



road research

*The Newsletter of the Road Traffic Injuries
Research Network*

Message from the RTIRN Board

Dear Colleagues,

Greetings! It is a great pleasure to introduce this newsletter of RTIRN focusing on East Asia. The previous thematic issue on Latin America was a great success and we hope to cover other regions such as the Middle East and Central Asia over 2009-10. So please send in your contributions from any part of the world!

This newsletter reports on many events over the past few months. Thanks to the Global Road Safety Facility of the World Bank, we are fortunate in having the resources to strengthen capacity development in road traffic injury research around the world. We are delighted to announce the results of one these projects – Grants for Junior Researchers. I would like to congratulate all those who applied and especially our 10 colleagues who have the opportunity to use these resources in producing high quality, relevant and innovative research. We will keep you informed on the progress of these 10 projects in the future.

Another project which has been launched – Fellowships for Senior Researchers – has successfully received many applications. The board of RTIRN is reviewing the applications and we hope to announce the results soon! I am also pleased to announce new developments on our website – www.rtim.net. The new ‘online forum’ offers the opportunity for us to discuss issues, ask questions and share our experience with colleagues from around the world. I urge you to use it and see how it works!

2008 ended with the global launch of the WHO/UNICEF World Report on Child Injury Prevention on Dec 10 [http://www.who.int/violence_injury_prevention/child/injury/world_report/en/index.html]. This sentinel report dedicates one chapter to the impact of road traffic injuries on children under the age of 18 years and a discussion of key measures that can be taken to reduce the burden of this menace.

And many partners are busy preparing for events in 2009 such as regional conferences on injury prevention and safety promotion, research proposals and networking opportunities. Let us know if you are planning events and we can help you share them. Remember RTIRN is very pleased to have funds to support specific initiatives; but key to their success is your participation, engagement and energy. Please make most use of this newsletter, our listserve, and the opportunities for better and relevant RTI research in your country.

Happy New Year and Best Wishes for 2009!

Adnan A. Hyder, MD MPH PhD

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RTIRN Grants for Junior Researchers Recipients

The RTIRN is proud to introduce the ten recipients of the Grants for Junior Researchers!

Marwa Rashad

Cairo University – Egypt

Marwa received her degree in medicine from the Cairo University in 2003. Currently working towards a master's degree in public health, Marwa is a Demonstrator in Public Health, Faculty of Medicine at Cairo University. Her research with the RTIRN grant is titled 'Injury Knowledge, Attitudes and Behavior of Egyptian Youth'.



Ackaah Williams

Kwame Nkrumah University of Science and Technology- Ghana

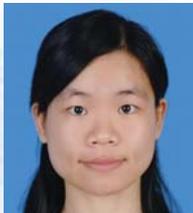
Ackaah Williams graduated with a BSc. in Civil Engineering in 2003 from the KNUST, Ghana. He is an Assistant Research Scientist at the Building and Road Research Institute, Ghana, and is pursuing a post graduate program in Roads and Transportation Engineering. He will be studying 'The relationship between road traffic crashes, flow, speed and road geometry on rural highways in Ghana' with the RTIRN grant.



Yanru Ye

Shantou University Medical College - China

Yanru completed her Bachelor Degree (Public Health) with honors from Guangdong Pharmaceutical University, China in 2007, when she won the first prize for best student. Now she is a postgraduate student of Epidemiology and Medical Statistics in Shantou University Medical College, China. The topic of Yanru's study with this grant is 'Intervention research on bicycle injury among adolescents in Chaoshan region'.



Jorge Martin Rodriguez Hernandez

National Public Health Institute - Mexico

Jorge got his degree in Medicine from the National University in Bogotá Colombia and completed his Master in Epidemiology in 2002.

Jorge is now working as a doctoral student at the National Public Health Institute in Mexico. With the RTIRN grant, Jorge is conducting research on 'Improving pedestrian safety and reducing risk of pedestrian injuries in Cuernavaca City, Mexico'.



Nguyen Minh Tam

Hue College of Medicine and Pharmacy - Vietnam

Dr. Tam holds a Medical degree from Hue College of Medicine and Pharmacy and an MPH degree from the University of Queensland, Australia. He is now Head of Department of Family Medicine of Hue College of Medicine and Pharmacy and a PhD student of Queensland University of Technology (Australia). His current study, utilizing the RTIRN scholarship, is titled 'Driving after drinking in Vietnam: perception, risks and consequences'.



Adesola Sangowawa

University of Ibadan - Nigeria



Adesola is a Consultant Public Health Physician and a Medical Research Fellow at the Institute of Child Health, University of Ibadan. She received the Oladele Ajose Prize at the National Postgraduate Medical College of Nigeria (Faculty of Public Health) in 2003. With the grant from RTIRN, she is studying ‘Capacity building of drivers employed in the University of Ibadan on provision of first aid for accident victims.’

Trinh Tu Anh

Vietnam Aviation Academy – Vietnam



Tu Anh graduated with a Master of Engineering from the Asian Institute of Technology and is now a lecturer in the Faculty of Transport, Vietnam Aviation Academy and a Phd student in the Hasselt University of Belgium with a major in traffic safety. Using the RTIRN grant, Tu Anh is working on ‘Building a probability model to identify black spots in Vietnam’.

Ricardo Pérez-Núñez

National Public Health Institute - Mexico



Ricardo studied medicine at the Universidad de Guadalajara, Mexico and completed his MSc in Health System research and analysis with honors at the National Institute of Public Health of Mexico. He is working for his PhD (Public Health) at the National Institute of Public Health. For his thesis, supported by the RTIRN grant, he is working on "Economic Impact of Road Traffic Injuries in households living in Guadalajara, Jalisco, Mexico during 2007-2008".

Umer Mir

Aga Khan University - Pakistan



Umer received his undergraduate medical education from King Edward Medical College, Lahore. He is currently enrolled in the M.Sc Epidemiology and Biostatistics program at the Aga Khan University, Karachi. For his research project using the RTIRN grant, Umer will be conducting a ‘Commercial driver accident research survey’.

Fernando Martín Poó

Universidad Nacional de Mar del Plata - Argentina



Fernando graduated with honours in Psychology from the Universidad Nacional de Mar del Plata, and is currently undergoing his PhD training. Awarded the RTIRN grant for carrying out research towards completing his PhD, Fernando is studying “Multidimensional Assessment of Driving Behaviour, Adaptation and Construct Validity Evidence of the MDSI (Multidimensional Driving Style Inventory)”.

The RTIRN would like to acknowledge the support of the World Bank Global Road Safety Facility, which makes these projects possible. For more details, visit www.rtirn.net

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Partner Contributions

Motorcycle Lanes in Malaysia

Jamilah Mohd Marjan, Malaysian Institute of Road Safety Research (MIROS)



Malaysia started building the first motorcycle lane in the world in the early 70s under a World Bank Project. To date there are many more of this type of exclusive motorcycle lanes along several of the Highways in Malaysia.

It was found that there is 39% reduction in motorcycle accidents due to the reduced conflicts between motorcycle and other vehicles, and also a reduction in speed differential with higher speed vehicles (Radin et al, 2000).

The other type of motorcycle lane in use is the non-exclusive or shared motorcycle lane with the chevron separator and different markings on the pavement. They are built along Federal trunk roads where access is not controlled. Specific road signs to indicate the motorcycle lanes are installed to help motorcyclists understand the usage. It was found that there is a reduction in motorcycle accidents; however there seem to be an increase in pedestrian accidents where there is pedestrian traffic. This may be due to the increased overall width of the road. Features like pedestrian refuge have to be looked into to avoid these mishaps.

Another problem that has been noticed with these lanes is that heavy vehicles and sometimes cars are found parked in these lanes when they need access to the adjacent land use. The program to build more motorcycle lanes can be implemented but it has to be in tandem with other precautions to be taken to simultaneously reduce pedestrian accident and overall conflicts.

For further information, please write to Jamilah Marjan at jamilah@miros.gov.my



Chinese Law on road traffic safety

Changhai Yuan, Shandong University, China



In 2007, 327209 road accidents occurred in China, causing 81,649 deaths and 380,442 people to be injured. Direct property loss was 1.2 billion Yuan (¥). (Ministry of Public Security)

An amendment to the Chinese Law on Road Traffic Safety was put into effect on May 1 2008. The amendment states that in cases of accidents between motor vehicles and pedestrians / bicyclists, where the pedestrian or bicyclist deliberately causes the accident, or has violated traffic rules, the owner of the motor vehicle will only pay a certain percentage of treatment cost, instead of bearing the majority of cost.

Compared with past regulations, the Road Traffic Safety law, in effect since 2004, puts more stress on certain points. This includes increasing the extent of punishment for accident makers. According to this law, hit-and runners will lose their driving certificates permanently. Drivers causing severe accidents 2 times or more within 6 months will be ordered to stop driving and examine the causes of accidents until the local public traffic security authority is satisfied. Drunk drivers will be confined in public security facilities for less than 15 days and fined for ¥ 500 to ¥ 2000; their driving certificates will be withheld for 3 to 6 months.

This law also gives priority to life rescue and states that the injured must be sent to a hospital promptly, even if payment party is undetermined. If the driver has run away, the Foundation of Road Traffic Accident Rescue pays the medical cost first.

The law restricts traffic policemen from abusing their power and prohibits traffic policemen from assigning the amount of monetary fine. The amount of monetary fine cannot be considered as working achievement of policemen. Special vehicles such as police vehicles, fire trucks, hospital ambulances, when not engaged in urgent tasks, have no priority for using the roads and are not permitted to use the alarm.

For further information, please write to Changhai Yuan at yuanch@sdu.edu.cn or visit <http://www.mps.gov.cn/n16/n1282/n3553/143942.html>, http://www.gov.cn/flfg/2007-12/29/content_847368.htm

Addressing the Road Safety Crisis in Cambodia

Sann Socheata, Handicap International Belgium - Cambodia



Cambodia's relative stability and growth in recent years has been characterized by a rapid increase in the volume of road traffic (20% per year on average). Growth in vehicles numbers, road rehabilitation, insufficient law enforcement, lack of Road Safety education, speed increases and inadequacy of health services have led to a rapidly rising number of accidents.



In 2007, according to Road Traffic Accident and Victim Information System (RTAVIS), more than 4 persons die and many other are injured daily on the roads of Cambodia. As a result, from 2001 to 2007, the number of fatalities has more than tripled. With fatalities at 17 per 10,000 registered vehicles, Cambodia has the highest mortality rate in the ASEAN region.

To tackle the growing road safety crisis, National Road Safety Committee (NRSC), in collaboration with other stakeholders, especially Handicap International Belgium, JICA, GRSP, WHO, has prioritized and implemented its National Road Safety Action Plan since 2004, aiming at the prevention of fatalities, injuries and disabilities due to road accidents. Since then, the action has expanded its activities and geographical coverage. The priority actions include capacity building; Road Traffic Accident Victim Information System (RTAVIS) and research; road safety education in primary and secondary schools; road safety awareness and support to civil society; emergency assistance to traffic victims; development of the new traffic law and its enforcement and road safety management and regional and international coordination.

With the support from GRSP, Handicap International Belgium and the Ministry of Interior will organize Professional Development Training in Phnom Penh, Cambodia in January 2009. The program draws upon good practice concepts and guidelines from a variety of enforcement jurisdictions. The training will target all authorities and traffic police who are directly involved in the strategic and operational aspects of traffic law enforcement. A key component of the program will be the implementation of a national enforcement action plan by the traffic police, especially on helmets.

For further information, please write to Sann Socheata at sann.socheta@hib-cambodia.org.

Road Safety Initiatives in Malaysia

Sahipul Sulaiman, Road Safety Department - Malaysia



The Road Safety Department of Malaysia (RSD) was set up under the purview of the Ministry of Transport on 19 September 2004. RSD acts as a one stop agency that coordinates and implements road safety programs ranging from education and enforcement to engineering and environment aspects. State Road Safety Departments have also been set up in all states in Malaysia since December 2006 to improve the effectiveness of implementation of road safety programs at the grassroots level.



RSD has launched the Road Safety Plan of Malaysia 2006 – 2010 which outlines 9 key strategies with a target to reduce the road fatality index from 3.9 deaths per 10,000 registered vehicles in 2006 to 2 deaths per 10,000 by year 2010 as well from 20 deaths per billion VKT in 2006 to 10 deaths per billion VKT by year 2010. The progress of this 5 year plan is being closely monitored against 15 Key Performance Indicators. Since the establishment of RSD in 2004, the number of injuries due to road accidents has been reduced by 37% within 3 years, while the number of accidents has been reduced by 41%.

Some important interventions include road safety education and road safety community support programs in schools. Current focus of intervention programs is on motorcyclists (who contribute to 58% of total road fatality) with a myriad of interventions such as ride bright, rider visibility improvement and a national helmet initiative designed to achieve 100% helmet compliance rate. Recently a maximum advisory speed of 60km/h has been introduced for small motorcycles below 250c.c. Other key initiatives include crash investigations for fatal crashes, new design standards for buses and lorries, pilot program on the Malaysia Zero Fatality Vision, mandatory use of rear seat belts for private vehicles from 1st January 2009 and a new impetus to speed up the construction of segregated and exclusive motorcycle lanes on Federal and State roads.

More information on the campaigns and initiatives can be found at www.panducermat.org.my or www.jkjr.gov.my.

Road traffic accidents in Vietnam

Dinh Van Hiep & Pham Thi Quyen, Hanoi University of Civil Engineering – Vietnam



The rapid growth in the number of registered vehicles, predominantly motorcycles, has created a serious problem of traffic accidents in Vietnam. The National Traffic Safety Committee (NTSC) was established on 29 October 1997 to coordinate activities of ministries, sectors, and localities towards implementing the traffic safety program. However, the road safety still remained a serious issue since the number of traffic accidents increased dramatically from 1997 to 2002 (Figure 1).

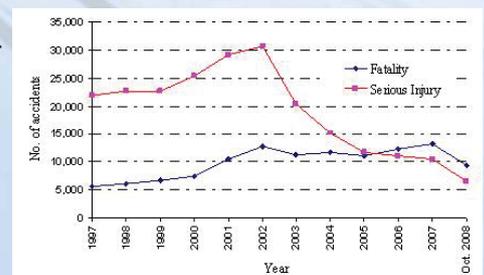


Figure 1: Number of traffic accidents 1997 – Oct 2008

From 2003, as a result of the successful implementation of the Government's Resolution No. 13, fatalities and serious injuries have decreased noticeably, especially for the number of serious injuries. This Resolution was initiated to improve traffic safety through education, awareness campaigns, driving tests, vehicle examination, monitoring and enforcement of traffic laws and improvement of black spots. Recently, the Government's mandatory helmet law (Resolution 32)

has been strictly implemented since December 15, 2007. Although the number of registered vehicles continues to increase, traffic fatalities and serious injuries have remarkably decreased in 2008. The NTSC report revealed that as of the end of October 2008, there were 1,400 fewer road traffic fatalities, and more than 2,200 fewer serious injuries compared to the same time last year. This observation indicates the effective implementation of the mandatory helmet law in the Vietnamese road transportation and is explained by the dominant motorcycle percentage. Nevertheless, problems related to the helmet issue still exist. A survey by the Vietnam Consumer Safety Association in early 2008 found that about 80% of helmets on the market did not meet national standards. In addition, children under 16 years of age, or the adults responsible for them, cannot be financially penalized for not wearing a helmet. Therefore, there is currently no incentive for enforcement of helmet wearing in children. Such issues should be efficiently solved to create a more visible traffic safety in Vietnam in the future.



*Le Duan Street Hanoi:
Successful implementation of helmet law*

Note: The data was derived from NTSC

For further information, please write to Dinh Van Hiep at dinhhiepv@yaho.com.

New RTIRN Partners!

We welcome the new partners who have recently joined RTIRN:

- Australia:** Rob McInerney
- Cambodia:** Sok Sophea
- Cameroon:** Valerie Ongolo Zogo
- Colombia:** Sonia Restrepo
- Iran:** Moghisi Alireza
- Israel:** Sharon Goldman
- Lithuania:** Rytis Vilkonis
- Malaysia:** Mohd Ariff Fadzil
- Mexico:** The Entornos Foundation
- New Zealand:** Sander Tin Tin
- Nigeria:** Timothy Nottidge, Senator Kosin, Oluwadiya Kehinde, Felix Chukwunke
- Oman:** Salim and Salimah.org
- Pakistan:** Fatiha Iftikhar, Muhammad Ibrahim, Nida Younus, Mohammad Javed
- Peru:** Roberto Lazarte
- South Africa:** Elizabeth Niekerk
- Sri Lanka:** Abdul Majeed Nilamudeen
- USA:** Renee Hsia
- Vietnam:** Ngo Thi Tinh, Pham Thi Quyen

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

Support for the RTIRN made possible by:
The Global Forum for Health Research
The World Health Organization
The World Bank

RTIRN Projects Supported by the World Bank Global Road Safety Facility

Fellowship grants – the network will soon be announcing the successful applicants for these grants that will enable senior road safety researchers from LMICs to spend at least 3 months at another centre of excellence to exchange ideas and learn from other experts in the field.

Save the dates!!

February 16-18, 2009
Washington DC, USA
17th International Safe Communities Conference
(road safety stream)
<http://www.cdc.gov/niosh/programs/twu/global/>

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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