

# Country Experience – Sri Lanka



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## Why a decade of action for road safety



Each year globally nearly 1.3 million people die as a result of a road traffic collision—more than 3000 deaths each

Road traffic injuries are among the three leading causes of death for people between 5 and 44 years of age. Hence road traffic injuries lead to a colossal economic burden at both the family and community levels.

# Why a decade of action for road safety



The commission for global road safety issued a call for a decade of action for road safety in its 2009 report. A decade would provide an opportunity for long-term and coordinated activities in support of regional, national & local road safety.



In March 2010 the United Nations General Assembly resolution 64/255 proclaimed a decade of action for road safety 2011-2020 with a goal of stabilizing and then reducing the forecasted level of road traffic fatalities.

# Sri Lanka



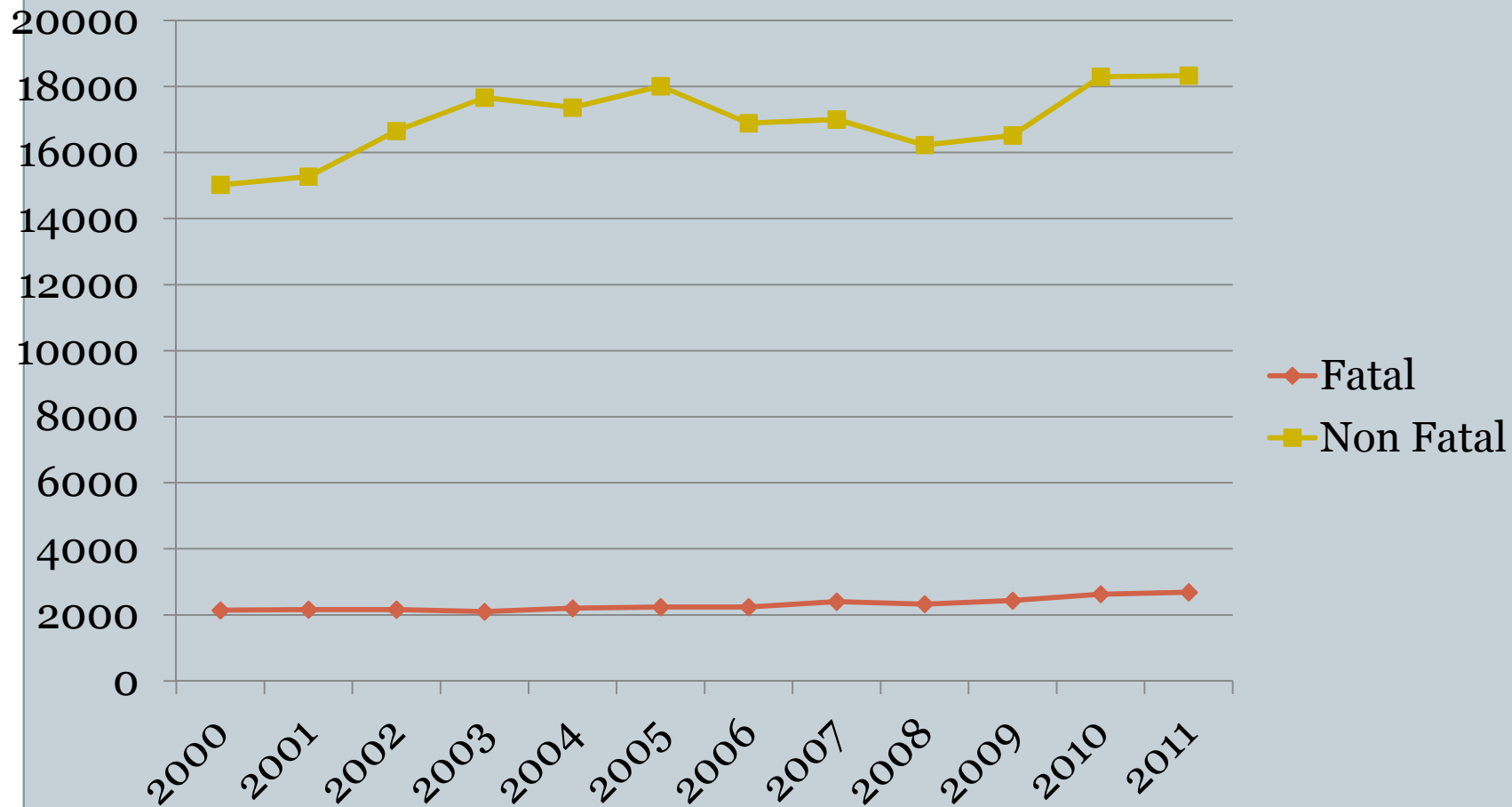
- Small Island ‘Pearl of Indian Ocean’
- Around 20 million population
- With over 4.5 million registered vehicle population
- Free education and health has led to
- Literacy rate of more than 93% with
- Remarkable health indicators
- However Traumatic injuries contributes as one of the leading cause of morbidity and mortality in the country

# The Select Committee of Parliament Report

- 150 road accidents are reported daily
- loss of 5-6 lives per day.
- From 2000 to 2009 lost over twenty one thousand (21,000) lives from such accidents
- Nearly one hundred and eighty thousand (180,000) persons sustaining injuries of which nearly forty six thousand (46,000) were serious injuries.

*(based on Traffic police data)*

# Trend of Fatal vs. Non fatal Road Traffic injuries from the year 2000-2011 in Sri Lanka



# Situation in Sri Lanka



- "At present, there are over 4.5 million registered vehicles in the country and half of them are motor cycles and they are the reason for most of motor accidents which occur in Sri Lanka,"

Traffic Administration and Road Safety Director Senior Superintendent of Police (SSP) K. Arasaratnam told the media (Daily News)



# Overview of “Decade of action” in Sri Lanka



Source: Road Safety in Sri Lanka, **National Road Safety Conference & Launch of decade of action for road safety**, Ministry of transport, National Council for Road Safety

# Key stake holders in National action plan of Decade of action



- Department of Motor Traffic, Department of Police,
- Road Development Authority,
- Ministry of Health,
- Ministry of Provincial Councils,
- Local Authorities,
- Academia and Civil Society)

# Objectives



- The overall goal will be to stabilize and then reduce the forecast level of road traffic fatalities in Sri Lanka by 2020. This will be attained through:



- Developing and implementing sustainable road safety strategies and programmes
- Setting an ambitious yet feasible target for reduction of road fatalities by 2020 by building on the existing frameworks of casualty
- Targets



- Strengthening the management infrastructure and capacity for technical implementation of road safety activities
- Improving the quality of data collection.
- Monitoring progress and performance on a number of predefined indicators.
- Encouraging increased funding to road safety and better use of existing resources, including through ensuring a road safety component within road infrastructure projects

# Framework for National Road Safety action plan in Sri Lanka



- **Pillar 1 : Build road safety management capacity**

The creation of multi-sectoral partnerships and designation of lead agencies with the capacity to develop national road safety strategies, plans and targets, supported by the data collection and evidential research to assess countermeasure design and, monitor implementation and effectiveness.



- Conversion of the established national council for road safety to an authority to act as the lead agency with implementation Powers
- Ensure Continuous & Adequate Availability of Funds
- Establishment of a Road Safety Information System for Coordination & Evaluation
- Establishment of road safety research development program
- Continuous training of road safety personnel
- Monitoring and evaluation process

# Framework for decade of action in Sri Lanka

- **Pillar 2 :  
Influence  
safety road  
design and  
network  
management**

- Using road infrastructure assessment rating and improved design to raise the inherent safety and protective quality of
- road networks for the benefit of all road users, especially the most vulnerable.





- Improve Safety Aspects of road design standards for new roads and effect improvements to existing roads
- Carry Out Safety Audits and Remedial Actions for Existing Roads to Ensure Minimum Safety Standards
- Provide Parking Facilities for buses and other vehicle at Strategic Locations
- Minimize Human activities on the road
- Protection systems at railway crossings
- Development of Public transportation
- Development of alternatives to private vehicles entering Colombo

# Framework for decade of action in Sri Lanka

- **Pillar 3 :  
Influence vehicle  
safety design**

- Deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies..



- Improve the standards for registration
- Establish an Effective Inspection Program for the Inspection of Roadworthiness of Vehicle
- Regulating Bicycles, Motor Bicycles & three wheelers
- Restriction on tractors
- Regulating Import of vehicles

# Framework for decade of action in Sri Lanka

## ● **Pillar 4 : Influence road user behavior**

- Sustained enforcement of road traffic laws and standards and rules combined with public awareness/
- education activities (in both public and the private sectors) that will raise compliance with regulations that
- reduce the impact of the key risk factors (***speeding, drink driving, non use of motorcycle helmets,***
- ***seat-belts and child restraints and mobile phone use***).

- Improved system of issuing and monitoring licenses

- Establishment of “Articulated Vehicles” category
- Supervision of driving schools
- Improved Drivers and Riders Testing
- Satisfactory drivers health condition
- Enactment of Required Legislation
- Effective Enforcement of the Legislation
- Improving Insurance system
- Improving welfare for victims
- Educational programmes on road safety in schools
- Public Awareness Campaigns

# Framework for National Road Safety action plan in Sri Lanka

- **Pillar 5: Improving post crash care**

- Increase responsiveness to emergencies and improve the ability of health systems to provide appropriate
- emergency treatment and longer term rehabilitation.

- Establishment of sustainable organization leadership and financial commitment to implement
- injury prevention and management policy
- Availability of appropriate Pre– hospital care
- Basic emergency care available at primary, secondary & tertiary level health institutions
- Appropriate rehabilitation care and integrated services available at primary, secondary and tertiary level health institutions
- Appropriate rehabilitation care and integrated services available in the community with adequate Compensation
- Hospital based information system updated & improved

## (Launch of Decade of road safety) at National conference on road safety

- The launch of the decade of road safety in Sri Lanka was held on the 11th May 2011 to coincide with the global launch.
- This event was presided by His Excellency the President of Sri Lanka
- Hon.Speaker and Ministers from over 10 various related ministries were participated.
- There were participation of over 500 persons including government officer, private sector representative, civil societies and school children.



# Main events



- presentation of the Interim report of the select committee of parliament to look into the alarming increase in traffic accidents
- The release of the national plan for the decade.
- The special road safety song, and the short film was released.

- The decade symbol, the yellow TAG depicting the decade was pinned on his Excellency by the Country Representative of World Health Organization Dr.F.R.Mehta



# National Road Traffic Data



- In Sri Lanka Traffic police records are the only available National data and are plagued with under reporting and selection bias.

# Personal research experience



- “ Incidence of road traffic injuries in the district of Kandy, Sri Lanka, and its economic impact to the households and to the state”( Retrospective community data and prospective hospital data)

*Nithershini.P, Dharmaratne SD, Nugegoda DB (MD Thesis, University of Colombo)*

- This is a first community based cross sectional survey on Road traffic injuries (RTI), and also to assess the under-reporting of RTI with cost analysis
- Two abstract has been accepted for Safety 2012 poster presentation (poster No. 58 and 59)

# Methodology



- A community based cross-sectional survey was conducted in 2008 Kandy district
- All people living in Kandy district were the study sample
- Sample size was calculated by using a standard formula for calculating the appropriate sample size for a household survey (WHO guidelines on community surveys of injuries and violence)
- **Sample size = 3080 house holds –77 clusters having 40 households in a cluster**, Stratified multistage cluster sampling with population proportion to size was used.

# Results



- 11,724 persons screened (n=3080 households)
- 149 had sustained RTI including 16 fatalities
- The annual RTI incidence was 12.7/ 1000 persons (95%CI=12.5-12.9)
- The annual RTI fatality incidence was 1.4/1000 person (95%CI=1.3- 1.5).
- **The case fatality rate was 10.7%.**
- Mean age of the RTI victim was 28.8years (SD=16.8)
- (another study in Galle district estimated the incidence of RTI as 58 per 1000 population per year (95% CI=43-76)

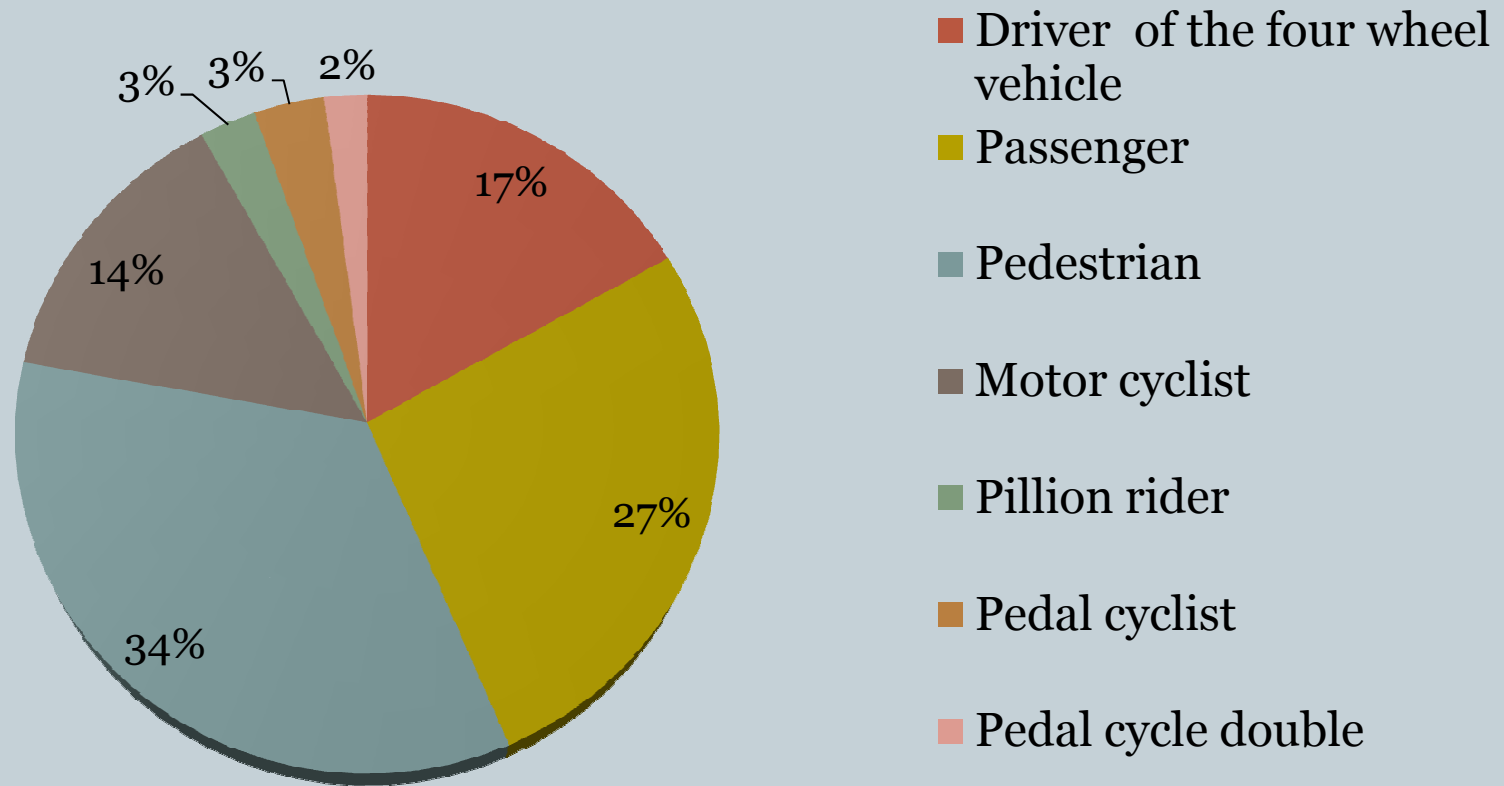
*(Navaratne J.T.K.V 2004, The epidemiology of injuries in Galle district, Sri Lanka, MD Thesis, University of Colombo)*

## Incidence rate for RTI specific to sex



Sex	Frequency of RTI in each sex per year	Population for each group	Sex specific incidence rate for 1000 population/year	95% CI
Male	116	5856	19.8	19.30 – 20.32
Female	33	5868	5.6	5.4 – 5.8

Fig 1: Distribution of reported RTI victims by type of road users





# Main findings

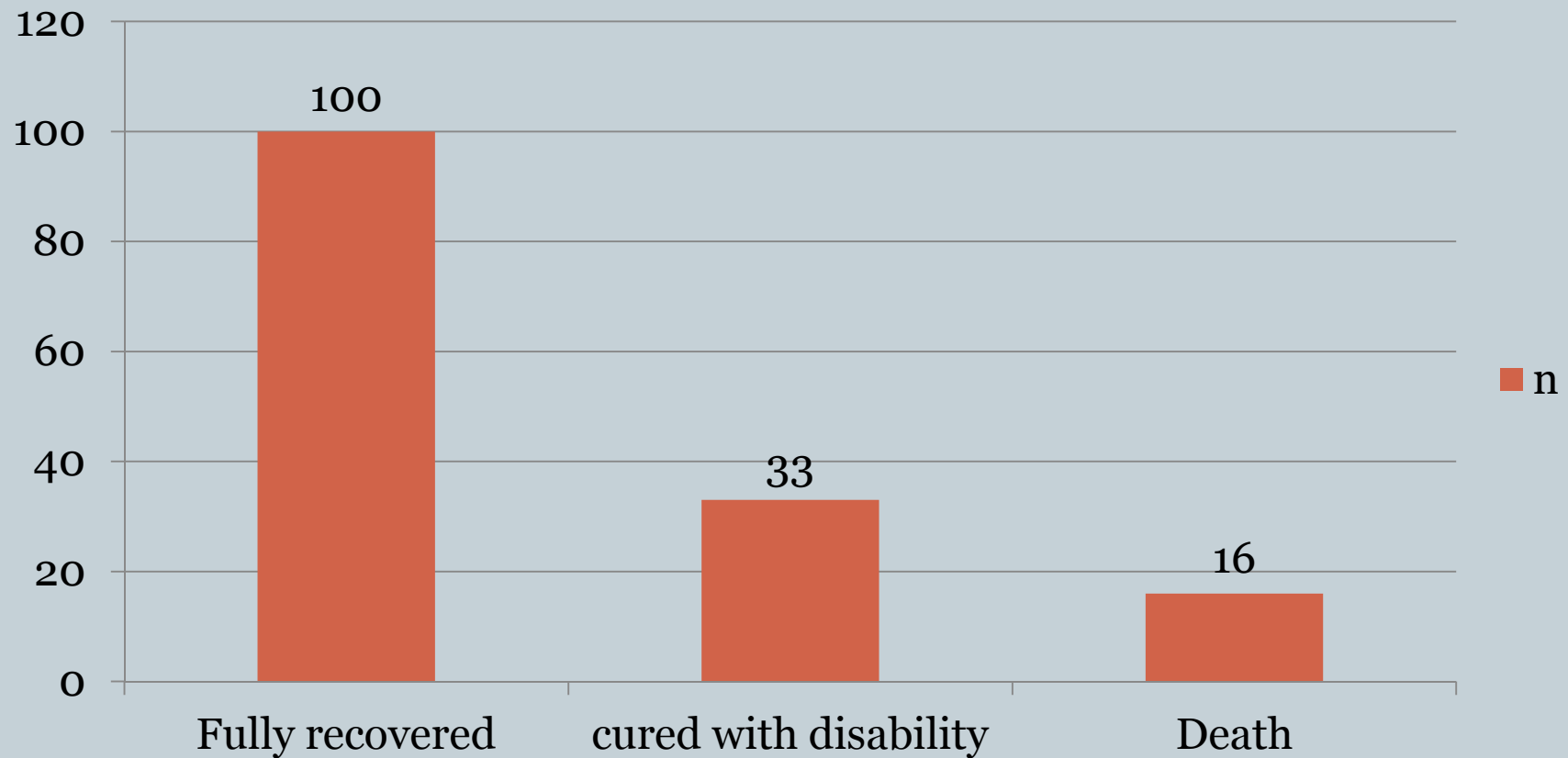


Pedestrian hit at pedestrian crossing	10	19.5%
Pedestrians hit while crossing other than pedestrian crossing	14	27.5%
No Helmet usage	6	24%
Seat belt usage	3	17.6%
Under the influence of alcohol	15	10.1%

# Outcome of the injured person who met with the RTC in number



**n**



# Road traffic death



- Mean age of the RTD victim was 45.4 (SD=14.9)
- 50% of the deaths have occurred immediately after the crash
- 81.2% of the RTD victims were employed at the time of death.
- 81.2% of them were males

# Under-reporting



- The annual incidence of RTI for the district was generated as **16,243** for the total population, based on the estimated incidence of the present study. This is **4.6 times** that of the official reporting of RTI from the district!
- And the annual estimated RTD was generated as 1739 per year in the district, that is estimated **as 4 persons were dying due RTC in Kandy district per day.**

# Under-reporting



- The estimated under-reporting of RTI was 56.4%. And 3 deaths (18.7%) were not reported.
- 73.8% were of minor in nature which did not need hospital admission.
- Of those who did not report, 22.8% said that the crash due to his/her own mistake,
- 17.6% the injury was minor in nature,
- 7.0% did not consider the crash as a RTI.
- 17.5% cited personal reason (threatened by the other party, couldn't locate the vehicle, did not like to go to police).

## Challenge on road to be



- During the past few years the Government implemented many programs to reduce road traffic accident fatalities and serious injuries.
- However, this performance has not produced visibly safer streets and there are still serious concerns that we could do significantly better.
- Government is committed, still there is a long way to go



- Sri Lanka is in its ‘**Post war rapid development phase**’

There is the big challenge to the country yet Government has started implementing strict legislation on seat belt, speeding, driving with of alcohol.

Strict implementation of law?? Helmet use, Standard of Helmet, child restraints, maintaining the vehicle standard etc need to be considered along with educating all road users to make the “Road safe to all”



This advance technology is again a big challenge to **ROAD SAFETY** in Sri Lanka



**THANK YOU**