Transport) is an active member in OISEVI
- Colombia a full member of IRTAD again ? Like Argentina and Chile
- IRTAD can support improving data systems in Colombia by 'twinning'
- Twinning between IRTAD partner and Colombia (such as twinning between DGT Spain and ANSV Argentina)
- Some funding should be made available
- High level commitment for let's say three years
- Some opportunity to attend regular IRTAD meetings

Muchas gracias

International Transport Forum at the OECD
2 rue Andre Pascal
75775 Paris Cedex 16
France

Veronique.Feypell@oecd.org or f.c.m.wegman@tudelft.nl