Reducing of fatal road traffic injuries in I.R Iran within the past two decades: lessons to be learned

HAMID SOORI, PROF. OF EPIDEMIOLOGY
SAFETY PROMOTION AND INJURY PREVENTION RESEARCH CENTER,
SHAHID BEHESHTI UNIVERSITY OF MEDICAL SCIENCES, TEHRAN
Road traffic injuries (RTIs) in Iran in 2005 and 2018

2005
- 70.4 million population (Urban population 67.3%)
- 7.6 million registered vehicles
- 27760 fatal RTIs

2018
- 82.0 million pop (Urban population 75.2%)
- 21.7 million registered vehicles
- # 16000 fatal RTIs

Population change: + 13.6%
Vehicle change (NO.): + 172%
Fatal RTIs change (NO.): - 42.4%
Why did RTIs in Iran increase to such a large number?

- Geopolitical characteristics of the country (the Center of a Mountain Fortress)
- Young population (more than 70% of the country's population age: 15-64 years old)
- The paradox of gas subsidy (less than 0.1USD/liter)
- Rapid increase of vehicle manufacturing (6.8 million in 2004 to more than 18.5 million in 2015)
- Public transportation in Iran: a failure (public transportation manufacture shows no growth in a 8-year period from 2009 through 2016 and in the whole country and was less than 1% of total)
- Safety equipments of vehicles and unsafe motorcycles (e.g. only 50.3% of the cars are equipped with Antilock Braking System (ABS) OR Helmet use is reported from only about 30% of motorcyclists.
- Unsafe roads (The road safety in our country is still far from the desired condition. Ranked 8th among 11 selected country in Asia)
- Unsafe and risky behaviour (e.g speeding, Non-use of crash helmets by two-wheeled vehicle users, Non-use of seat-belts and child restraints in motor vehicles)
# Vehicle Production in Iran (2009-2016)


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<tbody>
<tr>
<td>Cars</td>
<td>1,193,240</td>
<td>1,359,593</td>
<td>1,420,709</td>
<td>788,357</td>
<td>624,749</td>
<td>958,339</td>
<td>892,600</td>
<td>1,255,388</td>
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<td>Van</td>
<td>193,967</td>
<td>200,536</td>
<td>191,730</td>
<td>118,281</td>
<td>104,746</td>
<td>151,044</td>
<td>73,187</td>
<td>776,80</td>
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<td>Mini-Bus</td>
<td>3,662</td>
<td>3,388</td>
<td>3,640</td>
<td>154</td>
<td>109</td>
<td>276</td>
<td>511</td>
<td>875</td>
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<tr>
<td>Bus</td>
<td>3,111</td>
<td>3,076</td>
<td>2,500</td>
<td>904</td>
<td>306</td>
<td>651</td>
<td>696</td>
<td>1,158</td>
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<tr>
<td>Truck</td>
<td>30,566</td>
<td>3,6178</td>
<td>34,498</td>
<td>16,359</td>
<td>7,061</td>
<td>20,977</td>
<td>9,844</td>
<td>15,022</td>
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<tr>
<td>Total</td>
<td>1,424,551</td>
<td>1,603,251</td>
<td>1,653,737</td>
<td>924,051</td>
<td>737,060</td>
<td>1,131,287</td>
<td>976,836</td>
<td>1,350,123</td>
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% of public vehicles

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<tr>
<td></td>
<td>0.47</td>
<td>0.40</td>
<td>0.37</td>
<td>0.11</td>
<td>0.06</td>
<td>0.08</td>
<td>0.12</td>
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Number of registered vehicles in Iran 2005-2015

- 2005: 7624365
- 2006: 8728949
- 2007: 9896152
- 2008: 11186469
- 2009: 12260351
- 2010: 13576169
- 2011: 15050861
- 2012: 15800182
- 2013: 16538072
- 2014: 17600278
- 2015: 18506234
Population trend in Iran

IRAN POPULATION

SOURCE: TRADINGECONOMICS.COM | CENTRAL BANK OF IRAN
Number of Fatal road traffic injuries in Iran: 2005-2015
Reasons for the success of traffic Police in reducing of fatal RTIs in Iran:

1. Scientific approach of the traffic police and scientific cooperation with the research and academic centers

2. Cooperation with other organizations, governmental and non-governmental organizations

3. A community-based police approach
1. The scientific approach of the traffic police and scientific cooperation with the research and academic centers (Safety Promotion and Injury Prevention Research center)

- **Scientific publications**

- Participation in international conferences including: International Conference (Mexico-2009) The 12th International Conference on Injury Prevention and Safety Promotion (Finland-2016) and Safety 2018

- Approach to NGOs (e.g. Iranian Community of Road Traffic Thinkers)
2. Cooperation with other organizations, governmental and non-governmental organizations such as:

- Iranian Radio and Television Organization
- Ministry of Education
- Ministry of Health
- Ministry of Transport & Urbanization
- Municipalities
- Iranian Red Crescent
- Welfare Organization of Iran
- Other relevant Societies
- AND International Organizations (e.g. WHO, UNICEF, UNDP, etc.)
3. A community-based police approach

Traffic Police Co-Operative Plan by Pupils (HAMYAR POLICE)

Traffic educators plan for the police co-design (Teachers)

Use the capacity of clerics in provinces and cities to promote traffic safety

Participation to Decade of Action for Road Safety movement

Neighborhood traffic patrols (Rural residents)

Formation of traffic campaigns: Slowdown campaign, Decreasing speed - not mobile use - I drive with caution - (60-30% of RTIs occur 30 km from the target cities)

Invisible Inspectorate (Police) Traffic Control

Volunteers Patrols (with BSc and more educational level)
اقدامات انجام شده در طی دوره 1380 تا سال 1393 به نظر کاهش میرود و می‌زند. مهم‌ترین اقدامات متصدی مجازات مصرف مشروبات الکلی و موارد مخدر هنگام رانندگی، تولید و سیال نقلیه به علت دو تخلف مهم‌مانده حادثه‌های حادثه‌سازی.
Major Problems of Road safety In Iran

• The lead agency (Commissionaire of Road Safety) has no national budget
• Greater demand for travel
• Rapidly increasing car ownership and use, and Greater demand for space
• Low percentage of public transportation vehicles
• Declining mode share of public transport, walking, and cycling
• More space for motorized vehicles and less space for pedestrians and cycles in urban areas
• Lack of unique national emergency phone number
• Enforcement of laws are not appropriate
Important issues need to be addressed in Future

- Safer roads
- Child restraints use must be mandatory
- Antisocial & Unsafe behaviors must be controlled
- Improvement of vehicles’ safety
- Changing mode of transportation to safer ones and public transportation
Iran is among countries with the most dangerous roads
Thank you for your attention