

increasingly travelling in cars, there is no national policies or laws for child safety seats in cars.

**Methods** A cross-sectional survey and semi-structured interview were conducted in the maternity departments of two hospitals in China. Parents of newborns were recruited after delivery and surveyed on their knowledge, attitudes and behaviours regarding child safety seats use. Pregnant women were also interviewed to learn about their views and decisions regarding child safety seats use. Both quantitative and qualitative methods were used to analyse the data collected.

**Results** Of a total of 242 parents of newborns recruited in the quantitative survey, 202 (83.5%) parents had heard of child safety seats, and 149 (61.6%) parents reported they would use child safety seats for their babies. Parents' knowledge, car ownership, occupation, and income were significantly associated with their decision regarding use of child safety seats. Three themes were identified from the qualitative interview of 30 pregnant women: (1) the pregnant women perceived child passenger safety as important; (2) the car ownership, and price and quality of child safety seats were major influencing factors of their decisions on use of child safety seats, and (3) lack of awareness and lack of laws requiring use were perceived to contribute to low use of child safety seats in China.

**Conclusion** Lack of knowledge and awareness on child passenger safety were found to be two most important factors associated with low use of child safety seats. Effective interventions are urgently needed to improve parents' knowledge before laws are enacted and implemented.

## 512 ROAD TRAFFIC INJURIES AMONG MINORS IN KAZAKHSTAN

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**Background** Road traffic injuries (RTI) among minors are the main problem in Public Health.

**Methods** The analysis of situation with RTI among minors was carried out on the basis of official statistical data.

**Results** In total 232 minors, including 19 children aged till one year died in various accidents on roads of the country in 2014. About 4,6 thousand more got various injuries.

The main reasons for the road accident happening because of children is a crossing of the road in an unspecified place, unexpected emergence because of transport and other objects, and also game on the carriageway. The vast majority of road accident with participation of children is because of drivers, and every 5th road accident – because of young pedestrians.

Today there are several main reasons concerning a condition of road safety. If in 2007 there were 2.5 min units of motor transport, in 2013 this figure grew to 4.1 min.

Among the minor victims of road accident in Kazakhstan 89 were lost on passenger seats, thus more than a half of them – children are younger than 7 years. In most cases injured children were transported in cars with violation of the rules of transportation of children their parents.

Parents drivers don't fasten them seat belts, don't use the children's holding devices and often roughly violate Traffic regulations in spite of the fact that in salon of the vehicle there are children.

As a measure for decrease in children's traumatism and death of minors the amendment to the legislation according to which children till 12 years can be transported only in the presence of the special children's holding device or other means allowing to fasten the child by means of seat belts is made to road accident in Kazakhstan.

**Conclusions** Situation with road traffic injuries of Kazakhstan citizen is alarming. It is necessary to increase road discipline of all participants of traffic – both drivers, and pedestrians.

## 513 THE STRUCTURE AND REASONS OF ROAD ACCIDENTS IN KAZAKHSTAN

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**Background** It is known that road traffic injuries (RTI) are the main problem in Public Health. Republic of Kazakhstan has the highest mortality rate from RTI in European region – 30.6 per 100 000 population (world rate is 18.8).

**Methods** The analysis of the structure and reasons of RTI was carried out on the basis of official statistical data of 2014.

**Results** According to data of a databank of the accounting of road accidents and persons, in them victims of all on the Republic 20,378 road accidents are registered. If to consider in a section of each area, the greatest number of road accidents continues to be made in the territory of Southern Kazakhstan. The most part of all road accidents resulted from accident of running-down pedestrians was 44.4%. Further, because of collision of vehicles – 32.7% of road accidents, owing to capsizing – 12.0%, arrival on an obstacle – 5.0%, accident of running-down cyclists – 1.8%, arrival on the standing vehicles – 1.3%. Non-compliance with Traffic regulations, namely excess of speed (26.4%), transition by pedestrians of the carriageway in an unspecified place (10.4%), departure on a strip of oncoming traffic (9.4%), at journey of crosswalks (8.7%), became the reasons of perfect road accidents. The greatest number of road accidents is made in settlements (48.7%). Overwhelming majority (92.9%) of road accident in Kazakhstan happened because of drivers while only 6.3% because of pedestrians and 0.8% because of cyclists. One of the reasons of growth of car accidents is that from 2007 to 2013 the quantity of units of motor transport in the country increased by 1.64 times.

**Conclusions** For improving the situation the electronic map of RTI is developed. Any citizen or road policeman could see the situation on RTI in all regions. This interactive system will help to prevent motor-vehicle accident traumatism and improve organisation of emergency medical aid to the victims.

## 514 FACTORS INFLUENCING MOTORCYCLE ACCIDENTS IN NAY PYI TAW, MYANMAR

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**Background** Myanmar is one of the countries with high rates of road traffic accident morbidity and mortality in the world where injuries from motorcycle accidents contribute the highest incidence.