Powered 2 and 3 wheelers

Gayle Di Pietro
The UN Decade of Action

- Unacceptable levels of death and serious injury as a result of road crashes.
- Crashes will always occur.
- Death and injury is preventable.
Challenges

How do we get Governments to provide a safe system for powered 2 and 3 wheelers? Standards, policies, legislation?

How do we get road users to take responsibility for their own safety?

Have do we develop a safety culture?
Overcoming the challenges

Know the size of the problem: data - evidence

Have strong policies and enforce those policies

Determine who needs their capacity built and when

Advocacy, through
  • Media
  • Campaigns
  • Influencing decision makers

Public Education/Social Marketing
A growing problem......eBikes
Data on eBikes - China

- By 2018: 150-200 million ebikes in China; nearly 382 million electric two-wheel vehicles will be sold in Asia Pacific: 450 million worldwide by 2016

- In some provinces in China 60% of road deaths are eBike related

- Hospitalized E-biker injuries accounted for 57.2% of road traffic hospitalizations. The average length of stay and hospitalization cost were 410.0 days and US$1286.

- Fractures and head injuries were common. The head was the most common body region injured (46.4%), and more than one-third of the study population (35.9%) experienced traumatic brain injuries.
Powered two- and three-wheelers safety: a road safety manual for decision-makers and practitioners
Aim of UNRSC
Good Practice Manuals

To provide advice on how to implement the World report on road traffic injury prevention recommendations
PTW manual scope

• Target policy makers, and the broader road safety community
• Provide a global overview on the profile, risk factors and best practice interventions on powered-two wheeler safety
• Focus on low-income and middle-income countries
• Include emerging issues such as E-bikes and 3-wheelers
• Build on ongoing work by UNRSC members
Report development

- Joint WHO/WB/GRSP/FIA report
- Same development process as the one used by WHO and partners to produce previous Good Practice Manuals
- Coordination of the development process and writing to be led by WHO
- Opportunity for engagement and regular consultation with UNRSC members
- Target: decision-makers and practitioners in low-income and middle-income countries.
Content

- The importance of addressing PTW safety
- Assessing the PTW safety from a Safe System approach
- Designing and implementing a PTW safety programme
- Monitoring and evaluating a PTW safety programme
## Timeline

<table>
<thead>
<tr>
<th>Phase 1: May-June 2014</th>
<th>Phase 2: July-Dec 2014</th>
<th>Phase 3: Jan-March 2015</th>
<th>Phase 4: April-December 2015</th>
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</thead>
<tbody>
<tr>
<td><strong>Planning</strong></td>
<td><strong>Compiling evidence</strong></td>
<td><strong>Preparing draft document</strong></td>
<td><strong>Finalizing and publishing</strong></td>
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<td>Set up working groups</td>
<td>Synthesise evidence and prepare summaries for parts of modules 1 and 2 &amp; case illustrations</td>
<td>Prepare first complete draft modules 1-5</td>
<td>Prepare second draft</td>
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<td>Develop Table of Content</td>
<td>Prepare draft modules 1 and 2</td>
<td>Conduct internal and external review</td>
<td>Edit</td>
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<td>Consultation with advisors and working groups</td>
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<td>Update to UNRSC</td>
<td>Layout</td>
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<td>Begin to prepare dissemination strategy</td>
<td>Final report</td>
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<td>Finalize dissemination strategy</td>
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<td>Release &amp; dissemination</td>
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• Will complement the 2 new resources from IMMA and OECD.

Questions