

**World report
on road traffic
injury prevention**

injury prevention

**Main
Messages
and
Recommendations**

2004



Development of the Report

- WHO — World Bank collaboration
- 18 months in the making
- Over 100 experts from 40 countries
- Health, transport, education, police, social science etc
- Governmental and nongovernmental
- 2 documents
 - Full report for practitioners, researchers, etc
 - 40 page summary for policy-makers



Road traffic injuries are a huge public health and development problem

- 1.2 million die a year
- 20-50 million more are injured or disabled
- 11th leading cause of death
- account for 2.1% of all deaths globally

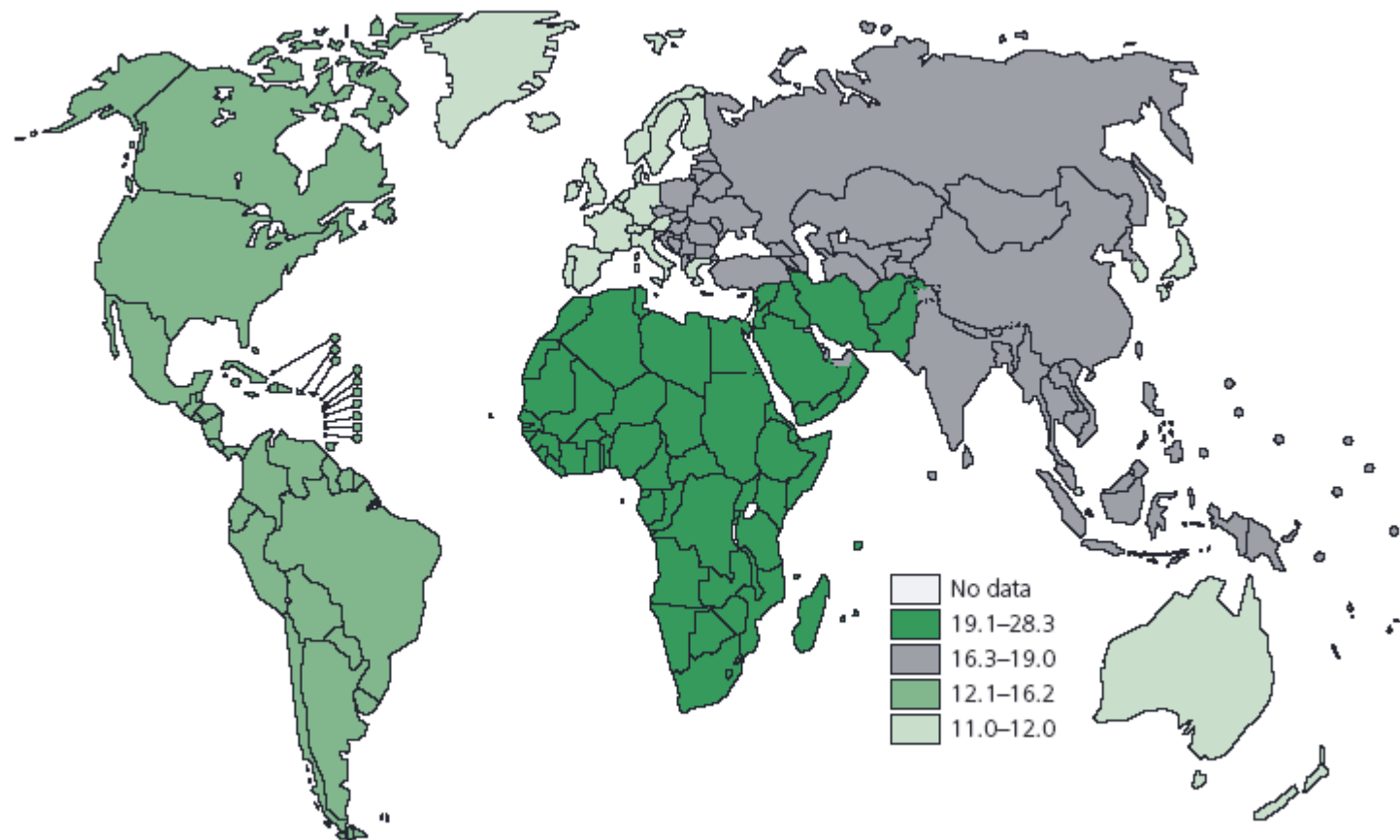


Copyright Etienne Creux, Pretoria News

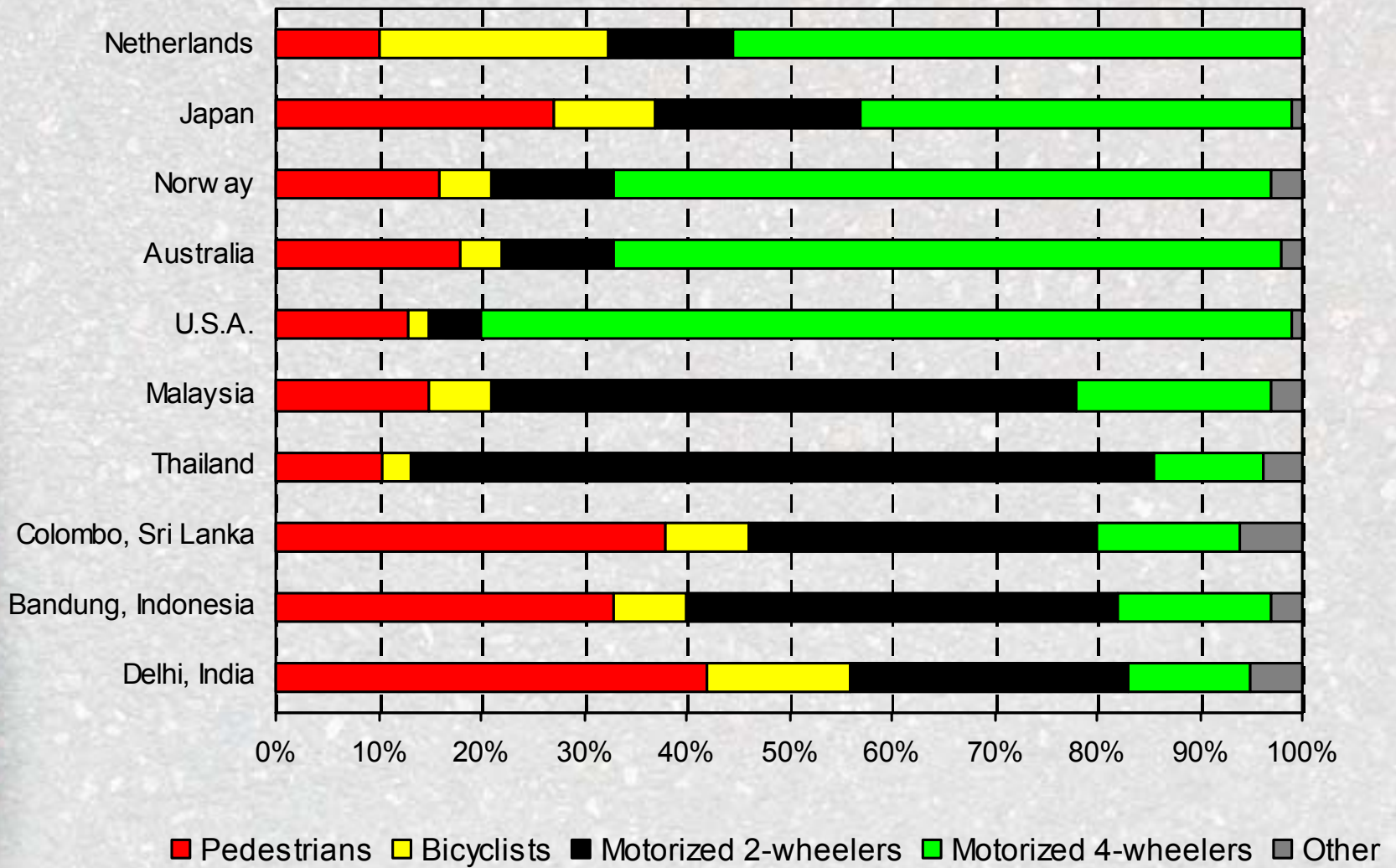


The majority of road traffic injuries occur in low- and middle-income countries

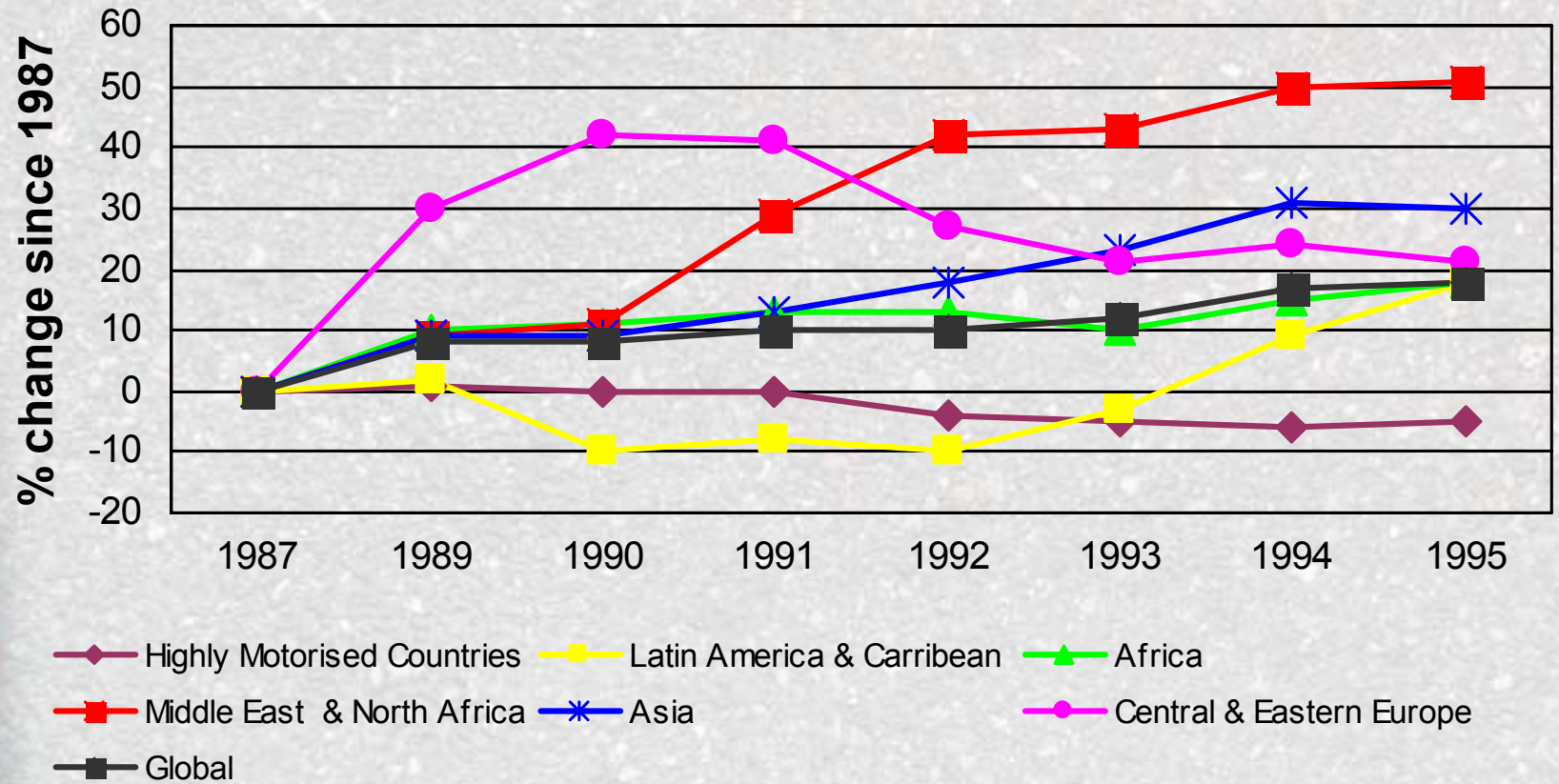
Road traffic injury mortality rates (per 100 000 population) in WHO regions, 2002



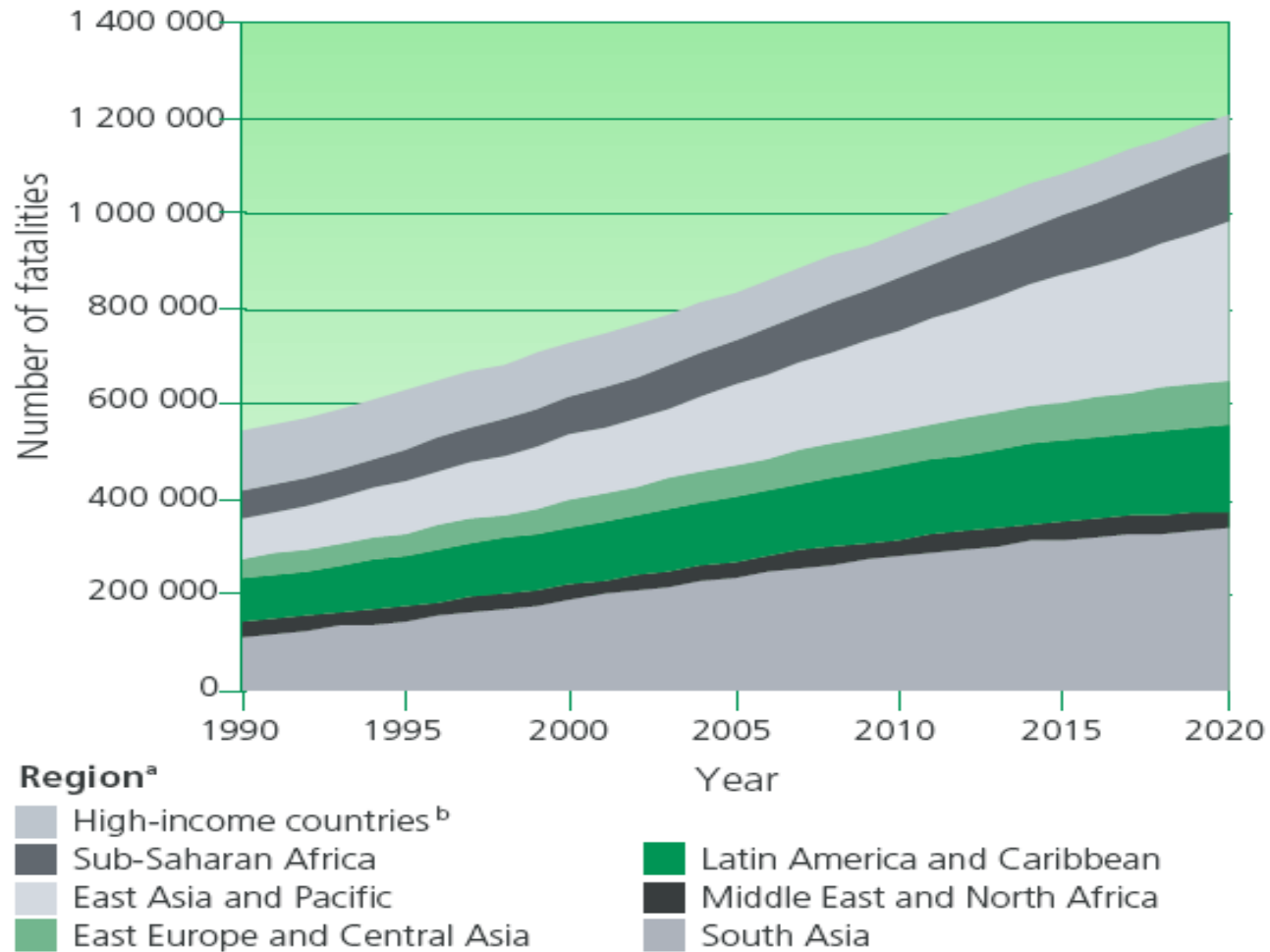
Most of those injured are vulnerable road users



Without appropriate action the problem will worsen



Road traffic fatalities are predicted to increase by 67% by the year 2020



The cost of road traffic injuries is enormous

Region	Regional GNP 1997	Estimated annual crash costs	
		GNP (%)	Costs
Africa	370	1	3.7
Asia	2 454	1	24.5
Latin America and Caribbean	1 890	1	18.9
Middle East	495	1.5	7.4
Central and eastern Europe	659	1.5	9.9
Subtotal	5 615		64.5
Highly motorized countries	22 665	2	453.3
Total			517.8



Major risk factors are identifiable (1)

- Factors influencing exposure to risk
 - economic, demographic factors
 - land use, travel modes, road design
- Risk factors influencing crash involvement
 - speed, alcohol & other drugs, fatigue
 - vulnerable road users
 - vehicle factors
 - defects in road design

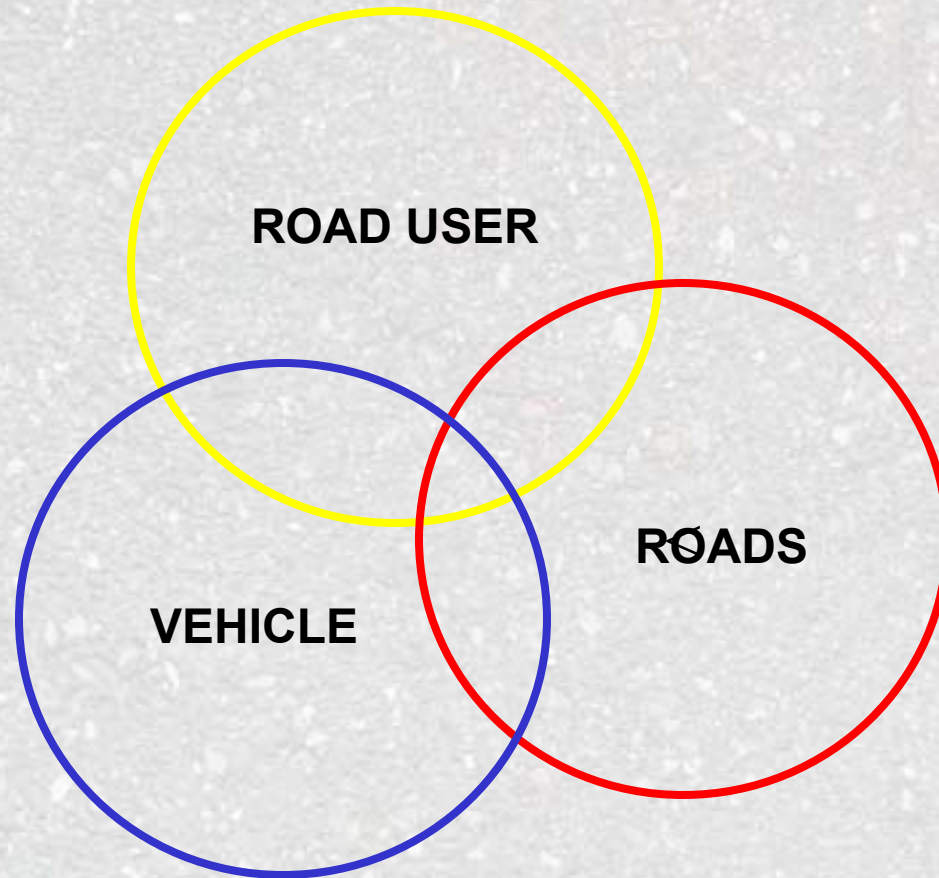


Major risk factors are identifiable (2)

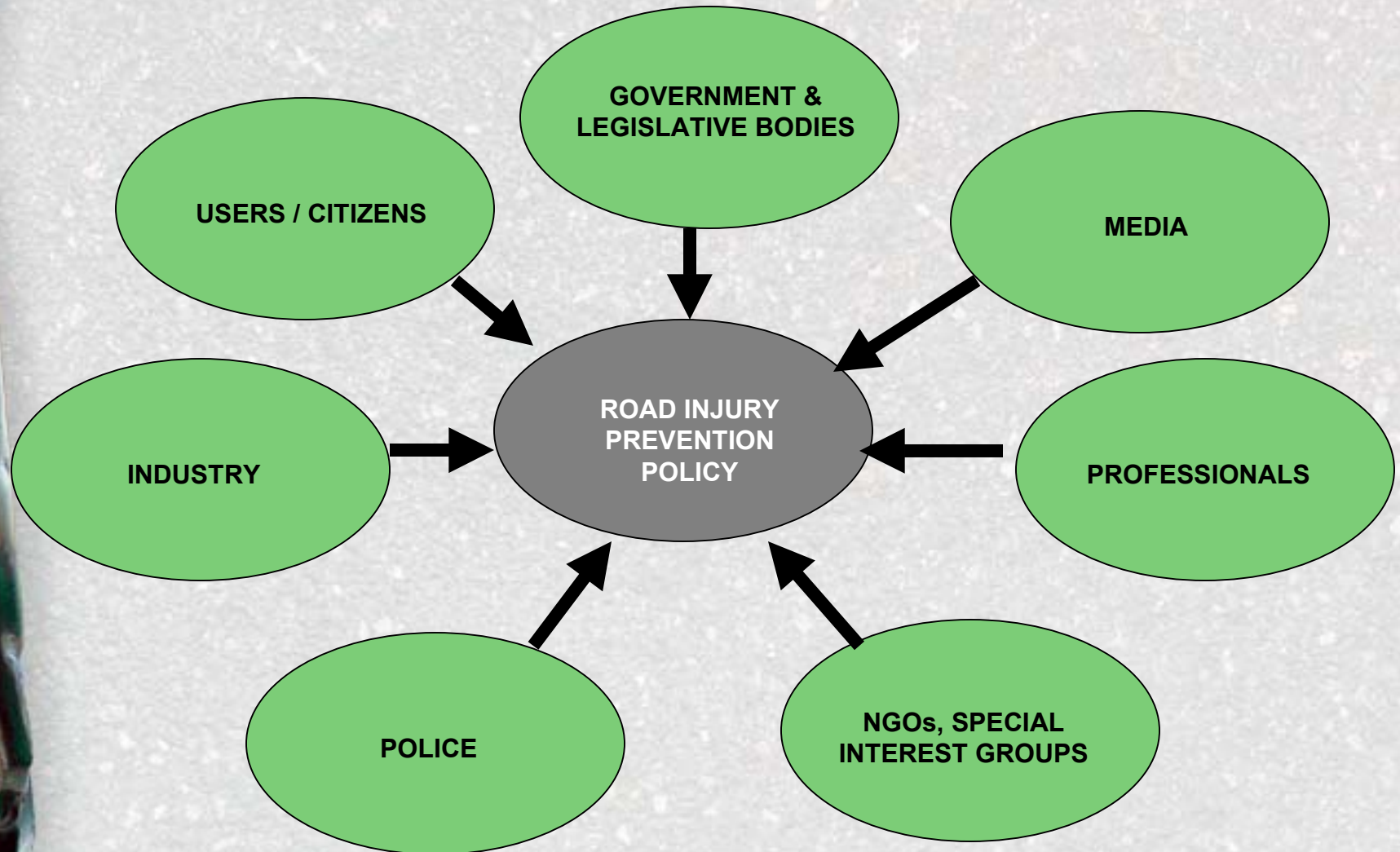
- Risk factors influencing crash severity
 - human tolerance factors
 - speed, alcohol & other drugs
 - not using seat-belts, child restraints, helmets
 - insufficient vehicle crash protection
 - unforgiving roadside objects
- Risk factors influencing severity of post-crash injuries
 - chain of medical care from prehospital to rehabilitation



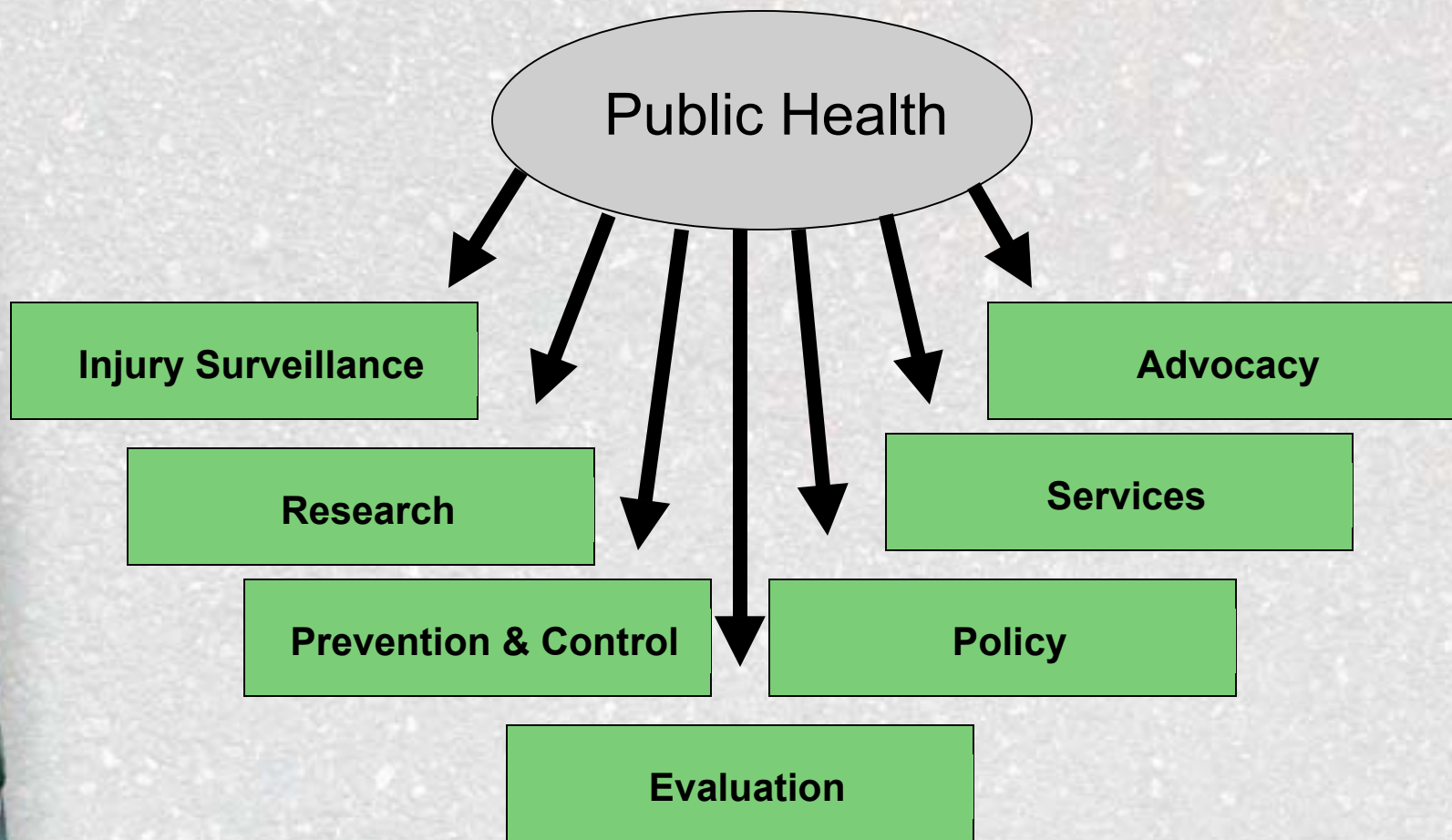
Road safety should be addressed using a “systems approach”



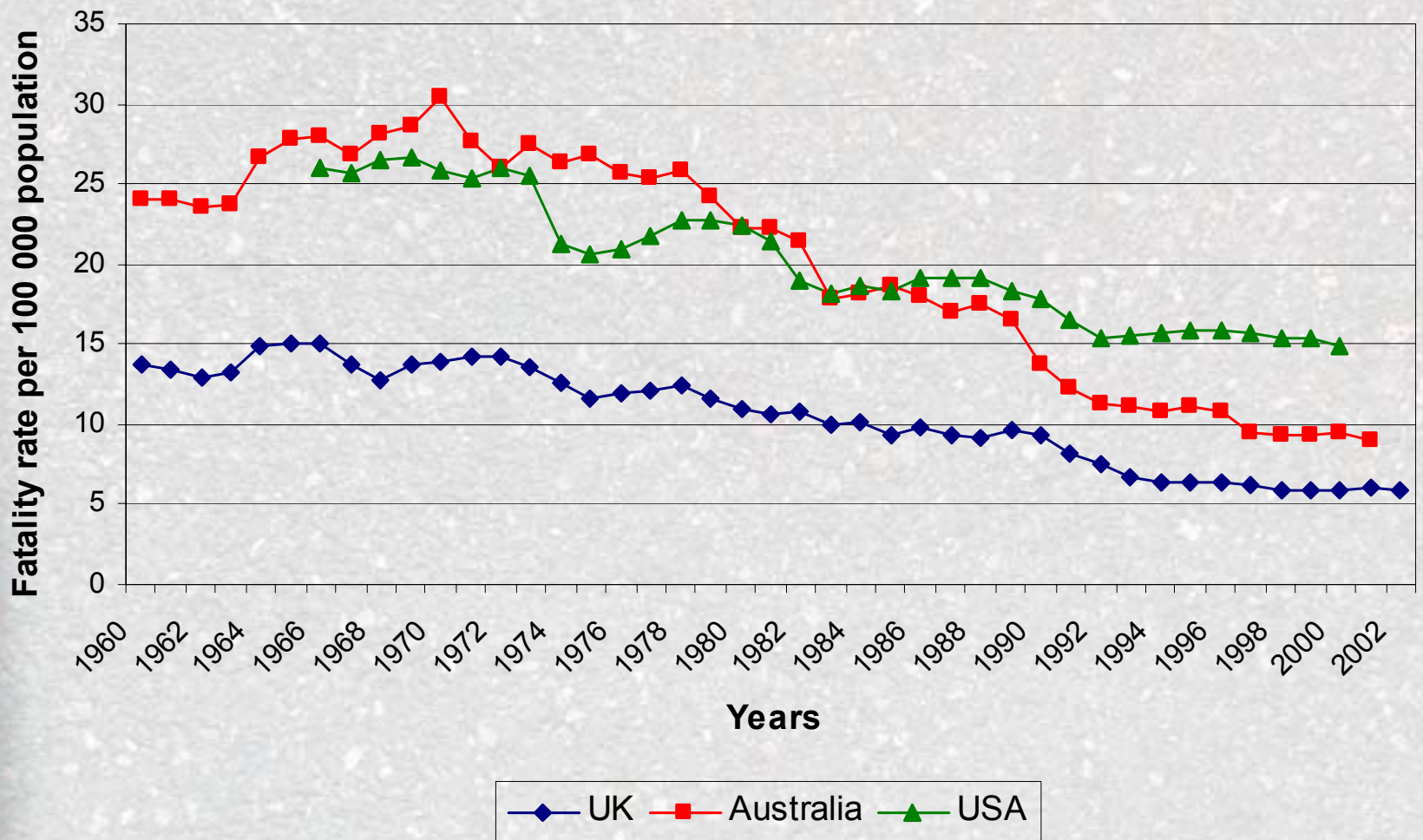
Road safety is a shared responsibility



Road traffic injuries are a public health problem



Road traffic crashes can be prevented



The time to act is now!

- Managing exposure to risk through transport and land-use policies
- Shaping the road network for road injury prevention
- Providing visible, crash-protective, “smart” vehicles
- Setting and securing compliance with key road safety rules
- Delivering post-crash care



Solutions can be adapted in low- and middle-income countries

- Speed
- Alcohol
- Seat-belts and child restraints
- Helmets
- Visibility



Recommendations

- Identify a lead agency in government to guide the national road traffic safety effort.
- Assess the problem, policies and institutional settings.
- Prepare a national road safety strategy and plan of action.



Recommendations

- Allocate financial and human resources to address the problem.
- Implement specific actions to prevention road traffic crashes, minimize injuries and their consequences and evaluate the impact of these actions.
- Support the development of national capacity and international cooperation.



The way forward

- World Health Day - 7 April 2004
 - launch World Report on Road Traffic Injury Prevention
 - launch of a global road safety campaign
 - implementation of recommendations of report
 - focus on 5 major risk factors
- UNECE Road Safety week - 5 to 9 April 2004
- United Nations
 - General Assembly resolution - 14 April 2004
 - Stakeholder Forum - 15 April 2004
- World Health Assembly resolution - May 2004
- Various international conferences





ROAD SAFETY IS NO ACCIDENT

World Health Day 2004



World Health
Organization