

MOTORCYCLIST INJURIES PREVENTION STRATEGIES CALI – COLOMBIA

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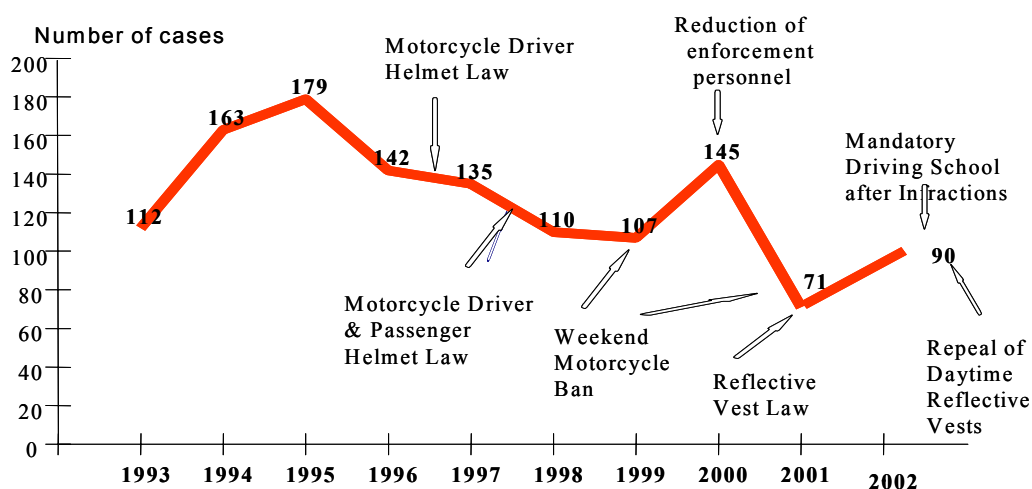
Motorcyclist deaths have been an important public health problem in Cali. Mortality by motor vehicle related injuries is the fifth cause of death among all causes of death in the city. Vulnerable road users (pedestrians and motorcyclists) are most affected. Establishment of the Fatal Injury Surveillance System in 1993 in the Mayor's Office has contributed to the surveillance of mortality, identification of prevention strategies and measures their impact.

In Cali, motorcyclists account 30% (1254 cases) of motor vehicle-related deaths during the years 1993 -2002, and 85% (1067) of victims were men. A large proportion of women died as passengers. 44% of the casualties occurred on weekends (Saturday, Sunday). Alcohol consumption and less patrol in the streets were contributed factors.

Prevention strategies and impact

The first intervention was addressed to prevent motorcyclist fatal injuries (graph 1). In 1996 a mandatory helmet law for motorcyclist drivers was applied. Since then the number of motorcyclist deaths have decreased. In 1997, the initial law was modified to include both driver and passenger. In 1998 and 1999 the mobilization of motorcyclists on weekends was banned. The number of motorcyclist deaths continues decreasing. In 2000 there was an unusual increase on the number of deaths, and also a reduction of enforcement personnel was observed. In 2001 three strategies were applied, the reflective vest, mandatory driving school after infractions, and weekend motorcyclist ban. The number of motorcyclist deaths decrease dramatically. In 2002, another increase was observed. The same year the Mayor repealed the daytime reflective vests law.

MOTORCYCLIST FATALITIES AND INTERVENTIONS CALI – COLOMBIA -1993-2002



Source: Fatal Injury Surveillance System. Cali . Prepared by: Victoria Espitia