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Working Party on Road Traffic Safety

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Consolidated Resolution on Road Traffic

Multidisciplinary crash investigation (MDCI)

Multidisciplinary Crash Investigation (MDCI)

Transmitted by Norway and Sweden

This informal document provides a preliminary view on how to develop a framework for Multidisciplinary Crash Investigation with a view of its possible inclusion in the Consolidated Resolution on Road Traffic (RE.1).

1. UNECE WP.1 has decided to look further into the concept of Multidisciplinary Crash Investigation (MDCI). This is a concept approaching a road accident in a broader, more systemic way.
2. The representatives of Norway and Sweden have agreed to lead the work to develop a framework of MDCI which could be incorporated in e.g. the Consolidated Resolution on Road Traffic.

Proposal

3. We believe that WP.1 should create some kind of guidelines of MDCI on a general level where we identify important conditions and starting points for the work. From these we will work out different "modules" which should be included in MDCI. For each module we can identify important prerequisites, general requirements and general models. The guidelines should not go into detail when it comes to e.g. which data that should be collected, how it should be collected etc
4. From this more theoretical basis we will go through the operational procedures in different countries, e.g. Norway and Sweden, together with an exposition of practical experience, results and other achievements but also problems and obstacles that may occur on the way.
5. We propose the following structure of a document with the object to be presented to WP.1 in September 2012 or March 2013. For each section we shortly present some key sentences with the purpose to mirror the intended content.

General principles and approaches for Multi Disciplinary Crash Investigation (MDCI)

Background/Introduction

Accident model

6. The most important prerequisite of MDCI to become an effective tool for road safety is the accident model or view on accidents which form the basis for the work. Another important prerequisite is that those conducting collection and analysis of data are competent and understand these working conditions.
7. The purpose of this subparagraph is to give a foundation for MDCI based on the so called Safe System Approach.

National road safety conditions

8. This subparagraph will deal with the role of MDCI and other forms of accident investigation in countries with different levels of road safety.

Object/Aim

9. The purpose of this section is to elaborate on the aim of MDCI and the importance of it not becoming another tool for collecting general statistical data. Instead it is about to gather information to better understand the underlying factors and mechanisms *why* accidents *and injuries* occur and why the consequences became serious.

10. In connection with that there will be a discussion about “in-case-studies” vs. “generic studies” and also an elaboration around the selection of suitable accidents, e.g. fatal accidents and accidents with severe injuries.

11. There will also be a discussion about the importance of MDCI to be separated from investigations with liability purposes.

Investigation method

12. In this section it will be a discussion about important criteria of choosing investigation method/methods. It is very important that the method mirrors the accident model.

Access to information about accident occurrence

13. It is of utmost importance to secure information about occurred accidents. This could be achieved by legislation, agreements etc.

Access to data sources

14. It is of utmost importance to secure access to data- and information sources. This could be achieved by legislation, agreements etc.

Legal aspects

15. This section intends to account for some legal aspects that must be taken into consideration e.g. secrecy, relations with the police and personal privacy issues. But maybe the juridical “culture” differs so much from country to country that it is impossible to give any general criteria or advice. However it should be possible to exemplify with experiences from e.g. Norway and Sweden.

Conducting MDCI

16. This chapter or “module” is under discussion since the operational work to gather data and information is rather basic and not specific for MDCI. As a consequence it may vary from country to country without influencing the benefits of MDCI. The prerequisites in the form of accident model and analysis methods are important. Data and information that must be gathered will then in most cases quite easily be derived. There will of course be some examples in the description of operational procedures in the second part of the guidelines.

17. However there may be some principles that are important to mention and therefore there will be some sections in this chapter which shed a light upon them.

Collection of data and information

18. An important principle is to separate data collection and analysis. This will be further elaborated.

Analysis

Composition of analysis group

19. In this section it will be discussed how an analysis group may be composed.

Event description and generating hypothesis

20. In this subparagraph there will be a discussion about the possibilities to transform data and other information into causal connections without falling into speculations about factors which are not covered by the data material.

21. Another important issue is to elaborate on the link between the analysis method, data quality and the problem of interpreting data collected by other people.

Formulate findings and recommendations

22. The possibilities to assure the quality of the causal connection between data and conclusions will be discussed.

23. It is important that the recommendations are based on a systematic and systemic approach. This will be further elaborated.

Learning from MDCI

24. This is an important part of the guidelines which deals with how to, as far as possible, secure that the different stakeholders in the road transport system learn from the analyses, take in and carry out recommendations and also follow them up.

25. Safety management systems (e.g. the proposed ISO 39001) could be an interesting tool, but also other less administrative ways could be explored..

26. There are also interesting examples from e.g. Sweden and Norway that will be elaborated in the second part of the guidelines (operational procedures in and experience of different countries).
