

**Methods** Before beginning to strengthen the capabilities of road police GRSP undertakes a number of diagnostic assessments to identify barriers and opportunities to enforcement. Data collection methods and use are also strengthened to support police to undertake targeted enforcement interventions.

**Results** With predictive and strategic enforcement methods in place, road police are more effective in enforcing road safety related laws.

**Conclusions** To reduce the number of deaths and serious injuries on the world's roads there is a need to have strong road safety related policies in place, and for those policies to be enforced. Road police in low- and middle-income countries respond well to professional training on all aspects of enforcement.

## 518 THE MOTORCYCLIST FATALITIES IN COLOMBIA FROM 2000–2014. A SERIOUS PUBLIC HEALTH ISSUE

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**Background** Road traffic injuries and fatalities have increased in Colombia despite that 2011–2010 is the Decade of Road Safety Action. In the past few years mostly motorcyclists have been affected by fatality and trauma. This paper aims to describe the behaviour of motorcyclist fatality patterns in Colombia from 2000–2014.

**Methods** This longitudinal study used fatality records from the Colombian National Statistics Department and vehicle records from the Unified National Transit Registry and selected fatalities from International Classification of Diseases ICD-X V200 to ICD-X V299. The variables studied were year, age group, sex, department, and month of occurrence. A linear regression was used to identify the correlation between rates and fatalities, and the number of motorcycles during the period under study. The value  $P < 0.05$  was used.

**Results** From 2000 to 2014 there was a near 100% increase in the number of motorcyclist fatalities in Colombia; the occurrence rate increased from 3.5/100,000 to 6.0/100,000 inhabitants. 65.4% of the fatalities affected persons 15 to 34 years of age; 87% of whom were men. 55% of the fatalities took place in six provincial departments (Antioquia, Valle, Bogotá, Huila, Santander, and Meta). The months with the most casualties were July (8.7%) and December (9.5%). The rate and fatality behaviour can be explained by an increase in the number of vehicles of up to 92% ( $P < 0.001$ ).

**Conclusions** Motorcyclist fatalities have become a serious public health issue. There are many determining factors associated with their occurrence: motorcyclists with little safety gear, lax granting of driver's licenses, weak processes for traffic law compliance (to control violation of laws and regulations, lack of safety gear, speeding, etc.), and inexpensive purchase plans for motorcycles. It is imperative to regulate motorcycle sales and to implement public policy that will prioritise compliance with national laws and regulations.

## 519 INJURY PREVALENCE AND SAFETY HABITS OF MOTORCYCLE TAXI DRIVERS IN URBAN MOSHI, TANZANIA

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**Background** Road traffic crashes are a major cause of global morbidity and mortality, disproportionately affecting low- and middle-income countries. Motorcycle taxi (boda-boda) drivers are particularly vulnerable because they have limited protection and safety equipment. This study characterises injury prevalence and safety habits amongst boda-boda drivers, and identifies intervention points to improve road safety.

**Methods** A prospective mixed methods interview and safety assessment was administered to 300 boda-boda drivers in urban Moshi, Tanzania. Participants were chosen randomly from 25 of 58 registered boda-boda stands and 2 of 31 unregistered stands. The survey was administered using a computerised, internet based survey tool (REDCAPS) and tablet computers. Data were analysed using R, and a thematic analysis was performed and agreed upon by three investigators (MP, TN, CS).

**Results** Of the 148 participants (49.3%) who had experienced a crash, 114 (77.0%) sustained at least one injury. Only 27 of those injured (23.4%) were hospitalised. 220 participants (73.3%) reported consistent helmet usage despite the fact that 285 participants (95.0%) agree that helmet usage reduces injury severity. Of the 280 helmets observed, 231 (82.5%) were either damaged or fit improperly. A thematic analysis of boda-boda drivers' suggestions to increase road safety identified four intervention points: 1) roadway infrastructure and traffic regulation, 2) road user attitudes and safe driving behaviours, 3) education and training, and 4) law enforcement.

**Conclusions** The present study demonstrates the high prevalence of road traffic injuries amongst boda-boda drivers. The study identifies four intervention points that can be leveraged to increase overall road traffic safety. Unfortunately, while boda-boda drivers are aware of ways to improve safety, adherence to safety habits remains low. Successful interventions will bridge the gap between knowledge and practice of safety habits.

## 520 SUMMATIVE PROCESS EVALUATION OF A DRIVER LICENSING SUPPORT PROGRAM IN REMOTE ABORIGINAL COMMUNITIES

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**Background** Aboriginal people in the Northern Territory (NT) have low rates of driver licensing, which is likely to contribute to high rates of transport-related injury, high rates of incarceration for regulatory driving offences and reduced access to employment, education and essential health services. The DriveSafe NT Remote program was implemented by the NT Government to increase driver licensing in remote communities. This evaluation reviews the program delivery, acceptability, implementation challenges and licensing outcomes.