Photos by: LLia Goronov, Eill Cheyney y Clamur

Road Traffic Injuries Research Network

Best Contributions award 2012 Nominees

Here are the nominees for the best contributions of 2012:

1. **"Younger Motorcyclists in Tehran are in Higher Risk of Injuries",** Mohsen Fallah Zavareh; Iran (Oct-Dec 2012)
2. **"Traffic injury mortality in young Argentineans",** Carlos M. Leveau and Clotilde Ubeda; Argentina (Oct-Dec 2012)
3. **"Pre-hospital care perception, practice and preparedness in a district of South India",** Pallavi Sarji Uthkarsh , Gopalkrishna Gururaj, Girish N. Rao; India (Jul-Sep 2012)
4. **"Intention to drive in speed among young Iranian drivers",** Zahra Tabibi; Pakistan (Oct-Dec 2012)
5. **"Reduction in deaths on traffic injuries due to restrictions on the hours to sell liquors in Metropolitan Lima",** Hernán Málaga; Peru (Oct-Dec 2012)

Younger Motorcyclists in Tehran are in Higher Risk of Injuries

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Motorcycles account for 15.2% of all registered motor vehicles in Tehran. However, analysis of one-year traffic fatalities recorded in Tehran Forensics Medicine Organization's database (from 21 March 2010) shows that among 347 killed drivers in collisions, 212 (61.1%) have been drivers of motorcycles. Fatalities of motorcycle drivers range between 13 and 78 (mean=33 and SD=14.3). However, most of them belong to younger age groups. For instance 42.5% of killed motorcyclists (compared to less than 25% of other motorists) have been 25 or less.

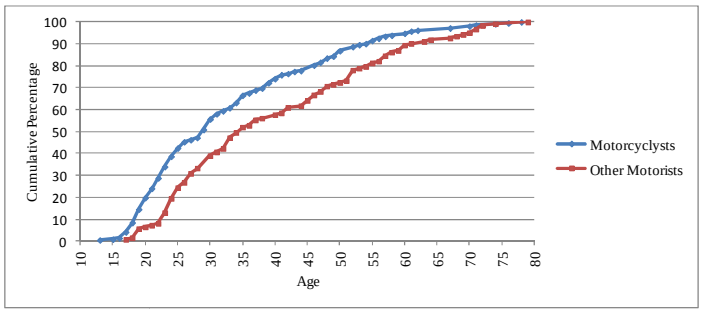

Fig1. Comparison of Cumulative Percentage of fatalities by age in traffic crashes between motorcycle drivers and other motorists.

Although almost all drivers of motorcycles have been 18 and more, most of them have been less educated (6.1% illiterate, 29.2% educated up to grade 5 or less and 55.7% educated up to grade 8 or less). This structure in killed drivers of motorcycles younger than 30 was 4.2%, 19.5% and 43.2%, respectively. Further analysis verifies that in more than 85.6% of cases, head injuries have been recognized as the main cause of death in less educated killed drivers of motorcycles.

To focus on younger drivers of motorcycles (with higher concentration on less educated drivers), there are a wide range of strategies and countermeasures in reports, papers and textbooks. However, the author of this article would appreciate receiving any comment or similar experiences regarding the problem, by email.

Traffic injury mortality in young Argentineans

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Mortality rates by traffic injuries in young individuals (15-24 years) show large gender disparities in Argentina: the mortality rate for women is less than 10 per 100 000 populations in men over 30 per 100 000 (year 2007). Young people have the highest casualty rate of motorcycle riders. The latest available data (2010) show several similarities in the spatial distribution of traffic injury deaths among young people aged 15-19 (Figure 1) and 20-24 years (Figure 2). The highest mortality rates in both age groups are distributed in the center and north. In the center of the country are concentrated in the provinces of Cordoba, Entre Rios, Santa Fe and San Luis, in the north are mainly concentrated in the provinces of Chaco, Formosa and Misiones. Also recorded some differences: the highest mortality rates in young people 20 to 24 account for nearly all of the province of Mendoza (with mountainous landscape) and are more common in other Andean departments of the provinces of Catamarca, La Rioja and San John, with regard to young people aged 15-19. This brief overview of traffic injury death among youth in Argentina raises the need to strengthen primary prevention policies, spatially focused in the provinces mentioned above and more emphasis on youth helmet use in motorcycle riders.

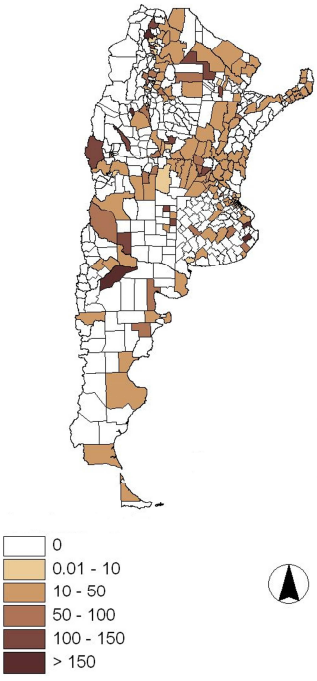

Figure 1. Mortality rates (per 100 000 population) by traffic injuries in people 15 to 19 years, Argentina, 2010.

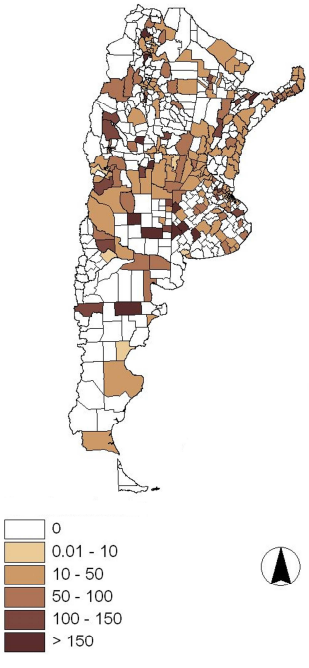

Figure 2. Mortality rates (per 100 000 population) by traffic injuries in people 20 to 24 years, Argentina, 2010

Intention to drive in speed among young Iranian drivers

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The study aimed to examine the cognitive-social factors of young Iranian drivers influencing the intention to drive in speed using the Theory of Planned Behavior as a framework. The questions were as follows; 1. Which of the cognitive-social factors, including behavioral attitudes, subjective norm, perceived behavioral control, descriptive norm, and moral norm could predict the intention of young drivers to exceeding speed limits, and 2. Would the intention be related to their speeding tickets? 55 young drivers aged at 18-20 years participated in the study. A questionnaire designed based on the TPB was used. Results indicated that behavioral attitude was the only significant predictor for intention to drive in speed, accounting for 66% of the variance. Young drivers who reported to enjoy driving in speed and evaluated it as beneficial had less intention to comply with speed limits. Their intention to speed was related to their reported speeding tickets they get by police. Therefore, designing educational programs to amend the attitude of young drivers towards speeding which might change their intention and their consequence behavior is recommended.

Reduction in deaths on traffic injuries due to restrictions on the hours to sell liquors in Metropolitan Lima

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Since December,4, 2011 The Metropolitan Major has established a ban that restrict the hours of selling liquors on Sunday, Monday, Tuesday and Wednesday to midnight, and Thursday , Fridays and Saturdays to 3:00 am ,this measure has been applied by 16 of the 43 Districts that conform the metropolitan area. All the area has been committed to apply this measure in the next 3 years. There has been a reduction for the period December 2011 to April 2012 comparing with the period of December 2010- to April 2011 of 20% of death do to this measure, 25 % of reduction in female and 18% in males. The reduction was pronounced in infants 0 to 9 years of age and in people from 25 to 49 years of age. However, there was no reduction in road traffic injury deaths in the 10 to 24 year age group – an issue that requires further attention.

Table N° 1. Deaths by traffic injuries by sex. December 2011-April 2012...

Deaths by traffic injuries	Dec 2010-Abril 2011	Dec 2011-Abril 2012	Variation 2011-12 (%)
Male	172	141	18
Female	57	43	25
Total	**229**	**184**	**20**

Source: Institute of Legal Medicine

Table N° 2. Deaths by traffic injuries by group of age. December 2011-April 2012.

Deaths by traffic injuries by group of age	Dec 2010-Abril 2011	Dec 2011-Abril 2012	Variation 2011-12 (%)
0 - 9	14	5	64
10-24	21	24	14
25 - 49	94	51	46
+ 50	99	103	**4**
Total	**228**	**183**	20

Source: Institute of Legal Medicine

Pre-hospital care perception, practice and preparedness in a district of South India

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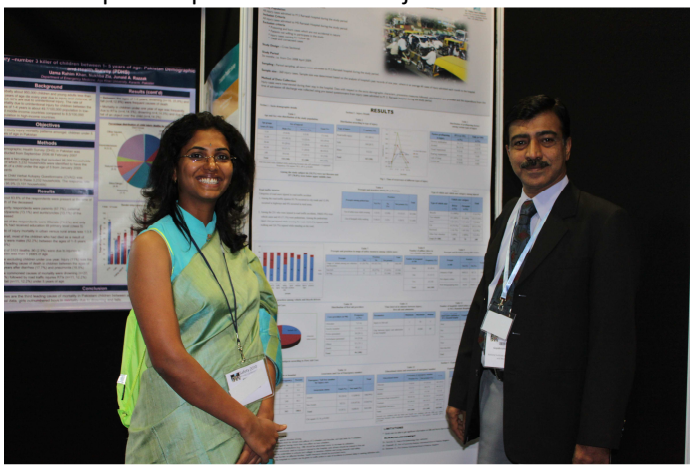
A cross sectional study was done, using a purposive sampling method, in a district of South India during the months of January to March of 2011. The study sample included a mix of police, ambulance personnel, as well as auto, bus and taxi drivers. Direct interviews were done with the help of a pretested questionnaire to assess current knowledge, practices and barriers for providing care.

Nearly half (49.7%) had witnessed an emergency 1 to 5 times in the previous six months and 60% had actively helped in an emergency. The nature of the help was mainly by calling for an ambulance (41.5%), transporting the injured (19.7%) and consoling the victim (14.9%). The majority (78.1%) said that they would run to the victim (42.4%) or call for an ambulance. The predominant reason for not providing help was the 'fear of legal complications' (29.8%). The majority (81.4%) also reported that they did not have adequate skills to attend an emergency and are willing to attend a basic training in first aid, thus emphasizing the need of first responder training to provide effective pre-hospital care to the injured



Pallavi Sarji Uthkarsh and Dr. Gopalkrishna Gururaj (photo by Pallavi Sarji Uthkarsh)