



Road
Traffic
Injuries
Research
Network

road research

The Newsletter of the Road Traffic Injuries
Research Network

Road Traffic Injuries among Young Road users MESSAGE FROM THE RTIRN BOARD!

Dear colleagues and friends

Welcome to another issue of Road Research. This issue represents an important milestone for me and for the Network. As of 31 December, I will step down from my role as Chair of the Network and pass the baton on to Dr Adnan Hyder.



It has been a privilege to lead the Network during its formative years and I have thoroughly enjoyed the interactions both with the Board and with the many Partners of the Network with whom I have interacted. Over this time, the Network has grown considerably. While inevitably I would have hoped that we might have achieved more, we have had some significant successes and I am confident that in the years to come the Network will continue to play an important role in developing research capacity in low and middle-income countries.

At our last Board meeting, we bid farewell to two other Board members Son Nugyen, from the World Bank and Dr Gururaj Gopalakrishna from India – I would like to thank both of them for their contributions, but in particular would like to recognize the contributions of Guru who has been an active member of the Board for many years.

My departure and that of other Board stalwarts, in recent months, is I believe a real achievement and an opportunity for the Network. Our Network needs to be dynamic and needs to ensure that it is open to new ideas. We have recently advertised for new Board members and I am confident that after our next Board meeting in December, we will be in a position to announce some new members.

As you will also be aware, we have also recently advertised for a new Secretariat. While in many respects it would have been wonderful to continue with our current arrangements with the Secretariat in Pakistan, we similarly look forward to announcing the new Secretariat hosts after our December meeting. While the current Secretariat has agreed to stay on for a few more months to facilitate a transition to the new Secretariat, it is timely to thank Dr Junaid Razzak and his team who have done a great job over the past months.

I would also like to congratulate the latest recipient of funding through the World Bank's Global Road Safety Facility. We are pleased to announce new fellowship funding for a Senior Researcher – to Dr Ruben Ledesma from Argentina who will spend a sabbatical in Spain – as outlined later in the Newsletter.

Finally, I hope you enjoy reading this issue of Road Research – focusing in part on issues of road safety in young people. Thanks to our contributors – we very much appreciate your interest and commitments.

So, in closing, to all of you, my thanks and my very best wishes for the future – I look forward to meeting you again – perhaps at the forthcoming world injury conference in London!

Robyn Norton
Chair, RTIRN

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MESSAGE FROM THE RTIRN SECRETARIAT

Dear Colleagues,

Time flies... it's been about two years since we were selected as the RTIRN Secretariat. It is now time to pass on this responsibility to the new secretariat. The experience was both joyable and gratifying. But above all, it was a great learning opportunity. It has enhanced our capacity to manage an international network and organize events such as workshops and conferences.



We are pleased to report that the Network has seen major growth during the current secretariat's tenure. As shown in the table 1, we have increased our partners from 100 to 316 in the past two years representing over 51 countries. Our website now includes a Spanish page with a plan to make it multi-lingual to increase access to the RTIRN information for non-English speaking partners.

Table 1:

No.	Achievements	2007-2009
1.	No. of Partners	Increased from 100 to 316
2.	Partner countries	51
3.	Published newsletters	9
4.	Multi-Center study	1
5.	Grants for Junior Researchers	9
6.	Fellowship Grants	4
7.	No. People trained in workshops	847

During the past two years, we have launched several projects including Grants for Junior Researchers, Fellowship Grants, Multi-Center Study on Non-Standard Motorcycle Helmet Use, Regional Workshops, and Scholarships for Conference Attendance. The Grant for Junior Researchers focused on encouraging road traffic injury prevention research in low and middle income countries (LMICs) by awarding this research grant to nine young researchers. The Fellowship Grant was offered to four senior researchers from LMICs in order to provide them with the opportunity to learn from the experts in the field and be able to exchange their ideas with them.

The Secretariat has been active in the organization of several regional workshops along with local partners to equip the researchers from the LMICs with the skills to carry out road traffic injury related research. The response from the participants of the workshops was always very encouraging, and the experience – very rewarding. Another prospect offered by the Network, to the young researchers from LMICs, is to support them to attend international conferences to gain experience and expertise in RTI related research and to acquaint themselves with the latest happenings in the field of injury.

We would like to thank RTIRN Board members, specially the Chair and the Vice Chair for their valuable advice, input and their commitment to the success of the Network. This work could not have been possible without the active support of our institutional partners such as Global Forum for Health Research, World Health Organization, World Bank and the George Institute. We would like to thank you our individual partners for their support and contribution. We look forward to working with the new secretariat and wish them good luck as they take on the mantle and continue the mission...

Junaid Razzak
RTIRN Secretary

RTIRN FELLOWSHIP RECIPIENTS

RTIRN is proud to introduce Dr. Ruben Daniel Ledesma as the recipient of RTIRN Fellowship Grant funded by The World Bank.

Dr. Ruben Daniel Ledesma

University of Mar Del Plata, Argentina



Dr. Ledesma is a Professor of Social Research Methods in Faculty of Health Sciences as well as Assistant Professor of Quantitative and Qualitative Methods in Psychological Research, Faculty of Psychology at National University of Mar Del Plata, Argentina. He is the Director of University Research Projects and looks over the PhD Academic Staff at the university. His research interests are in Research Methods, Psychometrics, Human factor, Traffic Psychology, Road safety and Injury Prevention.

The Fellowship Grant will support his work on traffic psychology and driving behavior. He shall be travelling to INTRAS, Research Institute on Traffic and Road Safety, at the University of Valencia in Spain and will be supervised by Dr. Jaime Sanmartin Arce, Director of INTRAS. He will closely collaborate with Dr. Pedro Valero-Mora & Dr. Gabriel Molina on research related to methods and practical applications of the Measurement, Evaluation, Analysis and Data Processing of Traffic Accidents and Road Safety (METRAS Group). He tends to initiate collaborative research in the field of driver inattention.

We wish him all the best for his sabbatical!

PARTNERS CONTRIBUTION

Road traffic injuries in Nepal

Puspa Raj Pant - Bristol, United Kingdom



Needless to say that Road Traffic Injuries are the major cause of death and disability among the young population (5-19 years) worldwide. It has put burden upon the individuals, families and communities in the forms of missed school days, cost of hospital care, physical inability to perform daily chores as consequences of disability and loss of a family member, per se. In low-income and middle-income countries, injury victims can vary from driver, passenger, pedestrian, motorcyclist or cyclist. The independent mobility of the children after the age of 10 years may further make them more vulnerable to accidents and injuries.

I have recently started my PhD research at the Centre for Child and Adolescent Health (CCA) at the University of the West of England in Bristol. I will be looking at various types of injuries among children in a district of Nepal. For this, I have planned to perform a review of available literature from the neighboring countries, household survey on injuries and focused group discussion involving community leaders in order to find out the scale of different types of injuries. I hope the findings on Road Traffic Injuries, among the others, will also be of significant importance for further research and/or intervention.

For further information, please contact Puspa Raj at pant.puspa@gmail.com

For the latest information about RTIRN, updates on RTIRN events, announcements for upcoming RTIRN activities and to become a partner of the network, please visit our website at www.rtirn.net.

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Social-medical aspects of traffic accident traumatism in children and youth in the Republic of Macedonia



Prof. Fimka Tozija – University Sts., Cyril and Methodius, Skopje, Republic of Macedonia



The research was conducted from 2000-2002, with the main goal to present the magnitude, characteristics and seriousness of road traffic injuries (RTI) in children and youth in Macedonia.

Official statistical data at national and local level was analyzed for the retrospective phase (1983-2000). The prospective survey was conducted in 2000-2001 on a sample of 170 children and youth who were involved in Road Traffic Injury (RTI) requiring hospitalization. These children and young adults were interviewed during their hospitalization and then six months later through telephone interview.

About 43.6% of all involved in RTIs were children and youth while the death percentage, due to RTI was 26.5%. Certain social factors like education, culture, socio-economic status, and traffic density and speed, were found to be directly related to RTI incidence. The risky behavior (speeding, alcohol, lack of seat-belt and helmet use) noted in children and youth in traffic is the main risk factor for RTI. Small children suffer mostly as pedestrians and passengers; older children as cyclists and motorcyclists, and youngsters above 18 years of age as passengers and drivers. 10% of injured with severe RTI were hospitalized and most severe RTI resulted in disability (10%) or mortality.

Recommendations are given to address this public health problem: establishment of a National centre for injury control and prevention in Macedonia, organization of a modern trauma care service, organization of a modern traffic injury surveillance system and a draft strategy for road traffic injury prevention in Macedonia.

For further information, please contact Fimka Tozija at ftozija@mt.net.mk

Commercial driver accident research survey

Umer Mir - Aga Khan University, Karachi, Pakistan



A cross sectional survey on 857 Pakistani drivers of trucks and large passenger vehicles was conducted. The Commercial drivers are involved in almost 60% of the road traffic accidents in Pakistan. Self reported information was collected on behaviors and habits of drivers, vehicle maintenance and bad road conditions. A high number of drivers were found to be fatigued at work, had impaired vision, and were using alcohol and marijuana while driving. They were also found to be using mobile phones while driving and were not using seatbelts. Almost 50% of the vehicles did not have seatbelts to begin with while more than 40% did not have a speedometer. Nearly 70% had bad vehicular maintenance.

The predictors of accidents identified by our analysis were alcohol use while driving, bad vehicle maintenance, bad road conditions and not using safety belts while driving. The predictors of accidents identified by our analysis were alcohol use while driving, bad vehicle maintenance, bad road conditions and not using safety belts while driving.

Our study findings elucidate the practices of Pakistani commercial drivers and the state of the vehicles that they drive. We need stricter enforcement of existing laws along with laws regulating the work schedules of these drivers and assessment of physical fitness of drivers and vehicles. Further research is needed in this area for more conclusive evidence for identification and implementation of appropriate interventions to control the menace of road traffic accidents in Pakistan.

For further information, please contact Umer Mir at umer.mir@aku.edu

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Road traffic injuries related to Nocimon vehicle in Bangladesh.

Nezam Uddin Biswas - Ministry of Health and Family welfare, Bangladesh



Road traffic injuries are a major but neglected public health challenge requiring concerted efforts for effective and sustainable prevention. Like most developing countries, road traffic system in Bangladesh is the most complex and dangerous system which causes road traffic accidents, resulting in people suffering from spinal injury and paralysis.



Southern part of Khulna division in Bangladesh is a productive zone known as farming regimes. People have to communicate with this region through highways. For this reason, these highways become very busy and result in maximum number of road accidents involving rural transport and heavy motorized vehicles.



No registration plate and indicator lights

The problem is particularly acute in the study area because of the high proportion of two and three-wheeled motorized and non-motorized indigenous vehicles, traffic mix and road usage, high population density and number of pedestrians, underdeveloped infrastructures and rapid motorization.

Most of the recent vehicle growth is in motorcycles and three wheeler motor operated vehicles named Nocimon (local name). These types of modes are not appropriate for moving on the high way with other motorized transport.



Nocimon

In the study area, three wheelers vehicle innovation system began in mid-1990s, evolving outside the control of government regulation and policy. Promoters were local entrepreneurs, workshops using local resources and policies. 3-wheelers have no registration, no number plates and no indicator light on the back and operators seldom have driver licenses.

For further information, please contact Nezam Uddin Biswas at nezam_ku@yahoo.com

Traffic injuries in children, adolescents and youths in Macedonia

Blasko Kasapinov – Institute of Public Health, Republic of Macedonia



This community-based survey was conducted at national level, based on a national estimate of injury prevalence, administered by the Department for injury and violence control and prevention within the National Institute of Public Health. The objective of the survey was to determine the magnitude, scope, and characteristics of traffic injuries in children, adolescents and youths in the Republic of Macedonia at national and community level.



Standard methodology was applied as recommended in the WHO Guideline for Community-Based Survey on Injuries and Violence. Total of 1577 children and youths had been examined. The survey has recorded injury rate of 6087.5/100,000. Majority of the individuals (25.1%) reported injuries in traffic, followed by injuries at home (18.6%). Males (63.4%) were at higher risk for traffic injuries as compared to females (9.2%). Adolescents aged 15-19 were most commonly injured in traffic. Ethnic Macedonians (10.2%) were more commonly injured in traffic than ethnic Albanians (8.6%) and other minorities.

This survey has provided more comprehensive data on injuries and violence than data collected through hospital and out-patient based surveillance system. Information obtained is intended to be used for decision-making primarily by health workers, researchers and scientists from relevant ministries, academic institutions and NGOs who are concerned with this problem.

For further information, please contact Blasko Kasapinov at bkasapinov@gmail.com

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YOURS – Youth for Road Safety

Floor Lieshout - WHO



More than 400,000 of the victims killed on the roads are young people. These cold facts make road traffic crashes the leading cause of death among young people globally, aged 10-24 years. Unless more comprehensive global action is taken, the number of deaths and injuries is likely to rise significantly.

YOURS believes that it is young people themselves who can be at the forefront of making a difference in these statistics and wants to support young people in their road safety initiatives.

The creation of YOURS is a direct follow-up to the 2007 World Youth Assembly for Road Safety. One of the main wishes identified as a follow-up to the Assembly was the establishment of a global youth network. This network is evolving into a full-fledged NGO early 2010, named YOURS – Youth for Road Safety.



YOURS will act to keep young people safe on the world's roads. As we believe in the high potential of youth we try to enable youth to take action themselves. YOURS' focus is on:

- Advocating for youth related road safety issues nationally, regionally and especially globally;
- Connecting young people and youth NGOs active in the road safety field around the world, so they can work together and easily share information and experiences;
- Building capacity among youth in the road safety field.

If you would like more information about YOURS, please visit us at www.who.int/roadsafety/youth_network, follow us on twitter: [youth_network](https://twitter.com/youth_network), contact Floor Lieshout at lieshoutf@who.int, our own web site will be online soon at www.youthforroadsafety.org - keep watching!!

Road traffic injuries among young road users in Malaysia

Hari Krishnan - Road Safety Research Center, University Putra Malaysia, Malaysia



Road traffic injuries are the second leading cause of mortality burden in Malaysia. Young adults between ages 15 and 29 years face the highest burden with males being 5 times more at risk compared to females (Yusoff and Mustafa, 2005). Risk of road casualties increases with age being highest for age group 16-20. Pedestrian casualties are common among children of ages 6-10 years. However, total number of deaths is greatest in young adults of ages 21-25 years.

Motorcyclist face 3 times more risk compared to car drivers. In Malaysia, drivers and riders are four times exposed to fatal outcomes on road compared to passengers. (Royal Malaysian Police, 2009). Strategies have been outlined in Malaysia Road Safety Plan 2006-2010 to reduce these numbers towards achieving 10.0 road deaths per 100,000 population by the year 2010 (Road Safety Department Malaysia, 2006).

Government of Malaysia had implemented Road Safety Education among primary school children. This program is launched in conjunction with the Malaysia Road Safety Plan 2006 - 2010. The main objective of the program is to reduce the number of road traffic injuries among school children and hence create a better generation in future. Universiti Putra Malaysia team was tasked to evaluate this intervention and the author is part of the team.

For further information, please contact Hari Krishnan at harishnan85_03@yahoo.com

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Outdoor advertising – or just another traffic menace?

Neda Tozija - Athens, Greece and Nada Tozija Uzal - Barcelona, Spain

The study was conducted at national level. The main goal of the study was to present the magnitude, relevance and seriousness of the traffic traumatism among youth in correlation with the influence by outdoor advertising. Special attention was paid to the influence of billboards and light advertisements on driver's attention.

For this study, official statistical data from the relevant state institutions, such as State Statistical Office for mortality and Ministry of Interior for Road Traffic Accidents and Injuries was used. Data was also obtained from the survey conducted with 70 children and youth injured in traffic accidents, resulting in their hospitalisation at the Surgical Clinics in Skopje.

The results showed that 40% of the young people were involved in the road accidents occurred in urban areas. About 34.7% took place on roads regulated with road signs, most of which had billboards placed on inappropriate positions. About 6.5% occurred due to other reasons, such as low visibility of the road, mal placed big billboards or city lights, bad road signs position.

The analyses show that there is a positive correlation between the position and number of billboards, and the number of accidents on a road. It was noted that many of the accidents occurred near billboards with pictures that presented nude girls or plasma screens that changed the content in time. A strong justice regulation is needed on the size and the number of billboards per road/crossroad.

For further information, please contact Neda Tozija and Nada Tozija at nedatozija@hotmail.com and nada_tozija@hotmail.com

New RTIRN Partners!

We welcome the new partners who have recently joined RTIRN:

- Argentina:** Rosalinda Grandinetti, Silvana Montes
- Australia:** Greg Smith, Russell White, Ian Faulks
- Australia:** Valerie Ongolo Zogo
- Brazil:** Lisandro Abulatif
- Egypt:** Mohamed Seif Eldin, Jehan Ibrahim
- Ethiopia:** Markos Yeshanew
- India:** Narendra Vaidya, Raghavendra Dowray
- Kenya:** Stanley Marengi, Casey Marengi, Lucy Marengi
- Macedonia:** Fimka Tozija, Blasko Kasapinov, Neda Tozija, Nada Tozija
- Malaysia:** Seyed Farzin Faezi
- Pakistan:** Kiran Ejaz, Aiman Ghufuran
- Senegal:** Mouhamadou Habib SY
- Pakistan:** Fatiha Iftikhar, Muhammad Ibrahim, Nida Younus, Mohammad Javed
- USA:** Judy Levin, Elisabeth Constantine
- Vietnam:** Vu Nguyen

Have you registered for the New RTIRN Online Forum?

The new forum enables RTIRN Partners to communicate more effectively, participate in online discussions and stay updated with current network activities.

Please visit
www.rtirn.net/forum to
register today!

Make the RTIRN newsletter your own!!

- Have news of road traffic injuries research in your region?
 - Intervention projects?
 - Upcoming events or new publications?
- Share it with us at the following address: administrator@rtirn.net

List of Latest publications:

- Begg, D., Langley, J., Broughton, J., Brookland, R., Ameratunga, S., McDowell, A., (2009), New Zealand Drivers Study: a follow-up study of newly-licensed drivers, *Injury Prevention*, Vol.15 No. 4, pp. 28
- Bener, A., Crundall, D., Ozkan, T., and Lajunen, A., Mobile phone use while driving: a major public health problem in an Arabian society State of Qatar—mobile phone use and the risk of motor vehicle crashes, *Journal of Public Health* DOI 10.1007/s10389-009-0286-1 (In Press)
- Brookland, R., Begg, D., Langley, J., Ameratunga, S., (2009), Parent and adolescent risky driving behaviors: New Zealand Drivers Study, *Australasian College of Road Safety Journal*, Vol. 20 No.1, pp. 52-59
- Joëlle Sobngwi-Tambekou, Junaid Bhatti, Guy Kounga, Louis-Rachid Salmi, Emmanuel Lagarde., (2009), Road traffic crashes on the Yaoundé–Douala road section, Cameroon (In Press)
- Macharia, W. M., Njeru, E. K., Muli-Musiime, F., Nantulya, V., (2009), Severe road traffic injuries in Kenya, quality of care and access, *African Health Sciences*, Vol. 9 No. 2, pp. 118-124
- Navaratne, K., Fonseka, P., Rajapakshe, L., Somatunga, L., Ameratunga, S., Ivers, R., Dandona, R., (2009), Population-based estimates of injuries in Sri Lanka. *Injury Prevention*, Vol.15 No. 3, pp. 170-175
- Tin Tin, S., Woodward, A., Thornley, S., Ameratunga, S., (2009), Cycling and walking to work in New Zealand, 1991 -2006: regional and individual differences and pointers to effective interventions, *International Journal of Behavioral Nutrition and Physical Activity*, Vol.6, pp. 64

Save the dates!!

December 01, 2009 - London

20th Westminster Lecture on Transport Safety

Putting People at the Centre: How to Enhance Road Safety in the 21st Century

<http://www.pacts.org.uk/events.php?id=13>

December 07-08, 2009 - Melbourne, Australia

Road safety 2009: Driving the industry towards a safe road network

www.informa.com.au/roadsafety

December 16-17, 2009 Bonn, Germany

Fifth meeting of European national focal points for violence and injury prevention

www.euro.who.int/violenceinjury/network/20090810_1

February 22-24, 2010, Stratford-upon-Avon, United Kingdom

RoSPA - 75th Road Safety Congress 2010

www.rospace.com/road/index.htm

March 22-24, 2010 - Abu Dhabi, United Arab Emirates

15th International conference ROAD SAFETY ON FOUR CONTINENTS

www.vti.se/templates/Page___11111.aspx

September 21-24, 2010 – London, UK

10th World Conference on Injury Prevention and Safety Promotion

www.safety2010.org.uk

To become a partner of the network, please visit our website at www.rtirn.net

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