

Referencias bibliográficas

1. Murray CJL, Lopez AD, eds. *The global burden of disease: a comprehensive assessment of mortality and disability from diseases, injuries, and risk factors in 1990 and projected to 2020*. Boston, MA, Harvard School of Public Health, 1996.
2. Jacobs G, Aeron-Thomas A, Astrop A. *Estimating global road fatalities*. Crowthorne, Transport Research Laboratory, 2000 (TRL Report, No. 445).
3. Ad Hoc Committee on Health Research Relating to Future Intervention Options. *Investing in health research and development*. Geneva, World Health Organization, 1996 (TDR/Gen/96.2).
4. *Road traffic accidents: epidemiology, control and prevention*. Geneva, World Health Organization, 1962.
5. Loimer H, Guarneri M. Accidents and acts of God: a history of terms. *American Journal of Public Health*, 1996, 86:101–107.
6. Nader R. *Unsafe at any speed*, 2nd ed. New York, NY, Grossman Publishers, 1972.
7. Haddon Jr W. The changing approach to the epidemiology, prevention, and amelioration of trauma: the transition to approaches etiologically rather than descriptively based. *American Journal of Public Health*, 1968, 58:1431–1438.
8. Trinca G et al. *Reducing traffic injury: the global challenge*. Melbourne, Royal Australasian College of Surgeons, 1988.
9. Waller P. Public health's contribution to motor vehicle injury prevention. *American Journal of Preventive Medicine*, 2001, 21(Suppl. 4):3–4.
10. Nantulya VM, Reich MR. Equity dimensions of road traffic injuries in low- and middle-income countries. *Injury Control and Safety Promotion*, 2003, 10:13–20.
11. Laflamme L, Diderichsen F. Social differences in traffic injury risks in childhood and youth: a literature review and research agenda. *Injury Prevention*, 2000, 6:293–298.
12. Mock CN, nii-Amon-Kotei D, Maier RV. Low utilization of formal medical services by injured persons in a developing nation: health service data underestimate the importance of trauma. *Journal of Trauma*, 1997, 42:504–513.
13. Hijar M, Vazquez-Vela E, Arreola-Risa C. Pedestrian traffic injuries in Mexico: a country update. *Injury Control and Safety Promotion*, 2003, 10:37–43.
14. Mohan D. Road safety in less-motorised environment: future concerns. *International Journal of Epidemiology*, 2002, 31:527–532.
15. Rumar K. *Transport safety visions, targets and strategies: beyond 2000*. [1st European Transport Safety lecture]. Brussels, European Transport Safety Council, 1999 (<http://www.etsc.be/eve.htm>, accessed 30 October 2003).
16. Roberts I, Mohan D, Abbasi K. War on the roads [Editorial]. *British Medical Journal*, 2002, 324:1107–1108.
17. Mackay G. *Sharing responsibilities for road safety*. Brussels, European Transport Safety Council, 2001.
18. Duperrex O, Bunn F, Roberts I. Safety education of pedestrians for injury prevention: a systematic review of randomised controlled trials. *British Medical Journal*, 2002, 324:1129–1133.
19. Mohan D, Tiwari G. Traffic safety in low income countries: issues and concerns regarding technology transfer from high-income countries. In: *Reflections of the transfer of traffic safety knowledge to motorising nations*. Melbourne, Global Traffic Safety Trust, 1998:27–56.
20. Mohan D, Tiwari G. Road safety in less motorised countries: relevance of international vehicle and highway safety standards. In: *Proceedings of the International Conference on Vehicle Safety*. London, Institution of Mechanical Engineers, 2000:155–166.
21. Tiwari G. Traffic flow and safety: need for new models in heterogeneous traffic. In: Mohan D, Tiwari G, eds. *Injury prevention and control*. London, Taylor & Francis, 2000:71–88.
22. *Reflections on the transfer of traffic safety knowledge to motorizing nations*. Melbourne, Global Traffic Safety Trust, 1998.
23. Forjuoh SN. Traffic-related injury prevention interventions for low-income countries. *Injury Control and Safety Promotion*, 2003, 10:109–118.
24. Centers for Disease Control and Prevention. Motor vehicle safety: a 20th century public health achievement. *Morbidity and Mortality Weekly Report*, 1999, 48:369–374.
25. Lonero L et al. *Road safety as a social construct*. Ottawa, Northport Associates, 2002 (Transport Canada Report No. 8080-00-1112).

26. Aeron-Thomas A et al. *A review of road safety management and practice. Final report*. Crowthorne, Transport Research Laboratory and Babtie Ross Silcock, 2002 (TRL Report PR/INT216/2002).
27. Heiman L. *Vehicle occupant protection in Australia*. Canberra, Federal Office of Road Safety, 1988.
28. Allsop R. *Road safety: Britain in Europe*. London, Parliamentary Advisory Council for Transport Safety, 2001 (<http://www.pacts.org.uk/richardslecture.htm>, accessed 30 October 2003).
29. Breen J. Promoting research-based road safety policies in Europe: the role of the non-governmental sector. In: *Proceedings of the 2nd European Road Research Conference*. Brussels, European Commission, 1999 (http://europea.eu.int/comm/transport/road/research/2nd_errc/contents/15%20SAFETY%20RESEARCH/safety%20research%20pol.doc, accessed 30 October 2003).
30. Tingvall C. The Zero Vision. In: van Holst H, Nygren A, Thord R, eds. *Transportation, traffic safety and health: the new mobility*. Proceedings of the 1st International Conference Gothenburg, Sweden, 1995. Berlin, Springer-Verlag, 1995:35–57.
31. Tingvall C, Haworth N. *Vision Zero: an ethical approach to safety and mobility*. Paper presented to the 6th Institute of Transport Engineers international conference on road safety and traffic enforcement: beyond 2000, Melbourne, 6–7 September 1999 (<http://www.general.monash.edu.au/MUARC/viszero.htm>, accessed 30 October 2003).
32. Wegman F, Elsenaar P. *Sustainable solutions to improve road safety in the Netherlands*. Leidschendam, Institute for Road Safety Research, 1997 (SWOV Report D-097-8).
33. *Risk assessment and target setting in EU transport programmes*. Brussels, European Transport Safety Council, 2003.
34. *Targeted road safety programmes*. Paris, Organisation for Economic Co-operation and Development, 1994.
35. Elvik R. *Quantified road safety targets: an assessment of evaluation methodology*. Oslo, Institute of Transport Economics, 2001 (Report No. 539).
36. *Transport safety performance indicators*. Brussels, European Transport Safety Council, 2001.
37. Bliss A. *Road safety in the developing world*. Paper presented at the World Bank Transport Forum, Session 2–2: health sector linkages with transport. Washington, DC, The World Bank, 2003 (<http://www.worldbank.org/transport/forum2003/presentations/bliss.ppt>, accessed 30 October 2003).
38. Johnston I. Action to reduce road casualties. *World Health Forum*, 1992, 13:154–162.
39. *Road safety strategy 2010: a consultation document*. Wellington, Land Transport Safety Authority, 2000.
40. Spencer TJ. The Victoria model in KwaZulu-Natal. In: *Proceedings of Third African road safety congress*, vol. 1. Paris, Organisation for Economic Co-operation and Development, 1997:153–169.
41. Gains A et al. *A cost recovery system for speed and red light cameras – two-year pilot evaluation*. London, Department for Transport, 2003.
42. Lie A, Tingvall C. How do Euro NCAP results correlate with real-life injury risks? A paired comparison study of car-to-car crashes. *Traffic Injury Prevention*, 2002, 3:288–291.
43. *World's first road death*. London, RoadPeace, 2003 (<http://www.roadpeace.org/articles/WorldFirst-Death.html>, accessed on 17 November 2003).
44. Faith N. *Crash: the limits of car safety*. London, Boxtree, 1997.
45. Murray CJL, Lopez AD. *Global health statistics: a compendium of incidence, prevalence and mortality estimates for 200 conditions*. Boston, MA, Harvard School of Public Health, 1996.
46. Bener A et al. Strategy to improve road safety in developing countries. *Saudi Medical Journal*, 2003, 24:447–452.
47. Vasconcellos E. Urban development and traffic accidents in Brazil. *Accident Analysis and Prevention*, 1999, 31:319–328.
48. Kopits E, Cropper M. *Traffic fatalities and economic growth*. Washington, DC, The World Bank, 2003 (Policy Research Working Paper No. 3035).
49. Nantulya VM et al. Introduction: The global challenge of road traffic injuries: Can we achieve equity in safety? *Injury Control and Safety Promotion*, 2003, 10:3–7.
50. Nantulya VM, Reich MR. The neglected epidemic: road traffic injuries in developing countries. *British Medical Journal*, 2002, 324:1139–1141.
51. Mohan D. Traffic safety and health in Indian cities. *Journal of Transport and Infrastructure*, 2002, 9:79–92.
52. Peden M, McGee K, Sharma G. *The injury chart book: a graphical overview of the global burden of injuries*. Geneva, World Health Organization, 2002.
53. Odero W, Khayesi M, Heda PM. Road traffic injuries in Kenya: magnitude, cause and status of intervention. *Injury Control and Safety Promotion*, 2003, 10:53–61.
54. Evans T, Brown H. Road traffic crashes: operationalizing equity in the context of health sector reform. *Injury Control and Safety Promotion*, 2003, 10:11–12.
55. Nantulya VM, Muli-Musiime F. Uncovering the social determinants of road traffic accidents in Kenya. In: Evans T et al., eds. *Challenging inequities: from ethics to action*. Oxford, Oxford University Press, 2001:211–225.
56. LaFlamme L. *Social inequality in injury risks: Knowledge accumulated and plans for the future*. Stockholm, Sweden, National Institute of Public Health, 1998.

57. Roberts I, Power C. Does the decline in child injury death rates vary by social class? *British Medical Journal*, 1996, 313:784–786.
58. Thurman D. The epidemiology and economics of head trauma. In: Miller L, Hayes R, eds. *Head trauma: basic, preclinical, and clinical directions*. New York, NY, Wiley and Sons, 2001:327–347.
59. Baldo V et al. Epidemiological aspect of traumatic brain injury in Northeast Italy. *European Journal of Epidemiology*, 2003, 18:1059–1063.
60. Aare M, von Holst H. Injuries from motorcycle and moped crashes in Sweden from 1987 to 1999. *Injury Control and Safety Promotion*, 2003, 10:131–138.
61. Peden MM. *Adult pedestrian traffic trauma in Cape Town with special reference to the role of alcohol* [unpublished thesis]. Cape Town, University of Cape Town, Department of Surgery, 1997.
62. Andrews CN, Kobusingye OC, Lett R. Road traffic accident injuries in Kampala. *East African Medical Journal*, 1999, 76:189–194.
63. Santikarn C, Santijiarakul S, Rujivipat V. The 2nd phase of the injury surveillance in Thailand. In: *Proceedings of the 4th International Conference on Measuring the Burden of Injury, Montreal, 16–17 May 2002*. Montreal, Canadian Association for Road Safety Professionals, 2002:77–86.
64. Odero W, Garner P, Zwi A. Road traffic injuries in developing countries: a comprehensive review of epidemiological studies. *Tropical Medicine and International Health*, 1997, 2:445–460.
65. Blincoe L et al. *The economic impact of motor vehicle crashes, 2000*. Washington, DC, National Highway Traffic Safety Administration, 2002 (DOT HS-809-446).
66. Bačkaitis SH. Economic consequences of traffic accidents in the Baltic countries. *Lituuanus: Lithuanian Quarterly Journal of Arts and Sciences*, 2000, 46 (<http://www.lituuanus.org>, accessed 17 November 2003).
67. Fédération Européenne des Victimes de la Route [website]. (<http://www.fevr.org/english.html#Road>, accessed 17 November 2003).
68. Mock CN et al. Economic consequences of injury and resulting family coping strategies in Ghana. *Accident Analysis and Prevention*, 2003, 35:81–90.
69. *Study of the physical, psychological and material secondary damage inflicted on the victims and their families by road crashes*. Geneva, Fédération Européenne des Victimes de la Route, 1993.
70. *Impact of road death and injury: Research into the principal causes of the decline in quality of life and living standard suffered by road crash victims and victim families. Proposals for improvements*. Geneva, Fédération Européenne des Victimes de la Route, 1997.
71. *Transport accident costs and the value of safety*. Brussels, European Transport Safety Council, 1997.
72. Elvik R. How much do road accidents cost the national economy? *Accident Analysis and Prevention*, 2002, 32:849–851.
73. Babtie Ross Silcock, Transport Research Laboratory. *Guidelines for estimating the cost of road crashes in developing countries*. London, Department for International Development, 2003 (project R7780).
74. *The road to safety 2001–2005: building the foundations of a safe and secure road traffic environment in South Africa*. Pretoria, Ministry of Transport, 2001 (<http://www.transport.gov.za/projects/index.html>, accessed 17 November 2003).
75. Benmaamar M. *Urban transport services in Sub-Saharan Africa: Recommendations for reforms in Uganda*. Crowtherne, Transport Research Laboratory, 2002 (http://www.transportlinks.org/transport_links/filearea/publications/1_799_PA3834-02.pdf, accessed 7 November 2003).
76. Zhou Y et al. Productivity losses from injury in China. *Injury Prevention*, 2003, 9:124–127.
77. Holder Y et al., eds. *Injury Surveillance Guidelines*. Geneva, World Health Organization, 2001 (WHO/NMH/VIP/01.02).
78. Sethi D et al., eds. *Guidelines for conducting community surveys on injuries and violence*. Geneva, World Health Organization, in press.
79. MacKay GM. Some features of road trauma in developing countries. In: *Proceedings of the International Association for Accident and Traffic Medicine Conference, Mexico, DF, September 1983*. Stockholm, IAATM, 1983:21–25.
80. Bolen J et al. Overview of efforts to prevent motor vehicle-related injury. In: Bolen J, Sleet DA, Johnson V, eds. *Prevention of motor vehicle-related injuries: a compendium of articles from the Morbidity and Mortality Weekly Report, 1985–1996*. Atlanta, GA, Centers for Disease Control and Prevention, 1997.
81. Suriyawongpaisal P, Kanchanusut S. Road traffic injuries in Thailand: trends, selected underlying determinants and status of intervention. *Injury Control and Safety Promotion*, 2003, 10:95–104.
82. *Report of the Regional Director to the Regional Committee for the Western Pacific*. Manila, World Health Organization, 2003:96–99.
83. Wegman FCM et al. *Road safety impact assessment*. Leidschendam, Institute for Road Safety Research, 1994 (SWOV Report R-94-20).
84. Hummel T. *Land use planning in safer transportation network planning*. Leidschendam, Institute for Road Safety Research, 2001 (SWOV Report D-2001-12).
85. Litman T. *If health matters: integrating public health objectives in transportation planning*. Victoria, BC, Victoria Transport Policy Institute, 2003.

86. Elvik R, Vaa T. *Handbook of road safety measures*. Amsterdam, Elsevier, in press.
87. Mutto M, Kobusingye OC, Lett RR. The effect of an overpass on pedestrian injuries on a major highway in Kampala - Uganda. *African Health Science*, 2002, 2:89–93.
88. Hummel T. *Route management in safer transportation network planning*. Leidschendam, Institute for Road Safety Research, 2001 (SWOV Report D-2001-11).
89. Khayesi M. The need for an integrated road safety programme for the city of Nairobi, Kenya. In: Freeman P, Jamet C, eds. *Urban transport policy: a sustainable development tool. Proceedings of the 8th CODATU International Conference, Cape Town, 21–25 September 1998*. Rotterdam, AA Balkema Publishers, 1998:579–582.
90. Koornstra MK, ed. *Transport safety performance in the EU*. Brussels, European Transport Safety Council, Transport Accident Statistics Working Party, 2003 (<http://www.etsc.be/rep.htm>, accessed 17 November 2003).
91. Miller T et al. Is it safest to travel by bicycle, car or big truck? *Journal of Crash Prevention and Injury Control*, 1999, 1:25–34.
92. Mayhew DR, Simpson HM. *Motorcycle engine size and traffic safety*. Ottawa, Traffic Injury Research Foundation of Canada, 1989.
93. Williams AF. Teenage drivers: patterns of risk. *Journal of Safety Research*, 2003, 34:5–15.
94. McLean AJ et al. *Regional comparative study of motorcycle accidents with special reference to licensing requirements*. Adelaide, NHMRC Road Accident Research Unit, University of Adelaide, 1990 (Research Report 2/90).
95. Lam IT et al. Passenger carriage and car crash injury: a comparison between younger and older drivers. *Accident Analysis and Prevention*, 2003, 35:861–867.
96. Norghani M et al. *Use of exposure control methods to tackle motorcycle accidents in Malaysia*. Serdang, Road Safety Research Centre, Universiti Putra Malaysia, 1998 (Research Report 3/98).
97. Waller P. The genesis of GDL. *Journal of Safety Research*, 2003, 34:17–23.
98. Begg D, Stephenson S. Graduated driver licensing: the New Zealand experience. *Journal of Safety Research*, 2003, 34:3–4.
99. PROMISING. *Promotion of mobility and safety of vulnerable road users*. Leidschendam, Institute for Road Safety Research, 2001.
100. *Safety of vulnerable road users*. Paris, France, Organisation for Economic Co-operation and Development, 2001 (<http://www.oecd.org/dataoecd/24/4/2103492.pdf>, accessed 17 November 2003).
101. Ashton SJ, Mackay GM. Car design for pedestrian injury minimisation. In: *Proceedings of the Seventh Experimental Safety of Vehicles Conference, Paris, 5–8 June 1979*. Washington, DC, National Highway Traffic Safety Administration, 1979:630–640.
102. *Handboek: categorisering wegen op duurzaam veilige basis. Deel I (Voorlopige): functionele en operationele eisen* [*Handbook: categorizing roads on long-lasting safe basis. Part I (Provisional): functional and operational demands*]. Ede, Stichting centrum voor regelgeving en onderzoek in de grond-, water- en wegenbouw en de verkeerstechniek, 1997 (CROW Report 116).
103. *Towards a sustainable safe traffic system in the Netherlands*. Leidschendam, Institute for Road Safety Research, 1993.
104. Ogden KW. *Safer roads: a guide to road safety engineering*. Melbourne, Ashgate Publishing Ltd, 1996.
105. Afukaar FK, Antwi P, Ofosu-Amah S. Pattern of road traffic injuries in Ghana: implications for control. *Injury Control and Safety Promotion*, 2003, 10:69–76.
106. *Safety of vulnerable road users*. Paris, Organisation for Economic Co-operation and Development, 1998 (DSTI/DOT/RTR/RS7(98)1/FINAL). (<http://www.oecd.org/dataoecd/24/4/2103492.pdf>, accessed on 17 November 2003).
107. Ossenbruggen PJ, Pendharkar J, Ivan J. Roadway safety in rural and small urbanized areas. *Accident Analysis and Prevention*, 2001, 33:485–498.
108. Herrstedt L. Planning and safety of bicycles in urban areas. In: *Proceedings of the Traffic Safety on Two Continents Conference, Lisbon, 22–24 September 1997*. Linköping, Swedish National Road and Transport Research Institute, 1997:43–58.
109. Ville plus sûr, quartiers sans accidents: réalisations; évaluations [*Safer city, districts without accidents: achievements; evaluations*]. Lyon, Centre d'études sur les réseaux, les transports, l'urbanisme et les constructions publiques, 1994.
110. Brilon W, Blanke H. Extensive traffic calming: results of the accident analyses in six model towns. In: *ITE 1993 Compendium of Technical Papers*. Washington, DC, Institute of Transportation Engineers, 1993:119–123.
111. Lines CJ, Machata K. Changing streets, protecting people: making roads safer for all. In: *Proceedings of the Best in Europe Conference, Brussels, 12 September 2000*. Brussels, European Transport Safety Council, 2000:37–47.
112. Kloeden CN et al. *Severe and fatal car crashes due to roadside hazards: a report to the motor accident commission*. Adelaide, University of Adelaide, National Health and Medical Research Council, Road Accident Research Unit, 1998.
113. *Forgiving roadsides*. Brussels, European Transport Safety Council, 1998.

114. Ross HE et al. *Recommended procedures for the safety performance evaluation of highway features*. Washington, DC, National Co-operative Highway Research Program, 1993 (Report No. 350).
115. Carlsson A, Brüde U. *Utvärdering av mötesfri väg [Evaluation of roads designed to prevent head-on crashes]*. Linköping, Swedish National Road and Transport Research Institute, 2003 (VTI Report No. 45-2003).
116. Cirillo JA, Council FM. Highway safety: twenty years later. *Transportation Research Record*, 1986, 1068:90–95.
117. *Research on loss of control accidents on Warwickshire motorways and dual carriageways*. Coventry, TMS Consultancy, 1994.
118. Allsop R. *Road safety audit and safety impact assessment*. Brussels, European Transport Safety Council, Road Infrastructure Working Party, 1997.
119. *Guidelines for the safety audit of roads and road projects in Malaysia*. Kuala Lumpur, Roads Branch of the Public Works Department, 1997.
120. *Guidelines for road safety audit*. London, Institution of Highways and Transportation (IHT), 1996.
121. *Road safety audit*, and ed. Sydney, Austroads, 2002.
122. Schelling A. Road safety audit, the Danish experience. In: *Proceedings of the Forum of European Road Safety Research Institutes (FERSI) International Conference on Road Safety in Europe and Strategic Highway Research Program, Prague, September 1995*. Linköping, Swedish National Road and Transport Research Institute, 1995:1–8.
123. *Accident countermeasures: literature review*. Wellington, Transit New Zealand, 1992 (Research Report Number 10).
124. *Low cost road and traffic engineering measures for casualty reduction*. Brussels, European Transport Safety Council, 1996.
125. Khayesi M. *An analysis of the pattern of road traffic accidents in relation to selected socio-economic dynamics and intervention measures in Kenya* [unpublished thesis]. Nairobi, Kenyatta University, 1999.
126. *European Road Safety Action Programme. Halving the number of road accident victims in the European Union by 2010: a shared responsibility*. Brussels, Commission of the European Communities, 2003 (Com(2003) 311 final) (http://europa.eu.int/comm/transport/road/roadsafety/rsap/index_en.htm, accessed 17 November 2003).
127. Joach AW. *Vehicle design and compatibility*. Washington, DC, National Highway Traffic Safety Administration, April 2000 (DOT HS-809-194).
128. Mackay GM, Wodzin E. Global priorities for vehicle safety. In: *International conference on vehicle safety 2002: IMechE conference transactions*. London, Institution of Mechanical Engineers, 2002:3–9.
129. Brainard B. Injury profiles in pedestrian motor vehicle trauma. *Annals of Emergency Medicine*, 1986, 18:881–883.
130. Hobbs A. *Safer car fronts for pedestrians and cyclists*. Brussels, European Transport Safety Council, Vehicle safety working party, 2001 (http://www.etsc.be/pre_06feb01.pdf, accessed 9 December 2003).
131. Mackay M. Leg injuries to MTW riders and motorcycle design. In: *20th Annual Proceedings of the American Association for Automotive Medicine, Washington, DC, 7–9 October 1985*. Washington, DC, 1985:169–180.
132. Barss P et al. *Injury prevention: an international perspective, epidemiology, surveillance and policy*. Oxford, Oxford University Press, 1998.
133. Henderson RL et al. *Motor vehicle conspicuity*. Detroit, MI, 1983 (Society of Automotive Engineers Technical Paper Series 830566).
134. Elvik R. A meta-analysis of studies concerning the safety effects of daytime running lights on cars. *Accident Analysis and Prevention*, 1996, 28:685–694.
135. Hollo P. Changes in the legislation on the use of daytime running lights by motor vehicles and their effect on road safety in Hungary. *Accident Analysis and Prevention*, 1998, 30:183–199.
136. Koornstra M, Bijleveld F, Hagenzieker M. *The safety effects of daytime running lights*. Leidschendam: Institute for Road Safety Research, 1997 (Report R-97-36).
137. Williams MJ, Hoffman ER. Motorcycle conspicuity and traffic accidents. *Accident Analysis and Prevention*, 1979, 11:209.
138. Radin Umar RS, Mackay GM, Hills BL. Preliminary analysis of motorcycle accidents: short-term impacts of the running headlights campaign and regulation in Malaysia. *Journal of Traffic Medicine*, 1995, 23:17–28.
139. Radin Umar RS, Mackay MG, Hills BL. Modelling of conspicuity-related motorcycle accidents in Seremban and Shah Alam, Malaysia. *Accident Analysis and Prevention*, 1996, 28:325–332.
140. Zador PL. Motorcycle headlight-use laws and fatal motorcycle crashes in the US, 1975–1983. *American Journal of Public Health*, 1985, 75:543–546.
141. Yuan W. The effectiveness of the ‘ride bright’; legislation for motorcycles in Singapore. *Accident Analysis and Prevention*, 2000, 32:559–563.
142. Gwehenberger J et al. Injury risk for truck occupants due to serious commercial vehicles accidents – results of real-world-crash analysis. In: *Proceedings of 2002 International IRCOBI Conference on the biomechanics of impact, Munich, 18–20 September 2002*. Bron, France, Institut National de Recherche sur les Transports et leur Sécurité, 2002:105–118.
143. Schoon CC. *Invloed kwaliteit fiets op ongevallen [The influence of cycle quality on crashes]*. Leidschendam, Institute for Road Safety Research, 1996 (SWOV Report R-96-32).
144. Broughton J et al. *The numerical context for setting national casualty reduction targets*. Crowthorne, Transport Research Laboratory, 2000 (TRL report 382).

145. *Road safety strategy 2010*. Wellington, National Road Safety Committee, Land Transport Safety Authority, 2000.
146. *NHTSA vehicle safety rulemaking priorities and supporting research, 2003–2006*. Washington, DC, National Highway Traffic Safety Administration, 2003 (Docket No. NHTSA-2003-15505) (<http://www.nhtsa.dot.gov/cars/rules/rulings/PriorityPlan/FinalVeh/Index.html>, accessed 10 December 2003).
147. Blows S et al. Vehicle year and the risk of car crash injury. *Injury Prevention*, 2003, 9:353–356.
148. Crandall JR, Bhalla KS, Madely J. Designing road vehicles for pedestrian protection. *British Medical Journal*, 2002, 324:1145–1148.
149. *Improved test methods to evaluate pedestrian protection afforded by passenger cars*. European Enhanced Vehicle Safety Committee, EEVC Working Group 17, 1998. (http://www.eevc.org/publicdocs/WG17_Improved_test_methods_updated_sept_2002.pdf, accessed 1 December 2002).
150. European New Car Assessment Programme. [web site] (<http://www.euroncap.com/results.htm>, accecced 17 November 2003).
151. Australian New Car Assessment Programme. [web site] (http://www.mynrma.com.au/motoring/cars/crash_tests/ancap/, accessed 17 November 2003).
152. Pritz HB. *Effects of hood and fender design on pedestrian head protection*. Washington, DC, National Highway Traffic Safety Administration (NHTSA), 1984 (NHTSA Report No. DOT HS-806 537).
153. Bly PH. Vehicle engineering to protect vulnerable road users. *Journal of Traffic Medicine*, 1990, 18:244.
154. *Proposals for methods to evaluate pedestrian protection for passenger cars*. European Enhanced Vehicle Safety Committee, Working Group 10, 1994.
155. *Tomorrow's roads: safer for everyone*. London, Department of Environment, Transport and the Regions, 2000.
156. Lawrence GJL, Hardy BJ, Donaldson WMS. *Costs and benefits of the Honda Civic's pedestrian protection, and benefits of the EEVC and ACEA test proposals*. Crowthorne, Transport Research Laboratory, 2002 (Unpublished Project Report PR SE/445/02).
157. *Preliminary report on the development of a global technical regulation concerning pedestrian safety*. United Nations Economic Commission for Europe, 2003 (Trans/WP.29/2003/99) (<http://www.unece.org/trans/main/welcwp29.htm>, accessed 22 December 2003).
158. O'Neill B, Mohan D. Reducing motor vehicle crash deaths and injuries in newly motorising countries. *British Medical Journal*, 2002, 324:1142–1145.
159. Chawla A et al. Safer truck front design for pedestrian impacts. *Journal of Crash Prevention and Injury Control*, 2000, 2:33–43.
160. Kajzer J, Yang JK, Mohan D. Safer bus fronts for pedestrian impact protection in bus-pedestrian accidents. In: *Proceedings of the International Research Council on the Biomechanics of Impact Conference, Verona, Italy, 9–11 September 1992*. Bron, France, IRCOBI, 1992:13–23.
161. *What is frontal offset crash testing?* Arlington, VA, Insurance Institute for Highway Safety/Highway Loss Data Institute, 2003 (http://www.iihs.org/vehicle_ratings/ce/offset.htm, accessed 10 December 2003).
162. *Priorities for EU motor vehicle safety design*. Brussels, European Transport Safety Council, Vehicle Safety Working Party, 2001.
163. Edwards MJ et al. Review of the frontal and side impact directives. In: *Vehicle Safety 2000, Institute of Mechanical Engineers Conference, London, 7–9 June 2000*. London, Professional Engineering Publishing Limited, 2000.
164. Cummings P et al. Association of driver air bags with driver fatality: a matched cohort study. *British Medical Journal*, 2002, 324:1119–1122.
165. Ferguson SA, Lund AK, Greene MA. *Driver fatalities in 1985–94 airbag cars*. Arlington, VA, Insurance Institute for Highway Safety/Highway Loss Data Institute, 1995.
166. *Fifth/sixth report to Congress: effectiveness of occupant protection systems and their use*. Washington, DC, National Highway Traffic Safety Administration, 2001 (DOT HS-809-442). (<http://www-nrd.nhtsa.dot.gov/pdf/nrd-30/NCSA/Rpts/2002/809-442.pdf>, accessed 10 December 2003).
167. Crandall CS, Olson LM, Sklar DP. Mortality reduction with air bag and seat belt use in head-on passenger car collisions. *American Journal of Epidemiology*, 2001, 153:219–224.
168. Aldman B, Andersson A, Saxmark O. Possible effects of airbag inflation on a standing child. In: *Proceedings of 18th American Association for Automotive Medicine Conference, Toronto, Canada, 12–14 September 1974*. Washington, DC, AAAM, 1974:15–29.
169. Anund et al. *Child safety in care – literature review*. Linköping, Sweden, Swedish National Road and Transport Research Institute, 2003 (VTI report 489A9) (<http://www.vti.se/PDF/reports/R489A.pdf>, accessed on 7 December 2003).
170. Weber K. Rear-facing restraint for small child passengers. *University of Michigan Transportation Research Institute Research Reviews*, 1995, 25:12–17.
171. *Initiatives to address vehicle compatibility*. Washington, DC, National Highway Traffic Safety Administration, 2003 (<http://www-nrd.nhtsa.dot.gov/departments/nrd-11/aggressivity/IPTVehicleCompatibilityReport/>, accessed 22 December 2003).
172. Knight I. *A review of fatal accidents involving agricultural vehicles or other commercial vehicles not classified as a goods vehicle*,

- 1993 to 1995. Crowtherne, Transport Research Laboratory, 2001 (TRL Report No. 498).
173. Lie A, Tingvall C. Governmental status report, Sweden. In: *Proceedings of the 18th Experimental Safety of Vehicles Conference, Nagoya, Japan, 19–22 May 2003*. Washington, DC, National Highway Traffic Safety Administration, 2003 (<http://www-nrd.nhtsa.dot.gov/pdf/nrd-01/esv/esv18/CD/Files/18ESV-000571.pdf>, accessed 10 December 2003).
174. Larsson J, Nilsson, G. *Bältespåminnare: en lönsam trafiksäkerhetsåtgärd? [Seat-belt reminders: beneficial for society?]*. Linköping, Swedish National Road and Transport Research Institute, 2000 (VTI Report 62-2000).
175. Carsten O, Fowkes M, Tate F. *Implementing intelligent speed adaptation in the United Kingdom: recommendations of the EVSC project*. Leeds, Institute of Transport Studies, University of Leeds, 2001.
176. Tingvall C et al. The effectiveness of ESP (electronic stability programme) in reducing real life accidents. In: *Proceedings of the 18th Experimental Safety of Vehicles Conference, Nagoya, Japan, 19–22 May 2003*. Washington, DC, National Highway Traffic Safety Administration, 2003 (<http://www-nrd.nhtsa.dot.gov/pdf/nrd-01/esv/esv18/CD/Files/18ESV-000261.pdf>, accessed 12 December 2003).
177. *Police enforcement strategies to reduce traffic casualties in Europe*. Brussels, European Transport Safety Council, Working Party on Traffic Regulation Enforcement, 1999 (<http://www.etsc.be/strategies.pdf>, accessed 12 December 2003).
178. Zaal D. *Traffic law enforcement: a review of the literature*. Victoria, Monash University Accident Research Centre, 1994 (Report No. 53) (<http://www.general.monash.edu.au/muarc/rptsum/muarc53.pdf>, accessed 12 December 2003).
179. Andersson G, Nilsson G. *Speed management in Sweden*. Linköping, Swedish National Road and Transport Research Institute, 1997.
180. Pasanen E. *Ajoneopeudet ja jalankulkijan turvallisuus [Driving speeds and pedestrian safety]*. Espoo, Teknillinen korkeakoulu, Liikennetekniikka, 1991.
181. Leaf WA, Preusser DF. *Literature review on vehicle travel speeds and pedestrian injuries*. Washington, DC, National Highway Traffic Safety Administration, 1999 (DOT HS 809 012) (<http://safety.fhwa.dot.gov/fourthlevel/pdf/809012.pdf>, accessed 17 November 2003).
182. *Road safety: impact of new technologies*. Paris, Organisation for Economic Co-operation and Development, 2003.
183. Keall MD, Povey LJ, Frith WJ. The relative effectiveness of a hidden versus a visible speed camera programme. *Accident Analysis and Prevention*, 2001, 33:277–284.
184. Leggett LMW. The effect on accident occurrence of long-term, low-intensity police enforcement. In: *Proceedings of the 14th Conference of the Australian Road Research Board, Canberra*. Canberra, Australian Road Research Board, 1988, 14:92–104.
185. Elvik R, Mysen AB, Vaa T. *Trafikksikkerhetshåndbok*, tredje utgave [*Handbook of traffic safety*, 3rd ed]. Oslo, Institute of Transport Economics, 1997.
186. *Reducing injuries from alcohol impairment*. Brussels, European Transport Safety Council, 1995.
187. Gledec M. The presence of alcohol in Croatian road traffic. In: *Proceedings of the 15th International Conference on Alcohol, Drugs and Traffic Medicine, Stockholm, 22–26 May 2000*. Stockholm, Swedish National Road Administration, 2000 (http://www.vv.se/traf_sak/t2000/314.pdf, accessed 17 November 2003).
188. Mock CN, Asiamah G, Amegashie J. A random, roadside breathalyzer survey of alcohol impaired drivers in Ghana. *Journal of Crash Prevention and Injury Control*, 2001, 2:193–202.
189. Odero WO, Zwi AB. Alcohol-related traffic injuries and fatalities in LMICs: a critical review of literature. In: Kloeden CN, McLean AJ, eds. *Proceedings of the 13th International Conference on Alcohol, Drugs and Traffic Safety, Adelaide, 13–18 August 1995*. Adelaide, Road Accident Research Unit, 1995:713–720.
190. Peden M et al. Injured pedestrians in Cape Town: the role of alcohol. *South African Medical Journal*, 1996, 16:1103–1005.
191. Peden M et al. Substance abuse and trauma in Cape Town. *South African Medical Journal*, 2000, 90:251–255.
192. Mishra BK, Banerji AK, Mohan D. Two-wheeler injuries in Delhi, India: a study of crash victims hospitalized in a neuro-surgery ward. *Accident Analysis and Prevention*, 1984, 16:407–416.
193. Holubowycz OT. Alcohol-involved pedestrians: the Australian experience. In: Kloeden CN, McLean AJ, eds. *Proceedings of the 13th International Conference on Alcohol, Drugs and Traffic Safety, Adelaide, 13–18 August 1995*. Adelaide, Road Accident Research Unit, 1995:700–710.
194. Keigan M et al. *The incidence of alcohol in fatally injured adult pedestrians*. Crowtherne, Transport Research Laboratory, 2003 (TRL Report 579).
195. Borkenstein RF, et al. *The role of the drinking driver in traffic accidents*. Bloomington, Indiana, Department of Police Administration, Indiana University, 1964.
196. McLean AJ, Holubowycz OT. Alcohol and the risk of accident involvement. In: Goldberg L, ed. *Alcohol, drugs and traffic safety. Proceedings of the 8th International Conference on Alcohol, Drugs and Traffic Safety, Stockholm, 15–19 June 1980*. Stockholm, Almqvist & Wiksell International, 1981:113–123.
197. Hurst PM, Harte D, Frith WJ. The Grand Rapids dip revisited. *Accident Analysis and Prevention*, 1994, 26:647–654.

198. Moskowitz H, Fiorentino D. *A review of the literature on the effects of low doses of alcohol on driving-related skills*. Springfield, VA, United States Department of Transportation, 2000 (NHTSA Report No. DOT HS-809-028).
199. Compton RP et al. Crash risk of alcohol impaired driving. In: Mayhew DR, Dussault C, eds. *Proceedings of the 16th International Conference on Alcohol, Drugs and Traffic Safety, Montreal, 4–9 August 2002*. Quebec, Société de l'assurance automobile du Québec, 2002:39–44 ([http://www.saaq.gouv.qc.ca/t2002/actes/pdf/\(06a\).pdf](http://www.saaq.gouv.qc.ca/t2002/actes/pdf/(06a).pdf), accessed 17 November 2003).
200. Allsop RE. *Alcohol and road accidents: a discussion of the Grand Rapids study*. Harmondsworth, Road Research Laboratory, 1966 (RRL Report No. 6).
201. Moskowitz et al. Methodological issues in epidemiological studies of alcohol crash risk. In: Mayhew DR, Dussault C, eds. *Proceedings of the 16th International Conference on Alcohol, Drugs and Traffic Safety, Montreal, 4–9 August 2002*. Montreal, Société de l'assurance automobile du Québec 2002:45–50 ([http://www.saaq.gouv.qc.ca/t2002/actes/pdf/\(06a\).pdf](http://www.saaq.gouv.qc.ca/t2002/actes/pdf/(06a).pdf), accessed 17 November 2003).
202. Shults RA, et al. Reviews of evidence regarding interventions to reduce alcohol-impaired driving. *American Journal of Preventive Medicine*, 2001, 21:66–88.
203. Ross HL. *Deterring the drinking driver: legal policy and social control*. Lexington, MA, Lexington Books, 1984.
204. Sweedler BM. Strategies for dealing with the persistent drinking driver. In: *Proceedings of the 13th International Conference on Alcohol, Drugs and Traffic Safety, Adelaide, 13–18 August 1995*. Adelaide, University of Adelaide, Road Accident Research Unit, 1995 (<http://casr.adelaide.edu.au/T95/paper/s1p3.html>, accessed 16 December 2003).
205. Homel RJ. Random breath testing in Australia: a complex deterrent. *Australian Drug and Alcohol Review*, 1988, 7:231–241.
206. Suriyawongpaisal P, Plitapolkarnpim A, Tawonwanchai A. Application of 0.05 per cent legal blood alcohol limits to traffic injury control in Bangkok. *Journal of the Medical Association of Thailand*, 2002, 85:496–501.
207. Elder RW et al. Effectiveness of mass media campaigns for reducing drinking and driving and alcohol-involved crashes: a systematic review. *American Journal of Preventive Medicine*, in press.
208. Ross HL. Punishment as a factor in preventing alcohol-related accidents. *Addiction*, 1993, 88:997–1002.
209. Wells-Parker E et al. Final results from a meta-analysis of remedial interventions with drink/drive offenders. *Addiction*, 1995, 90:907–926.
210. Judd LL. The effect of antipsychotic drugs on driving and driving-related psychomotor functions. *Accident Analysis and Prevention*, 1985, 17:319–322.
211. Mørland J et al. Driving under the influence of drugs: an increasing problem. In: Kloeden CN, McLean AJ, eds. *Proceedings of the 13th International Conference on Alcohol, Drugs and Traffic Safety, Adelaide, 13–18 August 1995*. Adelaide, Road Accident Research Unit, 1995:780–784.
212. Christophersen AS et al. Recidivism among drugged drivers in Norway. In: Mercier-Guyon C, ed. *Proceedings of the 14th International Conference on Alcohol, Drugs and Traffic Safety, Annecy, France, 21–26 September 1997*. Annecy, Centre d'Etudes et de Recherches en Médecine du Trafic, 1997:803–807.
213. Mura P et al. Comparison of the prevalence of alcohol, cannabis and other drugs between 900 injured drivers and 900 control subjects: results of a French collaborative study. *Forensic Science International*, 2003, 133:79–85.
214. Sexton BF et al. *The influence of cannabis and alcohol on driving*. Crowthorne, Transport Research Laboratory, 2002 (TRL Report 543) (<http://www.trl.co.uk/abstracts/543summary.pdf>, accessed 17 November 2003).
215. Connor J et al. Driver sleepiness and risk of serious injury to car occupants: population-based control study. *British Medical Journal*, 2002, 324:1125.
216. *Drowsy driving and automobile crashes*. Washington, DC, National Center on Sleep Disorders Research/National Highway Traffic Safety Administration Expert Panel on Driver Fatigue and sleepiness. 1996 (http://www.nhtsa.dot.gov/people/injury/drowsy_driving1/Drowsy.html, accessed 17 November 2003).
217. Hartley LR et al. *Comprehensive review of fatigue research*. Fremantle, Murdoch University, Institute for Research in Safety and Transport, 1996 (http://www.psychology.murdoch.edu.au/irst/publ/Comprehensive_Review_of_Fatigue_Research.pdf, accessed 15 December 2003).
218. Mock C, Amegeshi J, Darteh K. Role of commercial drivers in motor vehicle related injuries in Ghana. *Injury Prevention*, 1999, 5:268–271.
219. Nafukho FM, Khayesi M. Livelihood, conditions of work, regulation and road safety in the small-scale public transport sector: a case of the *Matatu* mode of transport in Kenya. In: Godard X, Fatonzoun I, eds. *Urban mobility for all. Proceedings of the Tenth International CODATU Conference, Lome, Togo, 12–15 November 2002*. Lisse, AA Balkema Publishers, 2002:241–245.
220. *Evaluation of U.S. Department of Transportation efforts in the 1990s to address operator fatigue*. Washington, DC, National Transportation Safety Board, 1999 (Safety report NTSB/SR-99/01) (<http://www.ntsb.gov/publictn/1999/SR9901.pdf>, accessed 17 November 2003).

221. Hamelin P. Lorry drivers' time habits in work and their involvement in traffic accidents. *Ergonomics*, 1987, 30:1323.
222. *The role of driver fatigue in commercial road transport crashes*. Brussels, European Transport Safety Council, 2001 (<http://www.etsc.be/drivfatigue.pdf>, accessed 15 December 2003).
223. South DR et al. *Evaluation of the red light camera programme and the owner onus legislation*. Melbourne, Traffic Authority, 1988.
224. Red light cameras yield big reductions in crashes and injuries. *Status Report*, 2001, 36:1–8.
225. *Seat-belts and child restraints: increasing use and optimising performance*. Brussels, European Transport Safety Council, 1996.
226. Evans L. Restraint effectiveness, occupant ejection from cars and fatality reductions. *Accident Analysis and Prevention*, 1990, 22:167–175.
227. Mackay M. The use of seat belts: some behavioural considerations. *Proceedings of the risk-taking behaviour and traffic safety symposium, 19–22 October 1997*. Washington, DC, National Highway Traffic Safety Administration, 1997:1–14.
228. Silveira AJ. Seat belt use in Argentina: a 10-year struggle. *Traffic Injury Prevention*, 2003, 4:173–175.
229. Glassbrenner D. *Safety belt and helmet use in 2002: overall results*. Washington, DC, Department of Transport, 2002 (DOT HS–809–500).
230. Yang B, Kim J. Road traffic accidents and policy interventions in Korea. *Injury Control and Safety Promotion*, 2003, 10:89–94.
231. Jonah BA, Grant BA. Long-term effectiveness of selective traffic enforcement programs for increasing seat belt use. *Journal of Applied Psychology*, 1985, 70:257–263.
232. Solomon MG, Ulmer RG, Preusser DF. *Evaluation of click it or ticket model programs*. Washington, DC, National Highway Traffic Safety Administration, 2002 (DOT HS–809–498).
233. Hagenzieker M. Effects of incentives on safety belt use: a meta-analysis. *Crash Analysis and Prevention*, 1997, 29:759–777.
234. Dussault C. Effectiveness of a selective traffic enforcement program combined with incentives for seat belt use in Quebec. *Health Education Research: Theory and Practice*, 1990, 5:217–223.
235. Koch D, Medgyesi M, Landry P. *Saskatchewan's occupant restraint program (1988–94): performance to date*. Regina, Saskatchewan, Saskatchewan Government Insurance, 1995.
236. Morrison DS, Petticrew M, Thomson H. What are the most effective ways of improving population health through transport interventions? Evidence from systematic reviews. *Journal of Epidemiology and Community Health*, 2003, 57:327–333.
237. *Traffic safety facts 2002: Children*. Washington, DC, Department of Transportation, National Highway Traffic Safety Administration, 2002 (DOT HS–809–607).
238. *Carrying children safely*. Birmingham, Royal Society for the Prevention of Accidents, 2002 (http://www.childcarseats.org.uk/factsheets/carrying_safely_factsheet.pdf, accessed 16 December 2003).
239. Malm S et al. Hurkan vi skydda barn i bil? [How to protect children in cars?] In: *Trafiksäkerhet ur ett Nollvissionsperspektiv seminar*. Stockholm, Folksam, 2001.
240. *Motorcycle safety helmets*. COST 327. Brussels, Commission of the European Communities, 2001 (<http://www.cordis.lu/cost-transport/src/cost-327.htm>, accessed 17 November 2003).
241. Radin Umar RS. Helmet initiatives in Malaysia. In: *Proceedings of the 2nd World Engineering Congress*. Sarawak, Institution of Engineers, 2002:93–101.
242. Kulanthayan S et al. Compliance of proper safety helmet usage in motorcyclists. *Medical Journal of Malaysia*, 2000, 55:40–44.
243. Servadei F et al. Effect of Italy's motorcycle helmet law on traumatic brain injuries. *Injury Prevention*, 2003, 9:257–260.
244. Peek-Asa C, McArthur DL, Kraus JF. The prevalence of non-standard helmet use and head injuries among motorcycle riders. *Accident Analysis and Prevention*, 1999, 31:229–233.
245. Weiss BD. Cycle related head injuries. *Clinics in Sport Medicine*, 1994, 13:99–112.
246. Thompson DC, Rivara FP, Thompson RS. Effectiveness of bicycle helmets in preventing head injuries: a case-control study. *Journal of the American Medical Association*, 1996, 276:1968–1973.
247. Sosin DM, Sacks JJ, Webb KW. Pediatric head injuries and deaths from bicycling in the United States. *Pediatrics*, 1996, 98:868–870.
248. Vulcan P, Cameron MH, Watson WC. Mandatory bicycle helmet use: experience in Victoria, Australia. *World Journal of Surgery*, 1992, 16:389–397.
249. Alm H, Nilsson L. Changes in driver behaviour as a function of handsfree mobile phones: a simulator study. *Accident Analysis and Prevention*, 1993, 26:441–451.
250. *An investigation of the safety implications of wireless communication in vehicles*. Washington, DC, Department of Transport, National Highway Traffic Safety Administration, 1997 (<http://www.nhtsa.dot.gov/people/injury/research/wireless/>, accessed 17 November 2003).
251. Redelmeier DA, Tibshirani RJ. Association between cellular-telephone calls and motor vehicle collisions. *New England Journal of Medicine*, 1997, 336:453–458.

252. *The risk of using a mobile phone while driving*. Birmingham, Royal Society for the Prevention of Accidents, 2002.
253. Zaza S, et al. Reviews of evidence regarding interventions to increase use of child safety seats. *American Journal of Preventive Medicine*, 2001, 21:31–43.
254. O'Neill B et al. The World Bank's Global Road Safety Partnership. *Traffic Injury Prevention*, 2002, 3:190–194.
255. Ker K et al. Post-licence driver education for the prevention of road traffic crashes. *Cochrane Database Systematic Reviews*, 2003, (3):CD003734.
256. *Reducing the severity of road injuries through post impact care*. Brussels, European Transport Safety Council, Post Impact Care Working Party, 1999.
257. Mock CN et al. Trauma mortality patterns in three nations at different economic levels: implications for global trauma system development. *Journal of Trauma*, 1998, 44:804–814.
258. Mock CN, nii-Amon-Kotei D, Maier RV. Low utilization of formal medical services by injured persons in a developing nation: health service data underestimate the importance of trauma. *Journal of Trauma*, 1997, 42:504–513.
259. Hussain IM, Redmond AD. Are pre-hospital deaths from accidental injury preventable? *British Medical Journal*, 1994, 308:1077–1080.
260. Forjouh S et al. Transport of the injured to hospitals in Ghana: the need to strengthen the practice of trauma care. *Pre-hospital Immediate Care*, 1999, 3:66–70.
261. Husum H et al. Rural pre-hospital trauma systems improve trauma outcome in low-income countries: A prospective study from North Iraq and Cambodia. *Journal of Trauma*, 2003, 54:1188–1196.
262. Mock CM, Arreola-Risa C, Quansah R. Strengthening care for injured persons in less developed countries: A case study of Ghana and Mexico. *Injury Control and Safety Promotion*, 2003, 10:45–51.
263. Knight P, Trinca G. The development, philosophy and transfer of trauma care programs. In: *Reflections on the transfer of traffic safety knowledge to motorising nations*. Melbourne, Global Traffic Safety Trust, 1998:75–78.
264. MacGowan WA. Surgical manpower worldwide. *Bulletin of American College of Surgeons*, 1987, 72:5–9.
265. Ali J et al. Trauma outcome improves following the advanced trauma life support program in a developing country. *Journal of Trauma*, 1993, 34:898–899.
266. Mock C et al. Report on the consultation meeting to develop an essential trauma care programme. Geneva, World Health Organization, 2002 (WHO/NMH/VIP02.09).

La Organización Mundial de la Salud fue creada en 1948 como organismo especializado de las Naciones Unidas para que actuara como autoridad directiva y coordinadora en los asuntos sanitarios y la salud pública a nivel internacional. Una de las funciones constitucionales de la OMS consiste en facilitar información y asesoramiento objetivos y fiables en materia de salud humana, responsabilidad que cumple en parte por conducto de su amplio programa de publicaciones.

Mediante sus publicaciones, la Organización se propone apoyar las estrategias sanitarias nacionales y atender las preocupaciones de salud pública más acutantes de las poblaciones en todo el mundo. Para responder a las necesidades de los Estados Miembros en todos los niveles de desarrollo, la OMS publica guías prácticas, manuales y material de capacitación para categorías específicas de trabajadores sanitarios; directrices y normas internacionalmente aplicables; revisiones y análisis de las políticas y programas de salud y las investigaciones sanitarias; e informes de consenso sobre el estado actual de los conocimientos, en los que se ofrecen asesoramiento técnico y recomendaciones para los decisores. Esas obras están estrechamente vinculadas con las actividades prioritarias de la Organización, que comprenden la labor de prevención y lucha contra las enfermedades, el desarrollo de sistemas sanitarios equitativos basados en la atención primaria de salud, y la promoción de la salud de los individuos y las comunidades. El avance hacia una mejor salud para todos requiere asimismo la difusión y el intercambio mundiales de información basada en los conocimientos y experiencia de todos los países Miembros, así como la colaboración de los líderes mundiales en el campo de la salud pública y las ciencias biomédicas.

Para velar por la disponibilidad más amplia posible de información y orientación autorizadas sobre los asuntos sanitarios, la OMS asegura la amplia distribución internacional de sus publicaciones y estimula su traducción y adaptación. Ayudando a fomentar y proteger la salud y a prevenir y controlar las enfermedades en todo el mundo, las publicaciones de la OMS contribuyen al objetivo principal de la Organización: alcanzar para todos los pueblos el grado más alto posible de salud.

Las carreteras, construidas para que podamos trasladarnos de un lugar a otro, se convierten a menudo en motivo de pérdida y dolor. Friends for Life (India) valora y apoya la iniciativa emprendida por la OMS para hacer del mundo un lugar más seguro y sensato donde vivir.

Anish Verghese Koshy, Presidente de Friends for Life, Bangalore, India

Los familiares que hemos sobrevivido a víctimas de accidentes de tráfico valoramos la iniciativa de la OMS y la publicación de este informe. No creamos que los conductores son los únicos responsables de causar o prevenir los accidentes de tráfico; debemos tener en cuenta también los vehículos y las carreteras.

Ben-Zion Kryger, Presidente de Yad-Haniktafim, Israel

No hay muchos caminos, sino uno solo, que se extiende a lo ancho y a lo largo de nuestro vasto planeta. Cada uno de nosotros es responsable de un tramo de ese camino. Las decisiones que adoptemos o dejemos de adoptar en materia de seguridad vial podrían influir en última instancia en la vida de la población de todo el planeta, un solo camino, un mismo mundo.

Rochelle Sobel, Presidente de la Association for Safe International Road Travel, Estados Unidos de América

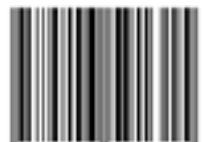
El sufrimiento de las víctimas de traumatismos por accidentes de tráfico y de sus familiares es incalculable. Las consecuencias son innumerables: desmembramiento de las familias; costo elevado del apoyo psicológico a los familiares que han sufrido la pérdida; falta de ingresos familiares cuando desaparece el sostén de la familia; y miles de rand sudafricanos de gastos en cuidados a las personas que han resultado heridas o impedidas. Drive Alive acoge este informe con sumo agrado y apoya firmemente sus recomendaciones.

Moira Winslow, Presidenta de Drive Alive, Sudáfrica

La OMS ha decidido combatir las principales causas de los accidentes de tráfico, un flagelo mundial característico de nuestra era tecnológica, cuyas víctimas se vuelven sigilosamente cada día más numerosas. ¿Cuántas personas mueren o resultan heridas? ¿Cuántas familias en duelo se han visto rodeadas de una indiferencia demasiado frecuente, como si esta situación fuera el tributo inevitable que la sociedad debe pagar por su derecho a viajar? Que con ayuda de organizaciones oficiales y asociaciones de voluntarios, este audaz informe de la OMS dé lugar a una verdadera toma de conciencia, a decisiones eficaces y a un mayor respeto de los usuarios de la vía pública por la vida de los demás.

Jacques Duhayon, Administrador de la Association de Parents pour la Protection des Enfants sur les Routes, Bélgica

ISBN 92 4 359131 2



9 789243 591315