

Conclusion

The local government changing shape healthy lifestyle programme has been a major preventative workplace initiative of local government in South Australia. The intervention targeting the most high risk areas of health maintenance and disease prevention is totally consistent with the best practice in the developed world and especially focussing on the role in the workplace. Additionally, significant number of serious medical conditions previously unknown by participants (i.e. skin cancers, diabetes and heart conditions) have been detected and corrective measures taken.

Poudyal, Bhava

ICMC, Indonesia

Trauma training in non-western settings

Problem

None

Objectives

To share the experience of trauma training in non-western countries, focusing on the core training content and the need for supervision. Structures of supervision set up in different contexts will also be discussed.

Method or Approach

Experience from training, supervision and program implementation in Nepal, Guinea, Sierra Leone and Indonesia.

Results

Training para professionals in non western counties in communications skills, problem solving skills with an additional component on possible consequences of trauma seems to be very relevant across cultures when trying to help people who have gone through extreme stressors/trauma. It is also equally important to look at how people in a particular cultural context find meaning and explain their experience of trauma.

Conclusion

Training para professionals who do not have a background in psychology is complex. The training needs to be culturally appropriate, relevant to the beneficiaries and effective. Another major component in such training is supervision. Developing consistent supervision structures can be difficult due to lack of expertise, inadequate funding, lack of importance placed by the organization or demands to do more work because of the case load. However, neglecting supervision should not be justified, as it tends to expect para professionals to be experts with a training or two. Supervision structures can be set up in many creative ways to ensure the quality of work. Para professionals also explain that it prevents their burn-out.

Pratt, Stephanie

CDC/NIOSH, USA

Occupational roadway fatalities in the USA: Differences by vehicle registration and vehicle type

Problem

In the U.S., roadway crashes are consistently the leading cause of fatal injuries in the workplace. Data from the U.S. Census of Fatal Occupational Injuries show that between 1992 and 2001, an average of 1,350 workers died each year in highway crashes as vehicle occupants.

Objectives

The objective was to assess the relationship between risk factors and vehicle registration type for fatal work-related crashes. The null hypothesis was that of no association between vehicle registration and factors such as alcohol or seat belt use.

Method or Approach

The data source was the Fatality Analysis Reporting System (FARS), maintained by the U.S. National Highway Traffic Safety Administration (NHTSA). FARS is a national census of police-reported crashes resulting in a fatality within 30 days of the crash. The definition of "injury at work" used by FARS excludes crashes during work commutes. Fatalities of pedestrian workers were excluded. Between 1997 and 2002, FARS identified 5,553 occupational crashes that killed 5,798 workers in 5,626 vehicles. This analysis was limited to 4,985 vehicles classified by NHTSA as a passenger car (n=663), light truck or van (n=1,236), or large truck (n=3,086); and registered to the driver (n=927), another individual (n=657), or to a business or government (n=3,401). Variables of interest were cross-tabulated by vehicle registration controlling for vehicle type, which had by far the strongest bivariate association with vehicle registration of any variable in the analysis (Chi-square=949.6, p<.0001).

Results

Bivariate analysis: Among vehicles occupied by a fatally injured worker, 35% registered to a business were less than 3 years old, vs. slightly over 17% of those registered to the driver or another individual. Seat belt use was low across all registration types and vehicle types. Belts were used by 48% of fatally injured workers in passenger cars, 29% in light trucks, and 24% in large trucks. Alcohol use by the driver was less common in business-registered vehicles (6%) than in those registered to the driver (12%) or another individual (13%). (Overall, in 94% of the vehicles for which alcohol use was recorded, the worker who died was the driver.) The proportion of drivers with invalid licenses was 3% for all business-registered vehicles and 11% for vehicles registered to individuals other than the driver. Controlling for vehicle type: The association between newer vehicles and registration to a business persisted across all vehicle types (p<.0001). For light trucks and passenger cars, higher proportions of invalid licenses were associated with vehicles registered to an individual other than the driver (p<.0001). Two associations persisted only for large trucks: driver inattention [highest for business-registered vehicles (p=.0005)]; and belt use [highest for business-registered vehicles (p=.0002)]. For light and large trucks, the association between vehicle

registration and alcohol use by the driver remained ($p=.0001$ for light trucks, $p=.02$ for large trucks), with business-registered vehicles having the lowest proportions of drivers using alcohol.

Conclusion

Some characteristics of work-related crashes differed by vehicle registration. Vehicles registered to businesses were associated with fewer drivers drinking alcohol (large trucks and light trucks), higher levels of belt use (large trucks), fewer invalid licenses (light trucks and passenger cars), and use of newer vehicles (all vehicle types). These results suggest that in some settings, having the employer provide a vehicle may offer safety advantages. Workers may be deterred from certain unsafe practices if they are operating someone else's vehicle, and the employer has an opportunity to exercise greater control over conditions under which vehicles are used.

Prazak-Reisinger, Helga

OMV AG, Austria

Think-Ahead: Discover safety management in three different cultures Western and Eastern Europe; Middle East

Problem

OMV Aktiengesellschaft, with Group sales of EUR 7.08 billion and 5.828 employees in 2002 is the leading oil and gas group in Central and Eastern Europe (CEE). OMV is active in more than 20 countries on four continents. In 2002 OMV launched a Group-wide program focusing on management commitment and accountability, employee involvement and contractor safety reducing accident rate (LTIR 2002 = 9) by 70% within 3 years.

Objectives

The challenge we have set ourselves to is: Every employee who works at or for OMV should go home healthy every day! This vision commits us to world class safety standards for our own employees and for those of our business partners. The greatest challenges we face in achieving this goal is human error and cultural differences.

Method or Approach

Our approach: Think: Ahead discover safety program. The Think: Ahead discovery safety slogan calls on staff to think procedures out in advance, and embark on a voyage of discovery, exploring their own day-to-day activities, pinpointing unsafe practices. OMV's focus is to find new aspects in safety in processes such as purchasing, management of change, office work, contractor training, HSE is line responsibility. Our executives in all countries therefore receive comprehensive safety training, including practical exercises, so as to enable them to fulfil their responsibilities in this area. Some 600 employees at all levels of management received training in their safety responsibilities in 2002/03. Our safety management approach makes no distinctions according to rank or duties in the Company, whether they are plant operators, project planners or administrators. Monthly safety audits by executives, HSE committees at all management levels as well as intensive incident investigations have all helped to increase the importance attached to precautionary thinking throughout our company. At a group level our safety objectives for 2005 are included in the balanced score card system: LTIR < 2 and performance of Safety Audits by management performed (% of plan) > 90%.

Results

There exists different perception in different cultures. In Western Europe this program is on top of good technical safety standard, high legal requirements and long lived practices. In this environment a new safety approach is not easily accepted. It also requires a new role model as line management is responsible and safety experts change from the doer to an internal consultant. Still, this new approach showed great benefits to management and employees in terms of recognition and awareness. In Eastern Europe there is growing awareness for safe procedures. Still detailed information on standards, continuous auditing is as prerequisite for acceptance. Common understanding with local contractors is not always easily gained as safety is seen as a cost factor. In our Middle East operations that are located in a more rural environment, safety is practically unknown to local staff. OMV has built a sour gas processing plant in Pakistan's Thar Desert in 2003. The project included the construction of a plant, gas pipelines and all the necessary infrastructure including an access road and buildings. The workforce peaked at 2,950 workers on the construction site, the majority being local staff, in outside temperatures over 50 C. The safety performance of this operation was 9,5 mn accident-free working hours. Daily safety training sessions, weekly exercises, top-quality safety equipment and regular checks to see that it was used, and a high level of commitment on the part of the entire management team made it possible to deliver such an outstanding safety performance under these difficult conditions.

Conclusion

Though different in approach and perception safety standards and safety culture is not dependant on cultural and social background, but a clear sign of management commitment.

Preis, Eva

Grosse schützen Kleine / SAFE KIDS Austria, Austria

Stay safe in and around the water

Co-authors: Brandmayr, Gudula

Problem

Drowning is the leading cause of death by injuries for children 0-4 years in Austria. Children drown in bath tubs, garden ponds, open water, public and private swimming pools. Drowning happens quickly and silently. Children do not see the danger. Children are unable to rescue themselves. SAFE KIDS Austria started a mass media campaign in 2002 in order to make people aware of hazards in and around open water and about appropriate preventive measures. In 2003, the campaign was continued.

SAFETY:2004



VIENNA

World
Health
Organization

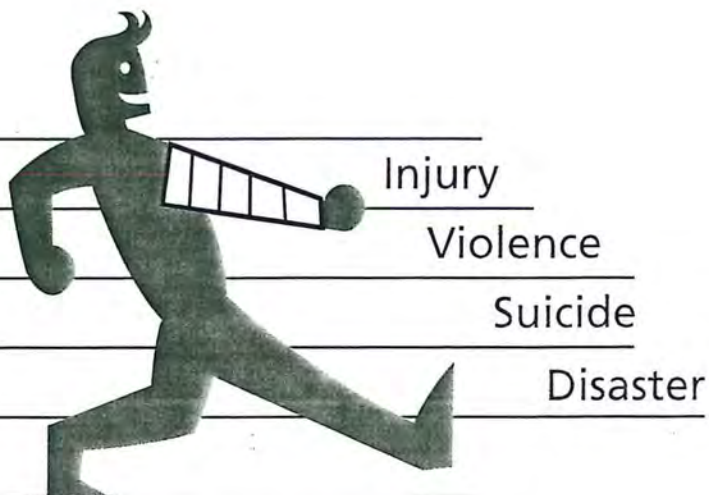


European
Commission



Abstract Book

7th World Conference on Injury Prevention and Safety Promotion



Occupational roadway fatalities in the USA: Differences by vehicle registration and vehicle type

Author Pratt, Stephanie
CDC/NIOSH, USA

Co-Author(s)

Problem under study

In the U.S., roadway crashes are consistently the leading cause of fatal injuries in the workplace. Data from the U.S. Census of Fatal Occupational Injuries show that between 1992 and 2001, an average of 1,350 workers died each year in highway crashes as vehicle occupants.

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The objective was to assess the relationship between risk factors and vehicle registration type for fatal work-related crashes. The null hypothesis was that of no association between vehicle registration and factors such as alcohol or seat belt use.

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The data source was the Fatality Analysis Reporting System (FARS), maintained by the U.S. National Highway Traffic Safety Administration (NHTSA). FARS is a national census of police-reported crashes resulting in a fatality within 30 days of the crash. The definition of "injury at work" used by FARS excludes crashes during work commutes. Fatalities of pedestrian workers were excluded. Between 1997 and 2002, FARS identified 5,553 occupational crashes that killed 5,798 workers in 5,626 vehicles. This analysis was limited to 4,985 vehicles classified by NHTSA as a passenger car (n=663), light truck or van (n=1,236), or large truck (n=3,086); and registered to the driver (n=927), another individual (n=657), or to a business or government (n=3,401). Variables of interest were cross-tabulated by vehicle registration controlling for vehicle type, which had by far the strongest bivariate association with vehicle registration of any variable in the analysis (Chi-square=949.6, $p < .0001$).

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Road Safety

Monday, June 7th, 14:30–15:30

Foyer F

The number corresponds to the number of the poster board.

Monday, June 7th, 2004

Road Safety
Child Safety
Violence Prevention
Work Safety and Health
Trauma, Disaster,
Civil Protection, Terrorism
Sports, Leisure Safety
Suicide Prevention
Elder Safety
Home & Institutional Safety
Product Safety
Cross-Sectoral

08:00

08:30

09:00

09:30

10:00

10:30

11:00

11:30

12:00

12:30

13:00

13:30

14:00

14:30

15:00

15:30

16:00

16:30

17:00

17:30 All posters
18:00 remain hanging
until 10:00 the
18:30 following day.

242 Mbabazi, Enid
**Drink driving among
motor vehicle drivers on
the Iganga-Jinja-Kampala
highway, in Uganda**
Ministry of Health,
Uganda

243 Mikulik, Josef
**IRTAD: reliable background
for international comparison
of road traffic accidents**
Road Transport Research Centre
(CDV), Czech Republic

244 Motevalian, Abbas
**Driving under influence of
opiates in commercial large
vehicle drivers of Iran**
Tehran University of Medical
Sciences, Iran

245 Nicholson, Alf
**Improving car safety in
preschool children: an impact
of an educational inter-
vention at the antenatal clinic**
Paediatric Department Lourdes
Hospital, Ireland

246 Nicholson, Alf
**Road related deaths and
injuries in Irish children: what
lessons should we learn from
our fellow Europeans?**
Paediatric Department Lourdes
Hospital, Ireland

247 Nishida, Yasushi
**An effect of light condition
on multiple vehicle accident**
National Research Institute of
Police Science, Japan

248 Paisalwattana, Suebpong
**Thailand Accident Research
Center: establishment and
operation experiences**
Asian Institute of Technology,
Thailand

249 Pana, Bogdan
**Road traffic injuries in
Romania: issues, causes and
status of intervention**
University of Medicine and
Pharmacy "Carol Davila"
Bucharest, Romania

250 Pratt, Stephanie
**Occupational roadway
fatalities in the USA:
differences by vehicle
registration and vehicle type**
CDC/NIOSH, USA

251 Reddi, Malagaveli N.
**Drink driving and road traffic
injuries in Bangalore**
Bangalore Police, India

252 Richter, Martinus
**Whiplash-type neck
distortions in restrained car
drivers: Prognosis and
possibilities of prevention?**
Trauma Department, Hannover
Medical School, Germany

253 Richter, Martinus
**Actual injury situation
of the geriatric road user –
a medical and technical
accident analysis**
Trauma Department, Hannover
Medical School, Germany

254 Rocha, Julio
**Transport related injuries
captured in two emergency
departments.
Nicaragua 2001–2002**
Ministerio de Salud/CDC/OPS,
Nicaragua

255 Rodriguez, Ruben
**Bicycle riding injuries in
Nueva Concepción Hospital,
June 2002–July 2003**
Ministry of Public Health in
El Salvador, El Salvador