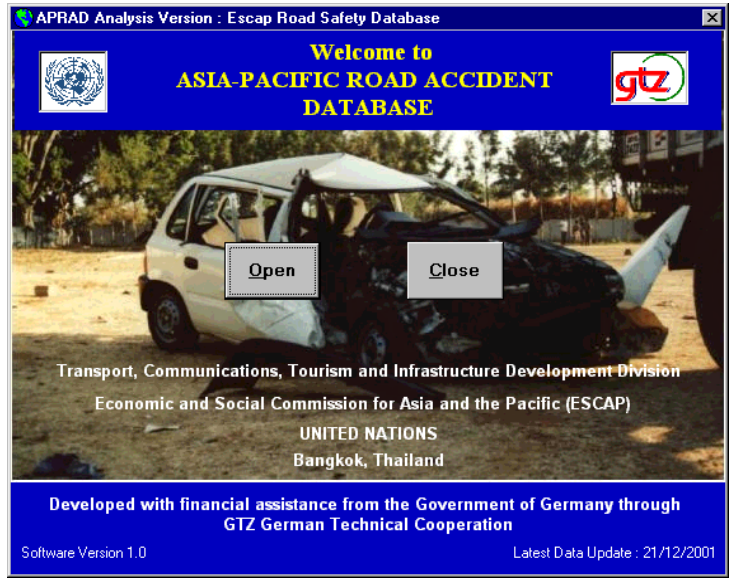
ECONOMIC AND SOCIAL COMMISSION FOR ASIA AND THE PACIFIC

Asia-Pacific Road Accident Database

(APRAD)

User Manual



UNITED NATIONS

ECONOMIC AND SOCIAL COMMISSION FOR ASIA AND THE PACIFIC

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User Manual

(Vers. 1.1, May 2002)

UNITED NATIONS
New York, 2001

This publication is part of a series on road safety in the Asia-Pacific region. So far, this consists of:

- Review of Road Safety in Asia and the Pacific (ST/ESCAP/1984)
- Asia-Pacific Road Accident Statistics and Road Safety Inventory (ST/ESCAP/1815)
- Road Safety in Asia and the Pacific - Report of the ESCAP/ADB Seminar-cum-Workshop, 2-6 September 1996, Bangkok (ST/ESCAP/1796)
- Guidelines on Road Safety Action Plans and Programmes (ST/ESCAP/1996)
- Asia-Pacific Road Accident Database (APRAD) – User Manual (ST/ESCAP/2178)

ST/ESCAP/2178

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CONTENTS

Introduction

The APRAD (Asia-Pacific Road Accident Database) software is a relational database software based on Microsoft Access®. Its acts as a tool for ESCAP and its member countries to develop, update, maintain and manage the road accident database for Asia-Pacific in a joint and cooperative manner. The APRAD package contains three different versions with different access levels and security options:

Data Analysis Version

The Analysis Version will be distributed, together with a regional database file, to all ESCAP member countries and is for all recognized users. Its main feature is to produce various data outputs from the latest updated database, such as reports/tables and graphs. This is to assist member countries to monitor and analyze the national road safety situation and to assess it in comparison with other countries. All output results can be exported/saved into various file formats for use with other software.

Data Input Version

The Input Version will also be distributed to all member countries as a data input/storage tool, however, only to the authorized national coordinating agencies/national focal points. Its main purpose is to assist each member country to enter requested national data according to the query (input file) received from ESCAP, the database host/manager. It also provides a feature to import/export query and information files between ESCAP and each member country.

Full Version

This version consists of the main software, including all data files, and is installed only at ESCAP. Its main purpose is to maintain the regional database by:

(i) generating the national query/information request files for the Input Version distributed previously to each member country;

(ii) incorporating information received from member countries into the database; and

(iii) producing updated regional database files, to be distributed to all member countries and utilized through the previously distributed Analysis Version.

PART 1

APRAD Analysis Version

1.1 Installation

1.1.1 System Requirements

- PC with Microsoft Windows 95/98 (or higher) operating system
- CD-ROM Drive (for Installation from CD-ROM)
- Hard Disk (at least 20 Mbytes free space)
- Mouse

1.1.2 Program Setup

The installation package is on one CD-ROM. The installation CD-ROM is ready for “Auto Play”. If your system is configured for “Auto Play”, please continue with the “Auto Play Setup Method” section below. If not, please continue with the “Manual Browse and Run Setup Method” further down. To configure your system for Auto Play enabled, please see your Microsoft Windows user manual.

a) *Auto Play* Setup Method

1. After you insert the installation CD-ROM, the *APRAD Analysis Version Setup Page* should appear automatically as in Figure 1 (see next page).

2. Follow the instruction on screen. You will be prompted to select the destination path and the name of the program group for the Analysis Version.

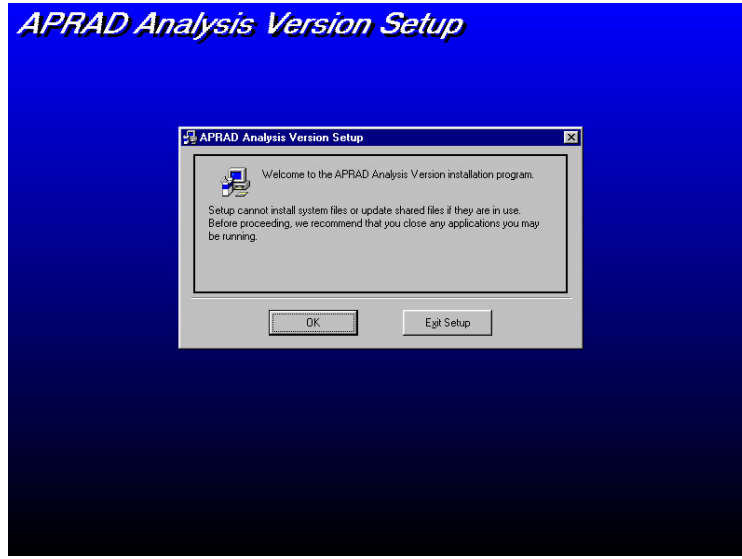

Fig.1: APRAD Analysis Version Setup

b) *Manual Browse and Run* Setup Method

1. After you insert the installation CD-ROM, please click **Start Menu** on the Task Bar and select **Run**. The *Run* dialogue will be shown as in the figure below.

Fig.2: Run Dialogue

2. Please click on the **Browse** button. The *Browse* dialogue will be shown as in Figure 3. Browse the installation CD-ROM, and then select “Setup.exe”.

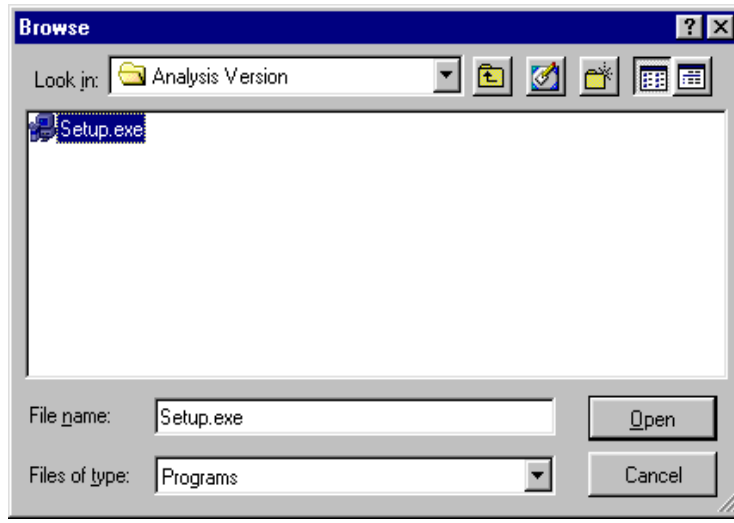

Fig.3: Browse Dialogue – Browse for “Setup.exe” of the Analysis Version on CDROM

3. Please click on the **Open** button, the selected path and program should appear in the *Run* dialogue as in the figure below. (The letter for the drive may be different depending on the name of your CD-ROM drive.)

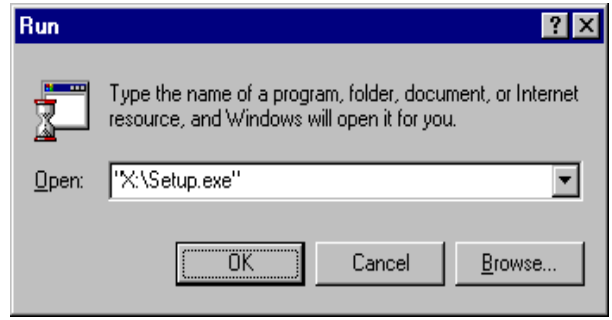

Fig.4: Run Dialogue – with the specified “Setup.exe” program

4. Please click on the **OK** button, the Analysis Version setup program will start (see Fig.1 APRAD Analysis Version Setup). Then please follow the instruction on the screen. You will be prompted to select the destination path and the name of the program group for the Analysis Version.

1.2 Usage

After the installation is completed, please select the icon APRAD Data Analysis Version, which should appear in the APRAD program group on you Programs Task Bar. The APRAD Data Analysis program will start with the *Opening Page*.

1.2.1 Opening Page

The *Opening Page* is the welcome page that will be displayed every time you start the APRAD program. If the **Open** button is pressed, the *Start Menu* will appear next. And if the **Close** button is pressed, the program will be terminated.

Fig. 5: Opening Page

1.2.2 Overview of all Menu Pages

The menu structure of the APRAD Analysis Version is shown in the figure below.

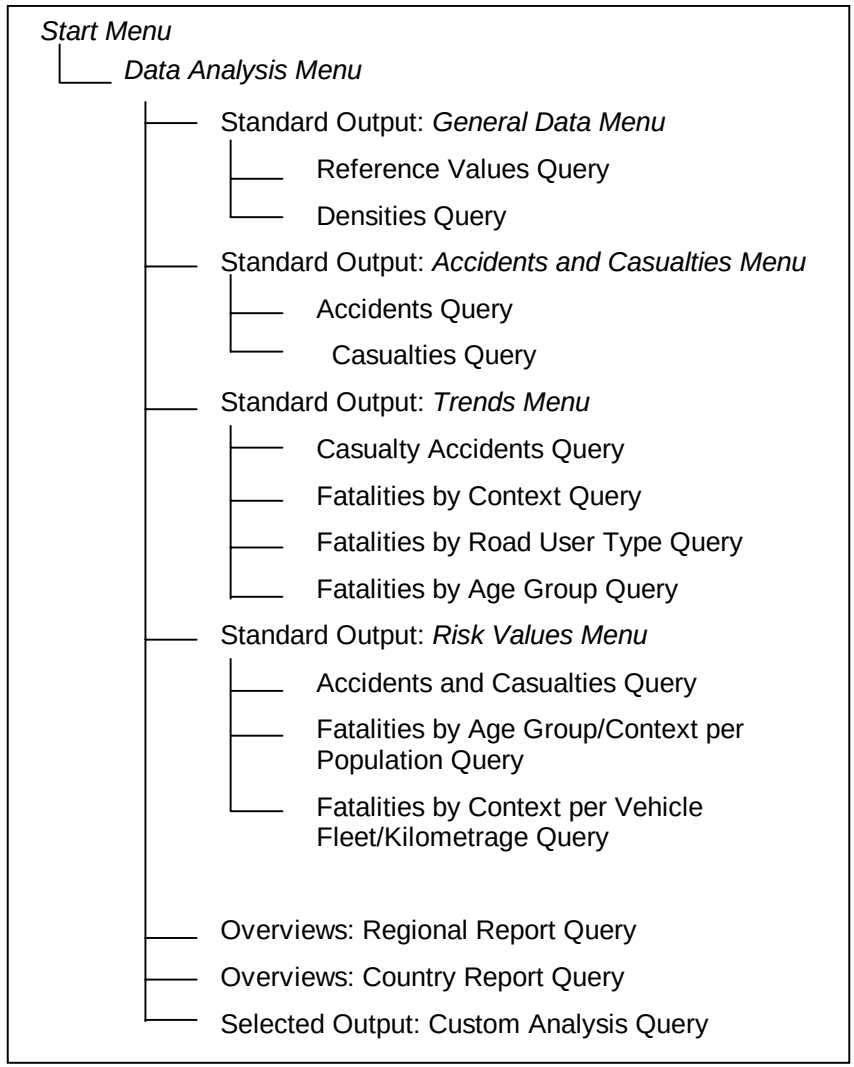

Fig. 6: Menu structure tree of the APRAD Analysis Version

From the structure tree it can be seen that each of the non-terminal nodes is a menu page and each of the terminal nodes is a query page. All menu pages will be shown below. The query pages will be shown in the following Section 1.2.3 Query and Output Pages.

Start Menu Page:

In the *Start Menu* of the Analysis Version, only the Data Analysis feature is provided. If the Data Analysis button is clicked, the *Data Analysis Menu* will be shown.

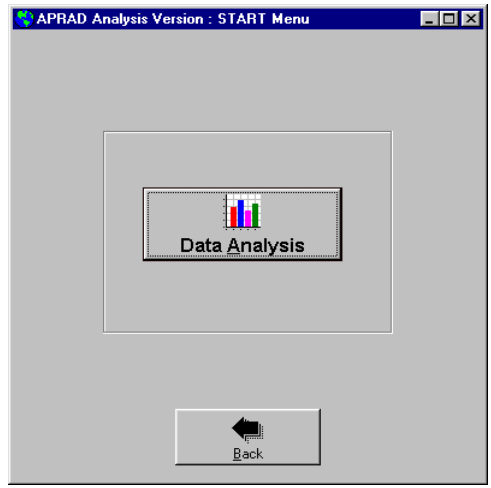

Fig. 7: Start Menu Page

Data Analysis Menu Page

In the *Data Analysis Menu*, there are seven buttons for selecting various outputs and one button for viewing the APRAD Data Definitions.

Fig. 8: Data Analysis Menu Page

The output selection buttons are divided into three groups. They are “Standard Output”, “Overviews” and “Selected Output”.

In the “Standard Output” group, there are four buttons. When clicked, the associated sub-menu pages will be shown.

- **General Data** button – *General Data Menu*
- **Accident and Casualties** button – *Accident and Casualties Menu*
- **Trends** button - *Trends Menu*
- **Risk Values** button – *Risk Values Menu*

In the "Overviews" group, there are two buttons. When clicked, the associated query pages will be shown.

- **Regional Report button** – Regional Report Query
- **Country Report button** – Country Report Query

In the "Selected Output" group, there is only one button, which when clicked will show the associated query page.

- **Custom Analysis button** – Custom Analysis Query

For each sub-menu page, please see below. For each query page, please see Section 1.2.3 *Query and Output Pages*.

General Data Menu Page

There are two buttons in the *General Data Menu*. They are the **Reference Values** and **Densities** buttons. Each button will lead to a query page that will ask the user for necessary information in order to generate a report (table) and/or graph output. For **Reference Values**, the "select 1 year and any countries" query page will be displayed. For **Densities**, the "select 1 year, 1 vehicle type and any countries" query page will be displayed. For details, please see Section 1.2.3 *Query and Output Pages*.

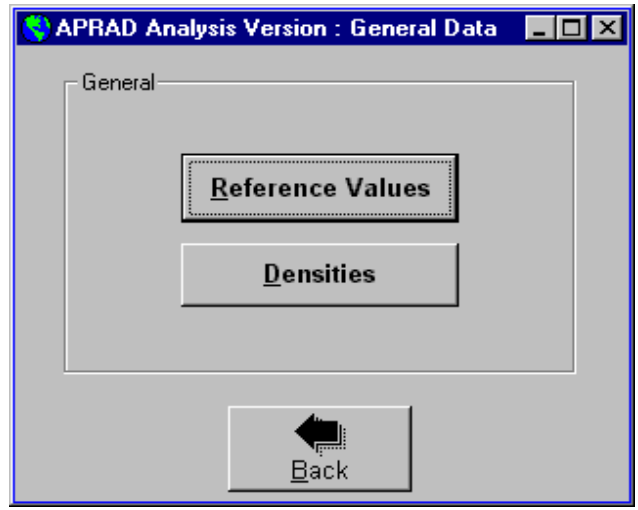

Fig.9: General Data Menu Page

Accidents and Casualties Menu Page

There are two buttons in the *Accidents and Casualties Menu*. They are the **Accidents** and **Casualties** buttons. Each button will lead to a query page that will ask the user for necessary information in order to generate a report and/or graph output. For both, the "select 1 year and any countries" query page will be displayed. For details, please see Section 1.2.3 *Query and Output Pages*.

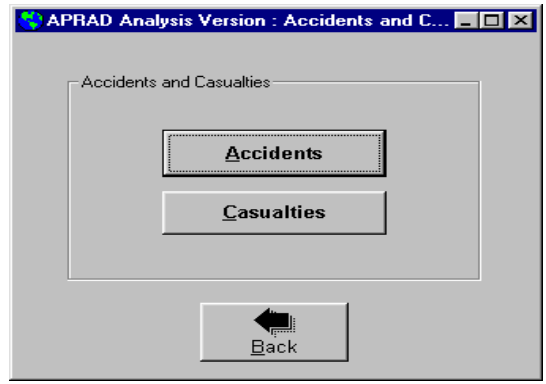

Fig.10: Accidents and Casualties Menu Page

Trends Menu Page

There are four buttons in the *Trends Menu*. They are the **Casualty Accidents, Fatalities by Context, Fatalities by Road User Type** and **Fatalities by Age Group** buttons. Each button will lead to a query page that will ask the user for necessary information in order to generate a report and/or graph output. For all buttons, the "select 3 years and any countries" query page will be displayed. For details, please see Section 1.2.3 *Query and Output Pages*.

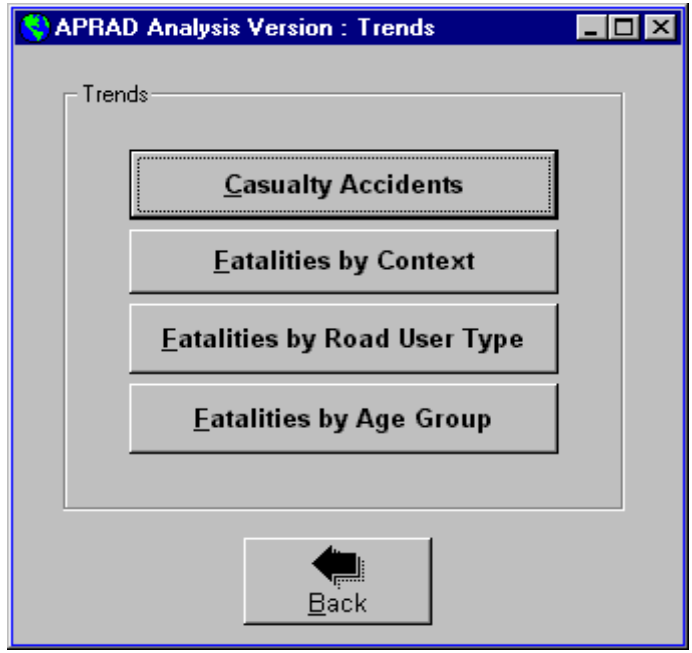

Fig. 11: Trends Menu Page

Risk Values Page

There are three buttons in the *Risk Values Menu*. They are **Accidents and Casualties**, **Fatalities by Age Group/Context per Population** and **Fatalities by Context per Vehicle Fleet/Kilometrage** buttons. Each button will lead to a query page that will ask the user for necessary information in order to generate a report and/or graph output. For all buttons, the "select 1 year and any countries" query

page will be displayed. For details, please see Section 1.2.3 *Query and Output Pages* below.

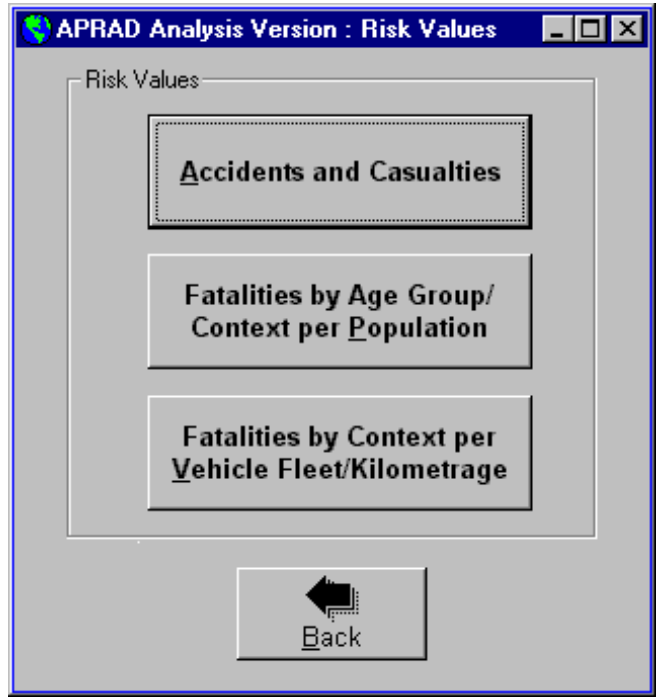

Fig. 12: Risk Values Menu Page

1.2.3 Query and Output Pages

In this section, the query pages for each selected output will be described. There are various queries that can be divided into three groups as follows.

(a) Query for Standard Output

The queries in this group will be displayed when output from "Standard Output" group is selected (see *Data Analysis Menu* Page). There are three queries as follows:

➢ *Select 1 year and any countries*

This query will be shown when one of the outputs from the list below is selected.

- *General Data Menu* -> Reference Values
- *Accidents and Casualties Menu* -> Accidents
- *Accidents and Casualties Menu* -> Casualties
- *Risk Values Menu* -> Accidents and Casualties
- *Risk Values Menu* -> Fatalities by Age Group/ Context per Population
- *Risk Values Menu* -> Fatalities by Context per Vehicle Fleet/Kilometrage

An example of the query page for Reference Values output may look like Figure 13 below.

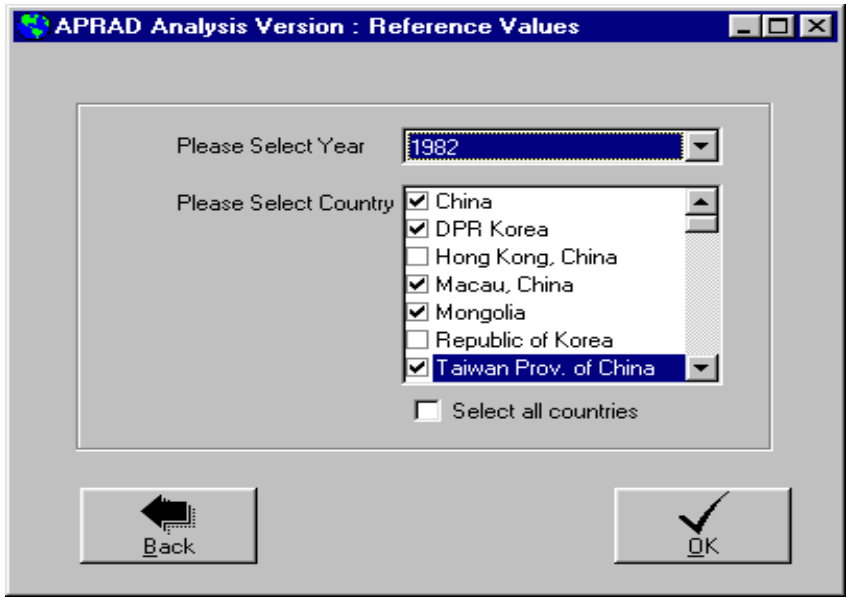

Fig. 13: Example of a Query Page for "select 1 year and any countries"

An output result of this query may look like the following Figure14.

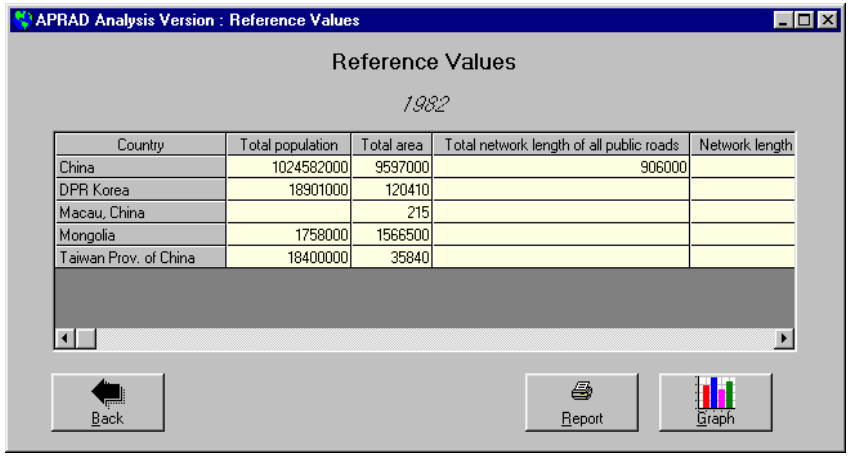

Fig. 14: Example output from a "select 1 year and any countries" query

- *Select 1 year, 1 vehicle type and any countries*

This query will be shown when output is selected as *General Data Menu* -> Densities, and the query page may look like Figure 15 below.

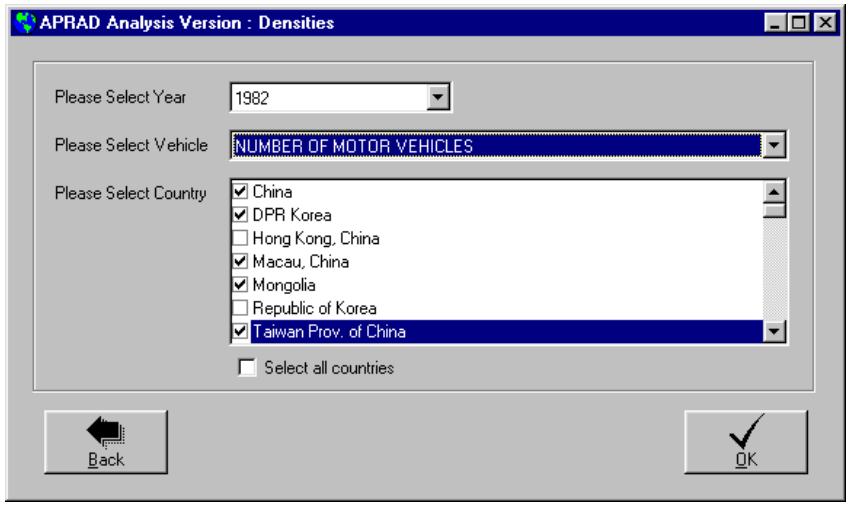

Fig. 15: Example of a Query Page for "select 1 year, 1 vehicle type and any countries"

An output result of this query may look like Figure 16 below.

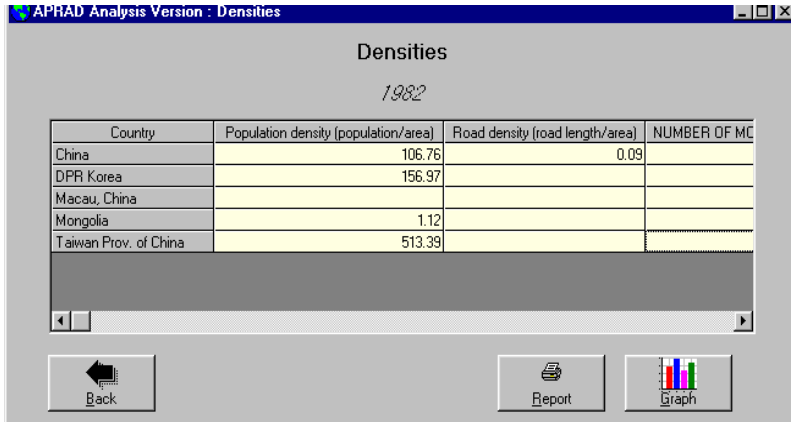

Fig. 16: Example output from a "select 1 year, 1 vehicle type and any countries" query

- *Select 3 years and any countries.*

This query will be shown when one of the outputs from the *Trends Menu* is selected as listed below.

- *Trends Menu* -> Casualty Accidents
- *Trends Menu* -> Fatalities by Context
- *Trends Menu* -> Fatalities by Road User Type
- *Trends Menu* -> Fatalities by Age Group

An example of the query page for Casualty Accidents output may look like Figure 17 (see next page).

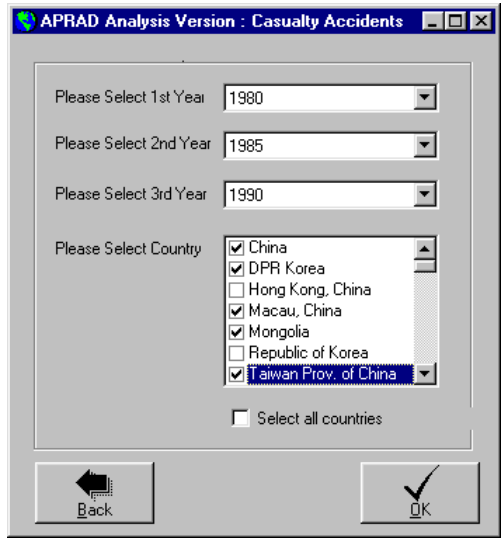

Fig. 17: Example of a Query Page for "select 3 years and any countries"

(b) Query for Overviews

The queries in this group will be displayed when output from the "Overviews" group is selected (see *Data Analysis Menu* Page). There are two queries as follows:

- *Regional* Report Query - *Select a year range, 1 data type and any countries*

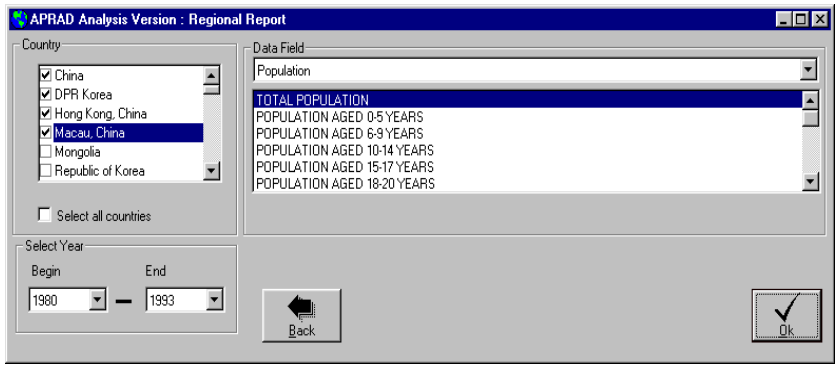

Fig. 18: Example of a Regional Report query

The Regional Report query and output may look like Figure 18 (above) and 19 (below), respectively.

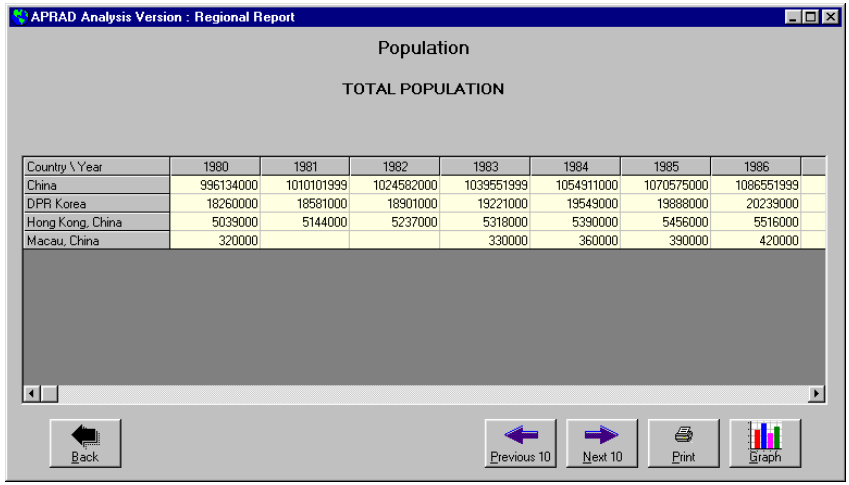

Fig. 19: Example of a Regional Report output

- *Country* Report Query - *<u>Select a year range, multiple data types within 1 data category, and 1 country</u>*

The Country Report query and output may look like Figures 20 and 21 below.

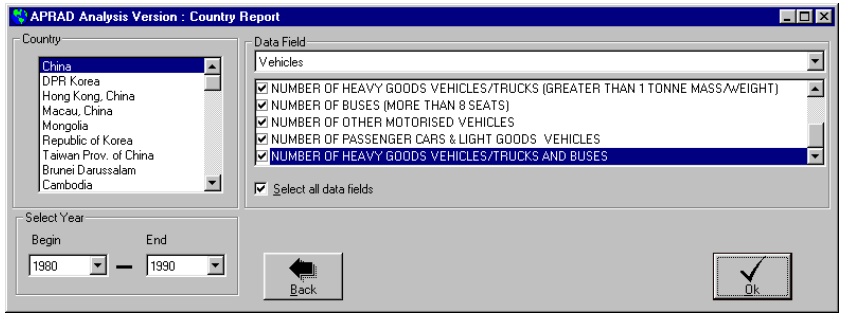

Fig. 20: Example of a Country Report query

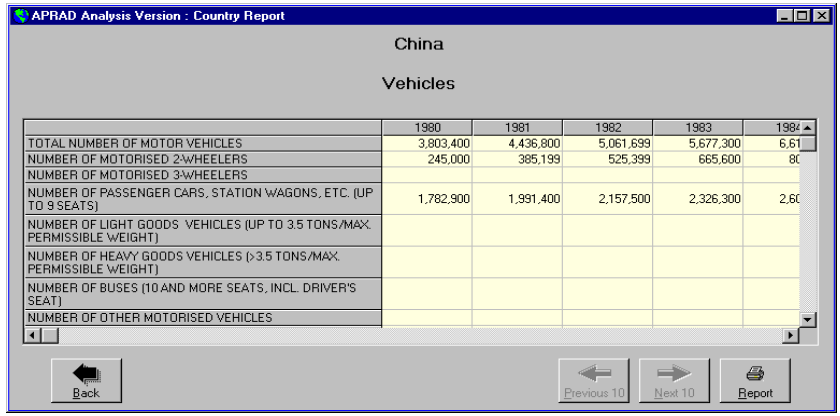

Fig. 21: Example of a Country Report output

(c) Query for Selected Output

This query is used for generating a "Custom Analysis" output. The Custom Analysis provides the way for users to customize their own analysis and output results. There are two types of query pages as described below:

In the first query page, the user can define report title (heading of the table or graph), the number of data fields (columns of the table) and a set of countries to be reported. The valid range for the number of data fields is from 1 to 10.

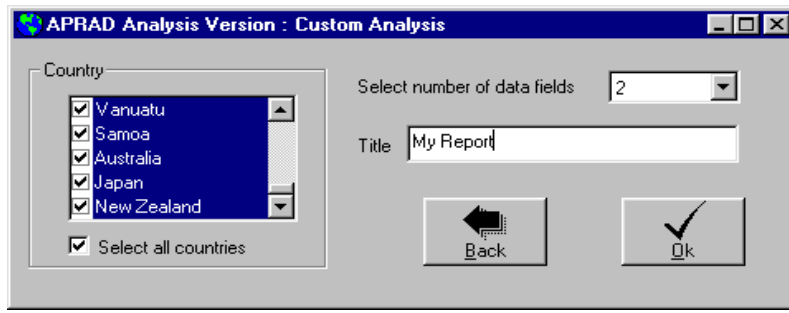

Fig. 22: Example of the first query page for the Custom Analysis

In the output report, the number of data fields is the number of data columns. In the output graph, the number of data fields is the number of data series.

In the second query page, the user can specify the contents of each data column. There are two main contents for each column, column header and column value. The column header can be defined in the Label box. The column values are obtained through the query selection in the Data1 and Data2 boxes. The user can specify the query/content for each column after clicking on its tab on the top of this query page.

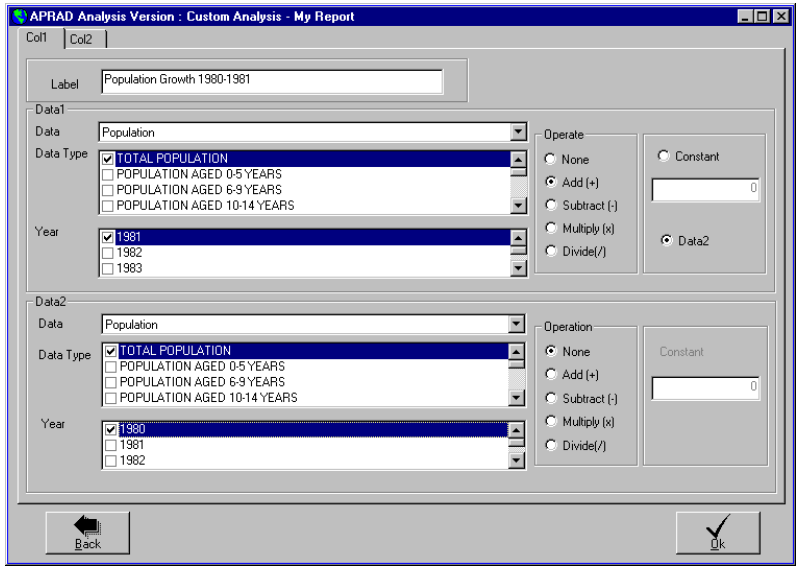

Fig. 23: Example of the second query page query (first data column) for the Custom Analysis

As can be seen from the figure above, the user defines the name of the first data column (Col1) as “Population Growth (1980 to 1981)”. The data value is the result of a mathematical operation linking Data1 and Data2: Data1 = “Total Population; year 1981”; operator = “Subtract (–)”; and Data2 = “Total Population; year 1980”. The data value will be computed and displayed for each country selected in the first query page.

If the user selects more than one year or more than one data type for Data1 or Data2, *the sum of that selection*

will be used. For example, if the user wants to find out the Casualties Growth for the period 1980-1983 for two-year intervals, the selection for Data1 and Data2 may look like Figure 24 below.

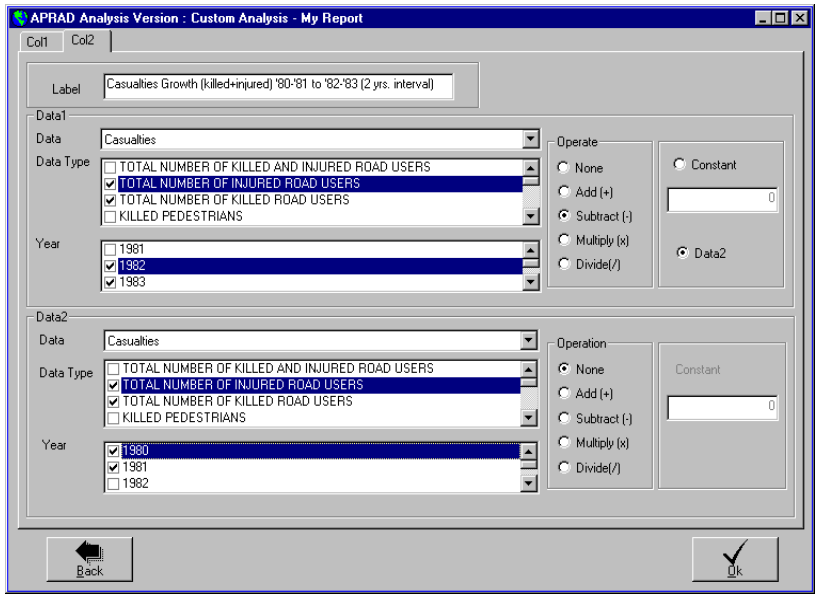

Fig. 24: Example of a second query page query (second data column) with multiple data selection for the Custom Analysis

From the figure above it can be seen that the user selects two data types and two years each for both Data1 and Data2. The value in Data1 is obtained through summing up “Total Number of Injured Only Road Users; years 1982 and 1983” and “Total Number of Killed Road Users; years 1982 and 1983”. The value in Data2 is obtained through summing up “Total Number of Injured Only Road Users; years 1980 and 1981” and “Total Number of Killed Road Users; years 1980 and 1981”. The column value is then calculated through the mathematical operation “Subtract (-)”, i.e., Data1 - Data2.

Note: If any of the data in a multiple data selection query does not have a value in the database, the total will not be shown to avoid misinterpretation of incomplete/incorrect results.

1.2.4 Report Page

In every output page, there is a **Report** button. When the **Report** button is clicked, the R*eport Page* will be displayed as in the figure below. In this view, many options can be selected, such as zooming, printing, etc. Besides this, the current result can also be exported (saved) to another file format, or sent by e-mail. For this e-mail sending option, an e-mail software that provides MAPI interface must be installed in your system.

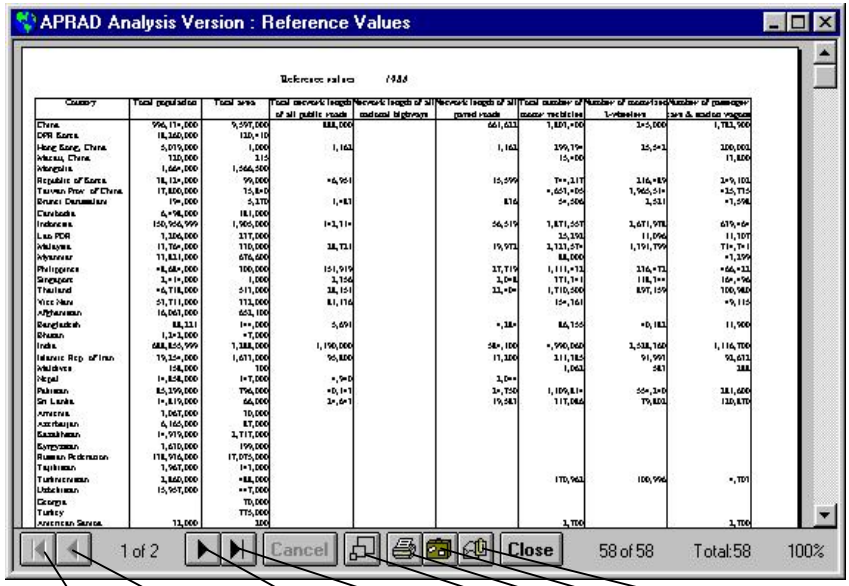

Fig. 25: Example of a Report Page

1.2.5 Graph Page

In every output page, except the Country Report output, there is a **Graph** button. When the **Graph** button is pressed, the *Graph Page* of that output will be displayed. The user can select the graph type and the data series (all, or a selection of, the data of the output).

The **Legend** and **Data Point** (data values) can be displayed or not by using the toggle buttons. The **Scale** button can be used to toggle the scale between the absolute values mode and the relative values/percentage mode. If more than ten countries are selected, the display will show only ten countries at a time together with a horizontal scroll bar.

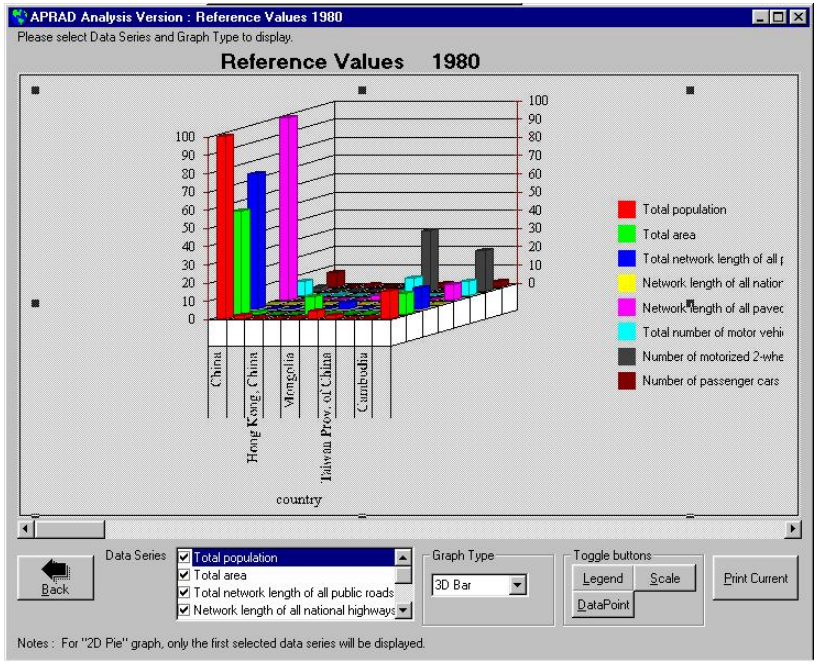

Fig. 26: Example of a Graph Page

The user can use the mouse, while pressing the Control key, to modify the graph display. The graph display can then be printed by clicking the **Print Current** button.

Note: For pie graphs, only the first of the selected data types will be displayed, however, for all selected countries.

PART 2

APRAD Input Version

2.1 Installation

2.1.1 System Requirements

- PC with Microsoft Windows 95/98 (or higher) operating system
- CD-ROM Drive (for Installation from CD-ROM)
- Hard Disk (at least 20 Mbytes free space)
- Mouse

2.1.2 Program Setup

The installation package is on one CD-ROM. The installation CD-ROM is ready for “Auto Play”. If your system is configured for “Auto Play”, please continue with the “Auto Play Setup Method” section below. If not, please continue with the “Manual Browse and Run Setup Method” further down. To configure your system for Auto Play enabled, please see your Microsoft Windows user manual.

a) *Auto Play* Setup Method

1. After you insert the installation CD-ROM, the *APRAD Input Version Setup Page* should appear automatically as in Figure 27 (see next page).
2. Follow the instruction on screen. You will be prompted to select the destination path and the name of the program group for the Input Version.

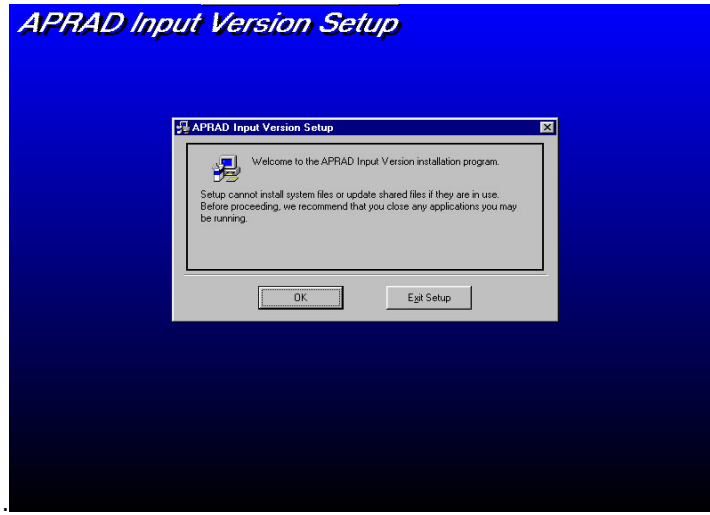

Fig.27: APRAD Input Version Setup

b) *Manual Browse and Run* Setup Method

1. After you insert the installation CD-ROM, please click **Start Menu** on the Task Bar and select **Run**. The *Run* dialogue will be shown as in the figure below.

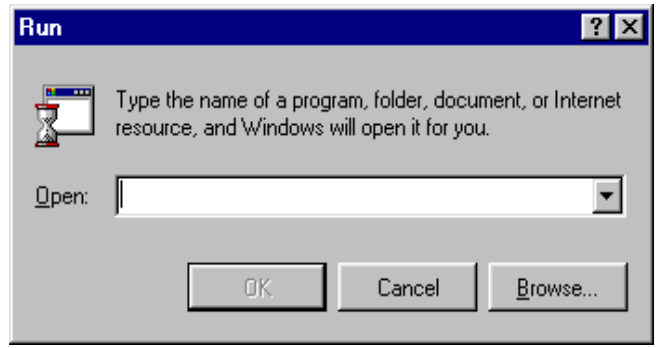

Fig.28: Run Dialogue

2. Please click on the **Browse** button. The *Browse* dialogue will be shown as in Fig. 29. Browse the installation CD-ROM, and then select “Setup.exe”.

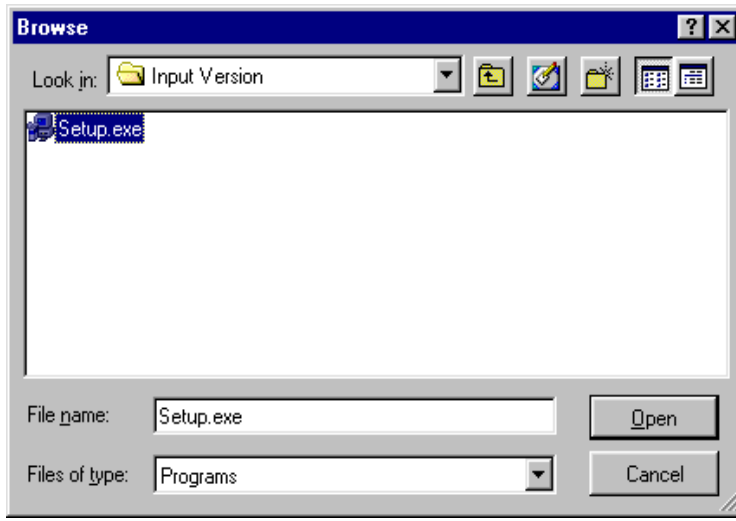

Fig.29: Browse Dialogue – Browse for “Setup.exe” of the Input Version on the CD-ROM

3. Please click on the **Open** button, the selected path and program should appear in the *Run* dialogue as in the figure below. (The letter for the drive may be different depending on the name of your CD-ROM drive.)

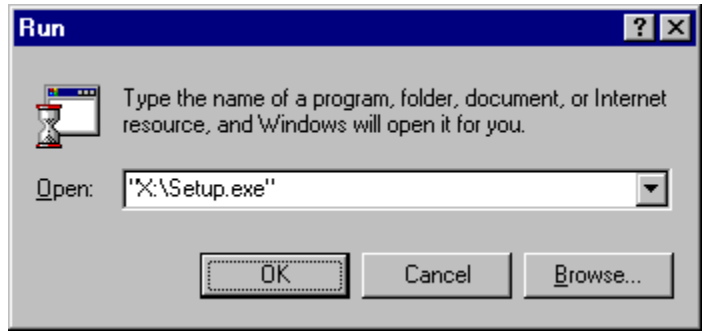

Fig.30: Run Dialogue – with the specified “Setup.exe” program

4. Please click on the **OK** button, the Input Version setup program will start (see Fig.27: APRAD Input Version Setup). Then please follow the instruction on the screen. You will be prompted to select the destination path and the name of the program group for the Input Version.

2.2 Usage

After the installation is completed, please select the icon APRAD Input Version, which should appear in the APRAD program group on your Programs Task Bar. The APRAD Data Input program will start with the *Login*.

2.2.1 Login

The *Login* dialogue will be displayed every time you start the APRAD Program. Please type in the correct password and press the **OK** button in order to use the program. If an incorrect password is entered more than 3 times, the program will be terminated. If the **Cancel** button is pressed, the program will also be terminated. The default password is “Authorized Agency”, which later can be changed by using the **Change Password** button

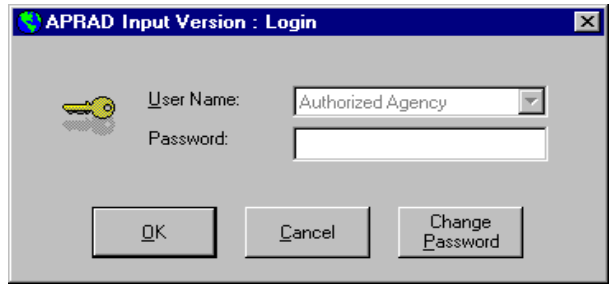

Fig. 31: Login Dialogue

For changing the password, first the current password must be entered, and then the **Change Password** button pressed. The Change Password dialogue will then be shown as in Fig. 32 below.

Fig. 32: Change Password Dialogue

To change the password, type in the new password in the "New password" text box, retype it in the "Confirmation new password" text box, and press the **OK** button. If new password and its confirmation are identical, the new password will be kept. Otherwise, an error message will be shown, and both new password and its confirmation must be entered again.

2.2.2 Opening Page

The *Opening Page* is the welcome page that will be displayed every time you start the APRAD program. If the **Open** button is pressed, the *Start Menu* will appear next. And if the **Close** button is pressed, the program will be terminated.

Fig. 33: Opening Page

2.2.3 Start Menu Page

In the *Start Menu* of the Input Version, there are four functions to be selected. They are **Data Import**, **Data Key In, Data Consistency Check** and **Data Export**.

Fig. 34 shows two states of the *Start Menu*. At the start of the Input Version, only the **Data Import** button is activated (see Fig. 34a). This compels the user to import the country-specific data request/input file received from ESCAP (either on diskette, or together with a new software version on CD-ROM) through the Data Import function.

After the data request/input file is imported, the **Data Key In**, **Data Consistency Check** and **Data Export** buttons will be activated instead, as shown in Fig. 34b. The data requested by ESCAP can then be entered by using the Data Key In function. After the data storage has been completed, the consistency of the data input can be checked by using the Data Consistency Check function, and an updated national data file can the be send back to ESCAP by using the Data Export function.

After using the Data Export function, the *Start Menu* will be back in the first state as shown in Fig. 34a. For details, please see the following Sections.

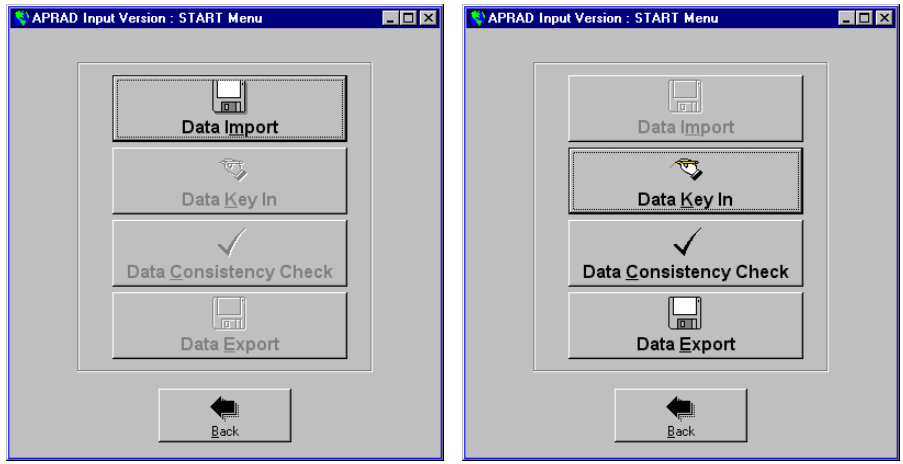

Fig.34: Start Menu Page a) before importing the data request file
b) after importing the data request file

2.2.1 Data Input File Import

When the **Data Import** function is selected, the user will be prompted to import the *country-specific* data request query/input file received from ESCAP. The import file is a Microsoft Access '97 database file, with the filename being the name of the specific country and a selected year (or year range) as suffix.

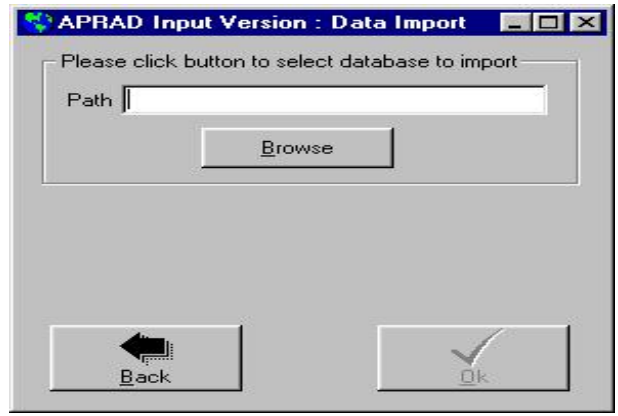

Fig. 35: Data Import Dialogue

By typing the name of the national import file and its path into the Path box, or by using the **Browse** button to find in A drive or E drive and then select the file to be imported. The following import information will then be displayed. If the user presses the **Ok** button and confirms, the import function will process the selected import file.

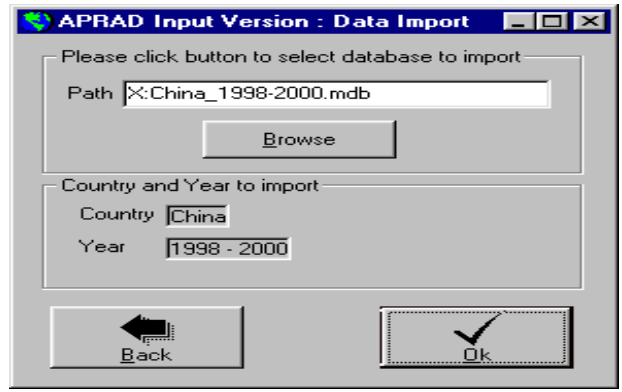

Fig. 36: Data Import dialogue with a selected import file (sample)

2.2.5 Data Key In

Immediately after installation, this function will not be available. If the user tries to use this function without first importing the query file from ESCAP, a warning dialogue will appear.

If the **Data Key In** button is pressed in the *Start Menu*, the Data Key In dialogue will appear as in Fig. 37. The pre-selected country will be shown and, if the input file comprises a year range, a specific year can be selected to enter the data requested by ESCAP.

Fig. 37: Data Key In Dialogue

After the **Ok** button is pressed, the *Data Key In Menu* will be shown.

(a) Data Key In Menu Page

In the *Data Key In Menu* (see Fig. 38 next page) there are three main input categories as follows.

1. General Data
   - Population
   - Road Network
   - Vehicles
   - Vehicle Kilometrage

2. Accidents
   - Casualty Accidents

3. Casualties
   - Casualties
   - Fatalities by Age and Sex
   - Fatalities by Road User Type and Age Group
   - Fatalities by Vehicle Type and Age Group
   - Driver Fatalities by Vehicle Type and Age Group
   - Driver and Pedestrian Fatalities by Age Group and Sex

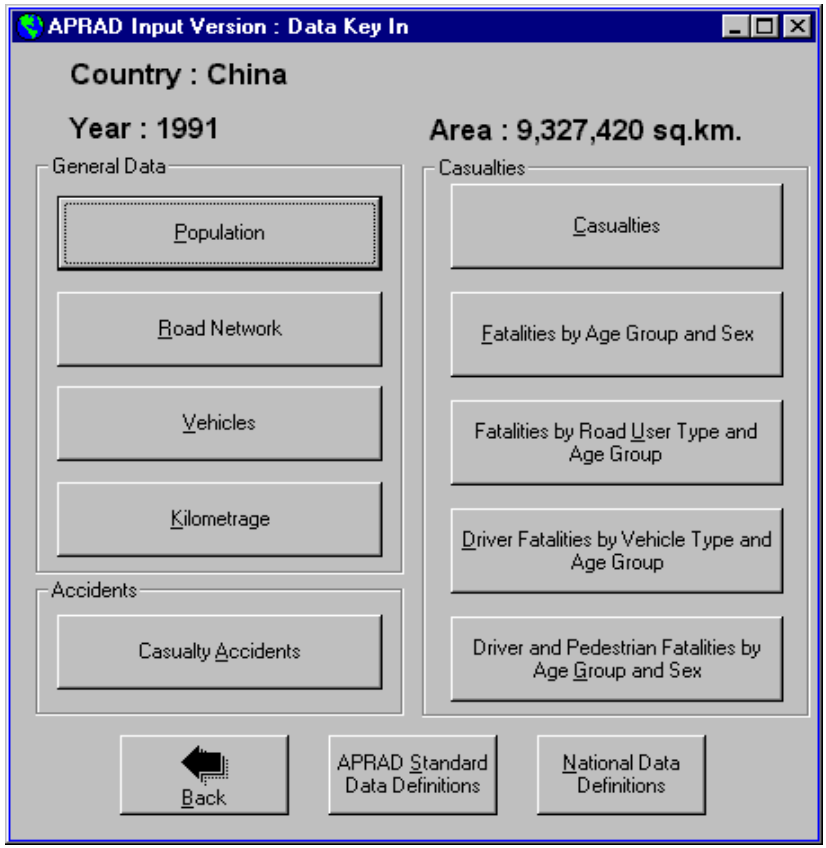

Fig. 38: Data Key In Menu Page

Furthermore, there are two additional buttons. The **APRAD Standard Data Definitions** button will display the standard data definitions as used/requested by APRAD, and the **National Data Definitions** button will display a dialogue box for each country to specify national variations to the definitions of the data requested for APRAD.

(b) Data Key In Page

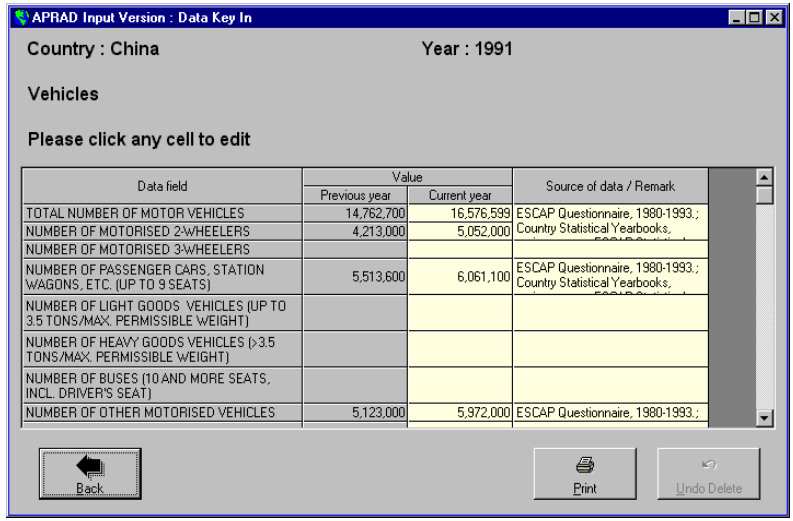

Fig. 39: Data Key In Page

In the *Data Key In Page*, the input data fields of the data category (and year) selected in the *Data Key In Menu* will be displayed, together with the previous year values. For entering data, use the mouse to click the selected line for data input.

A dialogue box will appear and prompt for input. In the Data Input dialogue box, data values and sources can then be entered. If a line already contains data (from ESCAP's earlier survey), they can be modified or deleted, if necessary. If any data are accidentally deleted, this can be undone for the last step only by using the **Undo Delete** button on the *Data Key In Page*.

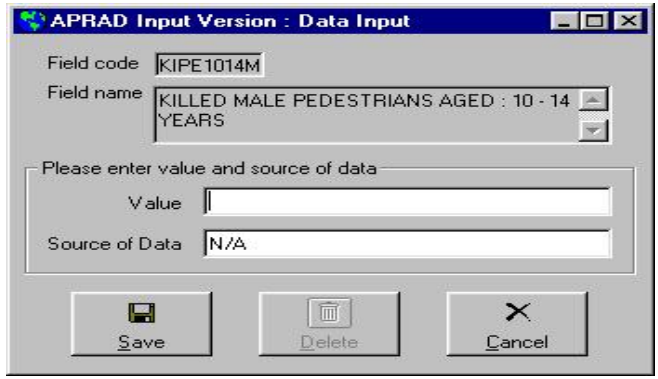

Fig. 40: Data Input Dialogue

The keyed-in data can be printed by pressing the **Print** button in the *Data Key In Page*. A *Report Page* will be displayed as in Fig. 41 below. In this view, there are many options that can be selected such as zooming, printing, etc.

Besides this, the report can also be exported (saved) to another file format, or sent by e-mail. For this option, e-mail software that provides a MAPI interface must be installed in your computer.

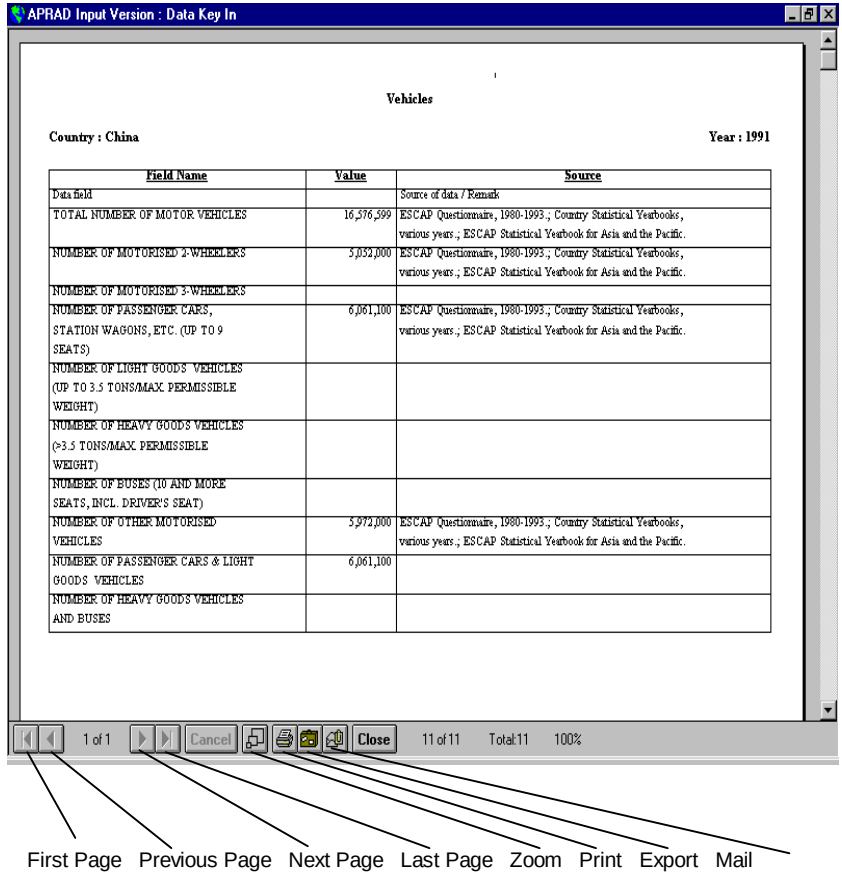

Fig.41: Data Input Print Preview

2.2.6 Data Consistency Check

After the data key in stage has been completed, the data can be checked for entry errors by using the **Data Consistency Check** function. Each year in the year range provided can be selected for checking. If there are any data inconsistencies according to the predefined consistency rules (see Annex III), error messages will be displayed (see Fig. 42 below).

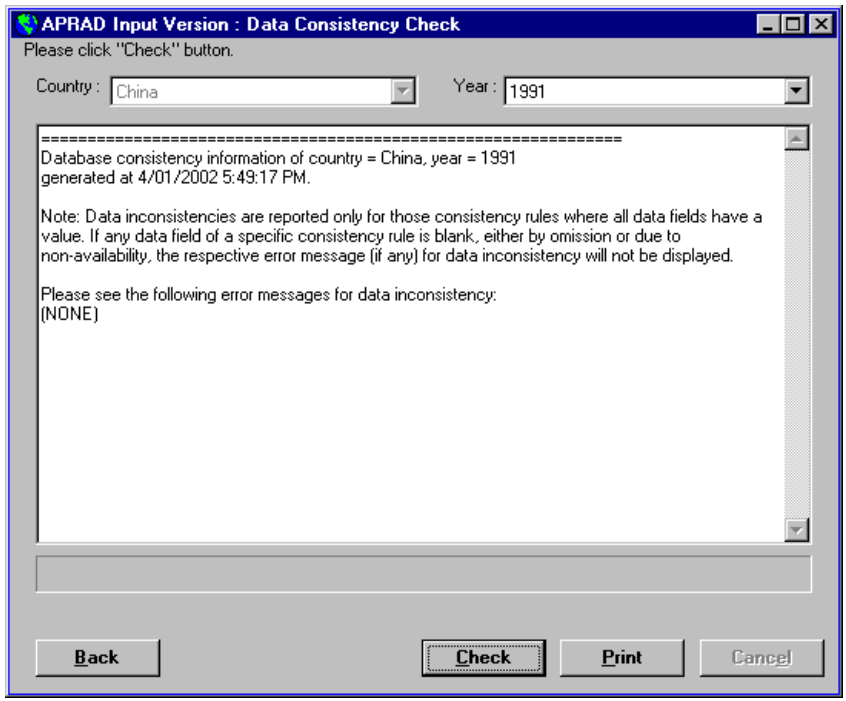

Fig.41: Example for the Data Consistency Check Page

2.2.7 Data Export

After the data key in stage has been completed, the updated national data file needs to be send back to ESCAP for incorporation into the regional database. The **Data Export** function creates a Microsoft Access '97 database file with the filename being the country name with a selected year (or year range) as suffix.

When the Data Export button is pressed, the export file dialogue (see Fig. 43) will be shown and the user will be prompted to select path and destination to save the export file.

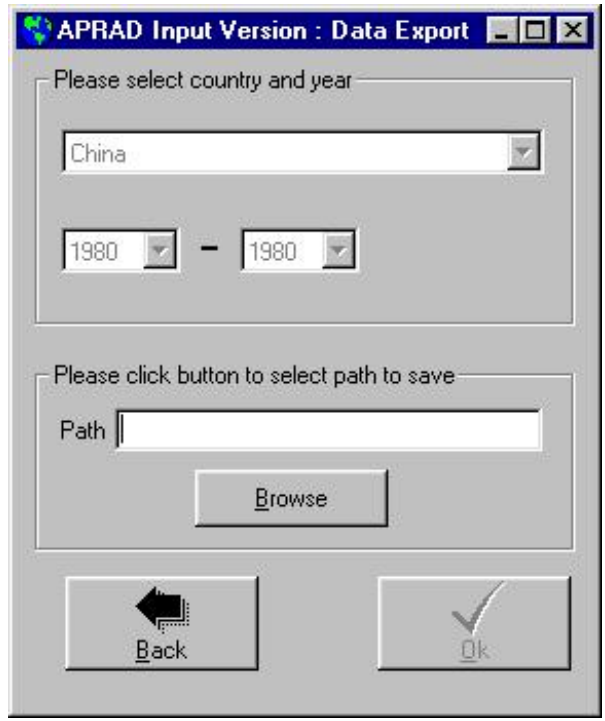

Fig.43: Data Export Dialogue

When the export path is specified and the **Ok** button is pressed, the export function will process and save the export file to the specified destination. For further processing - i.e., updating of the full database, which can only be done by ESCAP - the export file will need to be sent either as an e-mail attachment to:

tctidd.unescap@un.org

or copied to a diskette and mailed to:

Transport, Communications, Tourism and
Infrastructure Development Division
United Nations ESCAP
UN Building
Rajadamnern Nok Ave.
Bangkok 10200/Thailand

ANNEXES

APRAD DATA FORMAT

Field Label	***Field Name***
COUNTRY	COUNTRY
YEAR	YEAR
AREA	AREA IN SQUARE KILOMETRES
General Data	
PO_ALL	TOTAL POPULATION
PO_0005	POPULATION AGED 0-5 YEARS
PO_0609	POPULATION AGED 6-9 YEARS
PO_1014	POPULATION AGED 10-14 YEARS
PO_1517	POPULATION AGED 15-17 YEARS
PO_1820	POPULATION AGED 18-20 YEARS
PO_2124	POPULATION AGED 21-24 YEARS
PO_2534	POPULATION AGED 25-34 YEARS
PO_3544	POPULATION AGED 35-44 YEARS
PO_4554	POPULATION AGED 45-54 YEARS
PO_5559	POPULATION AGED 55-59 YEARS
PO_6064	POPULATION AGED 60-64 YEARS
PO_6599	POPULATION AGED 65 YEARS AND MORE
PO_0014	POPULATION AGED 0-14 YEARS
PO_1524	POPULATION AGED 15-24 YEARS
PO_2564	POPULATION AGED 25-64 YEARS

Field Label	*Field Name*
PO_1515	POPULATION AGED 15 YEARS
PO_1616	POPULATION AGED 16 YEARS
PO_1717	POPULATION AGED 17 YEARS
PO_1818	POPULATION AGED 18 YEARS
PO_1919	POPULATION AGED 19 YEARS
PO_2020	POPULATION AGED 20 YEARS
NLAL	TOTAL NETWORK LENGTH OF ALL PUBLIC ROADS
NLMW	NETWORK LENGTH OF ALL MOTORWAYS
NLNH	NETWORK LENGTH OF ALL NATIONAL HIGHWAYS
NLPR	NETWORK LENGTH OF ALL PROVINCIAL/REGIONAL ROADS
NLRE	NETWORK LENGTH OF ALL OTHER ROADS
NLPA	NETWORK LENGTH OF ALL PAVED ROADS
NLUPA	NETWORK LENGTH OF ALL UNPAVED ROADS
NOAL	TOTAL NUMBER OF MOTOR VEHICLES
NOM2W	NUMBER OF MOTORISED 2-WHEELERS
NOM3W	NUMBER OF MOTORISED 3-WHEELERS
NOPC	NUMBER OF PASSENGER CARS, STATION WAGONS ETC. (UP TO 9 SEATS)
NOLGV	NUMBER OF LIGHT GOODS VEHICLES (UP TO 3.5 TONS MAX. PERMISSIBLE WEIGHT)
NOHGV	NUMBER OF HEAVY GOODS VEHICLES (> 3.5 TONS MAX. PERMISSIBLE WEIGHT)

Field Label	*Field Name*
NOBU	NUMBER OF BUSES (10 AND MORE SEATS, INCL. DRIVER'S SEAT)
NORE	NUMBER OF OTHER MOTOR VEHICLES
NOPCLV	NUMBER OF PASSENGER CARS & LIGHT GOODS VEHICLES
NOHVBU	NUMBER OF HEAVY GOODS VEHICLES AND BUSES
KMAL	TOTAL KILOMETRAGE OF ALL MOTOR VEHICLES
KMMW	KILOMETRAGE OF ALL MOTOR VEHICLES ON MOTORWAYS
KM2W	KILOMETRAGE OF MOTORISED 2-WHEELERS
KM3W	KILOMETRAGE OF MOTORISED 3-WHEELERS
KMPC	KILOMETRAGE OF PASSENGER CARS, STATION WAGONS ETC. (UP TO 9 SEATS)
KMLGV	KILOMETRAGE OF LIGHT GOODS VEHICLES (UP TO 3.5 TONS MAX. PERMISSIBLE WEIGHT)
KMHGV	KILOMETRAGE OF HEAVY GOODS VEHICLES (> 3.5 TONS MAX. PERMISSIBLE WEIGHT)
KMBU	KILOMETRAGE OF BUSES (10 AND MORE SEATS)
Casualty Accidents	
IAAL	TOTAL NUMBER OF CASUALTY ACCIDENTS (INJURY AND DEATH)
IOAL	TOTAL NUMBER OF INJURY-ONLY ACCIDENTS
FAAL	TOTAL NUMBER OF FATAL ACCIDENTS
IAUR	NUMBER OF CASUALTY ACCIDENTS INSIDE URBAN AREAS

Field Label	*Field Name*
IAOU	NUMBER OF CASUALTY ACCIDENTS OUTSIDE URBAN AREAS
IAUL	NUMBER OF CASUALTY ACCIDENTS IN UNKNOWN/UNSPECIFIED LOCATION
IAMW	NUMBER OF CASUALTY ACCIDENTS ON MOTORWAYS
IANH	NUMBER OF CASUALTY ACCIDENTS ON NATIONAL HIGHWAYS
IAPR	NUMBER OF CASUALTY ACCIDENTS ON PROVINCIAL/REGIONAL ROADS
IAOR	NUMBER OF CASUALTY ACCIDENTS ON OTHER ROADS
IAUKR	NUMBER OF CASUALTY ACCIDENTS ON UNKNOWN/UNSPECIFIED ROADS
IADA	NUMBER OF CASUALTY ACCIDENTS AT DAYTIME (06:00-17:59HRS)
IANI	NUMBER OF CASUALTY ACCIDENTS AT NIGHTTIME (18:00-05:59HRS)
IAUT	NUMBER OF CASUALTY ACCIDENTS AT UNKNOWN/UNSPECIFIED TIME
IAWET	NUMBER OF CASUALTY ACCIDENTS ON WET ROADS
IADRY	NUMBER OF CASUALTY ACCIDENTS ON DRY ROADS
IAUW	NUMBER OF CASUALTY ACCIDENTS ON UNKNOWN/UNSPECIFIED SURFACE CONDITION

Field Label	*Field Name*
Casualties	
CAAL	TOTAL NUMBER OF KILLED AND INJURED ROAD USERS
IORU	TOTAL NUMBER OF INJURED ROAD USERS
KIAL	TOTAL NUMBER OF KILLED ROAD USERS
KIPE	KILLED PEDESTRIANS
KIBC	KILLED OCCUPANTS OF BICYCLES
KI2W	KILLED OCCUPANTS OF MOTORISED 2-WHEELERS
KI3W	KILLED OCCUPANTS OF MOTORISED 3-WHEELERS
KIPC	KILLED OCCUPANTS OF PASSENGER CARS, STATION WAGONS ETC. (UP TO 9 SEATS)
KILV	KILLED OCCUPANTS OF LIGHT GOODS VEHICLES (UP TO 3.5 TONS MAX. PERMISSIBLE WEIGHT)
KIHV	KILLED OCCUPANTS OF HEAVY GOODS VEHICLES (> 3.5 TONS MAX. PERMISSIBLE WEIGHT)
KIBU	KILLED OCCUPANTS OF BUSES (10 AND MORE SEATS)
KIOMV	KILLED OCCUPANTS OF OTHER MOTOR VEHICLES
KIUV	KILLED OCCUPANTS OF UNKNOWN/UNSPECIFIED VEHICLE TYPE
KIUA	KILLED INSIDE URBAN AREAS
KIOU	KILLED OUTSIDE URBAN AREAS
KIUL	KILLED IN UNKNOWN/UNSPECIFIED LOCATION
KIMW	KILLED ON MOTORWAYS

Field Label	*Field Name*
KINH	KILLED ON NATIONAL HIGHWAYS
KIPR	KILLED ON PROVINCIAL/REGIONAL ROADS
KIOR	KILLED ON OTHER ROADS
KIUR	KILLED ON UNKNOWN/UNSPECIFIED ROADS
KIDA	KILLED IN DAYTIME (06:00-17:59HRS)
KINI	KILLED AT NIGHTTIME (18:00-05:59HRS)
KIUT	KILLED AT UNKNOWN/UNSPECIFIED TIME
KIWET	KILLED ON WET ROADS
KIDRY	KILLED ON DRY ROADS
KIUW	KILLED ON UNKNOWN/UNSPECIFIED ROAD SURFACE CONDITION

Field name (1st part)	*Field label*	*Field name (2nd part)*	*Field label*	*Field name (2nd part)*	*Field label*	*Field name (2nd part)*
Fatalities by Age Group and Sex						
KILLED AGED 0-5 YEARS	KI_0005	ALL	KI_0005M	MALE	KI_0005F	FEMALE
KILLED AGED 6-9 YEARS	KI_0609	ALL	KI_0609M	MALE	KI_0609F	FEMALE
KILLED AGED 10-14 YEARS	KI_1014	ALL	KI_1014M	MALE	KI_1014F	FEMALE
KILLED AGED 15-17 YEARS	KI_1517	ALL	KI_1517M	MALE	KI_1517F	FEMALE
KILLED AGED 18-20 YEARS	KI_1820	ALL	KI_1820M	MALE	KI_1820F	FEMALE
KILLED AGED 21-24 YEARS	KI_2124	ALL	KI_2124M	MALE	KI_2124F	FEMALE
KILLED AGED 25-34 YEARS	KI_2534	ALL	KI_2534M	MALE	KI_2534F	FEMALE
KILLED AGED 35-44 YEARS	KI_3544	ALL	KI_3544M	MALE	KI_3544F	FEMALE
KILLED AGED 45-54 YEARS	KI_4554	ALL	KI_4554M	MALE	KI_4554F	FEMALE
KILLED AGED 55-59 YEARS	KI_5559	ALL	KI_5559M	MALE	KI_5559F	FEMALE
KILLED AGED 60-64 YEARS	KI_6064	ALL	KI_6064M	MALE	KI_6064F	FEMALE
KILLED AGED 65 AND MORE	KI_6599	ALL	KI_6599M	MALE	KI_6599F	FEMALE
KILLED OF UNKNOWN AGE	KI_UA	ALL	KI_UAM	MALE	KI_UAF	FEMALE

Field name (1st part)	*Field label*	*Field name (2nd part)*	*Field label*	*Field name (2nd part)*	*Field label*	*Field name (2nd part)*
KILLED AGED 0-14 YEARS	KI_0014	ALL	KI_0014M	MALE	KI_0014F	FEMALE
KILLED AGED 15-24 YEARS	KI_1524	ALL	KI_1524M	MALE	KI_1524F	FEMALE
KILLED AGED 25-64 YEARS	KI_2564	ALL	KI_2564M	MALE	KI_2564F	FEMALE
KILLED AGED 15 YEARS	KI_1515	ALL	KI_1515M	MALE	KI_1515F	FEMALE
KILLED AGED 16 YEARS	KI_1616	ALL	KI_1616M	MALE	KI_1616F	FEMALE
KILLED AGED 17 YEARS	KI_1717	ALL	KI_1717M	MALE	KI_1717F	FEMALE
KILLED AGED 18 YEARS	KI_1818	ALL	KI_1818M	MALE	KI_1818F	FEMALE
KILLED AGED 19 YEARS	KI_1919	ALL	KI_1919M	MALE	KI_1919F	FEMALE
KILLED AGED 20 YEARS	KI_2020	ALL	KI_2020M	MALE	KI_2020F	FEMALE

Field name (1st part)	*Field label*	*Field name (2nd part)*	*Field label*	*Field name (2nd part)*	*Field label*	*Field name (2nd part)*	*Field label*	*Field name (2nd part)*	*Field label*	*Field name (2nd part)*	*Field label*	*Field name (2nd part)*	*Field label*	*Field name (2nd part)*	*Field label*	*Field name (2nd part)*	*Field label*	*Field name (2nd part)*
Fatalities by Road User Type and Age Group																		
KILLED PEDESTRIANS AGED:	KIPE0005	0-5	KIPE0609	6-9	KIPE1014	10-14	KIPE1517	15-17	KIPE1820	18-20	KIPE2124	21-24	KIPE2564	25-64	KIPE6599	65+	KIPEUA	UNKWN AGE
KILLED BICYCLISTS AGED:	KIBC0005	0-5	KIBC0609	6-9	KIBC1014	10-14	KIBC1517	15-17	KIBC1820	18-20	KIBC2124	21-24	KIBC2564	25-64	KIBC6599	65+	KIBCUA	UNKWN AGE
KILLED OCC'S. 2-WHEELERS AGED:	KI2W0005	0-5	KI2W0609	6-9	KI2W1014	10-14	KI2W1517	15-17	KI2W1820	18-20	KI2W2124	21-24	KI2W2564	25-64	KI2W6599	65+	KI2WUA	UNKWN AGE
KILLED OCC'S. 3-WHEELER: AGED:	KI3W0005	0-5	KI3W0609	6-9	KI3W1014	10-14	KI3W1517	15-17	KI3W1820	18-20	KI3W2124	21-24	KI3W2564	25-64	KI3W6599	65+	KI3WUA	UNKWN AGE
KILLED OCC'S. PASS. CARS AGED:	KIPC0005	0-5	KIPC0609	6-9	KIPC1014	10-14	KIPC1517	15-17	KIPC1820	18-20	KIPC2124	21-24	KIPC2564	25-64	KIPC6599	65+	KIPCUA	UNKWN AGE
KILLED OCC'S. LGV'S AGED:	KILV0005	0-5	KILV0609	6-9	KILV1014	10-14	KILV1517	15-17	KILV1820	18-20	KILV2124	21-24	KILV2564	25-64	KILV6599	65+	KILVUA	UNKWN AGE
KILLED OCC'S. HGV'S AGED:	KIHV0005	0-5	KIHV0609	6-9	KIHV1014	10-14	KIHV1517	15-17	KIHV1820	18-20	KIHV2124	21-24	KIHV2564	25-64	KIHV6599	65+	KIHVUA	UNKWN AGE
KILLED OCC'S. BUSES AGED:	KIBU0005	0-5	KIBU0609	6-9	KIBU1014	10-14	KIBU1517	15-17	KIBU1820	18-20	KIBU2124	21-24	KIBU2564	25-64	KIBU6599	65+	KIBUUA	UNKWN AGE
KILLED OCC'S. OTHER MOTOR VEH'S AGED:	KIOMV0005	0-5	KIOMV0609	6-9	KIOMV1014	10-14	KIOMV1517	15-17	KIOMV1820	18-20	KIOMV2124	21-24	KIOMV2564	25-64	KIOMV6599	65+	KIOMVUA	UNKWN AGE
KILLED OCC'S. UNKNOWN VEH. TYPE AGED:	KIUV0005	0-5	KIUV0609	6-9	KIUV1014	10-14	KIUV1517	15-17	KIUV1820	18-20	KIUV2124	21-24	KIUV2564	25-64	KIUV6599	65+	KIUVUA	UNKWN AGE

Field name (1st part)	*Field label*	*Field name (2nd part)*	*Field label*	*Field name (2nd part)*	*Field label*	*Field name (2nd part)*	*Field label*	*Field name (2nd part)*	*Field label*	*Field name (2nd part)*	*Field label*	*Field name (2nd part)*	*Field label*	*Field name (2nd part)*	*Field label*	*Field name (2nd part)*	*Field label*	*Field name (2nd part)*
Driver Fatalities by Vehicle Type and Age Group																		
KILLED DRIVERS BICYCLES AGED:	KIBC0005D	0-5	KIBC0609D	6-9	KIBC1014D	10-14	KIBC1517D	15-17	KIBC1820D	18-20	KIBC2124D	21-24	KIBC2564D	25-64	KIBC6599D	65+	KIBCUAD	UNKWN AGE
KILLED DRIVERS 2-WHEELERS AGED:	KI2W0005D	0-5	KI2W0609D	6-9	KI2W1014D	10-14	KI2W1517D	15-17	KI2W1820D	18-20	KI2W2124D	21-24	KI2W2564D	25-64	KI2W6599D	65+	KI2WUAD	UNKWN AGE
KILLED DRIVERS 3-WHEELERS AGED:	KI3W0005D	0-5	KI3W0609D	6-9	KI3W1014D	10-14	KI3W1517D	15-17	KI3W1820D	18-20	KI3W2124D	21-24	KI3W2564D	25-64	KI3W6599D	65+	KI3WUAD	UNKWN AGE
KILLED DRIVERS PASS. CARS AGED:	KIPC0005D	0-5	KIPC0609D	6-9	KIPC1014D	10-14	KIPC1517D	15-17	KIPC1820D	18-20	KIPC212D4	21-24	KIPC2564D	25-64	KIPC6599D	65+	KIPCUAD	UNKWN AGE
KILLED DRIVERS LGV'S AGED:	KILV0005D	0-5	KILV0609D	6-9	KILV1014D	10-14	KILV1517D	15-17	KILV1820D	18-20	KILV2124D	21-24	KILV2564D	25-64	KILV6599D	65+	KILVUAD	UNKWN AGE
KILLED DRIVERS HGV'S AGED:	KIHV0005D	0-5	KIHV0609D	6-9	KIHV1014D	10-14	KIHV1517D	15-17	KIHV1820D	18-20	KIHV2124D	21-24	KIHV2564D	25-64	KIHV6599D	65+	KIHVUAD	UNKWN AGE
KILLED DRIVERS BUSES AGED:	KIBU0005D	0-5	KIBU0609D	6-9	KIBU1014D	10-14	KIBU1517D	15-17	KIBU1820D	18-20	KIBU2124D	21-24	KIBU2564D	25-64	KIBU6599D	65+	KIBUUAD	UNKWN AGE
KILLED DRIVERS OTHER MOTOR VEH'S AGED:	KIOMV0005D	0-5	KIOMV0609D	6-9	KIOMV1014D	10-14	KIOMV1517D	15-17	KIOMV1820D	18-20	KIOMV2124D	21-24	KIOMV2564D	25-64	KIOMV6599D	65+	KIOMVUAD	UNKWN AGE
KILLED DRIVERS UNKNOWN VEH. TYPE AGED:	KIUV0005D	0-5	KIUV0609D	6-9	KIUV1014D	10-14	KIUV1517D	15-17	KIUV1820D	18-20	KIUV2124D	21-24	KIUV2564D	25-64	KIUV6599D	65+	KIUVUAD	UNKWN AGE

Field name (1st part)	*Field label*	*Field name (2nd part)*	*Field label*	*Field name (2nd part)*	*Field label*	*Field name (2nd part)*	*Field label*	*Field name (2nd part)*	*Field label*	*Field name (2nd part)*	*Field label*	*Field name (2nd part)*	*Field label*	*Field name (2nd part)*	*Field label*	*Field name (2nd part)*	*Field label*	*Field name (2nd part)*
Driver and Pedestrian Fatalities by Age Group and Sex																		
KILLED MALE PEDESTR. AGED:	KIPE0005M	0-5	KIPE0609M	6-9	KIPE1014M	10-14	KIPE1517M	15-17	KIPE1820M	18-20	KIPE2124M	21-24	KIPE2564M	25-64	KIPE6599M	65+	KIPEUAM	UN-KWN AGE
KILLED MALE DRIVERS BICYCLES AGED:	KIBC0005DM	0-5	KIBC0609DM	6-9	KIBC1014DM	10-14	KIBC1517DM	15-17	KIBC1820DM	18-20	KIBC2124DM	21-24	KIBC2564DM	25-64	KIBC6599DM	65+	KIBCUADM	UN-KWN AGE
KILLED MALE DRIVERS 2-WHEELERS AGED:	KI2W0005DM	0-5	KI2W0609DM	6-9	KI2W1014DM	10-14	KI2W1517DM	15-17	KI2W1820DM	18-20	KI2W2124DM	21-24	KI2W2564DM	25-64	KI2W6599DM	65+	KI2WUADM	UN-KWN AGE
KILLED MALE DRIVERS 3-WHEELERS: AGED	KI3W0005DM	0-5	KI3W0609DM	6-9	KI3W1014DM	10-14	KI3W1517DM	15-17	KI3W1820DM	18-20	KI3W2124DM	21-24	KI3W2564DM	25-64	KI3W6599DM	65+	KI3WUADM	UN-KWN AGE
KILLED MALE DRIVER PASS. CARS AGED:	KIPC0005DM	0-5	KIPC0609DM	6-9	KIPC1014DM	10-14	KIPC1517DM	15-17	KIPC1820DM	18-20	KIPC2124DM	21-24	KIPC2564DM	25-64	KIPC6599DM	65+	KIPCUADM	UN-KWN AGE
KILLED MALE DRIVERS LGV'S AGED:	KILV0005DM	0-5	KILV0609DM	6-9	KILV1014DM	10-14	KILV1517DM	15-17	KILV1820DM	18-20	KILV2124DM	21-24	KILV2564DM	25-64	KILV6599DM	65+	KILVUADM	UN-KWN AGE
KILLED MALE DRIVERS HGV'S AGED:	KIHV0005DM	0-5	KIHV0609DM	6-9	KIHV1014DM	10-14	KIHV1517DM	15-17	KIHV1820DM	18-20	KIHV2124DM	21-24	KIHV2564DM	25-64	KIHV6599DM	65+	KIHVUADM	UN-KWN AGE
KILLED MALE DRIVERS BUSES AGED:	KIBU0005DM	0-5	KIBU0609DM	6-9	KIBU1014DM	10-14	KIBU1517DM	15-17	KIBU1820DM	18-20	KIBU2124DM	21-24	KIBU2564DM	25-64	KIBU6599DM	65+	KIBUUADM	UN-KWN AGE
KILLED MALE DRIVERS OTH. MOTOR VEH'S AGED:	KIOMV0005DM	0-5	KIOMV0609DM	6-9	KIOMV1014DM	10-14	KIOMV1517DM	15-17	KIOMV1820DM	18-20	KIOMV2124DM	21-24	KIOMV2564DM	25-64	KIOMV6599DM	65+	KIOMVUADM	UN-KWN AGE
KILLED MALE DRIVERS UNK'WN VEH. TYPE AGED:	KIUV0005DM	0-5	KIUV0609DM	6-9	KIUV1014DM	10-14	KIUV1517DM	15-17	KIUV1820DM	18-20	KIUV2124DM	21-24	KIUV2564DM	25-64	KIUV6599DM	65+	KIUVUADM	UN-KWN AGE

APRAD STANDARD DATA DEFINITIONS

1. GENERAL DATA

APRAD Data Definition:

Country: Name of the country as per UN standard format
Year: Year following Western calendar
Area: Area in Square Kilometers

a) Population:

Population:

APRAD Data Definition: Unless otherwise specified, population figures are as of mid-year following the standard UN practice for population data.

Population by age group/individual year:

APRAD Data Definition: For example, 'Population aged 0-5 years': this includes the total population figures of the age groups up to 5 years as of mid-year. Similarly for individual years, for example, 'Population aged 15 years': this is the total population of the individual age of 15 years as of mid-year.

b) Road Network:

Road network:

APRAD Data Definition: The network length of a particular road category expressed in kilometers.

Public roads:

APRAD Data Definition: Public roads are those roads generally available for vehicle operation and owned by the Government.

Motorways:

APRAD Data Definition: Motorways/Expressways are roads designed and built for high-speed vehicular movement with separate, limited access carriageway for two directions of traffic. High-speed means speeds higher than those permitted on normal urban or non-urban roads.

National Highways:

APRAD Data Definition: National roads are roads of a lesser standard than motorways but which permit speeds higher than urban speed limits (generally lower than motorways). These are primarily arterial roads linking major population centers and regions in different parts of the country.

Provincial/regional roads:

APRAD Data Definition: Provincial/regional roads are roads of generally lower design standards. In non-urban areas, they link population centers within a province or region.

Other roads:

APRAD Data Definition: All other roads not specified in above categories; include mostly urban streets and minor roads.

Paved roads:

APRAD Data Definition: Paved roads are those with a bituminous, asphalt concrete, or cement concrete pavement surface.

Unpaved roads:

APRAD Data Definition: Unpaved roads include gravel topped or earth topped roads, and all other surface types not included under above standard paved types.

c) Vehicles:

Motor Vehicles:

APRAD Data Definition: All registered engine-powered vehicles of various types.

Motorized 2-wheelers:

APRAD Data Definition: All registered engine-powered two-wheeled vehicles including either two-stroke or four-stroke engines.

Motorized 3-wheelers:

APRAD Data Definition: All registered engine-powered three-wheeled vehicles (e.g., Tuk-Tuks, Autos, Motor-Rickshaws, Auto-Tempos, etc.)

Passenger Cars, Station Wagons, etc. (up to 9 seats):

APRAD Data Definition: All registered motorized four-wheeled passenger vehicles having a seating capacity of nine persons or less, including driver.

Light Goods Vehicles (up to 3.5 tons maximum permissible weight):

APRAD Data Definition: All registered motorized commercial or goods carrying vehicles, having a maximum permissible weight of up to 3.5 tons (such as pick-ups, light vans, etc).

Heavy Goods Vehicles (more than 3.5 tons maximum permissible weight):

APRAD Data Definition: All registered motorized commercial or goods carrying vehicles (rigid or articulated), having a maximum permissible weight of more than 3.5 tons (such as lorries, trucks, etc).

Buses (10 or more seats):

APRAD Data Definition: All registered motorized passenger carrying vehicles, having a seating capacity of ten or more persons, including driver.

Other Motor Vehicles:

APRAD Data Definition: Any other registered motorized vehicles not specified above as standard vehicle type but licensed for operation on public roads.

d) Vehicle kilometrage:

APRAD Data Definition: Total annual number of kilometers run per vehicle type, or per road category.

Note: These data are used worldwide to calculate accident risks on a vehicle-kilometer (usage) basis. If these data are not readily available from records, please provide your best estimate of the total annual number of vehicle-kilometers run of all vehicles, or of all vehicles of a particular vehicle type, or on motorways.

2. CASUALTY ACCIDENTS:

a) Casualty accidents:

APRAD Data Definition: Casualty accidents are those resulting in injury and/or death, excluding property-damage-only accidents.

b) Injury-only accidents:

APRAD Data Definition: Injury-only accidents are those casualty accidents resulting only in personal injury as reported. Personal injuries are injuries sustained by persons involved in road traffic accidents as a direct consequence of those accidents.

c) Fatal accidents:

APRAD Data Definition: Fatal accidents are those casualty accidents resulting in death within 30 days of the accident.

Definitions of fatality accidents vary, however, from country to country due to different reporting procedures. For example, fatal accidents are defined as deaths occurring at the site of the accident; or within 7 days; or within 30 days of the accident.

Note: Please indicate the definition currently applied in the space provided for national data definitions.

3. OTHER DEFINITIONS:

a) Urban areas:

APRAD Data Definition: Urban areas are those built-up areas with, due to population concentrations, generally lower traffic speeds than overland roads and high pedestrian and non-motorized traffic.

Definitions/designations of urban areas tend to be different for most countries, based, for example, on population concentrations, specific road signs/speed limits or administrative boundaries.

Note: Please indicate the definition currently applied in the space provided for national data definitions.

b) Unknown/unspecified location:

APRAD Data Definition: For accident data where no area (inside or outside urban area) of accident occurrence was reported/recorded.

c) Unknown/unspecified roads:

APRAD Data Definition: For accident data where no accident location was reported/recorded.

d) Daytime:

APRAD Data Definition: Generally, the time interval between sunrise and sunset. The daytime defined for data recording purposes is the time interval 06:00 hours to 17:59 hours.

e) Nighttime:

APRAD Data Definition: Generally, the time interval between sunset and sunrise. The nighttime defined for data recording purposes is the time interval 18:00 hours to 05:59 hours.

f) Unknown/unspecified time:

APRAD Data Definition: For accident data where no time of accident occurrence was reported/recorded.

g) Wet road:

APRAD Data Definition: Roads with wet surface conditions at the time of accident.

h) Dry road:

APRAD Data Definition: Roads with dry surface conditions at the time of accident.

i) Unknown/unspecified road surface condition:

APRAD Data Definition: For accident data where no surface condition (wet or dry) of accident occurrence was reported/recorded.

4. CASUALTIES

a) Casualties:

APRAD Data Definition: Casualties are persons killed or injured in road traffic accidents, where they are drivers or passengers of vehicles, pedestrians or bystanders.

b) Fatalities:

APRAD Data Definition: Fatalities are person killed in road traffic accidents, or injured resulting in death within 30 days of the accident, where they are drivers or passengers of vehicles, pedestrians or bystanders.

> Note: Data included in APRAD up to 1993/94 for fatalities by age group and sex for the age groups 0-14, 15-24, 25-64, 65 and more, may include down-factored casualties, i.e., persons killed and injured, by age group and sex. Similarly, data for the age groups 25-64, 65 and more, may actually comprise figures for the age groups 25-59, 60 and more.
>
> The definitions of fatality vary from country to country due to differences in reporting. For example, fatal accidents are defined as deaths occurring at the site of the accident; or within 7 days; or within 30 days of the accident. Note:

Please indicate the definition currently applied in the space provided for in the National Data Definitions.

c) Casualties by vehicle type/road category:

APRAD Data Definition: The definitions of vehicle type or road category are identical to those given before in Sections 1b and 1c. Casualties are persons injured and/or killed in that vehicle type or on that road category during the accident.

d) Pedestrians:

APRAD Data Definition: Pedestrians are persons walking or standing on the road or footpath/sidewalk at the time of accident. They cannot be the drivers or occupants of motor vehicles, nor the riders or drivers of bicycles (see definition below) or animal-drawn vehicles.

e) Bicycles:

APRAD Data Definition: The definition of bicycle includes all two- or three-wheeled non-motorized vehicles based on a cycle pedal (for example: bicycle, tri-cycle or cycle rickshaw, pedicab, etc.).

CONSISTENCY CHECK

Note: Data inconsistencies are reported only for those consistency rules where *all* data fields have a value. If any data field of a specific consistency rule is blank, either by omission or due to non-availability, the respective error message (if any) for data inconsistency will not be displayed.

Please see the following error messages for data inconsistency:

1. GENERAL DATA

(a) Population

1. The sum of the standard population age group data fields "population aged 0-5 years, 6-9 years, 10-14 years, 15-17 years, 18-20 years, 21-24 years, 25-34 years, 35-44 years, 45-54 years, 55-59 years, 60-64 years, and 65 years & more" is not equal to the "total population" data field.

2. The sum of the optional population age group data fields "population aged 0-14 years, 15-24 years, 25-64 years, and 65 years & more" is not equal to the "total population" data field.

3. The sum of the individual year population age data fields "population aged 15 years, 16 years, and 17 years" is not equal to the "population aged 15-17 years" data field.

4. The sum of the individual year population age data fields "population aged 18 years, 19 years, and 20 years" is not equal to the "population aged 18-20 years" data field.

5. The sum of the standard population age group data fields "population aged 0-5 years, 6-9 years, and 10-14 years" is not equal to the "population aged 0-14 years" data field.

6. The sum of the standard population age group data fields "population aged 15-17 years, 18-20 years, and 21-24 years" is not equal to the "population aged 15-24 years" data field.

7. The sum of the standard population age group data fields "population aged 25-34 years, 35-44 years, 45-54 years, 55-59 years and 60-64 years" is not equal to the "population aged 25-64 years" data field.

(b) Road Network

8. The sum of the network length data fields by road category "network length of all motorways, all national highways, all provincial/regional roads and all other roads" is not equal to the "total network length of all public roads" data field.

9. The sum of the network length data fields by road surface type "network length of all paved roads and all unpaved roads" is not equal to the "total network length of all public roads" data field.

(c) Vehicles

10. The sum of the vehicle data fields by vehicle type "number of motorized 2-wheelers, number of motorized 3-wheelers, number of passenger cars, station wagons etc. (up to 9 seats), number of light goods vehicles, number of heavy goods vehicles, number of buses (10 or more seats, including driver's seat), and number of other motor vehicles" is not equal to the "total number of motor vehicles" data field.

11. The sum of the vehicle data fields by vehicle type group "number of passenger cars and light goods vehicles, number of heavy goods vehicles and buses, number of motorized 2-wheelers, number of 3-wheelers and number of other motor vehicles" is not equal to the "total number of motor vehicles".

12. The sum of the vehicle data fields "number of passenger cars, station wagons etc. (up to 9 seats), and number of light goods vehicles" is not equal to the "total number of passenger cars and light goods vehicles" data field.

13. The sum of the vehicle data fields “number of heavy goods vehicles, and number of buses (10 or more seats, including driver’s seat)” is not equal to the “total number of heavy goods vehicles and buses” data field.

(d) Vehicle kilometrage

14. The sum of the kilometrage data fields by vehicle type “kilometrage of motorized 2-wheelers, kilometrage of motorized 3-wheelers, kilometrage of passenger cars, station wagons etc. (up to 9 seats), kilometrage of light goods vehicles, kilometrage of heavy goods vehicles, and kilometrage of buses (10 or more seats, including driver’s seat)” is not equal to the “total kilometrage of all motor vehicles” data field.

2. CASUALTY ACCIDENTS

15. The sum of the casualty accident data fields “total number injury-only accidents, and total number of fatal accidents” is not equal to the “total number of casualty accidents (injury and death)” data field.

16. The sum of the casualty accident data fields by location “number of casualty accidents inside urban areas, number of casualty accidents outside urban areas, and number of casualty accidents in unknown/unspecified location” is not equal to the “total number of casualty accidents (injury and death)” data field.

17. The sum of the casualty accident data fields by road category “number of casualty accidents on motorways, number of casualty accidents on national highways, number of casualty accidents on provincial/regional roads, number of casualty accidents on other roads” is not equal to the “total number of casualty accidents (injury and death)” data field.

18. The sum of the casualty accident data fields by time “number of casualty accidents at daytime, number of casualty accidents at nighttime, and number of casualty accidents at

unknown/unspecified time" is not equal to the "total number of casualty accidents (injury and death)" data field.

19. The sum of the casualty accident data fields by road surface condition "number of casualty accidents on wet roads, number of casualty accidents on dry roads and number of casualty accidents on unknown/unspecified surface condition" is not equal to the "total number of casualty accidents (injury and death)" data field.

3. CASUALTIES

20. The "total number of killed and injured road users" data field is greater than the "total number of casualty accidents (injury and death)" data field

21. The sum of the casualties data fields "total number injured road users, and total number of killed road users" is not equal to the "total number of killed and injured road users" data field.

22. The "total number of killed road users" data field is greater than the "total number of fatal accidents" data field.

23. The sum of the fatalities data fields by road user type "killed pedestrians, killed occupants of bicycles, killed occupants of motorized 2-wheelers, killed occupants of motorized 3-wheelers, killed occupants of passenger cars, station wagons, etc (up to 9 seats), killed occupants of light goods vehicles, killed occupants of heavy goods vehicles, killed occupants of buses (10 and more seats), killed occupants other motor vehicles, and killed occupants of unknown/unspecified vehicle type" is not equal to the "total number of killed road users" data field.

24. The sum of the fatalities data fields by location "killed inside urban areas, killed outside urban areas, and killed in unknown/unspecified location" is not equal to the "total number of killed road users" data field.

25. The sum of the fatalities data fields by road category "killed on motorways, killed on national highways, killed on provincial/

regional roads, killed on other roads, and killed on unknown/ unspecified roads" is not equal to the "total number of killed road users" data field.

26. The sum of the fatalities data fields by time "killed in daytime, killed at nighttime, and killed at unknown/unspecified time" is not equal to the "total number of killed road users" data field.

27. The sum of the fatalities data fields by road surface condition "killed on wet roads, killed on dry roads, and killed on unknown/unspecified road surface condition" is not equal to the "total number of killed road users" data field.

4. FATALITIES BY AGE GROUP AND SEX

28. The sum of the fatalities aged 0-5 years data fields by sex "killed males aged 0-5 years, and killed females aged 0-5 years" is not equal to the "all killed aged 0-5 years" data field.

29. The sum of the fatalities aged 6-9 years data fields by sex "killed males aged 6-9 years, and killed females aged 6-9 years" is not equal to the "all killed aged 6-9 years" data field.

30. The sum of the fatalities aged 10-14 years data fields by sex "killed males aged 10-14 years, and killed females aged 10-14 years" is not equal to the "all killed aged 10-14 years" data field.

31. The sum of the fatalities aged 15-17 years data fields by sex "killed males aged 15-17 years, and killed females aged 15-17 years" is not equal to the "all killed aged 15-17 years" data field.

32. The sum of the fatalities aged 18-20 years data fields by sex "killed males aged 18-20 years, and killed females aged 18-20 years" is not equal to the "all killed aged 18-20 years" data field.

33. The sum of the fatalities aged 21-24 years data fields by sex "killed males aged 21-24 years, and killed females aged 21-24 years" is not equal to the "all killed aged 21-24 years" data field.

34. The sum of the fatalities aged 25-34 years data fields by sex "killed males aged 25-34 years, and killed females aged 25-34 years" is not equal to the "all killed aged 25-34 years" data field.

35. The sum of the fatalities aged 35-44 years data fields by sex "killed males aged 35-44 years, and killed females aged 35-44 years" is not equal to the "all killed aged 35-44 years" data field.

36. The sum of the fatalities aged 45-54 years data fields by sex "killed males aged 45-54 years, and killed females aged 45-54 years" is not equal to the "all killed aged 45-54 years" data field.

37. The sum of the fatalities aged 55-59 years data fields by sex "killed males aged 55-59 years, and killed females aged 55-59 years" is not equal to the "all killed aged 55-59 years" data field.

38. The sum of the fatalities aged 60-64 years data fields by sex "killed males aged 60-64 years, and killed females aged 60-64 years" is not equal to the "all killed aged 60-64 years" data field.

39. The sum of the fatalities aged 65 years & more data fields by sex "killed males aged 65 years & more, and killed females aged 65 years & more" is not equal to the "all killed aged 65 years & more" data field.

40. The sum of the fatalities unknown age data fields by sex "killed males of unknown age, and killed females of unknown age" is not equal to the "all killed of unknown age" data field.

41. The sum of the fatalities aged 0-14 years data fields by sex "killed males aged 0-14 years, and killed females aged 0-14 years" is not equal to the "all killed aged 0-14 years" data field.

42. The sum of the fatalities aged 15-24 years data fields by sex "killed males aged 15-24 years, and killed females aged 15-24 years" is not equal to the "all killed aged 15-24 years" data field.

43. The sum of the fatalities aged 25-64 years data fields by sex "killed males aged 25-64 years, and killed females aged 25-64 years" is not equal to the "all killed aged 25-64 years" data field.

44. The sum of the fatalities aged 15 years data fields by sex "killed males aged 15 years, and killed females aged 15 years" is not equal to the "all killed aged 15 years" data field.

45. The sum of the fatalities aged 16 years data fields by sex "killed males aged 16 years, and killed females aged 16 years" is not equal to the "all killed aged 16 years" data field.

46. The sum of the fatalities aged 17 years data fields by sex "killed males aged 17 years, and killed females aged 17 years" is not equal to the "all killed aged 17 years" data field.

47. The sum of the fatalities aged 18 years data fields by sex "killed males aged 18 years, and killed females aged 18 years" is not equal to the "all killed aged 18 years" data field.

48. The sum of the fatalities aged 19 years data fields by sex "killed males aged 19 years, and killed females aged 19 years" is not equal to the "all killed aged 19 years" data field.

49. The sum of the fatalities aged 20 years data fields by sex "killed males aged 20 years, and killed females aged 20 years" is not equal to the "all killed aged 20 years" data field.

50. The sum of the individual year fatalities data fields "killed aged 15 years, 16 years, and 17 years" is not equal to the "killed aged 15-17 years" data field.

51. The sum of the individual year fatalities data fields "killed aged 18 years, 19 years, and 20 years" is not equal to the "killed aged 18-20 years" data field.

52. The sum of the standard age group fatalities data fields "killed aged 0-5 years, 6-9 years, and 10-14 years" is not equal to the "killed aged 0-14 years" data field.

53. The sum of the standard age group fatalities data fields “killed aged 15-17 years, 18-20 years, and 21-24 years” is not equal to the “killed aged 15-24 years” data field.

54. The sum of the standard age group fatalities data fields “killed aged 25-34 years, 35-44 years, 45-54 years, 55-59 years, and 60-64 years” is not equal to the “killed aged 25-64 years” data field.

55. The sum of the fatalities data fields “killed males aged 15 years, 16 years, and 17 years” is not equal to the “killed males aged 15-17 years” data field.

56. The sum of the fatalities data fields “killed males aged 18 years, 19 years, and 20 years” is not equal to the “killed males aged 18-20 years” data field.

57. The sum of the fatalities data fields “killed males aged 0-5 years, 6-9 years, and 10-14 years” is not equal to the “killed males aged 0-14 years” data field.

58. The sum of the fatalities data fields “killed males aged 15-17 years, 18-20 years, and 21-24 years” is not equal to the “killed males aged 15-24 years” data field.

59. The sum of the fatalities data fields “killed males aged 25-34 years, 35-44 years, 45-54 years, 55-59 years, and 60-64 years” is not equal to the “killed males aged 25-64 years” data field.

60. The sum of the fatalities data fields “killed females aged 15 years, 16 years, and 17 years” is not equal to the “killed females aged 15-17 years” data field.

61. The sum of the fatalities data fields “killed females aged 18 years, 19 years, and 20 years” is not equal to the “killed females aged 18-20 years” data field.

62. The sum of the fatalities data fields “killed females aged 0-5 years, 6-9 years, and 10-14 years” is not equal to the “killed females aged 0-14 years” data field.

63. The sum of the fatalities data fields “killed females aged 15-17 years, 18-20 years, and 21-24 years” is not equal to the “killed females aged 15-24 years” data field.

64. The sum of the fatalities data fields “killed females aged 25-34 years, 35-44 years, 45-54 years, 55-59 years, and 60-64 years” is not equal to the “killed females aged 25-64 years” data field.

5. FATALITIES BY ROAD USER TYPE AND AGE GROUP

65. The sum of the fatalities data fields “killed pedestrians aged 0-5 years, 6-9 years, 10-14 years, 15-17 years, 18-20 years, 21-24 years, 25-34 years, 35-44 years, 45-54 years, 55-59 years, 60-64 years, and 65 years & more and unknown age” is not equal to the “killed pedestrians” data field.

66. The sum of the fatalities data fields “killed bicyclists aged 0-5 years, 6-9 years, 10-14 years, 15-17 years, 18-20 years, 21-24 years, 25-34 years, 35-44 years, 45-54 years, 55-59 years, 60-64 years, and 65 years & more and unknown age” is not equal to the “killed occupants of bicycles” data field.

67. The sum of the fatalities data fields “killed occupants of 2-wheelers aged 0-5 years, 6-9 years, 10-14 years, 15-17 years, 18-20 years, 21-24 years, 25-34 years, 35-44 years, 45-54 years, 55-59 years, 60-64 years, and 65 years & more and unknown age” is not equal to the “killed occupants of 2-wheelers” data field.

68. The sum of the fatalities data fields “killed occupants of 3-wheelers aged 0-5 years, 6-9 years, 10-14 years, 15-17 years, 18-20 years, 21-24 years, 25-34 years, 35-44 years, 45-54 years, 55-59 years, 60-64 years, and 65 years & more and unknown age” is not equal to the “killed occupants of 3-wheelers” data field.

69. The sum of the fatalities data fields “killed occupants of passenger cars aged 0-5 years, 6-9 years, 10-14 years, 15-17 years, 18-20 years, 21-24 years, 25-34 years, 35-44 years,

45-54 years, 55-59 years, 60-64 years, and 65 years & more and unknown age" is not equal to the "killed occupants of passenger cars" data field.

70. The sum of the fatalities data fields "killed occupants of light goods vehicles aged 0-5 years, 6-9 years, 10-14 years, 15-17 years, 18-20 years, 21-24 years, 25-34 years, 35-44 years, 45-54 years, 55-59 years, 60-64 years, and 65 years & more and unknown age" is not equal to the "killed occupants of light goods vehicles" data field.

71. The sum of the fatalities data fields "killed occupants of heavy goods vehicles aged 0-5 years, 6-9 years, 10-14 years, 15-17 years, 18-20 years, 21-24 years, 25-34 years, 35-44 years, 45-54 years, 55-59 years, 60-64 years, and 65 years & more and unknown age" is not equal to the "killed occupants of heavy goods vehicles" data field.

72. The sum of the fatalities data fields "killed occupants of buses aged 0-5 years, 6-9 years, 10-14 years, 15-17 years, 18-20 years, 21-24 years, 25-34 years, 35-44 years, 45-54 years, 55-59 years, 60-64 years, 65 years & more and unknown age" is not equal to the "killed occupants of buses" data field.

73. The sum of the fatalities data fields "killed occupants of other motor vehicles aged 0-5 years, 6-9 years, 10-14 years, 15-17 years, 18-20 years, 21-24 years, 25-34 years, 35-44 years, 45-54 years, 55-59 years, 60-64 years, and 65 years & more and unknown age" is not equal to the "killed occupants of other motor vehicles" data field.

74. The sum of the fatalities data fields "killed occupants of unknown vehicles aged 0-5 years, 6-9 years, 10-14 years, 15-17 years, 18-20 years, 21-24 years, 25-34 years, 35-44 years, 45-54 years, 55-59 years, 60-64 years, and 65 years & more and unknown age" is not equal to the "killed occupants of unknown/unspecified vehicle type" data field.

6. DRIVER FATALITIES BY VEHICLE TYPE AND AGE GROUP

75. The “killed drivers of bicycles aged 0-5 years” data field is greater than the “killed bicyclists aged 0-5 years” data field.

76. The “killed drivers of bicycles aged 6-9 years” data field is greater than the “killed bicyclists aged 6-9 years” data field.

77. The “killed drivers of bicycles aged 10-14 years” data field is greater than the “killed bicyclists aged 10-4 years” data field.

78. The “killed drivers of bicycles aged 15-17 years” data field is greater than the “killed bicyclists aged 15-17 years” data field.

79. The “killed drivers of bicycles aged 18-20 years” data field is greater than the “killed bicyclists aged 18-20 years” data field.

80. The “killed drivers of bicycles aged 21-24 years” data field is greater than the “killed bicyclists aged 21-24 years” data field.

81. The “killed drivers of bicycles aged 25-64 years” data field is greater than the “killed bicyclists aged 25-64 years” data field.

82. The “killed drivers of bicycles aged 65 years & more” data field is greater than the “killed bicyclists aged 65 years & more” data field.

83. The “killed drivers of bicycles of unknown age” data field is greater than the “killed bicyclists of unknown age” data field.

84. The “killed drivers of 2-wheelers aged 0-5 years” data field is greater than the “killed occupants of 2-wheelers aged 0-5 years” data field.

85. The “killed drivers of 2-wheelers aged 6-9 years” data field is greater than the “killed occupants of 2-wheelers aged 6-9 years” data field.

86. The “killed drivers of 2-wheelers aged 10-14 years” data field is greater than the “killed occupants of 2-wheelers aged 10-14 years” data field.

87. The “killed drivers of 2-wheelers aged 15-17 years” data field is greater than the “killed occupants of 2-wheelers aged 15-17 years” data field.

88. The “killed drivers of 2-wheelers aged 18-20 years” data field is greater than the “killed occupants of 2-wheelers aged 18-20 years” data field.

89. The “killed drivers of 2-wheelers aged 21-24 years” data field is greater than the “killed occupants of 2-wheelers aged 21-24 years” data field.

90. The “killed drivers of 2-wheelers aged 25-64 years” data field is greater than the “killed occupants of 2-wheelers aged 25-64 years” data field.

91. The “killed drivers of 2-wheelers aged 65 years & more” data field is greater than the “killed occupants of 2-wheelers aged 65 years & more” data field.

92. The “killed drivers of 2-wheelers of unknown age” data field is greater than the “killed occupants of 2-wheelers of unknown age” data field.

93. The “killed drivers of 3-wheelers aged 0-5 years” data field is greater than the “killed occupants of 3-wheelers aged 0-5 years” data field.

94. The “killed drivers of 3-wheelers aged 6-9 years” data field is greater than the “killed occupants of 3-wheelers aged 6-9 years” data field.

95. The “killed drivers of 3-wheelers aged 10-14 years” data field is greater than the “killed occupants of 3-wheelers aged 10-14 years” data field.

96. The “killed drivers of 3-wheelers aged 15-17 years” data field is greater than the “killed occupants of 3-wheelers aged 15-17 years” data field.

97. The “killed drivers of 3-wheelers aged 18-20 years” data field is greater than the “killed occupants of 3-wheelers aged 18-20 years” data field.

98. The “killed drivers of 3-wheelers aged 21-24 years” data field is greater than the “killed occupants of 3-wheelers aged 21-24 years” data field.

99. The “killed drivers of 3-wheelers aged 25-64 years” data field is greater than the “killed occupants of 3-wheelers aged 25-64 years” data field.

100. The “killed drivers of 3-wheelers aged 65 years & more” data field is greater than the “killed occupants of 3-wheelers aged 65 years & more” data field.

101. The “killed drivers of 3-wheelers of unknown age” data field is greater than the “killed occupants of 3-wheelers of unknown age” data field.

102. The “killed drivers of passenger cars aged 0-5 years” data field is greater than the “killed occupants of passenger cars aged 0-5 years” data field.

103. The “killed drivers of passenger cars aged 6-9 years” data field is greater than the “killed occupants of passenger cars aged 6-9 years” data field.

104. The “killed drivers of passenger cars aged 10-14 years” data field is greater than the “killed occupants of passenger cars aged 10-14 years” data field.

105. The “killed drivers of passenger cars aged 15-17 years” data field is greater than the “killed occupants of passenger cars aged 15-17 years” data field.

106. The “killed drivers of passenger cars aged 18-20 years” data field is greater than the “killed occupants of passenger cars aged 18-20 years” data field.

107. The “killed drivers of passenger cars aged 21-24 years” data field is greater than the “killed occupants of passenger cars aged 21-24 years” data field.

108. The “killed drivers of passenger cars aged 25-64 years” data field is greater than the “killed occupants of passenger cars aged 25-64 years” data field.

109. The “killed drivers of passenger cars aged 65 years & more” data field is greater than the “killed occupants of passenger cars aged 65 years & more” data field.

110. The “killed drivers of passenger cars of unknown age” data field is greater than the “killed occupants of passenger cars of unknown age” data field.

111. The “killed drivers of light goods vehicles aged 0-5 years” data field is greater than the “killed occupants of light goods vehicles aged 0-5 years” data field.

112. The “killed drivers of light goods vehicles aged 6-9 years” data field is greater than the “killed occupants of light goods vehicles aged 6-9 years” data field.

113. The “killed drivers of light goods vehicles aged 10-14 years” data field is greater than the “killed occupants of light goods vehicles aged 10-14 years” data field.

114. The “killed drivers of light goods vehicles aged 15-17 years” data field is greater than the “killed occupants of light goods vehicles aged 15-17 years” data field.

115. The “killed drivers of light goods vehicles aged 18-20 years” data field is greater than the “killed occupants of light goods vehicles aged 18-20 years” data field.

116. The “killed drivers of light goods vehicles aged 21-24 years” data field is greater than the “killed occupants of light goods vehicles aged 21-24 years” data field.

117. The “killed drivers of light goods vehicles aged 25-64 years” data field is greater than the “killed occupants of light goods vehicles aged 25-64 years” data field.

118. The “killed drivers of light goods vehicles aged 65 years & more” data field is greater than the “killed occupants of light goods vehicles aged 65 years & more” data field.

119. The “killed drivers of light goods vehicles of unknown age” data field is greater than the “killed occupants of light goods vehicles of unknown age” data field.

120. The “killed drivers of heavy goods vehicles aged 0-5 years” data field is greater than the “killed occupants of heavy goods vehicles aged 0-5 years” data field.

121. The “killed drivers of heavy goods vehicles aged 6-9 years” data field is greater than the “killed occupants of heavy goods vehicles aged 6-9 years” data field.

122. The “killed drivers of heavy goods vehicles aged 10-14 years” data field is greater than the “killed occupants of heavy goods vehicles aged 10-14 years” data field.

123. The “killed drivers of heavy goods vehicles aged 15-17 years” data field is greater than the “killed occupants of heavy goods vehicles aged 15-17 years” data field.

124. The “killed drivers of heavy goods vehicles aged 18-20 years” data field is greater than the “killed occupants of heavy goods vehicles aged 18-20 years” data field.

125. The “killed drivers of heavy goods vehicles aged 21-24 years” data field is greater than the “killed occupants of heavy goods vehicles aged 21-24 years” data field.

126. The “killed drivers of heavy goods vehicles aged 25-64 years” data field is greater than the “killed occupants of heavy goods vehicles aged 25-64 years” data field.

127. The “killed drivers of heavy goods vehicles aged 65 years & more” data field is greater than the “killed occupants of heavy goods vehicles aged 65 years & more” data field.

128. The “killed drivers of heavy goods vehicles of unknown age” data field is greater than the “killed occupants of heavy goods vehicles of unknown age” data field.

129. The “killed drivers of buses aged 0-5 years” data field is greater than the “killed occupants of buses aged 0-5 years” data field.

130. The “killed drivers of buses aged 6-9 years” data field is greater than the “killed occupants of buses aged 6-9 years” data field.

131. The “killed drivers of buses aged 10-14 years” data field is greater than the “killed occupants of buses aged 10-14 years” data field.

132. The “killed drivers of buses aged 15-17 years” data field is greater than the “killed occupants of buses aged 15-17 years” data field.

133. The “killed drivers of buses aged 18-20 years” data field is greater than the “killed occupants of buses aged 18-20 years” data field.

134. The “killed drivers of buses aged 21-24 years” data field is greater than the “killed occupants of buses aged 21-24 years” data field.

135. The “killed drivers of buses aged 25-64 years” data field is greater than the “killed occupants of buses aged 25-64 years” data field.

136. The “killed drivers of buses aged 65 years & more” data field is greater than the “killed occupants of buses aged 65 years & more” data field.

137. The “killed drivers of buses of unknown age” data field is greater than the “killed occupants of buses of unknown age” data field.

138. The “killed drivers of other motor vehicles aged 0-5 years” data field is greater than the “killed occupants of other motor vehicles aged 0-5 years” data field.

139. The “killed drivers of other motor vehicles aged 6-9 years” data field is greater than the “killed occupants of other motor vehicles aged 6-9 years” data field.

140. The “killed drivers of other motor vehicles aged 10-14 years” data field is greater than the “killed occupants of other motor vehicles aged 10-14 years” data field.

141. The “killed drivers of other motor vehicles aged 15-17 years” data field is greater than the “killed occupants of other motor vehicles aged 15-17 years” data field.

142. The “killed drivers of other motor vehicles aged 18-20 years” data field is greater than the “killed occupants of other motor vehicles aged 18-20 years” data field.

143. The “killed drivers of other motor vehicles aged 21-24 years” data field is greater than the “killed occupants of other motor vehicles aged 21-24 years” data field.

144. The “killed drivers of other motor vehicles aged 25-64 years” data field is greater than the “killed occupants of other motor vehicles aged 25-64 years” data field.

145. The “killed drivers of other motor vehicles aged 65 years & more” data field is greater than the “killed occupants of other motor vehicles aged 65 years & more” data field.

146. The “killed drivers of other motor vehicles of unknown age” data field is greater than the “killed occupants of other motor vehicles of unknown age” data field.

147. The “killed drivers of unknown vehicles aged 0-5 years” data field is greater than the “killed occupants of unknown vehicles aged 0-5 years” data field.

148. The “killed drivers of unknown vehicles aged 6-9 years” data field is greater than the “killed occupants of unknown vehicles aged 6-9 years” data field.

149. The “killed drivers of unknown vehicles aged 10-14 years” data field is greater than the “killed occupants of unknown vehicles aged 10-14 years” data field.

150. The “killed drivers of unknown vehicles aged 15-17 years” data field is greater than the “killed occupants of unknown vehicles aged 15-17 years” data field.

151. The “killed drivers of unknown vehicles aged 18-20 years” data field is greater than the “killed occupants of unknown vehicles aged 18-20 years” data field.

152. The “killed drivers of unknown vehicles aged 21-24 years” data field is greater than the “killed occupants of unknown vehicles aged 21-24 years” data field.

153. The “killed drivers of unknown vehicles aged 25-64 years” data field is greater than the “killed occupants of unknown vehicles aged 25-64 years” data field.

154. The “killed drivers of unknown vehicles aged 65 years & more” data field is greater than the “killed occupants of unknown vehicles aged 65 years & more” data field.

155. The “killed drivers of unknown vehicles of unknown age” data field is greater than the “killed occupants of unknown vehicles of unknown age” data field.

7. DRIVER AND PEDESTRIAN FATALITIES BY AGE GROUP AND SEX

156. The “killed male pedestrians aged 0-5 years” data field is greater than the “killed pedestrians aged 0-5 years” data field.

157. The “killed male pedestrians aged 6-9 years” data field is greater than the “killed pedestrians aged 6-9 years” data field.

158. The “killed male pedestrians aged 10-14 years” data field is greater than the “killed pedestrians aged 10-4 years” data field.

159. The “killed male pedestrians aged 15-17 years” data field is greater than the “killed pedestrians aged 15-17 years” data field.

160. The “killed male pedestrians aged 18-20 years” data field is greater than the “killed pedestrians aged 18-20 years” data field.

161. The “killed male pedestrians aged 21-24 years” data field is greater than the “killed pedestrians aged 21-24 years” data field.

162. The “killed male pedestrians aged 25-64 years” data field is greater than the “killed pedestrians aged 25-64 years” data field.

163. The “killed male pedestrians aged 65 years & more” data field is greater than the “killed pedestrians aged 65 years & more” data field.

164. The “killed male pedestrians of unknown age” data field is greater than the “killed pedestrians of unknown age” data field.

165. The “killed male drivers of bicycles aged 0-5 years” data field is greater than the “killed drivers of bicycles aged 0-5 years” data field.

166. The “killed male drivers of bicycles aged 6-9 years” data field is greater than the “killed drivers of bicycles aged 6-9 years” data field.

167. The “killed male drivers of bicycles aged 10-14 years” data field is greater than the “killed drivers of bicycles aged 10-4 years” data field.

168. The “killed male drivers of bicycles aged 15-17 years” data field is greater than the “killed drivers of bicycles aged 15-17 years” data field.

169. The “killed male drivers of bicycles aged 18-20 years” data field is greater than the “killed drivers of bicycles aged 18-20 years” data field.

170. The “killed male drivers of bicycles aged 21-24 years” data field is greater than the “killed drivers of bicycles aged 21-24 years” data field.

171. The “killed male drivers of bicycles aged 25-64 years” data field is greater than the “killed drivers of bicycles aged 25-64 years” data field.

172. The “killed male drivers of bicycles aged 65 years & more” data field is greater than the “killed drivers of bicycles aged 65 years & more” data field.

173. The “killed male drivers of bicycles of unknown age” data field is greater than the “killed drivers of bicycles of unknown age” data field.

174. The “killed male drivers of 2-wheelers aged 0-5 years” data field is greater than the “killed drivers of 2-wheelers aged 0-5 years” data field.

175. The “killed male drivers of 2-wheelers aged 6-9 years” data field is greater than the “killed drivers of 2-wheelers aged 6-9 years” data field.

176. The “killed male drivers of 2-wheelers aged 10-14 years” data field is greater than the “killed drivers of 2-wheelers aged 10-14 years” data field.

177. The “killed male drivers of 2-wheelers aged 15-17 years” data field is greater than the “killed drivers of 2-wheelers aged 15-17 years” data field.

178. The “killed male drivers of 2-wheelers aged 18-20 years” data field is greater than the “killed drivers of 2-wheelers aged 18-20 years” data field.

179. The “killed male drivers of 2-wheelers aged 21-24 years” data field is greater than the “killed drivers of 2-wheelers aged 21-24 years” data field.

180. The “killed male drivers of 2-wheelers aged 25-64 years” data field is greater than the “killed drivers of 2-wheelers aged 25-64 years” data field.

181. The “killed male drivers of 2-wheelers aged 65 years & more” data field is greater than the “killed drivers of 2-wheelers aged 65 years & more” data field.

182. The “killed male drivers of 2-wheelers of unknown age” data field is greater than the “killed drivers of 2-wheelers of unknown age” data field.

183. The “killed male drivers of 3-wheelers aged 0-5 years” data field is greater than the “killed drivers of 3-wheelers aged 0-5 years” data field.

184. The “killed male drivers of 3-wheelers aged 6-9 years” data field is greater than the “killed drivers of 3-wheelers aged 6-9 years” data field.

185. The “killed male drivers of 3-wheelers aged 10-14 years” data field is greater than the drivers of 3-wheelers aged 10-14 years” data field.

186. The “killed male drivers of 3-wheelers aged 15-17 years” data field is greater than the drivers of 3-wheelers aged 15-17 years” data field.

187. The “killed male drivers of 3-wheelers aged 18-20 years” data field is greater than the drivers of 3-wheelers aged 18-20 years” data field.

188. The “killed male drivers of 3-wheelers aged 21-24 years” data field is greater than the “killed drivers of 3-wheelers aged 21-24 years” data field.

189. The “killed male drivers of 3-wheelers aged 25-64 years” data field is greater than the “killed drivers of 3-wheelers aged 25-64 years” data field.

190. The “killed male drivers of 3-wheelers aged 65 years & more” data field is greater than the “killed drivers of 3-wheelers aged 65 years & more” data field.

191. The “killed male drivers of 3-wheelers of unknown age” data field is greater than the “killed drivers of 3-wheelers of unknown age” data field.

192. The “killed male drivers of passenger cars aged 0-5 years” data field is greater than the “killed drivers of passenger cars aged 0-5 years” data field.

193. The “killed male drivers of passenger cars aged 6-9 years” data field is greater than the “killed drivers of passenger cars aged 6-9 years” data field.

194. The “killed male drivers of passenger cars aged 10-14 years” data field is greater than the “killed drivers of passenger cars aged 10-14 years” data field.

195. The “killed male drivers of passenger cars aged 15-17 years” data field is greater than the “killed drivers of passenger cars aged 15-17 years” data field.

196. The “killed male drivers of passenger cars aged 18-20 years” data field is greater than the “killed drivers of passenger cars aged 18-20 years” data field.

197. The “killed male drivers of passenger cars aged 21-24 years” data field is greater than the “killed drivers of passenger cars aged 21-24 years” data field.

198. The “killed male drivers of passenger cars aged 25-64 years” data field is greater than the “killed drivers of passenger cars aged 25-64 years” data field.

199. The “killed male drivers of passenger cars aged 65 years & more” data field is greater than the “killed drivers of passenger cars aged 65 years & more” data field.

200. The “killed male drivers of passenger cars of unknown age” data field is greater than the “killed drivers of passenger cars of unknown age” data field.

201. The “killed male drivers of light goods vehicles aged 0-5 years” data field is greater than the “killed drivers of light goods vehicles aged 0-5 years” data field.

202. The “killed male drivers of light goods vehicles aged 6-9 years” data field is greater than the “killed drivers of light goods vehicles aged 6-9 years” data field.

203. The “killed male drivers of light goods vehicles aged 10-14 years” data field is greater than the “killed drivers of light goods vehicles aged 10-14 years” data field.

204. The “killed male drivers of light goods vehicles aged 15-17 years” data field is greater than the “killed drivers of light goods vehicles aged 15-17 years” data field.

205. The “killed male drivers of light goods vehicles aged 18-20 years” data field is greater than the “killed drivers of light goods vehicles aged 18-20 years” data field.

206. The “killed male drivers of light goods vehicles aged 21-24 years” data field is greater than the “killed drivers of light goods vehicles aged 21-24 years” data field.

207. The “killed male drivers of light goods vehicles aged 25-64 years” data field is greater than the “killed drivers of light goods vehicles aged 25-64 years” data field.

208. The “killed male drivers of light goods vehicles aged 65 years & more” data field is greater than the “killed drivers of light goods vehicles aged 65 years & more” data field.

209. The “killed male drivers of light goods vehicles of unknown age” data field is greater than the “killed drivers of light goods vehicles of unknown age” data field.

210. The “killed male drivers of heavy goods vehicles aged 0-5 years” data field is greater than the “killed drivers of heavy goods vehicles aged 0-5 years” data field.

211. The “killed male drivers of heavy goods vehicles aged 6-9 years” data field is greater than the “killed drivers of heavy goods vehicles aged 6-9 years” data field.

212. The “killed male drivers of heavy goods vehicles aged 10-14 years” data field is greater than the “killed drivers of heavy goods vehicles aged 10-14 years” data field.

213. The “killed male drivers of heavy goods vehicles aged 15-17 years” data field is greater than the “killed drivers of heavy goods vehicles aged 15-17 years” data field.

214. The “killed male drivers of heavy goods vehicles aged 18-20 years” data field is greater than the “killed drivers of heavy goods vehicles aged 18-20 years” data field.

215. The “killed male drivers of heavy goods vehicles aged 21-24 years” data field is greater than the “killed drivers of heavy goods vehicles aged 21-24 years” data field.

216. The “killed male drivers of heavy goods vehicles aged 25-64 years” data field is greater than the “killed drivers of heavy goods vehicles aged 25-64 years” data field.

217. The “killed male drivers of heavy goods vehicles aged 65 years & more” data field is greater than the “killed drivers of heavy goods vehicles aged 65 years & more” data field.

218. The “killed male drivers of heavy goods vehicles of unknown age” data field is greater than the “killed drivers of heavy goods vehicles of unknown age” data field.

219. The “killed male drivers of buses aged 0-5 years” data field is greater than the “killed drivers of buses aged 0-5 years” data field.

220. The “killed male drivers of buses aged 6-9 years” data field is greater than the “killed drivers of buses aged 6-9 years” data field.

221. The “killed male drivers of buses aged 10-14 years” data field is greater than the “killed drivers of buses aged 10-14 years” data field.

222. The “killed male drivers of buses aged 15-17 years” data field is greater than the “killed drivers of buses aged 15-17 years” data field.

223. The “killed male drivers of buses aged 18-20 years” data field is greater than the “killed drivers of buses aged 18-20 years” data field.

224. The “killed male drivers of buses aged 21-24 years” data field is greater than the “killed drivers of buses aged 21-24 years” data field.

225. The “killed male drivers of buses aged 25-64 years” data field is greater than the “killed drivers of buses aged 25-64 years” data field.

226. The “killed male drivers of buses aged 65 years & more” data field is greater than the “killed drivers of buses aged 65 years & more” data field.

227. The “killed male drivers of buses of unknown age” data field is greater than the “killed drivers of buses of unknown age” data field.

228. The “killed male drivers of other motor vehicles aged 0-5 years” data field is greater than the “killed drivers of other motor vehicles aged 0-5 years” data field.

229. The “killed male drivers of other motor vehicles aged 6-9 years” data field is greater than the “killed drivers of other motor vehicles aged 6-9 years” data field.

230. The “killed male drivers of other motor vehicles aged 10-14 years” data field is greater than the “killed drivers of other motor vehicles aged 10-14 years” data field.

231. The “killed male drivers of other motor vehicles aged 15-17 years” data field is greater than the “killed drivers of other motor vehicles aged 15-17 years” data field.

232. The “killed male drivers of other motor vehicles aged 18-20 years” data field is greater than the “killed drivers of other motor vehicles aged 18-20 years” data field.

233. The “killed male drivers of other motor vehicles aged 21-24 years” data field is greater than the “killed drivers of other motor vehicles aged 21-24 years” data field.

234. The “killed male drivers of other motor vehicles aged 25-64 years” data field is greater than the “killed drivers of other motor vehicles aged 25-64 years” data field.

235. The “killed male drivers of other motor vehicles aged 65 years & more” data field is greater than the “killed drivers of other motor vehicles aged 65 years & more” data field.

236. The “killed male drivers of other motor vehicles of unknown age” data field is greater than the “killed drivers of other motor vehicles of unknown age” data field.

237. The “killed male drivers of unknown vehicles aged 0-5 years” data field is greater than the “killed drivers of unknown vehicles aged 0-5 years” data field.

238. The “killed male drivers of unknown vehicles aged 6-9 years” data field is greater than the “killed drivers of unknown vehicles aged 6-9 years” data field.

239. The “killed male drivers of unknown vehicles aged 10-14 years” data field is greater than the “killed drivers of unknown vehicles aged 10-14 years” data field.

240. The “killed male drivers of unknown vehicles aged 15-17 years” data field is greater than the “killed drivers of unknown vehicles aged 15-17 years” data field.

241. The “killed male drivers of unknown vehicles aged 18-20 years” data field is greater than the “killed drivers of unknown vehicles aged 18-20 years” data field.

242. The “killed male drivers of unknown vehicles aged 21-24 years” data field is greater than the “killed drivers of unknown vehicles aged 21-24 years” data field.

243. The “killed male drivers of unknown vehicles aged 25-64 years” data field is greater than the “killed drivers of unknown vehicles aged 25-64 years” data field.

244. The “killed male drivers of unknown vehicles aged 65 years & more” data field is greater than the “killed drivers of unknown vehicles aged 65 years & more” data field.

245. The “killed male drivers of unknown vehicles of unknown age” data field is greater than the “killed drivers of unknown vehicles of unknown age” data field.

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APRAD Input Version
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