



CONSIDERATIONS ON TRAFFIC ACCIDENTS INVOLVING DRIVERS WITH DISABILITIES IN CAMPO GRANDE / MS, BRAZIL

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ABSTRACT

The choice by fast and safe transportation that seeks to meet the needs of leisure, work and health along with tax exemption policies make the acquisition of the vehicle a viable option for some drivers with disabilities. However, once inserted in the traffic it is necessary to guarantee road safety conditions to minimize the exposure of drivers with disabilities to risk of accident. Scientific research involving vehicular traffic is important in guiding public road safety policies, and allows us to know the mortality rates and estimate the costs involved in providing care to the trauma victim. However, little is known about the percentage of accidents involving drivers with disabilities and their implications in the context of accidents as a whole. This review aims to study vehicular traffic accidents caused by disabled drivers. The theoretical reference orbits around the theoretical contributions and researches of scholars in the areas of collective health and epidemiology.

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INTRODUCTION

Eighty per cent of people with disabilities live in developing countries. The aging process is the main aspect associated with acquired deficiencies. According to evidence, all types of physical, visual, auditory and mental disabilities are more prevalent in the population over 65 years of age. Accessibility for the disabled is a challenge that requires effort of all. Measures to ensure accessibility for the disabled should reduce exposure to a range of risks and abuses by society. Within this context, mobility issues are included in this condition (ONU, 2016). Several car dealers have encouraged the sale of vehicles for people with disabilities by means of the tax exemption law that provides for the Brazilian tax discount, allowing the

purchase of a vehicle with a reduced cost of up to 28% in the purchase. On the other hand, the low investments in infrastructure and road safety, together with the lack of urban planning and increase in the vehicular fleet, make conditions of circulation on the road precarious. The increase of vehicles in the Brazilian public roads conducted by people without the necessary training in face of its limitations has caused the increase of the notifications of vehicular traffic accidents in the capital of Mato Grosso do Sul. The situation in question ends up being a public health problem, due to the high economic costs incurred with compensation and treatment of people victims of traffic in Campo Grande / MS. In view of the above, it is necessary for the political authorities to take action to resolve the occurrences of accidents involving persons with disabilities in Mato Grosso do Sul. Therefore, it is necessary to think about public policies aimed at improving public transportation in capital; greater rigor in the training of people with disabilities in driving cars and the possibility of reducing

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costs in the use of taxis and other providers of transport services.

LITERATURE REVIEW

Data from the World Health Organization in 2011 state that there are more than one billion disabled people in the world (WHO, 2012). In Brazil, people with disabilities represent 6.2% of the national population, approximately 1,034,918 cases. According to the United Nations Development Program (UNDP), 80% of these people live in developing countries. According to the International Labor Organization (ILO), 386 million people of working age are disabled. According to the Brazilian Institute of Geography and Statistics (IBGE) 2010, deficiencies can affect individuals in all age groups. It should be noted that deficiencies of all types are more prevalent in the population over 65 years and the aging process is the main aspect associated with such condition, often the individual is affected by changes in functionality and/or mobility that culminate in restrict their daily activities (OLIVEIRA, 2012). In the Brazilian state, that is, in Mato Grosso do Sul 21% of the population of people has some deficiency, with visual deficiency being the most prevalent, 336,223 cases. In second place with 98,410 are people with physical disabilities, followed by the hearing impaired, 83,190. In less incidence appears the mental / intellectual deficiency with 32,488 cases (Mato Grosso Do Sul, 2012).

The United Nations (UN) considers essential to act in the prevention of congenital or acquired deficiencies. Through the Action Program for Disabled People, the UN is launching actions to better meet the nutritional needs of the population, such as the health of the elderly, combating environmental contamination, drug and alcohol use, giving adequate attention to the strategy of the World Health Organization through basic health care, reduce accidents in agriculture, traffic, home, rehabilitate and insert the disabled person in the labor market (USP, 1982). Accessibility for the disabled is a challenge to be faced and requires the mobilization of all people. It is necessary to look at the disabled person with respect and help him to get out of a segregated and dependent condition. Without the collective effort, measures that only aim to adapt streets, sidewalks, furniture, equipment, buildings, devices, systems, means of communication and public transportation will not guarantee the individual with a disability the true social inclusion. In fact, it is necessary to reduce this individual's exposure to a series of risks and abuses on the part of society and guarantee him equal rights to education, health, transportation, work and leisure (BRASIL, 1988).

New perspectives arose from the creation of Brazilian Law n. 7.853 / 89, which deals with the rights and duties of the disabled person, and Decree No. 3298/99, which establishes the public policy for inclusion of the disabled person in society. In fact, there have been developments that have made it possible to increase visibility, recognition and support so that inclusive actions can be amplified considering the different age groups, gender, race and sexual diversity as well as the distribution of these people in the context of a sustainable and inclusive mobility that considers access to transport and decent jobs (BRASIL, 1989; BRASIL, 1999). Within the context, in 1998, through Resolution No. 80 of the Brazilian National Traffic Council (CONTRAN), it was established that the person with a disability may obtain or renew his National Driver's License as long as he or she is considered fit for the

physical and mental aptitude tests and in psychological assessment exams (BRASIL, 2011). According to article 21 of Resolution No. 168 of the CONTRAN, in the case of the driver presenting reduced mobility, the process of acquiring the first driver license does not differ in any way from that performed by an individual without physical limitation (BRASIL, 2004). However, the vehicle to be used in classes and in the performance of the vehicular test of practice is endowed with adaptations (BRASIL, 2012) that aim to add safety to the condition of driving the disabled driver. The disabled person, once approved in all stages of the process (theoretical test, psycho-technical examination, medical examination, practical test) can only drive a vehicle with the specifications established in a medical board, and must make an adapted vehicle purchase. The Laws (8,989/1995 and 10,754/2003) facilitate the acquisition of the vehicle adapted for people with disabilities. However, in order to be included in the mentioned legislation and have the right to purchase with an exemption of up to 28% discount, the person must carry the documents that prove their deficiency with the Unified Health System (SUS), Federal Revenue Department, National Department of Transportation (DETRAN) and vehicle concessionaires (BRASIL, 1995, 2003). On the other hand, only in 2000 and 2004 arise Law 10,048 and Decree No. 5,296 which provide for the reservation of places for the disabled person in public parking. The special vacancy was regulated by Resolution No. 304 of the CONTRAN, which further defines its identity and the rules for the user of the benefit (BRASIL, 2000; 2004).

In Brazil, Decree 5296 considers the types of disability for purposes of legal framework. People with motor, visual and mental disabilities, properly framed by the established decree are entitled to tax benefits for the purchase of exempt vehicle. However, the visually impaired and mentally disabled are considered unfit for the vehicular direction and must give the direction of their vehicle the driving of legally trained others. People with physical and hearing impairment are only normal drivers, and have no acquisition of vehicle with tax exemption (BRASIL, 2000). In this way, great efforts have been made to introduce people with disabilities into the issue of traffic, but little has been invested in the conditions of road safety. The lack of public policies that guide the issue of urban mobility offering safe, fast and less polluting options for the displacement of the population associated to the incentive for vehicle acquisition through fiscal policies implemented by the Brazilian government has increased the sale of vehicles to the population (VASCONCELLOS, 2000). From 2010 to 2016 the national fleet went from 64.8 to 97.2 million vehicles (BRAZIL, 2017). In the current scenario with the recession of the economy and retraction of the Brazilian automotive industry, the car dealers have also encouraged the purchase of vehicles by drivers with disabilities. Data from the Brazilian Association of Industry, Commerce and Assistive Technology Services recorded an increase from 26 thousand in 2012 to 84 thousand in 2014 in the number of licensed vehicles (FARIAS, 2015). The high rate of motorization, coupled with the lack of surveillance (combating speeding, alcohol use by drivers, drugs, use of safety equipment) in traffic and the absence of education campaigns involving the vulnerable population, make existing anti-violence measures insufficient. Brazil is the fifth country to die due to a traffic accident in the world. According to the WHO, 1.9 million people are expected to die by 2020, if nothing is done to counter rates and violence in traffic.

Brazil, India, China, the USA, Russia, Iran, Mexico, Indonesia, South Africa and Egypt account for 62% of road deaths (PANAMERICAN HEALTH ORGANIZATION, 2009). The costs of traffic accidents have a negative impact on society, increasing expenses with diagnosis, treatment and rehabilitation of the accident. Such costs reduce the active labor force, leading to a subsequent increase in the cost of social security with inactive workers, and, ultimately, causing irreparable losses to the individual who has his life transformed abruptly, causing him pain and suffering. The Institute of Applied Economic Research (IPEA, 2015) stated that in 2014, 12.3 million reais were spent on traffic accidents on Brazilian federal highways, while on the state and municipal highways were registered respectively 24.8 and 30, 5 billion. The IPEA counted the costs related to the institutional components, vehicle, person and property damage considering the type of accident occurred (fatal, with victim or without victim). The average costs were 647,000 for fatal accidents, 90,000 for the casualty and 23,000 for the casualty. Among the main causes of accidents are: lack of attention, disregard for traffic rules and alcohol use. This study also highlights the possibility of investing in preventive campaigns to reduce these numbers, since the human factor is the main cause of accidents.

According to a stipulated agreement by several countries, for the period of 2011-2020, Brazil signed a commitment with the WHO and the UN for the Decade of Action for Safer Transit, and committed itself in partnership with the other countries to reduce to 50% the number of deaths due to traffic accidents in the world (ONUBR, 2011). Research confirms that traffic mortality rates are still increasing, with motorcyclists being the most vulnerable (MELLO JORGE, 2012). Thus, DENATRAN and the Ministries of Health and Cities have signed the National Pact for Accident Reduction, The pact for life, in which federal, municipal, state and non-governmental organizations join forces to develop strategies for coping with traffic violence (BRASIL, 2010). The Life in Traffic Project (PVNT) arises in this context in order to strengthen policies for the prevention of road traffic injuries and deaths through the qualification, planning, monitoring, follow-up and evaluation of actions. Five cities were selected: Belo Horizonte, Palmas, Teresina, Campo Grande and Curitiba with the objective of promoting successful traffic actions that can be reproduced by other Brazilian municipalities. (VIAS SEGURAS, 2011). Municipal Decree No. 11,370 established in the scope of the municipal transport and transit agency of the Campo Grande municipal government, the Integrated Traffic Management Office (GGIT), which is deliberative and consultative, and aims to promote the integration of the System of Traffic in the municipality of Campo Grande, respecting the autonomy of the institutions that compose it (CAMPO GRANDE, 2010). The attributions and competencies of the GGIT are to evaluate indicators that can demonstrate the efficiency of the traffic safety system, in addition to analyzing information coming from various organs of the system for decision making. In this way, there is a greater understanding of the causes of accidents, identification of the vulnerable population, as well as the need for surveillance and specific campaigns to combat risk behaviors (CAMPO GRANDE, 2010).

Conclusion

In Brazil, the option in relation to transportation is one of the aggravating factors of the increase of traffic accidents. The

choice of incentives to purchase vehicles, to the detriment of investments in quality public transport, responds to demands from the country's trade balance; but unfortunately contributed to the death toll in traffic in various capitals of the nation. In this case, the lack of planning in the implementation of public transport policies in Brazil is stark, letting us glimpse the incompetence and disregard of power with the Brazilian population. This situation affects all people, however, more affects those with disabilities whose mobility is one of the problems to perform daily activities. Thus, people with disabilities have been driven by circumstances to acquire adapted vehicles to facilitate their mobility and, with this, can have a more productive and independent life. In this way, the financing facilities and the price below that practiced in the market have increased the sale of cars for people with disabilities in Brazil. However, planning to make car purchases viable was not accompanied by public policies designed to ensure adequate training and adaptation of disabled people before using public roads. This carelessness has cost millions, given the traffic accidents caused by the inability of disabled drivers who, unrelated to the limits of their condition, by malpractice cause accidents, often fatal.

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