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# Review of the rollout of the Helmet Good Practice Guide in selected countries: lessons learned

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# Reviewers

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# Motorcycle safety

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- > Injury and death rates far higher than for other vehicles
- > Higher proportion of road users in LMIC
- > Growth of motorcycle ownership



# Helmet and helmet legislation are effective

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- > Motorcycle helmets reduce risk of head injury by >70% and death by 40%
- > Helmet legislation (accompanied by enforcement, social marketing and education) increases helmet wearing rates

BUT high rates of motorcycle related death and injury across much of Asia





# World report on road traffic injury prevention

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- > Major report jointly produced in 2004 by the World Health Organization (WHO) and the World Bank on road traffic injuries
- > Comprehensive overview of the magnitude, risk factors and impact of road traffic injuries
- > Highlighted the need for a systems approach to road traffic injuries



# UN action

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- > United Nations General Assembly Resolution
- > United Nations Road Safety Collaboration
  - > Development of a series of manuals on good practice
  - > Global Road Safety Partnership, FIA Foundation, World Bank and WHO



# Helmet Good Practice Guide

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- > Practical advice on increasing wearing rates
- > Targeted at governments, non-governmental organizations and road safety practitioners



# Helmet Good Practice Guide

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- > Technical advice on the steps needed to assess the helmet situation in a country
- > How to design and implement a helmet use program
- > Evaluation of helmet programs



# GRSP approach

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- > Global Road Safety Initiative
  - > build the capacity of developing countries to reduce traffic fatalities
  - > build on and expand GRSP's capability to deliver road safety improvements in line with the recommendations of the *World Report on road traffic injury prevention*



# GRSI and good practice guides

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- > Delivery of the good practice set out in the manuals via
  - > Dissemination
  - > Capacity building
  - > Preparation of action plans, and
  - > Support for project delivery



# GRSI and ASEAN

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- > Working with governments and road safety stakeholders in ASEAN Countries to deliver a series of workshops and demonstration projects to facilitate the take-up of good and effective road safety practice targeting the use of helmets
- > Aim:
  - > to strengthen the institutional capacities in the region to manage road safety and
  - > to push the issue higher up the political agenda



# Roll-out of the helmet good practice guide

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- > To develop helmet wearing action plans, GRSI undertook workshops and situational studies in
  - > Thailand (August 2006)
  - > Laos (November 2006)
  - > Viet Nam (December 2006)
  - > Cambodia (May 2007)
  - > Malaysia (August 2007)
  - > Indonesia (planned for October 2007)



# Country workshops

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- > Assessment of each country's performance with respect to motorcycle helmets
- > Data on helmet wearing standards and legislation, the types and quality of helmets in use, helmet wearing levels and practice and motorcycle crashes and rider and passenger injuries
- > Development of country action plan



# GRSI approach to roll-out

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- > Country-specific workshop to introduce the manual (translated into the local language)
- > Presentation of a situation report on the issue in the country
- > Development of an action plan for increasing helmet wearing
- > Implementation of the action plan



# Aim of review

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- > Comparison of the current scenario for helmet wearing in the six countries and where each country sits in relation to each other - legislation, enforcement and voluntary compliance
- > Identify the themes/issues that are conducive and non-conducive to improve helmet wearing
- > Recommend possible activities / projects to develop, monitor and evaluate the actions to improve helmet wearing
- > Recommend action on as to practical strategies to improve helmet wearing rates.



# Motorcycle use

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**Thailand:** 15 million motorcycles, >55% of all motor vehicles crashes

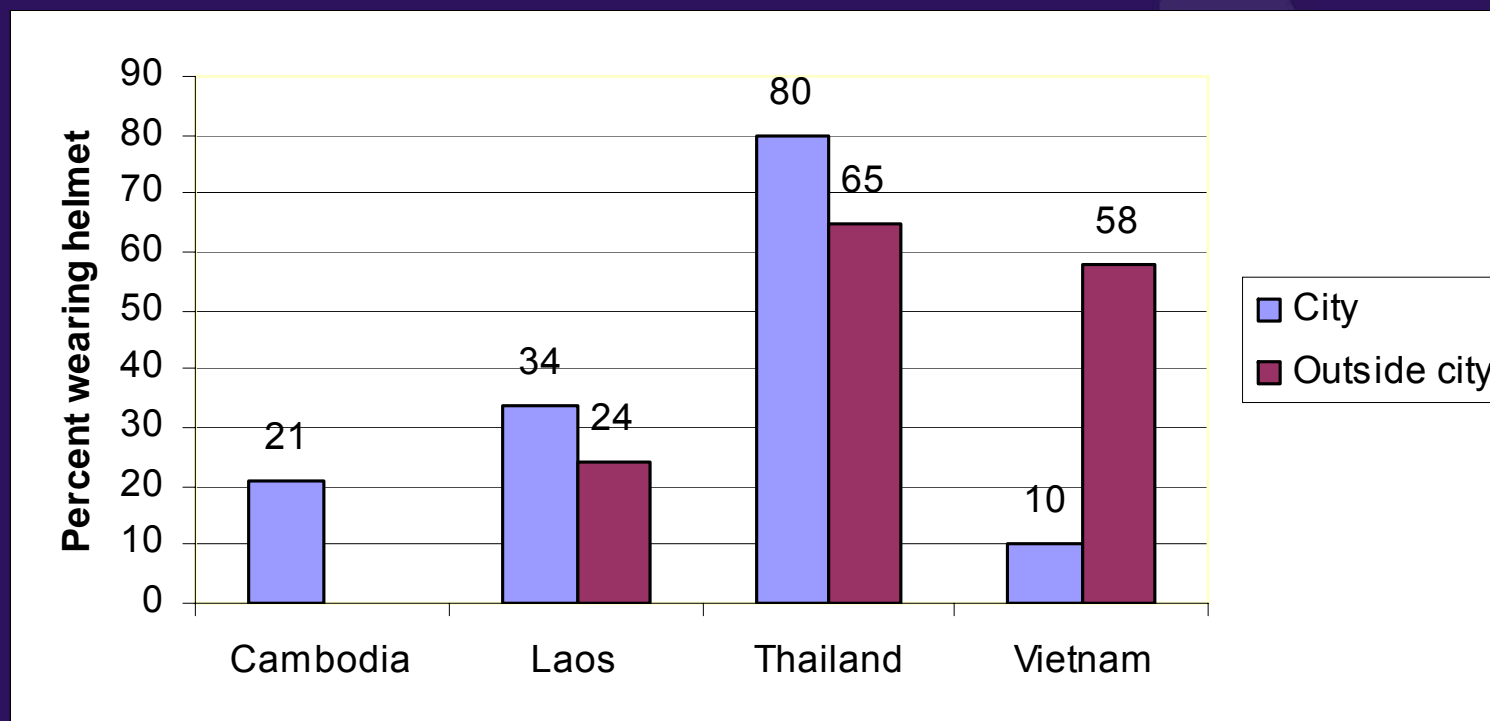
**Cambodia:** 70% of road traffic casualties are motorcycle riders, 38% sustain head injuries

**Laos:** 84% of all road traffic crashes are motorcycle related, 90% of casualties with head injuries were motorcyclists

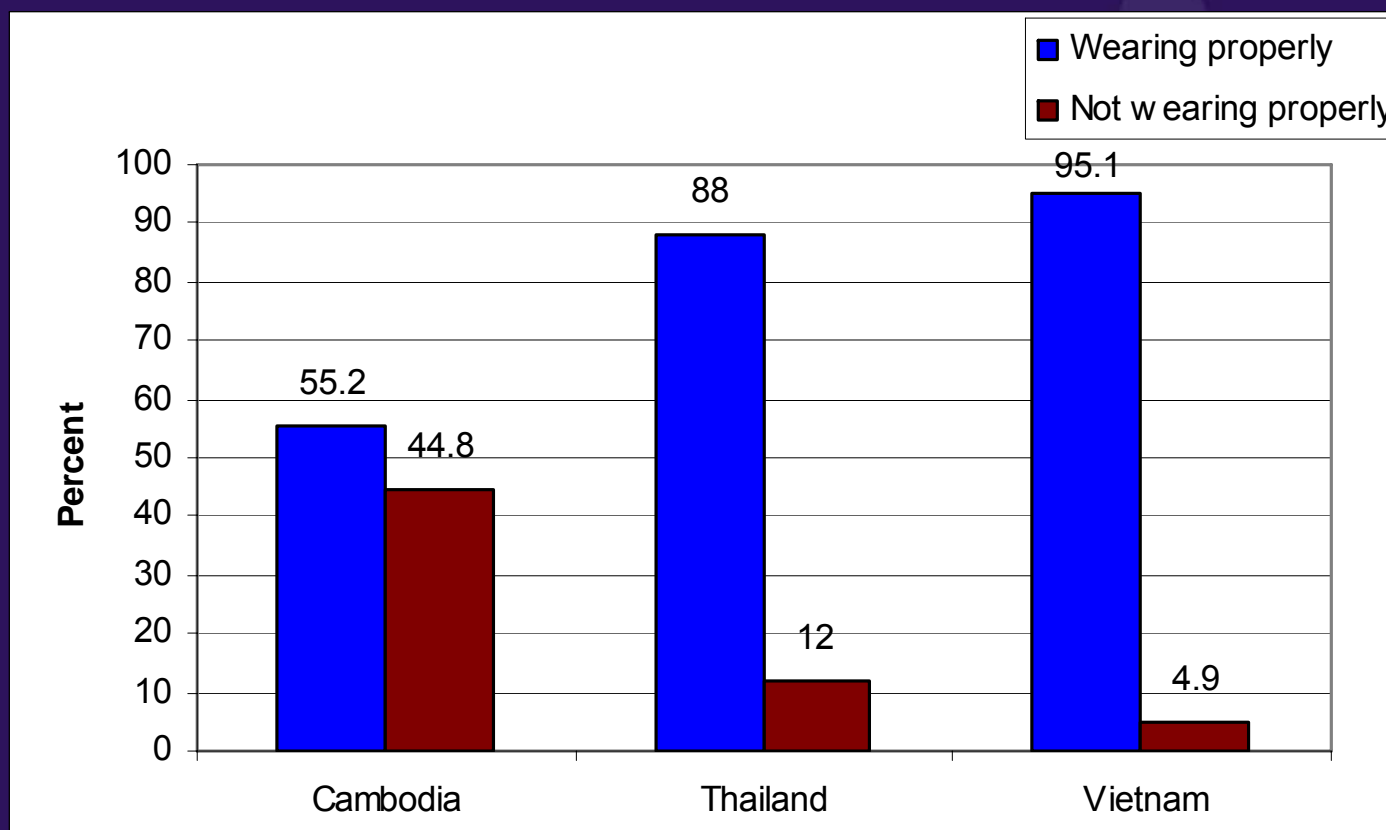
**Vietnam:** 70% of all road traffic crashes are motorcycle related, 88% of motorcycle crash related deaths due to head trauma



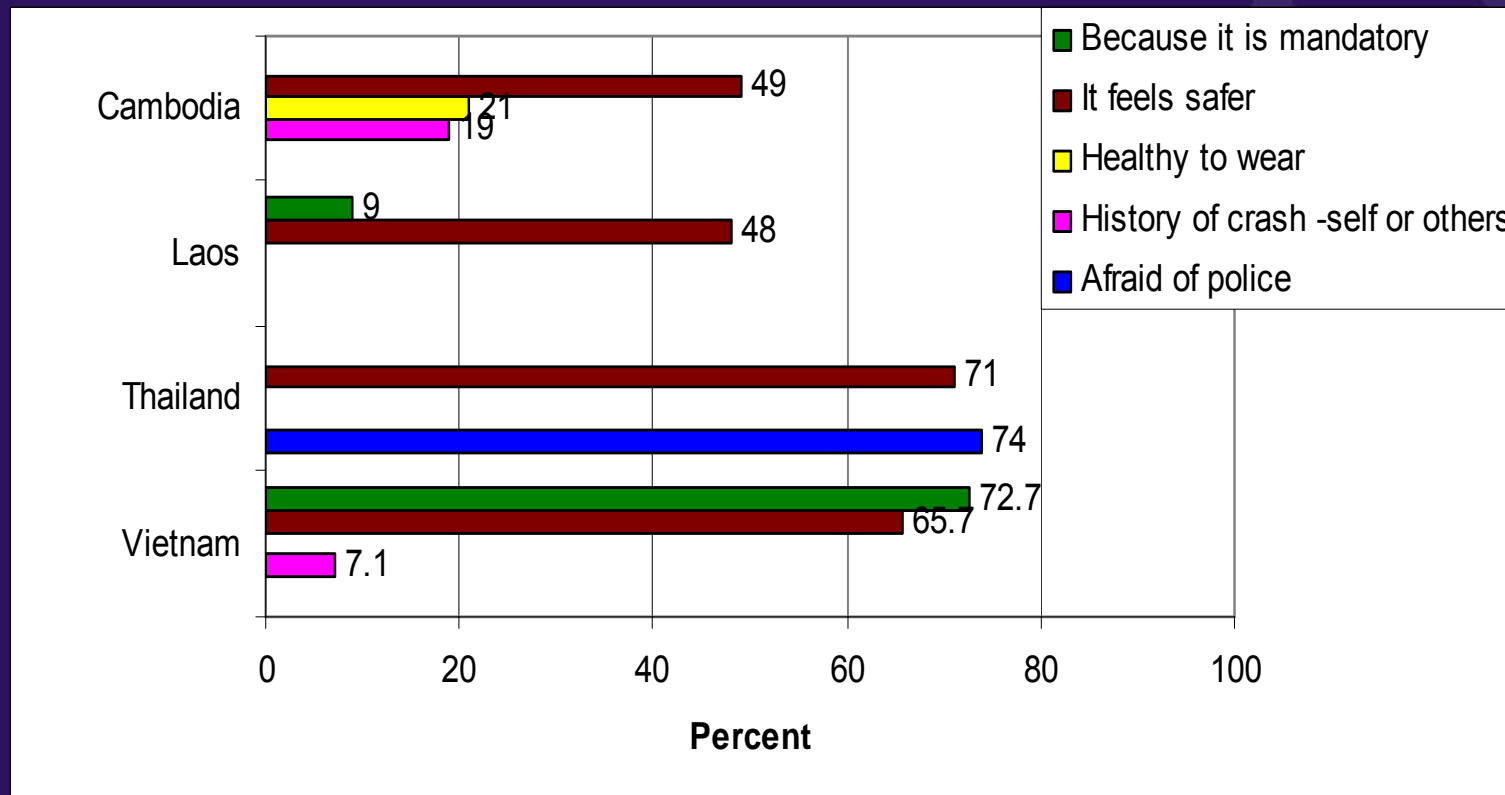
# Helmet wearing rates



# Proper use of helmets



# Reasons for wearing helmets



# Issues with comparison

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- > Results not directly comparable
- > Need standardisation of methods
  - > Denominators for observations
  - > Clear documentation for methods
  - > Transparent and easily used sampling frame
- > Standardisation important for impact evaluation and monitoring of interventions



# Helmet law

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Country	All roads	Driver	Rider
Cambodia	✓	✓	✗
Laos	✓	✓	✓
Thailand	✓	✓	✓
Viet Nam	✗	✓	✓



# Penalty

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Country	GDP per capita in 2006 (USD)	Fine amount (USD)	% of GDP per capita
Cambodia	512.3	0.75	0.1
Laos	574.0	3.12	0.5
Thailand	3167.8	14.55	0.5
Viet Nam	723.9	1.85	0.3



# Enforcement

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- > Negligible to varied
- > Major reasons for poor enforcement
  - > Political will
  - > Human resources and technical capacity of Traffic Police
  - > Funds



# Themes identified

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## Conducive

- > National level body for road safety
- > Active involvement of road safety researchers
- > Community involvement

## Non-conducive

- > Lack of political will at province/district level
- > Lack of use of evidence to increase enforcement
- > Understanding of lack of effectiveness of education alone



# Summary

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- > GRSI process excellent
- > More standardisation in the implementation of the helmet good practice guide would be beneficial
- > Need to effectively address conducive and non-conducive themes in the national plans to improve helmet wearing rates

