



INTERNATIONAL DATA SOURCES

The WHO Database and Global Status Report on Road Safety

The main source of Road Safety Data from the World Health Organization is the periodical [Global Status Report on Road Safety](#). The report is based on a standardized methodology which involves collecting data from a number of different sectors and stakeholders in each country enabled by respective National Data Coordinators (NDCs), [NTUA](#) for Greece. As representatives of their governments, the Coordinators are required to identify up to eight other road safety experts within their countries from different sectors (e.g. health, police, transport, nongovernmental organizations and/or academia), to facilitate a consensus meeting with the respondents as well as to support the overall management of data collection process. National Data Coordinators are asked to submit laws relating to the key behavioural risk factors. Legislative documents are analysed by lawyers at WHO and the legal analysis is validated by the National Data Coordinators. The methodology used to collect information on vehicle standards is based on information from the UN World Forum for Harmonization of Vehicle Regulations and interpreted with technical support from Global New Car Assessment Programme (Global NCAP). The report includes data from 175 countries/areas out of a total of 195, covering 7.3 billion people (98.1% of the world's population). Additional data on Road traffic mortality, National Legislation, Institutional Framework, Policy and Post-crash response can be found at the [WHO Database](#).

The World Bank Database

The [Data Catalog](#) of the World Bank includes three basic data types, namely Time Series, Microdata and Geospatial data. Time Series Macro-data are aggregate figures at the global, regional, national and sub-national levels on social and economic indicators (i.e. population, GDP etc). Microdata and Survey data include household surveys on income or demographics, health, education, labor, enterprise surveys, project/impact evaluation surveys, etc. Finally, Geospatial or GIS data has explicit geographic positioning information included within it, such as a road network from a GIS, or a geo-referenced satellite image. Geospatial data may include attribute data that describes the features found in the dataset.

The ERS International Macroeconomic Dataset

The [ERS International Macroeconomic Data Set](#) provides historical and projected data for 189 countries that account for more than 99 percent of the world economy. These data and projections are assembled explicitly to serve as underlying assumptions for the annual USDA agricultural supply and demand projections. Historical data are available for real (inflation-

adjusted) gross domestic product (GDP), inflation, population, and real exchange rates from 1969 to the most recent available year, and each variable is projected forward to 2031.

The SARTRE and ESRA surveys

The [SARTRE](#) surveys were EC co-funded projects dealing with road users' attitudes and perceptions in Europe in relation to road traffic risk. [ESRA](#) is a joint international initiative of research organisations and road safety institutes coordinated by Vias institute, with the active participation of [NTUA](#). The objective of these initiatives 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. They are based upon common surveys carried out in each participating country, by means of personal interviews for the filling of extensive questionnaires, 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 included additional road user groups (namely motorized two-wheeler riders, pedestrians, cyclists and public transport users), was completed on 2011. The ESRA surveys are intended to be repeated on a triennial basis. ESRA 1 was carried out on 2015 and ESRA 2 on 2018.

