The RTIRN Seniors Researchers Project: the MNL-AKL connection

Rafael J. Consunji MD MPH
Recipient, RTIRN Senior Researcher Fellowship Grant (2009)
Clinical Associate Professor of Surgery, Critical Care & Health Policy
Divisions of Trauma & Surgical Critical Care
Department of Surgery, Philippine General Hospital
Chairman, Study Group on Injury Prevention and Control
National Institutes of Health
College of Medicine, University of the Philippines, Manila
President & Spokesperson, SAFE KIDS Philippines

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Of the 291 abstracts on road traffic injuries, 66 (22.7%) were subsequently published in 36 different journals, with a mean time interval of 24.9 months. Factors associated with significantly higher rate of publication include studies on risk factors for road traffic injuries (36.8%, $p=0.003$), multiple authorship (30.4%, $p=0.000$) and use of statistical analysis (39.5%, $p=0.001$). No significant differences in publication rate were associated with study design, population, setting and affiliation with academic institution.
# A Systematic Review of Road Traffic Injury Risks for Immigrant Populations

Rafael J. Consunji, MD MPH, Ambrosio Jumangit III MD and Shanthi Ameratunga MBChB PhD

<table>
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<th>Study</th>
<th>Author (year)</th>
<th>Title/Journal Citation</th>
<th>Country/Period</th>
<th>Data Source</th>
<th>Population</th>
<th>Comparator</th>
<th>Road user focus</th>
<th>Results</th>
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<td>1</td>
<td>Hasselberg M, Laframme L (2008)</td>
<td>Road traffic injuries among young car drivers by country of origin and socioeconomic position. Int J Public Health;53(1):40-5.</td>
<td>Sweden (1988-1996)</td>
<td>Individual census records on country of birth and household socio-economic position were linked to the Hospital Discharge Register so as to identify subjects’ foreign-born drivers</td>
<td>Native Swedish-born drivers</td>
<td>Younger car drivers (18-26 years old)</td>
<td>There are no significant differences in injury risks between young foreign-born and Swedish-born drivers, but clear socioeconomic differences were found.</td>
<td>Young drivers from manual worker families have 80% higher risk for RTIs compared to drivers in families with salaried employee parents (RR 1.83, CI 1.63-2.05). Type II error??</td>
<td></td>
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<tr>
<td>4</td>
<td>Dobson et al (2004)</td>
<td>In Australia are people born in other countries at higher risk of road trauma than locally born people? Accident Analysis and Prevention 36: 375–381</td>
<td>Australia (1994-1997)</td>
<td>Data on deaths that occurred in the whole of Australia between 1994 and 1997 and hospitalizations that occurred in the state of New South Wales, Australia, between 1 July 1995 and 30 June 1997 due to road crashes were analyzed.</td>
<td>居民在其他国家</td>
<td>居民在澳大利亚</td>
<td>司机</td>
<td>司机在其他国家对伤害和医院化当由于道路原因等于或低于少数澳大利亚本地司机。在澳大利亚，司机在其他国家，特别老的司机有更高的死亡和医院化由于道路伤害。老年人60年或更多年在非英语国家交通旅行在左手驾驶的道路上有风险。</td>
<td>在澳大利亚，有左手驾驶的道路驾驶习惯。</td>
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</tbody>
</table>
Key Characteristics, MCRT Victims (PGH 2004-2007)

- Mortality
- LOS
- Helmet use
- Single Vehicle Crash
- Alcohol intake
- UE
- TBI
- LE
- Multiply Injured Maxillofacial Trauma
- Age
- Other non-user
- Pedestrian
- Motorcyclists

0 10 20 30 40 50 60 70 80 90 100
Unfinished Business

- RTI’s in migrant workers in the Middle East.
- Trauma registry-based survey of immigrant RTI’s.
- Rural/remote trauma in the Philippines.
In Closing

- The mentor-mentee relationship cannot be overemphasized.
- The dollar travels much further in LMIC’s.
  - RA’s
  - Protected time
- Institutional education is important.
- We are making the case for ‘outsourcing’ and maximizing technologies that connect us.
- The true potential has not yet been seen, we should work to actualize it.

Thank you for your time and attention!
uppgh_sicu@yahoo.com