

Accident Data Collection

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Topics

- Data Collection Is Important
- Collecting Missing Data
- Reporting Current Data
- Collecting New Data Elements
- Data Structure

Data Collection Is Important

Historical: a look at the past

Comparison: similarities, differences, trends

Insight: who gets into trouble and what they were doing

Measure: criterion to judge our efforts (as rescuers and in prevention)

Data is information.



Collect Missing Data

IKAR - CISA - ICAR

Season: 2010 / 2011

People rescued from snow avalanches, alive or dead
Personen aus Lawinen gerettet, lebend
oder tot

Personnes secourues dans des avalanches, vivante ou
morte

Reporting Country	Avalanche incidents where rescue teams are involved:	Avalanche Call-outs	Number of Avalanche Rescue Operations	People caught:	People rescued by rescue teams (alive)	People recovered by rescue teams (deceased)	People killed / Personnes mortes / Personen getötet								Total
							Backcountry skiing or snowboarding	Freeride (off piste)	On skirun	Alpinist (without ski/snowboard)	On road	Buildings	Snow-Mobile	Other	
	Nombre d'accidents d'avalanche dans lesquelles des équipes de sauvetage* étaient engagées	Nombre d'intervention sans action de secours	Nombre de sauvetage d'avalanches	Personnes emportées	Personnes sauvées par des équipes de sauvetage* (vivante)	Personnes retrouvées par des équipes de sauvetage* (morte)	Randonnée	Hors piste	Sur Piste	Alpiniste (sans ski/board)	Sur route	Bâtiments	Motorneige	Diverses	Totale
	Lawinenunfälle bei welchen eine Rettungsmannschaft aufgeboden wurde:	Ausrücken einer Rettungsmannschaft ohne geleisteten Einsatz	Anzahl Lawinenrettungseinsätze	Erfasste Personen	Gerettete Personen durch Rettungsmannschaft* (lebend)	Geborgene Personen durch Rettungsmannschaft* (tot)	Tourenfahrer	Varianten-fahrer	Auf Piste	Bergsteiger	Auf der Strasse	In Gebäuden	Motor-schritten	Diverses	Total
Andorra															
Bulgarien							1	-	-	-	-	-	-	-	1
Canada	-	-	-	-	-	11	5	0	0	0	0	0	6	0	11
Deutschland							1	0	0	0	0	0	0	0	1
Espania, Catalunya	7	7	7	9	4		0	0	0	1	0	0	0	0	1
France	59	-	59	105	76	29	14	10	0	4	1	0	0	0	29
Great Britain	-	-	-	-	-	-	0	0	0	1	0	0	0	0	1
Iceland	1	1	1	1	1		0	0	0	0	0	0	0	0	0
Ireland															0
Italia	-	-	-	-	-	-	3	5	0	0	0	0	1	7	16
Kroatien	-	-	-	-	-	-	-	1	-	-	-	-	-	-	1
Liechtenstein	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Norway	43	24	19	53	23	13	4	3	0	0	1	2	2	1	13
Österreich	30	0	30	33	30	3	2	0	0	0	0	0	0	1	3
Polen	1	0	1	3	0	3	3	0	0	0	0	0	0	0	3
Rumänien															
Schweiz							22	2	0	1	0	0	0	1	26
Slowakei	7	0	7	10	9	1	0	0	0	1	0	0	0	0	1
Slowenien	2	-	2	2	2	-	0	0	0	2	0	0	0	0	2
Sweden	-	-	-	-	-	-	0	0	0	0	0	0	0	0	0
Tschechien															0
USA	-	-	-	-	-	-	12	4	0	4	0	0	4	2	26
Total	151	32	127	216	145	60	67	25	0	14	2	2	13	12	135
percents							49.6	18.5	0.0	10.4	1.5	1.5	9.6	8.9	100.0



Missing Data

2011-12

Andorra
Bulgaria
Spain / Catalonia
Great Britain
Iceland
Ireland
Croatia
Liechtenstein
Poland
Romania
Slovakia
Czech Republic

2012-13

Andorra
Bulgaria
Spain / Catalonia
Great Britain
Iceland
Ireland
Croatia
Liechtenstein
Poland
Romania
Slovakia
Czech Republic

2013-14

Andorra
Bulgaria
Spain / Catalonia
Germany
Great Britain
Iceland
Ireland
Croatia
Liechtenstein
Poland
Romania
Slovakia
Czech Republic

2014-15

??????

Collecting Current Data

2014-15

- Use paper copy – or,
- Visit

<http://tinyurl.com/ICAR-avalanche-accidents>



Country / Pays / Land (required / requis / erforderlich):

Organization (required / requis / erforderlich):

Organization

Your contact information (required):

Vos informations de contact (requis):

Ihre Kontaktinformationen (erforderlich):

Name

Email

People killed / Personnes mortes / Personen getötet:



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New Data Elements

- Age
- Gender
- Nationality

Data Structure

- CAAML (www.caaml.org)
(Canadian Avalanche Association Markup Language)
- International standard for the electronic representation of information pertinent to avalanche safety operations, including accidents.
 - ✓ XML – Extensible Markup Language
 - ✓ GML – Geographic Markup Language

ICAR AND ITS IMPORTANCE IN AVALANCHE RESCUE

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ABSTRACT: The International Commission for Alpine Rescue (ICAR, <http://www.ikar-cisa.org/>) was founded 1948 by influential representatives of the alpine rescue organizations in Austria, France, Germany, Italy and Switzerland. From the beginning of the partnership, the aim was to coordinate materials, techniques, strategies and information for alpine rescue-actions. At present, 33 organizations representing 22 countries (in Europe and Northern America) are associated in the ICAR. At the annual meetings, four sub-commissions deal with the different tasks of alpine rescue. Beside climbing, glacier or cave accidents, snow avalanches are of eminent interest. Recommendations for safety measures in outdoor equipments are a strong tradition in the avalanche section of ICAR. We mention the harmonization of the frequency for avalanche beacons in 1989, which, after intense discussions, was fixed worldwide to 457 kHz after ICAR's intervention. Also 1993, when the avalanche warning services coordinated the avalanche danger scale, ICAR played a dominant role in the harmonization. Overall statistics for the last 20 years prove an annual mean of 106 avalanche fatalities in the alpine countries and 138 after adding those in Northern America. Most persons died in avalanches during 'Back- country' touring, but important (and with a gentle positive trend) are also those caught during off-piste skiing/boarding or snowmobiling. In analyzing the questionnaires of the rescue teams and the characteristics of the snow cover progress during winter, detailed information on avalanche accidents can be found and should stay a main focus. Today, efforts are necessary to merge the practical work of the alpine rescuers, avalanche forecasters and educators. Special efforts are also necessary to reduce the risk of the rescuers themselves.

KEYWORDS: mountaineering accidents, mountain rescue, prevention, emergency systems,

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Conclusions

ICAR should:

offer its support for the cross-border development of optimal and improved data collection for search and rescue operations (both positive and negative data). It's known that such data could, in the future, help to trigger new developments regarding accident prevention or the optimization of rescue operations.

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