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?

Ma (fh) Ernestine Mayer*, Klaus Robatsch. Austrian Road Safety Board, Vienna, Austria

10.1136/injuryprev-2021-safety.130

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,
One of the great challenges for countries like Tanzania is to produce and enforce policy and regulation to improve road safety indicators. Understanding the behaviour of road users like commercial (called ‘Bodaboda’) and recreational African motorcycle drivers is an important step towards this goal.

Methods This study is the second part of a traffic psychology project for Bodaboda drivers of the Arusha city in Tanzania. The questionnaire, written in Swahili, was distributed to 513 Bodaboda drivers in December 2016.

The 513 subjects replied to 46 questions to investigate seven different aspects: demographic information, protective equipment, passengers, motorcycle maintenance, police fines and bribes, and driver’s crash history.

Results Forty-eight per cent of the respondents had been involved in a crash since they started driving. Perceived crash factors were external: the most frequent cause mentioned was the poor driving skills of other drivers (56.1%). For 10.5% of the subjects, crash-avoidance was impossible because crashes are predestined, thus unavoidable.

Conclusion This data gives us important insights into road safety experience and perceptions of professional motorcycle drivers in Arusha, Tanzania. This data, combined with other observational data, is useful to design better policies and regulations in the sector.

5E.001 IDENTIFYING LOCATION-SPECIFIC INJURY CASES FROM ELECTRONIC MEDICAL RECORD NARRATIVES: THE ‘WIPEOUT METHOD’
1,2William Koon*, 1Mendy Losh, 1Lauren Tabios. 1University of New South Wales, Sydney, Australia; 2Hoag Memorial Hospital Presbyterian, Newport Beach, USA

Background Free text narratives in the Electronic Medical Record (EMR) provide rich information, but extracting data is difficult. For emergency department (ED) surveillance and to inform a prevention program for beach-related injury and illness (BRII), we developed and tested the ‘Wipeout Method’ to query ED EMR narratives in EPIC.

Methods The first of this five-step process involved identifying a cohort of ED BRII cases via lifeguard reports and generating an initial set of search terms based on their EMR narrative. The next four iterative phases involved using the set of search terms, updated for each phase, to query ED EMR records from sequential sample time periods. In each phase, we manually verified BRII cases and analyzed true and false positives of the search using a combination of single word, bi-gram and tri-gram frequencies; gold standard review of high activity days; deep word search of false positive terms; and text classification regression. The set of terms was refined at the end of each stage with the goal of minimizing false positives without compromising precision.

Results The ‘Wipeout Method’ generated a set of 49 query terms with 75.2% precision over all available ED EPIC records in our hospital, a 19-month period. We verified 1,605 BRII cases from 2,134 flagged records.

Conclusion This novel method allowed identification of the majority of cases in medical records with the use of minimal resources. The technique is widely applicable to other injury and public health areas for case identification for surveillance and study purposes.

5E.002 FEASIBILITY OF HOSPITAL-BASED INJURY SURVEILLANCE IN NEPAL: A PROSPECTIVE STUDY
1Santosh Bhatta*, 2Dan Magnus, 3Julie Myton, 4Dhruva Adhikari, 5Sunil Raja Manandhar, 4Elisha Joshi, 3Sumksha Bhatta, 5Sunil Kumar Joshi. 1University of the West of England, Bristol, UK; 2University of Bristol, Bristol, UK; 3Mother and Infant Research Activities, Kathmandu, Nepal; 4Nepal Injury Research Centre, Kathmandu Medical College Public Limited, Kathmandu, Nepal; 5Department of Community Medicine, Kathmandu Medical College Public Limited, Kathmandu, Nepal

Background Injury surveillance is important for national injury control and prevention initiatives and enables monitoring of progress towards Sustainable Development Goals 3.4 and 3.6. In the absence of a national injury surveillance system in Nepal, we evaluated the feasibility of a model of hospital-based surveillance.

Learning Outcomes Education may alter behaviour for travelers, while local residents may continue to face barriers such as cost.