

2 METHODOLOGY

2.1 Revised ESCAP questionnaire survey

The returns of the 1992 ESCAP survey were reviewed in order to assess the quality of completion and problem areas in definition and interpretation. In total, 18 partly completed questionnaires had been returned from the Asia-Pacific countries to which the forms had been distributed in 1992.

In order to keep a new questionnaire to a manageable size, some questions were eliminated and others were combined and clarified to give a minimum set of tables, which would enable considerable in-depth analyses of trends and factors affecting road safety.

It was, however, considered necessary not only to collect road accident statistics but also supplementary information on the level of road safety activity in each country. Considerable effort was spent in designing sets of 10-12 questions each per road-safety-relevant sector, which would give a reasonable overview of the road safety activity in each sector. These sectors covered: organization and administration of road safety, accident data system, motor insurance and accident costs, emergency medical and rescue services, road planning and engineering, road safety publicity and education, driver training and testing, traffic education of children, vehicle road worthiness testing, traffic police and law enforcement, and road safety research.

The questions were carefully selected to enable an assessment to be made of the level and depth of road safety activity in each sector. Fully answered, this would enable comparisons to be made about the levels of road safety awareness and activity in each country of the Asia-Pacific region. This would, in turn, offer explanations and insights into the differences in the level of road safety between the countries.

The revised questionnaires were distributed through ESCAP's official channels, and the replies were received gradually over a period of about one and a half years. By November 1996, questionnaires were returned

from 25 countries in total, although most were only partially complete, and have been incorporated into this report.

2.2 Collection of data from other sources

Supplementary data were obtained from the extensive library of the Transport Research Laboratory (TRL) and from statistics produced by the International Road Federation (IRF) and the World Health Organisation (WHO). Unpublished data were also extracted from Ross Silcock Limited (RSL) projects and TRL research carried out in Asia-Pacific countries.

Data were also collected from the libraries at ESCAP in Bangkok and the Asian Development Bank (ADB) in Manila. Subsequently, in connection with other projects being undertaken, visits were made to the World Bank in Washington and to WHO in Geneva. These searches of published databases and visits to the major development agencies active in the region provided much useful information.

Members of the project team were also involved in a separate, parallel Regional Technical Assistance Project for the ADB. This offered opportunities to visit 16 of the larger countries in the Asia-Pacific region. Such visits provided additional data, information and insights into the problems and difficulties faced by these countries.

2.3 Data base

The data collected from the various sources have been summarized and consolidated into a database. The most important tables are included in this publication as annex A. The full information obtained through the questionnaire survey and supplemented by other sources has been published as "Asia-Pacific Road Accident Statistics and Road Safety Inventory". The ESCAP questionnaire used for this study is included as annex B.