

Situation of Road Traffic Injuries World & South-East Asia Region



Dr. Chamaiparn Sant
Regional Advisor, Injury and Violence Prev
WHO Regional Office for South East Asia



Regional Office for South-East Asia

DPR Korea

Nepal

Bhutan

WHO-SEARO

India

Bangladesh

Myanmar

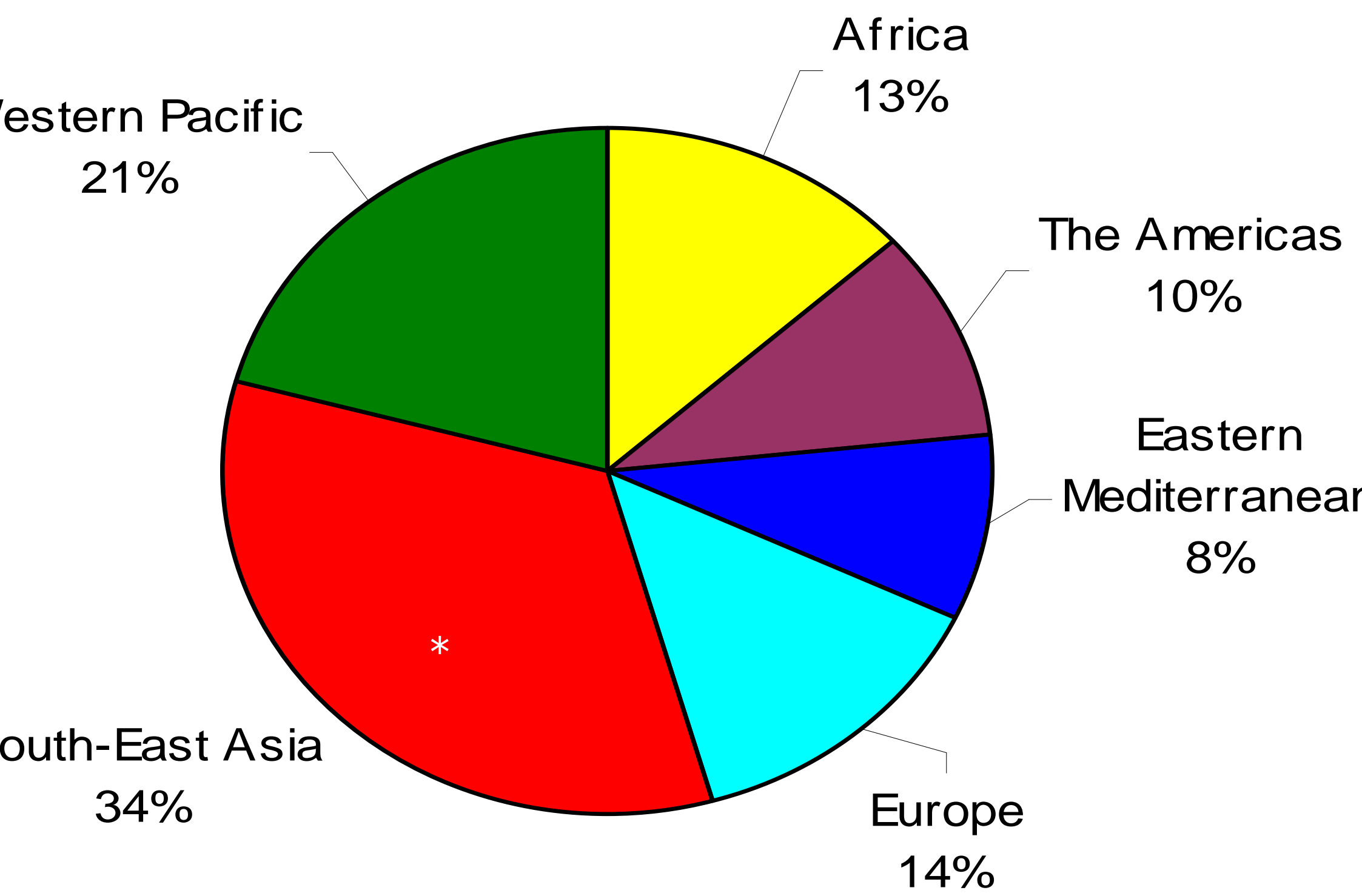
Thailand

Sri Lanka

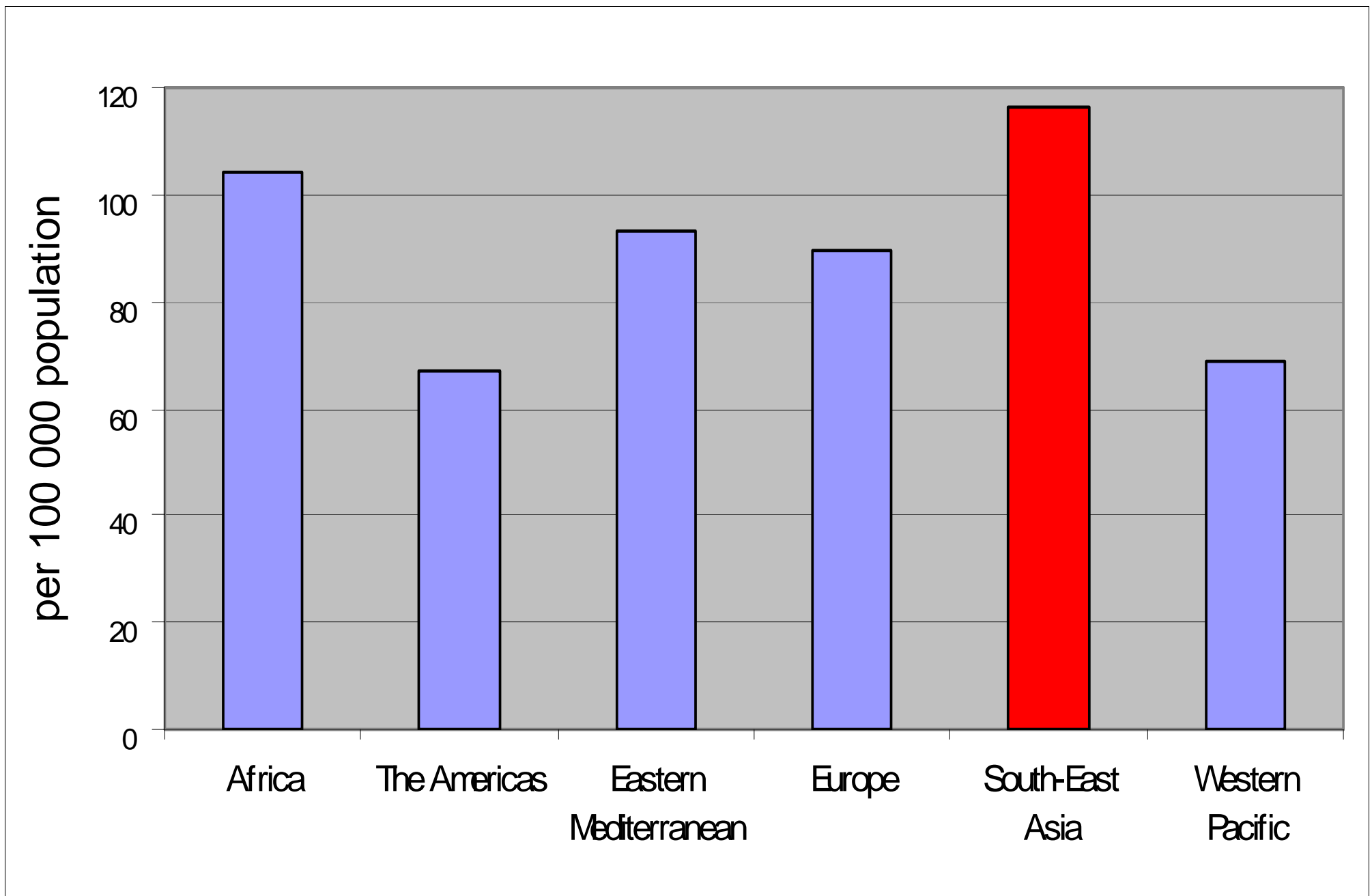
Indonesia

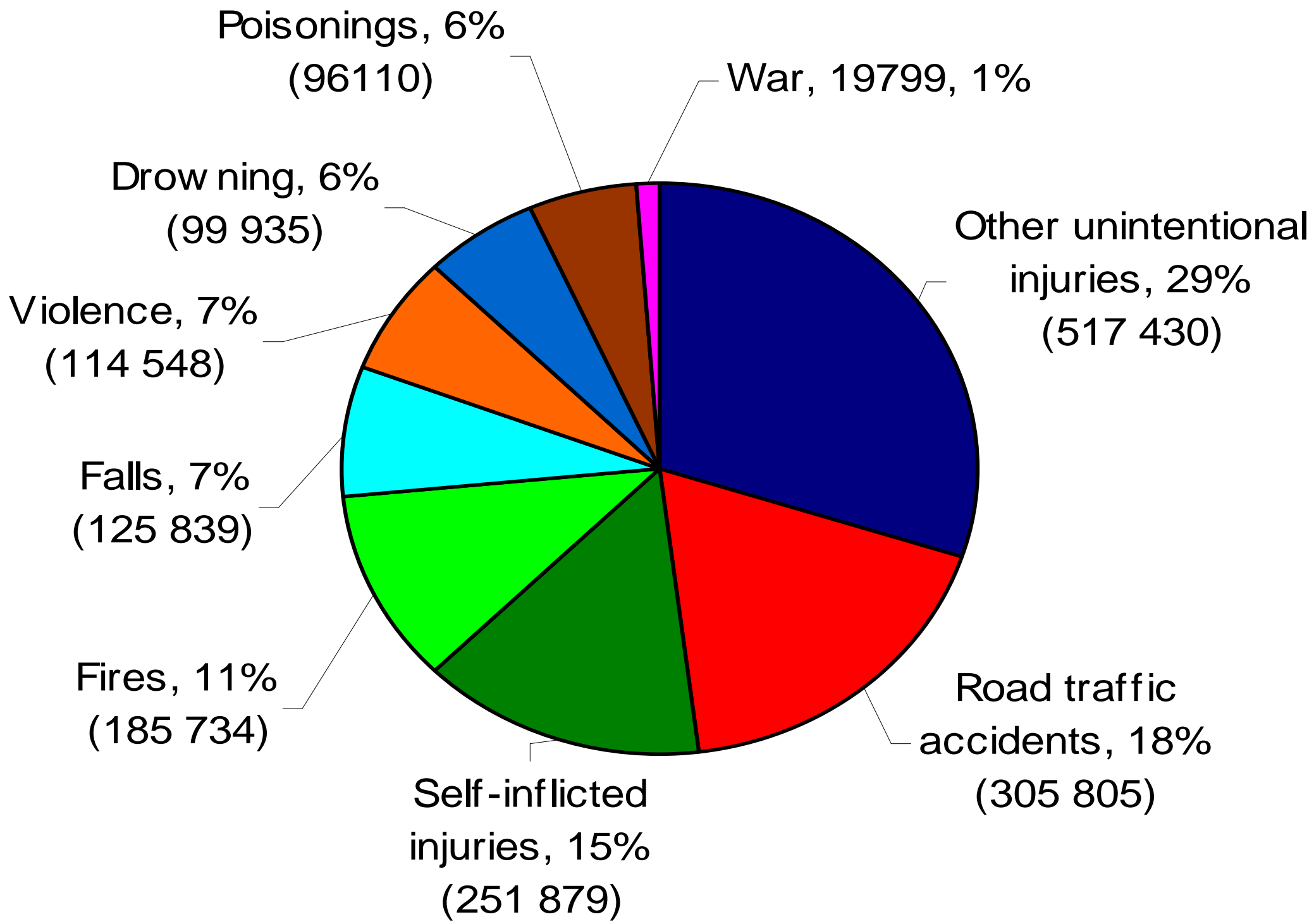
SEAR countries

Timor Leste



Regions of WHO, 2004





Global status report on road safety 2009



ISBN 978-92-4-156384-0



World Health Organization
Department of Violence & Injury Prevention & Disability (VIP)

GLOBAL STATUS REPORT ON ROAD SAFETY

Regional Report on Status of Road Safety: South- East Asia Region, 2009

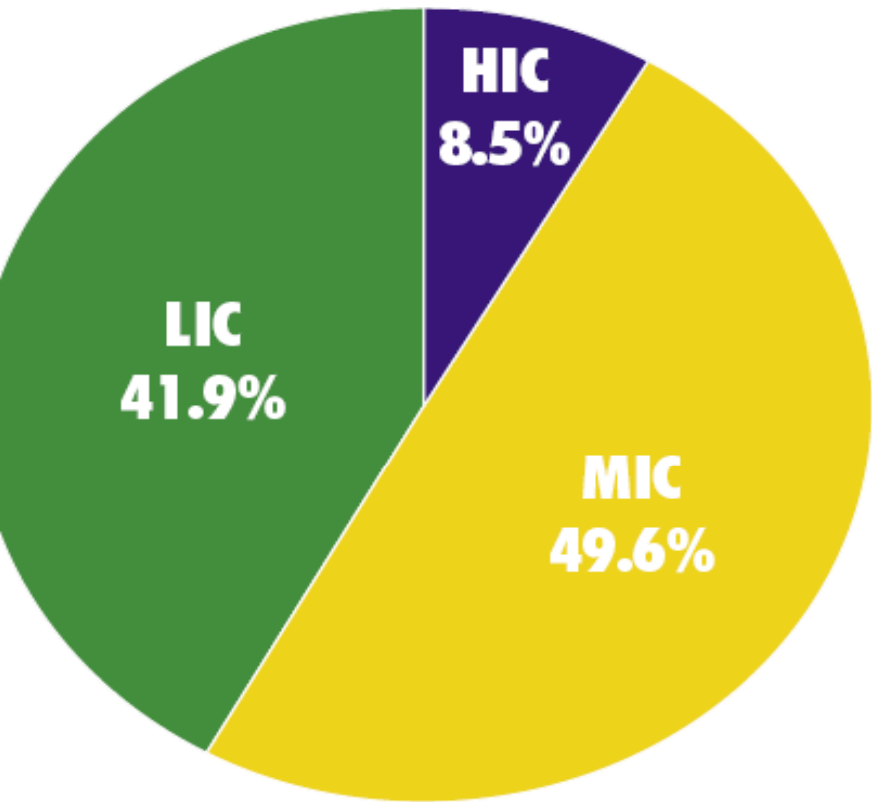


Regional Report on
Status of Road Safety

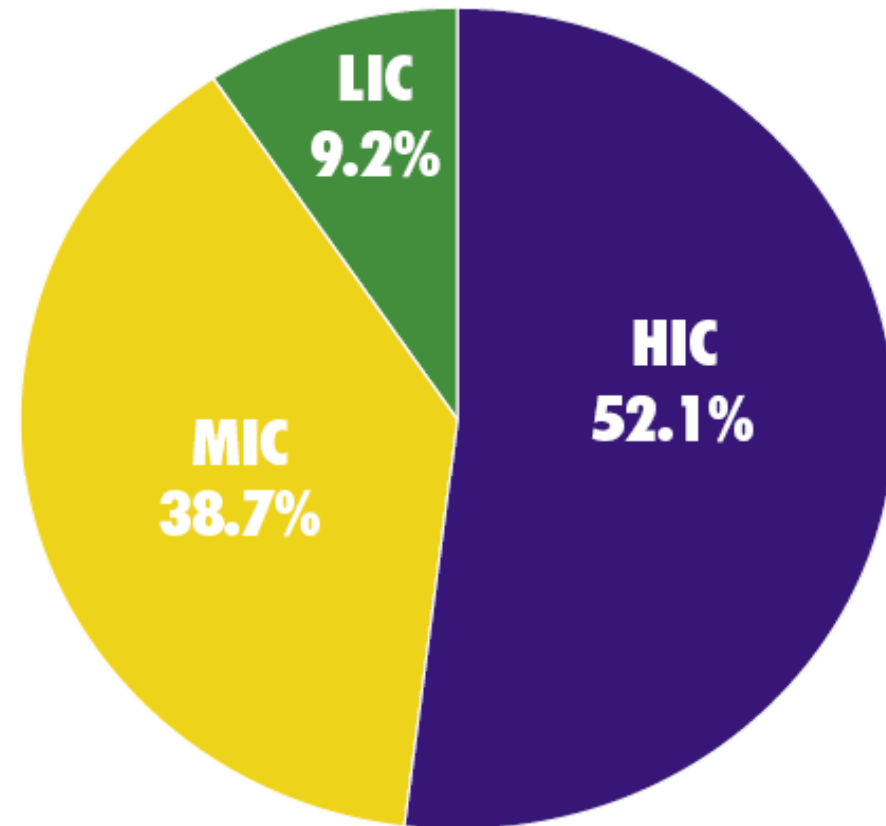
**Road deaths >1.2 million
% deaths occur in LMIC**

**Registered vehicle 1.3
bill. Only 48% in LMIC**

Road traffic deaths



Registered vehicles

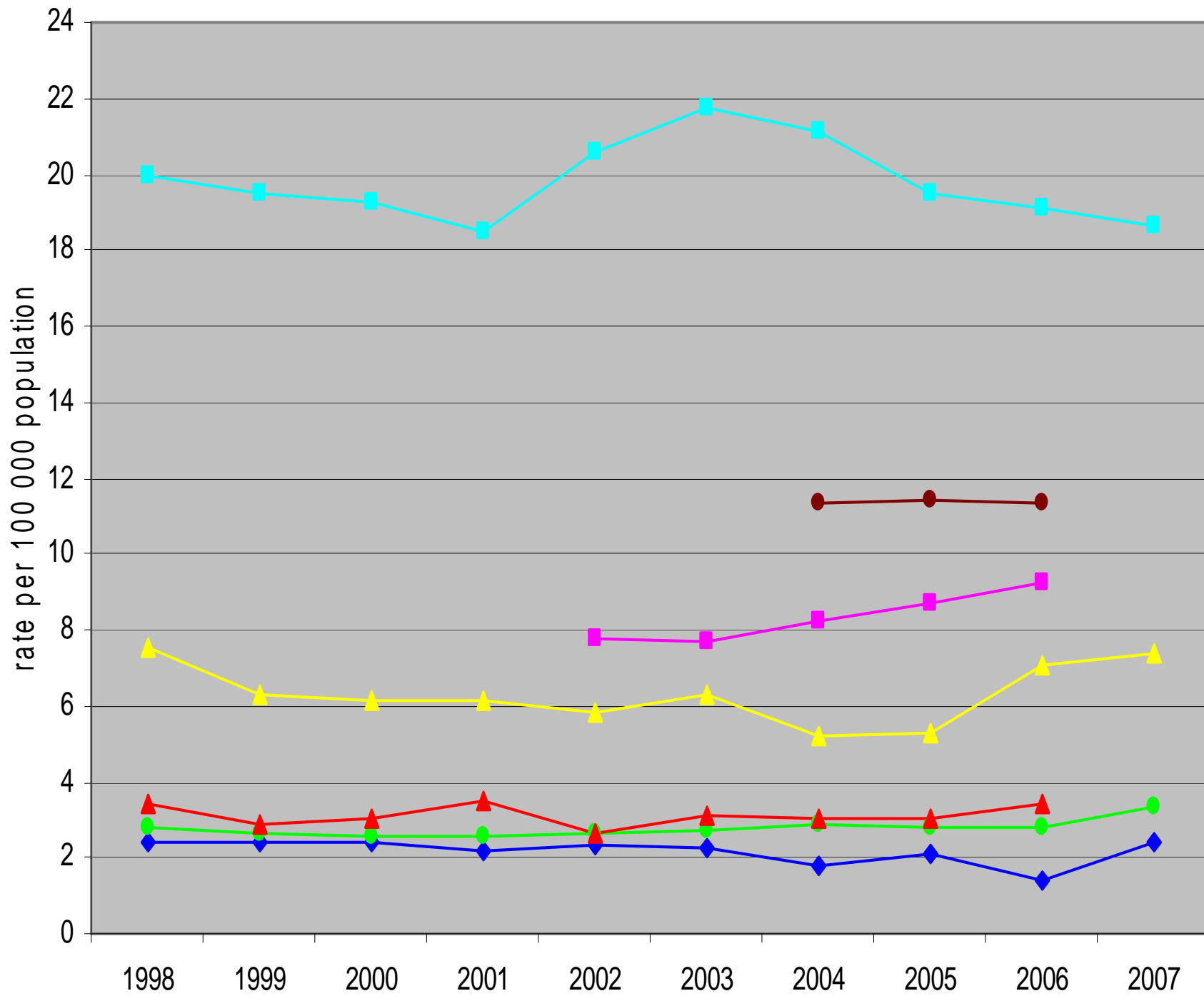


REGION	REPORTED DATA ^a		MODELLED DATA ^a	
	<i>n</i>	RATE PER 100 000 POPULATION	<i>n</i>	RATE PER 100 000 POPULATION
AFRICAN REGION	52 302	7.2	234 768	32.1
AMERICAS REGION	139 466	15.5 ***	142 252	15.5
SOUTH-EAST ASIA REGION	143 977	8.4	285 020	16.1
EUROPEAN MEDITERRANEAN REGION	76 912	14.1 **	175 668	32.1
EUROPEAN REGION	113 346	12.8 *	117 997	13.1
SOUTH PACIFIC REGION	135 316	7.6	278 321	15.1
TOTAL	661 319	10.1	1 234 026	18.1

Top 10 countries with largest modelled
number of RTI deaths globally- China, India,
Nigeria, USA, Pakistan, Indonesia, Russia,
Brazil, Egypt and Ethiopia

Country	Population	Reported number of deaths	Modelled number of deaths		Estimated traffic death rate per 1000 pop. ^c
			Point estimate	90% confidence interval	
India	158 664 959	4 108	20 038	14 882–29155	
China	658 479	111	95	72–115	
USA	1 169 015 509	105 725	196 445	155 727–266 999	
Indonesia	231 626 978	16 548	37 438	29 785–65 158	
Japan	305 556	10	56	37–105	*
Germany	48 798 212	1 638	11 422	6 905–16 883	**
France	28 195 994	962	4 245	3 453–5 288	
UK	19 299 190	2 334	2 603	2 185–3 097	
Canada	63 883 662	16 240	16 240	-	***
Australia		49	186	143–255	

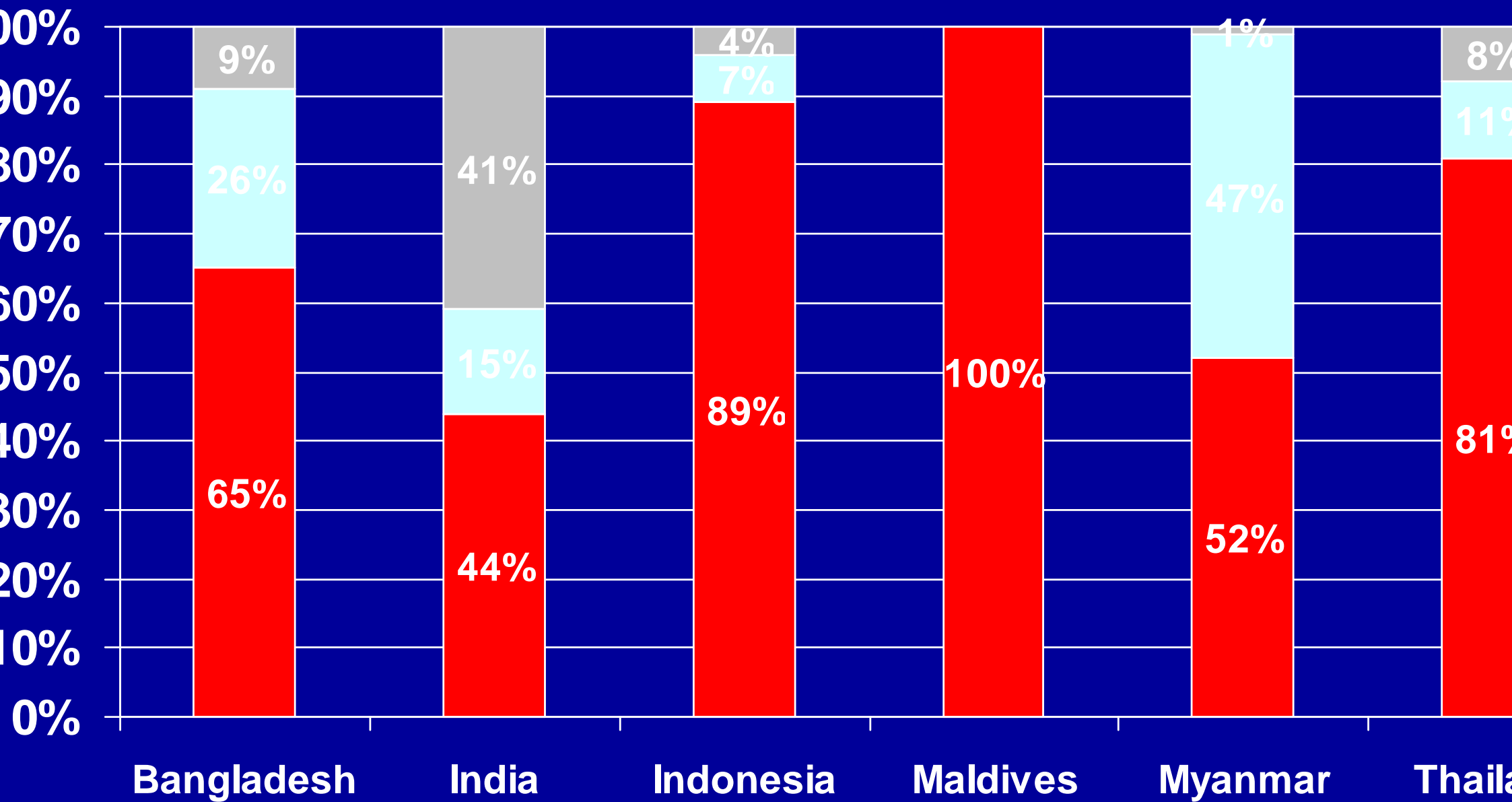
(using actual data updated from countries) 1995-2007



males are 6 times more likely to be victims
of fatal road traffic crashes than females



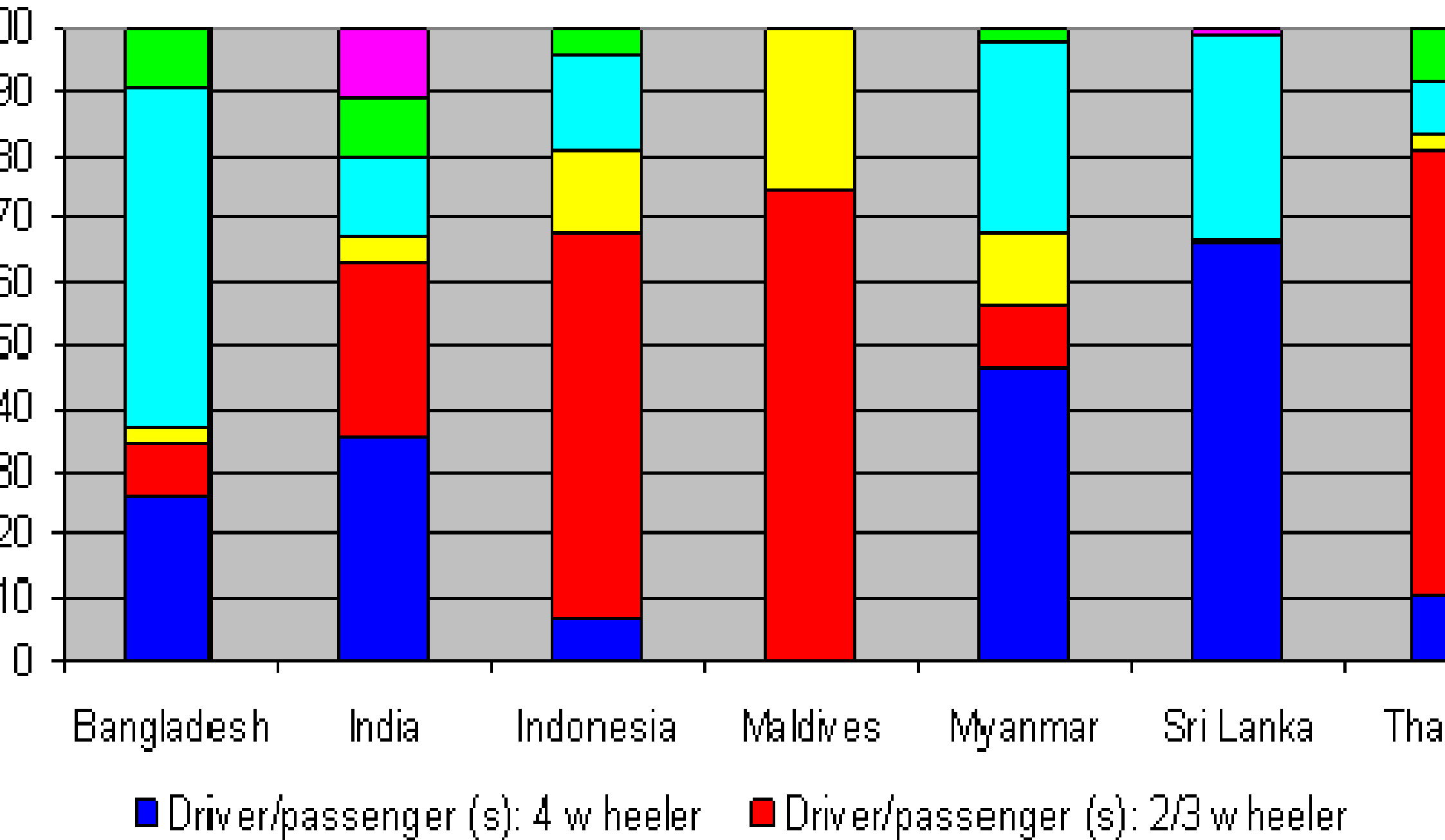
selected SEAR countries, 2009



Vulnerable road users ■ Diver/Passenger of four wheeled vehicles ■ Other/unspecified

Most $\frac{3}{4}$ of RT deaths in South-East Asia are vulnerable road users

Countries of South-East Asia Region, 20

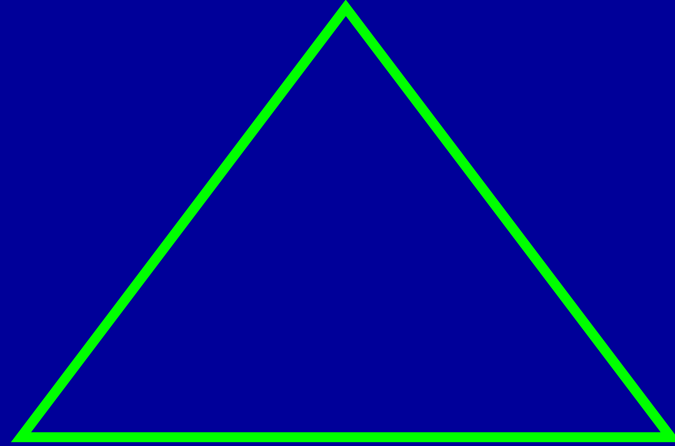




Motorcycle

11 28 2018

Host



Agent

Environment

Energy

- mechanical
- thermal
- etc.

Vectors/vehicles

- cars, **motorcycles**, trucks
- and other vehicles

-Light, weather

Country	Motorized 2 - 3wheelers % (% MC registered)	Reporting year
Bangladesh	62.2 (50.0)	2007
Bhutan	20.9 (18.8)	2007 (2009)
India	71.4 (71.4)	2004
Indonesia	73.0*(75.0)**	2007 (2003)
Maldives	79.2*(79.2)***	2007
Myanmar	64.6 (63.8)	2008
Nepal	69.2 (66.1)	2007 (2006)
Sri Lanka	62.9 (50.3)	2007 (2006)
Thailand	63.0 (65.3)	2007 (2008)

Shimla



MC 19 9

Registered motorcycle in
hi-income country
(US, UK, Australia)
< 4%



Why are...





Fitr
holi
Oct.10,
(AP ph
Firdia
Lisnaw

MC
inju
Unit
inju
da

Motorcycle
toxi



ad traffic injuries and
owning are leading
uses of injury death for
5 years, each cause=12%



RTI, 10.6– 37.5% of injury death in <15 yr. (from 7 countries)

drivers and passengers (vehicle users)- largest proportion of RTI

children in Thailand (87.6%), Sri Lanka (71.3%), and Nepal (33.3%)

India - pedestrians 50.1% (2 cities study)

among child vehicle users, motorcycle injuries were most common

vehicle-related transport injuries in children, 40.4% - 69.7%

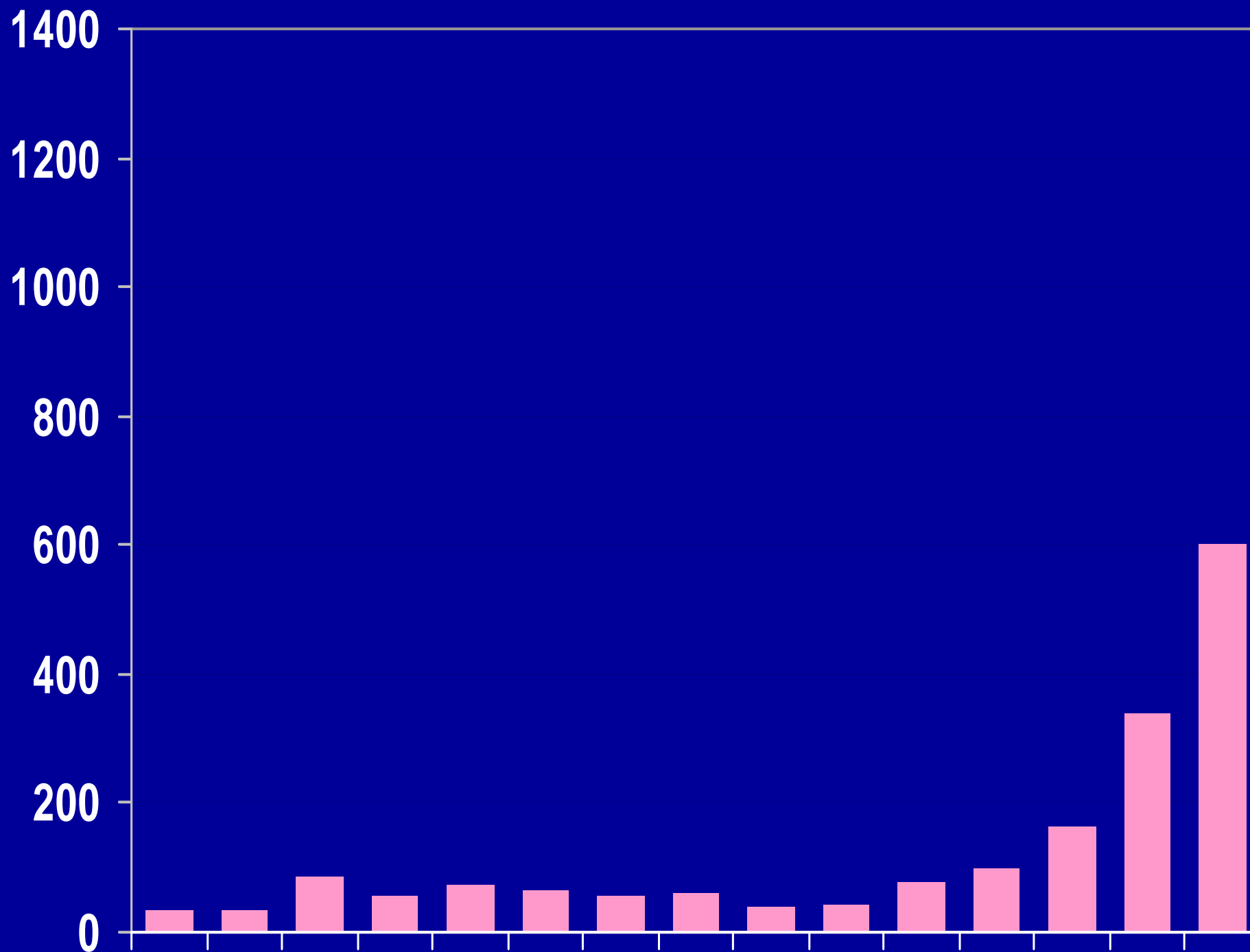
(Thailand, Nepal, Sri Lanka and India)



cod as Family car



MC crashes, by age, Thailand, 2003



Most children have no access to the child

motorcycle helmet, esp. 2-5 yr old

2 yr old child - no protection, can not

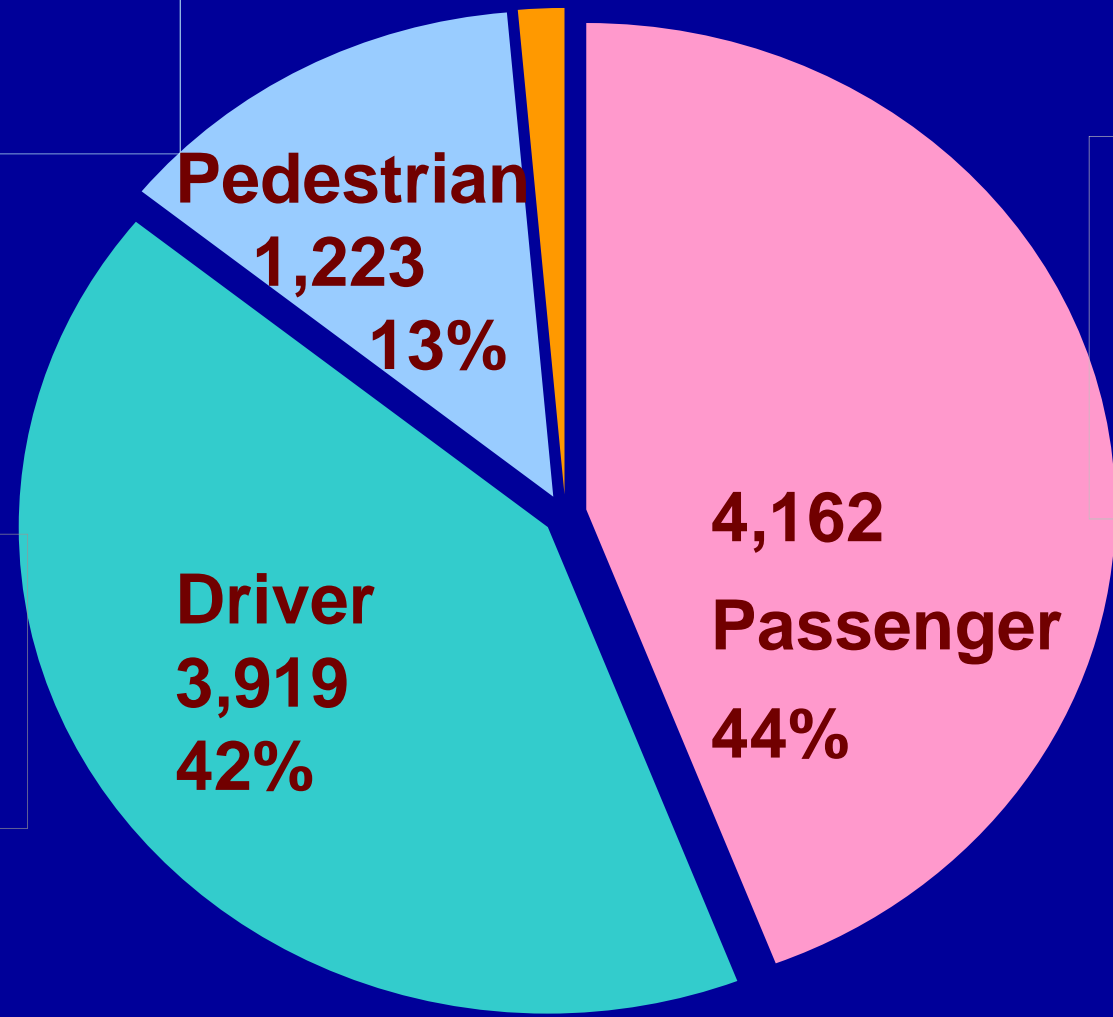
wear standard helmet due to weak neck

muscle

Injuries among children <15 years, Thailand 20

Hit by:
Motorcycle 58.7%
Pick up 27.5
Sedan 5.3
Truck 3.0

Unknown 120
1%



Motorcycle 68%
Pick up 12.3%
Bicycle 9.3%
Sedan 2%

Motorcycle 69.7%
Bicycle 29.7%
Pick up 0.3%

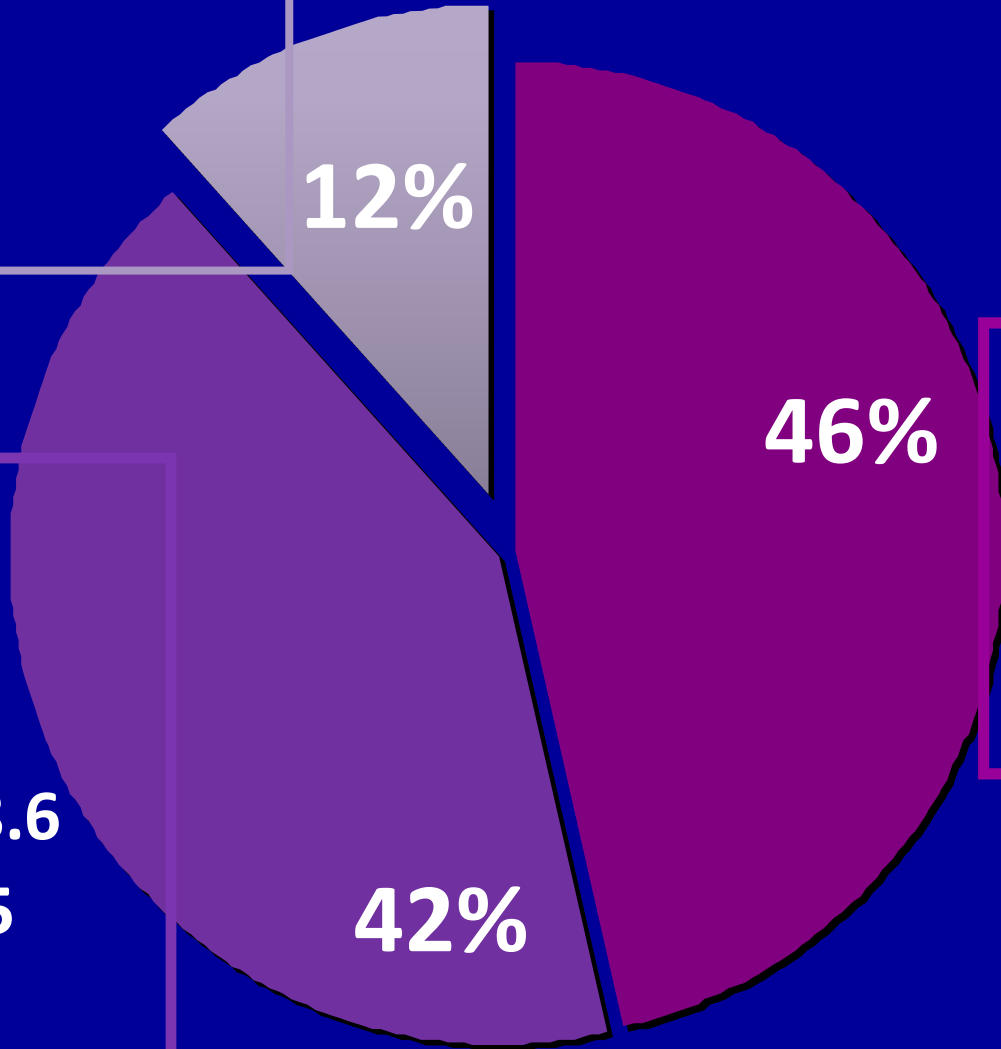
9,304 cases

28 sentinel hospitals, Thailand 2009

Pedestrians- hit by
Motorcycle 60.9
Pick-up/van 25.2
Car 5.3
Truck 1.9
Others 6.7

Passengers
Motorcycle 69.7
Pick-up/van 13.0
Bicycle/3-Wheeler 8.6
Motor 3-Wheeler 1.5
Others 7.3

Drivers
Motorcycle 71.6
Bicycle/3-Wheeler 27.4
Others 0.7



8,702 case

Motorcycles (MC) in SEA Region, by country, during 2005-2009

SEA Countries	Registered Vehicle (No.)	Reg. MC (No.)	% MC of all veh.	Veh./ 1,000 children	MC/ 1,000 children
Bangladesh	1,054,057	525,751	49.9	19.5	9
Burman	41,262	7,740	18.8	196.5	36
China	72,718,000	51,922,000	71.4	201.2	143
Indonesia	24,995,000	18,796.240	*75.2	370.2	0
Maldives	39,338	31,414	**79.9	*419.4	**334
Myanmar	1,032,842	658,997	63.8	55.7	35
Nepal	88,735	72,568	***81.8	9.9	8
Sri Lanka	2,827,000	1,422,140	50.3	**555.2	*279
Thailand	27,198,050	17,757,943	65.3	**1994.7	***1302
Timor-Leste (DPR)	NA	NA	NA	NA	9
Timor-Leste	NA	NA	NA	NA	36



**What can be done
to address this
important health
problem?**



2005 Thailand





**Indonesian
started
producing
standard
child M
helme
2000**



7-8881
โทร: 02-5383249

COROLLA
CNG

9

31-4099453

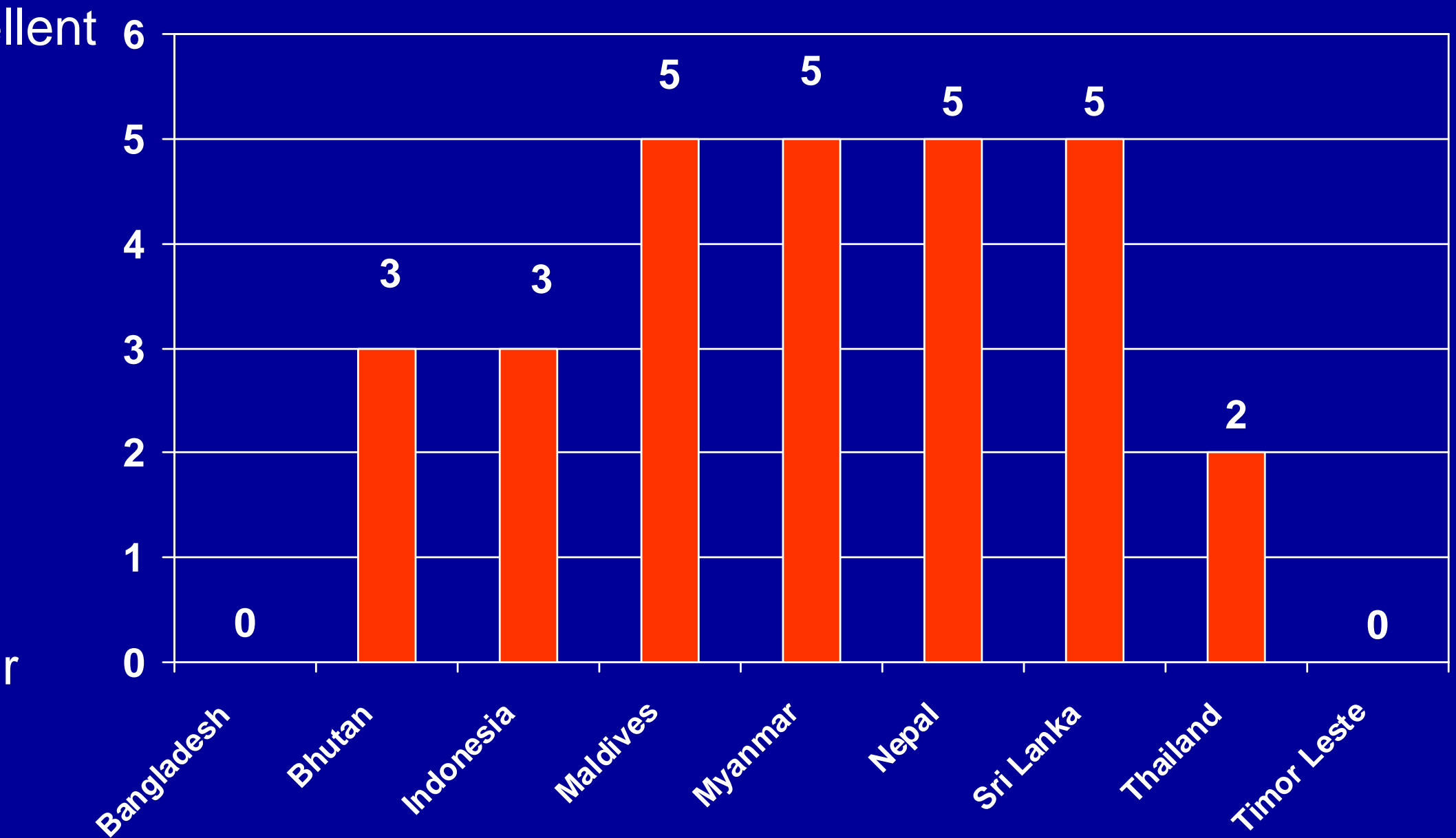
BMTA

Country	helmet law	Exemptions	Requires helmet standards	enforcement 0 to 10
Bangladesh	Yes	No	No	3
Bhutan	Yes	No	Yes	9
Burma	Yes	Religious headgear	Yes	2
Indonesia	Yes	Religious headgear	Yes	7
Maldives	No	n/a	n/a	n/a
Myanmar	Yes	Religious headgear	Yes	6
Nepal	Yes	No	No	9
Sri Lanka	Yes	Schoolchildren in uniform	Yes	7
Taiwan	Yes	Religious headgear	Yes	4

**Urban speed limits should
=< 50 km/h
and local authorities should be
able to reduce speeds**



self-scoring South East Asia, 2009

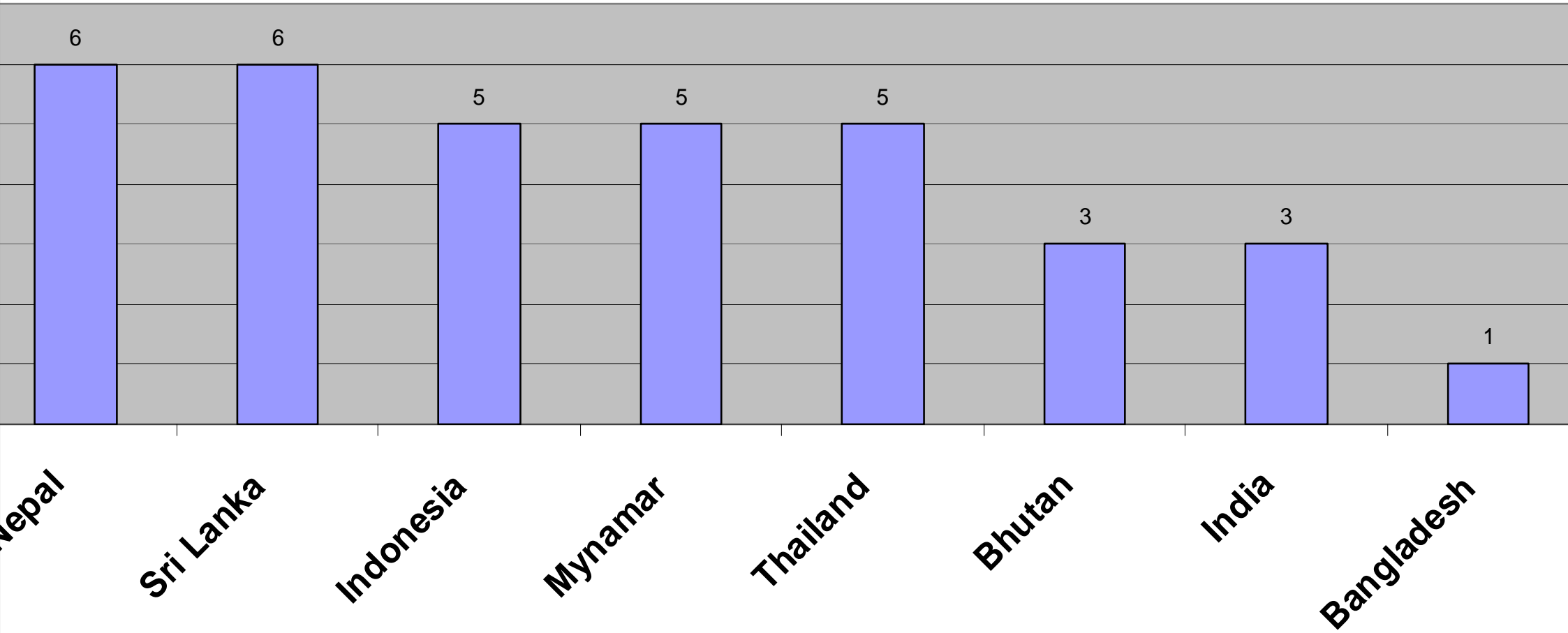


India - no national speed limit at national level but has at sub national level

Drink Driving

Good alcohol level should be ≤ 0.05 g/dl (50 mg %)

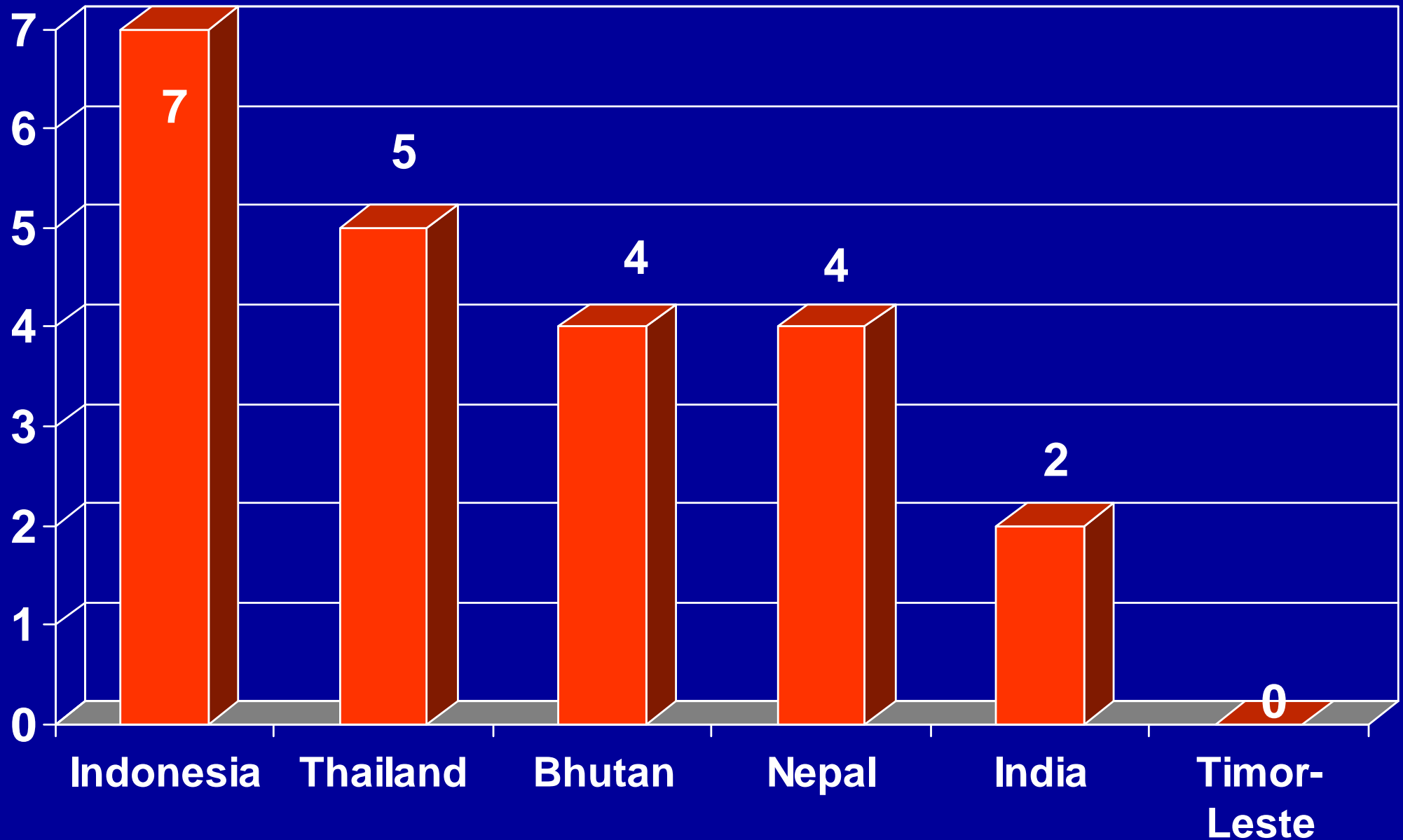
Excellent consensus self-scoring, SEA, 2009



Countries	Random Breath-testing	Police check points	Breath-testing of all drivers in crashes	Blood testing of all drivers in crashes	Law enforcement 0 to 10
Bangladesh	No	No	No	No	1
Bhutan	No	No	Yes	Yes	3
Burma	Yes	Yes	Yes	Yes	3
China	Yes	No	No	No	5
India	Yes	Yes	Yes	No	6
Sri Lanka	Yes	Yes	No	No	5
Thailand	Yes	Yes	No	No	5
Vietnam	Yes	Yes	No	No	0

SEA, 2009

lent



oor

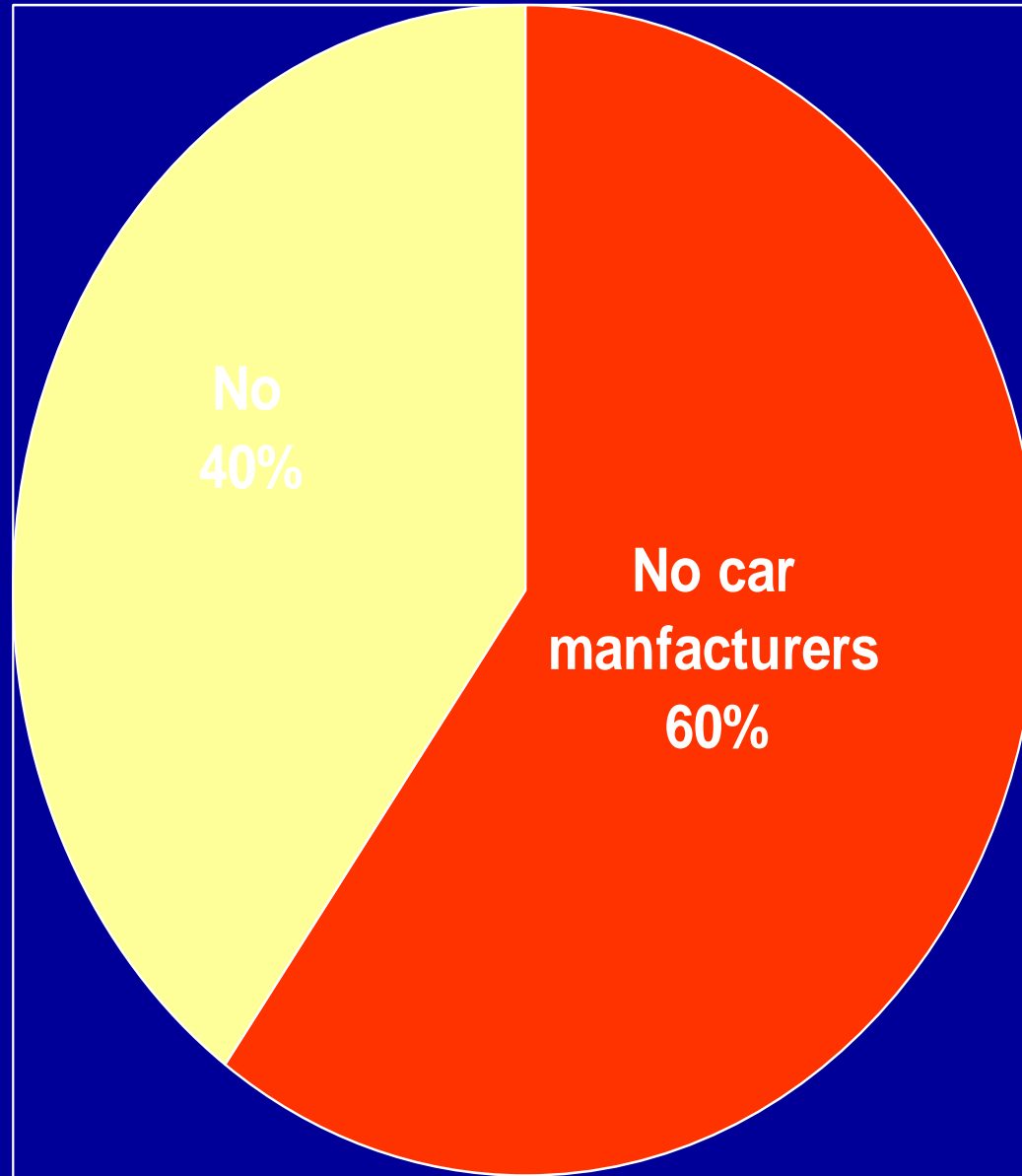
Bangladesh, Maldives Myanmar and Sri Lanka* - no seat belt law

vehicle safety

1st Global RS survey contain

only car safety standards and most are

uel and seatbelt



Bangladesh, Sri Lanka, Nepal and Bhutan have no car manufactu

Vehicle Standard

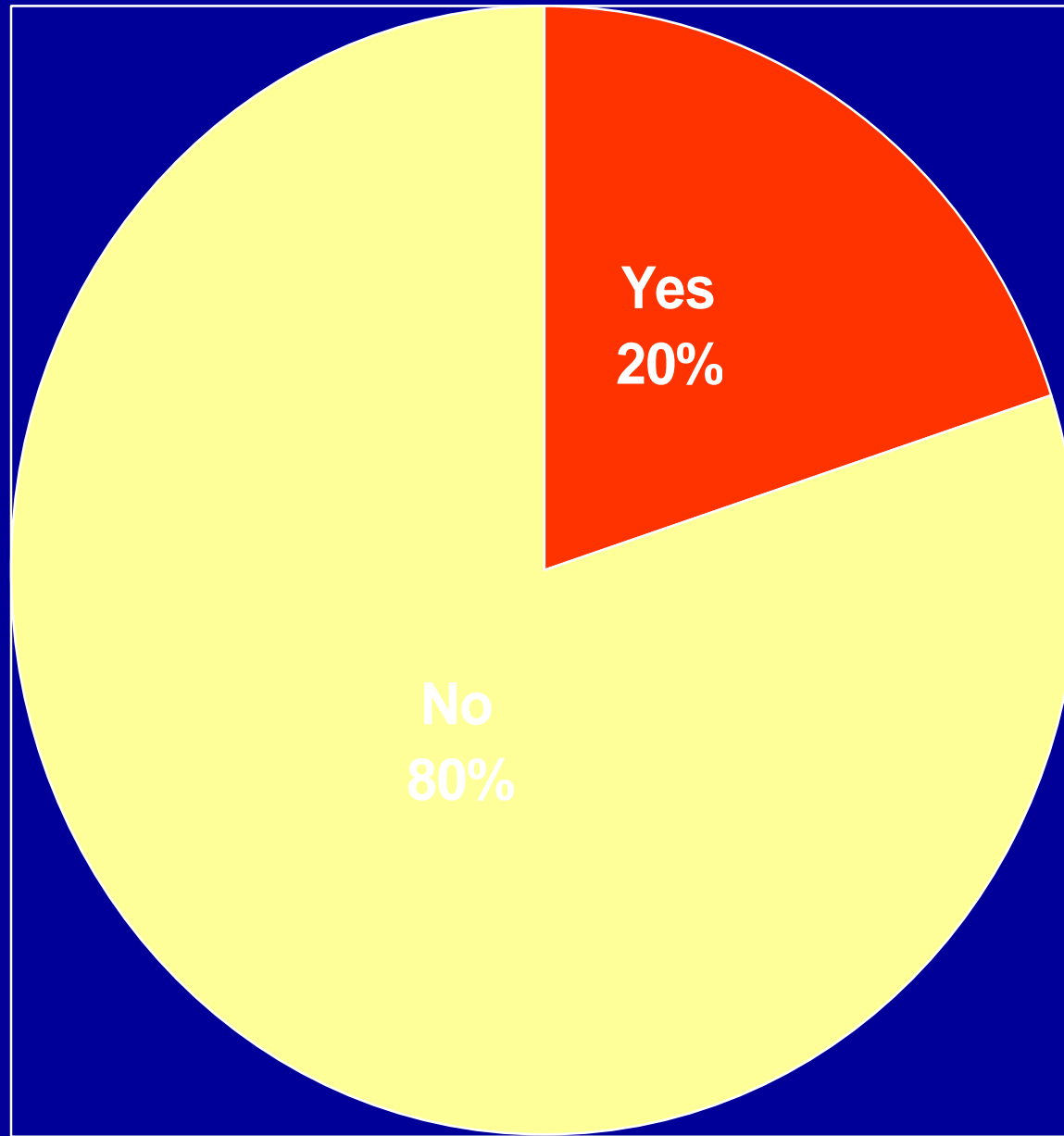
Seat belts installation for all seats

South East Asia countries, 2009

**NO seat belts installation for all seats in any
of the SEAR member states***

*** Thailand has the standard this year**

Regular audits of existing road infra-structure, SEAR, 2009



Only Myanmar has road safety audits

Pre-hospital care system

4 Member countries

India, Indonesia, Thailand

and Timor-Leste have

formal publicity mechanism

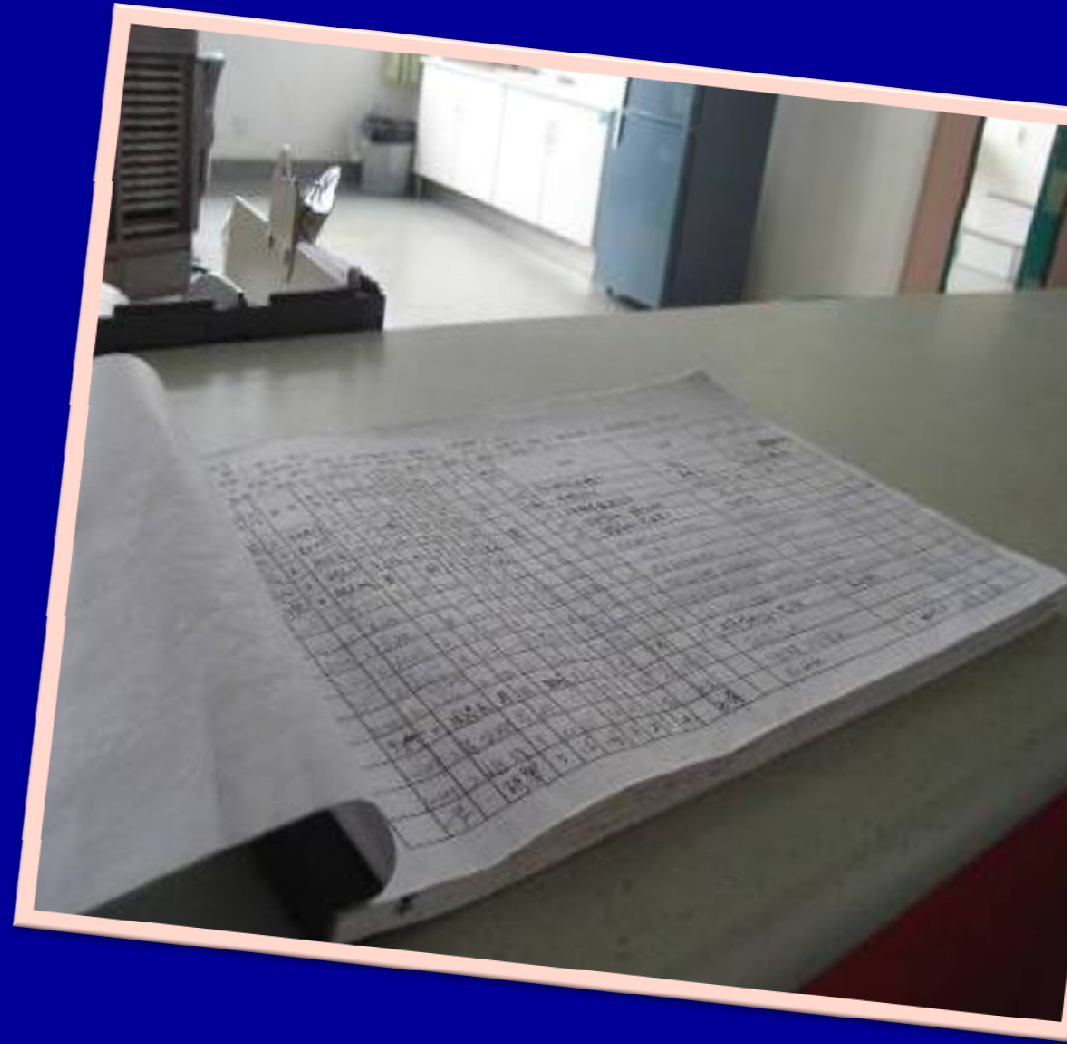
in place at national level on

pre-hospital care system



Data

- Different definitions
- Different sources
- Underreporting
- Lack data for monitoring & evaluation



**All countries have a lead agency for
road safety (+- ?)**

**Half of countries do not have
fund from national budget for road
safety**

**Bhutan's national road safety strategy
is in process**

OHV Regional Initiative



Surveillance and RTI prevention

2006, Bi-regional; 2009 Regional injury surveillance (IS) workshop with continuous support



tional capacity building, 2007- till present

Inter-country/national training/ workshop on injury/RTI epidemiology, prevention and care (T-VIP)

Support establishing MOH injury unit

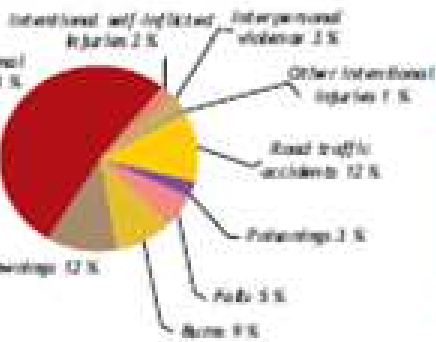
Medical and nursing curriculum on injury prevention

Prevention in SEA Region, 2008

Child Injury Prevention in the South-East Asia Region

December 2008

...ly, around 950 000 children* under the age of 18 years die due to injury and violence each year*. Injury is a major cause of death in children over one year of age in the South-East Asia (SEA) Region. In 2004, the region had the second highest rate of intentional child injuries (49/100 000 children per year) globally, following the African Region. In the South-East Asia Region, road traffic injuries, drowning, burns and self-inflicted injuries are the leading causes of death among children (Fig. 1)*. Mortality rates of major causes of child injury in the Region are illustrated in Table 1.



The Global Burden of Disease 2004, Update.

Child injury scenario in Member States of the South-East Asia Region

...ountries in the Region have sufficient data on child injuries. However, from available data it was observed that in Bangladesh, injuries constituted 38% of all child deaths in children (less than 18 years) over one year of age in 2003. The proportion of injuries increased in children over one year of age* (Figure 2). According

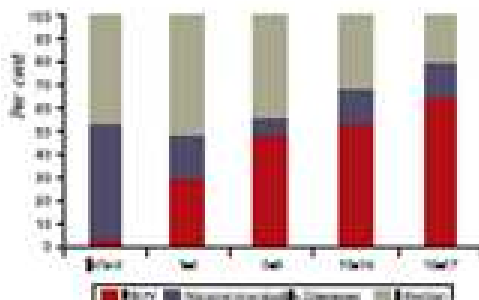
...children per year) globally, following the African Region. In the South-East Asia Region, road traffic injuries, drowning, burns and self-inflicted injuries are the leading causes of death among children (Fig. 1)*. Mortality rates of major causes of child injury in the Region are illustrated in Table 1.

Table 1: Mortality rates due to major causes of injury per 100 000 children by sex in the South-East Asia Region

Types of injury	Boys	Girls	Total
Road Traffic Injuries	9.6	5.1	7.4
Drownings	7.1	5.2	6.2
Burns	3.3	9.1	6.1
Falls	3.0	2.4	2.7

Source: World report on child injury prevention, Geneva, World Health Organization 2008.

Figure 2: Proportional mortality by age, Bangladesh, 2003

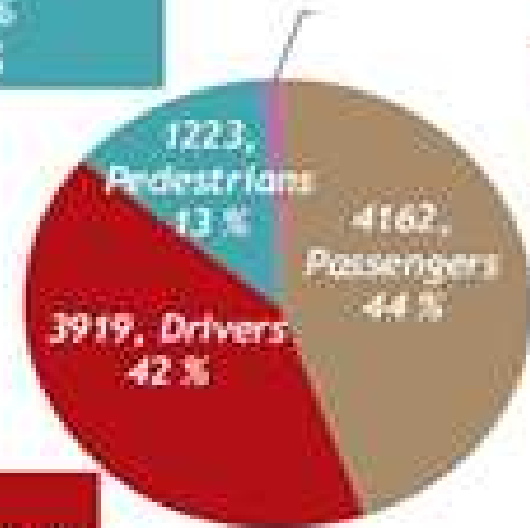


Fact Sheet

Figure 6: Involvement of motorcycles in transport injuries among Thai children (less than 15 years) Thailand 2005.

Hit by:
 Motorcycle 58.7 %
 Pick up 27.5 %
 Sedan 5.3 %
 Truck 3.0 %

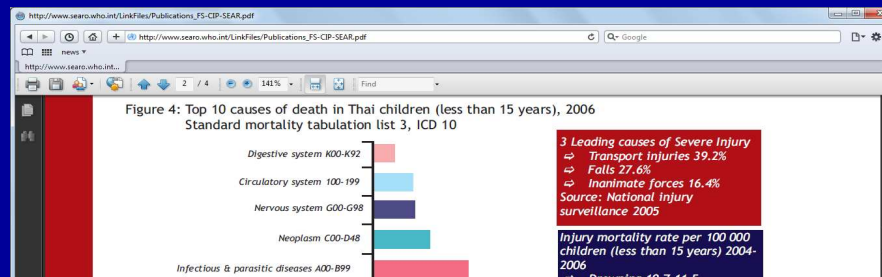
120, Unknown, 1 %



Transported:
 Motorcycle 6.3 %
 Pick up 12.3 %
 Bicycle 9.3 %
 Sedan 2 %

Driver of:
 Motorcycle 69.7%
 Bicycle 29.7%
 Pick up 0.3 %

Source: National Injury Surveillance, MoPH, Thailand



INJURY PREVENTION AND SAFETY PROMOTION

Commends

International mechanism, at highest level & national agencies

Injury management unit in MOH

Strengthen national injury surveillance and RTI data

systems

Active participation of non-health

involvement in planning - communities, civil society,

private sector, NGO's, PH institutions and mass media

INJURY PREVENTION AND SAFETY PROMOTION

Commends

Strengthen policy, research and interventions
emphasizing major RTI risk and prevention, esp.
motorcycle related injuries

Integrate into PH programmes & policies, & PHC

Strengthen post crash management and rehab.

Create network of injury prevention, care and safety

to prevent child MC injury



2011-2020

oad
afety
anagement

Safer
roads
and
mobility

Safer
vehicle

Safer
road
users

Post –
crash
respons
e



26 times more likely to die in crashes



- No more than two people per motorcycle
- Wear a helmet while driving and riding
- Do not drink and drive

FOR Road Safety 2011-2020

Global launch – 11 May 2011

Five area frameworks:

- road safety management
- safer roads and mobility
- safer vehicles
- safer road users behaviours
- post-crash response



Photo credit © FA Foundation

...Together we can save millions of lives



The Global Burden of Road Traffic Injury in the South-East Asia Region



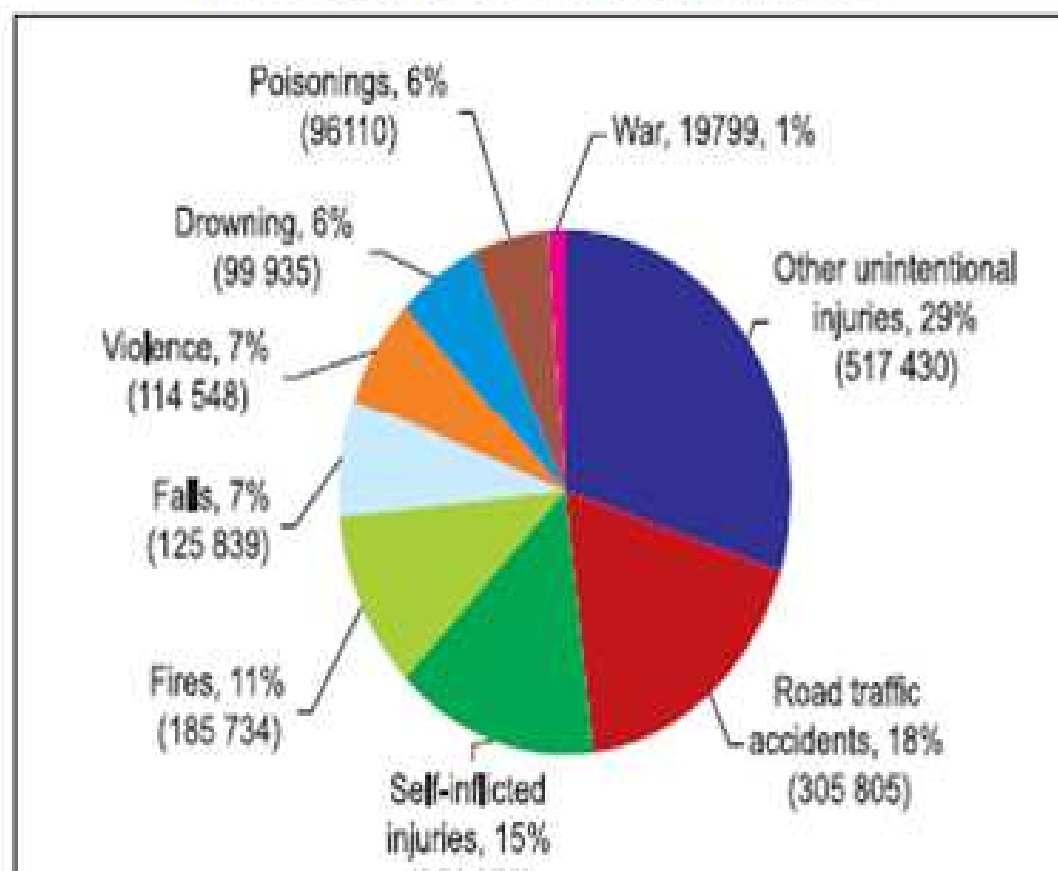
Road traffic injuries - Why are they important?

Road traffic crashes claim nearly 1.3 million lives of men, women and children globally every year and account for many more cases of injury and disability. In the South-East Asia Region road traffic injury (RTI) is the leading causes of injury-related mortalities¹ (Figure 1).

Magnitude of RTI in the Region

The South-East Asia Region ranks third among the six WHO regions with a rate of 16.6 road traffic injuries per 100 000 population.

Figure 1: Injury-related mortality in the South-East Asia Region, 2004



prevention and road safety promotion

National injury data system / injury surveillance,

health information systems and vital registration

Operational research on evidence-based initiative

for RTI -alternative, innovative and sustainable

sources of financing, policy

prevention and road safety promotion

coordinate planning and implementation of plans

for the Decade of Action in Road Safety

(2011-2020)

Organize biennial meeting in Region to review

policies and exchange experiences

Report progress made to Regional Committee in

2014

Other Challenges

attraction



เท่ อย่างมีระดับ



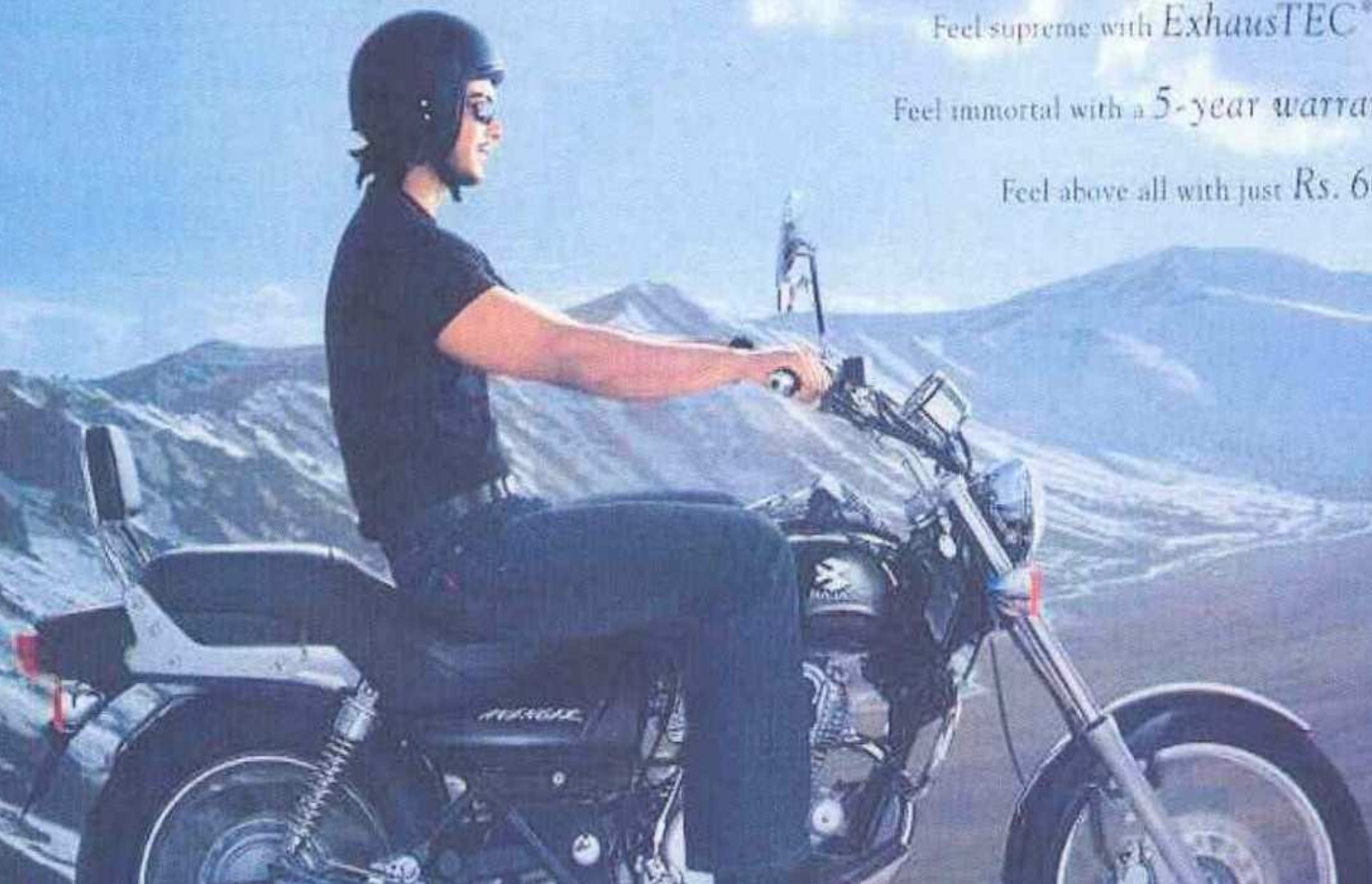
Feel like God

Feel empowered with the 180cc DTS-i* engine, 16.5 bhp

Feel supreme with ExhaustTEC* Technology

Feel immortal with a 5-year warranty#

Feel above all with just Rs. 60,000**



Lose Belly Fat, Get

YOUR PITSY IS IN ANOTHER WINDOW.
CLICK TO CALL IT BACK

[262]

Login

Search

Watch TV

Radio

Games

E-mail

Weather

CNN

Facebook

HONDA Dream 125 (Thailand)

- Logo HONDA
- NEW PRODUCTS
- motorcycle HERO
HONDA Street Smart
100cc
- motorcycle HONDA
Wave 125S (Thailand)
- motorcycle HONDA
Wave 125 (Thailand)
- motorcycle HONDA
Future 110cc (Vietnam)
- motorcycle HONDA
Super Dream 100cc
(VIETNAM)
- motorcycle HONDA



Family type



ราคา



HONDA

Internet | Protected Mode: On

What is the fastest motorcycle in Thailand
Who says Thai little motorcycles not fast?



Video: Motorcycle Gimmicks

Monday, 09 June 2008 @ 03:39 AM ICT Views 119

..Southeast Asia, **Honda's largest motorcycle market**, ..economy bottomed in 1999,..gradual market recovery since been observed. Although... influx of counterfeit models into this region, the company...**successfully maintained favorable sales in such large markets as Thailand, Indonesia, and Vietnam with a variety of family-sport type models.**

Motorcycles remain the most prevalent mode of family transportation in this region, and Honda must continue to introduce new models quickly and with improved cost competitiveness.

Sales .. increased steadily in India. 2001
roductionCompany's new ... Honda Motorcyc
nd Scooters India (Private) Limited.

.. to further enhance Company's motorcycle
operations by increasing marketing efforts,..new
chnologies ... speed of product development
bolsteringproduct and component supply
networks on a global scale.

Motorcycle demand is expected to continue to
ow during fiscal 2002, particularly in Southeast
ia, Honda expected.. unit sales from worldwide
motorcycle operations, including...in North Ameri

Learning to work multi-sectorally



POST & TELEGRAPH OFFICE

30100
04100

New risk po



2011-2020

and safety
management

Safer
roads
and
mobility

Safer
vehicle

Safer
road
users

Post –
crash
response

Together,
we can make a



**Together,
we can
save more
lives!**



Thank you for your attention!



Countries of the South-East Asia Region, 2009

Country	General population	Young/novice drivers	Professional/commercial drivers
Bangladesh	--	--	--
Bhutan	0.08	--	--
Burma	0.03	--	--
Indonesia	--	--	--
Maldives	--	--	--
Myanmar	0.07	--	--
Nepal	--	--	--
Sri Lanka	0.08	0.08	0.08
Thailand	0.05	0.05	0.05
Timor-Leste	0.05	0.05	0.05