



Effect of preventive measures in mortality for road injuries in Brazil

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Introduction

- Lower rates among high income countries (Europe and North America);
- Latin American countries: 8% (111.757) of global deaths (traffic): Paraguay (24,6/100 thousand), Venezuela (24/100 thousand) and Ecuador (23,4/100 thousand), Brazil (23,2/100 thousand)- GBD
- Increasing trend (2006 a 2012)
- Economic development; Increased fleet of motor vehicles (cars and motorcycles); Tax-free
- The Dry Law (2008) and the greater strictness of this law (2012)

Objective

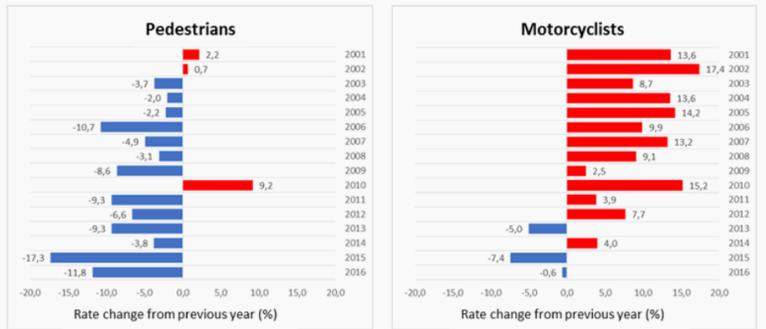
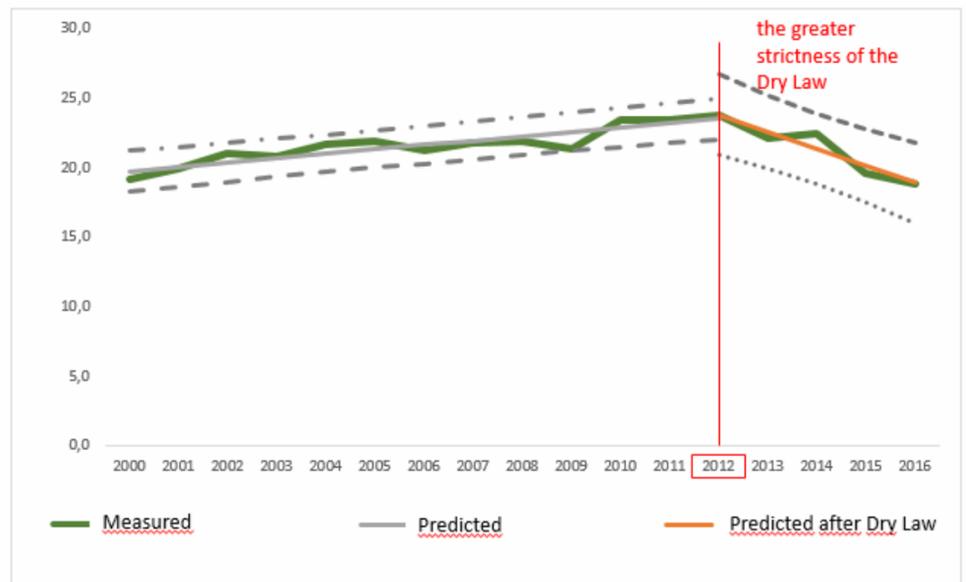
- Analyze the trend of mortality due to road injuries, according to the conditions of the victims, in Brazil, from 2000 to 2016.

Methods

- Time series ecological study on the magnitude and trend of mortality due to road injuries in Brazil;
- Data obtained from the Mortality Information System;
- The non-specific underlying causes of death were redistributed to the specific causes of road injuries;
- Mortality rates were standardized by the direct method);
- The joinpoint regression method was used.

Tables and or figures

➤ Mortality rate from road traffic injuries. Brazil, 2000 to 2016



Mortality Information System

Results

In Brazil, in 2016, 37,345 deaths were registered for this cause. During the analyzed period, there was a reduction of 1.7% in the mortality rate due to road injuries, from 19.2 to 18.8 per 100,000 inhabitants, the lowest rate since 2000. In 2012, a change in the trend was observed. In the period prior to a greater strictness of the “Dry Law” (Lei Seca), from 2000 to 2012, the trend had been increasing, with average annual change of 1.8% (p <0.05). On the other hand, the second period experienced a reduction of -5.6% (p <0.05). The highest risk of death was among motorcyclists in the clusters of the states with the lowest family income. In age-specific mortality, the elderly (pedestrians and car occupants) and motorcyclists (20 to 59 years old) presented higher risk of death.

Conclusion

Despite of the greater strictness of the Dry Law (2012), together with the economic crisis (2014) and the implementation of a monitoring program and action to reduce road injuries (Vida no Trânsito Project), it is necessary to increase efforts in policies aimed at reducing road injuries in Brazil.