



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



RTIRN Parallel Session

London SAFETY 2010 Conference

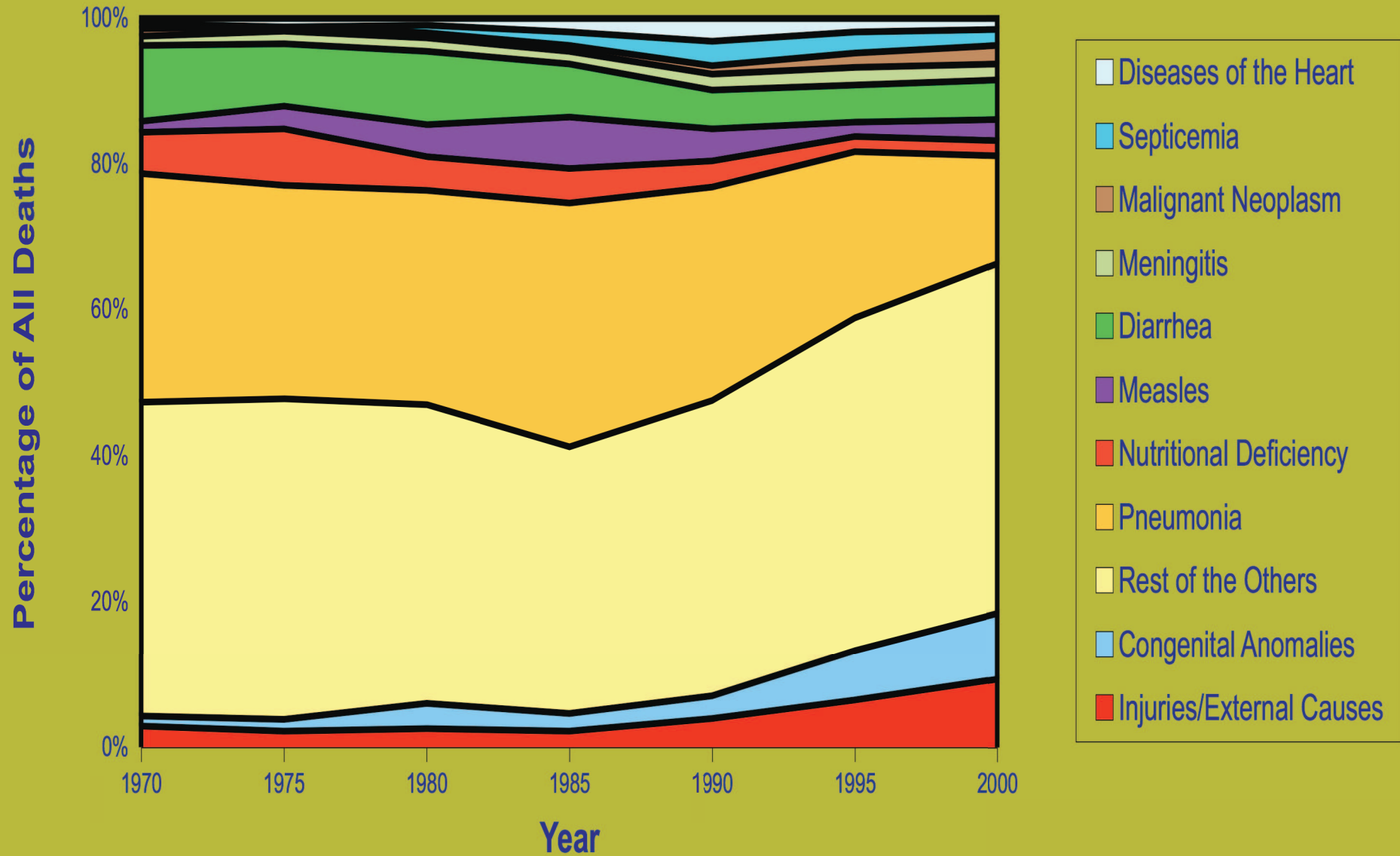
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QE II Conference Centre, Westminster, London





Health Transition: Proportionate Mortality over Time (Philippines, 1970-2000, Ages 0-14 years)



Rate and Predictors of Full-Text Publication of Abstracts on Road Traffic Injuries Presented at the 7th World Conference on Injury Prevention and Safety Promotion (Safety 2004 Conference, Vienna, Austria)

Rafael Consunji, MD, MPH, Maria Cristina Lozada, MD & Shanthi Ameratunga MBChB PhD

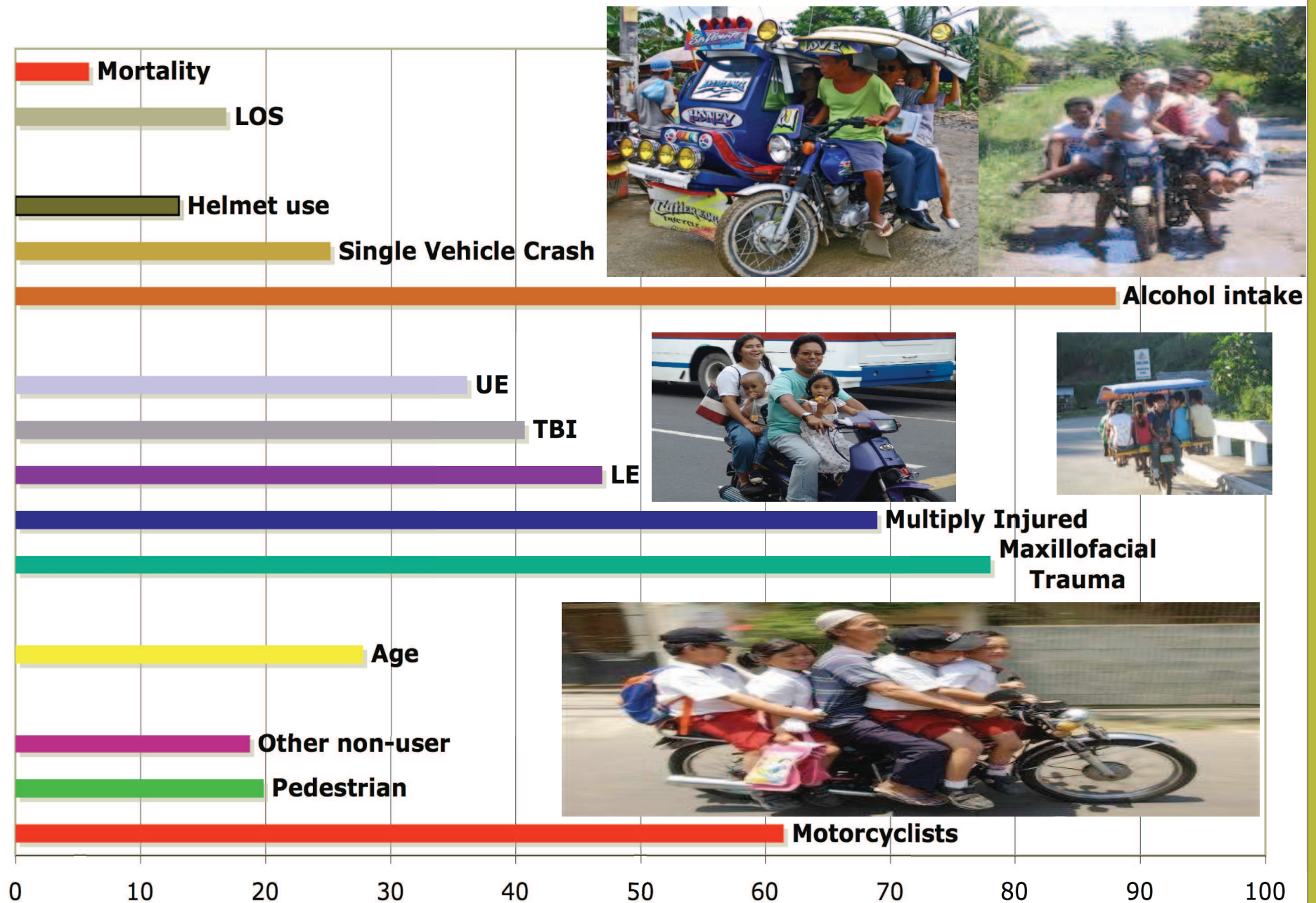
- Of the 291 abstracts on road traffic injuries, 66 (22.7%) were subsequently published in 36 different journals, with a mean time interval of 24.9 months. Factors associated with significantly higher rate of publication include studies on **risk factors** for road traffic injuries (36.8%, $p=0.003$), **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

Study	Author (year)	Title/Journal Citation	Country/Period	Data Source	Population	Comparator	Road user focus	Results	Comments
1	Hasselberg M, Laflamme L (2008)	Road traffic injuries among young car drivers by country of origin and socioeconomic position. <i>Int J Public Health</i> ;53(1):40-5.	Sweden (1988-1996)	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	Native Swedish-born drivers	Younger car drivers (18-26 years old)	There are no significant differences in injury risks between young foreign-born and Swedish-born drivers, but clear socioeconomic differences were found.	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???
2	Yannis et al (2007)	Accident risk of foreign drivers in various road environments. <i>Journal of Safety Research</i> 38. 471-480	Greece (1985-2000)	Data from the national accident database of Greece are used in a hierarchical log-linear analysis	foreign-born drivers	Native Greek drivers	Drivers	Results confirm that foreign drivers in Greece are at increased risk. However, immigrant permanent residents appear to have a lower risk compared to tourists, regardless of the road environment.	Small mention if immigrants, most focus was on foreign drivers. All non-Greek drivers are at statistically increased risk for RTI. Steadily increasing proportion of fb amongst RTI victims.
3	Gustaffson S Falkmer T (2006)	The traffic safety situation among foreign born in Sweden. Publication 547A. Swedish National Road and Transport	Sweden (2003)	Police reported crashes with personal injuries.	Foreign-born	Swedish born	Drivers	Among foreign born, the average relative crash risk was 50% higher for males and 10% for females compared to native born in the Swedish road transport system	Does foreign-born equal immigrant? In this study, yes because the drivers had at least 10 years of residence in Sweden.
4	Dobson et al (2004)	In Australia are people born in other countries at higher risk of road trauma than locally born people? <i>Accident Analysis and Prevention</i> 36: 375-381	Australia (1994-1997)	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.	people born in other countries	people born in Australia	Pedestrians & Drivers	Drivers born in other countries had rates of death or hospitalization due to road trauma equal to or below those of Australian born drivers. In contrast, pedestrians born in other countries, especially older pedestrians had higher rates of death and hospitalization due to road crashes. Pedestrians aged 60 years or more born in non-English speaking countries where traffic travels on the right-hand side of the road had risks about twice those of Australian born pedestrians in the same age	The study categorized people born in other countries according to the language (English speaking, non-English speaking) and the road convention (left-hand side, right-hand side) of their country of birth. Australia has the left-hand side driving convention.
5	Yannis et al (2007)	Effects of driver nationality & road characteristics on accident fault risk', <i>International Journal of Injury Control and Safety Promotion</i> ,14:3,171 - 180.	Greece (1996-2001)	Data from the national accident database of Greece are used to calculate accident relative fault risk rates under induced exposure assumptions.	foreign-born drivers	Native Greek drivers	Drivers	Results clearly indicate that foreign drivers in Greece are at increased risk. But no relevant research is available on immigrant permanent residents.	Moreover, foreign nationalities corresponding to permanent residents (i.e. Greeks and Albanians) appear to be at lower fault risk compared to foreign nationalities corresponding to tourists and visitors (e.g. EU

Key Characteristics, MCRT Victims (PGH 2004-2007)



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!
uppg_h_sicu@yahoo.com