

Community people's safety should be the priority to avoid or reduce health effects.

Early Morning Sessions Tuesday 20.9.2016 8:30–9:15

Experiences from 'the saving of lives from Drowning project' in Bangladesh; an implementation research study

TUE W 2

213 EXPERIENCES FROM 'THE SAVING OF LIVES FROM DROWNING PROJECT' IN BANGLADESH: AN IMPLEMENTATION RESEARCH STUDY

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Background Drowning is the leading cause of injury deaths among under-five children globally. In Bangladesh, more than 15,000 under-five children drown annually, and drowning accounts for 43% of death from all-causes, and more than 90% of all injury deaths among the 1 – 4 year olds. With support of the Bloomberg Philanthropies, the Johns Hopkins International Injury Research Unit in collaboration with the Centre for Injury Prevention and Research, Bangladesh and the International Centre for Diarrhoeal Disease Research, Bangladesh is implementing a large-scale implementation research study, the Saving of Lives from Drowning (SoLiD) project, to address the burden of childhood drowning in Bangladesh. SoLiD is a three-year (2012 – 2015) study that aims to assess the effectiveness and cost-effectiveness of two child drowning prevention interventions (playpen and crèche), and their implementation activities. About 80,000 children are receiving the interventions and 1.2 million people are under an injury surveillance system as part of the project.

Description This session will comprise three presentations that focus on the entire spectrum of childhood drowning prevention in Bangladesh.

Session chair Adnan A Hyder, Johns Hopkins International Injury Research Unit, USA

- **Talk 1: Burden, trend and epidemiology of childhood drowning in rural Bangladesh** – Amin Rahman, Centre for Injury Prevention and Research, Bangladesh
 - **Abstract:** This talk will discuss and present results from a large population based baseline survey implemented as part of the SoLiD program. It will highlight data on trend, epidemiology and risk factors of childhood drowning in rural Bangladesh.
- **Talk 2: Effectiveness and cost-effectiveness of SoLiD interventions** – Olakunle Alonge, Johns Hopkins International Injury Research Unit, USA
 - **Abstract:** This talk will focus on the study design and interventions implemented as part of the SoLiD program. Initial results on effectiveness and cost-effectiveness of these interventions will also be presented.
- **Talk 3: Integrating childhood drowning prevention interventions to child health survival programs** – Fazlur

Rahman, Centre for Injury Prevention and Research, Bangladesh

- **Abstract:** This presentation will discuss issues related to integrating such programs into ongoing activities at the city or district level. Efforts to integrate the SoLiD interventions into health and rural government program/policies will be described. Early experiences, challenges and policy implications will be presented.
- **Discussion and Q&A** The session will end with a discussion on the implications of these lessons to the implementation of other drowning prevention strategies in low-and-middle-income settings.

214 SEVERE TRAFFIC ACCIDENTS IN SOUTHERN FINLAND 2006–2015 AS SEEN FROM LEVEL 1 TRAUMA CENTRE

Lauri Handolin, Tim Söderlund, Tuomas Brinck. *Helsinki University Hospital Trauma Unit Finland*

10.1136/injuryprev-2016-042156.214

Session has four presentations on different types of severe traffic accidents: pedestrian, motor vehicle, motor bike, and bicycle accidents.

Helsinki University Hospital trauma unit (Töölö hospital) is a tertiary trauma centre providing trauma care in severe injuries for Helsinki and its quite densely populated surroundings, resulting in a catchment area of nearly 2 million people (about 35% of the total Finnish population). The total number of annual ISS >15 (severe trauma) trauma patents in Töölö hospital is around 450.

Töölö hospital's trauma registry was established in 2006. All trauma admissions to Töölö hospital have been reviewed by three trauma nurses and all patients with NISS (New Injury Severity Score) over 15 have been included in the registry. The data input includes demographic, process mapping, and outcome data. The registry data collected 2006–2015 on severe traffic accidents is presented in this session focusing in patient demographics, injury mechanisms and patterns, severity of injuries, outcome, and changes in incidences during past decade in the Southern Finland.

Open Workshop to Improve Safety at Offroad Sports Offroad Safety Campaign

TUE W 3

215 MX SAFETY MOVEMENT AND SAFETY PROJECT

Teija Piirto. *Mx Safety Project Founder and Leader, Finland*

10.1136/injuryprev-2016-042156.215

Background MX Safety campaign started 2014. Campaign is lead by Teija Piirto who's mission is very personal due to a loss of her own brother. MX Safety's aim is to create encouraging safety debate and advance safety at off road tracks with track users. Target is zero fatal accidents in basic training environment and national and club level races, worldwide. All the work is done through voluntary work. Project has a wide range of knowledge and a large spectrum of track users involved. Finnish Rescue

service has a major partnership project that enables a completely new way to co-operate on safety related matters national wide.

Methods Mx Safety will collect and share the information regarding safety issues and is also developing tools to promote safety. Mx Safety does involve track users to recognise risks and encourage them to make improvements towards safer training conditions.

The most visible project at the moment is basic safety sign standardisation for off road tracks.

National Rescue Service co-operation offers a great opportunity to get national wide risk management, rescue and emergency guidelines for all tracks.

Results An overview of MX Safety signs was first introduced at Motorcycle Show 2015 in Helsinki, in cooperation with the MX Safety project, the cooperative network of emergency services (Pelastuslaitosten Kumppanuusverkosto) and the Finnish Motorcycling Federation. The Finnish Motorcycling Federation (SML) motocross commission has confirmed that MX Safety signs will be introduced at all Finnish motocross tracks latest during 2016. By following common guidelines and best practices and deficiencies motorcycling clubs are able to prevent significant amount of accidents. All tracks users must commit to compliance with common rules. Signs has been translated already in English, Latvian and French languages.

Conclusions Each country is welcome to work together to promote safety.

216 MOVIT YELLOW FLAG (AUTOMATIC TRACK SAFETY SYSTEM)

Martijn Spliethof. *General Manager Movit BV, The Netherlands*

10.1136/injuryprev-2016-042156.216

Background For the safety of riders at motorsport accommodations 'yellow flag marshals' are present at various locations on the track. The job of these people is to warn the riders in case of a dangerous situation. In most cases a dangerous situation means that a colleague competitor has crashed within the next section of the track. Riders must anticipate by slowing down and avoid jumping. Especially the landing area behind a jump is extremely dangerous, because a rider cannot adjust the bike's route until the moment of the landing. What's the problem? In recent years a number of serious accidents happened on various tracks. These accidents could in most cases probably have been avoided with the use of flag marshals. Organisers experience more and more difficulties finding a sufficient number of good people for this important job. At international and national races they still succeed most of the time, although it may cost a lot of effort and money. At free practices and small club events there are no people available or the price is too high for the track owner. As a result there are free practices and club events without (a sufficient number of good) flag marshals. This means a high risk for competitors. In various countries, legislation is being prepared to make flag marshals mandatory during free practices.

Methods Movit Yellow Flag is an automatic system that replaces (or is additional to) the 'yellow flag marshals' at motorsport accommodations. The system provides one or more warning light signals for the competitors at a practice or race in case of a dangerous situation on the track. This works completely automatically and without human interaction. The Movit Yellow Flag system is based upon a small sending device on each motorcycle, with sensors that detect gravity and acceleration. In case a competitor

crashes one or more light signals get automatically activated, so oncoming riders know that a vehicle of their colleague competitor is on the track within the next section. Riders can anticipate by slowing down and avoid jumping. At the moment the vehicle starts moving again the light signals are switched off automatically.

Results A working demo version has been developed already in 2014–2015, the production version will be available at the start of the 2016 Motocross season.

Stepping up child maltreatment prevention in the World Health Organisation European Region

TUE W 4

217 STEPPING UP IMPLEMENTATION OF THE EUROPEAN CHILD MALTREATMENT PREVENTION ACTION PLAN

Dinesh Sethi. *WHO Regional Office for Europe, Copenhagen, Denmark*

10.1136/injuryprev-2016-042156.217

Background Child maltreatment is a common public health problem globally and in Europe. The *European report on preventing child maltreatment* reported a prevalence of 9.4% for child sexual abuse, 23.9% for physical abuse, 29% for mental abuse. Investing in Children: the European Child Maltreatment Prevention Action Plan 2015–2020 has an aspirational target to reduce child maltreatment by 20% by 2020. The Action Plan has three objectives: 1) Strengthen health systems governance by developing intersectoral national action plans to prevent child maltreatment 2) Make the problem more visible by developing surveillance systems to measure and monitor child maltreatment 3) Reduce risks by implementing child maltreatment prevention programmes. The plan was approved by 53 Member States of the WHO European Region and requests that WHO to provide support to these countries to reduce the prevalence and consequences of child maltreatment by achieving these objectives. An assessment carried out and reported in *European facts and the Global status report on violence prevention 2014* shows that much work needs to be done in order to achieve these objectives. For example whereas 78% of countries reported having a child maltreatment prevention action plan, only 60% of countries reported that they had conducted population surveys of child maltreatment. The implementation of prevention programmes was also incomplete, with a median of 44% countries that reported implementation on a large scale. If the target is to be met, then action needs scaled up markedly.

Objectives of workshop The workshop will discuss tools that are being developed by WHO to support countries. The session will provide state of the art presentations to support countries in the areas of developing national plans, improving child maltreatment surveillance and implementing prevention programmes. These will be based on handbooks that are being developed.

Workshop description The session will comprise a series of brief lectures which will set the state of the art on how to develop national action plans, on how to improve surveillance through surveys of prevalence in school children, and on what experts say on how to implement prevention programmes. This will be followed by a facilitated discussion involving policy makers, practitioners and researchers who will share country experience. Handbooks in these 3 areas will be disseminated at this session.