Results Out of the 342 children from the rural area and 325 children from the urban area, 89 and 56 children were injured respectively in the last one year. The injuries resulted in a temporary impairment of 12.4% and 1.8% of children in rural and urban area respectively. Similarly, 11.2% of them in rural and 1.8% in the urban area suffered from some form of permanent disability. The children also missed their school ranging from 1 to 90 days due to injury. In 22.2% of injury cases in rural and 14.3% in the urban area, either of the parents had lost their workdays to take care of the injured child.

Conclusion The impacts of unintentional injuries were higher in rural areas, probably because of delays in seeking health care for the injury and lack of better health care facilities in the rural area.

Learning Outcomes There is a need of contextual and cost effective childhood injury prevention program to reduce premature mortality and morbidity (SDG 3.4).

**Abstracts**

**Results**

Out of the 342 children from the rural area and 325 children from the urban area, 89 and 56 children were injured respectively in the last one year. The injuries resulted in a temporary impairment of 12.4% and 1.8% of children in rural and urban area respectively. Similarly, 11.2% of them in rural and 1.8% in the urban area suffered from some form of permanent disability. The children also missed their school ranging from 1 to 90 days due to injury. In 22.2% of injury cases in rural and 14.3% in the urban area, either of the parents had lost their workdays to take care of the injured child.

**Conclusion**

The impacts of unintentional injuries were higher in rural areas, probably because of delays in seeking health care for the injury and lack of better health care facilities in the rural area.

**Learning Outcomes**

There is a need of contextual and cost effective childhood injury prevention program to reduce premature mortality and morbidity (SDG 3.4).

**Background**

Globally, nearly 650,000 children lose their lives every year. Injuries occurring in and around the home to children under 5 years (burns, falls, drowning, poisoning) can be prevented through providing safety equipment e.g. barriers, childproof containers. A number of studies have shown significant reductions in child injuries following this approach but all studies have thus far been conducted in high-income countries. Our research aims to reduce unintentional home injuries among under 5’s in Jinja, Uganda through the provision of a child safety kit and parental education.

**Methods**

This study is guided by a community-based participatory research (CBPR) approach utilizing mixed methods. A quantitative retrospective review of hospital data is combined with a community-based household survey and risk assessment checklist tool to provide incidence and risk factor data. A deeper exploration of attitudes and perceptions of injuries in the home along with participatory workshops is provided through focus-group discussions and Photovoice.

**Results**

Data collection is currently underway and will be analysed between March-June 2020.

**Conclusion**

This formative research will contextualize the problem and develop an intervention package including the child safety kit, educational material, parent training workshops and an awareness campaign. The findings will inform the development of a culturally appropriate/affordable safety kit and provide accurate incidence rates on which to base sample size calculations for an intervention trial to measure behaviour change and reductions in injuries.

**Learning Outcomes**

The results will have significant implications for other low-income countries both in terms of research methodology and effectiveness information.
purposive sampling. The cross-sectional survey explored the musculoskeletal degenerative changes and costs of treatment and productivity loss. The qualitative inquiry (FGDs and interviews) explored the determinants of reduced access and reasons of disabilities and fatalities.

**Results** Out of 350, around (315) 90% date tree climbers sustained major to fatal injuries with almost all having vertebral and foot deformities. As for treatment (292)83% considered the expenses incurred in consultation fee, medicines, and travel as high. Around (297) 85% rendered meager earnings, unavailability of cheaper medicines and rehabilitative treatment coupled with persistent poverty negatively affected the prognosis and quality of life and paved way for preferring quitting the profession. The qualitative inquiry augmented these findings with all the stakeholders.

**Learning Outcomes** The paucity of cost-effective rehabilitative services amid socioeconomic burden lead to poor occupation health and preference to quitting of profession.

### 5D – Road – Motorcycles, March 24, 2021

#### 5D.001 E-SCOOTERS: WHAT DO THEY MEAN FOR THE SAFETY OF CYCLISTS AND PEDESTRIANS?

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**Background** Like in many large cities around the world, the popularity of electric micro-vehicles and in particular e-scooters is rapidly growing in Austrian cities. Many new questions with respect to road safety arise, e.g. What measures can be taken to increase the road safety of e-scooter users themselves and of other road users? Thus, the KFV (Austrian Road Safety Board) carried out an extensive e-scooter study in 2019.

**Methods** The following methods were applied:

1. analysis of existing data on e-scooters, in particular on accidents and legal regulations
2. online and face-to-face-surveys among 500 e-scooter users and almost 600 non-users on personal experiences, knowledge about legal regulations and user attitudes and behaviour
3. on-site observations among 1,500 e-scooter users with focus on speed behaviour, usage of infrastructure, helmet wearing and conflicts with cyclists and pedestrians

**Results** Results showed that...

1. ... people are not sufficiently informed about the applicable legal regulations on e-scooters
2. ... 34.4% of all surveyed e-scooter–users drove illegally on the sidewalk
3. ... conflicts occur frequently because of carelessness and distraction, disregard of traffic rules, violations of priority and excessive speed

**Conclusion** There is an ongoing process on discussing measures in the following areas:

1. legislation for e-scooter users (e.g. reduction of speed limits, changes in technical requirements),
2. awareness raising and training in order to reduce risks,
3. improvement of infrastructure of all road users (e.g. own parking spaces),

**Learning Outcomes** This relatively new topic requires further attention and studies in the future.

#### 5D.002 INVESTIGATION OF NON-STANDARD MOTORCYCLE HELMET USE AND RELATED FACTORS IN VIETNAM

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**Background** Following Vietnam’s 2007 helmet law, helmet-wearing rates are high, at 81% for drivers and 60% for passengers (WHO, 2018), but standard helmet-use is low (WHO, 2013). This study examines characteristics of helmets and rates of quality helmet-use and related factors.

**Method** This study uses a cross-sectional design with a sample size of 540 drivers and passengers in HCMC and Thai Nguyen. Data on helmet use was collected using structured questionnaire. Both child and adult helmets were exchanged and tested in two stages: the first test assessed basic required components, size, weight, protection areas. Helmets passing the first stage proceeded to a second test on impact absorption.

**Results** Significant proportions of respondents wear substandard helmets, with the wearing-rate of poor-quality ‘cap-helmets’ without lining at 25.6%. 41.5% of surveyed helmets had been used over three years, exceeding the recommended maximum age.

Of surveyed helmets, 37.6% passed the first test, and 10.6% of all surveyed helmets also passed the impact absorption test.

Although 48.9% of participants demonstrated willingness-to-pay >250,000VND, the average price of a standard helmet, substandard helmets were widely used as consumers prioritized appearance and comfort.

**Conclusion** Though helmet-wearing rates in Vietnam are high, the quality of helmets used by motorcyclists remains poor. Only 10.6% of surveyed helmets met technical standards, though participants demonstrated willingness-to-pay for a standard helmet.

**Learning Outcomes** Further research is needed to understand detailed needs and barriers in implementing actions to increase standard helmet-use. Improving enforcement and awareness of helmet quality on the market is also crucial.

#### 5D.003 REGULATING COMMERCIAL MOTORCYCLE FLEETS – A SURVEY IN TANZANIA

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**Background** In Tanzania, the number of registrations for two- or three-wheeled vehicles has been climbing since 2006. In 2016, more than 50% of registered vehicles were motorised two- or three-wheelers; 23% of the deaths caused by traffic accidents were riders of this kind of vehicle.