

Exchange of data and knowledge at international level: the IRTAD mechanism

Véronique FEYPELL – de LA BEAUMELLE
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Outline

- IRTAD in a nutshell
- Limitation of data / serious injuries
- Benefits from international comparison
- Knowledge transfer: IRTAD initiatives
 - IRTAD in Latin America
 - IRTAD and the cities (pilot project)
- Conclusions

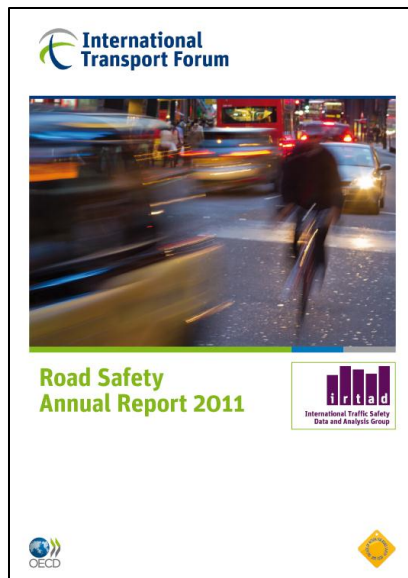


The International Transport Forum at the OECD

Think Tank

Annual
Summit

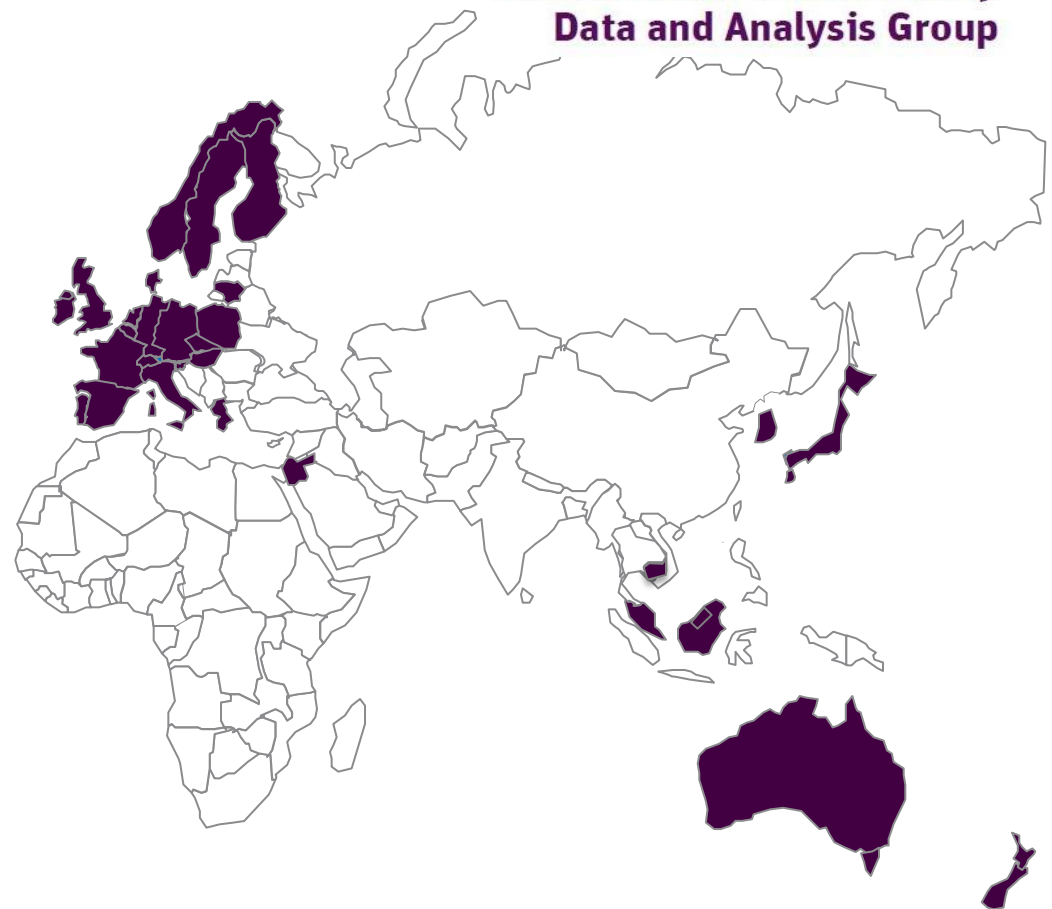
Intergovernmental
Organisation



54 Member Transport Ministries

IRTAD: the International Traffic Safety Data and Analysis Group

- Permanent working group under the umbrella of ITF and OECD
- 70 members from 35 countries
- Mission
 - World standard road safety database
 - Networking for safety professionals
 - Data analysis and research



IRTAD Output

- A road safety database
- Annual report on safety performance in member countries
- Research reports:
 - Serious injuries
 - Speed and crash risk
- Annual meetings and permanent networking
 - Exchange on recent safety trends, new safety policies and measures
 - Discussion on safety analysis tool (e.g. forecasting models)
 - Development of the database and the network
 - An invaluable networking between experts from all countries
- Twinnings project with potential new countries



Road Safety
Annual Report 2012

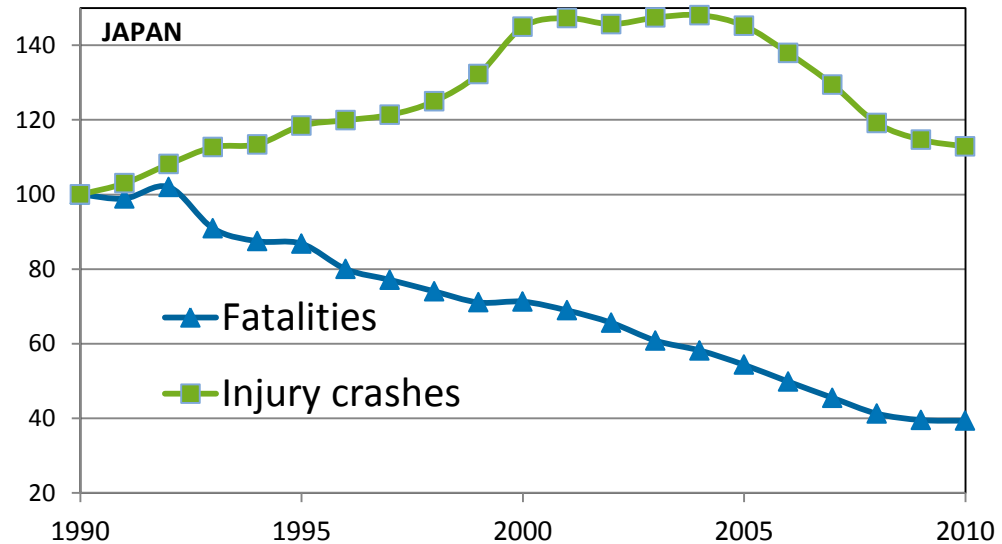


Why an international group on safety data ?

- Comprehensive data collection and analysis are essential for:
 - designing effective safety strategies
 - setting achievable targets
 - developing and determining intervention priorities
 - monitoring programme effectiveness
- Harmonized definitions and data collection for meaningful international comparisons

The limitations of data: 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



Limitations of data (2/2)

Understanding underreporting

SWOV Reporting to IRTAD

Netherlands Police Data

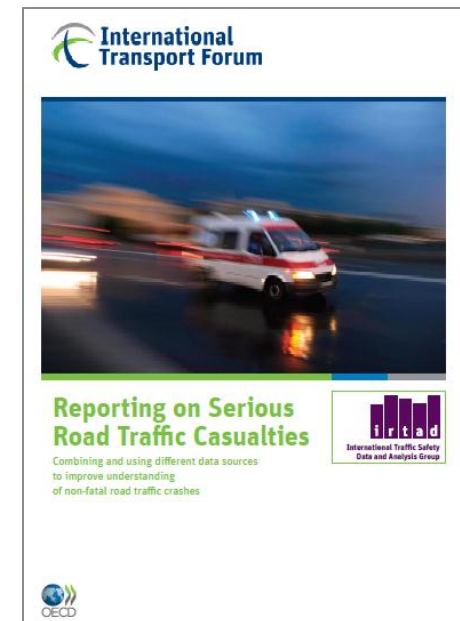
	1970	1980	1990	2000	2009	2010	2010% change over		
							2009	2000	1970
Fatalities (reported)	3 181	1 996	1 376	1 082	644	537	-17%	-50%	-83%
Injury crashes	58 883	49 383	44 915	37 947	19 378	10 778	-44%	-72%	-82%
Rates									
Deaths / 100 000 population	24.6	14.2	9.2	6.8	3.9	3.6	-8%	-42%	-85%
Deaths / 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			

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+"



Benefit of International co-operation

The Ibero American Road Safety Observatory : OISEVI

- Follow up of the IRTAD twinning between Argentina and Spain
- Desire for a broader co-operation for road safety in Ibero American countries.
- Creation of the Ibero American Road Safety Observatory: OISEVI
- 18 countries
- Funded by the World Bank GRSF



The Ibero American Road Safety Observatory

Objectives

- to create a regional dynamic for road safety in Latin America
- Foster exchange among Ibero American countries and with IRTAD Members and other partners (DACOTA).
- Strong focus on safety data and benchmarking
- Develop a regional road safety database: IRTAD LAC, similar to the IRTAD database

Outputs from DACOTA are very useful to the Ibero American Road Safety Observatory



IRTAD LAC

- A road safety database dedicated to countries in Latin America and the caraibes
- Hosted by ITF/OECD, maintained by OISEVI
- Using the same IRTAD questionnaire:
 - Standardised definitions and methodologies
- A learning tool to progressively enhance data quality



Joint OISEVI / IRTAD Conference in 2013

- Buenos Aires, October 2013
- Exchange of expertise between IRTAD countries and experts from LAC countries
- Call for papers, focus on :
 - Safety data collection and reporting methodologies
 - Safety indicators and target setting
 - Serious injuries
 - Exposure data
 - Speed and crash risks



IRTAD next developments

- Regional observatories in other regions under considération
- Keep the same model



IRTAD AND THE CITIES

- Interest expressed by several cities
 - From IRTAD countries
 - Other countries: where there is not always complete data at national level but very good initiatives at city level
- Not only a database but a network of experts for urban road safety issues
- A forum to exchange best practices on road safety in urban areas and data collection and analysis methodology



IRTAD and the cities

- Pilot Phase with volunteering cities:
 - Paris, Copenhagen, Lyon, London, Bogota, New York, Jacksonville, Chicago
- Define and agree on a set of indicators:
 - Delimitation of cities
 - Safety indicators
 - Exposure data
- Adapting the IRTAD (country) questionnaire to cities
- Report of the pilot phase in April 2013



Conclusions

- The IRTAD Group has developed a number of research and initiatives
 - Knowledge transfer, international co-operation and benchmarking (at country, city level)
- “ My country hopes to do in ten years what the best countries achieved in thirty years. We will do this by learning from the best countries and taking their experience and adopting it to suit our country ”

***Noel Brett, CEO, Irish Road Safety Authority,
IRTAD meeting, 12 October 2010***



Thank you

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