

4th Working Group
Institutional Coordination and Data Systems
Knowledge exchange workshop
October 18th, 2018
Minsk, Belarus



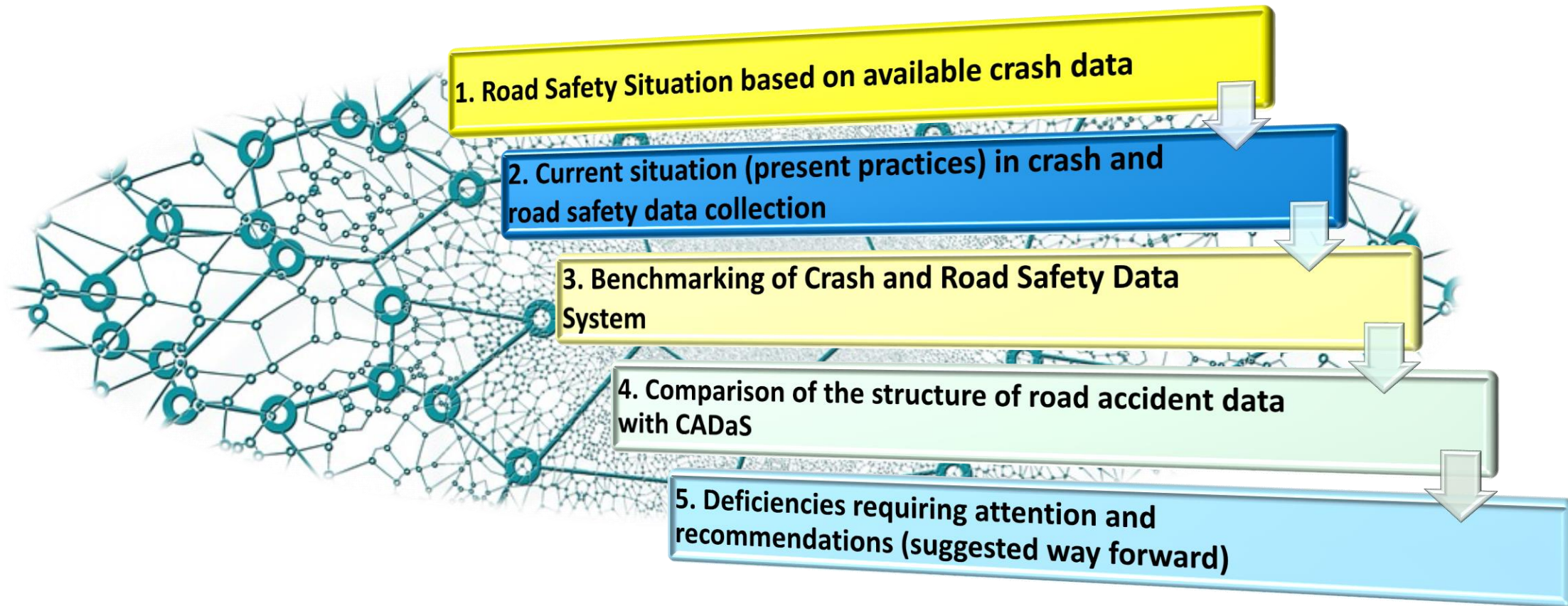
Country Notes for Crash data collection and road safety database system in EaP countries

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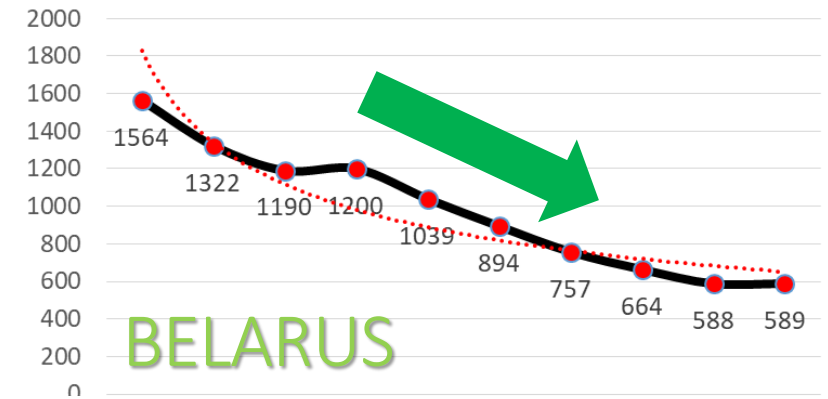
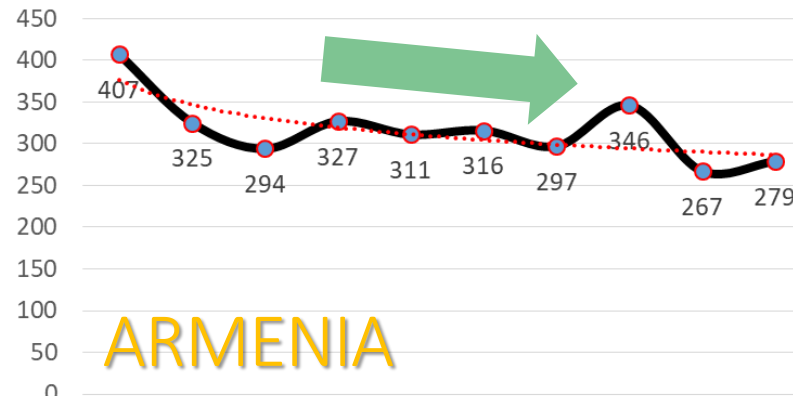
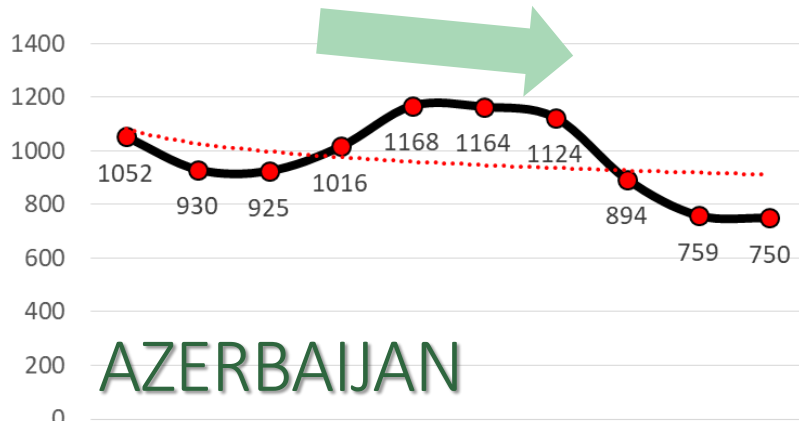


Country notes – Content

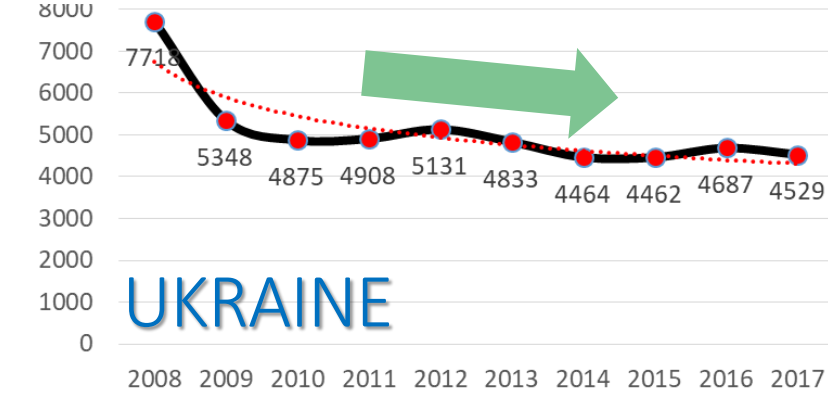
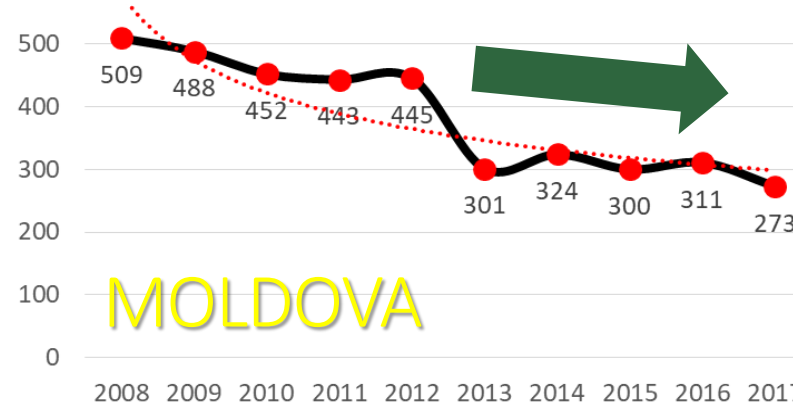
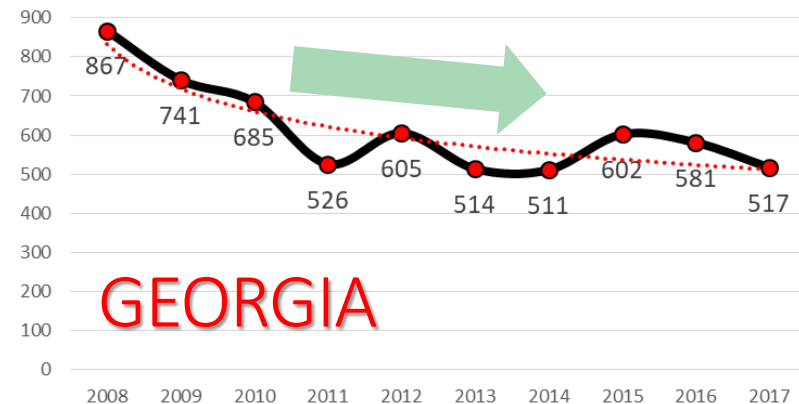


General road accident data in EaP countries

- **Number of fatalities**, trend lines

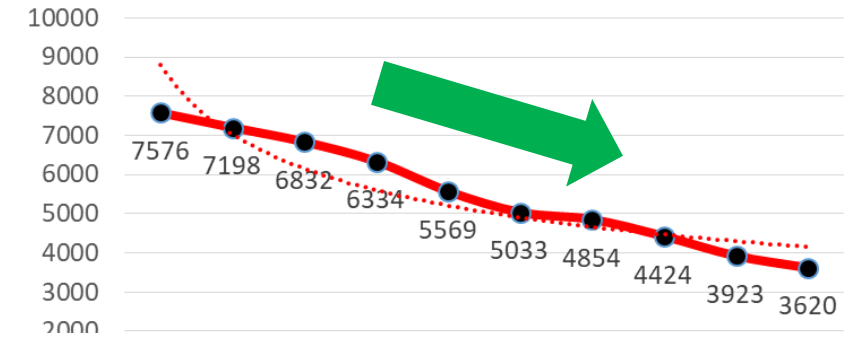
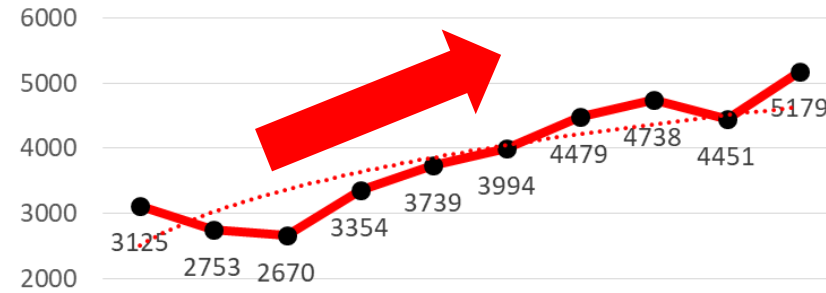
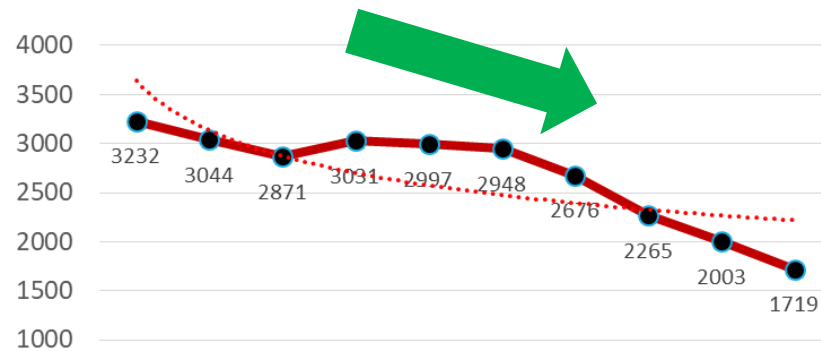


Whether underreporting exist?

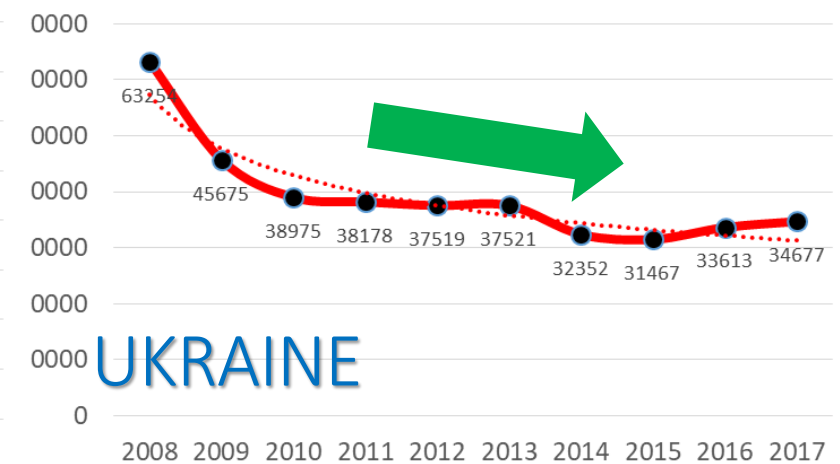
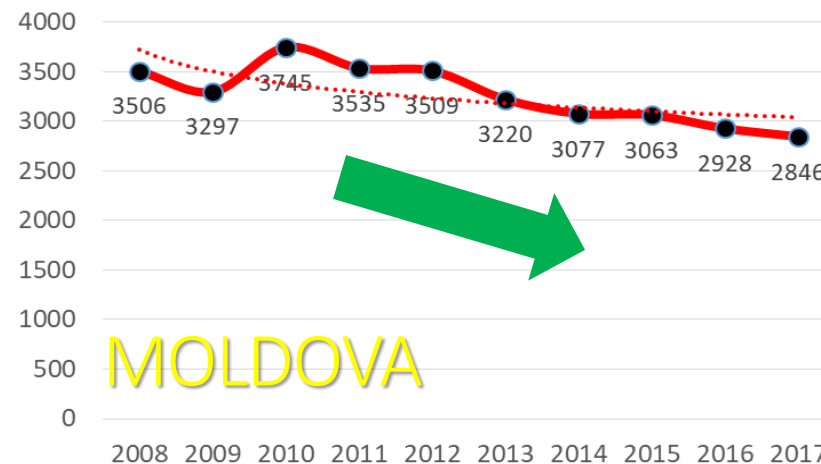
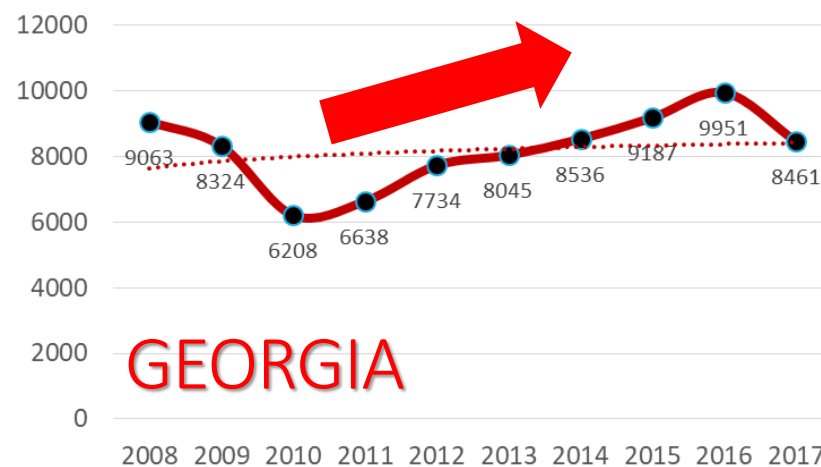


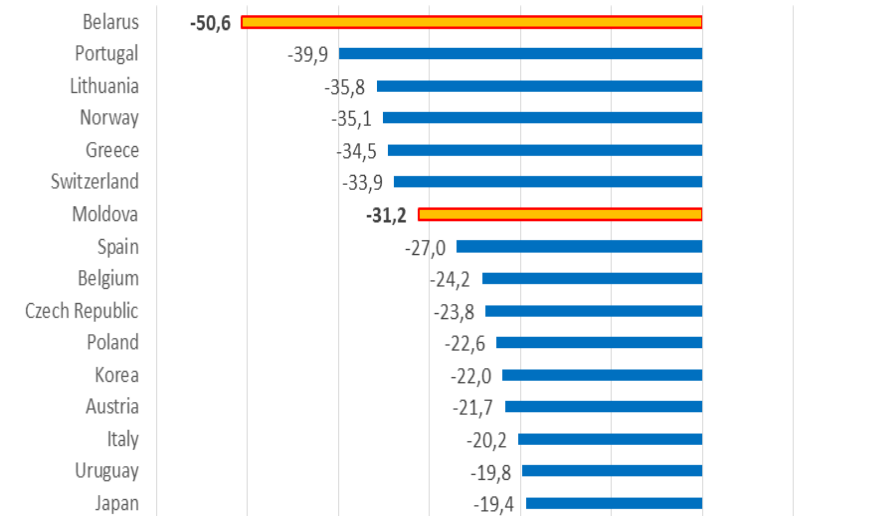
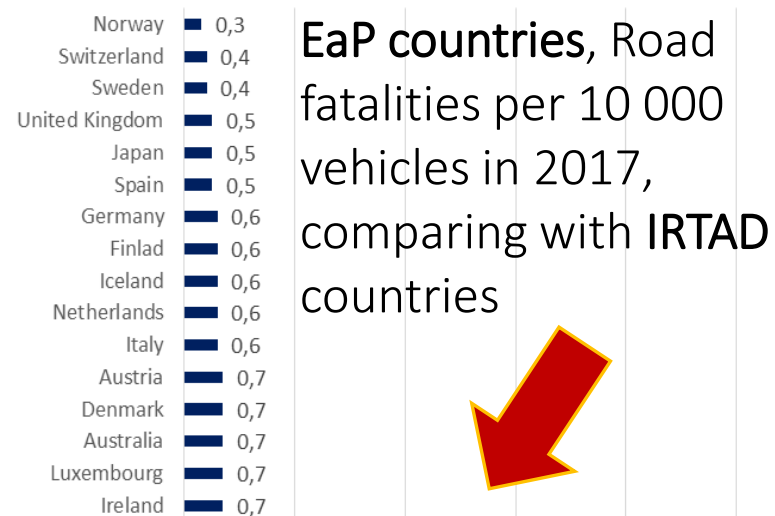
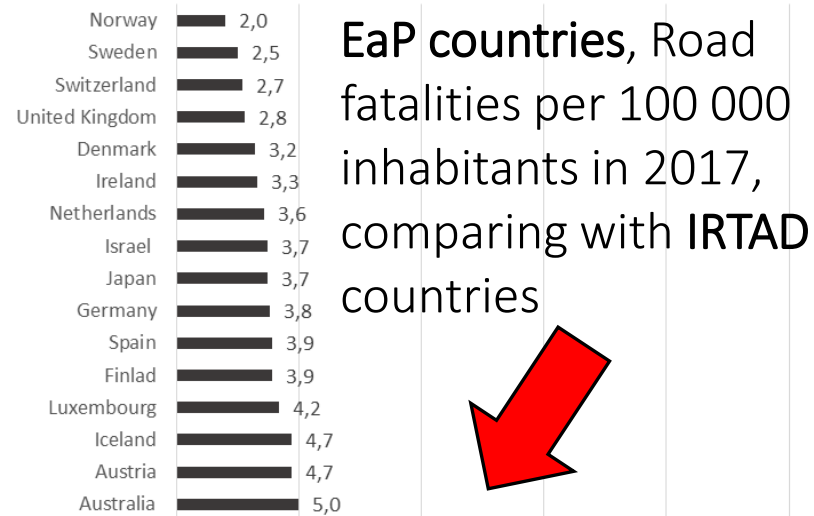
General road accident data in EaP countries

– Number of injuries, trend lines

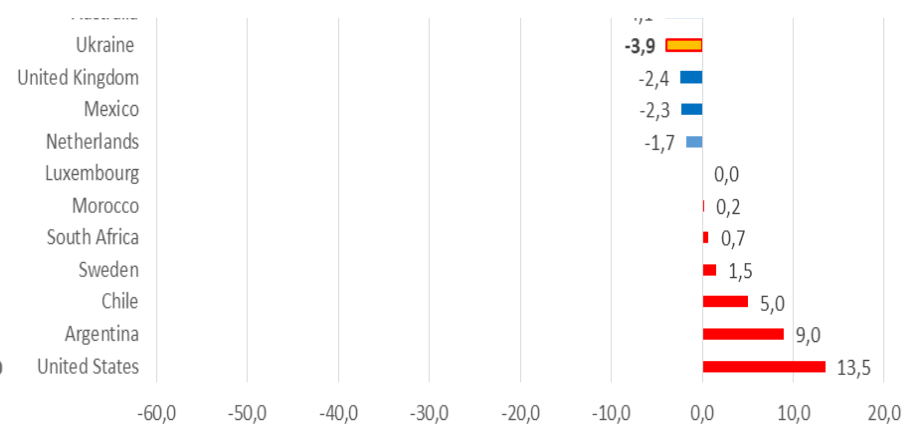
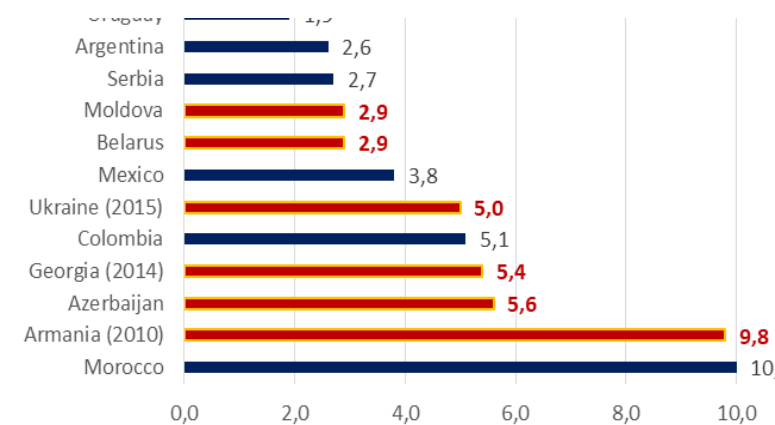
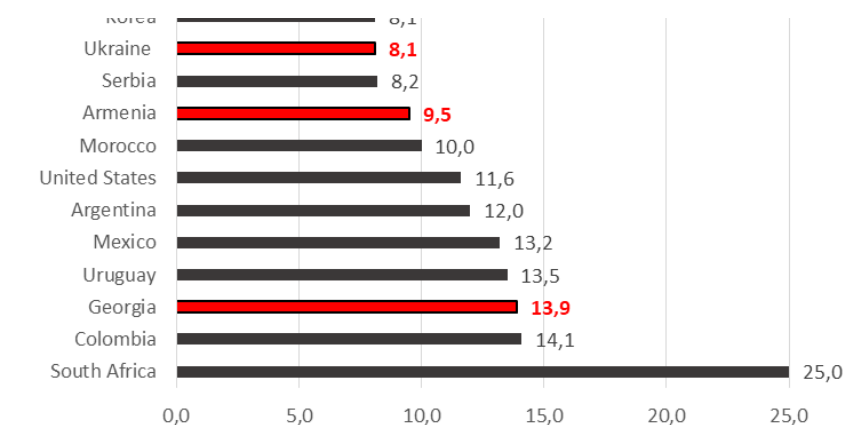


Whether underreporting exist?





**Crash data for all EaP countries are not validate!
Did not pass standard procedure before publishing
as official data in the IRTAD database**



Crash Database/Method of traffic accident data collection



ARMENIA

Accident form is filled in the place by road police, and submitted to road police registration unit, and included into crash database software

AZERBAIJAN



No answer!

BELARUS



The data on the road accident is collected by the State Automobile Inspectorate of the Ministry of Internal Affairs of the Republic of Belarus and also keeps a database of road accidents

GEORGIA

The method of traffic accident data collection is paper-based
The data are submitted to the central unit of the Patrol Police Department of MIA

MOLDOVA



Both the methods (paper-based and electronic/online crash form) of the traffic accidents data collection and entering the data into the Crash database are used

UKRAINE



No answer!

Crash Database/Last modification in scope of the crash data collection



ARMENIA 

2010

AZERBAIJAN 

2006 (Crash data structure, 1999)

BELARUS 

2017 (done by Beldorcentr)

GEORGIA

March, 2018

MOLDOVA 

2008

UKRAINE

2016

Crash Database/Is the data entered locally or centrally?



ARMENIA

Locally, but all is gathered centrally at Road Police, **WITH FORMAL PROCEDURE** to ensure the quality of the crash data entered

AZERBAIJAN



Centrally, **WITHOUT** FORMAL PROCEDURE to ensure the quality of the crash data entered

BELARUS



Centrally, **WITH FORMAL PROCEDURE** to ensure the quality of the crash data entered

GEORGIA



Locally for crash accident with fatalities and injuries on paper based form and **Centrally** for crash data with material damage only?! **WITHOUT FORMAL PROCEDURE**

MOLDOVA

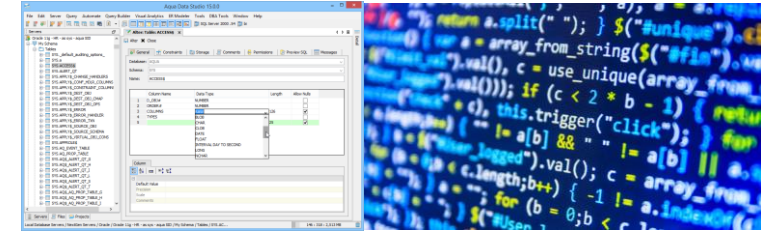
Locally, **WITH FORMAL PROCEDURE** to ensure the quality of the crash data entered

UKRAINE



No answer!

Database Software/Crash database management system



ARMENIA

SQL, (My SQL/MS SQL)
WITHOUT GIS features – interface,
or other mapping tools

AZERBAIJAN

Microsoft?! WITHOUT GIS
features – interface, or other
mapping tools

BELARUS

Oracle, WITH GIS features –
interface

GEORGIA

Mongo DB, WITH GIS features –
interface, **but not in use on**
operational level

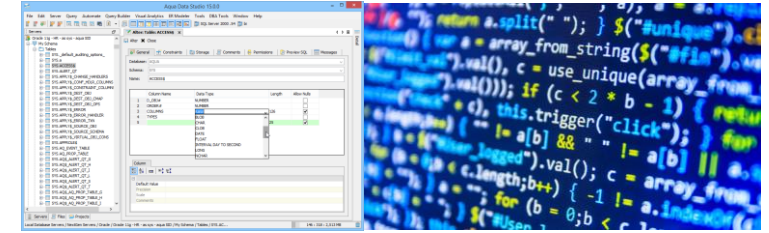
MOLDOVA

SQL, (My SQL/MS SQL), **WITHOUT**
GIS features – interface, but with
possibility for point location

UKRAINE

Oracle or MySQL?! WITH GIS
features – interface

Database Software/Crash database management system



ARMENIA

The database is only use for internal task on internal network, Used to handle the on line/ or daily data collection

AZERBAIJAN

The database is only use for internal task without accessibility on-line, Used to handle the on line/ or daily data collection

BELARUS

The system serves inquiries from other stakeholders, accessible via world wide web, password restricted,
NOT IN USE to handle the on line/ or daily data collection

GEORGIA !

The database is only use for internal task, **NOT IN USE to handle the on line/ or daily data collection** (for crash data about injuries and killed in RA)

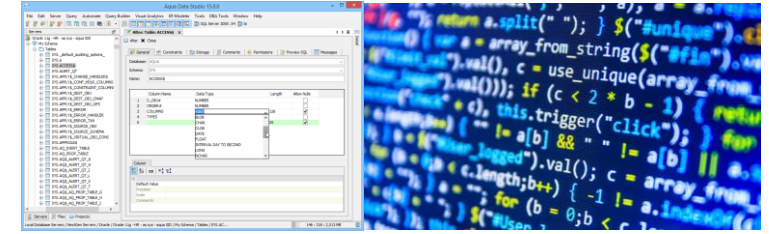
MOLDOVA

The system serves inquiries from other stakeholders, Accessible via world wide web, password restricted, Used to handle the on line/ or daily data collection

UKRAINE !

No answer!

Database Software/Institution in charge for software development



ARMENIA

Ministry of Interior, Road Police, Planning, Registration and Analysis Unit
In use since 2015, without further development

AZERBAIJAN

Ministry of Interior, General Department of State Traffic Police
Current status: UNDER DEVELOPMENT AND NOT YET IN USE!

BELARUS

Ministry of Transport and Communications, database software develops information technology management (**Beldorcentr**), Crash database under Ministry of Internal Affairs, since 1997

GEORGIA

Ministry of Interior, Operative-Technical Agency of Georgia under the State Security Service
Current status: UNDER DEVELOPMENT AND NOT YET IN USE!

MOLDOVA

Information Technology Department of the Ministry of Internal Affairs, In use since 2014, but no further development

UKRAINE

Ministry of Interior, National Police

Crash data-injury data/data about the level of injuries in the road accidents



ARMENIA

Killed – **Yes**

Serious injuries – **No**

Slight injuries (AIS scale/or similar) – **No**

AZERBAIJAN

Killed – **Yes**

Serious injuries – **Yes? No**

Slight injuries (AIS scale/or similar) –
Yes? No

BELARUS

Killed – **Yes**

Serious injuries – **No (Beldorcentr)**

Slight injuries (AIS scale/or similar) – **No (Beldorcentr)**

GEORGIA

Killed – **Yes**

Serious injuries – **No**

Slight injuries (AIS scale/or similar) – **No**

MOLDOVA

Killed – **Yes**

Serious injuries — **Yes**

Slight injuries (AIS scale/or similar) – **Yes**

UKRAINE

Killed – **Yes**

Serious injuries – **No answer!**

Slight injuries (AIS scale/or similar) – **No answer!**

Crash data-injury data/Data about killed in road accidents (road accidents with fatalities)



ARMENIA

Killed on the place of RA – **Yes**
Killed on the way to the hospitals – **Yes**
Died within 30 days of the accident – **Yes**

AZERBAIJAN



Killed on the place of RA – **Yes**
Killed on the way to the hospitals – **Yes/No**
Died within 30 days of the accident – **No**

BELARUS



Killed on the place of RA – **No answer!**
Killed on the way to the hospitals – **No answer!**
Died within 30 days of the accident – **No answer!**

GEORGIA



Killed on the place of RA – **Yes**
Killed on the way to the hospitals – **No**
Died within 30 days of the accident – **No**

MOLDOVA

Killed on the place of RA – **Yes**
Killed on the way to the hospitals – **Yes**
Died within 30 days of the accident – **Yes**

UKRAINE



Killed on the place of RA – **No answer!**
Killed on the way to the hospitals – **No answer!**
Died within 30 days of the accident – **No answer!**

Crash data-injury data/Definitions of injuries and define the level of injuries



ARMENIA

Hospitals are in charge to define level of injuries
Definitions are not based on international standard (e.g. AIS scale)

AZERBAIJAN

Forensic-medical examination
Definitions are not based on international standard (e.g. AIS scale)

BELARUS



No answer!

GEORGIA

Definitions are not based on international standard (e.g. AIS scale)

MOLDOVA

The Centre for Legal Medicine under the Ministry of Health, Labour and Social Protection
Definitions are not based on international standard (e.g. AIS scale)

UKRAINE



No answer!

Crash data-injury data/Checking for fatalities after 30 days and verification of crash data between Police and Health sector



ARMENIA 👉

Verification of crash data between Health sector and Police is standard procedure and include checking for fatalities after 30 days

AZERBAIJAN

Yes, but not clear explained

BELARUS



No answer!

GEORGIA !

No!

MOLDOVA 👉

Verification of crash data between Health sector and Police exist and include checking for fatalities after 30 days, but this people are considered as seriously injured

UKRAINE



No answer!

Availability of crash data and Road safety reports/ What institutions have an access or receive the data?



ARMENIA

Ministry of Interior
Statistics Department

AZERBAIJAN 🇦🇿

Cabinet, Ministry of Internal Affairs,
The State Statistical Committee
**General road accident data are
available to everyone!**

BELARUS

Ministry of Transport and
Communications of the Republic of
Belarus, Road owners, Scientific
institutions

GEORGIA 🇬🇪

Ministry of Interior
**General road accident data are
available to everyone!**

MOLDOVA

Ministry of Internal Affairs,
Government, Parliament, Ministry of
Economy and Infrastructure, Ministry
of Health, Labour and Social
Protection, Road State
Administration, NGOs...

UKRAINE ⚠️

No answer!

Availability of crash data and Road safety reports



ARMENIA



Data are available on paper after official request

AZERBAIJAN



General data are available
Open access for general data

BELARUS

Data are available on-line, but just for registered users

GEORGIA



General data are available
Open access for general data

MOLDOVA

On-line for Ministry of interior and on paper for other institutions/organizations, but after official request

UKRAINE



Data are NOT available on-line!
Available on paper but after official request

Availability of crash data and Road safety reports



ARMENIA

Preparation of road safety report is under Road police, on monthly and quarterly level, on web page

www.police.am

AZERBAIJAN 🇦🇿

Under Ministry of Internal Affairs, General Department of State Traffic Police and The State Statistical Committee

<https://www.stat.gov.az/source/transport>

BELARUS ⚠️

Under Ministry of Transport and Communications of the Republic of Belarus and road owners,

No answer about available web page!

GEORGIA 🇬🇪

Under Ministry of Internal Affairs, General data, on monthly level

<http://info.police.ge>

MOLDOVA 🇲🇩

Ministry of Internal Affairs, the General Inspectorate of Police, once per year,

http://politia.md/sites/default/files/raport_de_activitate_12_luni_2017_var_finala.pdf

UKRAINE ⚠️

Under Ministry of Internal Affairs

No answer about available web page!

Other important data (database) for good and high-quality road safety analysis/Vehicles and drivers database



ARMENIA

Exist but confidential
Without necessary equipment for full access by all police units on road

AZERBAIJAN

Yes, but not clear which kind of other databases

BELARUS



No!

GEORGIA

Yes, vehicles database

MOLDOVA



Yes, vehicles and drivers database

UKRAINE

Motor (Transport) Insurance Bureau of Ukraine

Other important data
high-quality road safety
Safety Performance



ARMENIA

Seat belts – No
Driving over the speed limit – No
Safety helmets – No
Alcohol – No

BELARUS

Seat belts – No
Driving over the speed limit – No
Safety helmets – No
Alcohol – No

GEORGIA

Seat belts – No
Driving over the speed limit – No
Safety helmets – No
Alcohol – **Yes, but not as a SPI**

NE

Seat belts – No
Driving over the speed limit – No
Safety helmets – No
Alcohol – No

Still, there is NO SPI's
collection across EaP
countries!

RESULTS based on filled Questionnaire!

Current situation (present practices) in crash and road safety data collection

												<u>SCORE</u>
Armenia		!	!	!	!	!	👍					<u>0,16</u>
Azerbaijan		!	!	!	!	!	!	👍	👍	👍		<u>0,30</u>
Belarus		!	!	!	!	!	!	👍	👍	👍	👍	<u>0,36</u>
Georgia		!	!	!	!	!	!	👍	👍	👍		<u>0,30</u>
Moldova		!	!	!	👍	👍	👍	👍				<u>0,57</u>
Ukraine		!	!	!	!	!	!	!	!	!	!	Without filled questionnaire

Benchmarking of Crash Database System in EaPCs model 2018, Impact Indicators



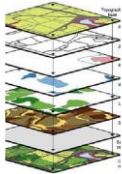
Legislation



Software Platform



Concept of road safety database



GIS oriented



WEB Oriented



Database availability



Updated



Willingness to data exchange

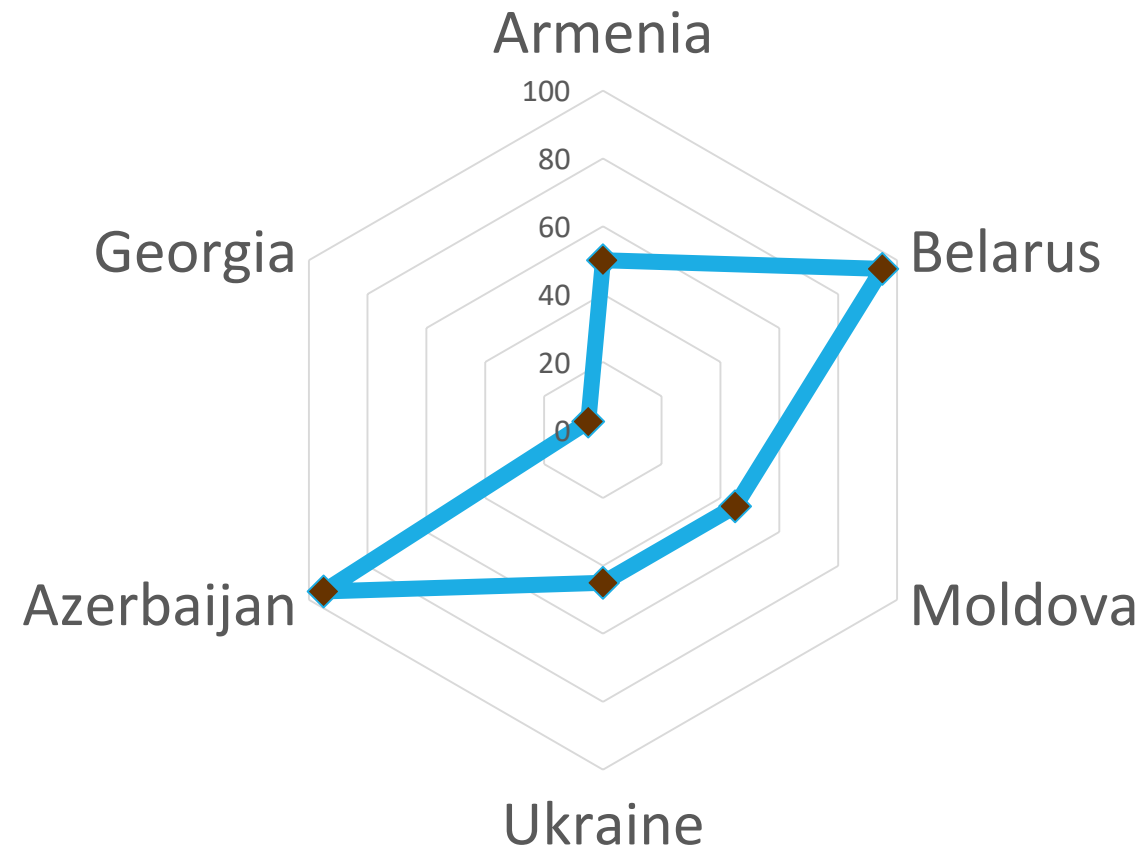


Institution



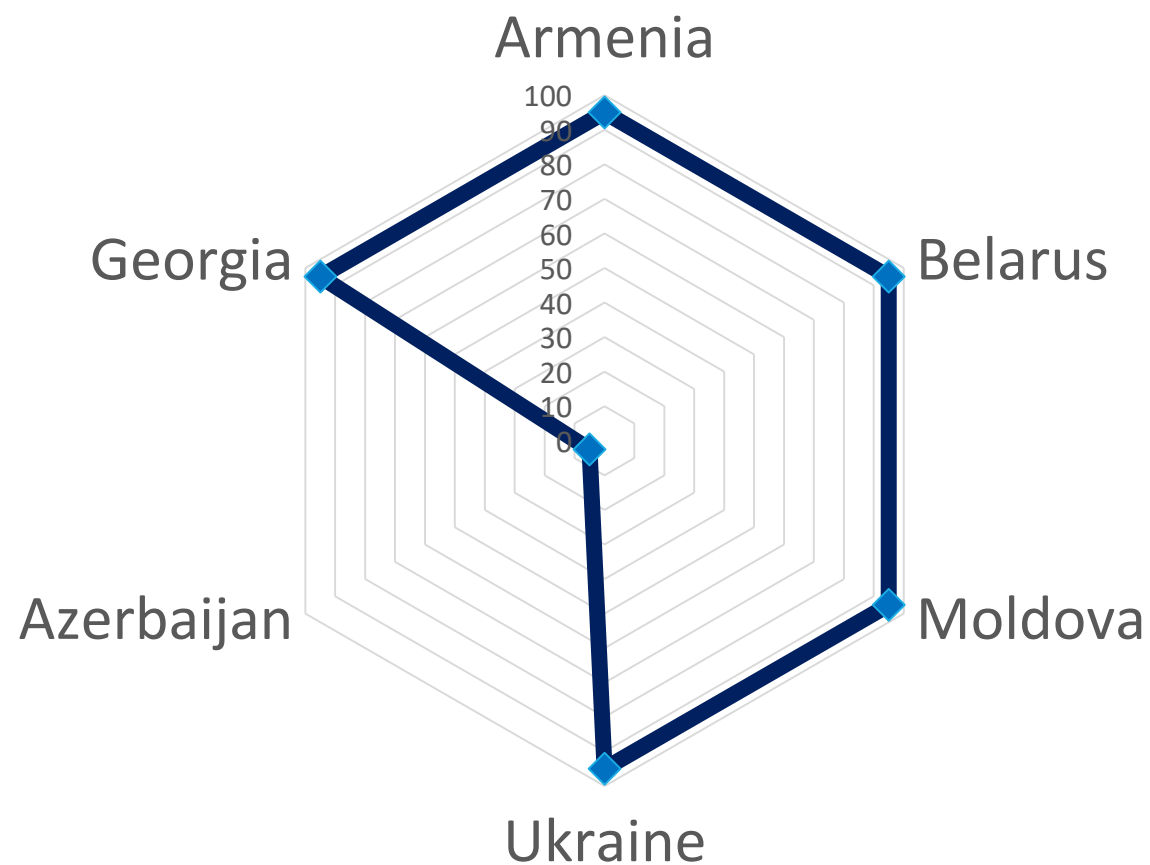
Connectivity

Benchmarking / 1. **LEGISLATION**

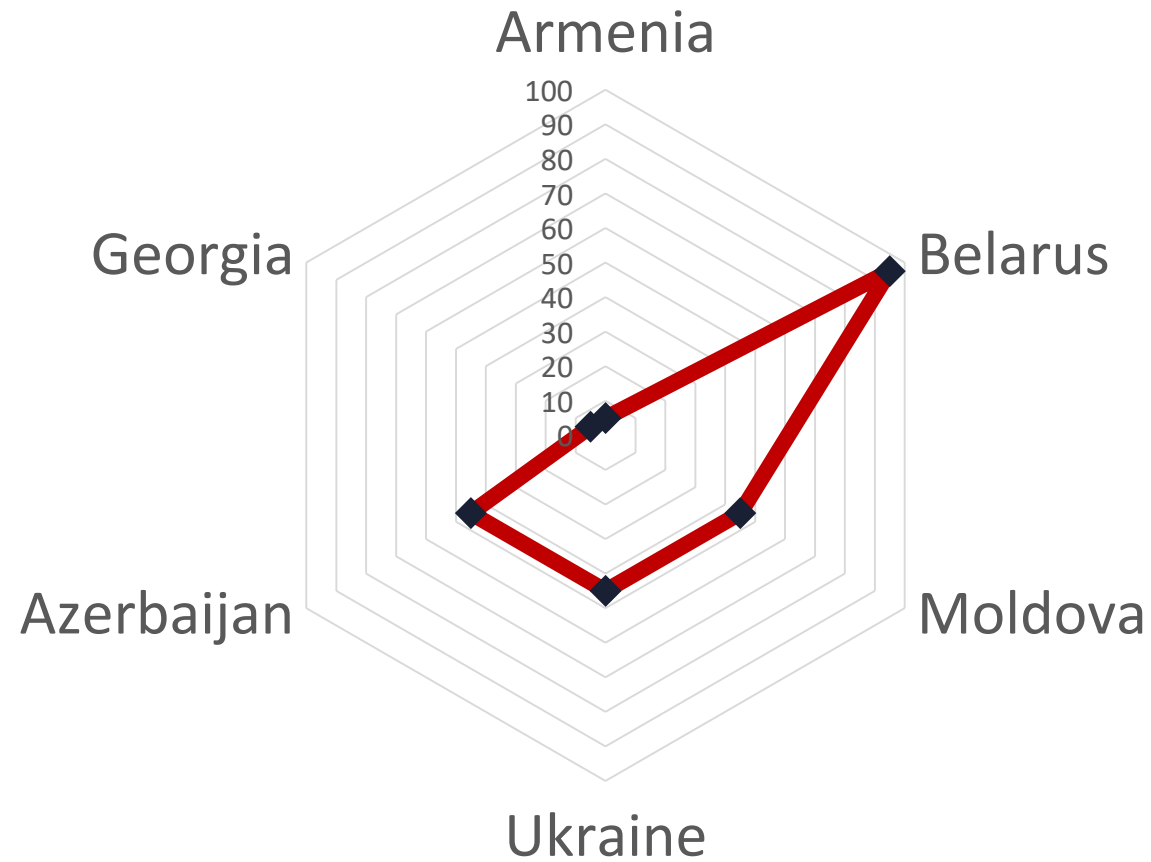




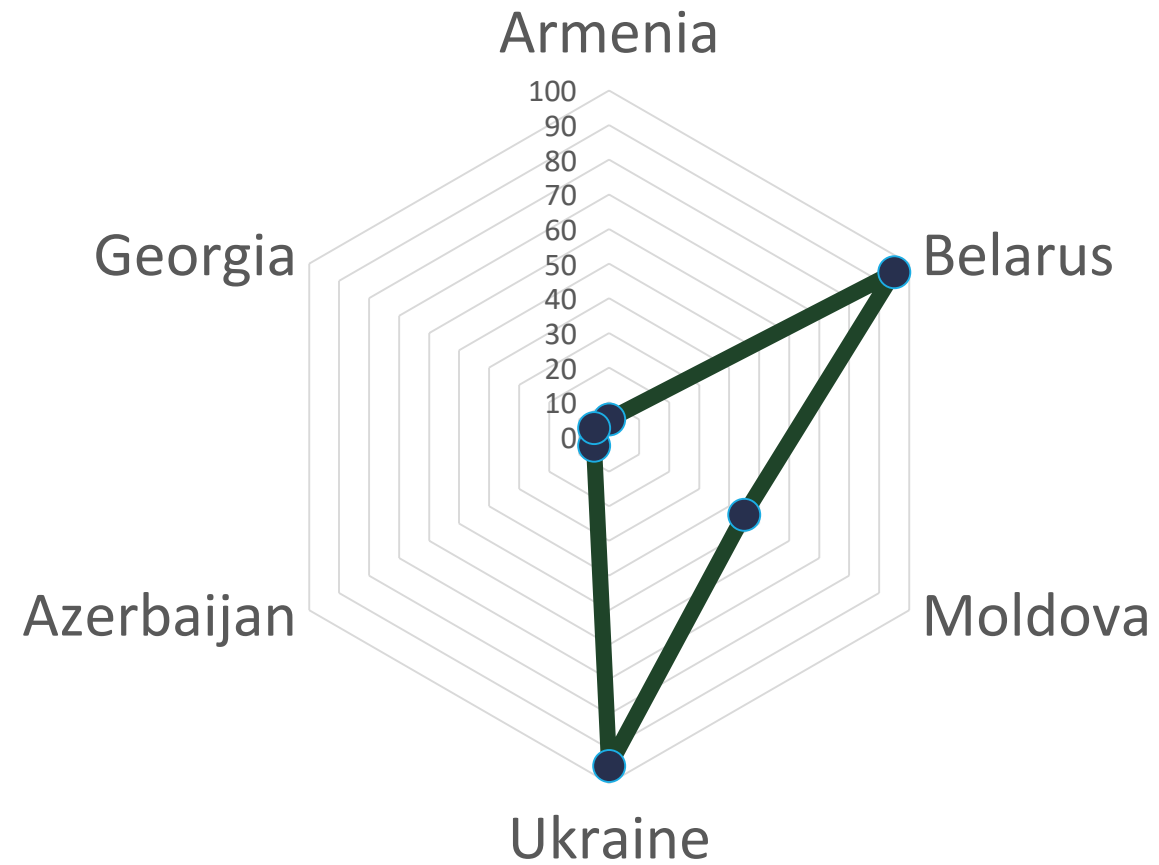
Benchmarking / 2. SOFTWARE PLATFORM



Benchmarking / 3. CONCEPT OF ROAD SAFETY DATABASE

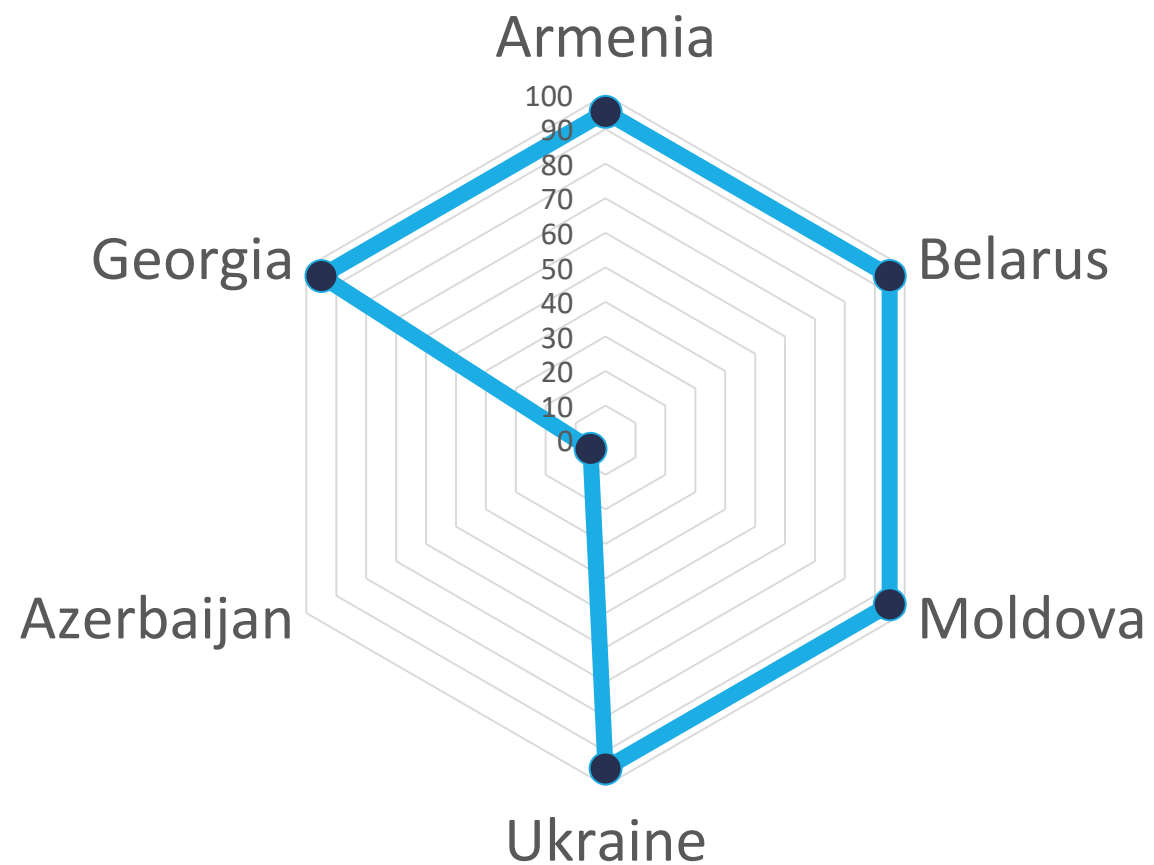


Benchmarking / 4. GIS ORIENTED



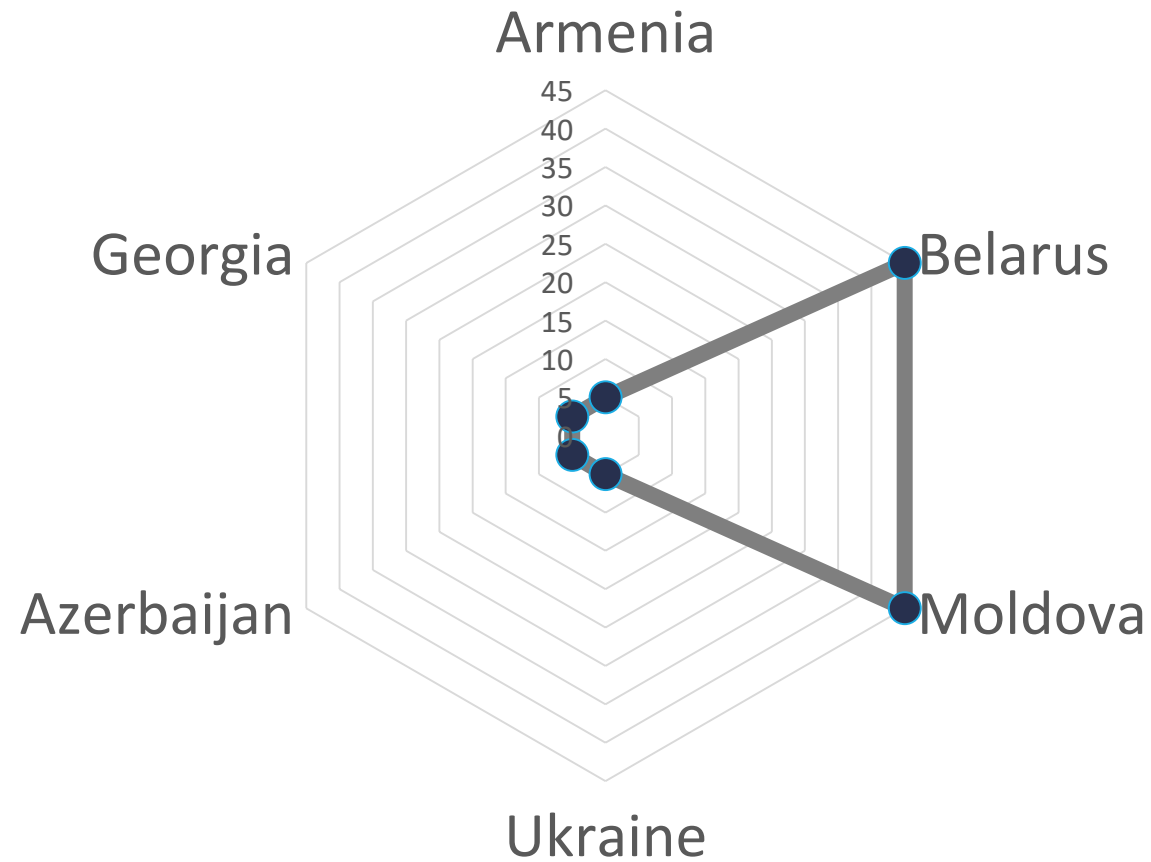


Benchmarking / 5. WEB ORIENTED

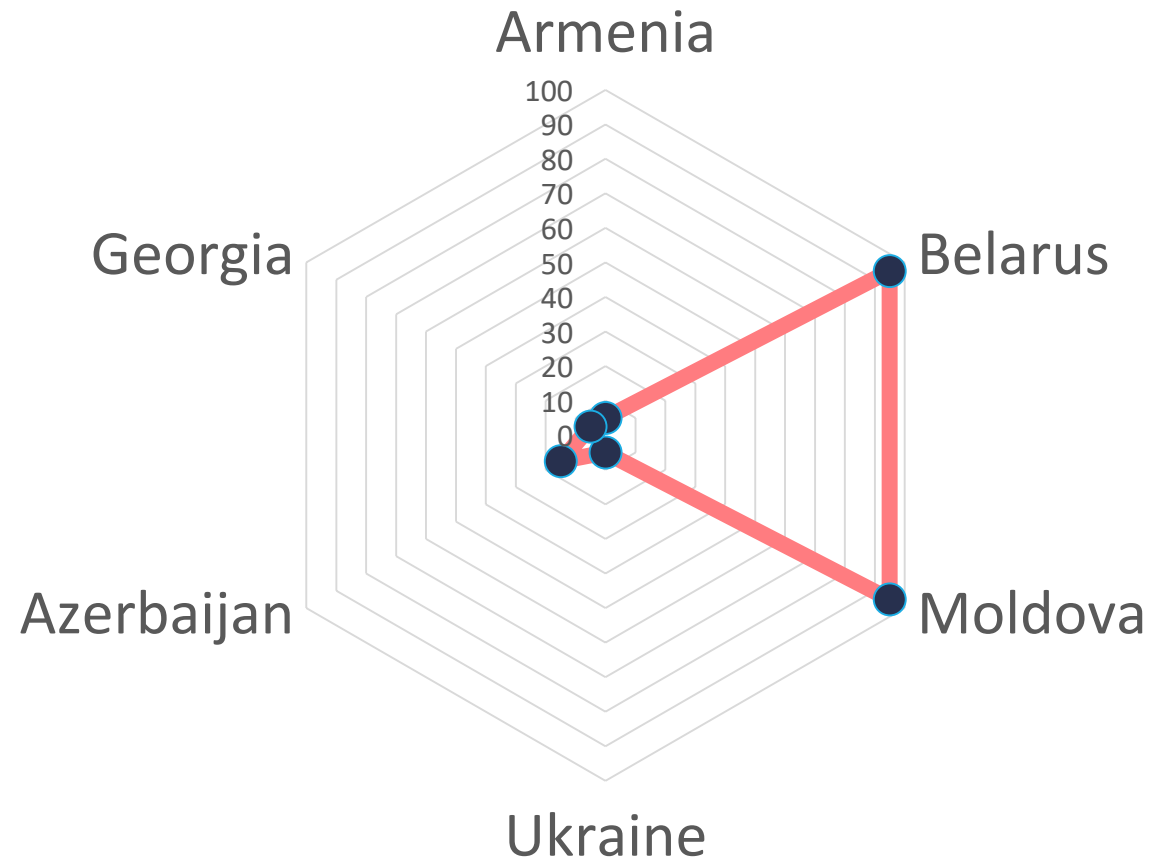




Benchmarking / 6. DATABASE AVAILABILITY



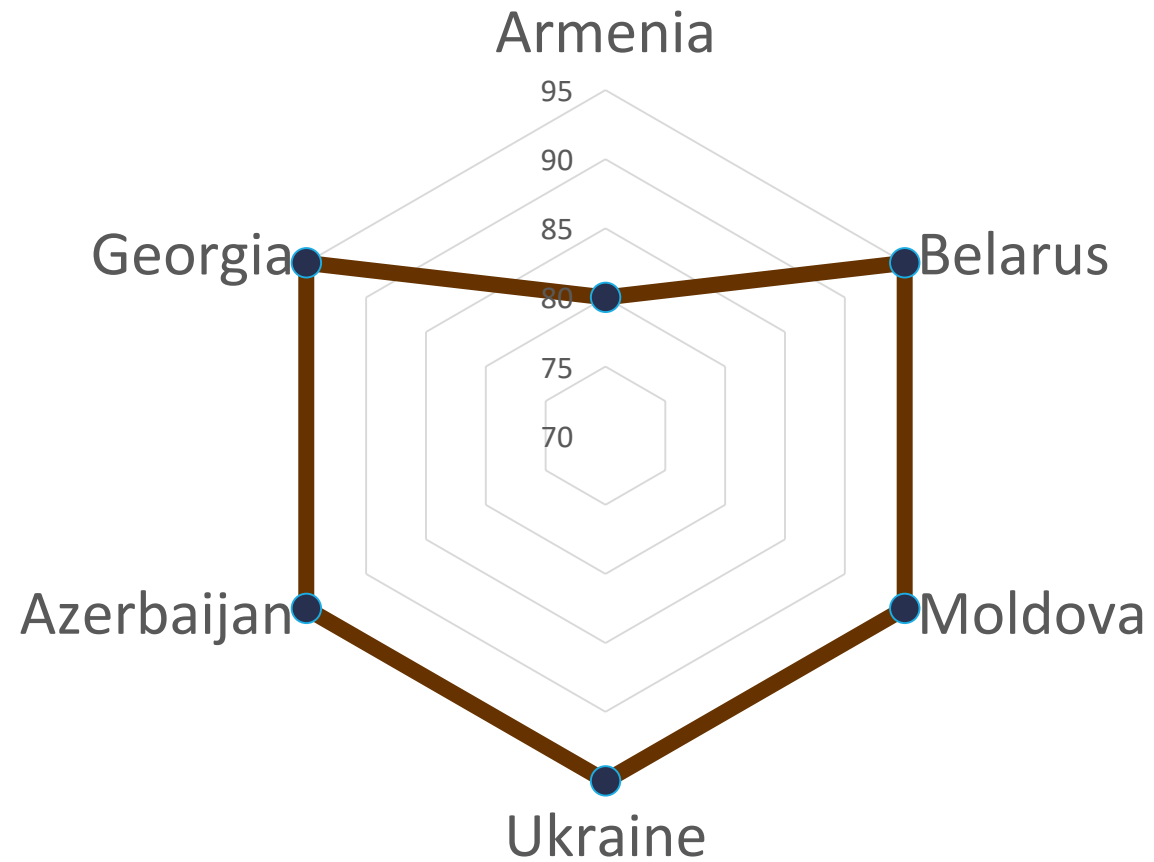
Benchmarking / 7. UPDATED



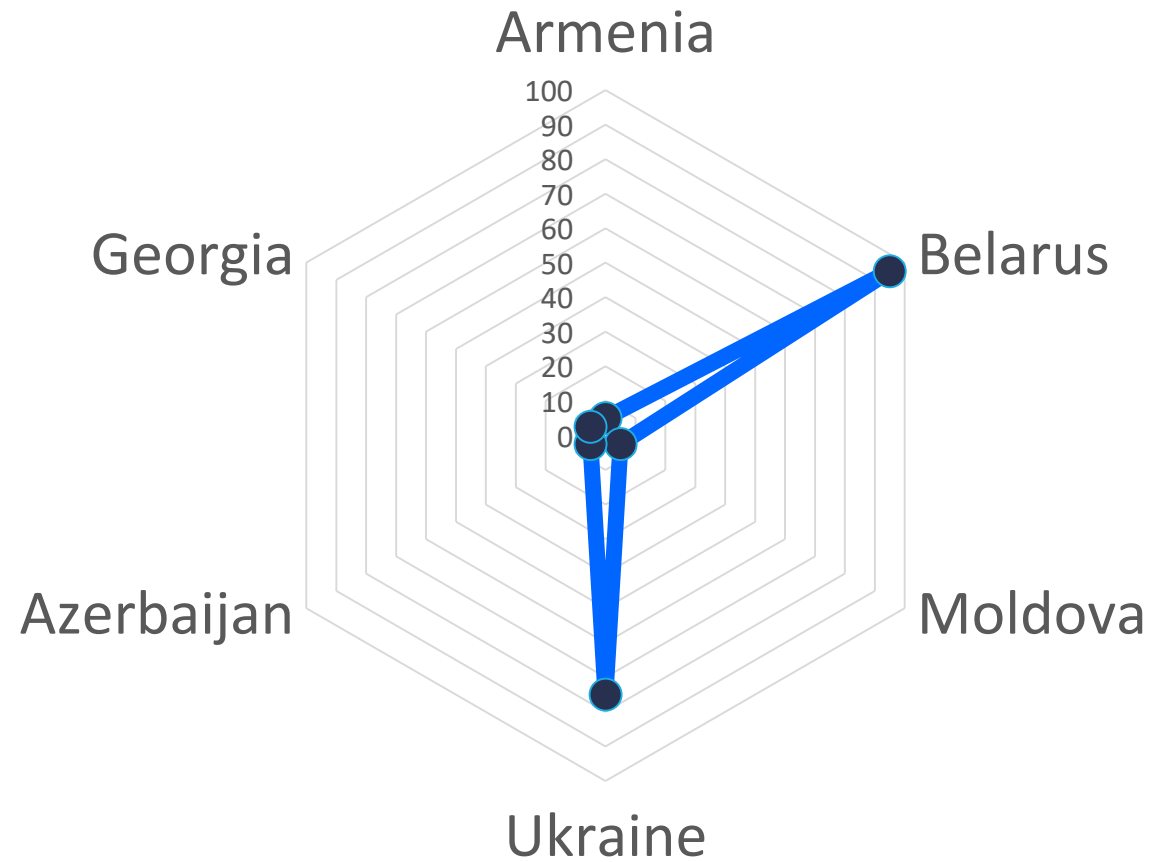
Benchmarking / 8. WILLINGNESS TO DATA EXCHANGE



Benchmarking / 9. INSTITUTION



Benchmarking / 10. CONNECTIVITY



THANK YOU FOR YOUR ATTENTION ANY QUESTIONS?

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