

DANISH ROAD SAFETY ACCIDENT INVESTIGATION BOARD (AIB)

THE PROBLEM

Road safety in Denmark is seen as a shared responsibility. The Danish Road Traffic Accident Investigation Board (AIB) is one of the important players in the continued efforts to prevent road crashes and minimise their implications. The AIB's main purpose is to come up with new knowledge and make recommendations for proposed actions to be implemented.

THE SOLUTION

The purpose of the work of the AIB is to obtain more knowledge about road traffic crashes. This new knowledge is to be used to improve road safety. The goal is to reduce road user mistakes, create safer roads and develop safe cars with advanced technology. The AIB consists of a multi-disciplinary group that undertakes in-depth analyses of frequent and serious crash types to create a more accurate picture of the factors contributing to crashes and recurring problems. The in-depth analyses make it easier to target the preventive measures than if the efforts were only based on crash statistics. The analyses conducted by the AIB are based on a comprehensive collection of data and information.

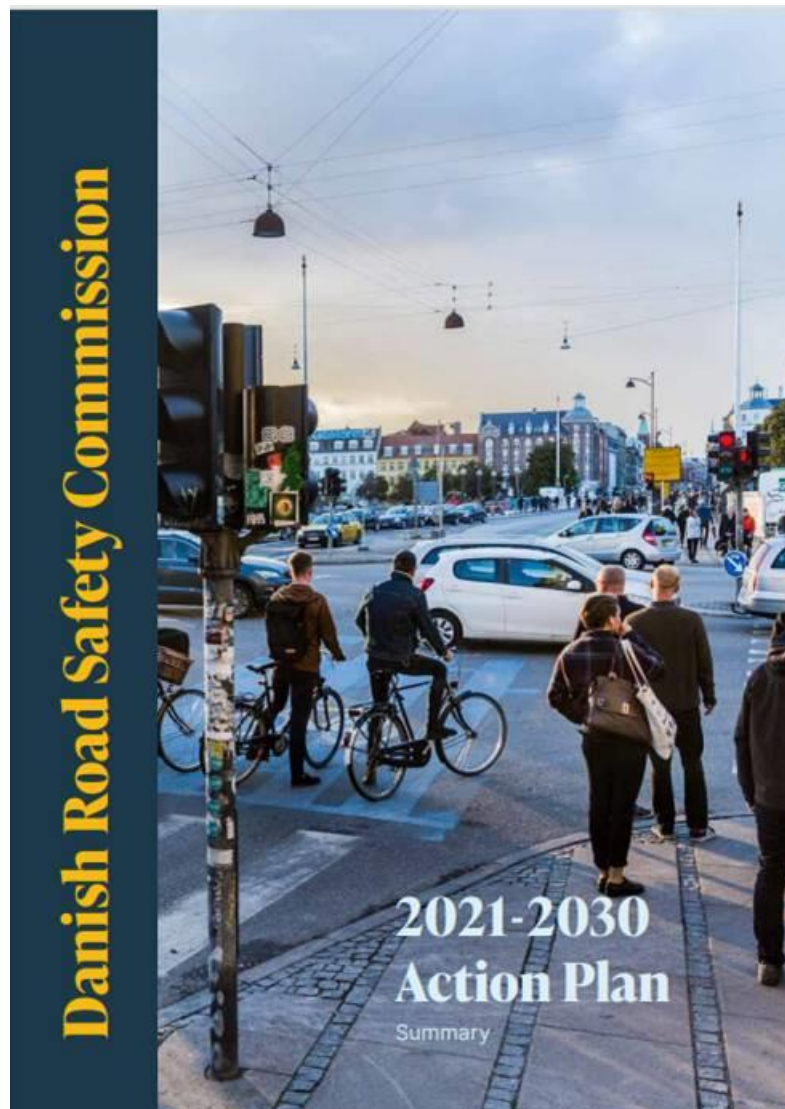


Source: Danish Road Directorate

The members and team of the AIB consist of the Danish National Police, the Danish Road Directorate, Danish Transport Authority, the Odense University Hospital, and Technical University of Denmark. Important collaboration partners are the Danish Road Safety Council and the Danish Road Safety Commission responsible for the national road safety action plan.

Link to the Danish road safety action plan 2021-2030:

[Handlingsplan 2021-2030 - Mål og Strategi \(faerdseleksikkerhedskommissionen.dk\)](https://www.faeldeksikkerhedskommissionen.dk/handlingsplan-2021-2030-maal-og-strategi)



Source: Danish Road Directorate

AIB performs thorough analyses of crashes within specific themes to gain knowledge and understanding of these types of crashes. The analysis methods are qualitative and focus on the interaction between road users, roads/surroundings and the vehicles before, during and after the crash. The themes chosen often relate to a common problem in a particular area, a development in the national statistics which shows a problem, or in a few cases if a theme has received intense public interest in the media. Examples of themes could be urban pedestrian crashes, bicycle crashes at intersections, crashes involving young drivers, 2-lane road crashes, or crashes involving motorcycles etc.

The analyses are based on available material from the national police, government vehicle inspectors, road authorities, hospitals/emergency rooms on the specific crashes. The data is complemented with material from AIB's own investigations. The vehicles and crash scene are investigated by a road safety engineer, vehicle inspector and the police. Interviews are carried

out with the parties involved in the crash as well as any witnesses by a psychologist. The multi-disciplinary team work very closely together to find out what has happened. From all the data collected and interviews done, the crash is “reconstructed” and all crash “factors” determined. A crash “factor” is an adverse factor without which the crash would not have occurred. Often there is more than one “factor” established.

The AIB is commissioned to contribute new or supplementary knowledge in road safety, and come up with recommendations to be implemented by the responsible institutions to lead to preventive actions against road traffic crashes. The object is not to determine the question of guilt or innocence in a legal sense. Is it strictly forbidden for the AIB to share any data or specific knowledge concerning any persons or vehicle involved in the road crashes investigated. It would also harm the investigations if people interviewed, would be afraid of being prosecuted afterwards.

THE OUTCOME

The strength of the AIB and its surveys and reports is that every aspect of a specific road crash is covered and analysed in detail, meaning that the AIB gets more insights into a number of crashes than any other agency gets in its own right. AIB benefits highly from the different organisations involved with each own area of responsibility and expertise. When giving recommendations, the AIB is neutral, and can recommend issues none of the single participating organisations /or government parties can do. The recommendations are not mandatory to be implemented and AIB cannot force anybody to implement. But because of its highly regarded work and being seen as the public voice from the collaboration between the participating government organisations, the recommendations are being taken very seriously by implementing parties (usually same government agencies or other road safety stakeholders like the national road safety council) seeing the recommendations as key for defining new areas of focus, or confirming the need to still work on issues. The recommendations are sometimes seen as justifications for others work and help them get funding for new areas to approach.

FURTHER INFORMATION

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