

Comparative Analysis of Fatal Road Traffic Accidents: A Study of Nepal and Sri Lanka

W.D.S.E. Abeykoon¹, E.M.K.B. Ekanayake^{2*}, B. Gowrishanker³, S. Koirala⁴, S.D. Dharmaratne⁵, D.A. Gunawardane⁵

¹*Department of Family Medicine, Faculty of Medicine, University of Peradeniya, Peradeniya, Sri Lanka*

²*Department of Forensic Medicine, Faculty of Medicine, University of Peradeniya, Peradeniya, Sri Lanka*

³*Teaching Hospital, Peradeniya, Sri Lanka*

⁴*Planning and Development, Gandaki University, Pokhara, Nepal*

⁵*Department of Community Medicine, Faculty of Medicine, University of Peradeniya, Peradeniya, Sri Lanka*

**kasun1992eka@gmail.com*

A fatal road traffic accident (RTA) refers to any accident involving at least one road vehicle in motion, resulting in at least one killed person. This review expects to identify the primary factors contributing to fatal road accidents in Nepal and Sri Lanka, utilizing the data from government and international databases. Both Nepal and Sri Lanka are middle-income countries in South Asia, with comparable socio-demographic features and populations. In Nepal, 4622 RTA fatalities were reported in 2016, while Sri Lanka reported 3096 deaths in 2016, which accounts for 15.9 and 14.9 deaths per 100,000, respectively. Nepal spends 5.6% of gross domestic product (GDP) on RTA fatalities, while only 0.05% of GDP is spent on road infrastructure. Similarly, Sri Lanka spends 4.9% of GDP on fatal RTAs, while 0.21% of GDP is spent on road infrastructure development. In both countries, males in age group of 15-49 years are at the most risk of fatal RTAs. Both countries have enforced speed limits on roads, but in Nepal, there is no legally enforced limit for driving under the influence of alcohol. In both countries, wearing helmets is compulsory for motorcyclists, but in Nepal, helmet standards are not regulated. According to data from World Health Organization and World Bank, Sri Lanka has relatively better road networks and regulations for the inspection of imported vehicles and vehicles which have been in use for more than ten years, while Nepal has inspection regulations only for vehicle imports. In both countries, the working age group is vulnerable to fatal RTAs, which has an economic impact in addition to the cost of injuries. This communication emphasizes the importance of strengthening the legislation on motor vehicle use and also the proper maintenance of the road network in order to reduce the fatalities and economic burden on the two countries, ensuring safe road use.

Keywords: Developing Countries, Driving Under the Influence, Head Protective Devices, Motor Vehicles, Traffic Accidents