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Report title	Deliverable III: Urban traffic accident data collection and analysis in Europe: Current state. Survey study.	
Project title:	**SAU**: **S**istemas de **A**nálisis de **A**ccidentalidad **U**rbana. *(Urban Accident Analysis System)* (1/4/04-31/6/07).	
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Transport

The current report is enrolled in the SAU project (Urban Accident Analysis System), as an intermediate report of the project co-financed by the European Commission Directorate-General Energy and Transport (TREN-03-ST-S07.30828) and developed by INTRAS (University Institute for Traffic and Road Safety of the University of Valencia).

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1. Introduction

The reduction of the number of road accident fatalities by 50 %, by the year 2010, suggested by the EU, involves the active contribution of all the agents in charge of the road safety in Europe. Even though the accidents that happened in urban areas have a relative smaller severity, it is the place where, for the moment, in absolute terms, the major number of accidents take place in the EU countries, as well as generating serious consequences on the more vulnerable users (pedestrians, cyclists, children, the elderly…).

The current SAU action has as main objective to obtain an approximation of the characteristics of the current accident collection and analysis systems through the application and the study of a survey made to a sample of European cities. This survey represents the starting point to raise and be able to develop and reach a consensus on more appropriate improvement strategies that will improve the current working procedures and optimize the available means for the information record on urban accident rate.

In this project, a specific and detailed study of the urban accident collection and analysis system has been carried out with the aim of knowing its characteristics and high heterogeneity. As it has already been specified in studies carried out in other countries, it has been confirmed that there are significant problems of quality in the accident data that are precisely collected through questionnaires filled in by the police bodies in charge of the traffic accident management.

Up until now, this project has shown a study of the state of the art in Europe (Deliverable I) and then a more detailed study has been carried out on the internal procedures and the accident data collection and processing strategies made by the local polices from different municipalities, through specific case studies (Deliverable II). The fact of having a direct contact with the local polices of different municipalities has allowed knowing that the working procedure diversity is wider than expected. This way, we have noticed how each

municipality may use different procedures, which – furthermore - use to vary according to its size, needs and means.

In this point the application of a survey study (Deliverable III) has been carried out in order to obtain a more direct approximation of the current state and practice of the urban accident collection and analysis systems at the European level.

The survey study has been considered as essential to have a more reliable and accurate knowledge on the issue of the urban accident rate (already fixed before), and with it, being able to pose appropriate recommendations and "good practices" in relation to the collection system implementation/improvement, as well as to the urban traffic accident analysis and monitoring, which might give answers and solutions and contribute to the development of local tools.

Prior to the development of the European survey, the DGT (Traffic General Directorate) showed a particular interest in this survey study, given that it considered as being fundamental to have a complete vision on the state in Spain, due to the short term forecast to completely reform the Spanish traffic accident collection system. The appropriate integration of the urban data is one of the most critical aspects of this reform.

2. Phases of the study

Consequently, as a first step, a survey study is carried out in Spain, using a state representative sample. The results will represent a starting point and a pilot study to create the later European survey.

The study of the European survey is divided in two phases:

1/ The huge divergence among the different countries in relation to the accident collection systems, according to studies carried out up until now, poses the need to send a previous survey to specific contacts that are competent in traffic matters in the different countries, aiming to know the most appropriate procedure in order to carry out the SAU survey in each country, terminology and basic management characteristics. The results of this previous survey will fix whether it is convenient to send a unique SAU survey to all the countries or whether it is more convenient to create a specific survey for each country, and it will also fix to which person the survey will have to be addressed.

2/ From the results of the Spanish survey and the one of the first phase at the European level, the SAU survey is designed and sent to the different European countries.

The information obtained in all the phases of the survey study will condition the results and main conclusions of this report.

3. Description of the Surveys

Hereafter, there is a description of the surveys that have served to carry out this study. In the Annex 1, a copy of each one of them has been enclosed.

3.1. CUAAS survey in Spain

The DGT and the Universitat de Valéncia Estudi General (UVEG) have signed an agreement to study and define the structure and the contents of the new statistical questionnaire of the DGT on urban traffic accident data collection.

The current national accident statistical data collection questionnaire needs a substantial redesigning that allows updating the contents and improving the quality and the usefulness of the information in urban zones, in such a way that their capacity to give effective answers to the rising needs of information – that come out from both the DGT and the municipalities by raising more and more complex questions - increases.

The development and design of a Survey on Urban Traffic Accident Data Management in Spain[1] and its application to a representative sample of municipalities of different sizes follows up the objective of carrying out a diagnosis on the state of the procedures, systems, means, level of computerization and evaluation of the information collection quality of the traffic accident questionnaire in urban zones having traffic competences at the local level, as well as studying the current needs of information by analyzing and describing the main shortages and lacks of the contents and the structure of the current questionnaires in urban zones, as well as of the usual methodologies regarding the use of the data collection and codifying.

[1] CUAAS survey (Collaboration in the European project "SAU: Sistemas de Análisis de Accidentalidad Urbana" (*Urban Accident Analysis System*). Consultancy and assistance for the development of a research project (Dirección general de Tráfico. exp.- 10199DGT08333).

The **survey on urban traffic accident data management for Spain** contains 87 items of different type; Likert scale type, of multiple answers, single answer, and open question.

These items are linked with:

- The descriptive characteristics of the municipality.
- The accident rate evaluation.
- The police forces and the traffic management.
- The specific training of the police agents.
- The procedures (information record, management, analysis…)
- The resources (materials, questionnaires, programmes…)
- The representativity (under-reporting).
- The data quality (under-recording, biases…)
- The analysis possibilities and the information usefulness.
- The monitoring at 30 days.
- The identification of strong and weak points, new ideas.
- The complaints and actions of accident prevention.
- The collection of the documentation used.

In order to carry out the survey study in Spain, several phases that are summarized hereafter have been developed:

☑ Establishment of a Technical Commission of multidisciplinary work of which function has been to put together the fundamental contents of the survey and evaluate each item, through the achievement of a pilot test.

☑ Elaboration of a first version “pilot survey-questionnaire". Study, evaluation and modification of the contents and design of the definitive version of the survey.

☑ Design of the sample distribution based on the size of the population. For that, a minimum size of 5.000 inhabitants is considered, establishing layers from the following points of cut: 20.000, 50.000, 150.000 and 500.000. This raises groups of accumulated population quite approximate. With that all the great cities are covered, reducing the coverage as the size of the population reduces

☑ Sending of the survey.

☑ Follow up of the reception of the survey and use of different reminder strategies to collect the information.

☑ Entry of the questionnaires received and analysis of the information.

Writing of a final report[2] in which the study carried out and the most important results are commented and explained, and a diagnosis and the main conclusions are extracted.

☑ Creation of summary-presentation of the main results.

3.2. Previous European Survey

While the CUAAS survey is being carried out, at the European level, a prior survey is sent to specific contacts - expert in traffic and road safety - in several countries, in order to:

1. To receive feedback about the adequacy of the selected procedures to distribute the survey to the police agents in charge of the urban traffic accidents.
2. To know some main characteristics about the urban traffic accident management in each country, aiming to avoid terminological confusions and confusions about the management methods.

These contacts received a letter sent by email in French/English and Spanish.

[2]Final report. Survey on Urban Traffic Accident Data Management. (5th of December 2006). Road Safety National Observatory. DGT. *Tormo, M.T.; Martínez, C.; Chisvert, M.; Sanmartín, J.; Andreu, M.; Izquierdo, C.; Medina, J.E.; Ballestar, M.L.; López, E.; Pace, J.F.*

Dear Mr. / Mrs.

We send you this email to ask you to collaborate in the development of the SAU project: *Urban Accident Analysis Systems* (www.uv.es/sau), project that is part of the promoting R&D programme of the General Directorate for Energy and Transport of the European Commission (Project TREN-03-ST-S07.30828), developed by the Institute for Traffic and Road Safety of the University of Valencia (INTRAS) Spain.

It would be really helpful to count on you for the filling in of the "Questionnaire on Urban Traffic Accident Data Collection and Analysis in Europe", that is integrated in the SAU project framework.

Your task will be to answer to a small questionnaire that is attached with this email. The questionnaire is made up of a series of questions that would allow us to know some basic characteristics about the management of urban traffic accidents in your country and to choose the appropriate procedure to distribute the SAU survey, adapting it to the features of each country.

When the project will be finished, we will forward you, of course, the results obtained as a way of thanking you for your collaboration.

We seize the opportunity to invite you to take part to the Workshop that will be organised during the second semester of 2007 in Valencia, where the results of the project will be presented. We kindly ask you to confirm whenever possible your participation for bookings and organisation of the event reasons.

By the way, if you think that another organization could also collaborate and bring us information on this subject, please do not hesitate to inform us.

Thank you very much for your cooperation.

ATTENTION: Remarks to take into account before opening the attached document:

Before opening the attached document, do not forget to be sure that the level of security of the macros is low. If it is not the case, please point out the "low" or "medium" level to be able to open and fill in the questionnaire without having any technical problem.

You will find this option by the following this path in the Microsoft Word application:
Tools ------ Macro ---------- Security ---------- low or medium

Once filled in, the questionnaire has to be sent back to the sender. Anyway we write hereafter the address:

jean.pace@uv.es

Many thanks again.

The survey is sent in order to have a starting point to set the design and contents of the SAU survey. They are asked to send the information – if possible – before the month of October 2006. This survey is sent by email to 45 contacts, persons being competent in the field of traffic (Traffic Institutes, Traffic Police, Road Safety Associations, Transport Departments, Road Safety Analysis Departments, BAST, INRETS…). Twelve surveys are sent back, which means a 26.7% of the surveys that have been sent.

This first survey contains 24 items of different type; mainly with open questions, in order to receive feedback about the adequacy of the selected procedures to distribute the survey to the police agents in charge of the urban traffic accidents, in order to know some main characteristics about the urban traffic accident management in each country, aiming to avoid terminological confusions and finally in order to have an instrument of decision to design one or several surveys according to the results obtained in each region or country.

The items included in the survey refer to:

- Police forces competent in urban traffic accidents.
- Organizations competent to take the decisions about traffic.
- Addresses of the contacts.
- Documents used by the police to collect information.
- Organisation that carries out urban accident rate statistics.
- Use of specific software.
- Actions carried out to improve the data quality, reliability and management.
- Negative or improvable aspects of the current collection systems.
- Best practices.

3.3. SAU European Survey

The second survey on the urban traffic accident data collection and analysis in Europe firstly contains an introduction letter where we explain the project to which it belongs, the objectives of the project, the information requested in the survey, the norms to fill it in, and a series of advices to fill it in with the name of a contact to solve possible doubts and the address where the survey has to be sent back once filled in.

The survey is aimed at the police forces competent on urban accidents in the different European countries.

The achievement of the sample is done from the municipality data obtained from the competent national administrations.

The survey (in Spanish, English and French) may be filled in on paper or, optionally, on-line, on receipt of an explanatory letter to the person in charge in each municipality.

The collected information refers to the traffic accident collection, management, storage and analysis systems being used nowadays and, particularly, to the main identified problems.

The survey contains 39 items of different type; single answer, Likert type, multiple answer, and open question.

The items included in the survey refer to the following information:

- **The characteristics of the municipality (3 items):** in this section, the collected information is about the municipality; name, size, nationality…
- **Accident rate information (11 items):** the aim of these questions is to find out who collects the traffic accident information in each municipality, what are the competences assigned to the police in charge of collecting traffic accident information, and to know the definitions of traffic accident and victims used to carry out the accident data collection.

- **Specific training of the police (1 item):** this section is about the specific training received by the agents in charge of the traffic accident data collection.
- **Completion of statistical questionnaires (14 items):** the information collected in this section refers to the type of statistical questionnaires that are filled in each municipality, the frequency with which they are filled in according to the accident severity, whether national and local questionnaires are coexisting or not, the way the information is collected at the place of the accident and the use of the collected information.
- **Evaluation of the questionnaire (10 items):** the questions of this section collect the evaluation that the municipalities make on the aspects related with the traffic accident information and collection. Concretely, what is emphasized is the usefulness of the collected information, the time needed to fill in the questionnaires and the usefulness of the statistics for the police. In a second section, what is explored is the accomplishment or not of a monitoring of the serious victims at 30 days by the police, as well as the presence of problems in the current collection systems, the aspects they think that should be included and the aspects they are nowadays using in their municipalities that are worth stressing.

3.4. The design of the Sample

In order to obtain the sample of the second SAU Survey, two complementary approaches that are explained hereafter have been followed:

3.4.1. Design of a stratified sample

Through aleatory procedures, from several EU municipality official records, the stratification is done (a) by weighting, for each country, according to the number of inhabitant and car fleet and (b) by segmenting by city sizes once the distribution data for each country from EUROSTRAT / National records is obtained. The representation of the city typologies according to their outstanding characteristics (services, industry, tourism…) is guaranteed by the randomisation process in the selection of the final sample. The sending is done by mail, with an option to fill it in on-line. It is notified that the contribution involves the opportunity to be part of the group of cities selected to take part in the workshop where the main results of the SAU project will be shown, and also to be allowed to have access to all the detailed technical information and data acquired in the project. The expected answer rate through this procedure may be considered, even so, as low (not greater than 10-15%), hoping to have a first sample of 30 to 35 municipalities.

3.4.2. Direct contacts

The previous sample is completed by the direct procedures thanks to the different contacts INTRAS is keeping and that will be listed hereafter. Anyway, the objective is to try to have a final sample as most representatives as possible and that should ideally be 60 municipalities:

- The National Federation of Municipalities and Provinces of Spain, which also provides the contact to the national federations of the different European countries, as a way of direct access to the municipalities that could be interested in taking part in the project.

- European cities that are keeping several kinds of relation and collaboration with the Spanish cities participating in the project, which provide the contact.
- Contacts with European cities that already took part in previous Road Safety European projects, like the participants in the DUMAS (Developing Urban Safety and Management) European project.

3.4.3. Summary of the sample by countries

The sampling includes 29 countries thanks to the sending of a total of 277 surveys.

To this figure, the sending of 45 previous surveys to contacts being competent in the field of traffic has to be added, as well as the sending of 288 surveys to Spanish municipalities (this last data refers to the CUAAS Survey carried out in Spain).

The full list of municipalities and organizations that received the survey is listed in the Annexes of the current report. In the **Table 3-1**, the number of surveys sent to each country is summarized. This table refers to all the sent surveys: the first Survey sent to the contacts, the second (SAU) Survey and the Survey carried out in Spain (CUAAS Survey).

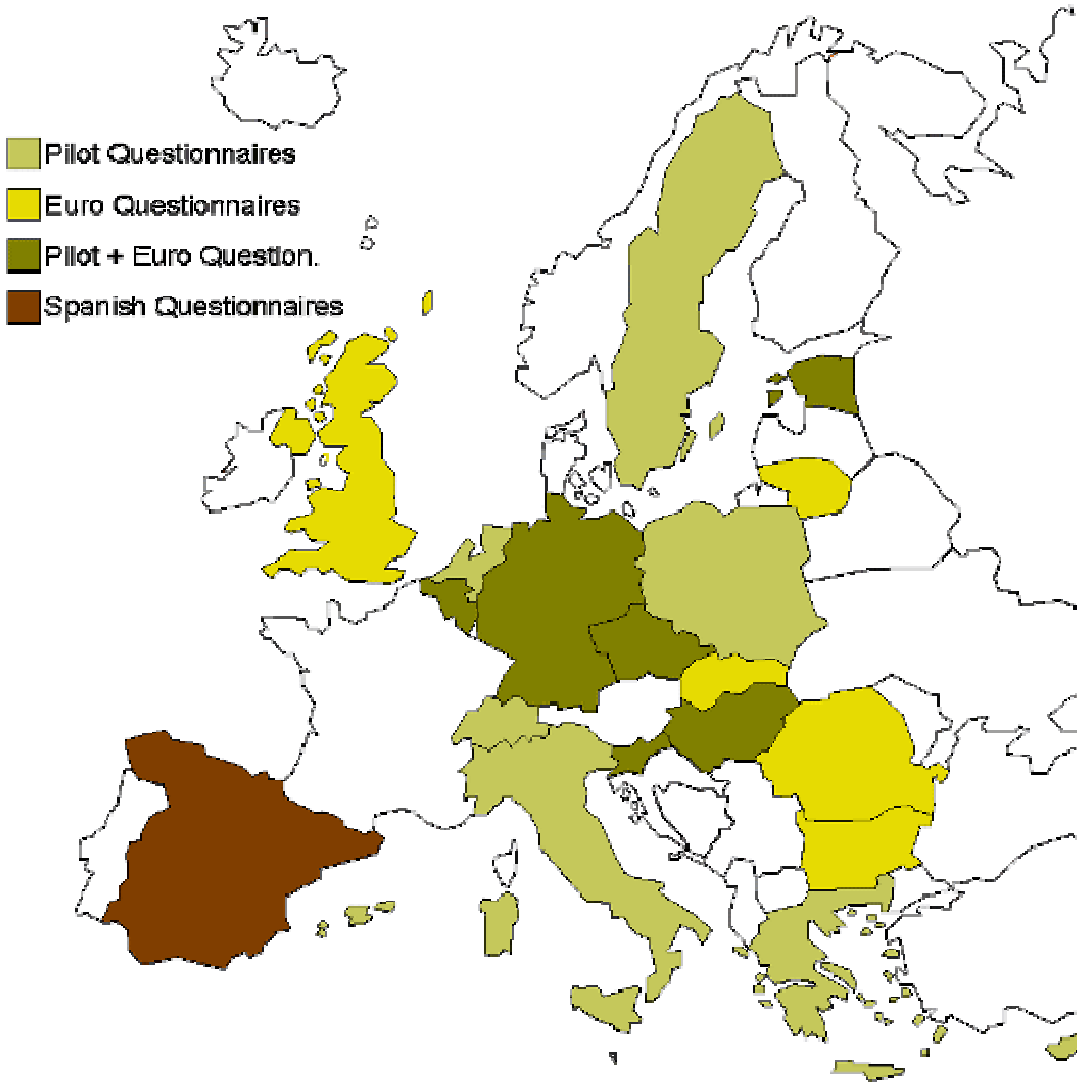
COUNTRIES	1st Survey (Contacts)	2nd Survey (SAU)	
	REGULAR MAIL+EMAIL	REGULAR MAIL+EMAIL	EMAIL only
Austria	2	14	2
Belgium	4	43	10
Cyprus	1	4	0
Czech Republic	2	7	0
Denmark	1	13	0
Germany	2	13	1
Estonia	1	5	1
Finland	1	5	4
France	2	8	1
Greece	1	5	0
Hungary	2	8	0
Italy	5	9	0
Ireland	3	4	0
Latvia	0	2	0
Lithuania	0	8	0
Luxembourg	4	4	1
Malta	1	1	3
Poland	2	5	0
Portugal	1	1	4
United Kingdom	1	11	0
Bulgaria	0	7	0
Rumania	2	12	0
Norway	0	7	0
Switzerland	0	10	2
Slovakia	2	18	0
Slovenia	1	4	0
Sweden	2	15	0
The Netherlands	2	4	1
Total	45	247	30
Spain			288

Table 3-1. List of surveys sent per country.

3.5. The answer rate

The answer rate obtained from the surveyed municipalities and organizations has been low, as it had been foreseen and previously mentioned. Concretely, we received information from 34 European municipalities or organizations and from 96 Spanish municipalities. For the first European survey, 12 surveys were sent back out of 45 sent surveys, which represents 26.7% of answer rate. For the second European survey, 22 surveys were sent back out of 277, which represent 8%, i.e. a percentage lightly lower to what was expected (10 to 15%). In Spain, thanks to the use of information recovery techniques (e.g. re-sending of surveys, phone calls) and because of the possibility to keep a greater contact with the surveyed municipalities, it has been possible to reach a higher answer rate than for the European municipalities. Concretely, we have obtained information on 33% of the surveyed municipalities (96 surveys out of 288).

Per countries, we have obtained information from 20 countries, including the information from the CUAAS Survey in Spain. The first European survey obtained information from 12 countries. The second one obtained information from 14 countries. The only countries from which it was not possible to have any information through the surveys are Austria, France, Portugal, Ireland, Denmark, Finland, Malta, Latvia, Norway and Croatia. The **Picture 3-1** graphically shows the sample obtained per countries.



Picture 3-1. Graphic representation of the countries that answered the survey.

4. Results of the Surveys

Hereafter the main results obtained in each one of the European surveys are shown. The information is distributed in two main sections. Firstly, the most relevant answers from the items of each survey are shown per country in order to be able to compare the differences and likenesses between them. Secondly, the analysis and the interpretation of the results are shown according to the different criterions considered of being particularly important to evaluate the existing levels of quality of the collection systems and procedures used in each one of the surveyed countries.

4.1. Tables of Results per country

4.1.1. Previous European Survey sent to the contacts

This survey gathered information from 12 countries as it has already been mentioned in the section 3.5 referring to the answer rate. Hereafter, the results for each item are listed:

Item01: Competences about the attention and data collection of urban traffic accidents:

Country	Item01: Competences about the attention and data collection of urban traffic accidents.	Explanations
Belgium	Federal Police force (National data base DGS/DSB/B) Statistical National Institute.	The DSB collects all the data from the different police zones (local and federal). The DSB (Quick indicators) → INS (official statistics)
Czech Republic	National Police	It is the same organization for the traffic accidents in rural zones or in motorways. The local police are not competent for traffic accidents.
Estonia	The police do not analyse the data or the statistics. This is up to the department of SV of the Road Administration. The police are in charge of starting the case and finding	

	the appropriate fine (or send it to the court). The **Road Administration** receives the information about road safety (SV) from the police. The **police** are in charge of filling the reports of traffic accidents (with injuries or fatalities).	
Greece	Road Traffic department of the Hellenic Police. It is the same for urban and interurban traffic accidents. Insurance companies	
Hungary	Police Central Administration. Department of Traffic and Public Safety. Central office of statistics.	The Central office of statistics is in charge of the methodology in all the country.
Italy	Municipal Police, State police, Carabinieri	
Luxembourg	Police Grand Ducale – DOP	
The Netherlands	Region Police	All the policemen deal with TA. They are working in their own zones, but they can also move to other zones in the same district. There are also specialists who help for serious accidents and difficult cases. In a few time, they will be asked to help in all the accidents described in the Road Safety Regulation (fatalities and serious injuries), in Art. 6. These specialists are working in all the country. Each zone (several cities) has a specialist, who is the coordinator. This person is the one who does the analysis and who gets in touch with the city council.
Sweden	The Police collect accident data and are responsible for the quality from the source. Mrs Mattsson is responsible for the quality according to the data base STRADA (Swedish Traffic Accident Data Acquisition)	
Slovenia	There is only one police	
Germany	Der Polizeipräsident Statistiches Landesamt Verkehrslenkung Berlín - Unfallkommission	"Der Polizeipräsident in Berlin" is in charge of: - Traffic Accident data source - The analysis of urban Traffic Accidents - Ideas of necessary actions
Poland	The **Police** (for all the penal procedures related to traffic accidents). The **Insurances companies** (for the procedures	In Poland, the term "urban police unit" reaches all the regions which have the

	related to the repair of material goods) in traffic accidents. The **urban Transport Company** (only for traffic accidents regarding the public transport).	same administration, or the same way to carry out the administration. So, the urban police are in charge of accidents in urban zone and in local roads.

Item02: In the same town is it possible to have several "polices" that share the traffic accident competence?

Country	Item02: In the same town is it possible to have several "polices" that share the traffic accident competence?
Belgium	No
Czech Republic	No
Estonia	No
Greece	No. There is only one Police
Hungary	No
Italy	Yes, often.
Luxembourg	No
The Netherlands	No, because we have a "regional police". They are self-governing in their region. The Dutch police have 25 police bodies and a national agency of police service (KLPD), who are working at a national level, for example, they are in charge of motorways.
Sweden	No
Slovenia	No
Germany	No
Poland	No

Item03: Regarding the "police" that carry out the management of the traffic accidents in town, is it also competent for the accidents that take place in motorways?

Country	Item03: Regarding the "police" that carry out the management of the traffic accidents in town, is it also competent for the accidents that take place in motorways?	
	Only in the city	**In the city and in motorways**
Belgium		Police integration= local+federal Local Police: Traffic Accidents in Police zone Federal police: traffic accidents in motorways
Czech Republic	X	
Estonia	X	
Greece	X	
Hungary		X A different unit is in charge of accidents in motorways
Italy		X
Luxembourg	X	
The Netherlands		The regional police are in charge of accidents in their own motorways. If they first arrive, they have to inform the KLPD. Depending on the kind of accident, the KLPD will decide if it is necessary to go there. If there are fatal or serious injuries, the KLPD must always be there. As soon as the KLPD is present, they can close the procedure, in theory. In the real situation, regional police are the ones who close the procedure.
Sweden	X	
Slovenia		It is possible, but in motorways the traffic police are the ones who have a special knowledge about the accident investigation.
Germany	X	
Poland	X	

Item04: Does each town have its own "police" in charge of the urban traffic accidents?

Country	Item04: Does each town have its own "police" in charge of the urban traffic accidents?				
	YES			NO	
	Yes: each city has its own police.	The police are in charge of urban accidents, in several cities.	Yes, each city has its own police, except those that are small.	No, the regional police are in charge of urban accidents.	No, it is another police.
Belgium		X (196 zones)			
Czech Republic					National police
Estonia				X	
Greece	X				
Hungary		Provincial police station			
Italy			Municipal police Polstrada		Carabinieri
Luxembourg		X			
The Netherlands				X Each region has several districts and these districts have several zones (1 or more cities)	
Sweden				X	National police
Slovenia				X	
Germany				X	
Poland				The police are in charge of traffic accidents, depending on the structure and responsibility of each district: Police Headquarters – they control the activities in all the country. District Police Unit – they control the accidents in their provinces. Urban Police Unity / Local Police – take care of penal procedures in some private administrative districts and in some cities.	

Item05: Is it right to use the term "police" to refer to the agents that are in charge of traffic accidents in your country or should we use another term?

Country	Item05: Is it right to use the term "police" to refer to the agents that are in charge of traffic accidents in your country or should we use another term?	
	YES	NO
Belgium	X	
Czech Republic	X	
Estonia	X	
Greece	X	
Hungary	X	
Italy	X	
Luxembourg	X	
The Netherlands	X	
Sweden	X	
Slovenia	X	
Germany	X	
Poland	X	

Item06: Which persons/organizations/departments are in charge of taking decisions in the field of urban traffic policy in towns?

Country	Item06: Which persons/organizations/departments are in charge of taking decisions in the field of urban traffic policy in towns?
Belgium	National Safety Plan (developed by the Home Office and the Law Ministry). General Assembly in Road Safety. Transport and Mobility Ministry. Safety Local Plans (Police). The Mayor and the municipal Councillor.
Czech Republic	At the city council: Traffic Department.
Estonia	There are some special transport departments at the local and the regional level. These departments have to design, develop, coordinate and organize the road traffic (also the urban traffic). At the Traffic Department in Tallinn, the traffic service is the one who organizes the urban traffic and the municipal service of engineering is in charge of the engineering, the building industry, and the cleaning and road maintenance.
Greece	Several organizations are in charge of urban policy in the field of traffic. The hierarchy is (from the lowest to the highest level): (a) city council, (b) police headquarters, (c) ministry. For example, the local body (the major and the municipal councillor) is in charge of taking decisions related to the municipalities or local roads. City council, Ministry of the Environment, Geographic planning and Department of Public Works, Transport Ministry.
Hungary	The traffic department of local administrations.
Italy	Polstrada --> Polizia di Stato Polstrada is a department of Polizia di Stato: polstrada.servizio@interno.it
Luxembourg	Municipal council.
The Netherlands	Region/ department
Sweden	City councils
Slovenia	City councils
Germany	Home Office and transport Ministry.
Poland	Traffic departments and the urban/ local police.

Item07: Regarding the traffic accident management in towns, is the Police dependent on the town council?

Country	Item07: Regarding the traffic accident management in towns, is the Police dependent on the town council?	
	Yes	**No**
Belgium		No, it is not. In each police area, the traffic coordinators have been hired depending on the action programmes in road safety (developed by the Ministry).
Czech Republic		The traffic police are dependent on the Home Office. Regional and local administrations can suggest some traffic measures, which have to be ratified by the police. The economic affair is dependent on the budget of the regional and local administration.
Estonia	City councils and regional authorities are working with the police, but it depends on the city size.	
Greece		No, it is not. Regarding traffic accidents, the police do not depend on the city council. The management and the traffic police are developed designed and applied at a different level. The police receive orders from an appropriate organization (to apply traffic management).
Hungary		No, it is not. The police are the ones who inform the local administration and the traffic departments about road accidents.
Italy		This question must be asked to: polstrada.servizio@interno.it
Luxembourg	Meetings planned by the law, (with the mayor attendance) are arranged every day (local security committee).	
The Netherlands		Every police officer in the region Twente, has a "matrix". On the matrix the officer can see if he has to make a "registration report" or a "protocol". On the matrix there is a "point system". If the score is 5 or more points, a protocol is mandatory. If there is only material damage the report is ok, but if there are injuries or killed, a protocol is also mandatory. The report and protocol is fourfold.

		One copy is for their own administration, one copy for the court, one copy for the national statistics office (Xpol) and one copy to the registration bureau of protocols. All the copies are hard copies and send by mail. Xpol is making the form "digital" and sends them to the AVV (Transport research centre. The data used by making the forms is on the (local) BPS system (The IT system the Dutch police use) and it is possible to generate some data for local use. This (local) data is used for communication with the municipality.
 Sweden		No, it is not. The national police are dependent on the government.
 Slovenia		No. There is not any connection.
 Germany		No, it depends on the accidents. In Berlin, the police are in charge of all kind of accidents.
 Poland	In the field of traffic control and the implementation of infrastructure solutions. Note: Traffic police are the ones who show to the units of local traffic control, how to improve measures in road safety. These measures are dependent on the city council.	

Item08: Does the Police share its traffic accident competence with other tasks linked with municipal competences?

Country	Item08: Does the Police share its traffic accident competence with other tasks linked with municipal competences?	
	Yes	**No**
Belgium	X	
Czech Republic		X
Estonia		X
Greece	X	
Hungary		X
Italy	X	
Luxembourg	X	
The Netherlands	X	
Sweden	X	X
Slovenia		X
Germany	X	
Poland	X	

Item09: In order to approach the survey to the persons in charge of traffic management: is it suitable to send these surveys to the city councils?

Country	Item09: In order to approach the survey to the persons in charge of traffic management: is it suitable to send these surveys to the city councils?	
	Yes, to the city council	**No, it should be sent to the Police**
Belgium		To the national database of the federal police.
Czech Republic		Traffic accidents are not up to the city councils.
Estonia		
Greece		It should be sent to the police in charge of this field.
Hungary		It should be sent to the police in charge of this field.
Italy	X	
Luxembourg		Direction Générale de la Police Direction des Opérations et de la Prévention L-2957 Luxembourg
The Netherlands	X	
Sweden		It should be sent to Kristina Mattson that will forward it to the appropriate persons.
Slovenia	X	
Germany		There is not any connection between the city council and the police.
Poland	X	

Items 10 and 11: in order to give out the SAU surveys everywhere, mails and emails of city councils and Police (in charge of traffic accidents) are requested.

Item12: Would you be so kind as to mention the documents produced by the "police" in your country when a traffic accident with victims occurred?

Country	Item12: Would you be so kind as to mention the documents produced by the "police" in your country when a traffic accident with victims occurred?			
	Document 1	**Document 2**	**Document 3**	**Document 4**
Belgium	Verbal- statement proceeding Accident reports, addressed to the judicial authorities	Analysis form of accidents with victims (FAC) Accident information, for statistical analysis		
Czech Republic	Statistical form, to include traffic accidents (now they have an electronic format) Statistics Central data base of traffic accidents (Traffic Police Management) Permanent executive committee	Protocol of traffic accidents. File of slight accidents Legal documentation for all kina of accidents (for slight accidents, we only need a file) Police (Tribunals)	Protocol of clinic research – alcohol influence Alcohol influence research Police (Tribunals)	Other special reports, depending on the kind of material damage Damage report Insurances
Estonia	Main document: Minor Offence Code http://www.legaltext.ee/et/andmebaas/ava.asp?m=016			
Greece	Accident report It has all the information about persons, vehicles, weather information, infrastructure, circumstances… The judge on duty and the Statistics National Service	Accident form Data report: related to the accident, the vehicle, the person. Description of the accident place. This information is used in accident analysis and in statistical reports. Statistical National Services, Ministry of the environment, geographic planning and public Works. Relevant police authority.	Accident report Very similar to the previous document, but with less information to analyze. File ready for the police. Ministry of Public Order (Greece police).	Document for the insurances. All the information of every accident is reported (even accidents with material damages). Statistical department of insurances.
Hungary	Report at the accident place Insignificant traffic offences, transferred to the authorities in order to fine people.	Report at the accident place Criminal police are asking for an investigation. Tribunals and criminal proceedings.		
Italy	X	X	X	

Luxembourg	Official document f the investigation. Ministry of the prosecutor.	National Company of technical control. The police take note of material damages. The SNCT is in charge of technical control. After an accident, the owner of the vehicle is summoned by the SNCT, to make a vehicle control.	Statec Statistics STATEC	Social (injured people)
The Netherlands	A report or a protocol is usually done. If they are investigating something, it should be done another protocol (with 4 copies). They must add this protocol to the report/ protocol written by the agent who was at the accident place.	The copies must be given out to: the administration, the police, the court, the Xpol and the agency of protocol registration. All are paper copies and they are sent by regular mail. The Xpol is in charge of digitalizing these copies. Then, they are sent to the AVV (Research Centre of Transport). The data used to write the report are in a computer system, which is utilized by the police and by the city council.		
Sweden	STRADA			
Slovenia	Accident report (with a sketch)	Injuries report	Report of offence criminal (complain)	
Germany	Data of accidents with injured people are only reported in the data base. They do not use any kind of paper.			
Poland	Official paragraph of traffic accidents. General description of the accident reconstruction – this is the basis for starting judicial procedures.	**Protocol:** examination of the accident place. **Protocol:** examination of the vehicle. **Protocol:** driver soberness. **Protocol:** questionnaire addressed to the witnesses and to the one who is suspected of committing the traffic offence. Draft of the accident place – photos.	Statistical data of accidents. SEWIK – Data system of accidents and collisions / Police.	

Item13: Is/are there a/several difference(s) between the documents produced for a highway accident and a town accident?

Country	Item13: Is/are there a/several difference(s) between the documents produced for a highway accident and a town accident?
	There are no differences between the documents written for a motorway accident and a town accident. The same thing happens in all the countries.

Item14: If a "questionnaire for the national accident statistics" is used, please mention its name and the way we should mention it in the SAU survey so that the agents will recognize it.

Country	Item14: If a "questionnaire for the national accident statistics" is used, please mention its name and the way we should mention it in the SAU survey so that the agents will recognize it.
Belgium	Form of traffic accident analysis with injuries or fatalities (FAC).
Czech Republic	Statistical form of traffic accident registration.
Estonia	-
Greece	In traffic accidents, there is only one document to fill in. (See above in document 1) In Greece, it is called "DOTA".
Hungary	Collecting information through a questionnaire is part of a National Programme of Statistical Data Gathering (OSAP) Nº: 1009 Traffic accidents with injured people.
Italy	To answer this question just see polstrada.servizio@interno.it
Luxembourg	STATEC
The Netherlands	They use a rather old questionnaire. In September 2006, AVV published a document where the reports used by the police were evaluated. In this document, AVV suggested some modifications/changes. The main result is that several systems must be linked to get just one analysis system. For instance, they will use emergency or radio calls, registered in the head office. Slight accidents won't be registered. But policemen in the head office will write reports about every call so that they will be able to leak the accidents. Another problem is that registers are not made in the same way by the different regions. Not every region has got a pattern like Twente.
Sweden	STRADA statistics.
Slovenia	Only one traffic accident report is used. We have no questionnaire for national statistics.
Germany	www.berlin.de/polizei/verkehr/statistik.html
Poland	Traffic accident file (in Polish: karta zdarzenia drogowego) It is filled in for the SEWIK.

Item15: Are there several "questionnaires for the national accident statistics" depending on the fact that the accident takes place in highways or in towns?

Country	Item15: Are there several "questionnaires for the national accident statistics" depending on the fact that the accident takes place in highways or in towns?
	It is the same questionnaire for all the countries which have answered the survey (except for Germany).

Item16: For which type of accidents is this "questionnaire for the national accident statistics" filled in?

Country	Item16: For which type of accidents is this "questionnaire for the national accident statistics" filled in?				
	Fatal accidents	Serious accidents	Slight accidents	Material damage only accidents	Particular accidents: please point out its characteristics.
Belgium	X	X	X		
Czech Republic	X	X	X		
Estonia	X	X	X		
Greece	X	X	X		
Hungary	X	X	X		
Italy	Ask to: polstrada.servizio@interno.it	Ask to: polstrada.servizio@interno.it	Ask to: polstrada.servizio@interno.it	Ask to: polstrada.servizio@interno.it	
Luxembourg	X	X	X	X	
The Netherlands	X	X	X	X	Whenever the police are involved, a report should be done. The record size and if they have a protocol or not depends on the situation. There are 3 types of reports: 1) local report (it is not sent to the authorities) 2) a report sent to the authorities (not to the court) 3) The protocol, in 4 copies.
Sweden	X	X	X	Insurance companies and courts	
Slovenia	X	X	X	X	
Germany	X	X	X	X	Accidents caused by the effects of alcohol
Poland	X	X	X	X	All the accidents are registered, no matter the consequences.

Item17: Are there several "questionnaires for the national accident statistics" depending on the fact that the accident is fatal, serious or slight?

In this Item, all the countries replied that there are no differences, except from Luxembourg that told us that when the accident is fatal, the questionnaire is different.

Item18: Please mention the organization to which the information on urban traffic accidents is sent.

Country	Item18: Please mention the organization to which the information on urban traffic accidents is sent.
Belgium	Address of the national database of the Federal Police
Czech Republic	a) Ústav dopravního inženýrství hl. města Prahy - http://www.udi-praha.cz, udipraha@udipraha.cz (Institute of Traffic Engineering - Praha) b) Brněnské komunikace, a.s. - http://www.bkom.cz, bkom@bkom.cz (Traffic Communications – Brno)
Estonia	The road administration. Also to scientific institutes
Greece	The National Statistical Service
Hungary	Hungarian Statistical office/National Accident Preventive Committee
Italy	Police Headquarters of Rome.
Luxembourg	STATEC: quantitative study POLICÍA: quantitative and qualitative study
The Netherlands	The police receive it in paper, digitalize it and send it to the AVV.
Sweden	Information from the police about accidents and injured people is collected by the National Road Administration. The Swedish Institute for Transport and Communication Analysis, SIKA, is the authority responsible for the official statistics on traffic accidents, which are produced by Statistics Sweden, SCB, on behalf on SIKA.
Slovenia	The police
Germany	www.statistik-berlin.de
Poland	The Police Headquarters General Directorate for National Roads and Motorways The National Council of Road Safety

Item19: What is the mainly-used procedure for the filling in and the sending of the statistical information on urban traffic accidents with victims?

Country	**Item19: What is the mainly-used procedure for the filling in and the sending of the statistical information on urban traffic accidents with victims?**				
	Filling in by hand and sending of a "questionnaire for the national statistics".	From the data of a particular form or a computer database, a "questionnaire for the national statistics" is printed and sent.	The software used by the Police automatically generates the data of a "questionnaire for the national statistics" that is subsequently sent electronically.	There is a national/regional software in which statistical data are entered and sent in order to achieve national traffic accident statistics	Other
Belgium			X		This system is not operative yet for the Federal Police (TA in motorways). They enter the data in a software, print the form and send it to the address of the National Database.
Czech Republic			X		
Estonia	-	-	-	-	-
Greece	X				The National Statistical Service of Greece is the one that inputs the data in a computer database. The National Statistical Service of Greece is the only body that has electronically all the relevant accident data.
Hungary				X	The police stations fill in the questionnaire by hand and send it to county police stations where the questionnaires are recorded.
Italy			X		
Luxembourg					The software used by the Police automatically generates the data of a questionnaire for the national statistics that are electronically sent a posteriori (IP).
The		X			On the scene the

Netherlands					officer fills in a form (on paper). They use a copy of the paper for exchanging personal data, like name, address and vehicle.
Sweden	X			STRADA	
Slovenia			X		
Germany				X	
Poland	X				And there is also a national / regional software in which statistical data are entered and sent in order to achieve national traffic accident statistics. A completed road accident record is transferred to the database of SEWIK. The process is performed at the level of urban or local police units, and then sent by the Internet to the Headquarters.

Item20: In your country, from the government or any state organization, has any traffic accident data management/analysis software been designed or used?

Country	Item20: In your country, from the government or any state organization, has any traffic accident a management/analysis software been designed or used?	
	No	**Yes**
Belgium	X	
Czech Republic		X
Estonia	X	
Greece	X	
Hungary	X	
Italy	Polstrada.servizio@interno.it	
Luxembourg		Automatic data exploitation
The Netherlands	No not yet. See the recent report of the AVV, September 2006. In the (local) BPS system it is possible to get all the data until 5 years back. This data is used to inform e.g. the municipality or to make (local) traffic policy.	
Sweden		The Swedish Government has commissioned the Swedish Road Administration to implement a new information system concerning injuries and accidents within the whole road transport system. Swedish Traffic Accident Data Acquisition, STRADA.
Slovenia		Police database
Germany		The database is called VU-URS. Designed for the TA in Berlin and Hamburg.
Poland		SEWIK collects the TA data for the local and national analysis

Item21: Has your country taken part to any European project on town accident rate?

Country	Item21: Has your country taken part to any European project on town accident rate?	
	No	**Yes**
Belgium	Ask to the IBSR	
Czech Republic	X	
Estonia	Mr. Dago Antov. Traffic inquirí office Stratum: dax@stratum.ee	
Greece	Unknown. Universities and other research institutes took part in several European research road safety projects	
Hungary	X	
Italy	Polstrada.servizio@interno.it	
Luxembourg	X	
The Netherlands	Unknown	
Sweden		
Slovenia	X	
Germany		
Poland		X GAMBIT 2005. National road safety program.

Item22: In your country, have actions to improve the quality, reliability, procedures of urban traffic accident data management been developed?

Country	Item22: In your country, have actions to improve the quality, reliability, procedures of urban traffic accident data management been developed?	
	No	**Yes**
Belgium		Unique entry Full quality control Quality control from the data entry
Czech Republic		Yes but unknown
Estonia	No	
Greece	Yes	Yes
Hungary	No	
Italy		
Luxembourg		No but they have been carried out
The Netherlands		Yes, the provinces and the government are collaborating. There is also a national agency that regulates the traffic. They are all working together. There are also regional and local initiatives. They work altogether
Sweden		Yes. In the STRADA the information is collected for several criterions
Slovenia	No	
Germany		Yes, nowadays the 16 federal regions are developing the process to minimize the facts that are useful. The 16 Home Offices are trying that without decreasing the quality.
Poland		Yes, the SEWIK software has been modified

Item23: What do you consider to be negative or that could be improved regarding the urban traffic accident data storage, processing and analysis in your country?

Country	Item23: What do you consider to be negative or that could be improved regarding the urban traffic accident data storage, processing and analysis in your country?
Belgium	- Improvement in the entry of the TA locations to be able to show the TA on a map in a satisfactory way and to be able to set more easily the black spots. - Information about the fatalities at 30 days: this information is sent to the INS by the judicial authorities and the INS forwards it to the DSB. It could be more convenient to receive the information directly: the police zones World inform the DSB with a report when a TA victim passes away within the 30 days.
Czech Republic	-
Estonia	
Greece	The road traffic accident data (the detailed ones) are not accessible to the public. No real spot analysis is being taken concerning accident occurrence.
Hungary	There is not any other TA database in the local administrations
Italy	-
Luxembourg	Wait that the project mentioned in the question 22 be carried out
The Netherlands	One of the most negative points is the uniform data collection. The authorities are working on it to improve this. The local systems (BPS) are not built to do this.
Sweden	The STRADA system is designed to minimize duplication of work and costs within public administration. It is part of the continued work to consider the legal requirements in the laws of data and security and therefore clarify how information from the police and the medical care can be developed and co-ordinated and how co-ordination may be done with other statistic and information systems, national and international. Security and integrity aspects must be taken under consideration and different groups of users should be able to get access to the information they need. Single accidents among pedestrians should be included in the system.
Slovenia	-
Germany	In towns with a huge amount of bicycles it seems to be very necessary to describe the correct positions of drivers and cyclists at the time of the accident. There are big differences between bicycle lanes on the streets and the ones which are near by the footpaths.
Poland	One should consider the possibility of setting up an institution that deals with collecting, processing and analyzing traffic accident data. Analyses and prognoses of road safety condition obtained in such an institution could be used for its improvement.

Item24: Good practices for the urban traffic accident data storage, processing and analysis.

Country	Item24: Good practices for the urban traffic accident data storage, processing and analysis.
Belgium	- Linkage of the statistical questionnaire with the report in the same computer system: the police zones cannot close their report (when one of the police zones intervenes in an accident, they have to fill in the report) without filling in the statistical questionnaire. - Storage of the traffic data in a data warehouse with a unique structure, which facilitates the creation of reports and the linkage with other data.
Czech Republic	-
Estonia	Contact: Mr.Dago Antov. Traffic inquiry office Stratum: dax@stratum.ee
Greece	Good practices undertaken in Greece are specific studies undertaken by consultants in relation to the analysis of each particular road accident. The proposal of specific actions and measures to be undertaken in order to have immediate results, was the best thing to do.
Hungary	
Italy	-
Luxembourg	-
The Netherlands	One of the most important good practices is the system of the Incident Management. This has been specially built for the highway, but it also suits on rural roads. The system (www.incidentmanagement.nl) gives a clear view what all the emergency services had to do and who is responsible for what. Every police officer, but also other first responders like ambulances and fire fighters, is trained for the Incident Management.
Sweden	Traffic-calming countermeasures have become a successful toolbox with which to create safe and secure traffic environment. One report is primarily concerned with highlighting the effects these countermeasures have. The report describes also the level of acceptance that has grown among decision-makers, planners and citizens. Further, a comparison is made between those goals and targets that have been set for traffic safety related work and the effect that the traffic-calming countermeasures have brought about. Traffic-calming countermeasures represent one of several tools available for managing the traffic system in towns. The aim is to contribute towards creating a traffic-system that supports town development by providing good accessibility and counteracting the negative effects of traffic. In the Spring of 2004, the Swedish Association of Local Authorities and Regions (SALAR) published the report: "Positive effects through traffic-calming". The report is a summary of international experiences with traffic-calming countermeasures and also explains what is meant by this term. SALAR's report has been the main source of inspiration for: "Positive Effects of Traffic-calming Countermeasures in Gothenburg". The main aim of this report is to show concrete examples of experience and results that have been achieved in Gothenburg, and to make them available for those that are interested. The report can be seen as a complement to the SALAR-report: "Positive effects through traffic-calming". It is useful to read both of these reports together.
Slovenia	-
Germany	It's very necessary to describe the causes of the traffic accident. A draft of mini symbols which describe the standard situations should also be added.
Poland	Each fatal accident is apart from basic procedures analysed by district police unit, taking into consideration a stretch of 2,5 km of road behind and the same distance in front of an accident site, including all circumstances that could influence an accident. After a period of 3 years at the place of the accidents at a particular site is checked and the similarities are compared. After drawing statistical conclusions the material is sent to urban or local police units according to accident place for fully relating of an accident details. In the end final conclusions are reached and requirements are transferred to road managing institution for including possible changes in road infrastructure for improving safety.

4.1.2. Results of the Second SAU European Survey

Item 4. Does your city have specialized traffic units? (That is to say, which are only in charge of traffic and road safety: traffic management, traffic accidents, etc.)

Country	Item 4. Does your city have specialized traffic units? (That is to say, which are only in charge of traffic and road safety: traffic management, traffic accidents, etc.)	
	Specialized traffic units	Suggestions, contributions
Belgium	Yes	
Bulgaria	Did not answer	
Cyprus	Yes	
Czech Republic	Yes	
Estonia	Yes	
Hungary	Yes	
Germany	Yes	
Lithuania	Yes	
Luxembourg	Yes	
Romania	Yes	
Slovakia	Yes	
Slovenia	No	
Switzerland	Yes	
United Kingdom	Yes	

Item 5. The definition of traffic accident is "an accident in which at least one vehicle is involved, being in motion in a public or private road in which the public has access and in which there is at least one fatality or one injured person". Is this definition the same as the one used in your city?

Country	Item 5. The definition of traffic accident is "an accident in which at least one vehicle is involved, being in motion in a public or private road in which the public has access and in which there is at least one fatality or one injured person". Is this definition the same as the one used in your city?	
	It is the same	There are differences
Belgium	Yes	Difference between accident and fatal accident
Bulgaria	Did not answer	
Cyprus	No	Same definition but with material-damage.
Czech Republic	Yes	A traffic accident is an event on the road (accident, collision) that happens or starts in the carriageway and that causes a fatality, an injury or material damages.
Estonia	Yes	
Hungary	Yes	
Germany	No	
Lithuania	Yes	
Luxembourg	No	Accidents without injuries and non-motorized vehicles are also included.
Romania	Yes	Damage-only accidents are also included.
Slovakia	No	Damage-only accidents are also included.
Slovenia	Yes	
Switzerland	Yes	Material damages are included. Deliberate action is excluded.
United Kingdom	No	Use of the Stats 20 Definition

Item 6. Do you record any other kind of event?

Country	Item 6. Do you record any other kind of event?	
	Another kind of event is recorded	The kind of event
Belgium	Yes	Collisions
Bulgaria	Did not answer	
Cyprus	No	Same definition but with the material damages
Czech Republic	Yes	All the offences
Estonia	No	
Hungary	Yes	Accidents without injuries
Germany	No	
Lithuania	No	
Luxembourg	Yes	Accidents without injuries and non-motorized vehicles are also included.
Romania	Yes	Damage-only accidents are also included.
Slovakia	Yes	
Slovenia	Yes	Damage-only accidents are also included.
Switzerland	Yes	Material damages are included. Deliberate action is excluded.
United Kingdom	No	

Item 7-8. Is this data collected?

Country	Item 7-8. Is this data collected?	
	Accidents with victims	Damage-only accidents
Belgium	Yes	Yes
Bulgaria	Did not answer	Did not answer
Cyprus	Yes	Yes
Czech Republic	Yes	Yes
Estonia	Yes	No
Hungary	Yes	Did not answer
Germany	Did not answer	Did not answer
Lithuania	Did not answer	Did not answer
Luxembourg	Did not answer	Did not answer
Romania	Yes	Yes
Slovakia	Did not answer	Did not answer
Slovenia	Yes	Yes
Switzerland	Yes	Yes
United Kingdom	Yes	No

Item 9. Who collects the traffic accident data in your city?

Country	Item 9. Who collects the traffic accident data in your city?	
	Who collects the traffic accident data in your city?	Another police body
Belgium	Local police	The National police and a federal mobility department
Bulgaria	Did not answer	
Cyprus	National or federal police	With the help of the regional police
Czech Republic	National or federal police	
Estonia	Region police	
Hungary	Local police	Regional police
Germany	Local police	
Lithuania	Local police	
Luxembourg	National or federal police	
Romania	Region police National or federal police	
Slovakia	National or federal police	
Slovenia	National or federal police	
Switzerland	Local police	Cantonal police
United Kingdom	No	

Item 10. Are the police that collect urban traffic accident data competent for the interurban roads that belong to your city?

Country	Item 10. Are the police that collect urban traffic accident data competent for the interurban roads that belong to your city?	
	Yes	No
Belgium	X	
Bulgaria	Did not answer	
Cyprus	X	
Czech Republic	X	
Estonia	X	
Hungary	X	
Germany	X	
Lithuania		X
Luxembourg	X	
Romania	X	
Slovakia	X	
Slovenia	X	
Switzerland	X	X
United Kingdom	X	

Item 11. At the European level, a traffic accident victim is a person that dies or is hurt as a consequence of a traffic accident. A traffic accident fatality is a person that dies in the accident or within the 30 days that follow the accident as a consequence of it. In your city, what are the injured persons that are considered to be seriously injured?

Country	**Item 11. At the European level, a traffic accident victim is a person that dies or is hurt as a consequence of a traffic accident. A traffic accident fatality is a person that dies in the accident or within the 30 days that follow the accident as a consequence of it. In your city, what are the injured persons that are considered to be seriously injured?**
	Definition of seriously injured
Belgium	The ones that remain in the hospital for more than three days. The ones that remain in the hospital for more than one night.
Bulgaria	Did not answer
Cyprus	The seriously injured persons
Czech Republic	The level of severity is set by the medical report.
Estonia	Estonia does not have s particular definition for the serious injuries. An injured person is a person that needs medical assistance.
Hungary	When the injuries are still present after 8 days.
Germany	Did not answer.
Lithuania	They only use the definition “injured person in a traffic accident”. The levels of injury cannot be used in the database.
Luxembourg	The ones that remain more than 24 hours in the hospital.
Romania	It is a person that has fainted or that one of its organ has lost its functions, that suffers a mental or physical disease, fractures, cuts, serious scratches or other, and a person that remains in the hospital for more than 30 days.
Slovakia	A seriously injured person is a person that needs a treatment for more than 7 days. Fatality = within 24 hours.
Slovenia	We have injury classifier.
Switzerland	In-patients for more than 24 hours.
United Kingdom	Stats 20 definition

Item 12. Is there a monitoring of the accident seriously injured victims?

Country	Item 12. Is there a monitoring of the accident seriously injured victims?	
	Monitoring	The way it is carried out
Belgium	Yes, at 30 days, Other monitoring, No	When there is a fatality, the police must be informed. With a questionnaire filled in by the doctor.
Bulgaria	Did not answer	
Cyprus	Yes, at 30 days	
Czech Republic	Yes, at 24 hours Other	And at 30 days Done by the State police
Estonia	No	
Hungary	Yes, at 24 hours	And then at 30 days, another one is carried out and if the state has changed, it is modified (e.g. the death of a seriously injured person).
Germany	Yes, at 24 hours	
Lithuania	No	
Luxembourg	Yes, at 24 hours	
Romania	Yes, at 30 days	When the medical unit sends the report to the public prosecutor, he sends it to the Traffic Police.
Slovakia	Yes, at 30 days	
Slovenia	Yes, at 30 days	
Switzerland	Yes, at 24 hours Yes, at 30 days	And at 30 days
United Kingdom	Yes, at 30 days	

Item 15. Have the police in charge of collecting accident data received any training for this task? What kind of training?

Country	Item 15. Have the police in charge of collecting accident data received any training for this task? What kind of training?				
	Training	Filling in the questionnaires	Accident investigation	Accident reconstruction	Other
Belgium	Yes No				
Bulgaria	Did not answer				
Cyprus	Yes	X	X	X	
Czech Republic	Yes	X	X	X	Training with practical experience
Estonia	No	X	X	X	
Hungary	No				
Germany	Yes		X	X	
Lithuania	No	X			
Luxembourg	Yes	X	X	X	Rolleimetric programme for the fatal accidents
Romania	Yes	X	X	X	
Slovakia	Yes	X	X		
Slovenia	Yes	X	X	X	
Switzerland	Yes	X			Police school. Accident investigation and reconstruction but not for the ones that collect the data.
United Kingdom	Yes				Training by departments

Item 16. Is there a compulsory national questionnaire?

Country	Item 16. Is there a compulsory national questionnaire?			
	National questionnaire	Fatal	Serious	Slight
Belgium	Yes No	Always	Always	Always
Bulgaria	Yes	Always	Always	Always
Cyprus	Yes	Always	Always	Always
Czech Republic	Yes	Always	Always	Always
Estonia	Yes	Always	Always	Always
Hungary	Yes	Always	Always	Always
Germany	No			
Lithuania	Yes	Always	Always	Always
Luxembourg	Yes	Always	Never	Never
Romania	Yes Unknown	Always	Always	Always
Slovakia	Yes	Always	Always	Always
Slovenia	Yes	Always	Always	Always
Switzerland	Yes No	Always	Always	Always
United Kingdom	Yes	Always	Always	Almost always

Item 20. Is there a local traffic accident questionnaire different from the national one?

Country	Item 20. Is there a local traffic accident questionnaire different from the national one?			
	Local questionnaire	Fatal	Serious	Slight
Belgium	Yes No	Always	Always	Always
Bulgaria	No			
Cyprus	No			
Czech Republic	No			
Estonia	No			
Hungary	Yes	Always	Always	Always
Germany	No			
Lithuania	No			
Luxembourg	No			
Romania	No			
Slovakia	No			
Slovenia	No			
Switzerland	Yes No	Always	Always	Always
United Kingdom	No			

Item 24. Is there any other questionnaire for the collection of accident having a specific characteristic?

Country	Item 24. Is there any other questionnaire for the collection of accident having a specific characteristic?			
	Specific questionnaire	Damage-only traffic accidents	Accidents caused by alcohol	Fatal accidents
Belgium	No			
Bulgaria	Yes	Yes		
Cyprus	No			
Czech Republic	No			
Estonia	No			
Hungary	Yes	Yes	Yes	
Germany	Yes	Yes		
Lithuania	No			
Luxembourg	Yes	Yes		
Romania	Yes	Yes		
Slovakia	No			
Slovenia	No			
Switzerland	Yes No		Yes	
United Kingdom	No			

Item 25. At the moment of collecting the accident information, on the spot, the following document is filled in (please select all the choices that are appropriate):

Country	Item 25. At the moment of collecting the accident information, on the spot, the following document is filled in (please select all the choices that are appropriate):			
	The appropriate paper form that has been developed for this purpose by the police	Freely taking notes	The data is directly recorded in a laptop	Directly in the national statistical accident questionnaire
Belgium	Yes	Yes		
Bulgaria	Yes	Yes		
Cyprus	No			Yes
Czech Republic	Yes	Yes	Yes	Yes
Estonia	Yes			
Hungary	Yes		Yes	Yes
Germany	Yes	Yes		
Lithuania	Yes			
Luxembourg	No	Yes		
Romania	Yes			Yes
Slovakia	Yes		Yes	
Slovenia	Yes	Yes		
Switzerland	No	Yes	Yes	Yes
United Kingdom	Yes			Yes

Item 26. Is the information collected from the traffic accident data recorded in a computer database?

Country	Item 26. Is the information collected from the traffic accident data recorded in a computer database?		
	No, it is filed in paper	Yes, in the national/state database	Yes, in the regional/departmental database
Belgium	Yes	Yes	
Bulgaria			Yes
Cyprus		Yes	
Czech Republic		Yes	
Estonia		Yes	
Hungary		Yes	
Germany		Yes	
Lithuania		Yes	
Luxembourg		Yes	
Romania		Yes	
Slovakia		Yes	
Slovenia		Yes	
Switzerland		Yes	Yes
United Kingdom		Yes	Yes

Item 27. Who records this information?

Country	Item 27. Who records this information?		
	The police officer himself	Administrative staff / not the police staff	Other
Belgium	Yes		It is automatically filled in by filling in the record
Bulgaria	Yes		
Cyprus			Police staff
Czech Republic	Yes		
Estonia	Yes		
Hungary	Yes		
Germany			Yes
Lithuania			The office in charge of the case
Luxembourg	Yes		
Romania	Yes	Yes	
Slovakia	Yes		
Slovenia		Yes	
Switzerland	Yes	Yes	And the administrative staff
United Kingdom		Yes	

Item 28. At the municipal level, is the traffic accident information statistically processed (creation of summary tables, graphs, etc.)?

Country	Item 28. At the municipal level, is the traffic accident information statistically processed (creation of summary tables, graphs, etc.)?		
	No	No, only counts are made	Yes, technical reports or yearbooks are processed.
Belgium		X	X
Bulgaria			X
Cyprus			X
Czech Republic			X
Estonia	X		
Hungary			X
Germany			X
Lithuania			X
Luxembourg		X	
Romania			X
Slovakia			X
Slovenia			X
Switzerland			X
United Kingdom			X

Item 29. Is there any procedure to control the accident data quality and reliability?

Country	29. Is there any procedure to control the accident data quality and reliability?		
	No	Yes	Which procedure?
Belgium	X		
Bulgaria		X	Formal control of the accident data
Cyprus		X	The data entry is controlled by experienced officers
Czech Republic		X	There are several procedures. At least one thousand logical controls are done by computer. Done by the police chiefs.
Estonia		X	
Hungary		X	Controlled at local and regional level
Germany		X	
Lithuania		X	All the traffic accident data must be checked by a high rank officer.
Luxembourg	X		
Romania	X	X	
Slovakia		X	With a software.
Slovenia	X		
Switzerland	X	X	We are thinking about checking the reliability of our data with the hospital data. All the reports are controlled by executives before they are Publisher.
United Kingdom		X	Validation from an external statistics agency.

Item 30-35. Evaluate from 0 to 10 (from being totally disagreed to completely agreed; being allowed to choose intermediate values) to what extent you agree with the following statements at the local or municipal level:

Country	Item 30-35. Evaluate from 0 to 10 (from being totally disagreed to completely agreed; being allowed to choose intermediate values) to what extent you agree with the following statements at the local or municipal level:					
	30	31	32	33	34	35
Belgium	4,3	4	8,3	5	5	0,6
Bulgaria	1	1	9	5	10	0
Cyprus	0	1	10	10		0
Czech Republic	5	4	8,5	5	0	3,5
Estonia	4	1	9	7		0
Hungary	0	0	8	8	8	0
Germany	0	1	9	2	0	4
Lithuania	5	3	10	4	4	1
Luxembourg	7	2	8	8		0
Romania	6	0,5	8,5	5	5	0
Slovakia	0	7	9	3	0	0
Slovenia	3	3	8	8		0
Switzerland	3	3	9	9	5	2
United Kingdom	2	0	9	10		0
Spain						

Item 36. Do you think that carrying out a monitoring at 30 days of the serious accidents in order to know exactly the number of fatalities would be viable?

Country	Item 36. Do you think that carrying out a monitoring at 30 days of the serious accidents in order to know exactly the number of fatalities would be viable?		
	Yes	No	Description
Belgium	X		The agent must contact with the victim or the hospital at 30 days. Thanks to the Insurance Federation that has the data of their clients. Thanks to the hospitals that carry out a monitoring of the victims.
Bulgaria	X		Since 30 years we are applying the uniform definition of the traffic accident fatality: fatality within the 30 days after the accident.
Cyprus	X		We are doing it and there is not any difficulty.
Czech Republic	X		We are doing it since the beginning because it is necessary to assess the accident rate and to compare with other country. By asking to the hospitals and the doctors.
Estonia	X		We have a working system in which the hospitals must tell the police about all the cases where there is a fatality (caused by the accident) with 30 days after the traffic accident. Then, the police agent enters the data in the database.
Hungary	X		We are doing it but we cannot be sure that the fatality has been caused by the accident or by a medical mistake. The fatality may happen after the 30 days. That means that the statistics are not exact, but it is better than nothing.
Germany	X		
Lithuania	X		The medical team must inform the police when there is a fatality. We do not lose any data in these cases.
Luxembourg		X	The time needed to do it is too high.
Romania	X		Being informed by the medical unit as soon as a patient passes away.
Slovakia	X		We are doing it with significant changes in the questionnaire.
Slovenia	X		We are doing it with the help of the doctors. They keep us informed of the state of the victims during the 30 days following the accident.
Switzerland	X		The police station tells us when a person passes away after a traffic accident, or the hospital. In Zurich, the officer in charge of the accident monitors the victim during 30 days and when the victim passes away, he enters it in the database. The department controls it and communicates it to Statistics.
United Kingdom	X		We are already doing it

Item 37. Please describe the basic problems of the current accident data collection system that is used in your city.

Country	Item 37. Please describe the basic problems of the current accident data collection system that is used in your city.
	Description of the current problems
Belgium	The deadline to describe the accident is 3 months (too much). No problem, the system (ISCP) is reliable There is not.
Bulgaria	Since 30 years we have been applying the uniform definition of the traffic accident fatality: death within 30 days after the accident.
Cyprus	Too much information is asked and the questionnaire is too complicated.
Czech Republic	I do not know. It is the task of the National police. We do not have any problem because our system is very sophisticated and is very good.
Estonia	We have problems to point out the place of the accident. Using GPS coordinates in a more active and accurate way, the situation has been improving.
Hungary	
Germany	
Lithuania	There is not any definition for the levels of injury (slight, serious…).
Luxembourg	
Romania	
Slovakia	Collecting all the data makes us loose too much time.
Slovenia	The greatest problem is to point out the exact place of the accident. We do not use any GPS, so the information could not be completely precise.
Switzerland	The number of unknown accidents is very high for the accidents with bicycles, pedestrians and other slow vehicles. We want to correct that with the hospital data. Heaviness of the system because of the statistics.
United Kingdom	In order to have statistically correct data, we have to wait 2 or 3 months.

Item 38. Please describe the new ideas or aspects that would be advisable to incorporate into the current system to improve it.

Country	Item 38. Please describe the new ideas or aspects that would be advisable to incorporate into the current system to improve it.
	New ideas or aspects to incorporate
Belgium	To have a basic form that would allow us not have to wait until the report is finished to get some elements. A better analysis of the accident causes like speed, alcohol and drugs, infrastructure problems... The police would then have objective data to direct their interventions.
Bulgaria	
Cyprus	A commission should identify the most basic and valuable information needed and design an appropriate questionnaire that uses the current technologies.
Czech Republic	More technical materials (computers, laptops). I do not know.
Estonia	We are developing a new data management system based on electronic maps. This would help the police to have a better global vision of the events.
Hungary	Using a GPS to localize the place of the accident much better. O Galileo if available at last!
Germany	
Lithuania	There is not any definition for the levels of injury (slight, serious…)
Luxembourg	
Romania	None.
Slovakia	To make easier to fill in the paper questionnaire.
Slovenia	Using a GPS
Switzerland	With the hospital and the insurance company data and using a laptop or a PDA in the place of the accident. To be able to insert pictures on the reports. Directly enter the data in a computer at the place of the accident.
United Kingdom	

Item 39. Please describe the elements of the current system that is used in your place that you think are worth stressing or having a special usefulness, both at the level of data management and at the level of data processing.

Country	39. Please describe the elements of the current system that is used in your place that you think are worth stressing or having a special usefulness, both at the level of data management and at the level of data processing.
	Outstanding elements of the current systems
Belgium	The new mapping software: interesting to manage and exploit data. In Belgium, we have an automated data collection that is done when entering the report in the software. This way, we have a road safety barometer that is monthly sent to each police zone with the injuries in each territory. Therefore, we quite reliably know the number of accidents but not the place. This has to be searched in the local system and it is very annoying.
Bulgaria	
Cyprus	The Traffic Police Council has a direct access to the data and it is very useful to plan. The data is fatly and easily processed to send the results and the feedback to the first lines as soon as possible.
Czech Republic	We have a national unified system for the creation and the documentation of the traffic accidents thanks to informatics, mobile offices and an electronic distribution of the data.
Estonia	
Hungary	It is reliable. The searches are easy to do; it is possible to carry out analysis, aggregations, tables, graphs…
Germany	
Lithuania	The TA data collects information about 3 important topics: vehicle, person and place. Vehicle: registration number, type, category, destination, insurance policy, damages... Person: ID card, gender, age, road user type, driving experience, driving licence, under the influence of alcohol/drugs, guilty, injury, fatality... Place: name, type, road category, surface quality.
Luxembourg	
Romania	
Slovakia	The system is compatible for all the country. The insurance companies can us it. All the police officers can use it with a password. In the future, it will be compatible with other police software.
Slovenia	
Switzerland	The Zurich municipality is using a powerful computer application to collect and analyse data. An important characteristic of this application is the graphic display of the accidents in a map thanks to the GIS functionality. We are using the data for the main statistics, the conflicting spots, the prevention campaigns… Localization and frequency of the analysed accidents.
United Kingdom	

4.2. Interpretation of the results

Once the tables that gather the information from the European Surveys have been presented, hereafter there is an interpretation of the results, also including information in relation with the CUAAS survey carried out in Spain. The results have been structured in sections taking into account the factors that may influence the quality of the traffic accident data collection, management, storage and analysis systems.

4.2.1. Definition of traffic accident

The traffic accident definition causes divergences among European countries, so this does not allow an accurate comparison of the accident rate between the countries.

The most used criterion to define a traffic accident is the WHO definition: "traffic accident is the accident in which there is at least one vehicle involved in a public road or in a private road allowing the access to the public and in which, there is at least one fatality or injured person".

However, Germany, Luxembourg and United Kingdom answer that the definition of the traffic accident in their country does not correspond to the WHO definition. For example, the definition used by the United Kingdom that appears in the STAT 20 refers to "all the accidents that happen in the road with injuries or fatalities and that are notified to the police within the 30 days following the accident, being one or more vehicles involved".

Belgium, Cyprus, Czech Republic, Slovakia, Estonia, Hungary, Lithuania, Romania, Slovenia, Switzerland and Spain do adopt this definition, even though the nuance of the incorporation of the damage only accidents is made.

Some countries like Norway, Belgium, Italy, Austria and France used to collect damage only accidents. Nowadays, these accidents are not collected anymore.

The Table 4-1 shows the information obtained about all the current definitions used in each one of the European countries. In yellow, it is the information obtained from the surveys. The remaining information comes from the study of the State of the Art (Deliverable I).

	PUB. R.	MOT.	VICTIM.	MATERIAL	REMARKS
Belgium	*	*	*		Difference between accident and fatal accident Suicides are excluded
Bulgaria					
Cyprus	*	*	*	*	
Czech Republic	*	*	*	*	Material damages when they are above a certain amount. For the statistics, only with victims.
Estonia	*	*	*		
Hungary	*	*	*	*	Fortuitous and non deliberate accident
Germany	*	*	*	*	In material damages, towed vehicle. Suicides are excluded Accidents caused by the influence of alcohol
Lithuania	*	*	*		
Luxembourg	*	*	*	*	Non motorized vehicles are included They do not rule out the natural death
Romania	*	*	*	*	
Slovakia	*	*	*	*	
Slovenia	*	*	*	*	
Switzerland	*	*	*	*	Deliberate action is excluded
United Kingdom	*		*		STATS-20 definition - Motorized or not - In motion or not - Up to 30 days for notification - Includes “Royal Parks” and level crossings - Natural death and suicide are excluded
Spain	*	*	*	*	Statistically with victims only
France	*	*	*		Suicides, deliberate actions and natural disasters are excluded
Greece	*	*	*		
Italy	*	*	*		The vehicle has to be in motion
The Netherlands	*	*	*	*	Statistically, the slight injuries are not included. The slight injuries are not well defined. Suicides are excluded All of them when the police is involved. The protocol and the quantity of information vary according to the situation.
Finland	*	*	*		Slight ones are not included. There is not an exact definition of slight injuries.
Austria	*	*			Suicides are excluded
Denmark	*	*			Suicides are excluded
Norway	*	*			
Poland					All accidents are collected no matter the consequences

	PUB. R.	MOT.	VICTIM.	MATERIAL	REMARKS
Portugal	*	*			Suicides are excluded
Sweden	*	*			Natural death is not ruled out Statistically with victims only. Material damages for the Insurance companies and courts.

Table 4-1. Normative criterions to set which traffic accidents have to be included in the statistical records. In shady, the ones that are applied. With the asterisk*, the requisites that have to be compulsorily fulfilled in order to record the accident.

4.2.2. Criterion of serious injury and monitoring at 30 days

a) Criterion of serious injury

The severity of the injuries suffered in the traffic accidents has an influence on the collection of the accident information.

Firstly, the surveyed countries state that:

- When the accident is fatal, the statistical questionnaire is always filled in and sent.
- When the accident is serious, several municipalities admit that they never fill it in.
- This percentage of municipalities that do not fill in the questionnaire is even greater when the accidents are slight ones.

This procedure varies according to the different questions for each country, municipality or region. The most decisive aspects for the exhaustive traffic accident collection are:

- The available economic and technical resources.
- The amount of accidents to collect.
- The training of the technical staff.
- The contents of the statistical questionnaire and its complexity.
- The possibility to work with appropriate computer applications or systems.
- The circumstances when collecting the information.

A factor to bear in mind is the use of different criterions to consider the severity in each one of the European countries. The two criterions that are mostly used are:

- The hospitalization criterion.
- The type and severity of the injuries.

The use of the hospitalization criterions makes difficult to compare the information collected by all the countries; moreover, there is a series of problems that makes difficult the objectivity of this information. Hereafter, the main problems that affect the hospitalization criterions in order to set the severity of the traffic accident victims are listed:

- The transfer time to the health centre.
- The available resources (beds, doctors, ambulances).
- Difference between hospitalization and admission. The time of stay in the Emergency Department might or might not be counted.
- The transfer to another hospital.
- Many times, the police/health relationship is not the appropriate one and it is difficult to know the information in detail.
- In Spain, for example, this criterion differs from the one used at the judicial level. This brings doubts to the agents.

Therefore, although the WHO definition about severity criterions is not used because of its complex use, it is possible that it be the most appropriate one with the possibility to ask to the health unit in charge of attending the accident victims.

The Table 4-2 gathers all the information about the different criterions used for each country to define the serious casualty caused by a traffic accident.

	Serious casualty criterion
Belgium	Hospitalization criterion 1 day 3 days Hospitalization for more than 24 hours of fatality after 30 days.
Bulgaria	
Cyprus	Injury criterion Disability for more than 25 hours.

	Serious casualty criterion
Czech Republic	Injury criterion: Medical report
Estonia	Injured person: person that needs assistance Seriously inured person: No specific definition
Hungary	In-patient or injuries that involve a treatment for more than 8 days
Germany	In-patient for more than 24 hours or fatality after 30 days
Lithuania	They only use the definition of “injured person”. The levels of injury are not distinguished.
Luxembourg	In-patient for more than 24 hours
Romania	Injuries: It is a person that has fainted or that one of its organ has lost its functions, that suffers a mental or physical disease, fractures, cuts, serious scratches or other, and a person that remains in the hospital for more than 30 days.
Slovakia	Treatment needed for more than 7 days.
Slovenia	Injuries: They have injury classifiers. In-patient for more than 24 hours.
Switzerland	In-patient for more than 24 hours.
United Kingdom	STATS 20. Criterions of the STATS 20. It only shows a table of examples: Fracture Internal injury Serious cuts Burns (except friction) Crushing Concussion Serious state of shock that need medical treatment In-patient immediately or almost immediately. Fatality cause by accident at 30 days or more.
Spain	In-patient for more than 24 hours or fatality after 30 days.
France	In-patient for more than 6 days.
Greece	Several criterions: In-patient for more than 24 hours. Fatality after 30 days. WHO classification
Italy	No differences between serious and slight injuries.
The Netherlands	In-patient. Fatality after 30 days.
Finland	No differences between serious and slight injuries.
Austria	Several criterions: - Injury that implies a health deterioration and a work disability for more than 24 hours, or - In-patient for more than 7 days, or - Fatality after 30 days.
Denmark	Injuries (WHO). The serious injuries are considered to be the fractures, the concussions, the internal injuries, the lacerations or serious cuts, the states of shock that need medical treatment in general and any other injury that involves an hospitalization. Fatality after 30 days
Latvia	In-patient for more than 24 hours.
Malta	Serious injuries
Norway	In-patient for more than 24 hours Injuries that imply serious or permanent disability Fatality after 30 days
Poland	In-patient for more than 7 days or Serious injuries
Portugal	In-patient for more than 24 hours
Sweden	In-patient

Table 4-2. Normative criterions to set which traffic accident victims have to be included in the statistical records, and its categorisation. In yellow, the information from the surveys.

b) Monitoring of the serious victims at 30 days:

All the countries that answered to the SAU survey (Belgium, Bulgaria, Cyprus, Czech Republic, Estonia, Hungary, Germany, Lithuania, Luxembourg, Romania, Slovakia, Slovenia, Switzerland, United Kingdom) carry out a monitoring of the serious victims at 30 days except for Luxembourg, which points out that they do not have enough time to carry out this task.

Slovakia reports that even though the monitoring is carried out, many times, it is necessary to modify the information recorded in the questionnaire.

From the information obtained from the countries that carry out this monitoring, they mainly point out that the most used methods are the following ones:

- The agent must contact the victim or the family.
- The agent must contact the hospital.
- The hospital must inform the police when there is a fatality.
- The hospital carries out the monitoring of the victims.
- The insurance companies share the information with the police.

	Monitoring of the seriously injured persons within 30 days	
Country	Police monitoring	Description
Belgium	Yes, within 30 days	The agent has to contact the victim or the hospital within 30 days. Thanks to the Insurance Federation that has the data of its clients. Thanks to the hospitals that carry out the monitoring of the victims.
Bulgaria	Yes	For 30 years we are applying the uniform definition of the traffic accident fatality: death within the 30 days after the accident.
Cyprus	Yes, within 30 days	We are doing it and there are no difficulties.
Czech Republic	Yes, within 24 hours and 30 days	Since the beginning we are doing it because this is necessary to assess accident rate and compare with other countries. By asking to hospitals and doctors. Done by the State police.
Estonia	No	We have a working system where the hospitals have to communicate to the police all the fatalities (caused by an accident) within 30 days after the traffic accident. Afterwards, the agent enters the data in the database.
Hungary	Yes, within 24 hours and 30 days	We are doing it but we cannot be sure whether the death is caused by the accident or by a medical error. The death may happen after 30 days. This means that the statistics are not correct, but it is better than nothing.
Germany	Yes, within 24 hours	And lately the information is obtained.
Lithuania	No	The medical staff has to inform the police when there is a fatality. No data is lost in these cases.
Luxembourg	No, within 24 hours	The time needed to do it is too high.
Romania	Yes, within 30 days	Being immediately informed by the medical unit when a patient passes away.
Slovakia	Yes, within 30 days	We are doing it with important modifications in the questionnaire.
Slovenia	Yes, within 30 days	We are doing it with the assistance of the doctors. They inform us on the state of the victims during the 30 days following the accident.
Switzerland	Yes, within 24 hours and 30 days	The police station informs us when a person passes away after a traffic accident, or the hospital does. The agent in charge of the accident carries out a monitoring to 30 days and if the victim passes away, he enters it in the database. The department controls it and communicates it to Statistics.
United Kingdom	Yes, within 24 hours	We are already doing it.
Spain	No, within 24 hours	Correction factors
The Netherlands	Yes	
Sweden	Yes	STRADA
France	Yes	
Portugal	No, within 24 hours	Correction factors

Table 4-3. Monitoring of the evolution of the serious victims.

On the contrary, we know that in Spain and in Portugal, this monitoring is not carried out. In the Spanish survey, it was decided to ask about this topic in order to know the viability of carrying out this monitoring by the local police.

This item is divided in two parts. Firstly, it consists of a closed question with three possibilities (yes, no, do not answer). After this first question, the agents are asked "whether they think that a monitoring at 30 days of the serious victims is possible or not".

74% of the surveyed municipalities think that it is viable to carry out the monitoring. 13.5% think that it is not. 12.5% do not answer.

After having answered to the first part of the question, in the following section, corresponding to the open questions, proposals on the possibility to carry out a monitoring of the serious victims at 30 days are posed.

The text analysis reveals that the answers of the different interviewed police may be grouped in several categories or solutions (sometimes, each answer proposes more than one solution to carry out an appropriate monitoring of the serious victims).

The identified categories are the following ones:

- ✓ Coordination protocol with the health centres
- ✓ Control by central organization / centralised databases
- ✓ Direct contact with the family and the victims
- ✓ More resources to create a specialised departments
- ✓ Other proposals

On the other hand, it is also explained why it is not viable to carry out a monitoring of the victims. However, we find out that the arguments showed by the agents are quite similar with the ones put forward by the agents that think that it is possible to monitor.

- ✘ It is impossible because of the lack of human and / or material resources.
- ✘ Lack of coordination with the hospital centres.
- ✘ It is not useful due to the low accident rate.
- ✘ Other answers not related.

Fundamentally, the denial refers to the lack of human resources and to the ineffectiveness of doing the monitoring because of the small size of the places.

4.2.3. Police action, competences and traffic accident management

Almost all the countries that have answered to the surveys point out that their cities have units specialized in traffic (i.e. that are exclusively in charge of questions in relation to traffic and road safety). The police in charge of the accident rate in urban zones usually do not depend on the town council, except for Estonia, Luxembourg, Poland and Spain.

Most of the police in charge of the urban accidents are competent for the roads that belong to the municipality, but not for the motorways.

The police from the Czech Republic, Estonia, Slovenia, Luxembourg and Poland are competent in the urban zone and in the motorways because they are national or regional police forces.

In Spain, Belgium, Germany, Hungary, The Netherlands and France, the police forces in the motorways are not the same as the ones that act in the urban zones.

It is usual to see the coexistence of different police forces, most of the time with different action fields and sometimes, as in Italy, shared ones. The disparity of the territorial competences and distributions of the different police corps makes it difficult to compare.

Country	Who collects the accident data	Another police
Belgium	Local Police	The national one and a mobility deferral service
Bulgaria	No answer	
Cyprus	National or federal police	With the help of the regional police
Czech Republic	National or federal police	
Estonia	Regional police	
Hungary	Local police	Regional police
Germany	Local police	Der Polizeipräsident in Berlin
Lithuania	Local police	
Luxembourg	National or federal police	
Romania	Regional police	National or federal police
Slovakia	National or federal police	
Slovenia	Regional police	
Switzerland	Local police	Canton police
United Kingdom	Local police	
Spain	Local police	Traffic Civil Guard
The Netherlands	Regional police	KLPD (national)
ITALY	Polstrada Police	Carabinieri
Greece	Local police	
Poland	Regional police	Police Authority (country) District Police (regional) Local Police(towns)
Sweden	Local police	Regional
France	National Police	Gendarmerie

Table 4-4. Police in charge of collecting the urban traffic accident information per country.

The received surveys show disagreements for this point, which points out that in the same country, depending on the administration, the municipality or the region, the competences are often different.

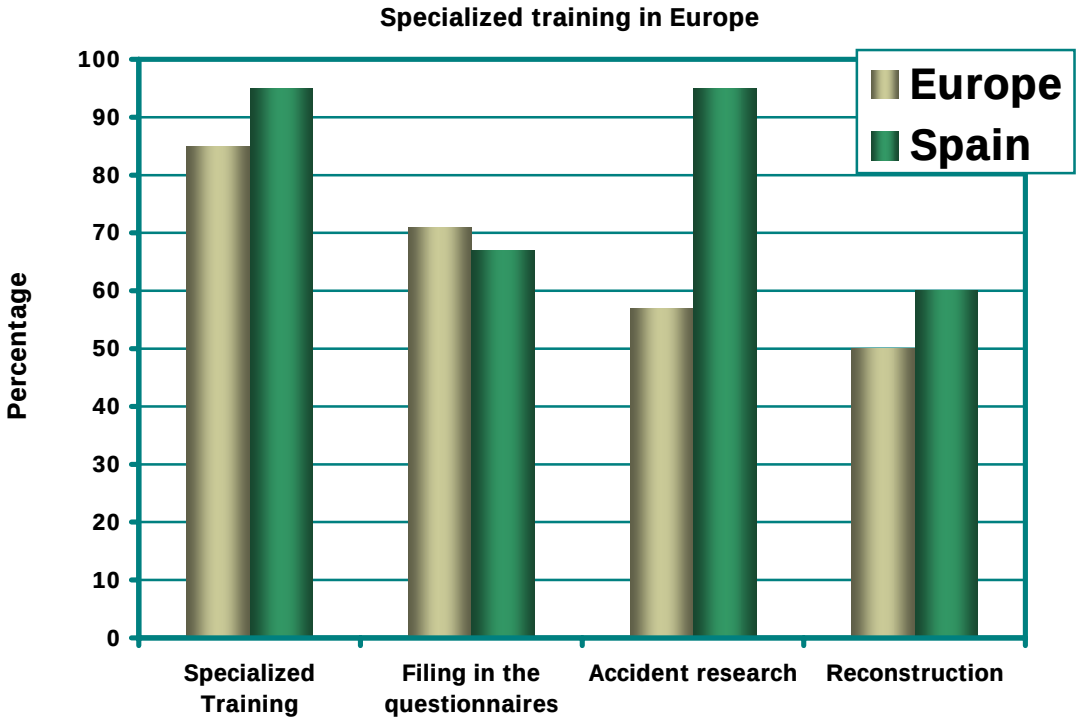
4.2.4. Police training

The training of the agents in charge of collecting the statistical information on the traffic accidents is a very important factor that has an influence on the data quality. Therefore, from the survey study, we have tried to know in-depth the level of training received by agents in charge of this task. According to the information received by the surveyed police and organizations, some municipalities of Hungary and Belgium notify that there are some police agents in charge of accident data collection that have not received any specific training.

In the other countries, they have received some kind of training, even though it is diversified in its form and contents. For example, in the Czech Republic, the training has a practical part and in Switzerland and in the United Kingdom the departments are trained according to the task they carry out (example: In Switzerland, the agents that collect data are only trained in filling in questionnaires).

In Spain, according to the CUAAS Survey, 50% of the police are trained to fill in statistical questionnaires. 43% to fill in the official questionnaire of the DGT. The results of the Spanish survey show that the size of the population is a crucial factor for the training of the agents.

In the Graph 4.1 the results of the European Survey (SAU) are compared with the ones of the Spanish Survey (CUAAS). The lower training in statistical questionnaires in Spain compared with the SAU survey may be due to the size of the towns that answered the Survey, given that the average size of the surveyed European towns is higher than the ones of the Spanish towns.



Graph 4.1. Distribution in percentage of the specialized training received. The results of the European Survey (SAU) are compared with the ones of the Spanish Survey (CUAAS).

4.2.5. Documentation in the accident data collection

The documents used to collect the data are the starting point to have detailed and appropriate information about what happened during the accident. Many times, the police officer in charge of collecting the accident information faces the need to fill in a lot of documents that are – furthermore - not the most appropriate ones to be able to carry out the right statistical study of the accident.

This section gathers information about the number of documents that each agent has to fill in when there is an accident and whether there are differences or not between the urban and the road accidents.

According to the gathered information, there is not any difference between the documents used for a road or an urban accident in any of the surveyed countries, except for Germany. However, we have to bear in mind that:

- The needs of the urban information are different from the motorway ones.
- The management characteristics are different and more varied.
- The available means in the municipalities are not always sufficient

Except for Sweden, Germany and Estonia, all the countries have to fill in several documents to collect all the accident information

Country	Could you point out the documents that the "police" have to generate in your country when dealing with a traffic accident with casualties?			
	Document 1	Document 2	Document 3	Document 4
Belgium	X	X		
Czech Republic	X	X	X	X
Estonia	X			
Greece	X	X	X	X
Hungary	X	X		
Italy	X	X	X	
Luxembourg	X	X	X	X
Netherlands	X	X		
Sweden	X			
Slovenia	X	X	X	
Germany	X			
Poland	X	X	X	
Spain	X	X	X	
United kindom	X	X		

Table 4-5. Number of documents that are filled in for an accident per country

Moreover, the coexistence of different police forces in charge of collecting traffic accident information makes necessary the establishment of standardized procedures to collect, manage, exploit or analyse the accident rate data. Therefore, one of the factors to take into account to improve the quality of the information management is the simplification and the unification of the documents for the traffic accident data collection.

4.2.6. Accident statistical questionnaire

In all the countries there is a compulsory national statistical questionnaire. (In Germany it is integrated in the computer system).

The statistical questionnaire is the same for all the accidents with casualties (slight, serious or fatal), except for Luxembourg that has a statistical questionnaire for the fatal accidents. It is like that is spite of the fact that:

- In the slight accidents there is less time for intervention.
- The training of the agents that attend these accidents uses to be smaller.
- The investigation procedure is much lower than the one carried out for more serious accidents.
- In many cases, the police are not present.

Added to this questionnaire, several countries report the existence of local traffic accident questionnaires that are also filled in with the accidents with casualties. (Belgium, Hungary, Switzerland, Spain).

Countries like Slovenia, Poland, Bulgaria, Hungary, Germany, Luxembourg, Romania, Switzerland and Spain report the existence of other specific questionnaires for material damages.

Moreover, in several countries, special accidents are recorded no matter its severity. For example, accidents where alcohol is involved in Germany or accidents where the police has been involved in The Netherlands.

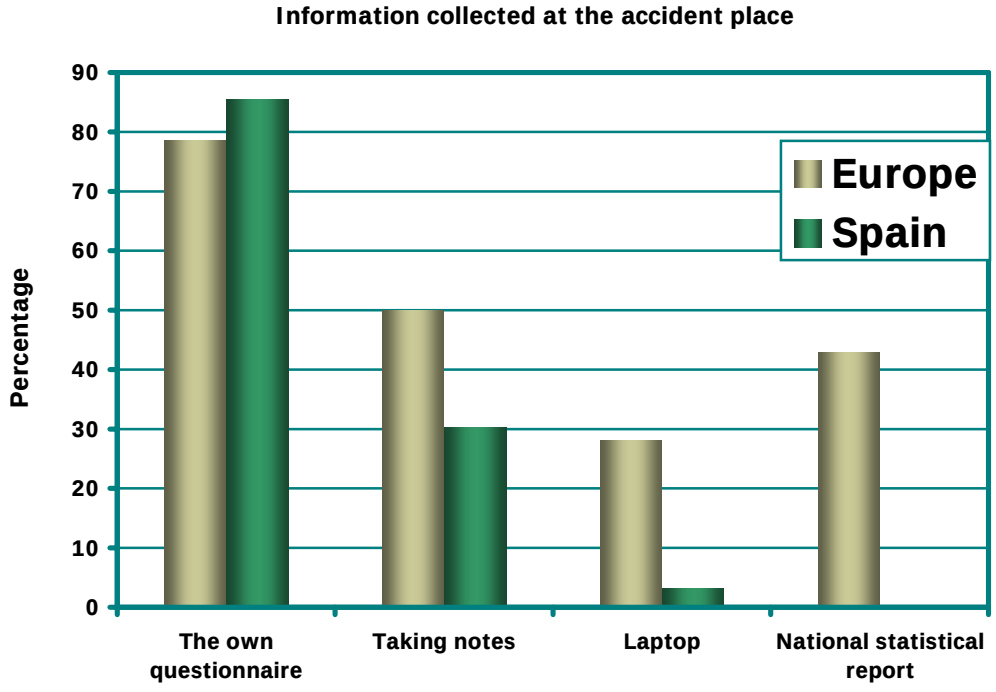
4.2.7. *Collection of the information "in situ"*

To know what is the methodology used to collect accident data in the place where it happens, is another objective of the ones raised from the study of the surveys. This way, in the surveys, we have asked what kind of methodology (or methodologies) has been used to collect the information in the place of the accident. The raised options have been:

- Own form (in paper) developed for that purpose
- Free notes.
- Entry of the data directly in a laptop.
- Directly in the national statistical questionnaire.

Unlike what happens is Spain, countries like Cyprus, Czech Republic, Hungary, Romania, Switzerland, Sweden and United Kingdom directly collect the information in the national statistical questionnaire.

In Germany, the Czech Republic, Hungary, Slovakia, Sweden and Switzerland the data is directly entered in a laptop. In Spain, this methodology is used by 3.1% of the surveyed municipalities.



Graph 4.2. Methodology used for the collection of the information at the place of the accident. Comparison between the European Survey and the Spanish Survey.

4.2.8. *Entry and sending of the statistical information*

According to the survey,

All the countries fill in and send the accident rate statistical questionnaires to one or several central organizations in their country (National database, Scientific Institutes, National Service of Statistics, Police Central Office, National Council of Road Safety, General Directorate of Roads…).

However, there are differences between the countries in connection with the methods used to fill in and send the statistical information. Even in a same country, depending on the municipality or region the system varies. More and more countries are using computer systems to fill in and send the data.

In Spain, Poland, The Netherlands and Greece the statistical information is still filled in paper and sent to the central organization, even though in Spain, a system that could be used at the national level is currently being designed. Moreover, regions like Catalonia or the Basque Country, which have autonomous competences, are already using computerized systems.

In Italy, Belgium, Luxembourg, Slovenia and Hungary, the information is collected in local computer systems and then the information is exported to the national or regional databases.

Finally, Sweden, the United Kingdom, Germany, Hungary and Poland are using systems created at the national level in order to be used by all the police forces in charge of traffic accident management.

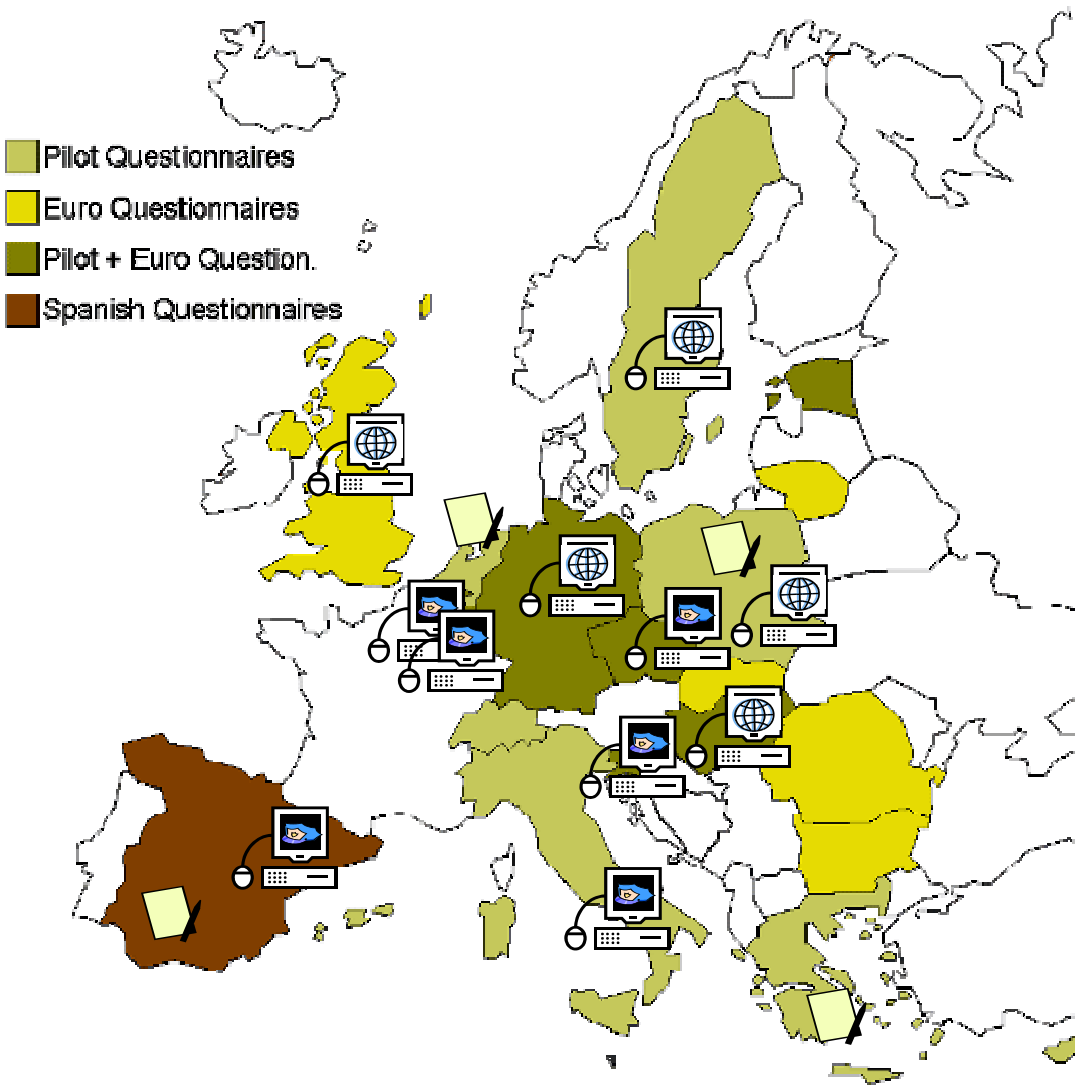


Illustration 4-1. Graphic display of the systems used to send the information to the central organizations. The difference is made between the sending by paper, the use of local computer systems and the use of national computer systems.

4.2.9. Computer applications

The computer tools are a basic tool to analyse the information obtained from the traffic accident casuistics. Sometimes the lack of resources is a crucial factor for the police to carry out an analysis of the collected information on the accidents that happened in the municipality or region. Consequently, it is more advisable that the central organizations of each region or country create computer systems that facilitate this task, in such a way that the police agent could easily have access to the statistics on the accident rate in his field of action.

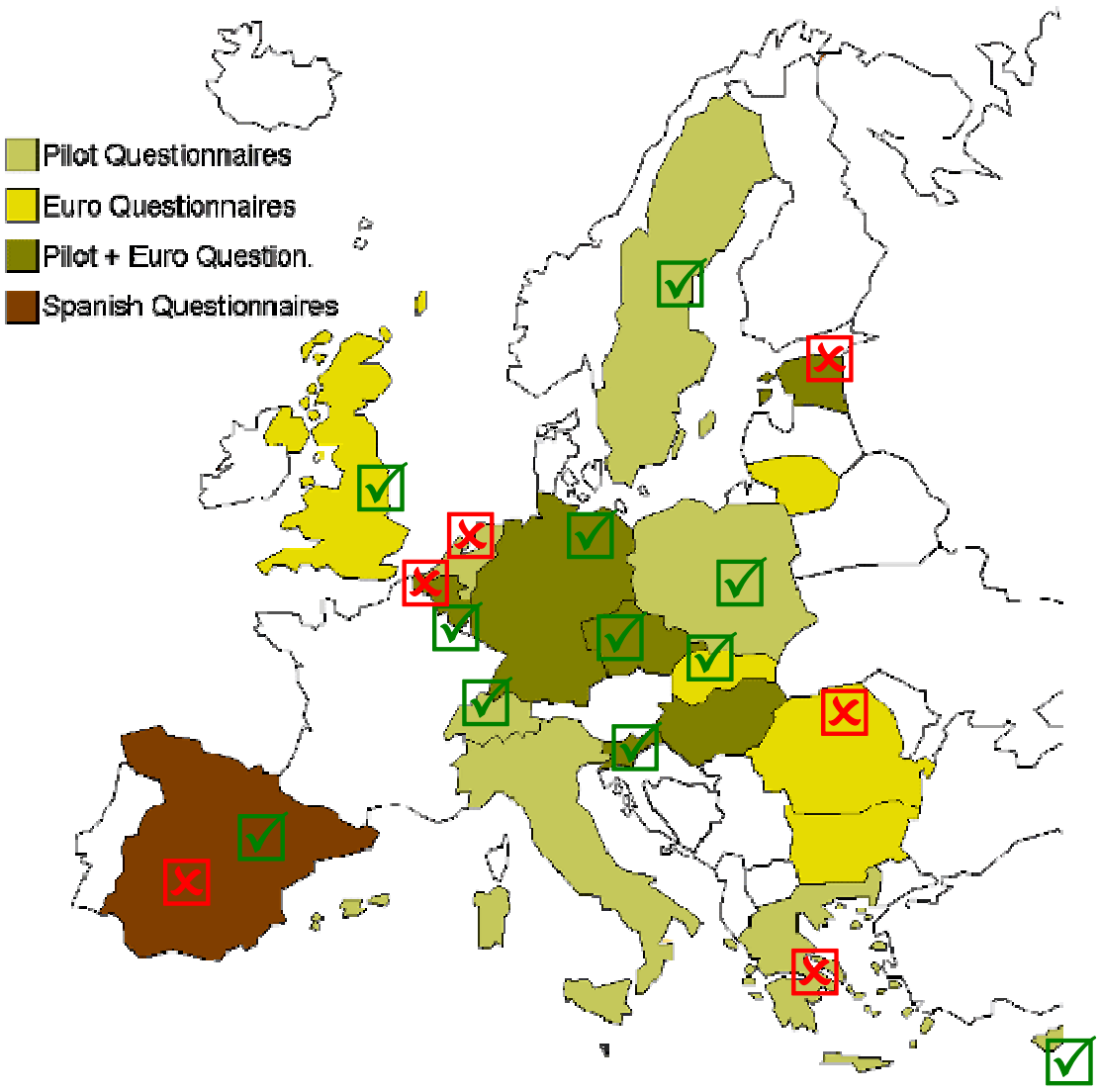


Illustration 4-2. Illustrative map of the countries that have or do not have management/analysis software of the regional/central organization.

In Spain, Estonia, Hungary, Greece, Belgium and The Netherlands, the central organizations do not have a computer system to supply to the municipalities in order to produce statistics. On the contrary, Sweden, United Kingdom, Germany, Luxembourg, Switzerland, Slovenia, Czech Republic, Poland, Slovakia and Cyprus do have this kind of software.

4.2.10. Statistical treatment at the local level

The statistical treatment at the local level allows to the police to know the basic characteristics of the accident rate of his field of action (city/region). This allows acting on the factors that have influence on the accident rate, for example, in particular zones where a greater number of accidents is recorded, carry out a greater police control at the time and days where more accidents happen…

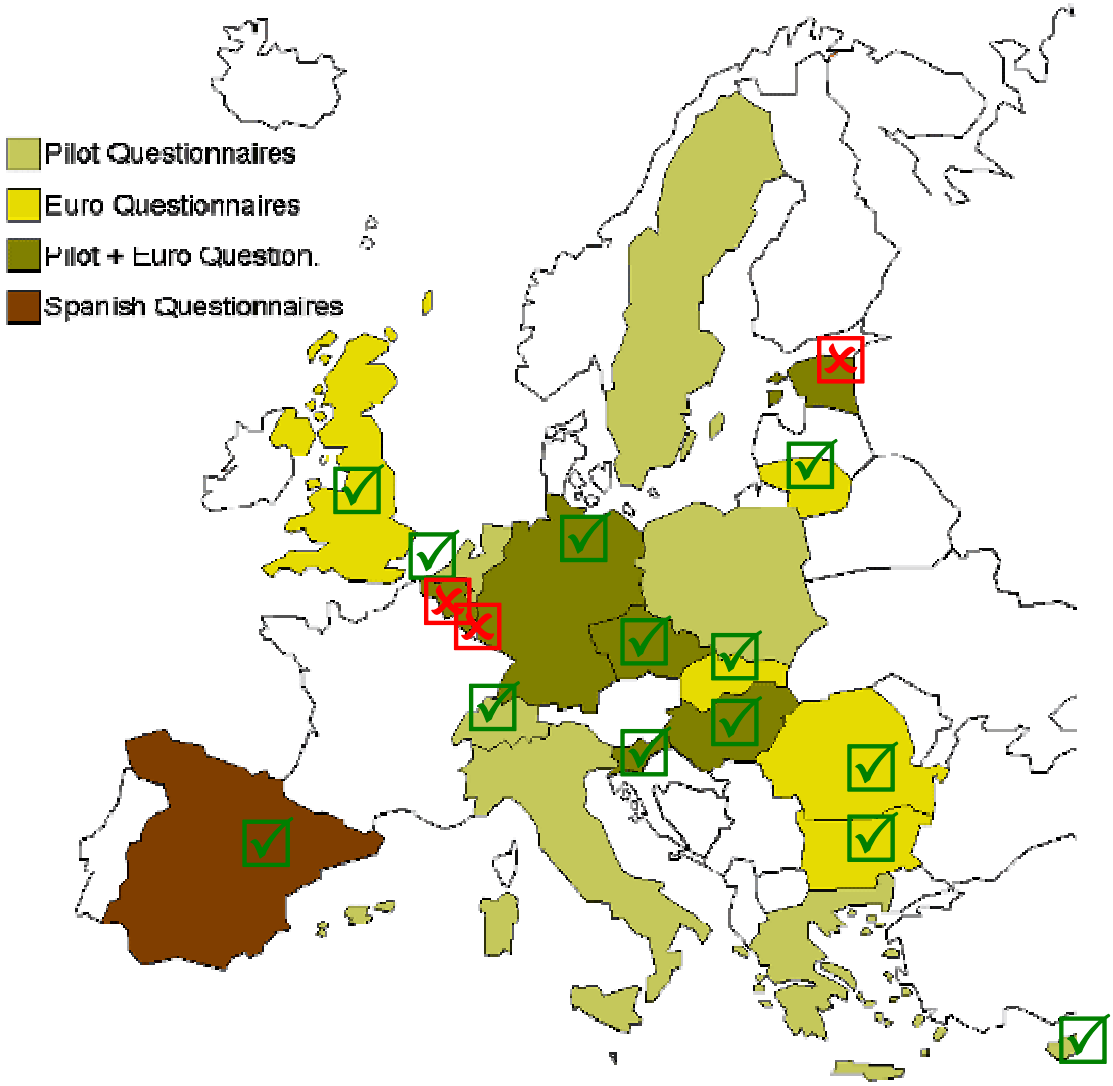


Illustration 4-3. Illustrative map of the countries and regions where the statistical analysis is done at the local level.

In Luxembourg, Estonia and some regions in Belgium, the statistical treatment of the data is not done at the local level. On the contrary, Spain, the United Kingdom, Germany, Lithuania, Switzerland, Czech Republic, Slovakia, Hungary, Slovenia, Romania, Bulgaria, Cyprus and Belgium do treat the information.

4.2.11. Evaluation of the accident collection systems

In the surveys, a series of items that asks the surveyed persons to value from 0 to 10 some statements related to the traffic accident data collection, management, processing and analysis has been included. The Table 4-6 shows all the marks obtained for each item per country.

The first affirmation corresponding to the Item 30 of the Second European Survey says what follows: “The information collected during the police intervention on accidents is only used to identify the guilty party”. Luxembourg, Romania, Lithuania and the Czech Republic are the countries that give the greatest marks to this affirmation. On the contrary, Germany, Cyprus, Hungary and Slovakia consider that the police action goes far beyond the simple identification of the guilty party.

The second statement that is valued is (item 31): “The information recorded in the official statistical accident questionnaire has just a bureaucratic role”. The main opinion of the surveyed countries is that the collected information is valuable. The countries that considered as more bureaucratic their official questionnaire are Slovakia and Spain. On the other side we have the United Kingdom and Hungary, which consider that the questionnaire does not have a bureaucratic role at all.

The third marked sentence corresponding to the item 32 is: “The statistics that are obtained on the accidents are useful to point the police actions on road safety”. All the countries consider as being very useful the statistics in order to direct road safety actions. This one is the best valued affirmation.

The fourth affirmation is (item 33): “Filling in the current official accident questionnaire generates an extra workload that is worth devoting time to”. The United Kingdom, Switzerland and Cyprus are the countries that consider that

the statistical questionnaire is an extra workload, even though it is worth devoting time to. On the contrary, Germany and Slovakia do not consider that filling in the questionnaire is an extra workload.

Country	Item 30	Item 31	Item 32	Item 33	Item 34	Item 35
Belgiun	4,3	4	8,3	5	5	0,6
Bulgaria	1	1	9	5	10	0
Cyprus	0	1	10	10		0
Czech Republic	5	4	8,5	5	0	3,5
Estonia	4	1	9	7		0
Hungary	0	0	8	8	8	0
Germany	0	1,5	9	2	0	4
Lithuania	5	3	10	4	4	1
Luxembourg	7	2	8	8		0
Romania	6	0,5	8,5	5	5	0
Slovakia	0	7	9	3	0	0
Slovenia	3	3	8	8		0
Switzerland	3	3	9	9	5	2
United Kingdom	2	0	9	10		0
Spain	3,2	4,5	8,2	7	7,4	5,6
European average	2,9	2,3	8,7	6,4	4,4	1,5

Table 4-6. Comparative table of the average marks obtained per countries in the valuation items (items 30 to 35). The red boxes emphasize the highest marks while the blue ones refer to the lowest marks.

For the valuation of the item 34: “Filling in the own/municipal/local accident questionnaire (if there is one) generates an extra workload that is worth devoting time to”; Bulgaria, Hungary and Spain are the countries that most value the filling in of the local questionnaires even if it generates an extra workload.

Finally, about the statement (item 35): “Generally, even though statistics are useful, the police do not have access to them”, the countries that consider having a limited access to the statistics produced by central organizations, with marks around 5, are Spain and Germany.

4.2.12. Problems of the current collection systems

Generally, the problems listed by the surveyed countries in connection with the collection systems they are currently using recurrently refer to the following points:

- Excess of information for the statistics. (Under-reporting and under-recording).
- High delay to close an accident (2-3 months).
- Excess of time to fill in the documents.
- Needs of computer and technical resources.
- There are not electronic means (pda/laptop) to collect the accident data directly in the place of the accident.
- Work and coordination procedures.
- Discrepancies in the criterion of the injury severity.
- Problems in the collection of fatality at 30 days.
- Complexity of the questionnaire. (Under-recording).
- Information not adjusted to the urban needs and the new technologies.
- Positioning systems to locate the accident are not yet available.
- There is a high number of unknown accidents (bicycles, pedestrians, slow vehicles). (Under-reporting).
- There is no integration between the police data and other sources.

4.2.13. Noteworthy elements of the systems

When it has been asked to list the most noteworthy elements of the accident data collection systems, most of them agree that the most noteworthy and desirable aspects are:

- Integration of all the traffic accident documents.
- Allows carrying out statistics and information availability.
- Shares information with other institutions.
- The creation of exchange files of basic information.
- Achieve the description of the accident causes through the use of images.
- Comparisons of accidents that happened in the same scene.

4.2.14. Quality control and improvement actions

According to the survey data, 3 out of 4 surveyed countries have developed actions to improve the traffic accident data collection, management and analysis systems. These actions are in the line of:

- Formal control of the accident data.
- Design and improvement of computer applications, also including cartography.
- Training on accident management and experience of the agents.
- Data filters for the data control.
- Data check by a superior.
- Data validation by an external statistical agency.
- Cooperation between regional, local and national initiatives.
- Unique accident data entry.
- Establishment of different criterions of information collection.
- Reduction of the information in the questionnaires, giving priority to the quality over the quantity.

- Compare with accident data from other organizations.

These initiatives launched by most of the surveyed countries imply a knowledge of the problem of the information quality and the will to carry out strategies for an increase of the quality. Moreover, this shows the will to try to solve the current problems to improve the collection systems.

5.Conclusions

The Survey study carried out reflects the noticeable differences existing between the different surveyed countries, just as in a country itself, in relation to the traffic management, the specific training of the agents in traffic and road safety, the procedures used to collect, manage and analyse the information and the available material resources (material, questionnaires, software and computer tools…).

The information collected in the survey reveals the existence of a series of deficiencies in the current urban accident rate collection systems. The results are in line with the ones observed in other international researches and in several directives published by the European Commission. Concretely, the EC White Paper - European Transport Policy for 2010 - Time to Decide (EC 2001), poses the objective to substantially improve the current EU accident data collection systems, just as the Road Safety Action Programme (RSAP) (2003) created by the European Commission stresses on the existence of important structural deficiencies in the EU traffic accident records, proposing several improvement action lines.

These initiatives from international organizations referring to the study and the establishment of priorities, recommendations and guidelines in connection with the traffic accident data collection systems will turn out to be more or less effective insomuch as they will be properly transferred to the different countries. Concretely, to the different administrations in charge of the data collection and management, given that, as a last resort, each national administration and the different regional and local administrations are responsible of the data collection, management and analysis process, upon which all the rest is supported.

The main deficiencies found may be summarized in:

- The lack of available human and technical resources to fill in the documents of an accident.
- The absence of appropriate computer tools to collect and analyse the information.
- The lack of working procedures and the impossibility to maintain a greater coordination between different organizations.
- The complexity of the computer systems and the existence of incompatibility between records.
- The lack of availability, accessibility and quality of the complementary data that enriches the traffic accident investigation.
- The lack of traffic accident data quality (under-recording, missing data and reliability of the information), as well as the absence of collection of an important number of accidents in the urban zones (under-reporting).
- The existence of problems in the filling in of the current statistical questionnaire.
- The orientation of the accident data collection towards the administrative and legal resolution of the accident, underestimating its use for investigation purposes, aiming to carry out prevention actions later on.

The starting point for an effective traffic accident information management is the right filling in of the traffic accident statistical questionnaire, as well as the subsequent work with the obtained data that must fulfil some minimum criterions of quality. Therefore, hereafter, the factors that intervene and set the current identified problems of data quality and of the accident statistical questionnaires are explained.

Data quality problems

The problem of the lack of representativity of the data is probably one of the most common for all the accident data statistical records. In general, the police data only represents a percentage of the real accidents and victims, percentage that is surely difficult to specify.

Obviously, it is impossible to know the exact number of traffic accidents. In practice, the police are only present in some traffic accidents, so the remaining ones do not appear in the police statistics. Furthermore, the police presence in a particular traffic accident does not necessarily imply that a statistical accident report will be filled in. The degree of representativity of the police statistics is hard to set and varies along with time, from one country to another and in a country itself, particularly when there are different police forces to fill in the statistical questionnaires.

Moreover, it is logical to have problems of lack of information in the traffic accident data given the complex and difficult circumstances in which the data collection is carried out at the place of the accident. The statistical questionnaire usually contains a great quantity of information, much of it is sometimes hard to specify exactly or even get. To that, it should be added other aspects linked with the procedure, like the complexity of the questionnaire, the valuation that is done on the importance of its filling in, the training of the persons in charge of this task, the amount of transcriptions that are done on the information and the need to carry out other – more urgent - administrative procedures like the proceedings, the report and, when appropriate, the technical report.

In addition to the record problems that refer to the quantity of the collected accidents (under-reporting), there are other problems regarding the fidelity of the collected information, the accuracy and the missing data, which represent serious limitations to the sufficiency and the quality of the data (under-recording and missing data). The most common are: under-recording, no answering errors, biases (systematically incorrect), measurement or answering errors, errors (random ones) and data coding or entry errors.

The errors and biases are caused by the lack of resources, the filling in circumstances, the complexity of the accident questionnaire, the complexity of the contents, the valuation made by the agents on the accident report, the training of the persons in charge of this task, the various transcriptions of the information and the presence of most urgent administrative procedures.

Problems of the statistical questionnaires

The statistical questionnaire is usually filled in later from other documents that contain information on the accident.

In many cases, the agent that attends the accident in the place of the event is different from the one that fills in the statistical questionnaire and is a person that was not present at the scene of the accident. This person carries out the task thanks to the information of the report and with the notes of the agent that intervened in the accident.

The official questionnaires are usually raised as a document that implies a manual data entry and it does not establish any filter and automatic control system that improve the procedure of information management and quality, except for few exceptions.

As for the contents of the information, a usual criticism made by the municipal persons in charge of it is that the official questionnaire does not consider the particular characteristics and needs of information of the urban zones.

On the other hand, the questionnaires and systems that had not been lately updated do not consider the updated information on the new elements and technologies that are now part of the traffic system and the road infrastructure.

Moreover, nowadays, it is impossible to link the police records with other databases, except for the STRADA database that is now used in Sweden and that integrates the police and health records jointly.

Just as the statistical questionnaires and the information management procedures are designed nowadays, most of the municipal police forces do not have access to the information they fill in the national statistical report for its statistical exploitation, which has an influence on the fact they consider it as an extra workload quite useless.

The duplication of the tasks is a constant and systematic problem because of the wasteful filling in of the statistical questionnaire given that it is a document that is added to the other ones, repeating a lot of information. Except for Sweden and Germany, the other countries must fill in more that one document per accident. It is usual to find countries that fill in up until four documents per accident.

On the other hand, the results of the data exploitation done by the official organizations are usually published with a huge delay and sometimes with such an aggregated level than it implies a loss of utility for the persons in charge of the collection at the local level. This implies that the local administrations have a parallel data record for their own purpose, increasing the task duplication and the work overload reviewed before.

All these problems around the questionnaire mean that several countries do not enough value the accident rate statistical data collection as the suitable material to carry out a scientific investigation of the traffic accidents.

However, it is necessary to understand that the relation between the accident rate analysis and the implantation of measures to reduce the accidents is more effective at the local scale than at the national one, so the involvement of the local police is fundamental to improve road safety.

Finally, it has been observed how, at the local level, some administrations and urban police forces involved in the improvement of the road safety in their municipalities have created their own data collection and analysis systems and their own working procedures, with the aim of trying to overcome these limitations.

In summary, the quality, complexity and usefulness of the traffic accident data collection, entry and storage systems – from the point of view of the statistical analysis – largely depend on:

- The available economic and technical resources.
- The amount of accidents to collect.
- The technological developments in relation with the data management systems.
- The existence of carrying out statistical exploitation.
- An appropriate technical staff.
- Availability of computer applications or systems for the accident data and information analysis.
- Integration of the information, avoiding the task duplication and the use of different formats.
- The exploitation functionality to identify the safety challenges.
- The possibility to use spatial dimension tools. GIS application (spatial visualization).
- The use of statistical analysis modules.
- Establishment of data exchange procedures.
- Trend study and calculation of several safety indicators.
- The obtaining of complementary data in relation to the characteristics of the infrastructures and the urban environment.
- The customization of the applications used when they are commercial ones.

Therefore, an ideal information entry and sending would imply a police programme that:

- Allows carrying out formalities avoiding the duplication of the information entry.
- Has a unique exchange file for all the police forces with the central organization.
- Allows sending the data electronically and in a minimum term.

And in return, the central administration should:

- Allow the data access to the police forces that send it.
- Allow the comparison between municipalities of similar sizes.
- Facilitate the achievement of lists according to the urban needs.

To conclude, it is worth mentioning the constant attempt that is being carried out by most of the countries to increase the quality of their systems. According to the survey data, 3 out of 4 surveyed countries have developed actions to improve the quality of their traffic accident data collection, management and analysis systems. This fact implies a knowledge of the problem of the information quality and the will to carry out strategies for an increase of the quality.

Annex 1: Survey Models

5.1. Spanish Survey (CUAAS)

MINISTERIO
DEL INTERIOR

DIRECCIÓN GENERAL DE TRÁFICO

OBSERVATORIO NACIONAL DE
SEGURIDAD VIAL

Encuesta sobre gestión de datos de accidentes de tráfico en zona urbana

Desde la Dirección General de Tráfico se está impulsando la elaboración de un Plan de Seguridad Urbana Tipo que, entre otras cuestiones, abordará la mejora del actual sistema de registro de accidentes.

El conocimiento de la realidad municipal, respecto de la situación actual de los sistemas de registro, seguimiento y análisis de la accidentalidad, es imprescindible para poder desarrollar y consensuar entre todos las estrategias de mejora más adecuadas.

Para ello se ha diseñado esta encuesta, en colaboración con el Instituto de Tráfico y Seguridad Vial (INTRAS) de la Universidad de Valencia, que constituirá el punto de partida para desarrollar herramientas de aplicación en el ámbito local que mejoren los actuales procedimientos de trabajo y optimicen los recursos disponibles para el registro de información sobre accidentalidad.

La encuesta, que le rogamos sea respondida con la mayor sinceridad y fidelidad, debería preferentemente ser cumplimentada por el responsable de la gestión de datos de accidentes de tráfico que conozca en detalle los procesos que se llevan a cabo.

Al dorso encontrará las instrucciones de cumplimentación del cuestionario, así como el contacto que se le ofrece en caso de duda.

Muchas gracias por su colaboración.

❖ Instrucciones de cumplimentación

- Las cuestiones con distintas alternativas se responderán marcando con una cruz la alternativa correcta. En aquellas cuestiones en las que pueda señalarse más de una alternativa, quedará especificado en el enunciado de la cuestión.
- En la medida de lo posible no debe dejarse ninguna cuestión sin contestar. Si en una pregunta, ninguna de las alternativas de respuesta se ajusta a la situación de su municipio, anote cual es la situación y por qué ninguna de las alternativas es correcta.
- La encuesta debería de cumplimentarse en la medida de lo posible con letra clara.

❖ Consejos y ayuda para la cumplimentación

Para cumplimentar esta encuesta conviene tener en cuenta lo siguiente:

1. Aunque la encuesta no es anónima, se ruega se cumplimente con la mayor sinceridad y fidelidad, puesto que de sus resultados depende que podamos conocer con precisión el estado del tema para plantear propuestas de mejora que ayuden a resolver los problemas reales.
2. Para resolver dudas respecto a la cumplimentación de la encuesta se puede consultar a María Teresa Tormo del INTRAS (teléfono: 96.339.38.80 o email: m.teresa.tormo@uv.es).

❖ ¿Dónde se envía la encuesta una vez cumplimentada?

Una vez cumplimentada la encuesta, debe enviarse junto a la documentación que se adjunte, a la siguiente dirección:

Universidad de Valencia
Instituto de Tráfico y Seguridad Vial
C/ Hugo de Moncada Nº 4
46010 Valencia

Att. María Teresa Tormo

1. Descripción

1.1. *Identificación*

001 Nombre completo del municipio:

002 Código INE del municipio:

003 Nombre de la provincia:

004 Código de la provincia:

1.2. *Accidentalidad*

Aproximadamente, ¿cuántas víctimas y accidentes se han producido en su municipio en el último año? (Indique el año al que hacen referencia los datos).

		Año
005	Nº de fallecidos	
006	Nº de heridos graves	
007	Nº de heridos leves	
008	Accidentes con algún herido o muerto	
009	Accidentes con sólo daños materiales	

¿Cuántos accidentes con víctimas (con algún herido o muerto), de los siguientes tipos han tenido lugar en su municipio en el último año? (Indique el año al que hacen referencia los datos).

		Año
010	Salidas de vía con colisión	
011	Salidas de vía sin colisión	
012	Alcances	
013	Colisiones frontales, frontolaterales, laterales o múltiples	
014	Colisiones de vehículos contra obstáculos	
015	Atropellos	
016	Otro tipo: (especificar)	

1.3. Datos de los efectivos policiales y gestión del tráfico

017 Número de efectivos policiales

018 ¿Dispone de efectivos dedicados en exclusiva a tráfico?

- ○ No
- ○ Sí, número

019 ¿Dispone de efectivos o unidades dedicadas exclusivamente a la realización de atestados de accidentes de tráfico?

- ○ No
- ○ Sí, número

020 ¿Dispone de efectivos o unidades que realicen tratamiento estadístico de los accidentes de tráfico?

- ○ No
- ○ Sí, número

1.4. *Formación específica*

021 Los agentes de Policía Local, ¿han recibido en alguna ocasión formación en materia de cumplimentación de cuestionarios estadísticos de accidentes? (señálese todas las casillas que procedan).

- ☐ No
- ☐ Sí, sobre cuestionarios propios
- ☐ Sí, sobre el cuestionario de la DGT
- ☐ Sí, sobre otro tipo de cuestionario. Especificar: [ ]

022 ¿Quién ha promovido la formación en materia de cumplimentación de cuestionarios estadísticos de accidentes? (señálese todas las casillas que procedan).

- ☐ El Ayuntamiento o la Jefatura del Cuerpo
- ☐ El Centro Regional de Formación de Policías Locales
- ☐ La Jefatura Provincial de Tráfico / DGT
- ☐ Las Comunidades Autónomas
- ☐ Otros. Especificar: [ ]

023 ¿Han recibido en alguna ocasión cursos en materia de investigación de accidentes? (señálese todas las casillas que procedan).

- ☐ Sí, promovidos por la Jefatura del Cuerpo
- ☐ Sí, promovidos por el Centro Regional de Formación de Policías Locales
- ☐ Sí, promovidos por la Jefatura Provincial de Tráfico/ ATGC
- ☐ Sí, promovidos por otros
- ☐ No

024 ¿Algún agente del cuerpo policial ha participado en los últimos 3 años en algún curso específico sobre cómo elaborar los atestados por accidente de circulación y/o informes técnicos?

- ○ No
- ○ Sí, número de agentes [ ]

025 ¿Algún agente del cuerpo policial ha participado en los últimos 3 años en algún curso sobre investigación de accidentes?

- ○ No
- ○ Sí, número de agentes [ ]

026 ¿Algún agente del cuerpo policial ha participado en los últimos 3 años en algún curso sobre reconstrucción de accidentes?

- ○ No
- ○ Sí, número de agentes ☐

Valore de 0 a 10 (desde en completo desacuerdo a completamente de acuerdo, pudiendo utilizar los valores intermedios) en que medida está de acuerdo con lo siguiente:

027 Sería necesario la realización de cursos de formación sobre accidentología en general para todos los efectivos que atienden accidentes:
0-1-2-3-4-5-6-7-8-9-10

028 Sería necesario la realización de algún curso de formación sobre investigación de accidentes para algún grupo especializado:
0-1-2-3-4-5-6-7-8-9-10

029 Sería necesario la realización de algún curso de formación sobre reconstrucción de accidentes para algún grupo especializado:
0-1-2-3-4-5-6-7-8-9-10

030 Sería necesario la realización de algún curso de formación sobre la cumplimentación de los cuestionarios de accidentes para los efectivos que realizan esta labor:
0-1-2-3-4-5-6-7-8-9-10

1.5. *Procedimientos (registro, gestión, análisis,...)*

La policía acude al lugar de ocurrencia cuando se produce un accidente:

	Siempre	Casi Siempre	A Veces	Casi nunca	Nunca
031 Con heridos graves y/o muertos:	☐	☐	☐	☐	☐
032 Con heridos leves:	☐	☐	☐	☐	☐
033 Con sólo daños materiales:	☐	☐	☐	☐	☐

034 Los documentos generados a partir de un accidente con heridos graves y/o muertos son (señálese todas las casillas que procedan):

- ☐ Atestado
- ☐ Parte Interno sin remisión al juzgado
- ☐ Cuestionario Estadístico de Accidentes de Circulación con Víctimas de la DGT
- ☐ Cuestionario Estadístico de Accidentes de Circulación Propio en papel
- ☐ Cuestionario Estadístico de Accidentes de Circulación Propio informatizado
- ☐ No generamos ningún documento asociado al accidente de circulación

035 Los documentos generados a partir de un accidente con heridos leves son (señálese todas las casillas que procedan):

- ☐ Atestado
- ☐ Parte Interno sin remisión al juzgado
- ☐ Cuestionario Estadístico de Accidentes de Circulación con Víctimas de la DGT
- ☐ Cuestionario Estadístico de Accidentes de Circulación Propio en papel
- ☐ Cuestionario Estadístico de Accidentes de Circulación Propio informatizado
- ☐ No generamos ningún documento asociado al accidente de circulación

036 Los documentos generados a partir de un accidente de circulación con sólo daños materiales son (señálese todas las casillas que procedan):

- ☐ Parte Interno sin remisión al juzgado
- ☐ Cuestionario Estadístico de Accidentes de Circulación **con sólo daños materiales** de la DGT
- ☐ Cuestionario Estadístico de Accidentes de Circulación Propio en papel
- ☐ Cuestionario Estadístico de Accidentes de Circulación Propio informatizado
- ☐ No generamos ningún documento asociado al accidente de circulación

037 A la hora de recoger la información de un accidente, **en el lugar del mismo**, se utiliza (señálese todas las casillas que procedan):

- ☐ Un formulario propio en papel que se ha desarrollado para tal fin por parte de la policía
- ☐ Cada policía toma notas libremente que una vez en las dependencias policiales la formaliza en un documento
- ☐ Se introducen los datos directamente en un ordenador portátil dispuesto para tal fin
- ☐ Se introducen los datos directamente en una PDA dispuesta para tal fin
- ☐ Directamente el formulario del cuestionario estadístico de accidentes de la DGT

038 El Cuestionario Estadístico de Accidentes de Circulación **con víctimas** de la DGT lo cumplimentan:

- ○ No lo conocemos (pase a la pregunta '041')
- ○ Lo conocemos, pero no lo rellenamos nunca (pase a la pregunta '041')
- ○ Sí, lo conocemos y lo rellenamos. (Rellene la información que se pide en el siguiente cuadro)
- ○ Sí, se cumplimenta automáticamente por un programa informático que extrae la información solicitada del resto de documentos propios del accidente. (Rellene la información que se pide en el siguiente cuadro)

	Siempre/	Casi Siempre/	A Veces/	Casi nunca/	Nunca
Cuando hay algún muerto, se cumplimenta :	☐	☐	☐	☐	☐
Cuando hay algún herido grave, se cumplimenta:	☐	☐	☐	☐	☐
Cuando solo hay heridos leves, se cumplimenta:	☐	☐	☐	☐	☐
Cuando son accidentes de daños materiales:	☐	☐	☐	☐	☐

039 En caso de que SI rellenen el Cuestionario Estadístico de Accidente de Circulación con víctimas de la DGT:

- ○ Lo rellenamos, pero por problemas de gestión de documentos algunos se quedan sin enviar
- ○ Enviamos todos los cuestionarios que rellenamos

040 En caso de que SI rellenen el Cuestionario Estadístico de Accidente de Circulación con víctimas de la DGT:

- ○ Nos sirve como soporte para alimentar una base de datos propia de Accidentes de Tráfico de nuestra ciudad
- ○ Lo rellenamos con el objeto de enviarlo a la Jefatura de Tráfico, sin sernos de utilidad la información que en él cumplimentamos.

041 ¿Tienen diseñado algún protocolo o procedimiento de control de documentación de accidentes de tráfico?

- ○ Sí, mediante un procedimiento establecido para controlar la falta de datos y recabarla con posterioridad
- ○ Sí, los controla un mando superior
- ○ No

042 ¿Existe un plan de calidad en su organización que contemple los procesos de investigación y documentación de accidentes?

- ○ Sí, para todo el proceso, de forma periódica, con certificado
- ○ Sí, para todo el proceso, de forma periódica, sin certificado
- ○ Sí, sólo para el proceso de toma de datos, cuando se detectan problemas, con certificado
- ○ Sí, sólo para el proceso de toma de datos, cuando se detectan problemas, sin certificado
- ○ No

043 ¿Dispone de un Departamento de Proceso de Datos o Informática en el ámbito de los accidentes?

- ○ Sí, pero centralizado para todo el Ayuntamiento
- ○ Sí, especializado para la Policía Local
- ○ No

1.6. Recursos (materiales, cuestionarios, programas,...)

044 A la hora de elaborar los informes técnicos y atestados, se utiliza:

- ○ Un software propio que se ha desarrollado para tal fin por parte de la policía
- ○ Cada policía o agente utiliza programas ofimáticos de uso general
- ○ No se utiliza ningún programa general ni software

045 ¿Utilizan software especializado específico para llevar a cabo reconstrucciones de accidentes?

- ○ No
- ○ Sí

En caso afirmativo indicar cual:

(PC Crash, Reconstructor,...) _____

046 ¿Utilizan herramientas informáticas para la introducción y almacenamiento de los datos estadísticos de los accidentes?

- ○ Sí, un programa específico facilitado por la administración autonómica, regional (u otras entidades no estatales)
- ○ Sí, un programa comercial de carácter general en el que se integran otras gestiones que realiza la policía y/o el ayuntamiento
- ○ Sí, un programa de desarrollo propio de carácter general en el que se integran otras gestiones que realiza la policía y/o el ayuntamiento
- ○ Sí, un programa comercial específico para tal fin
- ○ Sí, un programa de elaboración propia específico para tal fin
- ○ Sólo herramientas ofimáticas tipo bases de datos (p.e. Access)
- ○ Sólo herramientas ofimáticas tipo hojas de cálculo (p.e. Excel)
- ○ No

047 ¿Utiliza herramientas informáticas para la explotación y análisis estadístico de los datos de accidentalidad? (señálese todas las casillas que procedan):

- ☐ Sí, un paquete estadístico (SPSS, EpiInfo…)
- ☐ Sí, un programa de elaboración propia
- ☐ Sólo herramientas ofimáticas tipo hojas de cálculo (p.e. Excel)
- ☐ Access
- ☐ No, sólo calculadora y métodos más tradicionales
- ☐ No tratamos estadísticamente los datos de accidentes de tráfico que ocurren en nuestra población

048 ¿Las herramientas informáticas utilizadas para la introducción o explotación de datos incorporan algún sistema de información geográfica (SIG) para ubicar o posicionar los accidentes sobre el plano de la ciudad?

- ○ Utilizamos un SIG para posicionar los accidentes pero no se realiza ningún estudio posterior para determinar las zonas conflictivas, puntos negros…
- ○ Utilizamos un SIG para posicionar los accidentes y determinar las zonas conflictivas, puntos negros…
- ○ No utilizamos ningún SIG

2. Evaluación

Valore de 0 a 10 (desde en completo desacuerdo a completamente de acuerdo, pudiendo utilizar los valores intermedios) en que medida estaría de acuerdo con las siguientes afirmaciones a nivel local o municipal:

049 En general, la información recogida durante la actuación policial sobre los accidentes, solo sirve para identificar al culpable:
0-1-2-3-4-5-6-7-8-9-10

050 La información recogida en el cuestionario estadístico de accidentes de la DGT tiene solo una función burocrática:
0-1-2-3-4-5-6-7-8-9-10

051 Las estadísticas que se obtienen sobre los accidentes son útiles para orientar las acciones policiales en seguridad vial:
0-1-2-3-4-5-6-7-8-9-10

052 La cumplimentación del actual cuestionario de accidentes de la DGT supone un trabajo extra en el que merece la pena invertir tiempo:
0-1-2-3-4-5-6-7-8-9-10

053 La cumplimentación del cuestionario PROPIO de accidentes supone un trabajo extra en el que merece la pena invertir tiempo:
0-1-2-3-4-5-6-7-8-9-10

054 En general, aunque las estadísticas sean útiles, la policía no tiene acceso a ellas:
0-1-2-3-4-5-6-7-8-9-10

055 ¿Considera que sería viable hacer un seguimiento a 30 días de los accidentes graves con el fin de saber con exactitud el número de muertos?

○ Si

Describa cómo propondría hacerlo

○ No

Describa por qué no sería viable

056 Describa los problemas fundamentales del actual sistema de registro de datos de accidentes (aspectos que no se hayan cuestionado previamente) que utiliza en su municipio.

057 Describa las ideas o aspectos nuevos que convendría incorporar para mejorar el actual sistema.

058 Describa los elementos del actual sistema en su localidad que considera destacable o de especial utilidad, tanto a nivel de gestión de datos como de explotación.

3. Denuncias y actuaciones de prevención de accidentes

059 ¿Cuántas denuncias de tráfico en total se realizan en su ciudad anualmente? (Indique el año al que hacen referencia los datos).

Nº total de denuncias _____ en el año _____

■ Específicamente de las siguientes infracciones, ¿cuántas denuncias aproximadamente se realizan en su ciudad anualmente? (indique el año al que hacen referencia los datos).

		Año:
060	Denuncias por exceso de velocidad	
061	Denuncias por no utilización de casco	
062	Denuncias por no uso de cinturón de seguridad	
063	Denuncias por no respetar semáforo	
064	Denuncias por no respetar paso de peatones	
065	Denuncias por aparcamiento indebido encima de la acera	
066	Denuncias por aparcamiento indebido fuera de la acera	
067	Denuncias por alcoholemia	

068 ¿Realiza regularmente controles de velocidad en la red urbana?

○ No

○ Sí, nº de horas/año de uso del radar _____ en el año _____

069 ¿Realiza regularmente controles de alcoholemia en la red urbana?

- ○ No
- ○ Sí, nº de horas/año de uso de control [ ] en el año [ ]

070 ¿Ha realizado algún seguimiento del uso del casco y cinturón de seguridad?

- ○ No
- ○ Sí

En el caso de responder 'sí' a la pregunta anterior, señale:

		Datos referentes al año: [ ]
071	% de uso del casco	
072	% de uso del cinturón de seguridad	

Valore de 0 ('nada') a 10 ('mucho'), en qué medida **influyen,** según su opinión, los siguientes aspectos en la ocurrencia de **accidentes de tráfico** en su municipio:

073 Falta de respeto por las normas de tráfico:
0-1-2-3-4-5-6-7-8-9-10

074 Parque de vehículos anticuado:
0-1-2-3-4-5-6-7-8-9-10

075 Insuficiencia de efectivos policiales:
0-1-2-3-4-5-6-7-8-9-10

076 Falta de especialización y formación en los efectivos policiales:
0-1-2-3-4-5-6-7-8-9-10

077 Necesidad de un mayor control policial:
0-1-2-3-4-5-6-7-8-9-10

078 Estado deficiente de las vías:
0-1-2-3-4-5-6-7-8-9-10

079 Carencia o insuficiencia de semáforos:
0-1-2-3-4-5-6-7-8-9-10

080 Señalización deficiente, inadecuada o insuficiente:
0-1-2-3-4-5-6-7-8-9-10

081 Orografía o climatología especialmente singular:
0-1-2-3-4-5-6-7-8-9-10

082 Excesiva circulación de transporte pesado o de mercancías dentro del municipio:
0-1-2-3-4-5-6-7-8-9-10

083 Excesivo tráfico en general para las características del municipio:
0-1-2-3-4-5-6-7-8-9-10

084 Falta de formación y educación vial de los ciudadanos:
0-1-2-3-4-5-6-7-8-9-10

085 Falta de acciones o campañas de concienciación sobre la seguridad vial:
0-1-2-3-4-5-6-7-8-9-10

086 Insuficiente dureza en el contenido de las sanciones:
0-1-2-3-4-5-6-7-8-9-10

087 Necesidad de una mayor frecuencia en la aplicación de medidas sancionadoras:
0-1-2-3-4-5-6-7-8-9-10

4. Documentación

Con el fin de completar la información de la encuesta, resultaría de especial interés que nos adjuntara una copia de la documentación o formularios de que dispongan relacionados con los temas que se describen a continuación, o incluso de otros temas que considere puedan sernos útiles.

1. Modelos de cuestionario en papel de distinto tipo relacionados con los datos que se recogen en los accidentes (tanto los que se remiten a otras instancias como los internos).
2. Descripciones y/o manuales de programas informáticos utilizados (podría ser interesante también modelo de output o impresiones de pantalla, o incluso el diccionario de datos de la base de datos).
3. Modelos o ejemplos de tablas y gráficos estadísticos que se utilizan.
4. Modelos o ejemplos de informes sobre accidentalidad (inclusive de planes de seguridad vial).
5. Manuales de procedimiento y de formación en registro e investigación de accidentes.
6. Existencia de planes de remodelación, de calidad.

7. Existencia de procesos estandarizados formalizados (planes de calidad) de intervención en accidentes y su documentación (ISO, FQM y certificaciones relacionadas con la investigación y documentación de accidentes).
8. Otros.

5. Datos de contacto

Nombre y apellidos de la persona que cumplimenta la encuesta:

Cargo:

Teléfono de contacto:

e-mail:

GRACIAS POR SU COLABORACIÓN.

5.2. Previous European Survey (Contacts)

Transport

EN

SAU. Urban Accident Systems: Questionnaire on Urban Traffic Accident Data Collection and Analysis in Europe: Present situation.

The reduction of the number of road accident fatalities by 50 %, by the year 2010, suggested by the EU, involves the active contribution of all the agents in charge of the road safety in Europe.

The "*Questionnaire on Urban Traffic Accident Data Collection and Analysis in Europe*" is included in the SAU project framework: *Urban Accident Analysis Systems* (www.uv.es/sau), in the promoting R&D programme of the General Directorate for Energy and Transport of the European Commission (Project TREN-03-ST-S07.30828), developed by the Institute for Traffic and Road Safety of the University of Valencia (INTRAS).

The objective of this project is the creation, validation, discussion and spreading, at European level, of the best practices for the collection, processing and analysis of traffic accident data in urban zones. The foreseen final result fundamentally consists in the disposal of a European guide of advices or of "best practices" in order to implement / improve the systems that deal with the collection, the analysis and the monitoring of traffic accidents in urban zones. With the spreading of this guide, the purpose is to contribute to the development of local tools in order to help giving answers and solutions, with more reliable and accurate knowledge, to the problematic of the accidents in urban zones, area where, at present time, the most important number of accidents occurred in the EU countries and that represents a priority objective in the EU Road Safety Policy.

The current action has as main objective to get an approximation to the current situation and practice of the urban accident data collection and processing systems through the application and the study of a survey addressed to a representative sample of European cities. This survey will represent the starting point to pose and be able to develop and reach a consensus on the more appropriate strategies that will improve the current procedures and optimize the available resources for the collection of information on urban accident rate.

The collected information refers to a series of questions specially designed to diagnose the present situation of the police procedures, systems and resources, level of computerization; to value the quality of the traffic accident data collection and analysis, as well as potential demands of information or deficiencies of the current traffic accident data collection systems.

Therefore, the SAU survey is addressed to the police branches that are competent for the urban accidents in the several European countries.

However, before sending this survey to be filled in by the local authorities, it is necessary for us:

1. to be told if the procedure that we have selected to carry out the distribution of the survey to the policemen in charge of the management, filing and analysis of urban traffic accidents, is the appropriate one and if not, if you could kindly tell us the alternative.
2. to know some basic characteristics about the management of urban traffic accidents in each country, aiming to avoid confusions on the traffic terms used and on the management methods.

To carry out this task, we have prepared a small questionnaire. Its completion would represent a great help for us to have a starting knowledge, being an essential point to set the design and the contents of the SAU survey.

Consequently, we kindly ask you to fill in the requested information that you will find from the next page on.

We would really appreciate if you could send the information back before the beginning of next October, in order to be able to comply with the deadline of the project.

Thank you very much for your cooperation.

BASIC INFORMATION FOR THE DESIGN OF THE SAU SURVEY IN YOUR COUNTRY

DEFINITIONS to bear in mind for the completion of the questionnaire:

URBAN TRAFFIC ACCIDENT: For this survey, an urban traffic accident is considered to be an accident that takes place in the urban area, that is to say the part of the town that mainly includes streets, housing estate and residential routes. This does not include highways or rural roads.

TOWN: For the purposes of the survey, a town is considered to be a town with more than 5000 inhabitants which generally live in high and collective buildings and mainly work in the secondary and tertiary sectors (industry, trade and services). In other words, they mainly carry out non-agricultural activities. What is considered to be a town is the urban area, being excluded from this definition the highways or rural roads between the villages or the municipalities.

POLICE: For the purposes of the completion of the questionnaire, when the term "Police" is used, it will refer to force and security corps, public or private, being competent for the traffic accidents, the data collection and investigation of the ones, which field of action includes the urban area.

01 Please point out the name of the police, agents, other non-health organizations, etc that are competent for the control and data collection of the urban traffic accidents (that take place in the town):

If you want to add some explanation regarding this point, please point it out hereafter:

02 In the same town, is it possible to have several "polices" that share the traffic accident competence?

- ☐ Yes, often
- ☐ Yes, sometimes but it is not usual
- ☐ No

If yes, in which cases? How does their behaviour differ?

03 Regarding the "police" that carries out the management of the traffic accidents in town, is it also competent for the accidents that take place in highways?

☐ Yes ☐ No ☐ Sometimes ☐ Often

If you want to add some explanation regarding this point, please point it out hereafter:

04 Does each town have its own "police" in charge of the urban traffic accidents?

- ☐ Yes, each town has its own police
- ☐ The police is in charge of the urban accidents of a set of towns
- ☐ Yes, each town has its own police, except for the smallest towns. Please point out from how many inhabitants on a town usually has its own police:
- ☐ No, it is the Region Police that is in charge of the urban traffic accidents
- ☐ No, it is another Police. Please point it out hereafter:

If you want to add some explanation regarding this point, please point it out hereafter:

05 Is it right to use the term "police" to refer to the agents that are in charge of traffic accidents in your country or should we use another term?

- ☐ Yes, it is
- ☐ No, the right term is:

06 Which persons/organizations/departments are in charge of taking decisions in the field of urban traffic policy in towns?

07 Regarding the traffic accident management, filing and analysis in towns, is the Police dependent on the town council?

- Yes
- No

If it is not dependent on the town council, please point out on what it is dependent and how does the police get organized with the town council regarding the traffic management and policy and through which mechanisms does it communicate with the town council.

08 Does the Police share its traffic accident competence with other tasks linked with municipal competences?

- No
- Yes

09 The SAU survey will be addressed to the "polices" that are competent for urban traffic accidents in each country. This survey should preferably be filled in by the person in charge of urban traffic accident data management, and that knows the procedures in detail.

In this case, the procedure thought so that the SAU survey would arrive to the right person has been to send the survey to a sample of Town Councils in your country in order to hand it in to the Police that are competent in the field of traffic accidents in the town. Do you think that this is the right procedure according to the characteristics of your country or should we follow another procedure?

- ☐ Yes, it is the right one
- ☐ No, the town council will probably not hand in the survey to the Police

Please point the way you would act:

10 Where could we find the addresses of the contacts/town councils of your country in order to send them the SAU survey to be filled in?

11 Would it be possible for us to have access to emails of "police" that are competent in urban traffic accidents or to town council emails with the aim of disseminating the survey widely?

12 In Spain, the "police" produce up until 5 documents when they deal with traffic accidents with victims. Would you be so kind as to mention the documents produced by the "police" in your country when a traffic accident with victims (slight, serious or fatal injured persons) occurred, as well as the purpose of each document and to whom it is addressed?

DOCUMENT-1

PURPOSE

ADDRESSEE

DOCUMENT-2

PURPOSE

ADDRESSEE

DOCUMENT-3

PURPOSE

ADDRESSEE

DOCUMENT-4

PURPOSE

ADDRESSEE

DOCUMENT-5

PURPOSE

ADDRESSEE

DOCUMENT-6

PURPOSE

ADDRESSEE

OTHER DOCUMENTS

PURPOSE

ADDRESSEE

13 Is/are there a/several difference(s) between the documents produced for a highway accident and a town accident?

☐ No ☐ Yes

If yes, please make a short description:

14 If a "questionnaire for the national accident statistics" is used, please mention its name and the way we should mention it in the SAU survey so that the agents will recognize it.

15 Are there several "questionnaires for the national accident statistics" depending on the fact that the accident takes place in highways or in towns?

☐ No ☐ Yes

If yes, please make a short description:

16 For which type of accidents is this "questionnaire for the national accident statistics" filled in?

- ☐ Fatal accidents (with at least one fatal victim)
- ☐ Serious accidents (with at least one seriously injured person)
- ☐ Slight accidents (with at least one slightly injured person)
- ☐ Material damage only accidents
- ☐ Particular accidents. Please point out its characteristics:

17 Are there several "questionnaires for the national accident statistics" depending on the fact that the accident is fatal, serious or slight?

☐ No ☐ Yes

If yes, please make a short description:

18 Please mention the organization to which the information on urban traffic accidents is sent for the statistical study of the traffic accidents at the national level:

19 What is the mainly-used procedure for the filling in and the sending of the statistical information on urban traffic accidents with victims?

- ☐ Filling in by hand and sending of a "questionnaire for the national statistics"
- ☐ From the data of a particular form or a computer database, a "questionnaire for the national statistics" is printed and sent
- ☐ The software used by the Police automatically generates the data of a "questionnaire for the national statistics" that is subsequently sent electronically
- ☐ There is a national/regional software in which statistical data are entered and sent in order to achieve national traffic accident statistics
- ☐ Other, please point it out:

If you want to add some explanation regarding this point, please point it out hereafter:

20 In your country, from the government or any state organization, has any traffic accident data management/analysis software been designed or used?

☐ No ☐ Yes

If yes, please make a short description:

21 Has your country taken part to any European project on town accident rate?

☐ No ☐ Yes

If yes, please make a short description:

22 In your country, have actions to improve the quality, reliability, procedures of urban traffic accident data management been developed?

☐ No ☐ Yes

If yes, please make a short description:

23 What do you consider to be negative or that could be improved regarding the urban traffic accident data storage, processing and analysis in your country?

24 One of the main important thing that we would like to know are the good practices that should or could be taken into account for the urban traffic accident data storage, processing and analysis. Starting from what has been carried out in your country and from your knowledge, would you be so kind as to mention some good practices?

In this section, you may be as accurate as you want.

Some suggestions you think we should take into account for the SAU survey:

Documentation

Aiming to complete the survey information, we have a particular interest if you could attach a copy of the paper questionnaires that are used to collect the accident information, particularly the documentation that is used for the statistical processing. On the other hand, if possible, it would be highly interesting to also have some information on the softwares that are used.

Likewise, if you consider that another kind of documentation is important or is particularly interesting, do not hesitate to include it.

Contact's Data

Name and Surname of the person that has filled in the questionnaire:

Position:

Telephone:

E-mail:

Doubts and sending of the questionnaire:

Once the questionnaire has been filled in, it has to be sent back to the following email address: jean.pace@uv.es

If you have any doubt about the questionnaire, please do not hesitate to send us an email to the previous address or directly call us at the following phone number: +34 963393880, Institute for Traffic and Road Safety of the University of Valencia (INTRAS) and ask for Jean-François Pace.

THANK YOU VERY MUCH FOR YOUR COOPERATION

5.3. Second European Survey (SAU)

SAU. Urban Accident Analysis System: Questionnaire on Urban Traffic Accident Data Collection and Analysis in Europe: Present situation.

The reduction of the number of road accident fatalities by 50 %, by the year 2010, suggested by the EU, involves the active contribution of all the agents in charge of the road safety in Europe.

The questionnaire on Urban Traffic Accident Data Collection and Analysis in Europe is included on the SAU project framework: Urban Accident Analysis Systems (www.uv.es/sau), in the promoting R&D programme of the General Directorate for Energy and Transport of the European Commission (Project TREN-03-ST-S07.30828), developed by the Institute for Traffic and Road Safety of the University of Valencia (INTRAS).

The objective of this project is the creation, validation, discussion and spreading, at European level, of the best practices for the collection, processing and analysis of traffic accident data in urban zones. The foreseen final result fundamentally consists in the disposal of a European guide of advices or of "best practices" in order to implement / improve the systems that deal with the collection, the analysis and the monitoring of traffic accidents in urban zones.

The current action has as main objective to get an approximation to the current situation and practice of the urban accident data collection and processing systems through the application and the study of a survey addressed to a representative sample of European cities. This survey will represent the starting point to pose and be able to develop strategies that will improve the current collection systems.

The information requested refers to a series of questions specially designed to diagnose the present situation of the police procedures, systems and resources, level of computerization; to value the quality of the traffic accident data collection and analysis, as well as potential demands of information or deficiencies of the current traffic accident data collection systems.

Therefore, the SAU survey is addressed to the police branches that are competent for the urban accidents in the several European countries. The participation in this study, through filling in the questionnaire, is on a voluntary basis.

In case you would like to take part in the project by filling in this questionnaire, we ask you to do it in all sincerity and fidelity.

- Please fill it in and send it back to us before the **4th of May 2007**.

To thank you for your collaboration:

- The results of the study will be sent to you electronically and in paper.
- Your institution will appear as participant/collaborator in the SAU European project.
- If you wish to see a link of your institution webpage in our project webpage, do not hesitate to point it us out.

In case you will not be able to take part in the project, we would appreciate if you could tell it to us as soon as possible in order to contact another potential participant in your country. By doing so, you will be included in a list so that we will send you the results of the study electronically.

Would you have any question or doubt about the research study, do not hesitate to contact Jean-François Pace per phone (+34 963393880) or by sending an email to jean.pace@uv.es.

Thank you very much for your collaboration.

❖ *Norms to fill in the survey*

- The multiple choice questions will be answered by marking with an X the right option. For the questions where more than one option might be selected, we will specify it in the wording of the question.
- So far as possible, please answer to all the questions. If in some questions, none of the alternatives fits, please mention what is the situation and why none of the alternatives is correct.
- The survey will have to be filled in clear letters as far as possible.

❖ *Advices and assistance to fill in the survey*

In order to fill in this survey, we advise you to take what follows into account:

1. Even though the survey is not anonymous, we ask you to do it in all sincerity and fidelity, given that from the results depend that we might accurately know the state of the topic to be able to raise improvement proposals that will help to solve the real problems.
2. To solve any doubt regarding this survey, you may seek advice from Jean-François Pace (+34 963393880 or jean.pace@uv.es).

❖ *Where has the survey to be sent back once filled in?*

Once filled in, the survey has to be sent (together with any documentation that you think might be relevant) through email (jean.pace@uv.es) or through normal mail to the following address:

Instituto de Tráfico y Seguridad Vial
Universidad de Valencia
Jean-François Pace
C/ Hugo de Moncada Nº 4-B
46010 Valencia
SPAIN

1. Descriptive characteristics

001 Full name of the municipality:

_____

002 Size of the municipality

- ☐ *Less than 5000 inhabitants*
- ☐ *Between 5000-10.000 inhabitants*
- ☐ *Between 10.000-50.000 inhabitants*
- ☐ *Between 50.000-100.000 inhabitants*
- ☐ *More than 100.000 inhabitants*

003 Number of police agents/units _____

2. Accident rate

004 Does your city have specialized traffic units? (That is to say, which are only in charge of traffic and road safety: traffic management, traffic accidents, etc.)

- ☐ *Yes*
- ☐ *No*

■ The definition of traffic accident is "an accident in which at least one vehicle is involved, being in motion in a public or private road in which the public has access and in which there is at least one fatality or one injured person".

005 Is this definition the same as the one used in your city?

- ☐ *Yes*
- ☐ *No, there are several differences. (For example: We include non motor vehicles like pedal cycle, we do not take into account accidents with only one vehicle, etc.)*

_____
_____
_____
_____
_____
_____
_____

006 ¿Do you record any other kind of event as traffic accident?

- ☐ *Yes*
- ☐ *No ¿Which one(s)?*

Approximately, how many accidents having the following severity took place in your municipality last year? (Point out the year the data is referred to).

		Year	¿Is this data recorded?
007	Accidents with victims		Yes/No
008	Damage-only accidents		Yes/No

009 Who collects the traffic accident data in your city?

- ☐ *The local police (belonging to your city)*
- ☐ *The regional police*
- ☐ *The national or federal police*
- ☐ *Other. Who?*

010 Is the police that collect urban traffic accident data competent for the interurban roads that belong to your city?

- ☐ *Yes*
- ☐ *No*

At the European level, a traffic accident victim is a person that dies or is hurt as a consequence of a traffic accident. A traffic accident fatality is a person that dies in the accident or within the 30 days that follow the accident as a consequence of it.

011 In your city, what are the injured persons that are considered to be seriously injured?

012 Is there a monitoring of the accident seriously injured victims?

- ☐ *No*
- ☐ *Yes, within 24 hours*
- ☐ *Yes, within 30 days*
- ☐ *Other*

¿What is the procedure?

Approximately, how many victims have there been in your city in the last year? (Point out the year the data is referred to).

		Year
013	Number of victims	
014	Number of fatalities	

3. Specific training of the police

015 Has the police in charge of collecting accident data received any training for this task?

- ☐ *No*
- ☐ *Yes. What kind of training?*
  - ○ *Filling in the traffic accident collection questionnaires*
  - ○ *Accident investigation*
  - ○ *Accident reconstruction*
  - ○ *Other:*

4. Filling in accident questionnaires

016 Is there a compulsory national questionnaire?

- ☐ *I do not know*
- ☐ *No*
- ☐ *Yes*

When does it have to be filled in?

	Always/	Almost Always/	Some-times/	Almost never/	Never
017 When there is at least one fatality:	☐	☐	☐	☐	☐
018 When there is at least one serious injury:	☐	☐	☐	☐	☐
019 When there is at least one slight injury:	☐	☐	☐	☐	☐

020 Is there a local traffic accident questionnaire different from the national one?

- ☐ *I do not know*
- ☐ *No*
- ☐ *Yes*

If there is one, when does this local questionnaire have to be filled in?

	Always/	Almost Always/	Some-times/	Almost never/	Never
021 When there is at least one fatality:	☐	☐	☐	☐	☐
022 When there is at least one serious injury:	☐	☐	☐	☐	☐
023 When there is at least one slight injury:	☐	☐	☐	☐	☐

024 Is there any other questionnaire for the collection of accident having a specific characteristic?

- ☐ *I do not know*
- ☐ *No*
- ☐ *Yes, for damage-only traffic accidents*
- ☐ *Yes, for the accidents caused by alcohol*
- ☐ *Yes, for fatal accidents*
- ☐ *Yes, other* _____

(Please, enclose a copy for each one)

025 At the moment of collecting the accident information, on the spot, the following document is filled in (please select all the choices that are appropriate):

- ☐ *The appropriate paper form that has been developed for this purpose by the police*
- ☐ *Each police officer freely takes notes that he will record in a document at the police station*
- ☐ *The data is directly recorded in a laptop prepared for that purpose*
- ☐ *The data is directly recorded in a PDA prepared for that purpose*
- ☐ *The national statistical accident questionnaire (if there is one) is filled in on the spot*

026 Is the information collected from the traffic accident data recorded in a computer database?

- ☐ *No, it is filed in paper*
- ☐ *Yes, in the national/state database*
- ☐ *Yes, in the regional/departmental database*

027 Who records this information?

- ☐ *The police officer himself*
- ☐ *Administrative staff / not the police staff*
- ☐ *Other:* _____

028 At the municipal level, is the traffic accident information statistically processed (creation of summary tables, graphs, etc.)?

- ☐ *No*
- ☐ *No, only counts are made*
- ☐ *Yes, technical reports or yearbooks are processed.*

029 Is there any procedure to control the accident data quality and reliability?

- ☐ *No*
- ☐ *Yes. Please point out the procedure(s)*

_____
_____
_____
_____
_____

5. Evaluation

Evaluate from 0 to 10 (from being totally disagreed to completely agreed; being allowed to choose intermediate values) to what extent you agree with the following statements at the local or municipal level:

030 Generally, the information collected during the police intervention on accidents is only used to identify the guilty party:

0-1-2-3-4-5-6-7-8-9-10

031 The information recorded in the official statistical accident questionnaire has just a bureaucratic role:

0-1-2-3-4-5-6-7-8-9-10

032 The statistics that are obtained on the accidents are useful to point the police actions on road safety:

0-1-2-3-4-5-6-7-8-9-10

033 Filling in the current official accident questionnaire generates an extra workload that is worth devoting time to:

0-1-2-3-4-5-6-7-8-9-10

034 Filling in the OWN/municipal/local accident questionnaire (if there is one) generates an extra workload that is worth devoting time to:

0-1-2-3-4-5-6-7-8-9-10

035 Generally, even though statistics are useful, the police do not have access to them:

0-1-2-3-4-5-6-7-8-9-10

036 Do you think that carrying out a monitoring to 30 days of the serious accidents in order to know exactly the number of fatalities would be viable?

○ Yes

Please describe how you would suggest doing it

○ No

Please describe why it would not be viable

037 Please describe the basic problems of the current accident data collection system that is used in your city.

038 Please describe the new ideas or aspects that would be advisable to incorporate into the current system to improve it.

039 Please describe the elements of the current system that is used in your place that you think are worth stressing or having a special usefulness, both at the level of data management and at the level of data processing.

6. Documentation

Aiming to complete the survey information, we are highly interested if you could enclose a copy of the documentation or forms that you have and that are in relation with the subjects that are described hereafter, or even in relation with other subjects that you think that could be useful for us.

1. Paper questionnaires of several types in relation with the data that is collected for the accidents (the ones that are sent to other bodies as well as the internal ones).
2. Descriptions and/or manuals of the softwares that are used (it could also be interesting to have output models or print screens, or even the data dictionary of the database).
3. Models or examples of the statistical tables and graphs that are used.
4. Models or examples of accident rate reports (even road safety programmes).
5. Manuals of procedures and training for the accident collection and investigation.
6. The existence of restructuring and quality programmes.
7. The existence of standardized and formalized procedures (quality programmes) of accident intervention and its documentation (ISO, FQM and certifications in relation with accident investigation and documentation).
8. Other.

THANK YOU FOR YOUR COLLABORATION

Annex 2: Table of the surveyed municipalities

5.1. Contacts

In this section, we would like to thank for the collaboration of the persons that unselfishly answered to the first European survey and that are named hereafter:

Contact person	Institution
Mrs. Wendy De Weser	Federal Police (Belgium)
Mr. Röhrig	Berlin Police (Germany)
Mr. Sirje Lilleorg	Estonian Road Administration (Estonia)
Mr. Fergal Trace	National Roads Authority (Ireland)
Mr. Jos Sinner	Police (The Netherlands)
Mrs. Eva Csapó	Hungarian Central Statistical Office (Hungary)
Mr. Peter Holló	Institute for Transport Sciences (Hungary)
Mrs. Alicja Fonzychowska	Road and Safety Association (Poland)
Mr. Lekander	Vagverket (Sweden)
Mrs. Eng	SIKA Institute (Sweden)
Mr. Zichella	Police (Italy)
Mr. Mikulik **Mr. Jan Tecl**	CDV (Czech Republic)
Mr. Petru Branzas	Technical University of Cluj-Napoca (Romania)
Mrs. Mylonas **Mr. Stelios Efstathiadis**	Road Safety Institute (Greece)
Mr. Petros Evgenikos	National Technical University of Athens (Greece)

5.2. Sample of the Second European Survey

Police	City-Region	Country
Bundespolizei Wien	1010 Wien	Austria
Motorisierte Verkehrsgruppe	2700 Wiener Neustadt	Austria
Gerhard KARL - Stadtplanung Linz	4041 Linz	Austria
Bundespolizei Wels	4600 Wels	Austria
Police	5020 Salzburg	Austria
Stadtmagistrat Innsbruck (Verkehrsrechts)	6010 Innsbruck	Austria
Stadtpolizei	6900 Bregenz	Austria
Stadtpolizei	8010 Graz	Austria
Judenburg-Bezirkspolizeikommando	8750 Judenburg	Austria
Judenburg-Bezirkspolizeikommando	8750 Judenburg	Austria
Alexander Sadila	9020 Klagenfurt	Austria
Bundespolizei Villach Verkehrsamt	9500 Villac	Austria
Bezirkspolizeikommando	9900 Lienz	Austria
Bezirkspolizeikommando	9900 Lienz	Austria
Police	Judenburg	Austria
Police	Lienz	Austria
Police	5500 DINANT	Belgium
Police	1030 Bruxelles	Belgium
Police	1040 Bruxelles	Belgium
Police	1050 Bruxelles	Belgium
Commissariat Central De Saint-Gilles	1060 Bruxelles	Belgium
Commissariat Central d'Anderlecht	1070 Bruxelles	Belgium
Police	1070 Bruxelles	Belgium
Police (Division Principale)	1080 Bruxelles	Belgium
Police (Division De Koekelberg)	1081 Bruxelles	Belgium
Police	1082 Bruxelles	Belgium
Police	1083 Bruxelles	Belgium
Police (Division De Jette)	1090 Bruxelles	Belgium
Police	1150 Bruxelles	Belgium
Police	1180 Bruxelles	Belgium
Commissariat Central De Forest	1190 Bruxelles	Belgium
Police	1200 Bruxelles	Belgium
Police	1210 Bruxelles	Belgium
Verkeerspolitie	2000 Antwerpen	Belgium
Police Locale	2220 HEIST-OP-DEN-BERG	Belgium
Local Police	3200 Aarschot	Belgium
Police Locale	3200 Aarschot	Belgium
Police Locale	3500 HASSELT	Belgium
Local Police	3580 Beringen	Belgium
Police Locale	3580 Beringen	Belgium
Police Locale	3600 GENK	Belgium
Police Locale	3680 MAASEIK	Belgium
Police Locale	3740 Bilzen	Belgium
COMMISSAIRE CHRISTIAN BEAUPERE	4020 LIEGE	Belgium
Police Locale	4300 WAREMME	Belgium
Police Locale	4800 VERVIERS	Belgium
COMMISSAIRE FRANCINE BIOT	6000 CHARLEROI	Belgium
Police Locale	6220 FLEURUS	Belgium
Local Police	6600 Bastogne	Belgium
Police Locale	6600 Bastogne	Belgium

Police Locale	6900 MARCHE-EN-FAMENNE	Belgium
COMMISSAIRE MARC GARIN	7000 MONS	Belgium
Police Locale	7700 MOUSCRON	Belgium
Verkeersdienst	8000 Brugge	Belgium
Police Locale	8600 DIKSMUIDE	Belgium
Police Locale	8630 VEURNE	Belgium
Police Locale	8900 IEPER	Belgium
Commissaris Dominique Van Den Eeckhaut	9000 Gent	Belgium
Police Locale	9300 AALST	Belgium
Police Locale	Aalst	Belgium
Police Locale	Bilzen	Belgium
Police Locale	Diksmuide	Belgium
Police Locale	Genk	Belgium
Police Locale	Hasselt	Belgium
Police Locale	Heist-Op-Den-Berg	Belgium
Police Locale	Ieper	Belgium
Police Locale	Maaseik	Belgium
Police Locale	Verviers	Belgium
Police Locale	Veurne	Belgium
Rousse PD	7000 Rousse	Bulgaria
Bourgas PD	Bourgas	Bulgaria
Balchik PD	Dobrich	Bulgaria
Municipality Haskovo	Haskovo 6300	Bulgaria
Office Of The Governor Of Kyustendil	Kyustendil 2500	Bulgaria
Sofia Municipal Directorate Ol The Interior	Sofia	Bulgaria
Varna PD	Varna	Bulgaria
Traffic Department	1478 Nicosia	Cyprus
Nicosia's Town Hall	1500 Nicosia	Cyprus
Mayor's Office	3036 Limassol	Cyprus
Larnaca Municipality	6300 Larnaca	Cyprus
Mestská Policie Plzen	304 29 Plzen	Czech Republic
Mestská Policie	460 01 Liberec 4	Czech Republic
Reditelství Mestské Policie Ostrava	702 00 Ostrava	Czech Republic
Mestská Policie (Reditelství)	Brno	Czech Republic
Mestská Policie	Hradec Králové	Czech Republic
Martin NOVOTN°	Olomouc	Czech Republic
Policejní Prezidium CR	Praha 7	Czech Republic
Politivagten Local Police	1570 København V	Denmark
Station City	1700 København V	Denmark
Østerbro Local Police	2100 København Ø	Denmark
Nørrebro Local Police	2200 København N	Denmark
Station Amager	2300 København S	Denmark
Station Bellahøj	2700 Brønshøj	Denmark
Deputy Mayor Erik Simonsen	5000 Odense C	Denmark
Kolding Kommune	6000 Kolding	Denmark
Esbjerg Police	6700 Esbjerg	Denmark
Århus Politistation	8000 Århus	Denmark
Randers Politistation	8900 Randers	Denmark
Aalborg Police Station	9100 Aalborg	Denmark
Danish National Police	DK-1780 Copenhagen V	Denmark
Tallinna Linnavalitsus	15199 Tallinn	Estonia
Tallinna Linnavalitsus	15199 Tallinn	Estonia
Narva Linnavalitsus	20308 Narva	Estonia

Kohtla-Järve Linnavalitsus	30395 Kohtla-Järve	Estonia
Tartu Linnavalitsus	50089 Tartu	Estonia
Pärnu Linnavalitsus	80098 Pärnu	Estonia
Helsingin Kihlakunnan Poliisilaitos	00130 HELSINKI	Finland
Lahden Kihlakunnan Poliisilaitos	15101 LAHTI	Finland
Turun Kihlakunnan Poliisilaitos	20101 TURKU	Finland
Tampere Kihlakunnan Poliisilaitos	33500 Tampere	Finland
Oulun Kihlakunnan Poliisilaitos	90100 OULU	Finland
Imatra Kihlakunnan Poliisilaitos	Imatra	Finland
Kuopio Kihlakunnan Poliisilaitos	Kuopio	Finland
Nokia Kihlakunnan Poliisilaitos	Nokia	Finland
Pori Kihlakunnan Poliisilaitos	Pori	Finland
Police Municipale	06000 Nice	France
M. Jean-Claude Gaudin	13233 Marseille Cedex	France
Commissariat Central	31200 Toulouse	France
Michel Petit	33000 Bordeaux	France
Centre Opérationnel De La Police Municipale	59033 Lille	France
M. Bertrand Delanoë	75004 Paris	France
Police Municipale (Henri Pardini)	84000 Avignon	France
Police Municipale	Montelimar	France
Gérard Collonb		France
Polizeidirektion Dresden	01067 Dresden	Germany
Polizeidirektion Leipzig	04107 Leipzig – Zentrum	Germany
Der Polizeipräsident	12101 Berlin	Germany
Polizei Hamburg - Verkehrsdirektion	22761 Hamburg	Germany
Polizei Bremen - Bereitschaftspolizei/Sondereinsatz	28201 Bremen	Germany
Polizeidirektion Hannover	30453 Hannover	Germany
Polizeipräsidium Düsseldorf	40219 Düsseldorf	Germany
Polizeipräsidium Dortmund	44139 Dortmund	Germany
Polizeipräsidium Essen	45131 Essen	Germany
Polizeipräsidium Duisburg	47053 Duisburg	Germany
Polizeipräsidium Frankfurt Am Main	60322 Frankfurt Am Main	Germany
Polizeipräsidium Stuttgart	70191 Stuttgart	Germany
Polizeipräsidium München	80333 München	Germany
Polizeipräsidium Berlin	Berlin	Germany
MAGNISSIAS POLICE DIRECTORATE	38221 Volos	Greece
Larissa Police Headquarters	41110 Larissa	Greece
THESSALONIKI General Police Directorate	54626 - Thessaloniki	Greece
HERAKLION POLICE DIRECTORATE	70014 - Hersonisso	Greece
Hellenic Police Guards Union Of Attica	P.C 11527 - Athens	Greece
Rendorseg	1139 Budapest	Hungary
Miskolc Police Station	3525 Miskolc	Hungary
Debrecen Megyei Jogú Város Polgármesteri Hivatala	4026 Debrecen	Hungary
Szabó Csilla	6720 Szeged	Hungary
Tasnádi, Péter	7621 Pécs	Hungary
Municipality Of Gyor	9021 Gyor	Hungary
1st District Police Department	Budapest	Hungary
Warvasovszky Tihamér	Szekesfehervar	Hungary
Garda Station	Cork	Ireland
Garda Traffic Corps	Dublin 2	Ireland
Mill Street Garda (Police) Station	Galway	Ireland
City Hall	Limerick City	Ireland
Dipartimento Della Pubblica Sicurezza	00149 - Roma (RM)	Italy

SEZIONE POLIZIA STRADALE ROMA	00149 - Roma (RM)	Italy
SEZIONE POLIZIA STRADALE TORINO	10121 - Torino (TO)	Italy
SEZIONE POLIZIA STRADALE GENOVA	16145 - Genova (GE)	Italy
SEZIONE POLIZIA STRADALE MILANO	20155 - Milano (MI)	Italy
SEZIONE POLIZIA STRADALE FIRENZE	50133 - Firenze (FI)	Italy
SEZIONE POLIZIA STRADALE NAPOLI	80137 - Napoli (NA)	Italy
SEZIONE POLIZIA STRADALE PALERMO	90129 - Palermo (PA)	Italy
SEZIONE POLIZIA STRADALE CATANIA	95100 - Catania (CT)	Italy
Daugavpils PRPP	Daugavpils, LV-5402	Latvia
State FRS Headquarters	LV-1515 Riga	Latvia
General Police Commisariate Of Vilnius City	2009 Vilnius	Lithuania
General Police Commisariat Of Kaunas City	3000 Kaunas	Lithuania
Police Commisariat Of Marijampole	4520 Marijampole	Lithuania
Police Commisariat Of Alytus City And District	4580 Alytus	Lithuania
General Police Commisariat Of Panevezys City	5300 Panevezys	Lithuania
General Police Commisariat Of Siauliai City	5400 Siauliai	Lithuania
Police Commisariat Of Klaipeda	91274 Klaipeda	Lithuania
Police Department Under MI	Vilnius	Lithuania
Police Grand-Ducale	L-2957 Luxembourg	Luxembourg
Direction Générale De La Police - Direction Des Opérations Et De La Prévention	2957 Luxembourg	Luxembourg
Centre d'Intervention Principal Esch-Sur-Alzette	B.P. 199 L-4002 Esch-Sur-Alzette	Luxembourg
Commissariat De Proximité De Dudelange	L - 3401 Dudelange	Luxembourg
Police Nationale	Luxembourg	Luxembourg
Police Locale	Bikirkara	Malta
Police Locale	Sliema	Malta
Police Locale	Valletta	Malta
Paul Borg Olivier	VLT 11 Valletta	Malta
Sentrum Politistasjon (Oslo)	0032 Oslo	Norway
Fredrikstad Politistasjon	1601 Fredrikstad	Norway
Søndre Buskerud Politidistrikt	3001 Drammen	Norway
Stavanger Politistasjon	4001 Stavanger	Norway
Kristiansand Politistasjon	4605 Kristiansand S	Norway
Bergen Politikammer	5804 Bergen	Norway
Politihuset I Trondheim	7005 Trondheim	Norway
Police	50-036 Wroclaw	Poland
Dyrektor Mariusz Prasek	61-623 Poznan	Poland
Komendy Wojewódzkiej Policji W Lodzi	94-109 Lódz	Poland
Stare Miasto (City Centre) Police Station	Kraków	Poland
General Police Headquarters	Warszawa	Poland
Policía Regional De La Provincia De Wielkopolska	Wielkopolska	Poland
Policía Judicial De Porto	Porto	Portugal
Policia Municipal De Lisboa	1070-045 Lisboa	Portugal
Policía Judicial De Coimbra	Coimbra	Portugal
Policía Judicial De Faro	Faro	Portugal
Policía Municipal De Lisboa	Lisboa	Portugal
Brigada Politiei Rutiere	030655 Bucuresti	Romania
Sectia Nr. 25 Pentru Transport Urban	030655 Bucuresti	Romania
IGPR - Directia Politiei Rutiere	050141 Bucuresti	Romania
Sectia De Politie Transporturi	060274 Bucuresti	Romania
POLITIA MUNICIPALA ARAD	317161 Arad	Romania
POLITII MUNICIPALE CLUJ-NAPOCA	407341 Cluj-Napoca	Romania

POLITII MUNICIPALE BRASOV	507246 Brasov	Romania
POLITII MUNICIPALE BACAU	607005 Bacau	Romania
POLITII MUNICIPALE IASI	707061 Iasi	Romania
POLITII MUNICIPALE GALATI	807116 Galati	Romania
POLITIA MUNICIPALA BRAILA	810126 Braila	Romania
POLITII MUNICIPALE CONSTANTA	907005 Constanta	Romania
POLÍCIA ZILINA	010 75 Zilina	Slovak Republic
Mestská Polícia	01001 Zilina	Slovak Republic
POLÍCIA KOSICE	041 02 Kosice	Slovak Republic
OR PZ Kosice I.	041 02 Kosice	Slovak Republic
OR PZ Kosice II.	043 96 Kosice	Slovak Republic
POLÍCIA PRESOV	080 01 Presov	Slovak Republic
Mestská Polícia	080 68 Presov	Slovak Republic
OR PZ Presov	081 08 Presov	Slovak Republic
OR PZ Bratislava I.	812 13 Bratislava	Slovak Republic
POLÍCIA BRATISLAVA	812 28 Bratislava	Slovak Republic
OR PZ Bratislava II.	827 49 Bratislava	Slovak Republic
OR PZ Bratislava III.	832 56 Bratislava	Slovak Republic
OR PZ Bratislava IV.	844 22 Bratislava	Slovak Republic
OR PZ Bratislava V.	852 42 Bratislava	Slovak Republic
OR PZ Trnava	917 01 Trnava	Slovak Republic
POLÍCIA TRNAVA	917 02 Trnava	Slovak Republic
POLÍCIA NITRA	950 08 Nitra	Slovak Republic
OR PZ Nitra	950 08 Nitra	Slovak Republic
Police Directorate Ljubljana	1000 Ljubljana	Slovenia
Maribor Police Station	2000 Maribor	Slovenia
Kranj Police Station	Kranj	Slovenia
Centre Police Station	Ljubljana	Slovenia
Polisstationen På Porslinsgatan I Malmö	205 90 Malmö.	Sweden
Närpolisområde Avestachef: Mikael Gustafsson	774 24 Avesta	Sweden
Närpolisområde Borlänget F Chef: Erik Gatu	781 24 Borlänge	Sweden
Södermalms Polisstation	106 75 Stockholm	Sweden
Stockholm County Police	106 75 Stockholm	Sweden
Norrmalms Polisstation	107 75 Stockholm	Sweden
Polisstationen I Ystad	271 00 Ystad	Sweden
Polisen I Halmstad	301 10 Halmstad	Sweden
Polismyndigheten I Västra Götaland Ernst Fontells Plats Box 429	401 26 GÖTEBORG	Sweden
	542 22 Mariestad	Sweden
	651 05 Karlstad	Sweden
Myndighetens	701 18 ÖREBRO	Sweden
	750 03 Uppsala	Sweden
Närpolisområde Falunchef: Peter Karlsson	791 29 Falun	Sweden
	Stockholm	Sweden
Police De Lausanne	1002 Lausanne	Switzerland
Police De Genève	1205 Genève	Switzerland
Police De Genève	1227 Acacias	Switzerland
Stadtpolizei	3011 Bern	Switzerland
Verkehrssicherheit	4415 Lausen	Switzerland
Stadtpolizei	6002 Luzern	Switzerland
Dicastero Polizia Comunale	6900 Lugano	Switzerland
Stadtpolizei Zürich	8021 Zürich	Switzerland
Stadtpolizei	8402 Winterthur	Switzerland

Stadtpolizei	9001 St.Gallen	Switzerland
Politie Amsterdam	1000 CG Amsterdam	The Netherlands
Vreemdelingenpolitie Amsterdam	1066 VH Amsterdam 0900 8844	The Netherlands
Vreemdelingenpolitie Rotterdam	3000 LD Rotterdam 0900 8844	The Netherlands
NPA	Postbus 1201, 7301 BL, Apeldoorn	The Netherlands
Police Academy		The Netherlands
Police Headquarters Lloyd House Colmore Circus	B4 6NQ Birmingham	United Kingdom
Bristol CT Police Department	Bristol CT 06010	United Kingdom
Strandtown Police Station	BT4 3BQ Belfast	United Kingdom
Strathclyde Police Headquarters	G2 4JS Glasgow	United Kingdom
London Police Department	KY 40741 London	United Kingdom
Merseyside Police HQ	L69 1JD Liverpool	United Kingdom
Greater Manchester Police	M16 0RE Manchester	United Kingdom
Millbank Police Station	NE33 1RR	United Kingdom
Nottinghamshire Police	NG5 8PP Nottingham	United Kingdom
SHEFFIELD POLICE STATION (Sergeant Keith Benton)	S1 2BP Sheffield	United Kingdom
West Yorkshire Police Headquarters	Wakefield	United Kingdom

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http://www.uv.es/sau/