



Photos by: LLia Goronov, Eill Cheyney y Clamur



## The Newsletter of the *Road Traffic Injuries Research Network* (RTIRN)

[www.rtirn.net](http://www.rtirn.net)

### July-September 2010

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## Message from the RTIRN Chair



Dear Colleagues:

Greetings! It is a great pleasure to introduce this newsletter of RTIRN at the 2010 World Conference on Injury Prevention and Safety Promotion in London. I hope that discussions at this global meeting will demonstrate three key issues around injury: 1) road traffic injury and the state of global knowledge on how to prevent road traffic and other injuries around the world; 2) the great need for generating new and specific types of evidence for prevention and control of injuries, especially in the developing world; and 3) the power of a global community with a common goal for protecting the health of populations from injuries and violence.

Road traffic injuries are the single largest killer amongst injuries and disproportionately affect people in low and middle income countries. Thus, they represent a critical global health challenge. Irrespective of how you measure it, the rates of death, injuries and disability from road traffic injuries are very high, especially in the productive age groups. As a result, focusing attention on road traffic injuries is important to promote healthier development, and RTIRN is privileged to be part of the meeting and the discussions in London.

Thanks to the Global Road Safety Facility of the World Bank, RTIRN has the resources to strengthen capacity development in road traffic injury research around the world. We are delighted to support the financing of several colleagues from the developing world to the London meeting where they will host a seminar and contribute to the discussions. We encourage all of you to meet with us, review our materials, and visit our website – [www.rtirn.net](http://www.rtirn.net). Join us in this important mission. Together, we can have a stronger impact on road traffic injury prevention around the globe.

Have a great conference!

**Adnan A. Hyder, MD MPH PhD**  
Chair, RTIRN

## Message from the RTIRN Secretariat

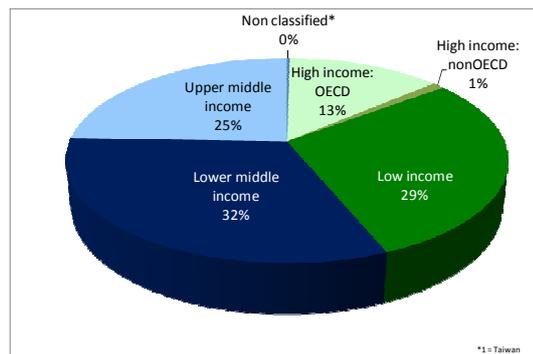
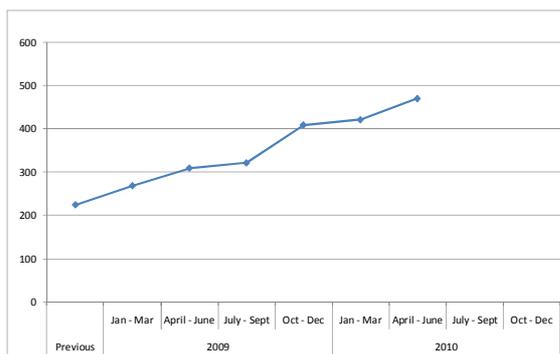
Dear friends,

It is my pleasure to inform you that at this moment, we have a total of 470 partners from 60 different countries. From them, 11.3% are from Ghana, 10% from Mexico, 8.3% from Kenya, 7% from India and 6.8% from Pakistan. Taken together, the ten countries with more partners account for 64% of the total number partners. If we analyze partners by region, 35% are from Africa, 33% from Asia, 22% from the Americas (8% from South America, 4% from North America and 11% of Central America). By income level, the analysis shows that 32% of our partners are from Lower middle income, 29% from low income 25% from Upper middle income and 14% from High income countries. In addition, during the past two years, there has been an increasing affiliation of new partners.

This reflects the success of all initiatives the RTIRN has been implementing, especially the Grants for Junior and Senior researchers and the Regional Workshops. This also represents huge progress towards the consecution of our goal by networking and creating partnerships between



researchers and institutions globally to support research and research capacity in low and middle-income countries.



**Ricardo Pérez Núñez**  
RTIRN Secretary, 2010-2011

## Contributions

### ✦ Recipients of the Grants for Junior Researchers Program:

The Road Traffic Injuries Research Network is pleased to profile the recipients funded with the generous support of the World Bank’s Global Road Safety Facility:



**Trinh Tu Anh (Viet Nam)**

*“Building probability model to identify black spot in Vietnam”*

Email: [tuanhxd@yahoo.com](mailto:tuanhxd@yahoo.com)



My name is Trinh Tu Anh, I am a lecturer at Vietnam Aviation Academy, Hochiminh city, Vietnam and I am doing the PhD thesis in Hasselt University, Belgium. I am very glad to get the Belgian Bilateral Scholarship for the mixed PhD program, but the limitation fund could not be covered all of research study so I really need more budget for doing research qualitatively and applicability in Vietnam situation.

It is very grateful to get the RTIRN scholarship for junior researchers, the research fund helped me a lot for building a part of database and an appropriate probability model to predict black spot in each kind of road and intersection of Binh Thanh district, which is one of the most important part of my PhD thesis. The title of the research is “Building probability model to identify black spot in Vietnam” and the research’s result is very helpful for decision making of the local governor and the relative authorities to reduce traffic collisions in the near future. The research contribute to social development through reducing the loss of traffic collisions by predict high potential traffic crashes location in the traffic flow.



I really appreciate with RTIRN to create a good chance and a big support for the junior researchers in the developing countries where lacking a lot of fund for doing science.

Once again, I would like to say many thanks to RTIRN from the bottom of my heart.





### Williams Ackaah (Ghana)

*“Crash prediction model for two-lane rural highways in the Ashanti region of Ghana”*

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The main objective of the study was to analyze and develop a prediction model for road traffic crashes occurring on the rural sections of the highways in the Ashanti Region of Ghana. During the period 2005-2007, the Ashanti Region accounted for more than one-fifth (20.5%) of road traffic fatalities in Ghana and majority (67.3%) of these fatalities occurred on the rural highways.

The model was developed for injury crashes occurring on rural highways over the period 2005-2007. Data was collected from 76 highway sections of varying lengths between 0.8 km and 6.7 km. Data collected for each section comprised injury crash data, traffic flow and speed data and roadway characteristics. The Generalized Linear Model with Negative Binomial error structure was used to estimate the model parameters.

Highway segment length, junction density, terrain type and presence of a village settlement within road segments were found to be statistically significant explanatory variables (i.e.  $p < 0.05$ ). Adding one junction to a 1 km section of road segment was found to increase injury crashes by 32.0% and sections which had a village settlement within them were found to increase injury crashes by 60.3% compared with segments with no settlements. The model explained 61.2% of the systematic variation in the data set. Road and Traffic Engineers and Planners can apply the crash prediction model as a tool in safety improvement works and in the design of safer roads.



### Fernando Poo (Argentina)

*“Risky driving behaviors and driving style: their relation to alcohol drinking patterns”*

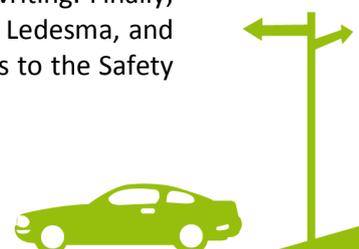
Email: [poo.fernando@gmail.com](mailto:poo.fernando@gmail.com)



In the second semester of 2008 I was awarded with a Grant for Junior Researchers from the RTIRN through the financial support of the World Bank. This grant gave me the opportunity to develop a research to assess the association between drinking patterns and driving styles, on one side; and drinking patterns and specific risky driver behaviors, on the other. My project was supervised by PhD. Mariana Cremonete whose support was very helpful and enlightening.

Trough Logistic Regression Analysis we obtained results that signal heavy drinkers (either binge or not) were more likely to engage in speeding and running red lights. This connection was observed even after adjusting for impulsive sensation seeking and driver social desirability. Heavy drinkers (either binge or not) were also more likely to present an aggressive driving style and less likely to present an anxious driving style. We wrote a draft paper reporting the results of our study which we expect to get published before the end of the year.

The grant was very important to me at a personal level. I think it helped me in my development as a researcher and really encouraged me to continue working. Indeed, the subject of the grants' project constitutes one chapter of my PhD thesis, which I am currently writing. Finally, but no lesser important, the data collected for this project let us, me, Dr. Rubén Ledesma, and Silvana Montes, submit a proposal on the subject of personality and driving styles to the Safety



2010 World Conference. Happily, I have been awarded with a scholarship from the RTIRN to assist to the Conference.



**Adesola Sangowawa (Nigeria)**

*“Capacity of drivers employed by the University of Ibadan on provision of first aid for accident victims”*

Email: [daisyolu@yahoo.co.uk](mailto:daisyolu@yahoo.co.uk)



I worked on a project titled, ‘Capacity building of drivers employed by the University of Ibadan on provision of First Aid for accident victims’. It was an intervention study with a study and a control group of drivers. The intervention was a 2-day training comprising didactic lectures and hands-on training in first aid. Drivers in the control group were given training on HIV/AIDS in the workplace. The first aid knowledge and skills of the drivers were tested before, immediately, and 4-months after the training. After the intervention, the first aid knowledge and skills of drivers in the intervention group increased while the control group of drivers did not record similar improvements.

The study showed that drivers could be trained to give first aid to crash victims especially in places where formal Emergency Medical Systems are not yet widely available. The drivers were however apprehensive about giving first aid to crash victims as they could be accused of having caused the collisions. This leaves room for further interventions and stresses the need for policies to be developed to protect those who provide first aid.



The support has contributed to my professional and academic life in several ways. It boosted my confidence in my ability to apply for, obtain and manage a research grant (after receiving the RTIRN grant I have applied for and received another research grant).

I have since written up the findings from the RTIRN-sponsored study and intend to publish it soon. In addition, I have submitted the findings for presentation at a conference. These are very important aspects of my professional development. Finally, for me, another important part of having received the grant is that I have been able to contribute to road traffic injury prevention. This is because four months after the first aid training, 13 of the trained drivers came across road crashes and 10 (77%) of them utilized the skills they had acquired to assist the crash victims.



**Yanru Ye (China)**

*“Bicycle injury educational program for middle school students in rural area”*

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Road traffic injury has been a second leading cause of death in children unintentional injuries in China. Little is known about on bicycle injury in rural China. Our preliminary study showed that more than 80% of the middle school students go to school by bicycle in study area. The goal of the study is to design a health promotion program to reduce the bicycle injury of rural China.

This study aims to design and implement an bicycle injury control program in middle schools and to evaluate its impact on the knowledge and behavior of the students.





The study included two lectures, educational posters, video and booklet contained knowledge about riding bicycle safely. All the contents of the educational program developed mainly from focus group discussions which investigated the perception of students, parents and teachers about children bicycle injury.

From the result of focus group discussions, participants described poor road conditions in rural area, safety hazards and great impact of bicycle injuries on children while they seldom suggest measures to prevent children bicycle injury. And the three groups reported children have low level of knowledge about road safety and risk behaviors.

After one year's educational program, the students having bicycle injury in high bicycle injury rate schools demonstrated a dramatic decrease, though in low bicycle injury rate schools the figure did not change.



**Tam Minh Nguyen (Viet Nam)**

“Driving after drinking among males in Vietnam: perceptions and risks”

Email: [dr.nmtam@gmail.com](mailto:dr.nmtam@gmail.com)



The Grant for Junior Researcher has significantly improved my professional and academic life by offering me a much sought-after opportunity, not only to conduct the research as part of my PhD study but also to present findings at a major world conference, the Safety 2010 World Conference in London.

This grant has also offered me the chance to interact and build professional relationships with senior leaders and peers and to develop collaborations. Above all, I recognize that as a recipient of the Grant for Junior Researcher of RTIRN and World Bank, I have opportunities and responsibilities to make a positive difference to the health of the population of Vietnam, especially in my research area – drinking and driving.

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## **✦ Recipients of the Grants for Senior Researchers program:**

The Road Traffic Injuries Research Network is pleased to profile the recipients funded with the generous support of the World Bank's Global Road Safety Facility:



**Hamid Soori (Iran)**

Email: [hsoori@yahoo.com](mailto:hsoori@yahoo.com)



I spent my sabbatical (8 July to 4 September 2009) in the Unintentional Injuries and Violence Prevention and Disability at the World Health Organization (Geneva- Switzerland).

The most important output I got from this sabbatical was familiarity with the global approach to road safety promotion in the World Health Organization and also working with some key scientific persons working on unintentional injuries in the department of VIP and Disability. I spent time for analyzing the 2004 update of the Global Burden of Disease data that helped the



VIP department to produce new editions of both the “Injury chart-book” and “Injury: A leading burden of disease”. I could also prepare two scientific manuscripts on child safety report in Eastern Mediterranean region as well as another one on road traffic safety in this region, both submitted for publication in the Eastern Mediterranean Health Journal.

This grant helped me to have detailed information and perception on road traffic injuries in the world and particularly in Eastern Mediterranean Region. I believe that this grant helps senior researchers in developing countries to expand their knowledge of road traffic injuries and it will be very useful for capacity building programs in low and middle income countries. They can deliver their experience to their own country and distribute it among their colleagues.

I want take this opportunity to thank the RTRIN for its support.



**Ubelda Clotilde (Argentina)**

Email: [clotildeubeda@yahoo.com.ar](mailto:clotildeubeda@yahoo.com.ar)



My sabbatical period was spent in CDC Atlanta, USA. I am indeed grateful of having the fellowship because through this experience I have broadened my knowledge and experience.

I consider that this grant’s most important outcome is the completion of the Report on road traffic injuries in Argentina. This report is a fundamental milestone in the process of collaboration of different institutions as well as data gathering and analysis that will help to elaborate future strategies which hopefully will lower the burden of injuries in the community.

It was a great opportunity to know and interact with researchers of foremost importance in the field. I specially would like to mention the GBD Group, at Harvard University, who work on calculating the global burden of traffic injuries and search for a methodology that can be applied in low and medium income countries that usually have more problems when it comes to gathering information on this issue.

My stay at the “International Villa” gave me the chance to live for three months with people of diverse nations and cultures such as: Japan, China, Africa, Iraq, India, Turkey, Egypt, Spain, Germany, Colombia and Brazil among others. I met young doc and post doc students who conduct research on public health issues. This kind of international cooperation is effective to learn about the state of art in epidemiology research, and it is useful to learn about our level of knowledge and new methodologies.



**Ruben Ledesma (Argentina)**

Email: [rdledesma@gmail.com](mailto:rdledesma@gmail.com)



Supported by the RTIRN, a three-month *sabbatical period* was done at the INTRAS (Research Institute on Traffic and Road Safety, University of Valencia, Spain) and under the supervision of Professor Dr. Jaime Sanmartín. The aim of



my project was to provide new evidence of validity for a novel self-report measure of driving inattention: The Attention-related Driving Error Scale (ARDES). Various psychometric analyses were performed in order to improve the measurement qualities of that instrument. The results obtained were promissory; they allow us to refine the instrument and to understand better the psychological mechanisms underlying driving inattention. We elaborated a draft paper reporting the results from the ARDES study. During the period of the sabbatical, we also submit a proposal that was accepted for presentation in the Safety 2010 World Conference. Happily, I have been awarded a scholarship to assist at the Conference.



My experience at INTRAS also encouraged me to create, together with other local members of the RTIRN, an interdisciplinary research program on Road Safety in our University. J. Ungaro, C. Ubeda, R. Peltzer, M. Cremonte, and Fernando Poó, all members of the RTIRN, take part of this project that we plan to start next year.

I think this grant has really helped me to progress in my research and professional development. I am deeply grateful to the RTIRN for this great opportunity.



**Rafael Consuji (Philippines)**

Email: [uppg\\_h\\_sicu@yahoo.com](mailto:uppg_h_sicu@yahoo.com)



The Study Group on Injury Prevention & Control, National Institutes of Health, University of the Philippines, Manila and the School of Population Health, Faculty of Medical & Health Sciences at University of Auckland School of Population Health, Auckland, New Zealand have conducted a seminal report on motorcycle-related trauma (MCRT) in the Philippines, supported by the Road Traffic Injuries Research Network utilizing a Fellowship Grant for Senior Researchers from the Global Road Safety Facility of the World Bank.

I found my 9-month Senior Researcher Fellowship from RTIRN to be most productive and educational. I was given the opportunity to take a sabbatical from the clinical side of what I usually do (teach and provide acute surgical, trauma and surgical critical care) and focus all of my efforts on initiating, conducting and completing seminal work for local, regional and global road traffic injury prevention. A big plus was the exposure and supervision from Prof. Shanthi Ameratunga of the School of Population Health, Faculty of Medical & Health Sciences at University of Auckland School of Population Health, Auckland, New Zealand. The 'luxury' of having a seasoned and experienced mentor to guide me was invaluable. I gained considerable experience thru opportunities to present my findings and knowledge thru exposure to other personalities in the field as well as personal time for self-education thru reading.



From an institutional standpoint, this Fellowship made the University of the Philippines realize how productive a faculty member can be when allowed protected time for research alone. Likewise, I was able to involve younger colleagues, who have not yet set their career paths, in some of my research on RTI. Hopefully they will be able to make use of their time with me to chart their own paths, with research as a component.



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## ✦ Multi Center Study “Non-Standard Helmet Use” Beneficiaries:

With generous support of the World Bank through the *Global Road Safety Facility*, the RTIRN also implemented a multi center study of non-standard helmet use. The following is a testimony of a researcher how was benefited from this support

### Pham Le Tuan

“Motorcycle Helmet Usage in Vietnam”

Center: **Viet Nam**

Email: [phamtuandr2003@yahoo.com](mailto:phamtuandr2003@yahoo.com)

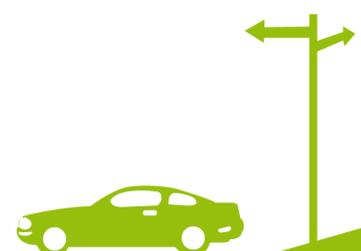


In Vietnam today, the number and severity of road collisions are at alarming rate compared to other countries in the region, especially for motorcycle mode. From 2003, the Government has tried their effort to improve traffic safety in many ways, therefore the number of crashes and traumatic brain injury (TBI) and the rate of death reduced suddenly for the short time.

However, from the end of 2008, even collisions number decreasing, number of TBI and deaths due to road crash are jumping up. This paper aims to analyze the reason of heavy injuries, TBI and deaths happening increased, by doing 4 specific surveys to motorcyclists, helmet market, traffic safety agencies and hospital in the two major cities of Vietnam: Hanoi and Hochiminh City.

From the first survey of 1038 motorcyclists interviewed, it is revealed that most of people used non-standard helmet which has certification stamp. Second survey was taken to helmet market to review the problem concerning helmet buying and selling. The third one was conducted toward 9 traffic safety agencies to evaluate helmet regulation. Data from the fourth survey of 5 hospitals shows that many of victims wear non-standard helmet and in a wrong way. Based on statistic method, integrated comparison, observation, expert interview survey and brainstorming method, the problem were analyzed.

Then proposal to improve road safety in the two major cities as well as Vietnam is going to be discussed. It is recognized that enforcement and education is very important to change people’s attitude and awareness.



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## ✦ “Road Traffic Injuries Research Network and WHO Road Safety Programme”



**Margie Peden**

**RTIRN Board Member**

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World Health Organization (WHO)  
Geneva, Switzerland.



**Meleckidzedek Khayesi**

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The research and capacity building efforts of the *Road Traffic Injuries Research Network* have been supportive of the World Health Organization road safety programme for many years. Individual members of the Network have been involved in activities such as:

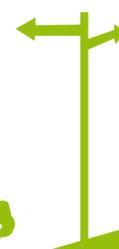
- The development of the *World report on road traffic prevention*;
- The development of the *World report on child injury prevention*;
- Reviewing the *Global status report on road safety*; and
- Advocating for road safety by participating in media interviews, writing editorials and hosting debates on road safety

RTIRN has also been instrumental in funding research on topics for which there is limited information from low-income and middle-income countries. The findings have been used by WHO to prepare reports and carry out advocacy work. Among the studies that have generated needed information are:

- testing the acceptability conspicuity materials in Uganda;
- estimating the burden of road traffic injuries in Pakistan;
- using a participatory methodology to identify road safety measures in Kenya; and
- Analyzing helmet standards in developing countries.

There are also a number of ongoing studies funded by the Road Traffic Injuries Research Network such as: the examination of a number of relevant topics such as cost of road traffic injuries, epidemiology of road traffic injuries in immigrant and migrant worker populations, and traffic psychology and driving behavior.

The World Health Organization looks forward to working with the Road Traffic Injuries Research Network on the *Decade of Action for Road Safety*. On 2 March 2010, the UN General Assembly adopted a resolution proclaiming a Decade of Action for Road Safety, 2011–2020. Through the Decade, Member States, with the support of the international community, commit to actions in areas such as developing and enforcing legislation on key risk factors: limiting speed, reducing drink-driving, and increasing the use of seatbelts, child restraints and motorcycle helmets.



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## ✦ “Successful initiatives of the Network and their impact on the RTI agenda”.



**Robyn Norton**

**Chair Emeritus of the RTIRN**

*The George Institute for Global Health Sydney, Australia*

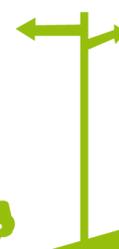
Email: [rnorton@george.org.au](mailto:rnorton@george.org.au)



Almost a decade of activity... but has it made a difference? How does one measure the impact of the initiatives of the Network on the RTI agenda from an evidence-based perspective? It would be wonderful to report that as a result of our initiatives we had directly facilitated a reduction in road traffic injuries in low and middle-income countries. However, as much as I take real pride in what the Network has undertaken over the past few years, and even if we had the tools to measure the impact of our initiatives, I suspect it would be difficult to truly assess what we have achieved.

So from a more personal and less evidence-based perspective, I would like to believe that the Network has made a difference through encouraging and supporting colleagues in low and middle-income countries to undertake research and to advocate for the importance of research on road traffic injuries. Some of the specific initiatives that I believe are most likely to have contributed to the latter include our regional symposiums and workshops, held in various countries ranging from Ghana and Kenya, to Sri Lanka, India and Pakistan, as well as Egypt and Malaysia. In each case, while the meetings were led by Network partners, they engaged local researchers as well as relevant policy makers. I would also like to believe that our scholarships for junior researchers will have made a difference. These scholarships have supported younger researchers to complete their degrees focusing on road traffic injuries. I truly hope that these individuals will continue to work in the field, or if not, at least continue to support the road traffic injury research agenda in whatever capacity they can.

Lastly, I would like to think that the continued existence and indeed the continued growth of the Network, despite its limited financial resources, is itself testimony to its success. With more partners in more countries, I am optimistic that road traffic injuries will continue to be on the public health agenda, that research will continue to be on the road traffic injuries agenda and that the burden of road traffic injuries in low and middle-income countries will continue to be profiled at international forums.



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## ✦ “Challenges for the next 5 to 10 years for RTIRN”.



**Olive C. Kobusingye**

**RTIRN Board Vice –Chair**

Uganda

Email: [kobusingye@utlonline.co.ug](mailto:kobusingye@utlonline.co.ug)



In November 2009 Russia was host to the first ever global ministerial summit on road safety. Ministers in charge of transportation from across the world met to deliberate on a well acknowledged global crisis – the high and increasing rates of road injuries and deaths. They noted that more than 90% of injuries and deaths were occurring in low and middle income countries (LMICs). Further, that the main risk factors were known, as were some successful interventions. They resolved that the next decade would be one of action – ‘an opportunity for long-term and coordinated activities in support of national and local road safety.

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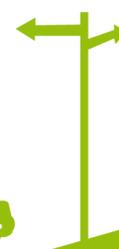
On 2 March 2010 governments around the world passed a resolution in the United Nations General Assembly proclaiming a Decade of Action - seeking to radically reduce road traffic deaths and injuries world-wide. Following these events, a number of countries have adopted the Decade of Action, and embarked on programs to step up road safety. The Road Traffic Injuries Research Network has been part of the global effort to bring to the notice of governments and funding agencies the serious challenge posed by poor and worsening road safety records in LICs. The Network is therefore embraces and Decade and its objectives. There are a number of challenges though:

Communities and governments know the magnitude of the problem. They know about many proven interventions – such as safer road infrastructure that protects all road users, lowering speeds and the use of alcohol, as well as the use of helmets and vehicle occupant restraints. But how can the RTIRN and her partners get governments and major international agencies to invest in research, when they seem to know enough to act? Should research remain a priority? Yet the Decade could not possibly succeed unless there is increased and sustained road safety research. This is why:

Most knowledge on what works comes from high income countries. Research is needed to improve understanding on how to apply these known interventions to the settings in LMICs. In some instances the road environment has no precedent in HICs – for instance the rapid increase in two-wheelers as a means of public transportation in Africa.

Interventions will take place in complex environments – rapid population growth, brisk urbanization and motorization. The extra efforts during the Decade of Action will in many instances mean that multiple interventions are implemented simultaneously. It will require the rigorous research that RTIRN is advocating and conducting in order to identify the most beneficial interventions and the best ways to deliver them. All interventions, no matter how well advised and executed, will need robust evaluation research – for intervention effectiveness, and for value-for-money.

All the above require trained researchers at national and international levels that are equipped to undertake the research, and to engage communities and policy makers to ensure its use. This is a great opportunity for the Network, but a big challenge as well – success will depend on how well the RTIRN can mobilize the resources to build capacity to support the Decade.



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## ✦ Challenges ahead for RTIRN:



**Rebecca Ivers**

**RTIRN Board Member**

*The George Institute for Global Health Sydney School of Public Health The University of Sydney Sydney, Australia*

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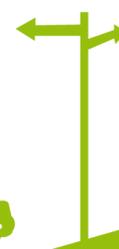


With rapid motorization and lack of attention to many aspects of road safety in low income countries, numerous challenges remain for RTIRN. Finding better and more effective ways both to prevent road injury and to raise the profile of road injury to ensure sufficient attention is paid to it by policy makers remain constant challenges for road safety researchers in the short and long term.

The World Health Organization estimates that by 2030, 6 out of 10 people will live in cities. As rural residents migrate to cities for work opportunities, urban infrastructure struggles to keep up with population growth. Rapidly developed and poorly designed urban metropolises will lead to significant increases in road injury, largely amongst vulnerable road users and already disenfranchised and disadvantaged populations. Flexible and forward thinking urban design is essential, in order to maintain access to basic services and sanitation, but also to minimize injury.

A significant challenge is to ensure that urban design is considered before development occurs – not afterwards. Having thoughtful systems wide approaches to urban development established early will be crucial in the development of livable and safe cities. Multisectoral partnerships will be even more important than ever before, and relationships with non-traditional partners such as urban planners and public health authorities will be crucial. Good design allows road infrastructure to be designed for all road users, and incorporates public transit systems, minimising the need for individual motorised transport and therefore reducing risk. Public transit schemes have other benefits aside from those related to transport: they allow active transport, and moderate the rise of obesity and pollution related lung disease, both rapidly increasing issues in urban settings.

For RTIRN in coming years there will therefore be an increasingly important need to promote and support research focusing on a broad systems wide focus, and a need to advocate for early and robust consideration of road safety and transport systems in urban development by policy makers, donors and development agencies.



## Thanks to Donors

The Road Traffic Injuries Research Network would like to take this opportunity to acknowledge the work that some of the institutions have done in order to make the RTIRN what it is now.

We would like to thank specially the World Bank Global Road Safety Facility for the financing granted to the RTIRN. We also would like to express our gratitude to the World Health Organization, the George Institute for Global Health and the Global Forum for Health Research for all the financial and technical support, In addition, we are grateful for the support received by the John Hopkins University Bloomberg School of Public Health, the Entornos Foundation and the National Institute of Public Health for the different activities and projects that the RTIRN has.

Without the support of these institutions none of the RTIRN projects would be possible.

THANK YOU VERY MUCH!

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## We welcome our new partners to the RTIRN

<b>Sri Lanka:</b>	Samath Dharmaratne
<b>Senegal:</b>	Abdoulaye Bousso
<b>Namibia:</b>	Veronica Mulando
<b>Uganda:</b>	Chrispin Lovisa Nakajubi, Bonnie Wandera
<b>Perú:</b>	Jorge Rey de Castro
<b>Tanzania:</b>	Mariana Josepath Makuu
<b>Guatemala:</b>	Ana Marina Tzul Tzul, Arturo Celestino Sajquim López
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<b>India:</b>	Ali Amir



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## News and events

### Save the dates!

**September 21-24, 2010 - London, England**

10TH World Conference on Injury Prevention and Safety Promotion

[www.safety2010.org.uk](http://www.safety2010.org.uk)

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