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INTERNATIONAL TRANSPORT FORUM
JOINT OECD/ITF TRANSPORT RESEARCH COMMITTEE

IRTAD PROGRAMME OF WORK 2012-2014

This document will be discussed under item 9 of the Draft Agenda of the Joint Transport Research Committee, at its meeting to be held at the International Energy Agency (IEA), 9 rue de la Fédération, 75015 Paris, on 26-27 March 2012.

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TERNATIONAL TRAFFIC SAFETY DATA AND ANALYSIS GROUP (IRTAD)
DRAFT PROGRAMME OF WORK (2012-2014)

1. BACKGROUND

1. For the period 2012-2014, the International Traffic Safety Data and Analysis Group (IRTAD) will develop a triennial Programme of Work (parallel to the Programme of Work of the Joint OECD/ITF Transport Research Centre).

2. Policy making for road safety requires evidence based analysis. Over the years, the IRTAD Group has become the focus point of the International Transport Forum on safety issues and has played a growing role in providing high quality safety data analysis.

3. The draft programme is based on the mandate of the IRTAD Group, as approved by the JTRC [CEMT/OCDE/JTRC(2005)5], as well as the on-going work of the Group. It also takes into account the current safety work of the Centre as well as the road safety activities proposed for 2012-14.

2. OBJECTIVES OF THE IRTAD GROUP

The objectives of the IRTAD Group are as follows:

- Be a forum of exchange on road safety data collection and reporting systems and trends on road safety policies.

- Collect accident data, complementary to other sources, and conduct data analysis to contribute to the work of the JTRC, as well as to provide advice on specific road safety issues.

- Contribute to international co-operation on road accident data and its analysis.

3.   PROPOSED PROGRAMME OF WORK (FOR THE PERIOD 2012-14):

The proposed Programme of Work encompasses the tasks and activities outlined under the following headings:

- Exchange of information on current trends and newly implemented road safety policies and methodologies.

- Road safety data analysis and contribution to the road safety activities of the JTRC.

- Development of the IRTAD network and IRTAD coverage.

- Development of the IRTAD Database and IRTAD Website

- 5th IRTAD Conference

- International co-operation.

The specific activities proposed under each of these headings are set out below.

3.1.   Exchange of information on current trends and newly implemented road safety policies and methodologies

A main added value of the IRTAD Group is the continuous exchange of information and views on new road safety developments in the member countries. These are being discussed at IRTAD bi-annual meetings and the main outputs include the national statements prepared by member countries for each meeting and their synthesis prepared by the IRTAD Secretariat, the exchange of expertise on new road safety policies or data analysis methodologies and the IRTAD annual report.

National statements on recent road safety trends.

Statements of member countries on recent developments in national traffic and crash statistics and recent safety measures are a key item on the agenda of each Group meeting. It constitutes for all members an extremely useful and timely source of information. A synthesis of these statements is prepared twice a year for discussion at the Group's meetings.

Exchange of expertise on new road safety policies or methodology.

Selected presentations at the Group's meetings facilitate the exchange of information on new road safety policies or methodologies undertaken by member countries. Their focus depends on specific developments in IRTAD countries, e.g. impact of changes in speed limits.

Regarding data analysis tool, it is expected that the Group will pursue and finalise its review of methodologies to predicting annual estimates of road fatalities.

Other reviews would be made, if opportunities arise.

Annual report

In 2009, IRTAD published its first annual report, with a synthesis of safety trends in the previous year and detailed information for all member countries. This first edition was very well received and the Group agreed to publish such a report every year. The 2010 edition, diffused in December 2010 electronically and in January in the form of a printed copy was also very well received and even reached the best score on the ITF website in terms of the number of downloads (with more than 12 000 downloads during the first semester of 2011). The 2011 edition is under preparation.

It is therefore suggested to continue this effort and publish every year an annual report focusing on:

- Activity report of the IRTAD Group

- Synthesis of safety trends in IRTAD countries in the year previous year and the first semester of the given year

- Detailed national reports for each member countries.

3.2.   Road safety data analysis and contribution to the road safety activities of the JTRC

The strength of IRTAD Group derives not only from its database, but mainly on the network it provides and the analyses it conducts on specific road safety issues. In 2011, the IRTAD Group released a report on *Reporting serious traffic casualties.* It also supported, through its consultants, JTRC working groups on bicycle safety and motorcycle safety. It is essential to develop these types of activities and to promote further the reports prepared by the IRTAD Group. The Group will continue to undertake road safety data analysis on the specific topics considered by the Group's members as deserving specific attention and to support the road safety activities of the JTRC.

Road safety and economic performance:

In 2011, the IRTAD Group initiated a reflection on the relationship between the economic performance of a country and its safety performance. An initial survey among IRTAD members was made and revealed the difficulty of the exercise. The IRTAD Group will pursue this reflection and discussion with the involvement of external economists.

Suggestions from JTRC Committee for analysis to be conducted by the IRTAD Group

The JTRC is currently developing its programme of work 2012-14, which is articulated around five strategic themes, including road safety. A first list of projects was circulated in October 2011, and the suggested projects are now being prioritised for selection at the JTRC April meeting.

As for the preceding Programme of Work, the IRTAD Group will provide, when needed, data analysis to support the road safety related working groups.

In addition, among the possible safety projects, two were listed as possible topics for the IRTAD Group:

- Improving and harmonizing road safety performance indicators

- Extension and further development of infrastructure safety indicators and road assessment programme

Following the ranking exercise and the selection of projects b the JTRC, the IRTAD Group will discuss whether it has the expertise and resources to take the lead on these projects.

Follow-up of the JTRC Working Group on Effectiveness of Road Safety Measures: Considerations for a database on Crash Modification Factors.

In 2012, the JTRC will publish the final report of the working group on the Effectiveness of Road Safety Measures. One recommendation of the Working Group is formulated as follow:

"Getting the research right so results would be more readily transferable at an international level was the first aim of this work. A concomitant goal was to consider ways to increase availability of CMF information internationally. Ultimately the group believes that an easily available database might be best for people to gain access to this information. Such a database could build upon or be modelled after the work of the European ROSEBUD project, IRTAD, or the U.S. CMF Clearinghouse.''

Once the JTRC report is finalised and the recommendation on such a database confirmed, the IRTAD Group will consider options for contributing to such a database in co-operation with other relevant organisations (possibly TRB, PIARC, etc.).

3.3. Development of the IRTAD network and IRTAD coverage

During the past period, there have been many developments in the development of the IRTAD network both in terms of geographical coverage and in terms of thematic coverage. It is expected to pursue these developments.

Geographical coverage

The IRTAD Group is open to any organisation, through annual subscription, providing that it is willing to co-operate on road safety issues. Currently, IRTAD includes 64 members from 27 ITF countries and three non-ITF countries (Israel, Jordan and Malaysia – see Annex C for list of members). Argentina and Cambodia take part as accession countries. The IRTAD database includes data from 27 of these countries, as well as data from two countries which are not full participants in the IRTAD Group (Portugal and Luxembourg).

In 2010-11, Italy, Greece and Lithuania joined IRTAD (Italy and Greece used to provide data but were not represented in the Group). Additional institutes from Korea, Sweden, Switzerland and the US joined the group as well. The ambition of IRTAD is to include new countries and to build and maintain a high-quality database on road safety information. A priority for the IRTAD Group shall be to include a larger number of ITF countries.

The IRTAD Group is also engaged in a process to enlarge its membership outside the ITF membership. The intention is also to offer a learning environment for new IRTAD members when they cannot fulfil IRTAD standards to the full extent. The accession procedure is outlined in the document *IRTAD(2008)1accession procedure*. The promotion and marketing of IRTAD is the responsibility of all members, who are encouraged to promote the IRTAD database within their own country and at international events.

Twinning programmes

In 2010, the IRTAD Group initiated twinning programmes with a view to assist low and middle income countries in developing and improving their crash data collection and analysis system. These programmes consist in a special co-operation between an existing IRTAD Member with a sister organisation in a LMIC in order to audit the existing system and provide recommendations on further developments. The ultimate goal is that these countries become after the programme full and permanent member of IRTAD providing national safety data on a regular basis for inclusion in the IRTAD database. These programmes are funded by voluntary contributions. A Memorandum of Understanding between the JTRC and the World Bank Global Road Safety Facility[1] was signed in 2008 to allow some funding for this project; under certain conditions; one of them being that the Bank is already engaged in a wider infrastructure project with the recipient country.

Two twinning projects were launched so far:

- Argentina (National Observatory for road safety) and Spain (DGT), funded by the World Bank Global Road Safety Facility

- Cambodia (National Road Safety Committee) and Netherlands (SWOV and RoadSafetyforAll) funded by a Grant from the FIA Foundation.

After 18 months, these twinning projects are considered very useful with tangible output in both recipient countries. It is expected to initiate further twinning projects, providing adequate funding can be found through the World Bank GRSF or other voluntary contributions.

Road safety database for Latin American countries "IRTAD – LAC"

The successful twinning programme between Spain and Argentina, financed by the World Bank, contributed to the desire for a broader cooperation regarding road safety in countries from Latin America and the Caribbean region.

Following the 9th and 10th Ibero-American Encounters of Heads of Road Safety and Traffic Agencies, held in May 2010 in Montevideo (Uruguay) and in May 2011 in Mexico city, 18 countries agreed to create the Ibero-American Road Safety Observatory (IRSO), which is called OISEVI in Spanish. This Observatory will be a space of knowledge supporting the cooperation in road safety actions between Ibero-American countries. The IRSO's main objective is to share relevant information about road safety indicators and best practices concerning policy-making, planning and other topics related to road safety.

The cornerstone of IRSO is the Information System, and it was recommended that the IRTAD model operated by the International Transport Forum at the OECD be followed in establishing the database. The Argentinean Road Safety Agency, the National Council for Injury Prevention of Mexico and the General Trafic Directorate of Spain were appointed to foster the project and expressed their willingness to cooperate with IRTAD in the creation of a regional IRTAD database.

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1. The World Bank's Global Road Safety Facility was launched in November 2005. The Facility is a direct response to the global call for action by the United Nations General Assembly Resolutions and World Health Assembly Resolution. The Facility aims to generate and catalyze increased funding to support initiatives aimed at reducing deaths and injuries in low and middle-income countries.

A letter of intent was signed at the end of 2011 to formalise the agreement to set up a regional safety database, based on the IRTAD model. This activity benefits from a grant of the World Bank Global Road Safety Fund. The collection of data will start in 2012. This new database will be a very useful tool to promote and improve road safety in Latin America.

IRTAD network at city level

In 2011, a sub group initiated a discussion the opportunity to extend the current network or to create a parallel network for cities. A discussion paper was submitted to the IRTAD Group with the following recommendations:

- Organise a special Workshop / Seminar in conjunction with an IRTAD meeting, with representatives from cities; in order to discuss cities interest and expectations from such a network and identify relevant safety indicators at urban level.

- Investigate possibilities for partnership with othe relevant organisations.

The Secretariat and the Chair met in November 2011 the Executive Director of POLIS, who expressed the interest of his organisation for such a project. A survey was diffused among POLIS members to solicit their interest for such an activity. Based on the responses, the workshop could be held in April 2012.

3.4.   Development of the IRTAD Database and IRTAD Website

 IRTAD membership offers the opportunity for countries to publish their safety data in the IRTAD database following data quality review. The IRTAD database is a very useful tool for safety monitoring within countries and for international benchmarking. To respond to the needs of the IRTAD members it is desirable to deepen the content of IRTAD. This will also ensure that IRTAD continues to be a complement to other databases and sources. A survey was circulated among IRTAD members to identify new variables that member would like to see included in the database, and to enquire about the availability and opportunities to collect these data. .In 2010 a Sub Group made a preliminary selection of such variables, bearing in mind the aggregated characteristics of the IRTAD database and the existence of other tools. Based on the recommendations, single year age bands for population and fatalities, helmet wearing rates and data on driver population have been added to the new questionnaire. New data items will be collected for recent years and in the next step for key years (e.g. 1990, 2000, 2005). To recognize differences in national definitions, a description of the new data items and the methodology for data collection used by the country will be added to the metadata. In addition, the IRTAD Website will progressively include systematic collection of safety legislation and strategy in member countries. IRTAD members will be invited to agree on the type of documentation to be systematically posted on the IRTAD website.

In the 2012-14 Programme of Work, efforts will be pursued to include further variables, after careful assessment of their availabilities, and of their usefulness for data analysis and policy development. The scheme is a gradual increase of data items, whilst maintaining the aggregated level of the database. The provision of data is indispensable but is also a significant task for IRTAD members. In order to reduce the burden on member countries, approaches to streamline data input through closer cooperation with other international organisations/databases should be considered. In 2011 the IRTAD database was restructured to allow inclusion of the new data items. This restructuring will make it compatible with most other traffic safety databases, thus allowing the transfer of data if required. The administration of the database, too, was modernised, with automatic input and checking of data. The IRTAD website will be fully redesigned and a more user-friendly interface will be offered to the IRTAD user.

3.5.   5th IRTAD International Conference

The IRTAD Group organises every 3 to 5 years an international conference in order to promote its activities to a large audience and to discuss with experts worldwide of recent developments in safety data analysis. The 4th IRTAD conference was held in 2009 in Seoul (Korea).

It is suggested to host the next IRTAD conference in 2013, possibly in Latin America. The focus of the Conference is to be further discussed but could be on the role of data collection and analysis in the framework of the road safety strategies developed for the Decade of Action.

3.6.   International co-operation

Many initiatives are being undertaken in the field of road safety and accident statistics, and it is important for the IRTAD Group to be well informed in order to ensure the best complementarity between the various actions, and to seek for co-operation whenever possible. The JTRC Secretariat and the IRTAD Group will ensure co-ordination with these initiatives, including EU CARE, UN RSC, WHO, GRSP and other as required.

4.   RESOURCES REQUIRED AND WORKING METHODS

This draft programme is ambitious and requires implications of IRTAD members, in addition to the IRTAD consultant(s), who are assisting the Secretariat with the maintenance and update of the database, preparation of meetings and ad hoc analysis. Some of the suggested activities may also require the expertise of other experts, through ad hoc funding, and some sub groups may need to be established.

ANNEX A – IRTAD MEMBERS

Argentina (accession country)
- National Road Safety Agency (ANSV)

Australia
- Department of Infrastructure and Transport

Austria
- Kuratorium für Verkehrssicherheit (KfV)

Belgium
- Belgian Road Safety Institute (IBSR)
- Nissan Technical Centre Europe

Cambodia (accession country)
- National Road Safety Committee

Canada
- Transport Canada

Czech Republic
- Transport Research Centre (CDV)

Denmark
- Road Directorate
- DTU Transport
- Aalborg University

Finland
- Finnish Transport Agency

France
- Service d'études techniques des routes et autoroutes (SETRA)
- Institut national de recherche sur les transports et leur sécurité (IFSTTAR)
- Renault
- Observatoire national interministériel de sécurité routière

Germany
- Bundesanstalt für Strassenwesen (BASt)
- Allgemeiner Deutscher Automobil-Club e.V. (ADAC)
- Bosch
- Daimler
- DEKRA
- Deutscher Verkehrssicherheitsrat e.V. (DVR)
- Unfallforschung der Versicherer GDV
- Volkswagen

Greece
- National Technical University of Athens (NTUA)

Hungary
- Institute for Transport Sciences (KTI)

Iceland
- Public Road Administration

Ireland
- Road Safety Authority (RSA)

Israel
- National Road Safety Authority
- Or Yarok Association

Italy
- Università di Roma Sapienza (CTL)
- Automobile Club d'Italia (ACI)

Japan
- National Police Agency
- Institute for Traffic Research and Data Analysis (ITARDA)
- National Research Institute for Police Science (NRIPS)
- Kansai University

Jordan
- Jordan Traffic Institute

Korea
- Road Traffic Authority (KoROAD)
- Korea Transportation Safety Authority (TS)
- Korea Expressway Corporation (hi-pass)

Lithuania (new accession country)
- Transport and Road Research Institute

Malaysia
- Malaysian Institute of Road Safety Research (MIROS)

Netherlands
- Ministerie van Verkeer en Waterstaat
- Institute for Road Safety Research (SWOV)

New Zealand
- Ministry of Transport

Norway
- Norwegian Public Road Administration

Poland
- Motor Transport Institute (ITS)

Slovenia
- Slovenian Traffic Safety Agency

Spain
- Direccion General de Trafico (DGT)
- RACC Automovil Club
- University of Valencia

Sweden
- Swedish Transport Agency
- Swedish Transport Administration
- Swedish Road & Transport Research Institute (VTI)

Switzerland
- Bundesamt für Strassen (ASTRA)
- Swiss Council for Accident Prevention (BfU)

United Kingdom
- Department for Transport
- Ford

United States
- National Highway Traffic Safety Administration (NHTSA)
- Harvard University
- University of Michigan

International Organisations
- European Commission (DG MOVE)
- European Automobile Manufacturers Association (ACEA)
- European Transport Safety Council (ETSC)
- FIA Foundation
- The Motorcycle Industry in Europe (ACEM)
- World Bank