

Eastern Partnership

Road Safety Cooperation Framework



EaP | Eastern Partnership 

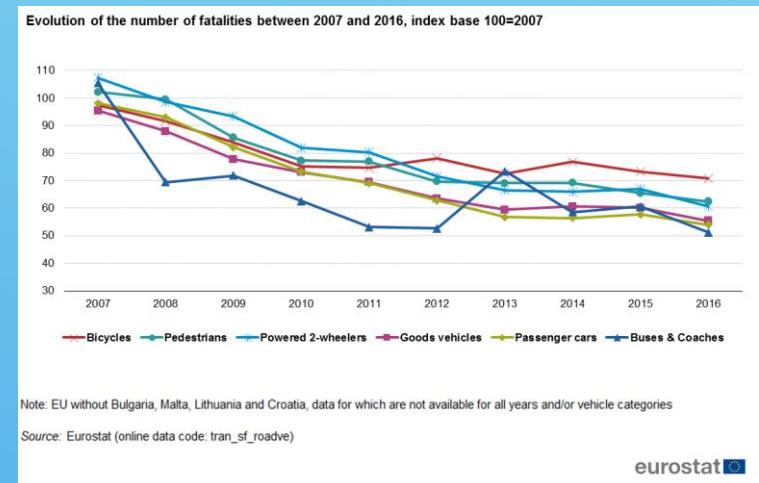
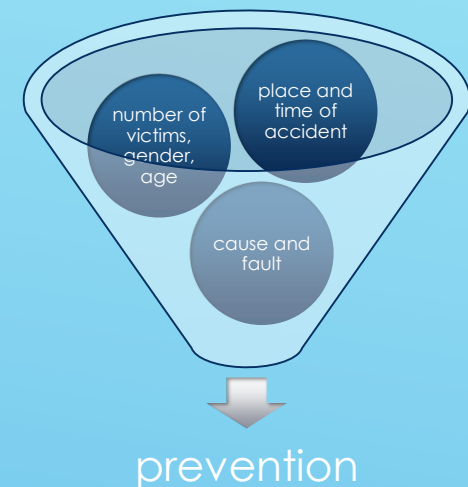


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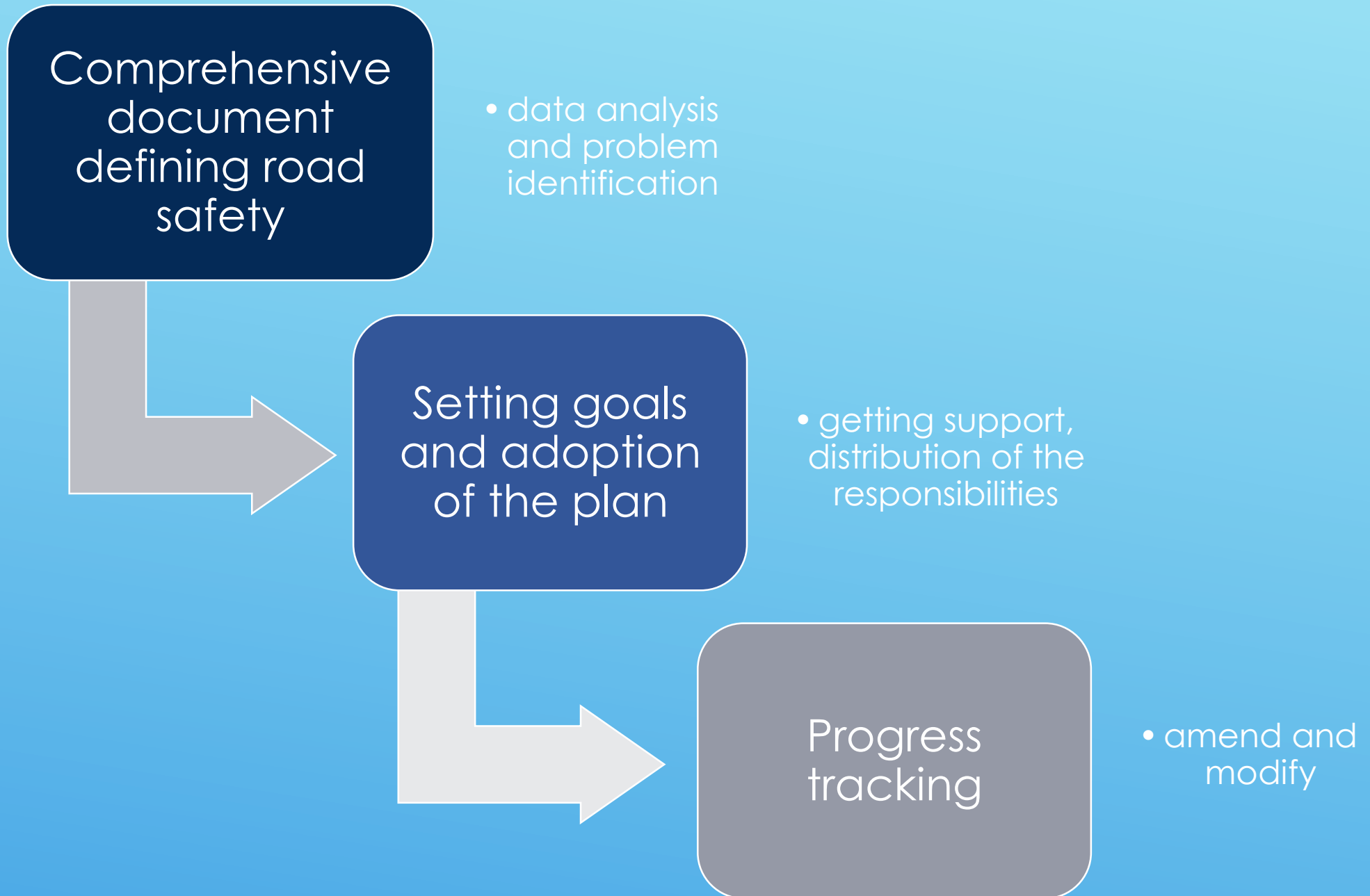
Kiev, June 18th, 2019

Why do you need high-quality data collection?

- developing an effective road safety strategy and conducting high-quality road safety studies are impossible without reliable data.
- data is needed to get an accurate picture of road safety issues
- data provides insights into the causes of accidents and their consequences, as well as identify risk factors
- accurate data can help convince politicians, governments, civil society organizations and the general public about the social significance of the problem



What gives us high-quality data collection?



Is the information about the accident self-sufficient?



Exposure to risks



Chance of accidents based on exposure



Probability of being injured



Road crash data is probably the most important source of information, but not self sufficient!

Situational assessment

identifying those responsible for collecting, analyzing and using data

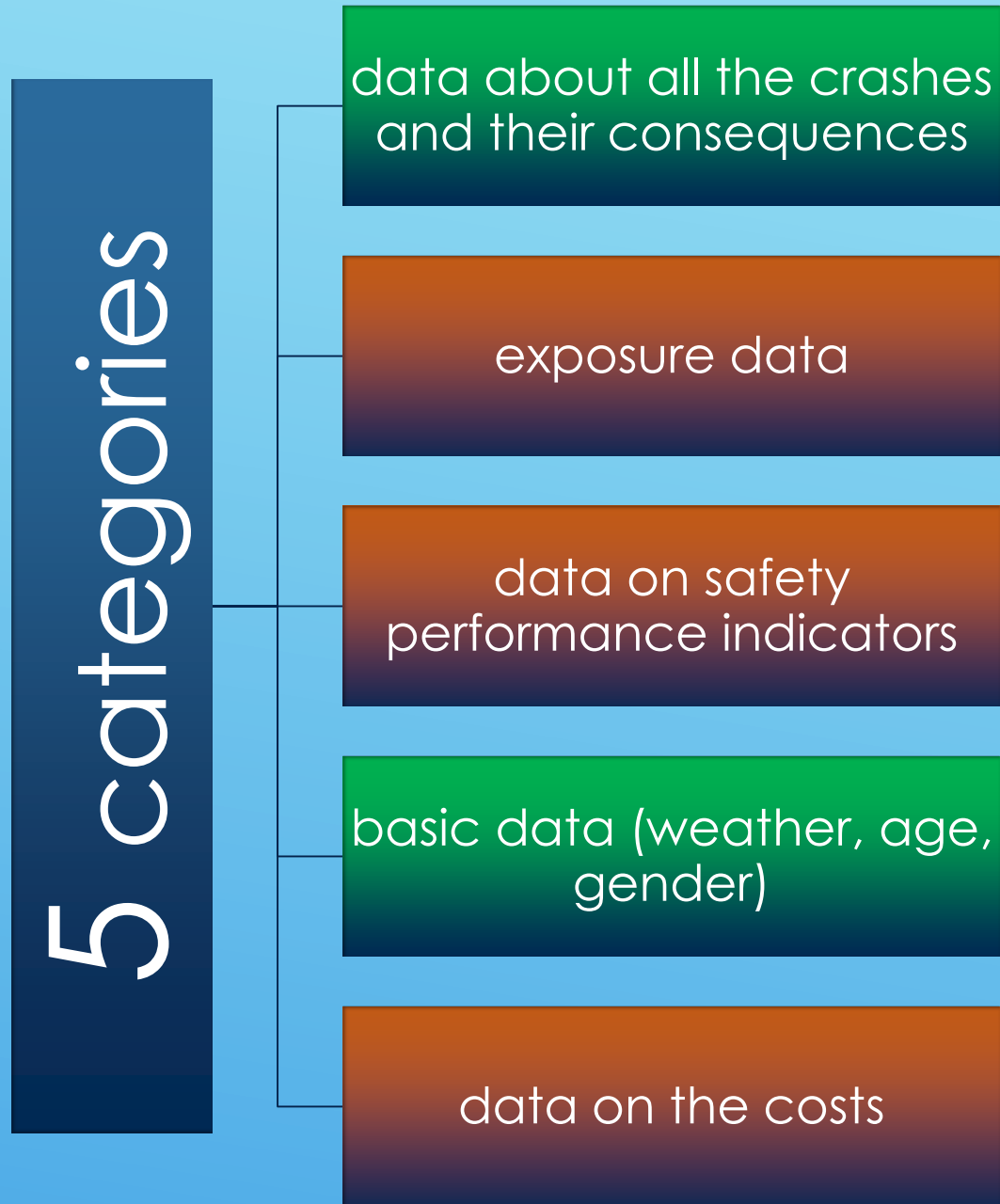
identifying existing systems, their strengths and weaknesses

Before starting a reform of the data system, a full situational analysis is needed

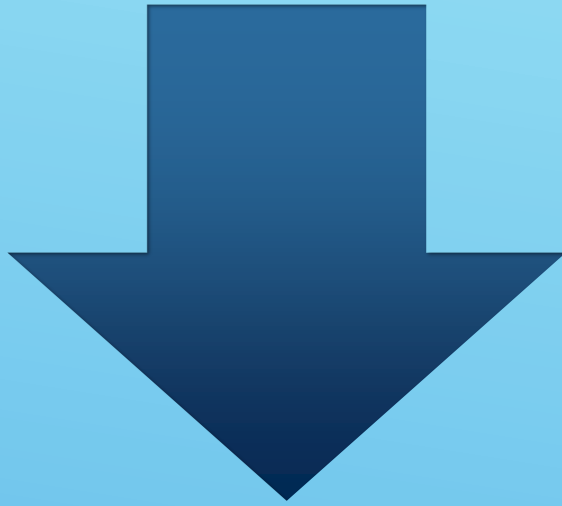
requirements of the final users of the systems

political will and support for changes

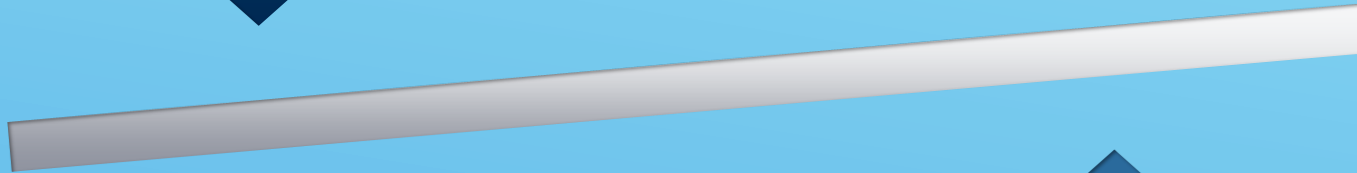
Road Safety Data Systems



Risks exposure data



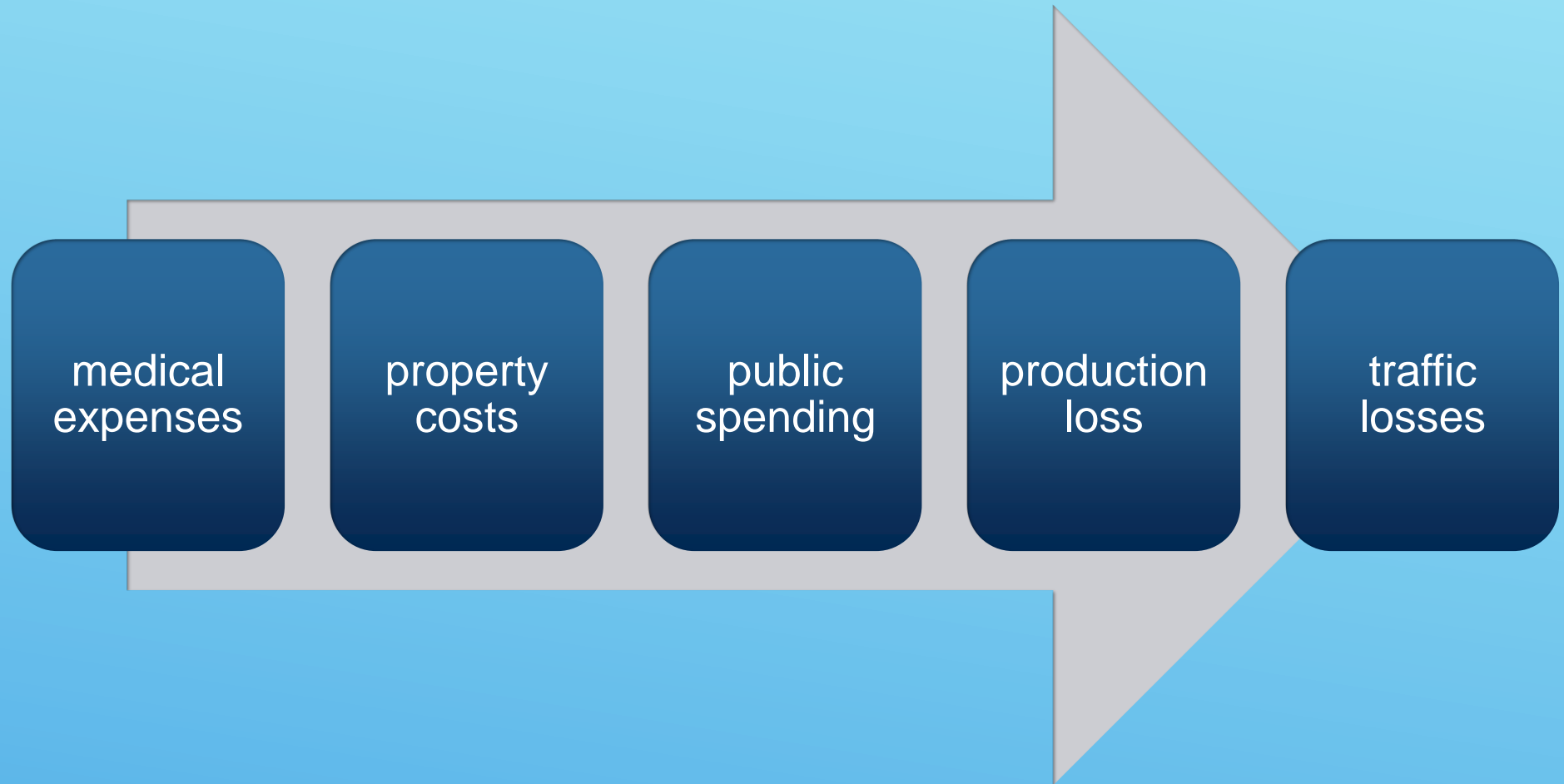
data quality and
risks reduction



government
interest in data
collection

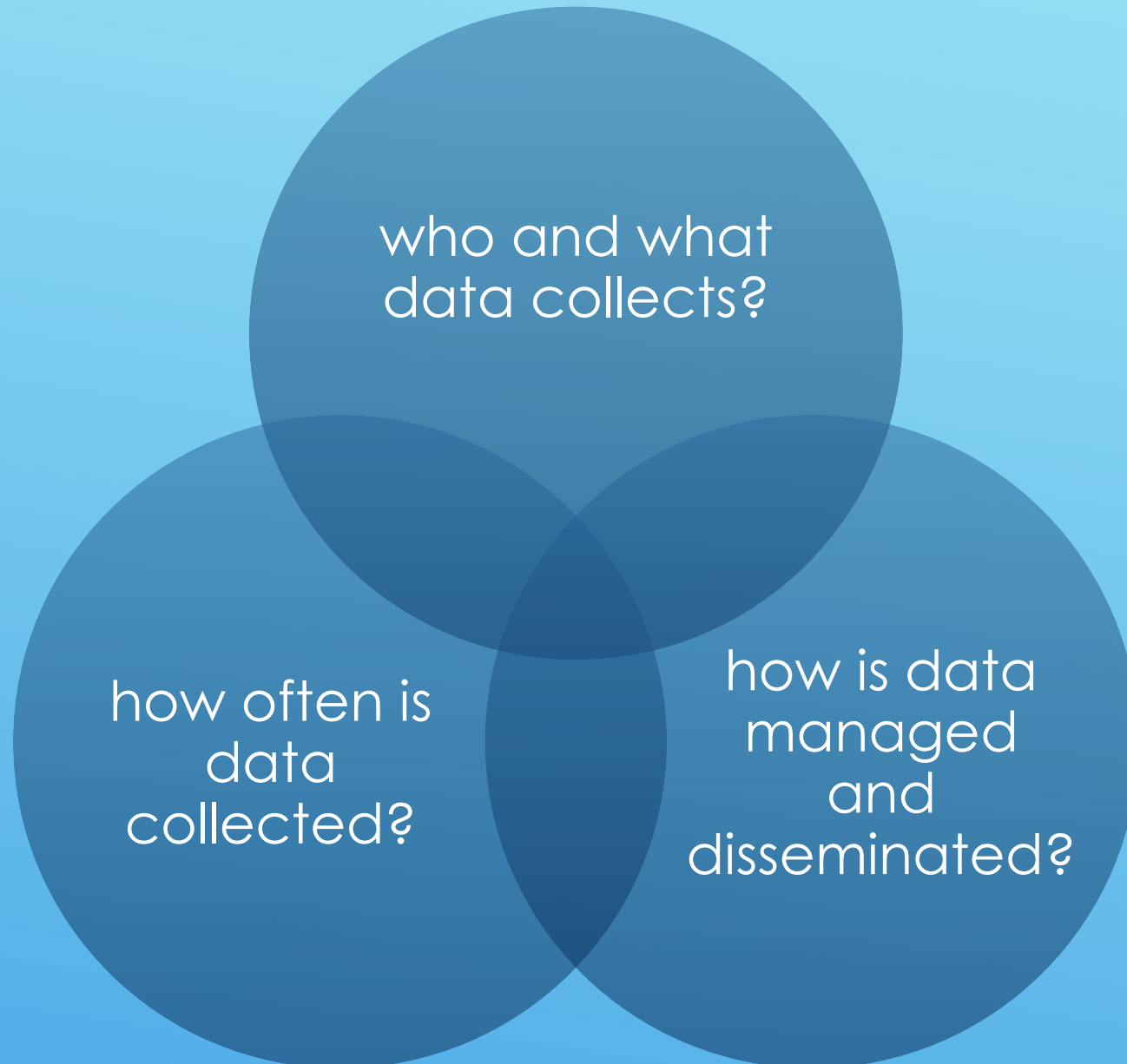


Data on the cost of accidents



Losses from road crashes can reach 2% of GDP

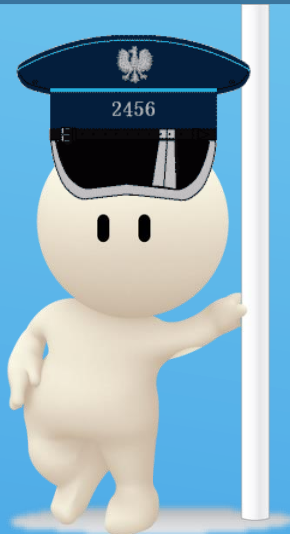
Road safety data



Road crashes data

Basic information about the accident is provided by the police. If a police officer visits the scene, as a rule, his task is to report the incident and fill out the registration form.

Sometimes an official report is made. The goal is to get a complete overview of all accidents and their characteristics.



underreporting

the police are not informed about each accident, and if they are informed, they do not always fill out the accident form or make a report

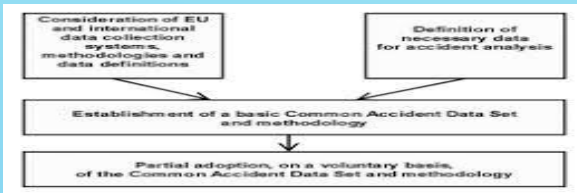
poor location of the place

the police do not have the technical means to correctly determine the exact place of the crash

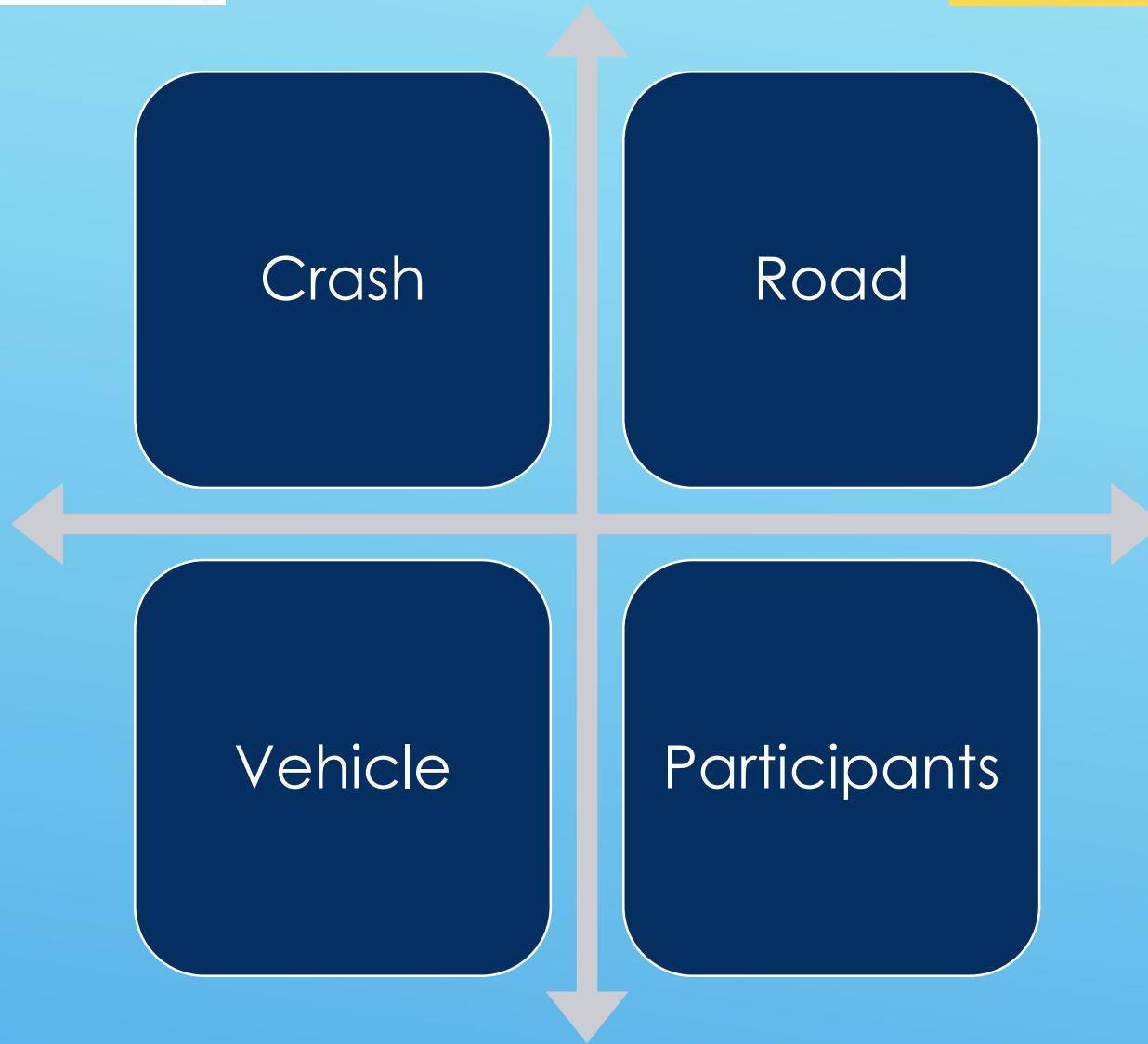
2 international systems

CaDaS - EU Common Accident Data Set

MMUCC - Model minimum uniform collision criteria USA



CaDaS - EC



CADaS consists of 73 variables and 471 values

Improving data quality

always fill in a crash report form, even with minor injuries

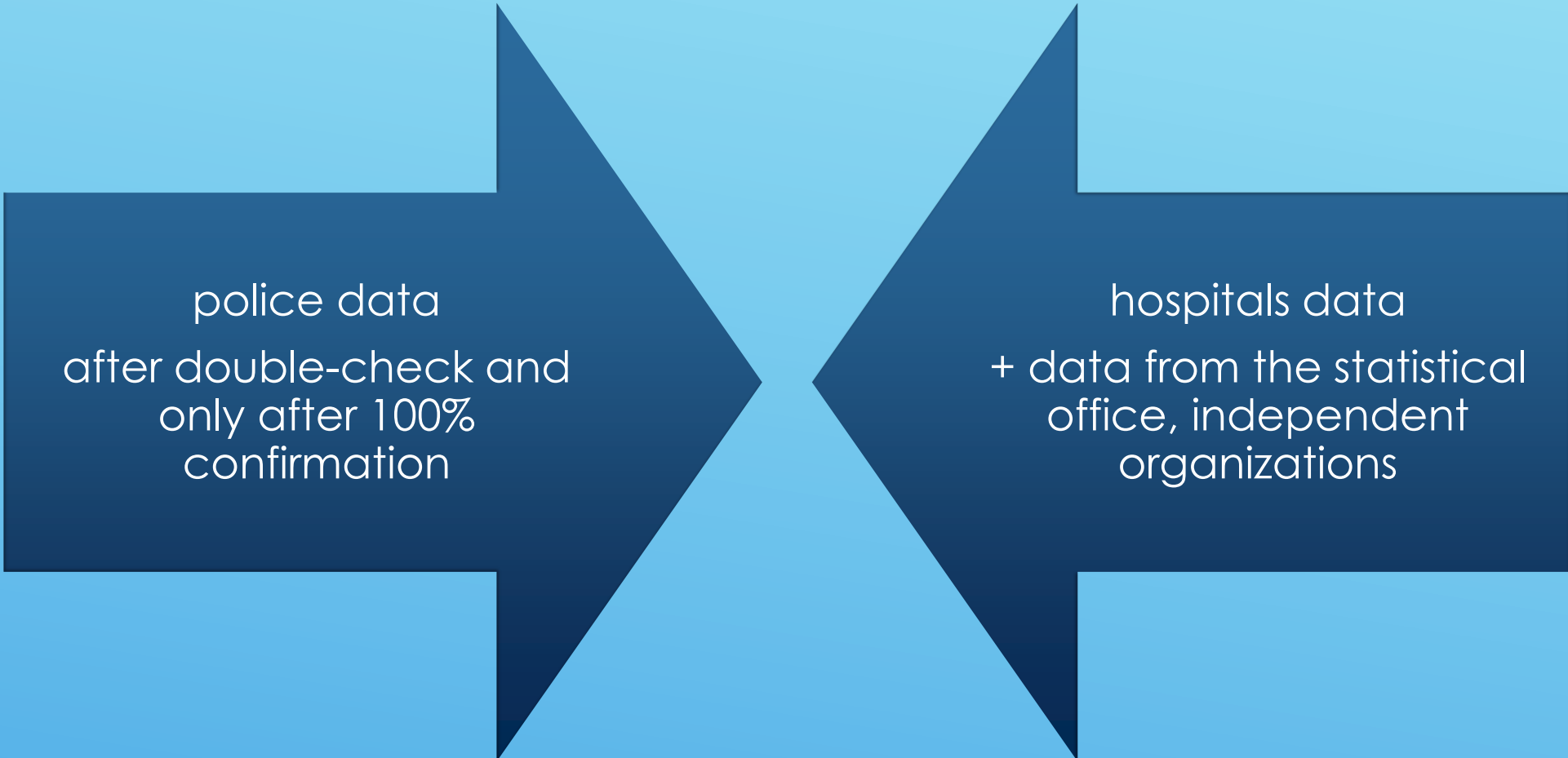


periodically check the reporting form and make adjustments



perform this task with appropriate workforce, funds and budget

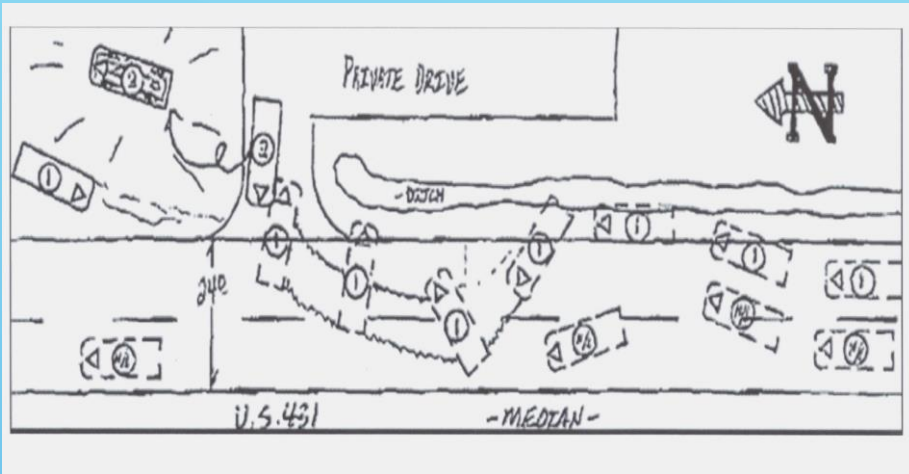
Comparative analysis with other data



police data
after double-check and
only after 100%
confirmation

hospitals data
+ data from the statistical
office, independent
organizations

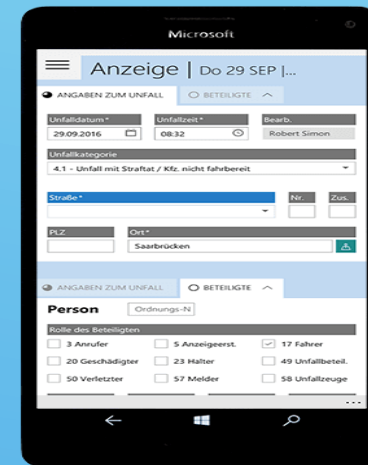
Transition to digital reports



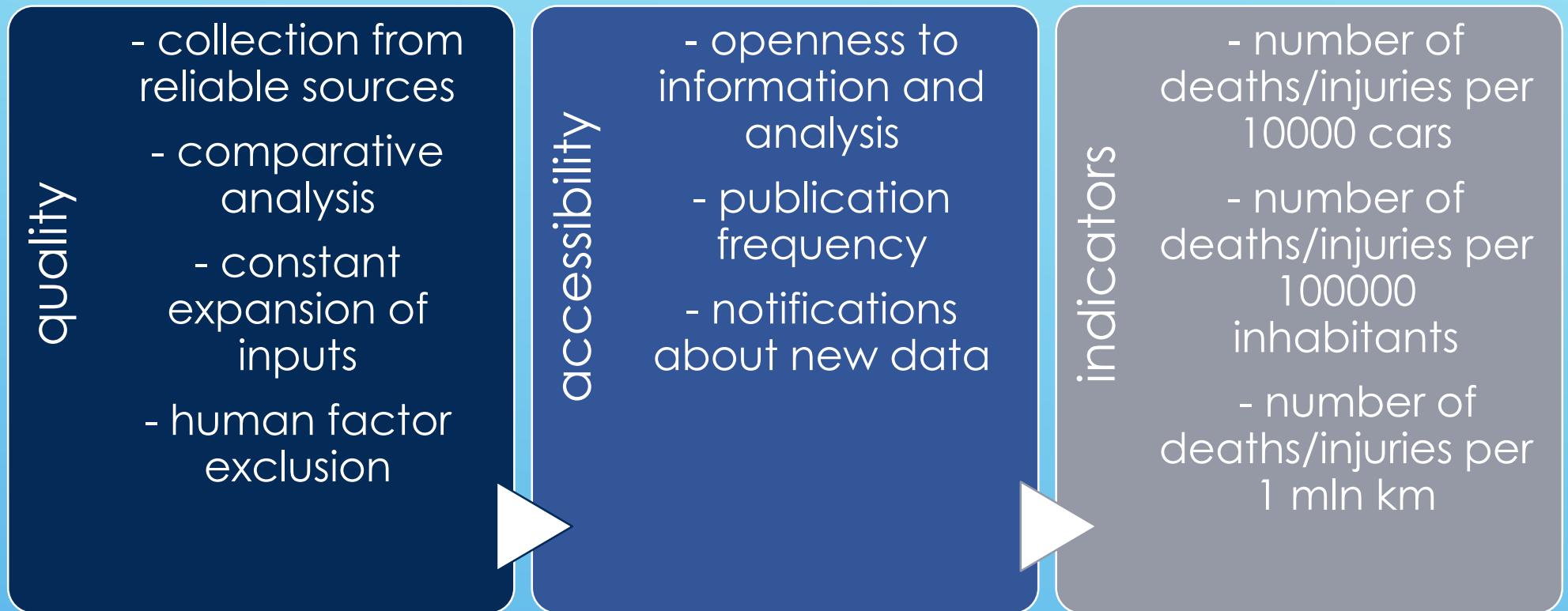
or



or

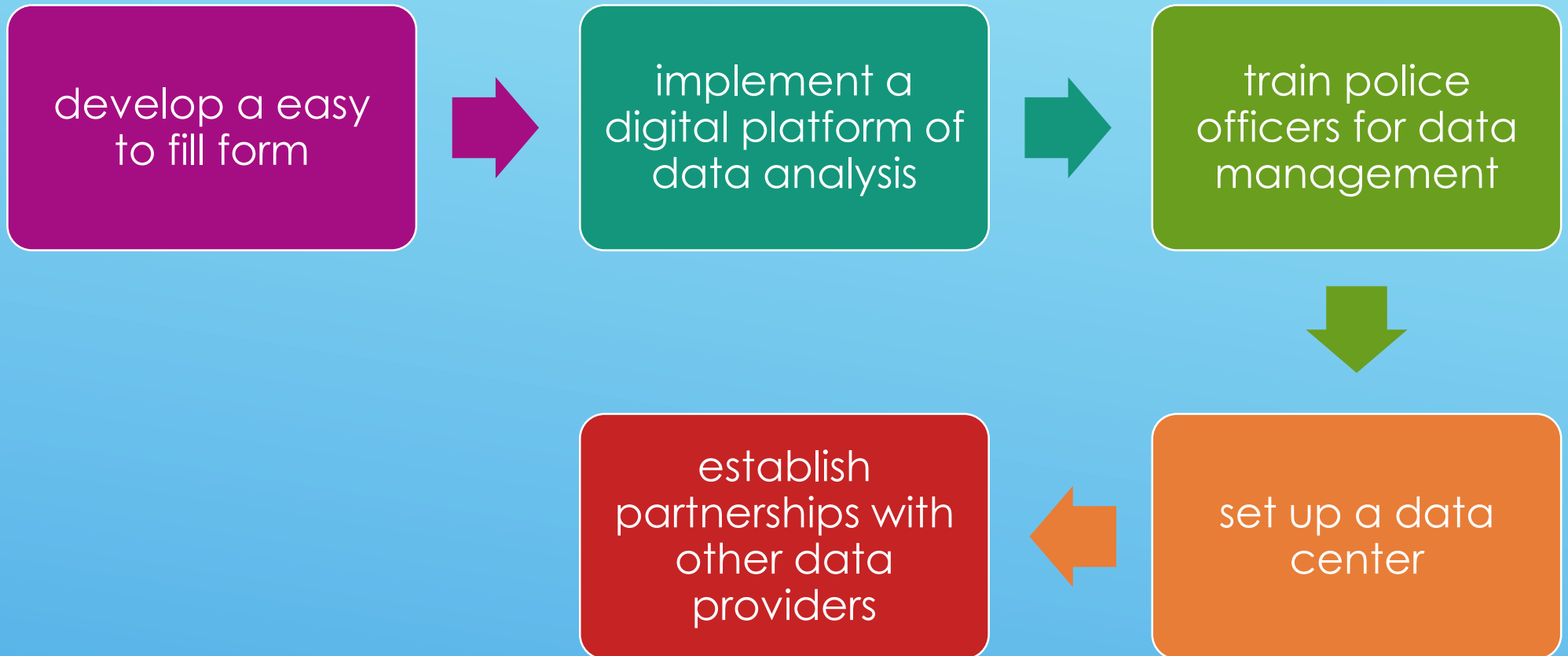


Required data elements

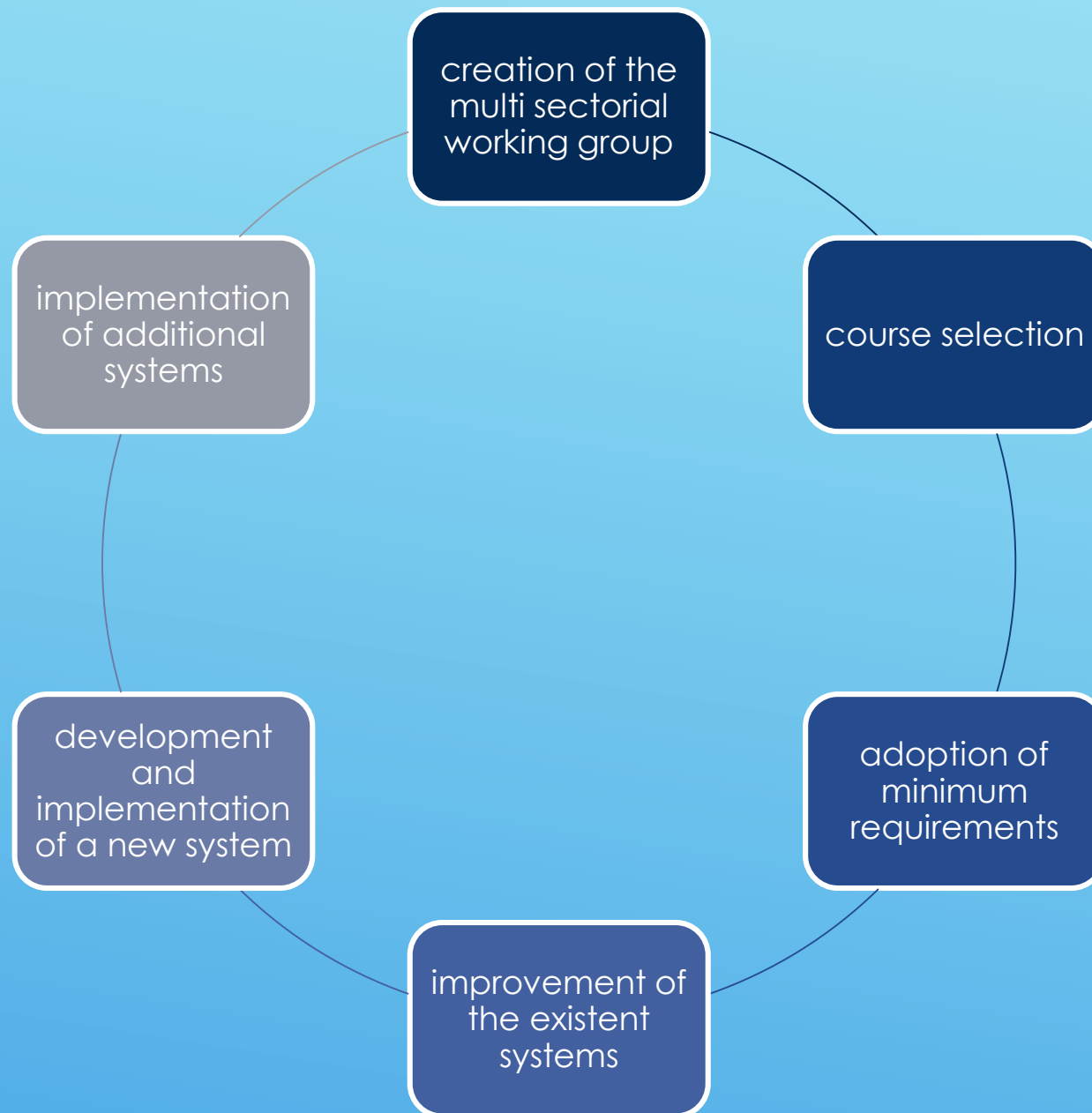


Important: to obtain real results, the data must be correctly analysed, and their collection must be carried out according to a well-developed methodology and plan

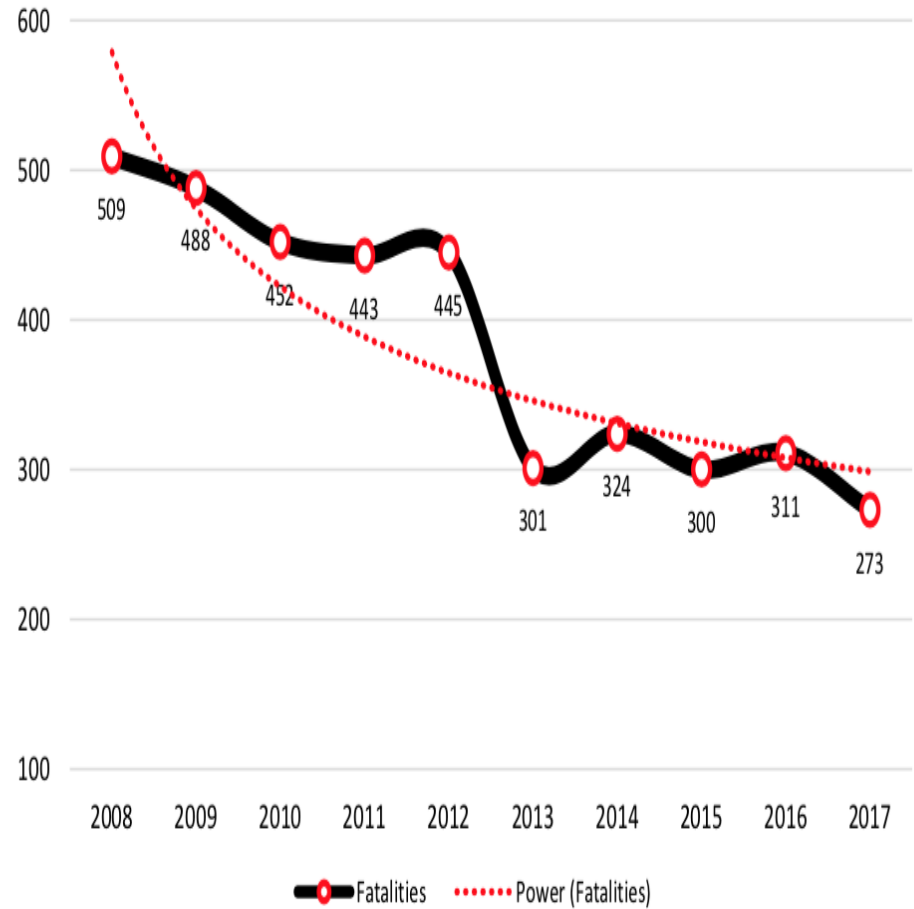
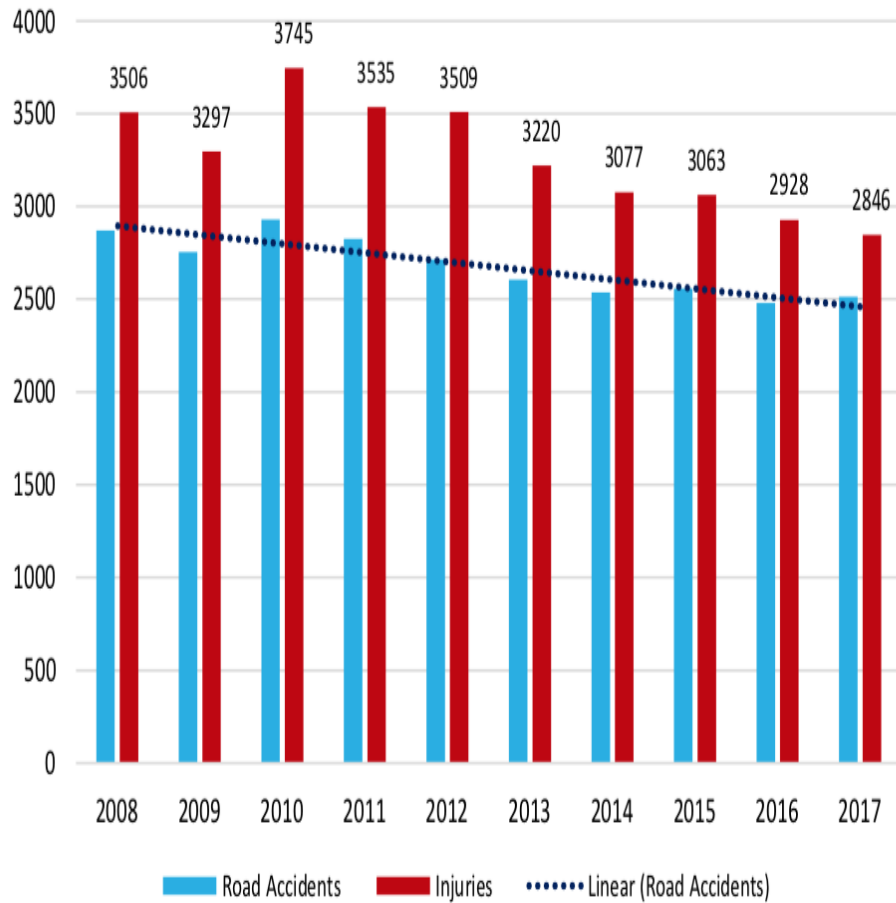
How to improve the quality of police data collection



Steps to improve collection and analysis systems

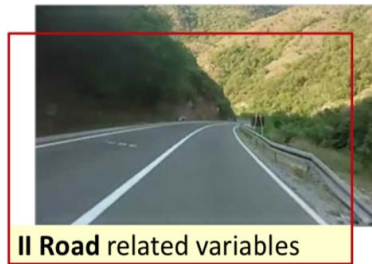


Moldova case?



Moldova case?

Comparison of the Accident Data Form of the SEETO participants with the CADaS recommendations of the European Commission

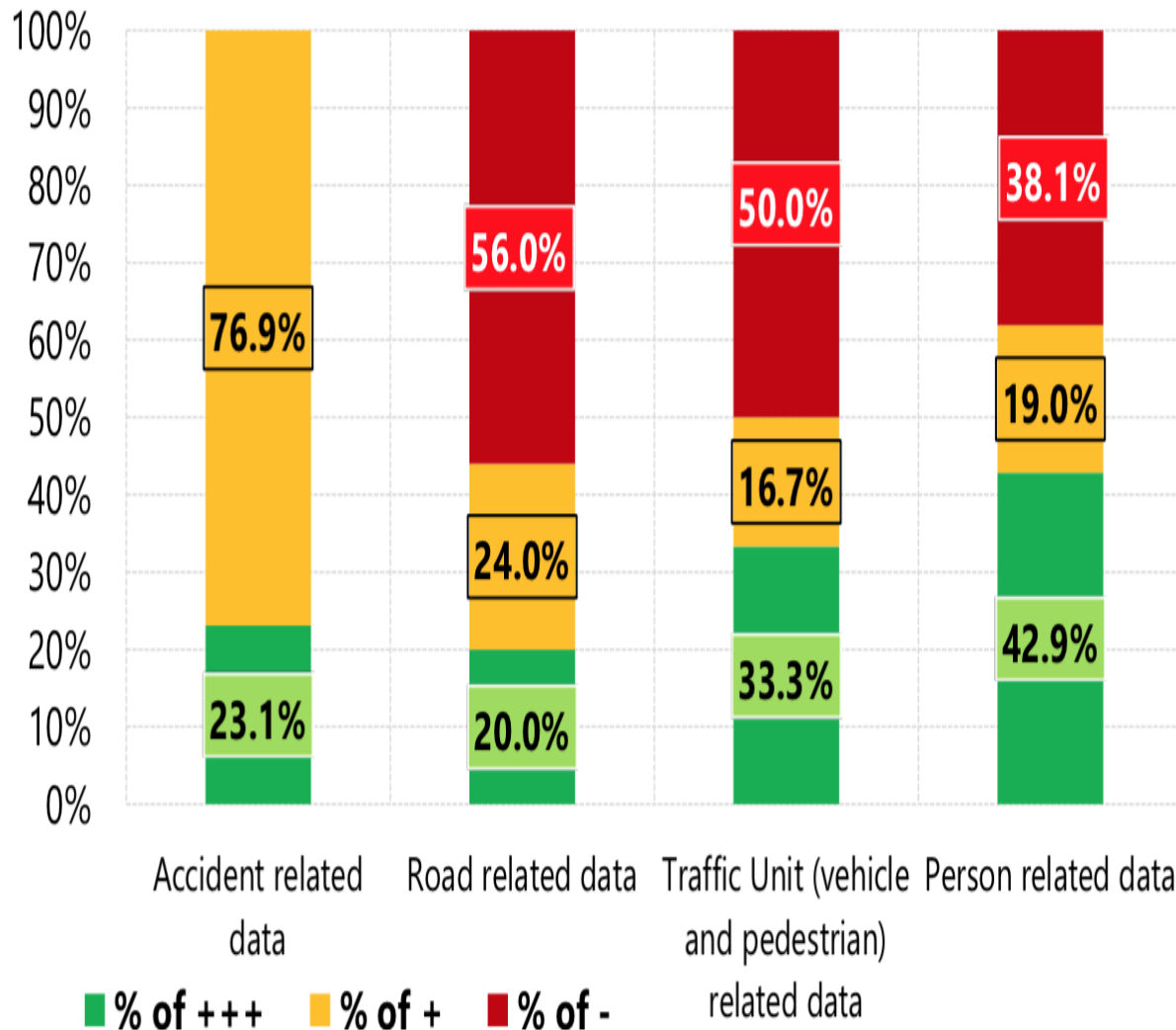


VS.

MOLDOVA Accident Data Form

+++	The variable <u>is recorded</u> in the Accident Form of Moldova <u>in a form that is proposed by CADaS</u> recommendations of the EC, or minimal adjustments to achieve the recording in the required form are needed.
+	The variable <u>is not recorded as a separate variable</u> in the Accident Form of Moldova, as has been suggested by CADaS recommendations of the EC, but the data is collected within other variables. A transformation of these variables is necessary in order to adapt to CADaS recommendations of the EC.
-	The variable <u>is not recorded in the Accident Form</u> of Moldova.

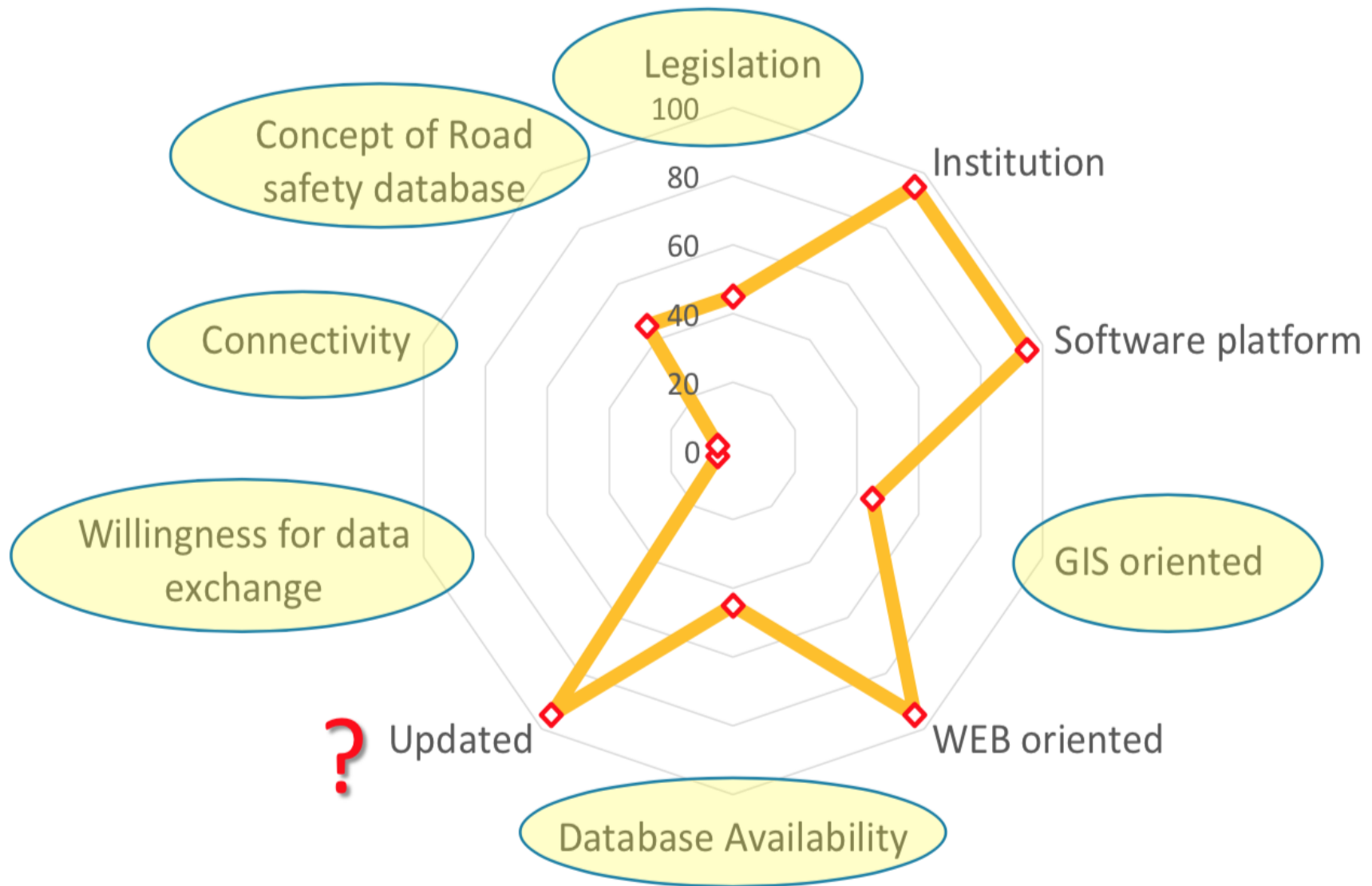
Moldova case?



Variables that have been proposed in the CADaS recommendations of the EC are organized into four groups:

1. Accident related data,
2. Road related data,
3. Data on Vehicles involved in RA,
4. Person related data.

Moldova case?



What's next?

Phase 1

Improving existing accidents database according to CADaS recommendations
2020

Phase 2

Develop a GIS oriented road reference system
2020

Phase 3

Directing state authorities activities based on data and establishing of a integrated road safety database
2021

► **Thank you!**