

## 807 BALT PREV RESILIENCE THE BALTIC EVERYDAY ACCIDENT, DISASTER PREVENTION AND RESILIENCE PROJECT

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**Background** There are too many injuries and fatalities, caused by everyday accidents, in the Baltic Sea Region (BSR) and EU.

The Balt Prev Resilience goal is to prevent and reduce the consequences of such accidents.

A key element in prevention and consequence reduction is improved learning from accidents and disasters, preferably already from minor everyday accidents.

**Methods** Balt Prev Resilience will enhance the learning and sharing of lessons. The project will introduce a process to achieve a common understanding of statistics, evaluation of experiences and sharing of evidence based knowledge and best practices.

Partners (forming a Project Steering Group):

- Swedish Civil Contingencies Agency (MSB), Project Coordinator
- National Institute for Health and Welfare, Injury Prevention Unit Finland (THL)
- Estonian Rescue Board, Estonia (ERB)
- Frederikssund-Halsnæs Fire & Rescue Service, Denmark (FHFRS)
- Main School of Fire Service Warsaw, Poland (SGSP)
- Jelgava City Municipality, Latvia (JCM)
- Karlstad, University, Sweden (KaU)

**Results** The project dialogue will involve a wide and diversified group of relevant BSR emergency and crises actors and stakeholders. There will be three thematic UNEP APELL type seminars, prepared with studies on the themes collection of evidence based knowledge, assessment of information and data and learning, and finally awareness raising and building resilience.

The result will be a development of everyday accident and disaster prevention policies, in respect to both man-made and natural disasters, which is of significant importance at local, national, BSR and EU levels.

**Conclusions** Balt Prev Resilience will contribute significantly to implement the Priority Area Secure of the EU BSRS Action Plan and the EU HNS Guidelines to enhance protection from emergencies and accidents on land, in accordance with the UN Hyogo Framework for Action on Disaster Risk Reduction.

The project will be coordinated by a limited group of partners from BSR central and local government administration, research and training and civil protection services.

## 808 MANAGEMENT OF INJURED AND DECEASED BUS PASSENGERS – ANALYSIS AND LESSONS LEARNT

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**Background** On 23<sup>rd</sup> of June 2013, around 5 o'clock PM the severe traffic accidents on the road between Kolasin and Podgorica on the bridge called "GRLO". A traffic accident occurred when a bus from Romania broke through the railing of the bridge and landed in around 40 m the deep abyss. A total of 47 passengers were injured, of which the 15 were fatally injured on the

site. A total of 32 passengers were transported to the Clinical Centre of Montenegro, which was the closest to the accident site. Three more injured died in Clinical Centre within the first 12 hours. A total of 27 passengers were treated. After four days all passengers were transported by special air medical transport to Romania.

**Methods** We analysed the complete management of accident by using the video material, personal experience, pictures, medical findings, the calculation of injury severity score based on the height of fall and SWOT analysis of the incident management performance.

**Results** The analysis shows many problems especially on the incident site beginning with site security issues pore site command management, lack of necessary fire and rescue equipment like high quality ropes, lack of necessary means for tagging the injured and deceased, poor medical transport equipment, deficiency in high quality medical triage, poor implementation of ITLS (International Trauma Life Support) standards.

**Conclusions** The medical emergency action plan regarding the traffic as a hazard is necessary for good quality management of such an incidents as a Mass Casualties Event. The education and good equipment can be crucial in the provision of adequate assistance and transport.

## Consumer Safety

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## 809 ANALYSIS OF RECALL BEHAVIOUR IN JAPANESE MARKET

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**Background** More than thousand product recalls are announced every year in Japan. But no surveillance study has been made for several important questions. How much portion of defect products has been recalled? How long is the delay in the recall behaviour of manufacturers and importers in Japanese market?

**Methods** Two databases are employed for this study; (1) product-related consumer injury database (IDB) provided by National Institute of Technology Evaluation (NITE), (2) product recall database (RDB) also provided by NITE. The reporting delay (time from date of accident to date of accident report to government), the recall decision delay (time from date of accident report to government to date of recall announcement) are calculated by matching two correspondent records in two databases. Product category, manufacturers/importers name, product model are used as a key to make correct matching. Comparison of two aspects of delays are made by product category, by manufacturer, by the country of origin, by the causes of accident, by the year of accident, etc.

**Results** Our preliminary investigations on the case of home electronic appliances shows that only less than half of accident reports found their corresponding recalls. The report delay is often longer than one user. The decision delay is also far longer than our expectation, often longer than one year. Also we found that many records are lacking key information such as product model (number).