



Road safety in Montenegro: challenges and opportunities

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Road safety – Public health challenge



Road traffic injuries: the facts

1.24 million

road traffic deaths occur every year.

#1

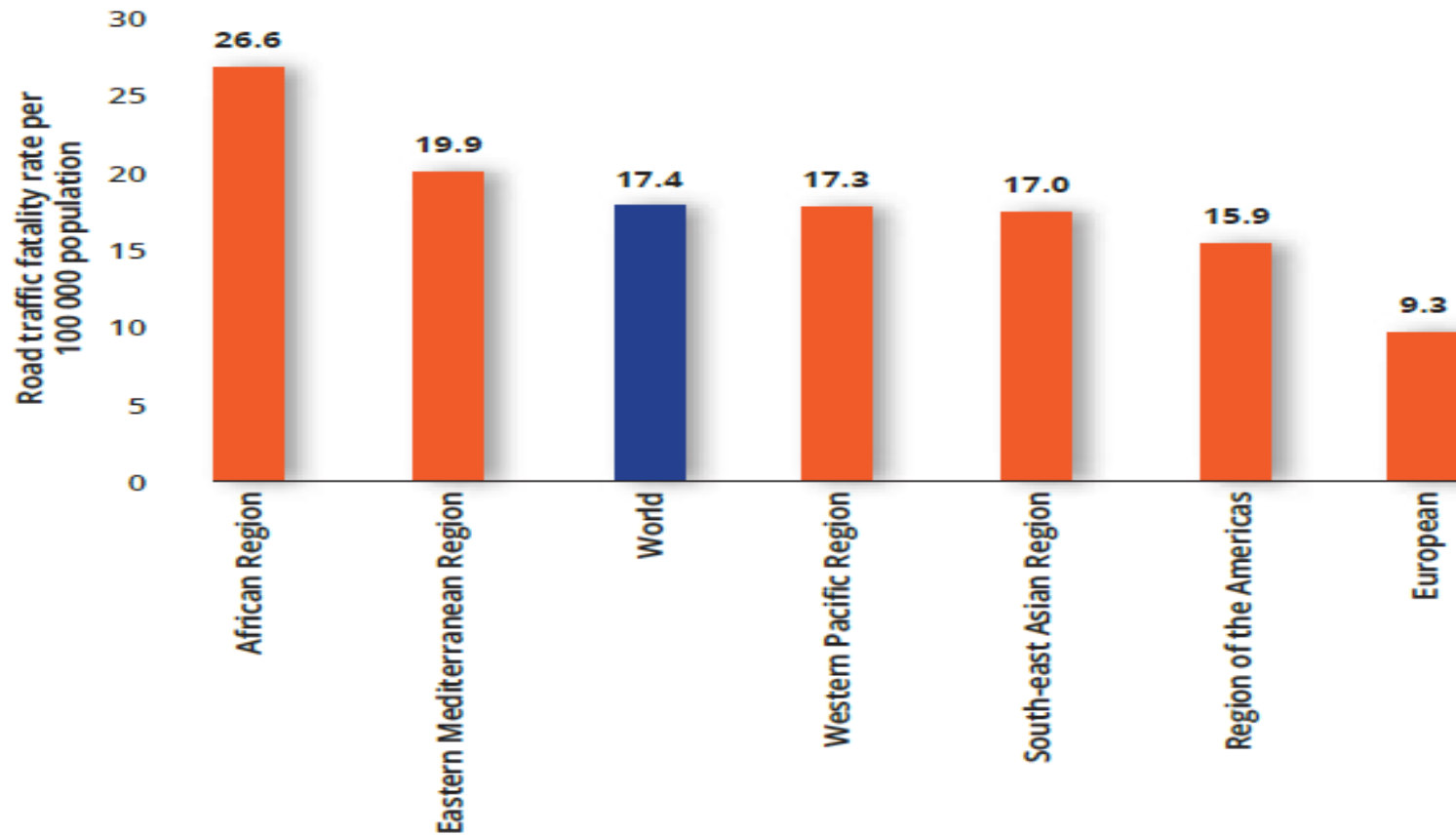
cause of death among those aged **15-29 years**



3 out of 4
road deaths are
among men



Road traffic fatality rates per 100 000 population, by WHO region

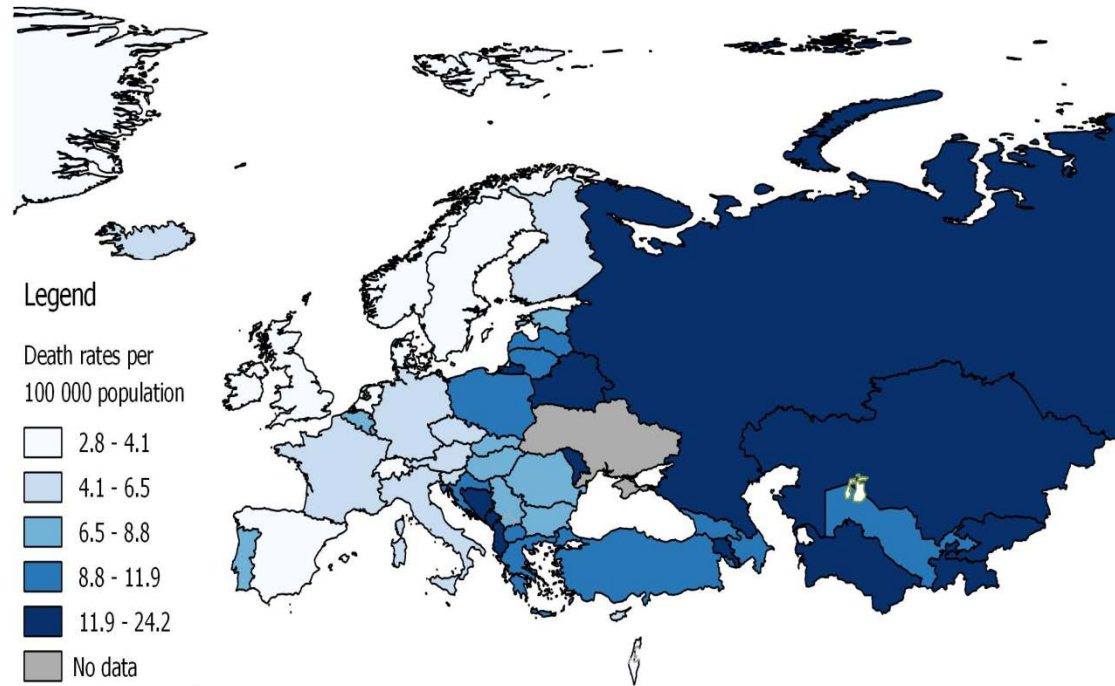


Inequalities persist in the WHO European Region

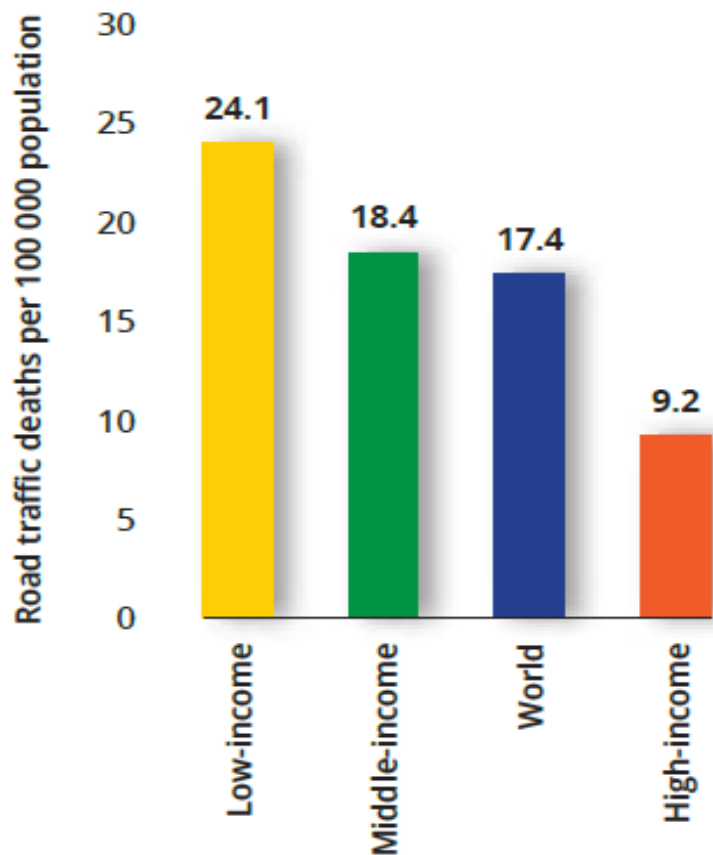


Road traffic injury mortality rates are:

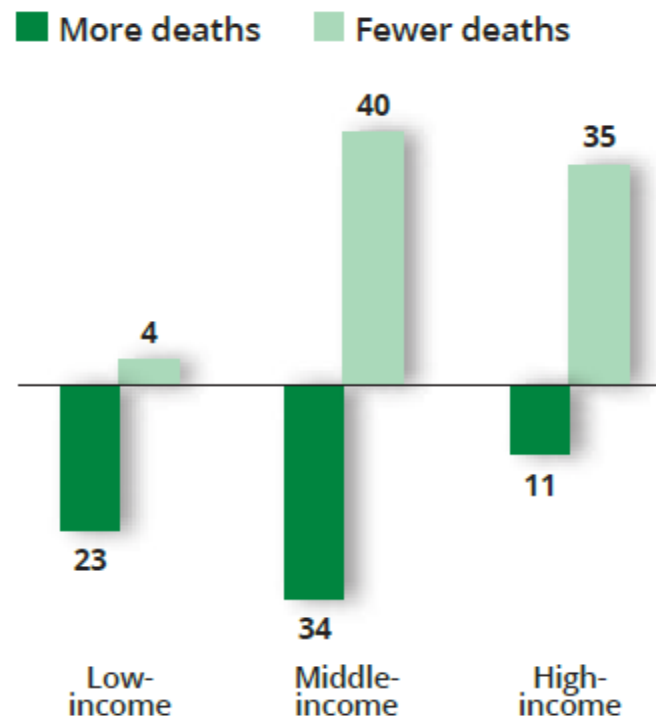
- 8.6 times higher in the country with the highest rate than in the country with the lowest rate
- 3 times higher in CIS countries than in EU countries
- 1.4 times higher in LMIC than in HIC



Road traffic deaths per 100 000 population, by country income status

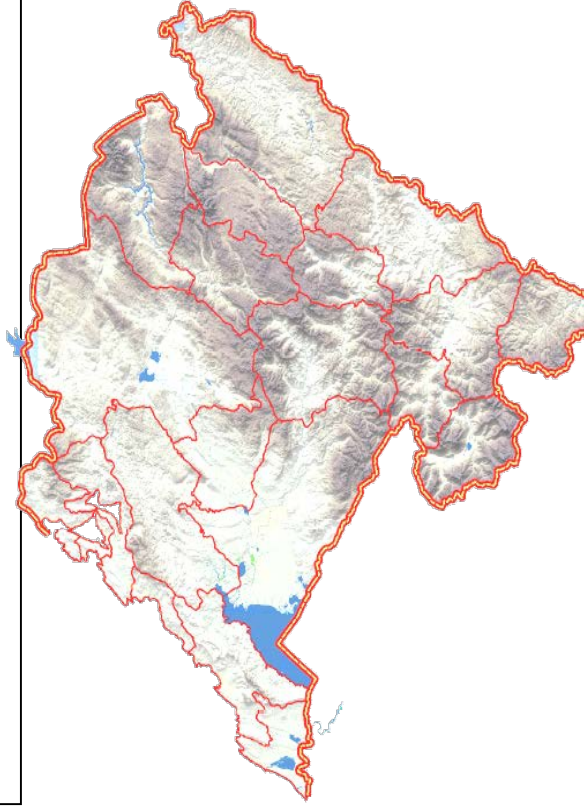
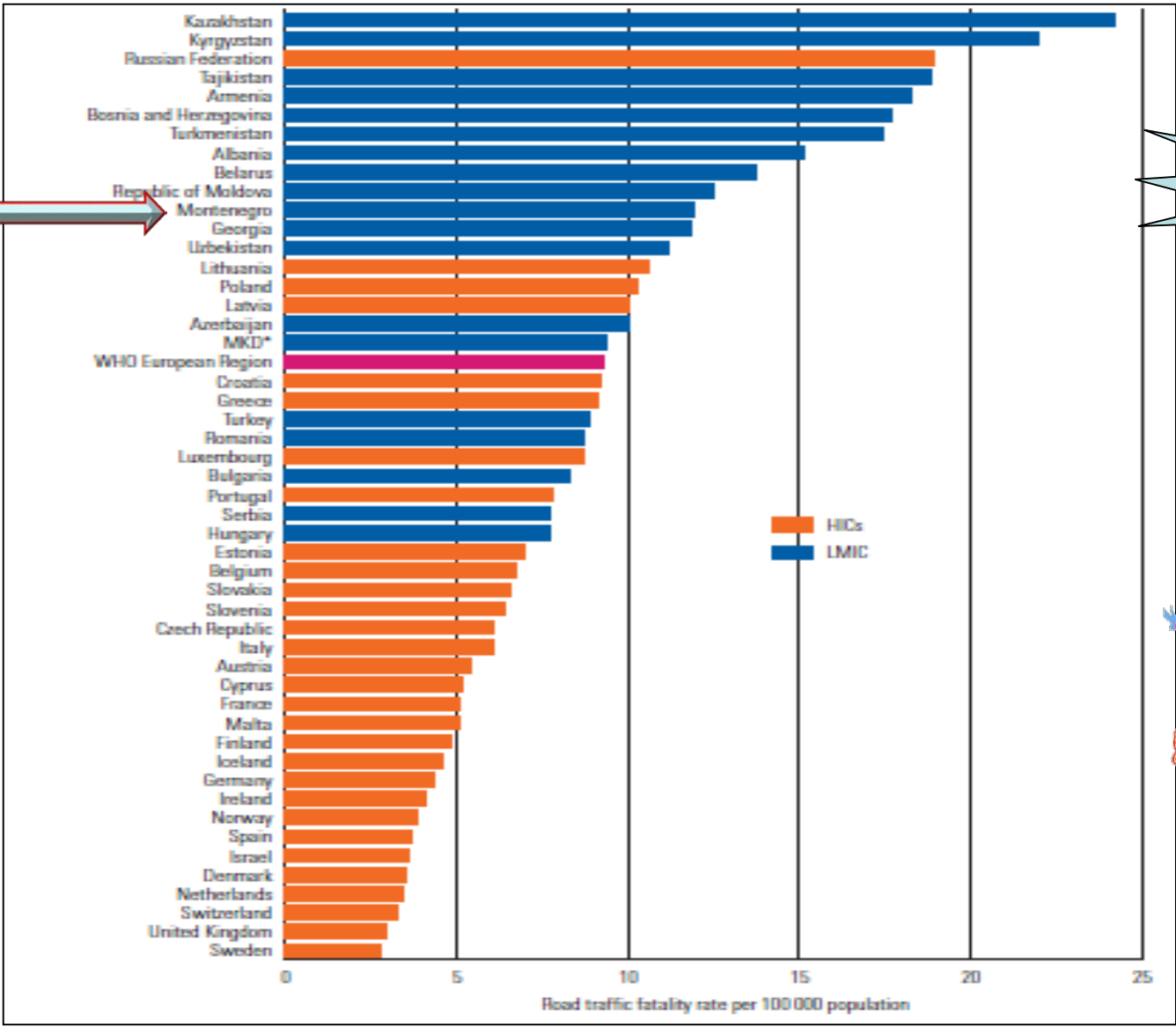


- Countries showing changes in the number of road traffic deaths, 2010–2013, by country income





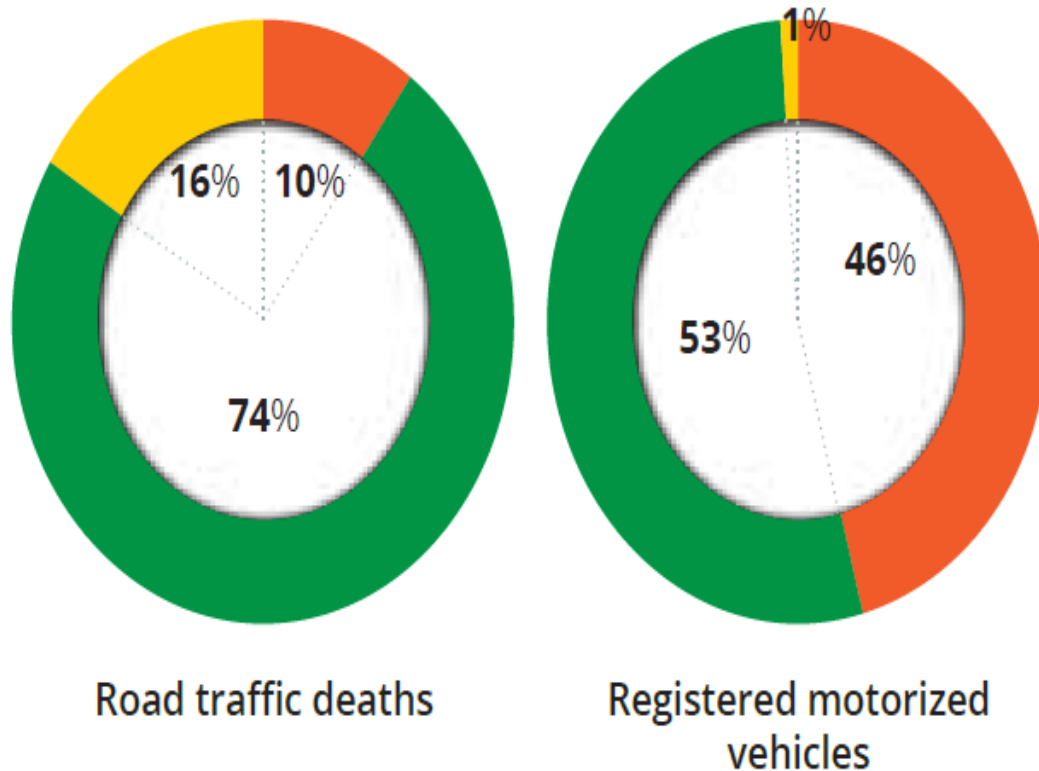
11,9/100000



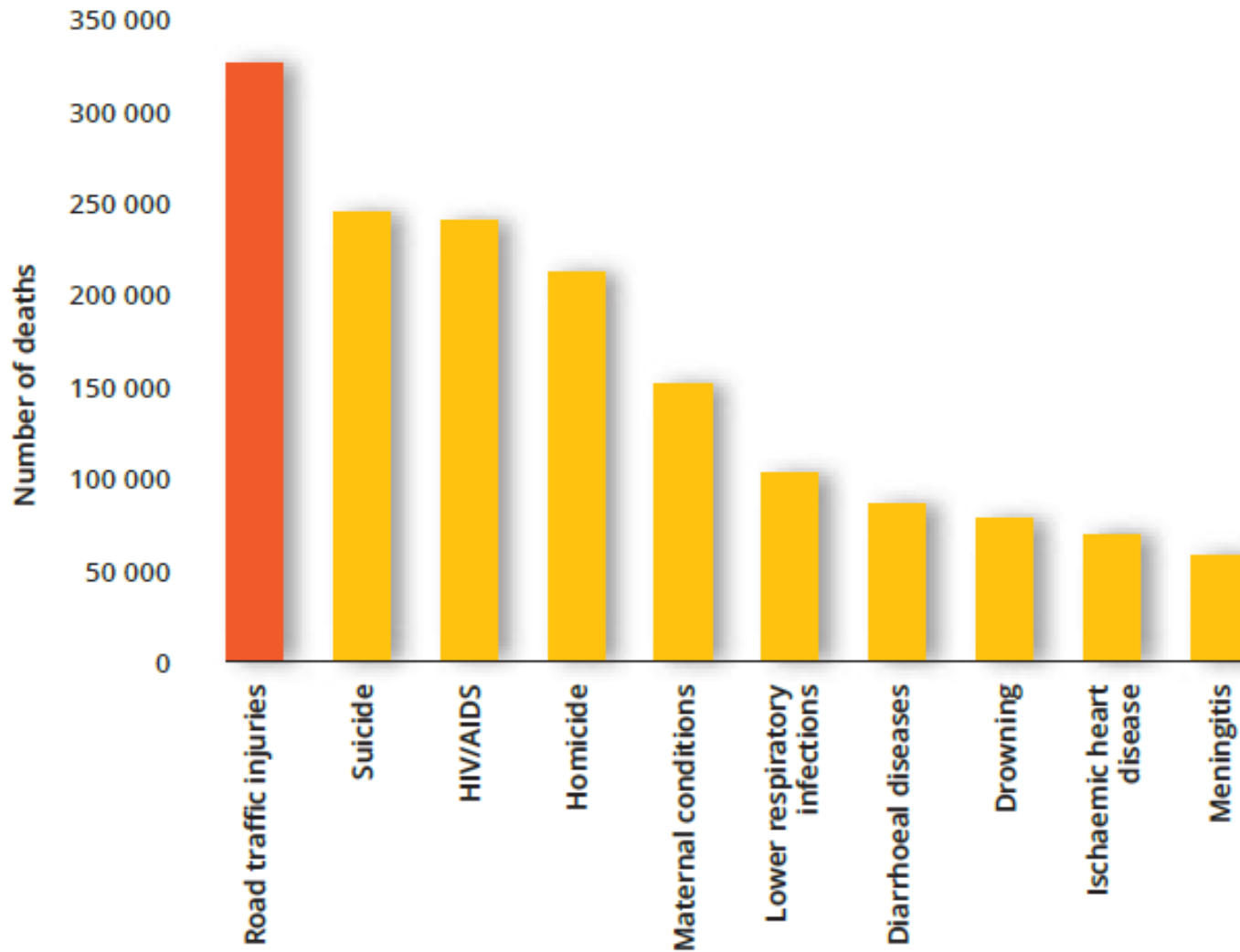
LMICs have 90% deaths but 54% of vehicles



- High-income
- Middle-income
- Low-income



Top ten causes of death among people aged 15–29 years, 2012

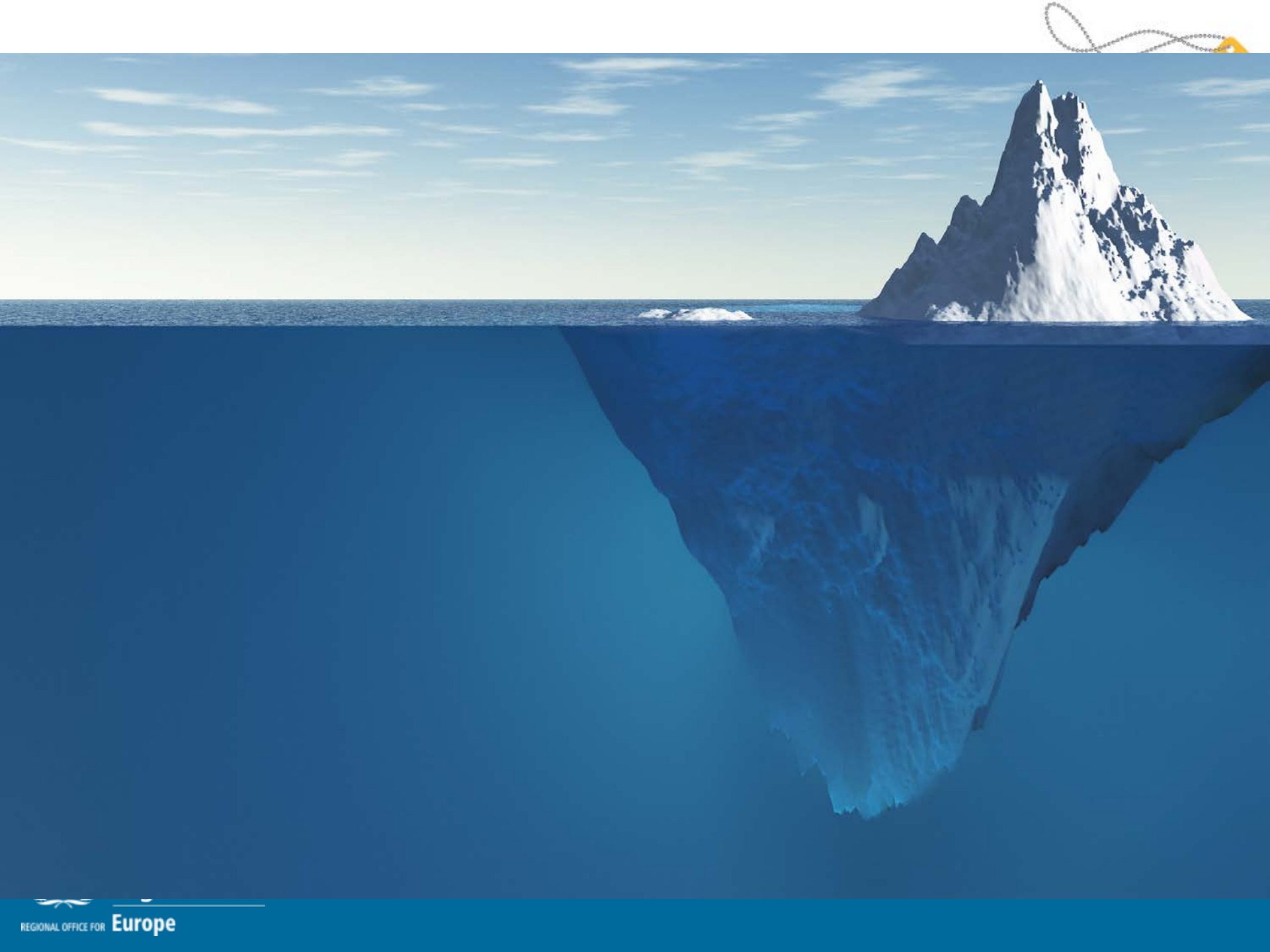


Leading causes of death in WHO European Region



Rank	0-4 years	5-14 years	15-29 years	30-49 years	50-69 years	70+ years
1	Preterm birth complications 30216	Road traffic injury 2584	Road traffic injury 25912	Ischaemic heart disease 86834	Ischaemic heart disease 494001	Ischaemic heart disease 1657718
2	Lower respiratory infections 17820	Drowning 1790	Self-harm 22888	HIV/AIDS 48591	Stroke 223441	Stroke 1010335
3	Congenital heart anomalies 15242	Other malignant neoplasms 1502	Other unintentional injuries 13920	Cirrhosis of the liver 44055	Trachea, bronchus, lung cancers 184559	Other circulatory diseases 403905
4	Birth asphyxia and birth trauma 13648	Leukaemia 1428	Drowning 7194	Self-harm 41844	Cirrhosis of the liver 100004	Alzheimer's and other dementias 209930
5	Other congenital anomalies 8891	Lower respiratory infections 1399	Interpersonal violence 6877	Other unintentional injuries 33569	Other malignant neoplasms 94210	Trachea, bronchus, lung cancers 188656
6	Other neonatal conditions 7747	Other unintentional injuries 1375	Ischaemic heart disease 6623	Stroke 31167	Colon and rectum cancers 76692	Hypertensive heart disease 185868
7	Diarrhoeal diseases 5920	Other neurological conditions 1184	Drug use disorders 5827	Road traffic injury 29372	Breast cancer 60881	Chronic obstructive pulmonary disease 185356





For every person who dies, 23 are injured



- For every death 23 people were reported to be non-fatally injured
- It is estimated that ca. 4% of those injured in road crashes ended up with a permanent disability
- Better information on non-fatal injuries is needed.



Photo: WHO/P. Virost



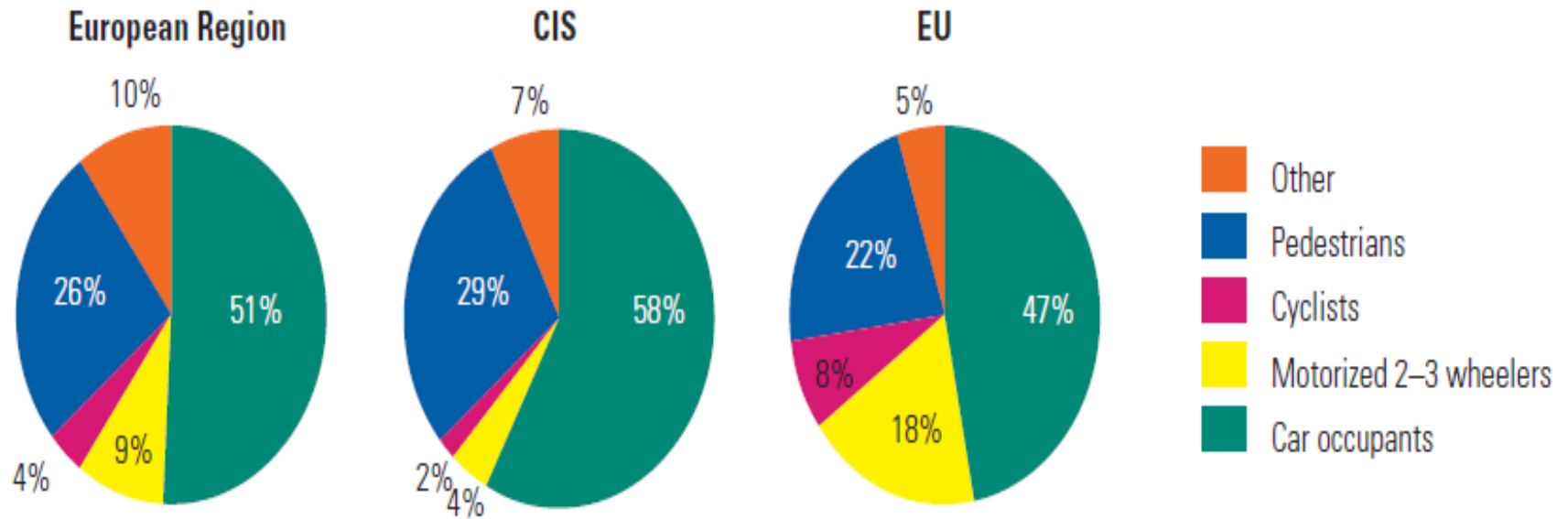
Economic aspect

Road traffic deaths and injuries in LMICs are estimated to cause economic losses of up to 5% of GDP

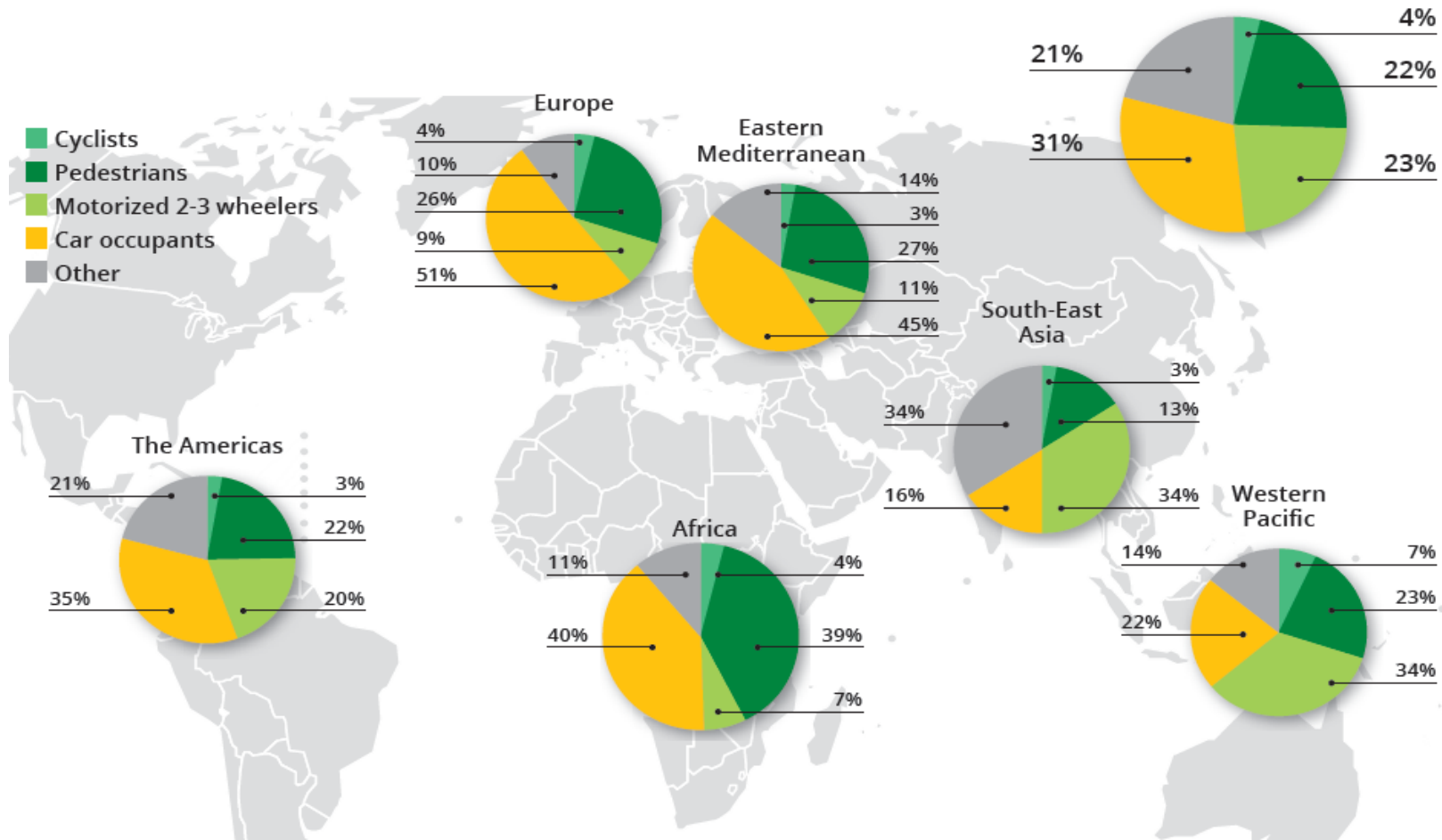
MANAGING SPEED



Distribution of deaths among VRUs



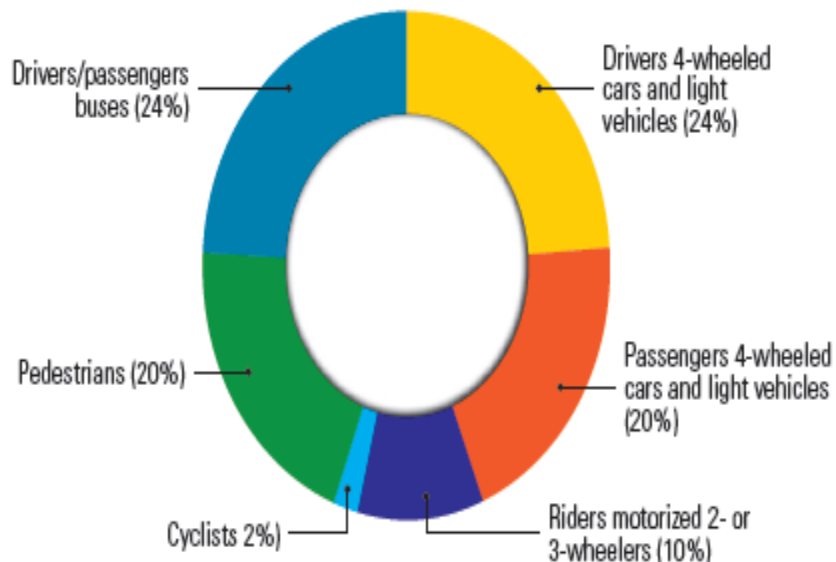
49% of deaths among VRUs



Road safety facts : Montenegro

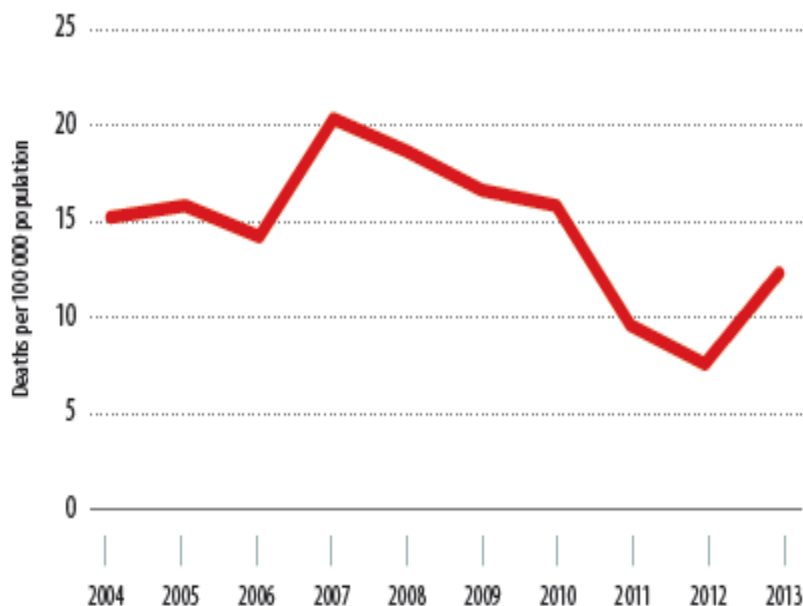


DEATHS BY ROAD USER CATEGORY



Source: 2013, Police Directorate.

TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Police Directorate.

Information contained in this document is derived from the WILUO. Vehicle safety data from INECET WILUO. Other data collected by others.

Speed is at the core of the road traffic injury problem



1 in **3** deaths on the road in high-income countries is due to speed



40–50% of people drive above the speed limit

PROSPECTS: Worsening situation

Top 10 leading causes of death

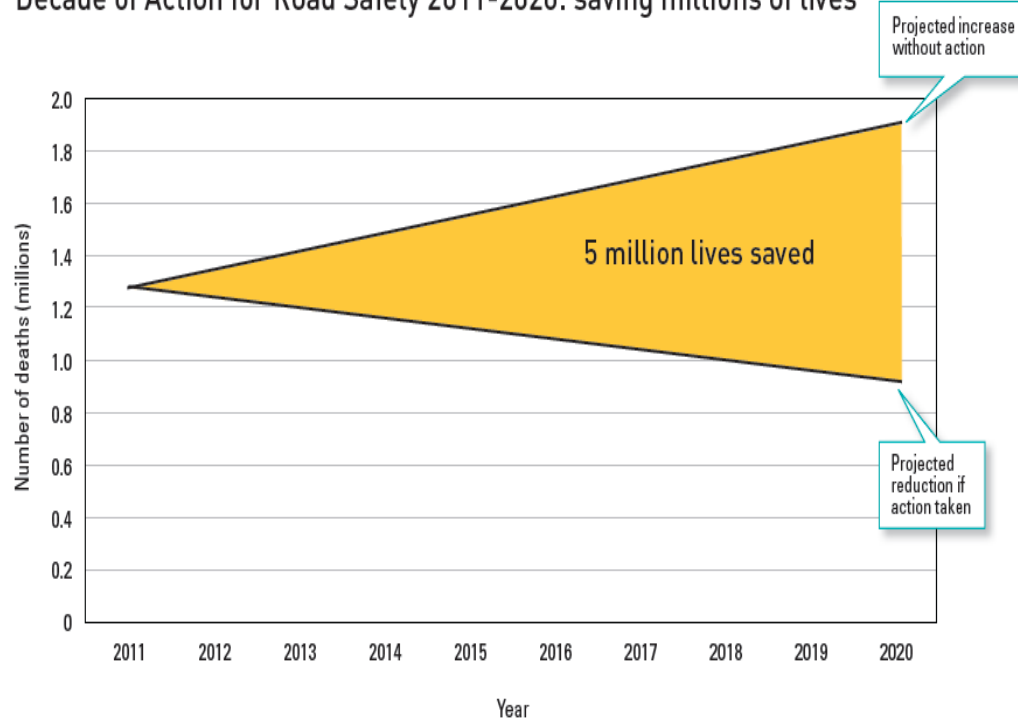


Rank	Disease or Injury
1	Ischaemic heart disease
2	Cerebrovascular disease
3	Lower respiratory infections
4	Chronic obstructive pulmonary disease
5	Diarrhoeal diseases
6	HIV/AIDS
7	Tuberculosis
8	Trachea, bronchus, lung cancer
9	<u>Road traffic injuries</u>
10	Prematurity & low-birth weight

Rank	Disease or Injury
1	Ischaemic heart disease
2	Cerebrovascular disease
3	Chronic obstructive pulmonary disease
4	Lower respiratory infections
5	<u>Road traffic injuries</u>
6	Trachea, bronchus, lung cancer
7	Diabetes mellitus
8	Hypertensive heart disease
9	Stomach cancer
10	HIV/AIDS

The overall goal of the Decade is to stabilize and then reduce the forecast level of road traffic fatalities around the world by 2020

Decade of Action for Road Safety 2011-2020: saving millions of lives



DECADE OF ACTION FOR ROAD SAFETY 2011-2020

SAVING MILLIONS OF LIVES





Pillars of the Plan





Road safety in the 2030 Agenda for Sustainable Development

SDG Goal 3: Ensure healthy lives and promote well-being for all at all ages
Target 3.6: By 2020, halve the number of global deaths and injuries from road traffic accidents.



SDG Goal 11: Make cities and human settlements inclusive, safe, resilient and sustainable
Target 11.2: By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all.



A 5% cut in average speed can result in a reduction of **30%** in the number of fatal road traffic crashes.

Response to road safety mortality



- “ when meditating over a diseases , I never think of finding a remedy for it but ,instead, a means of preventing it” – Louis Pasteur
- Preventing road crashes and the injuries is the most important area that calls for attention of the policy makers, as it is not only important for health, social and transportation perspective, but is also cost effective

Best buys in road safety

- Speed reduction
- Seat-belts
- Child-restraints
- Helmets
- Drinking and driving
- ✓ Low cost engineering measures
- ✓ Safer vehicles
- ✓ Pre-hospital and Trauma care



**Laws
Enforcement
Standards
Behavior**



Seat-belts and airbags



- Wearing a seat-belt reduces the risk of death among front-seat passengers by 40–65% and among rear-seat occupants by 25–75%.

**Only 57%
of countries
require seat-belts
(front & rear)!**



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Motorcycle helmets



- Wearing a good quality motorcycle helmet can reduce the risk of death by $\pm 40\%$ and severe head injury by $>70\%$.

Only 40% of countries have a comprehensive law and standards!





Child restraints

- Infant seats, child seats and booster seats can reduce deaths of infants by $\pm 70\%$ and deaths of small children by between 54%–80% in the event of a crash.



**Less than 50%
of countries have
a child restraint
law!**

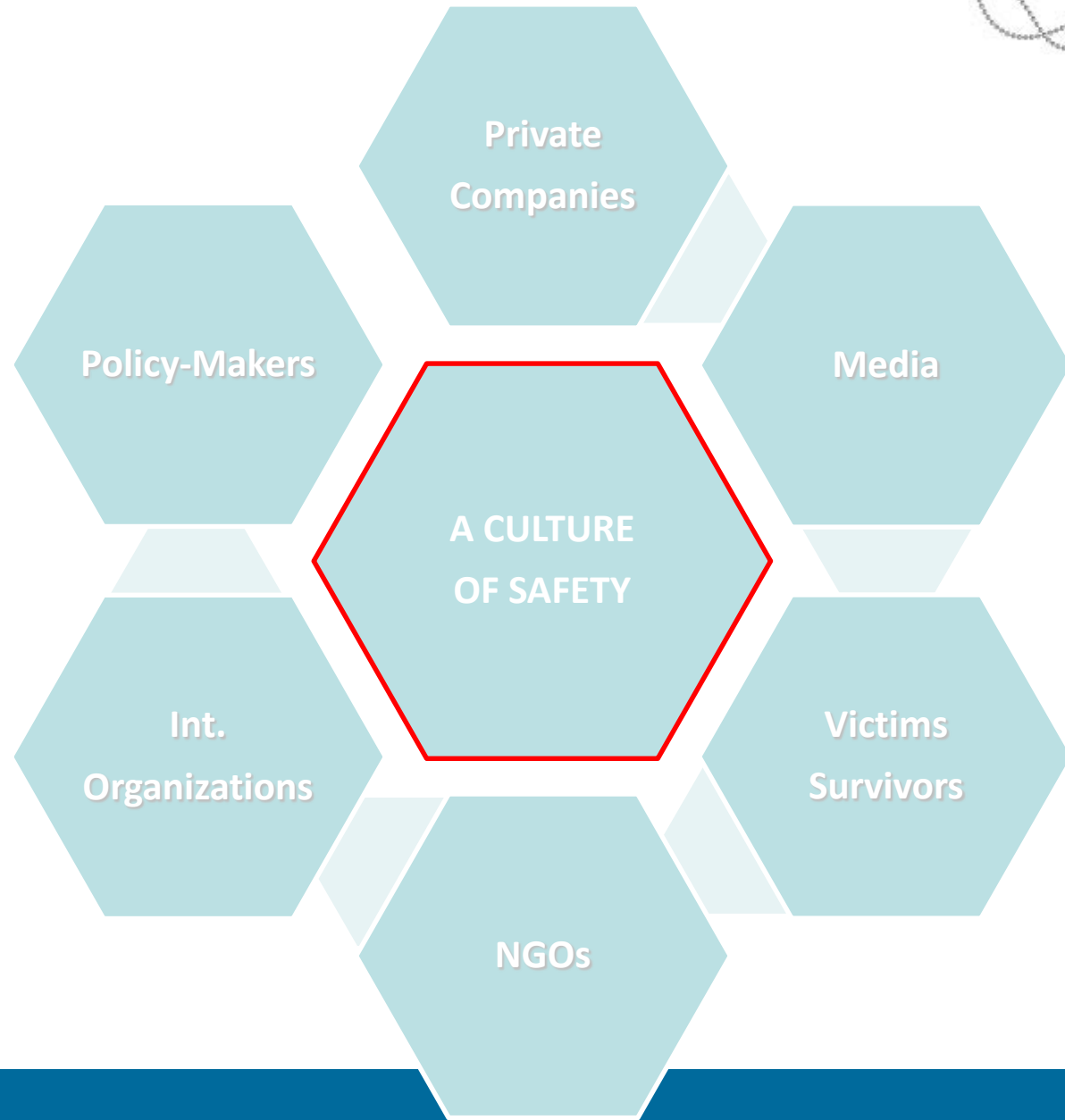


Speed reduction

Urban speed limits should not exceed 50 km/h and local authorities should be able to reduce speeds where necessary.

Only 29% countries have such laws





Road safety week “Speed or Life” 8-14 May 2017



Conclusions



- National road safety strategies with **targets** that are monitored are useful tools to achieve road safety
- Better injury **surveillance systems and data** related to these are needed to monitor progress towards these targets
- Changing road user **behaviour** is an essential part of achieving safety on the roads, as much of the risk of crashing is due to risky behaviour
- Laws are effective in changing risky behaviour only if **well enforced**
- Pedestrians, cyclists and motorcyclists make up 39% of the deaths on the roads in the Region. **Making walking and cycling safer**, and providing public transport will encourage people to use these physically active and sustainable forms of transport



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