

Car Road Accident

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Abstract

Road traffic accidents (RTAs) are increasingly problem in Libya has increased very fast during the last decay. These road accidents created economic and environmental effect in addition to the losses in life of the Libyan nations. There are many factors shared in this situation. The main aim of this study was to find out the reasons of increasing road accidents in the last decay in Libya. In this work the risk of speeding of the vehicles related to most crushes in an urban area in Libya has been studied. The increase of the being injured related to the speed of the vehicle, the effect of vehicle speed on the severity of a crash, the effect of drivers, the effect of the vehicles, the effect of the roads and the effects of the people on traffic accidents in Libya has been studied. Depending on the results of this study, several recommendations have been stated as a guideline for each of the driver, the people, the policeman, and the Road and Traffic Authority to help them in order to avoid traffic accidents. By application of these recommendations in future, the soles of nations and residents will be protecting from death.

Keywords: *Keywords: Car road accidents, traffic accidents, road accidents in Libya.*

1 Introduction

An accident is defined as a traffic accident if it occurs on a road or in a place to which the public have access. In Libya, a public road is one that a local authority has a duty to maintain. It may be obvious that someone caused the accident and there will be no dispute about liability. However, there will be cases where it is not obvious, or where the extent of liability is difficult to work out. For example, as a general rule, the driver of a vehicle which runs into the back of another vehicle will be held liable for the accident. This is the case even if the car in front has braked sharply or unexpectedly, because drivers are required to drive a safe distance behind other vehicles. However, there may be circumstances when this does not apply and if liability is disputed.

2 Involvement of a driver in a traffic accident

A driver involved in a traffic accident should stop whether or not the accident was his fault if:-

1. anyone, other than himself, is injured.
2. another vehicle, or someone else's property, is damaged.
3. an animal in another vehicle or running across the road is injured.
4. a bollard, street lamp or another item of street furniture is damaged.

If the driver has to stop, he must remain near the vehicle long enough for anyone who is involved directly or indirectly in the accident to ask for details. This could be, for example, the owner of an injured animal, a relative of someone who is injured, or the police. The driver must then give his name and address, the name and address of the owner of the vehicle (if the driver is not the owner), and the registration number of the vehicle. The driver has to report the accident to a police officer or at a police station within 24 hours. This duty arises whenever the

driver has not given his name and address at the scene of the accident, whether or not he was asked to do so [1 – 10].

If any personal injury is caused to another person, the driver must also produce a valid insurance certificate if asked to do so by a police officer, injured person, or anyone else directly or indirectly involved in the accident. If the insurance certificate is asked for, but not produced at the time, the accident must be reported to a police station within 24 hours, and the insurance certificate must be taken to a police station within seven days of the accident. However, if the driver is asked at the time of the accident to produce insurance details and does so, there is no further obligation to report the accident to the police, as long as they have complied with the duties described above. In the case of a damage-only accident, the driver must give insurance details to anyone who may wish to make a claim against him. In all accidents, driver should inform his own insurance company.

In Libya the police can seize a vehicle if it is driven while uninsured. If the owner doesn't produce a valid insurance certificate within seven working days, the police can keep the vehicle. Different cases of traffic accidents in Libya are shown in the photos given Figure 1 [11 – 19].



Figure 1: Photos showing different cases of traffic accidents for various causes from Google.

3 Tracing the owner of a vehicle when the driver refuses to give information

A driver involved in an accident is required to give information, such as: -

1. the registration numbers.
2. make and model of the car.
3. the date of the accident.

If someone other than the owner of the vehicle was driving it at the time of the accident, the owner can also be required to give the police information about the person who was driving. It is an offence not to provide the police with this information unless the owner can show he did not know and it was not reasonable for him to find out. If a driver involved in a traffic accident refuses to give details, such as name and address, at the scene of the accident, this information can be obtained in other ways. If the registration number of the vehicle has been noted and the accident has been reported, the police can trace the owner (not necessarily the driver) of the vehicle and their insurance company. In Libya, the Driver and Vehicle Licensing Office can give the name and address of the person registered as the keeper of the vehicle to anyone who has a good reason for needing it, provided that the circumstances relate to a vehicle or its use on the road.

4 Driving illegally

Driving illegally include the following cases: -

1. driving alone on a provisional license.
2. driving without a driving license, tax or insurance.
3. driving while disqualified from driving.
4. driving a stolen vehicle.
5. driving an unsafe vehicle.
6. driving without an safety certificate.
7. driving while drunk or under the influence of drugs.

A driver who is driving illegally is not in a strong position to take legal action against anyone else, even if another person caused the accident [20 – 25].

5 Accidents caused by sudden illness

If an accident occurs because a driver has become ill, for example, through a stroke or heart attack, they will not be prosecuted for the way they were driving. However, in some circumstances they could be liable to pay compensation. This may be covered by their insurance [26 – 28].

6 Traffic accidents related to work

An employee who has a traffic accident whilst travelling for work (or possibly on the way to work) should bear in mind the following points: -

1. if the vehicle is insured by the employer, the employee will be covered by the employer's vehicle insurance, whether or not they were responsible for the accident.
2. if the employee is an injured pedestrian or cyclist, the employer will normally be liable in the same way as for any industrial injury, unless the employee clearly acted negligently.
3. if the employee is a trade union member and is injured they will usually get free legal help from the trade union.
4. they may be able to claim benefits under the industrial injuries scheme.

7 Learner drivers

Learner drivers who are driving legally are in exactly the same position as any other driver in relation to a traffic accident. The supervisor of a learner driver must do all that is reasonable to prevent the driver from driving in a way likely to cause danger to others. It is the duty of the driver to report an accident and the liability and responsibility of the supervisor depends on the particular circumstances. The police have the power to require the supervisor of a learner driver to produce their license and certificate of insurance.

8 Stationary or fixed objects

If someone hits a stationary object, either on the road itself or alongside the road, they should consider the following: -

1. was the object adequately marked or lit to enable the driver to see it clearly and in time to avoid it, for example, an unlit car, skip or road works. If not, it will be necessary to find out who was responsible for failing to do so. For example, if the object was a parked car, the responsible person is the owner. If the object was road works, then whoever is carrying out the road works is responsible, for example, the local authority, a gas, water or electricity company, or contractors doing the work on their behalf.
2. had the object been left on the road either unlawfully or in an unsafe way, for example, a car parked on a blind corner. If so, the owner of the object or vehicle may be liable.
3. have there been any similar accidents caused by the object. If so, this is evidence that the object had contributed to the accident.

9 The condition of the road surface

An accident may be caused by the condition of the road surface, for example, by pot holes, ice, mud or leaves [29 – 36]. Adequate warning may not have been given of a problem with the road surface, for example: -

1. the local authority may have failed to respond reasonably to a problem with the road surface. If so, they may be liable for any accident caused.
2. individuals or firms, for example, farmers or contractors may have left mud or grease on the road surface for an unreasonable period of time without adequate warnings. If so, they may be liable for any accident caused.
3. a contractor who has failed to reinstate the road surface properly after carrying out works.

10 Crash rates

The safety performance of roadways are almost always reported as rates. That is, some measure of harm (deaths, injuries, or number of crashes) divided by some measure of exposure to the risk of this harm. Rates are used so the safety performance of different locations can be compared, and to prioritize safety improvements. Common rates related to road traffic fatalities include the number of deaths per capita, per registered vehicle, per licensed driver, or per vehicle mile or kilometer traveled. Simple counts are almost never used. The annual count of fatalities is a rate, namely, the number of fatalities per year.

There is no one rate that is superior to others in any general sense. The rate to be selected depends on the question being asked – and often also on what data are available. What is important is to specify exactly what rate is measured and how it relates to the problem being addressed. Some agencies concentrate on crashes per total vehicle distance traveled. Others combine rates. The Libya, for example, selects high accident locations based on a combination of crashes per million miles traveled, crashes per mile per year, and value loss (crash severity) [37 – 44].

11 Case study

The statistical study for traffic accidents in Libya during a period of 10 years (from 1999 to 2009) are shown Figures (2 to 3). From this study it has been found that 57 % of crashes were due solely to driver factors, 27% to combined roadway and driver factors, 6% to combined vehicle and driver factors, 3% solely to roadway factors, 3% to combined roadway, driver, and vehicle factors, 2% solely to vehicle factors and 1% to combined roadway and vehicle factors

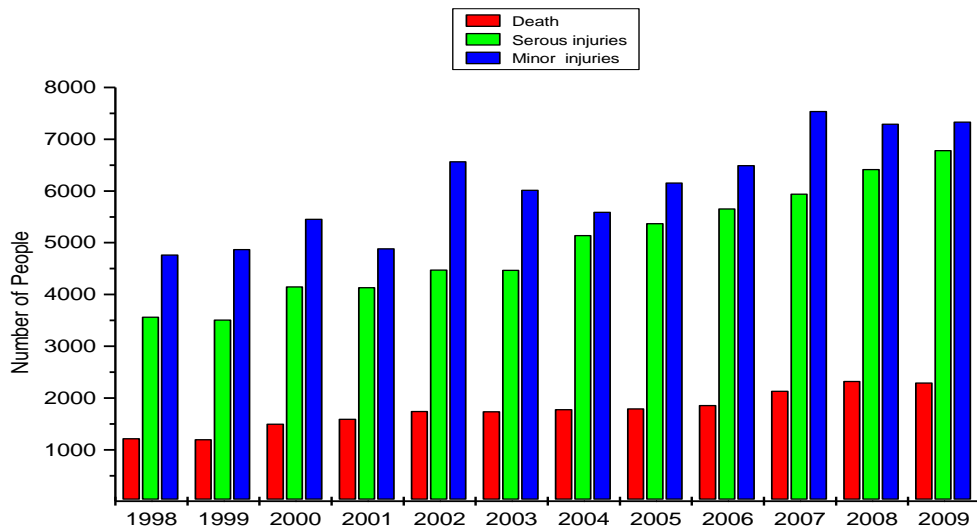


Figure 2. Show Car Road Accidents killed and injuries form 1998 to 2009)

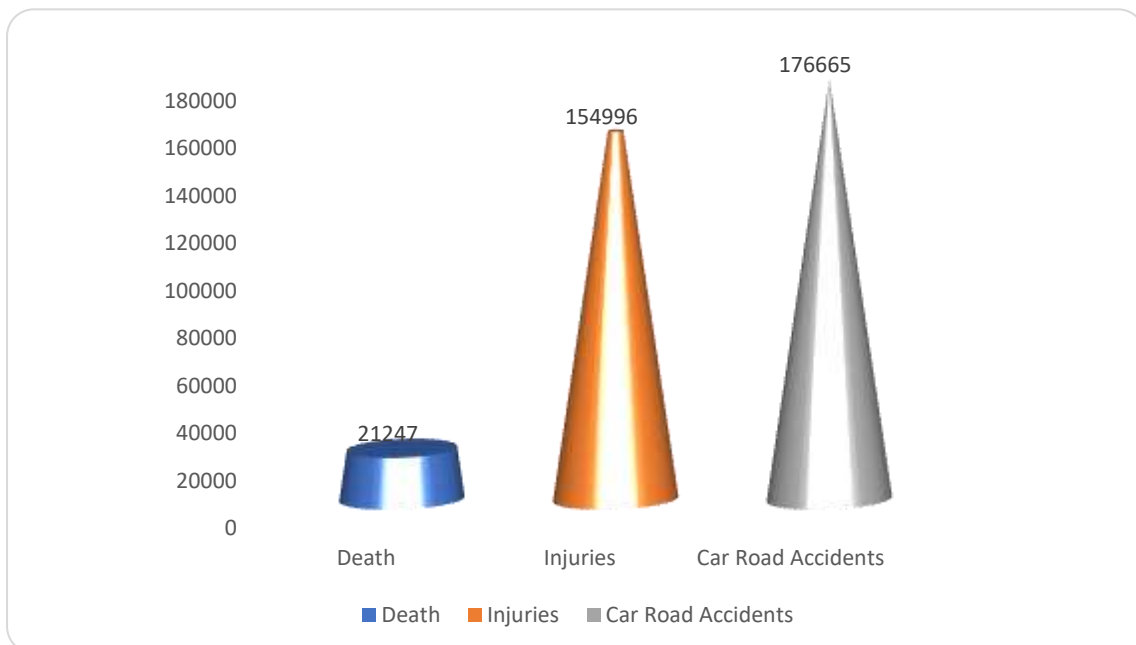


Figure 3. Show Total car road accident for 11 years.

12 Conclusions

From this study it has been concluded the followings: -

The risk of having a crash is increased both for vehicles traveling slower than the average speed, and for those traveling above the average speed.

The risk of being injured increases exponentially with speeds much faster than the median speed.

More than 70% of a crash depends on the vehicle speed change at impact.

There is limited evidence that suggests that lower speed limits result in lower speeds on a system wide basis.

Most crashes related to speed involve speed too fast for the conditions.

13 Recommendations

More research is needed to determine the effectiveness of traffic calming.

All drivers and other users of vehicles should follow the regulations of roads and traffics.

Roads, streets, bridges and traffic lights should be maintained continuously by the Official Authorities.

Offices of Electricity, Roads, Water, Wastewater, housing, post office and communications should work all together and cooperate with Policemen.

Policeman should deal evenly with the nations according to the Law regarding to traffic accidents.

Traffic safety is the responsibility of the all.

Using the TV, Radio, Newspaper, Schools and Universities to inform the nations how to avoid traffic accidents and protect their selves and the others from death.

Using new technologies in the police offices to control on the roads and reduce the cases of road accidents in the city, especially in the crosses.

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