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| **Title of Symposium** The Importance of Traffic Injury Prevention to Promote Health and Safety: Policies and Practice Around the Globe |
| **General Objective** Enhance road safety promotion by providing participants with research and information along with policies and “best practices” on this growing global public health problem. The session will engage presenters from various countries and symposium participants in discussion with examples of national, regional, and local policies and initiatives that have proven to be successful in reducing risks to pedestrians, cyclists, motorcycle riders, drivers and passengers in private motor vehicles, trucks, and public transportation vehicles that share our roads. **Proposed format of the session**The session will provide summary presentations of road safety policies, laws, and health promotion initiatives and strategies from representatives working in various countries and regions, along with extensive discussion and audience interaction with presenters. **Conference theme and/or subthemes addressed**Theme: **Promoting Planetary Health and Sustainable Development for All**This proposed symposium focuses on a key aspect of planetary health related to growing urbanization and challenges of changing infrastructure, environment, vehicles, and behaviours to make transportation safer for growing populations using roads in society. Improvements in road safety to reduce risk of injuries and deaths through the prevention of crashes requires planning, policies, technology, financial resources and consumer education to develop and sustain safety improvements of roads, transportation vehicles, and use of roads by pedestrians. Sub-Theme: **Inclusive habitats** Make all urban and other habitats inclusive, safe, resilient and sustainable and conducive to health and wellbeing.A key aspect of road safety that will be discussed in the symposium is the creation of environments where human and animal movement can occur safely to prevent crashes and injuries through various environmental and behavioural change.  |

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| **Title of Presentation 1** Reducing Child Road Traffic Injuries through Pedestrian Infrastructure Improvements in Dar es Salaam, Tanzania |
| **General Objective**To present the results of a study to understand the effectiveness of a child road traffic injury prevention programme, comprising infrastructure improvements and education, in Dar es Salaam, Tanzania.Sub-Saharan Africa (SSA) has the world’s highest rates of road traffic injury (RTI). Children are a particularly vulnerable group, and the majority of children in African cities walk to and from school unaccompanied. While reducing speeds through infrastructure measures has been proven to reduce RTI elsewhere in the world, there is a lack of data on the impact of child RTI prevention programmes in SSA.Amend carried out a study to determine the impact of a child RTI prevention programme in Dar es Salaam, Tanzania. The programme involves improving pedestrian safety by installing infrastructure such as footpaths, safe crossing places, speed humps and road signs around primary schools, and providing tailored education on use of the infrastructure to children.Household surveys were conducted in catchment areas around eighteen primary schools, with baseline data and follow-up data collected either side of implementation of the programme. Data collected included basic demographic information on all school-aged household members and whether or not they had been involved in an RTI in the previous twelve months, and, if so, the characteristics of the RTI.Based on the findings of the baseline data collection and on a road safety engineering site analysis and consultation with the communities and other stakeholders, an infrastructure plan was developed and implemented at each school. After one year, follow-up data were collected in the same areas in the same manner.  Data were collected on a total of 12,957 children in the baseline period and 13,555 children in the follow-up period, in both control and intervention catchment areas. There was a statistically significant reduction in RTIs in the intervention group, with a 26% absolute reduction in injuries and a 58% decrease in head injuries. There was a non-significant increase in RTI in the control group. This study demonstrates that for a reasonable investment, scientifically driven injuryprevention programmes can be effective in resource-limited settings with high paediatric RTI rates. **Proposed format of the session**Powerpoint presentation and audience discussion**Conference theme and/or subthemes addressed**Make urban habitats inclusive, safe, resilient, sustainable and conducive to health and wellbeing.  |

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| **Title of Presentation 2** Vietnam’s Helmet Law and a Decade of Achievement |
| **General Objective**This presentation will review Vietnam’s journey through implementation of the national helmet law, its success, and lessons learned. It will also cover best practices and estimated cost savings. Motorcycles are the primary mode of transport in Vietnam, accounting for an estimated 95% of all registered vehicles on the country’s roads (Passmore, Nguyen, Nguyen, & Olivé, 2010). This road user group is particularly vulnerable because their protection is limited compared to protection when using other vehicles. Helmets, however, can provide critical protection in the event of a crash. Following multi-sectoral collaboration and innovative campaigning which captured the attention of the Vietnamese public about the risks of not wearing a helmet, a universal helmet law was released in 2007 to combat the escalating losses due to road crashes. Due to strong and coordinated enforcement and awareness campaigns, adult helmet use rates reached over 90% across four major cities by 2008. In 2009, road crash fatalities had dropped by 12% and injuries by 24%. However, child helmet use rates lagged behind. The issue was raised at the UN General Assembly in 2008 and supporters in Vietnam and abroad campaigned to ensure children were also protected under the law. In 2010, Vietnam’s laws were revised to fine drivers carrying non-helmeted children. This has been reinforced by public awareness campaigns and a government nationwide action plan in 2015 to improve child helmet use across all 63 provinces. After 10 years of implementing the universal helmet law, Vietnam has saved an estimated $3.5 billion USD in medical costs, lost output, and pain and suffering. **Proposed format of the session**Power point presentation followed by audience questions/discussion.**Conference theme and/or subthemes addressed****Theme:** Promoting Planetary Health and Sustainable Development for AllThis portion of the symposium will focus on how Vietnam has successfully implemented the helmet law and the cost savings that the helmet campaign brought after a decade of implementation.**Sub-Theme:** Inclusive HabitatsBy the beginning of the 21st Century, Vietnam began to experience an impressive economic boom. Businesses and families prospered, so the roads became crowded with motorized vehicles – primarily motorcycles. This new mobility also ushered in a modern day tragedy: a sharp spike in road crash casualties. Vietnam began to face higher rates of road crash deaths with increased modernization.  |

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| **Title of Presentation 3** Road Safety in Croatia: A Country in Transition |
| **General Objective:** This presentation will describe the past, present and future of traffic safety in Croatia as the country moves from immediate post war trauma, through 25 years of recovery and movement into the European Union. Information about driver training, roadway construction, access to public transportation, attitudes toward use of crosswalks, impact of tourism and urban and rural comparisons will be included. Best practices and examples of road safety initiatives in Croatia will be presented.**Proposed format of the session:** Lecture and audience participation **Conference theme and/or subthemes addressed:** **Theme:** Promoting Planetary Health and Sustainable Development for All. This portion of the symposium will focus on how a transitional country can create sustainable programs with the challenges of increased urbanization, and the emigration of young and educated citizens to other EU countries.**Sub-Theme:** Inclusive Habitats. Croatia has diverse urban areas, including a robust capital city Zagreb, Slavonia which was most directly affected by the war of independence (1991-1995). Tourism is now the main economic engine for Croatia and the road safety programs must address the problems inherent in large tourist areas.The roadways in Croatia are generally good, with a newly completed ‘super highway’ connecting Zagreb to the middle coastal region. Public transportation in Croatia is easily accessible in urban areas, with buses and trains being the transport of choice into the more remote parts of the country. Pedestrians mix with cars at great risk. Most pedestrians cross with the lights and in a crosswalk, however, there is little separation from the rushing traffic. Tourism presents many challenges for Croatia, as it has recently become a favorite tourist area in Europe. Crashes due to drunk driving overwhelms some smaller regional health centers on the coast during tourist season. Because Croatian hospital and clinics are generally understaffed, this puts stress on the health care system. A major problem regarding traffic safety in Croatia is enforcement of traffic laws. There are too few traffic control officers to ensure that the laws are applied evenly. We are working to enhance traffic safety through policies, resources, research and education and for all users of Croatian roads.  |

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| **Presentation 4** Road Safety and Public health: How to Save 1 Million Lives Every Year |
| **General Objective**Provide rationale for approaching the problem of traffic injuries as a public health issue involving planning, implementation, community engagement, and research and evaluationRoad safety is an important public health issue.  Around the world over 1.2 million people die on the road each year. Public health has a long history of protecting the public by milk pasteurization, chlorination of drinking water, and other environmental safeguards.   These safeguards can also be applied to building safer roads, safer vehicles, and safer road safety behaviors.  The promotion of lifestyle changes that have reduced smoking and prevented heart disease can have the similar influence on changing driving, walking and bicycling behaviors. Creating a culture of safety is not dissimilar from creating a culture of health.   Stimulating a culture of safety on the road means providing safe and accessible transportation for all. Considering motor vehicle injuries in the context of other preventable causes of death and disease helps make motor vehicle injury salient in public health.  Framing the motor vehicle injury problem as a predictable and preventable offers health practitioners an opportunity to apply public health strategies to reduce this burden and can save over 1.2 million lives a year.   Stimulating collaboration between highway safety and public health professionals will improve the culture of safety. This presentation will frame road safety initiatives from a public health framework and will include multiple road safety examples of policies, financing, education, training and evaluation from the U.S.  **Proposed format of the session**Power point presentation and audience discussion**Conference theme and/or subthemes addressed**Promoting planetary health and sustainable development for all, inclusive habitats – Discussion of development of safe and sustainable infrastructure through to enhance urban and suburban road safety to reduce injuries and deaths  |

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| **Title of Presentation 5** Children’s Safety Travelling in Motorcycles in Latin America and the Caribbean |
| **General Objective**This presentation aims to better understand a growing problem in the Latin American and Caribbean (LAC) region, and to provide relevant information for decision making for future policy actions. In the LAC region, road crashes are the #1 cause of death among children aged 5 - 14 years. In countries such as Brazil, Colombia, Dominican Republic, and Uruguay, motorcycles are responsible for half of the deaths in road crashes.Even though the motorcycle is a mobility opportunity for large sectors in society, transporting children by motorcycle is a controversial issue and it is not clearly solved. In the region, the transport of children by motorcycle is barely regulated generating a legal void, and where it is, regulations are not complied. The problem is that banning the transport of children by motorcycle should go along with sustainable and healthy transport alternatives such as a safe pubic transport at reasonable costs, and walkable cities, which could contribute to discourage the use of motorcycles, and contribute to promoting healthier habits. The Fundación Gonzalo Rodríguez (FGR) together with the UPS Foundation, the Latin America Development Bank, the World Bank, and the Ibero-American Road Safety Observatory, developed a “Study on the Conditions for Children Transport on Motorcycles in Latin America”. This exploratory study, conducted in forty-five cities in Argentina, Brazil, Colombia, Paraguay, Dominican Republic and Uruguay. The study will not have accomplished its essential objective of improving transport conditions of children until governments and organizations implement and evaluate country-appropriate policies and practices to reduce deaths and injuries due to road crashes. Results and recommendations from the study in LAC countries will be presented. The challenges will be discussed to demonstrate how the FGR approaches governments and the private sector, especially civil society organizations involving an International Child Road Safety Forum (FISEVI) to facilitate knowledge exchange and best practices for the development, implementation, and evaluation of road safety action plans to protect our most vulnerable group of road users, our children. **Proposed format of the session**Power point presentation and discussion**Conference theme and/or subthemes addressed**Promoting Planetary Health and Sustainable Development for All/Inclusive Habitats through safe and, sustainable environments for children riding on motorcycles. |