INTERNATIONAL DATA SOURCES

The CARE database of the European Commission

CARE (Community Road Accident Database) is the European Commission database on road accidents resulting in death or injury. The major difference between CARE and most other existing international databases is the high level of disaggregation, i.e. CARE comprises detailed data on individual injury accidents as collected by the Member States.

The national data are harmonized to common definitions, variables and values, by means of appropriate transformation rules. There are currently 17 harmonised variables available in the CARE database, concerning road accidents, persons or vehicles. The available data concern the period from 1991 onwards, whereas the data for the new Member States are progressively integrated in the CARE system.

The EUROSTAT database of the European Commission

Eurostat (Statistical Office of the European Commission) mission is to provide the European Union with a high-quality statistical information service, including standardized data on transport and road safety, including road accident data, exposure data etc. The data is collected by means of an official questionnaire, common between Eurostat - ITF - UN/ECE, to be filled by Member States, and the data is freely available on the internet. Quality control of published data is ensured by the Members States through their official data providers, who are asked to comply with the common definitions provided.

The IRTAD database of the OECD/ITF

The IRTAD (International Road Traffic and Accident Database) was established by the Joint Transport Research Center of OECD/ITF. Annual aggregate data are collected since 1970, on several road safety related issues, such as accidents, casualties, exposure etc. Currently, IRTAD has 50 member institutes and data is collected for all OECD countries continuously by means of electronic forms. Access to the database is only possible for members of IRTAD. Quality control of input data is performed, especially in what concerns recorded definitions, and conversion factors are applied to data that does not comply with the IRTAD definitions.

The ETSC Road Safety Performance Index (PIN)

The Road Safety Performance Index (PIN) of the European Transport Safety Council (ETSC) is a policy instrument aiming to help EU Member States in improving road safety and bring about the kind of political leadership needed for this goal, by comparing Member States' performance, identifying and promoting best practice in Europe. The Index started in June

2006 and covers all relevant areas of road safety including road user behaviour, infrastructure and vehicles, as well as road safety policymaking more generally. National research organisations and independent researchers from 30 countries participating in the programme are ensuring that any assessment carried out within the programme is based on scientific evidence. Cross-country comparisons are published three times a year in the series of 'Road Safety PIN Flashes'. Once a year, a PIN Report summarising the findings in the key areas studied during that year, is launched at an annual PIN Event.

The SARTRE surveys

The SARTRE surveys are EC co-funded projects dealing with road users' attitudes and perceptions in Europe in relation to road traffic risk. The objective of these surveys is to highlight with a uniform methodology many important issues such as mobility experiences, perception of safety needs by different types of road users, opinions and experiences about speeding and impaired driving, attitudes towards other road users etc. It is based upon a common survey carried out in each participating country, by means of 1.000 personal interviews for the filling of an extensive questionnaire, and upon a shared analysis of the data. The 1st SARTRE survey was carried out on 1991, followed by SARTRE2 (1996) and SARTRE3 (2003) surveys. The SARTRE4 survey, which includes additional road user groups (namely motorized two-wheeler riders, pedestrians, cyclists and public transport users), was completed on 2011.