**VRU-Proxi matrix of accident data collection**

The informal group GRSG-VTU-Proxi is currently conducting a collection of accident data, as demanded by their terms of reference (document VRU-Proxi-03-06). For selecting the best road safety approach with regard to the means to be developed, the informal group must indeed have a clear vision of the accidentology worldwide. Each contracting party attending GRSG, disregarding whether they are signatory to the 58 Agreement, is hence kindly requested to **fill in this accident data collection tables** with their national data, and send the response **not later than 10 November 2017**. This deadline is hopefully early enough to have preliminary results for the 4th meeting of the informal group (21-22 November 2017).

Please fill in the tables as much as possible according to the following rules:

* Precise if the national values are extrapolated from a regional study, and explain it.
* Fill in each cell with the absolute number of “VRUs versus each Vehicle” cases in the studied region
* If available, split figures” between light / severely injured / fatalities. If not available, split between injured / fatalities.
* Manoeuvres are at low speed (i.e. < 30 km/h), but if the information is not available, focus on urban cases and let it know.
* Precise the timeframe that has been used (no date before 2005). Ex: 2010-2015 or 2005-2012 or 2014 etc…
* Name the database reference
* Example below means:

Out of **59** cyclists involved in accidents with vehicles **between 2010 and 2015** in the [**country**] due to a collision with a vehicle of category N2>7,5 tons, **6** were killed, 20 severely injured and 30 slightly injured. 29 cyclists were injured when the vehicle was driving forward in a manoeuvre in the direction opposite to the driver’s side. Out of these 29, the number of fatalities (5) is known but the split between severe and light injuries is unknown…

Once data are collected for all the contracting parties, the results will be split along the accident scenarii, and will be split along each country.

1. **All road users**

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| **Vehicle manoeuvre** | **Opposite vehicle in forward motion** | | | | | | | | | | | | **Opposite vehicle in rearward motion** | | | | **Opposite vehicles other impacts** | | | | **Total** | | | | **Comment** |
| **Straight** | | | | **Turn on driver’s side** | | | | **Turn opposite to driver’s side** | | | |  |
|  | Light | Severe | Fatalities | Not injured | Light | Severe | Fatalities | Not injured | Light | Severe | Fatalities | Not injured | Light | Severe | Fatalities | Not injured | Light | Severe | Fatalities | Not injured | Light | Severe | Fatalities | Not injured |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

1. **Cyclists**
   1. **All cyclist involved in accidents**

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| **Vehicle manoeuvre** | **Opposite vehicle in forward motion** | | | | | | | | | | | | **Opposite vehicle in rearward motion** | | | | **Opposite vehicles other impacts** | | | | **Total** | | | | **Comment** |
| **Straight** | | | | **Turn on driver’s side** | | | | **Turn opposite to driver’s side** | | | |  |
|  | Light | Severe | Fatalities | Not injured | Light | Severe | Fatalities | Not injured | Light | Severe | Fatalities | Not injured | Light | Severe | Fatalities | Not injured | Light | Severe | Fatalities | Not injured | Light | Severe | Fatalities | Not injured |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

* 1. **All cyclists against vehicle category M/N/O**

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| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Vehicle manoeuvre**  **-------------------**  **Vehicle category** | **Opposite vehicle in forward motion** | | | | | | | | | | | | **Opposite vehicle in rearward motion** | | | | **Opposite vehicles other impacts** | | | | **Total** | | | | **Comment** |
| **Straight** | | | | **Turn on driver’s side** | | | | **Turn opposite to driver’s side** | | | |  |
|  | Light | Severe | Fatalities | Not injured | Light | Severe | Fatalities | Not injured | Light | Severe | Fatalities | Not injured | Light | Severe | Fatalities | Not injured | Light | Severe | Fatalities | Not injured | Light | Severe | Fatalities | Not injured |  |
| **M1** |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| **M2** |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| **M3** |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| **N1** |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| **N2<7,5t** |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| **N2>7,5t** | 1 | 7 | 1 | 0 | ? ?  8 | | 0 | 0 | ? ?  24 | | 5 | 2 | 2 | 5 | 0 | 0 | 1 | 2 | 0 | 1 | 30 | 20 | 6 | 3 | * Timeframe: **2010-2015** * Data collected in [country’s regions], **extrapolated to whole [country]** * Reference: [Study XXX available on http://xxx] |
| **N3** |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| **Others (specific veh / trailers / semi trailers /…)** |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| **Total** |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

1. **Pedestrians**
   1. **All pedestrians involved in accidents**

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| **Vehicle manoeuvre** | **Opposite vehicle in forward motion** | | | | | | | | | | | | **Opposite vehicle in rearward motion** | | | | **Opposite vehicles other impacts** | | | | **Total** | | | | **Comment** |
| **Straight** | | | | **Turn on driver’s side** | | | | **Turn opposite to driver’s side** | | | |  |
|  | Light | Severe | Fatalities | Not injured | Light | Severe | Fatalities | Not injured | Light | Severe | Fatalities | Not injured | Light | Severe | Fatalities | Not injured | Light | Severe | Fatalities | Not injured | Light | Severe | Fatalities | Not injured |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

* 1. **All pedestrians against vehicle category M/N/O**

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| **Vehicle manoeuvre**  **-------------------**  **Vehicle category** | **Opposite vehicle in forward motion** | | | | | | | | | | | | **Opposite vehicle in rearward motion** | | | | **Opposite vehicles other impacts** | | | | **Total** | | | | **Comment** |
| **Straight** | | | | **Turn on driver’s side** | | | | **Turn opposite to driver’s side** | | | |  |
|  | Light | Severe | Fatalities | Not injured | Light | Severe | Fatalities | Not injured | Light | Severe | Fatalities | Not injured | Light | Severe | Fatalities | Not injured | Light | Severe | Fatalities | Not injured | Light | Severe | Fatalities | Not injured |  |
| **M1** |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| **M2** |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| **M3** |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| **N1** |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| **N2<7,5t** |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| **N2>7,5t** |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| **N3** |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| **Others (specific veh / trailers / semi trailers /…** |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| **Total** |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |