provide acute medical care and long-term support services that address the underlying causes of ACEs.

**Program** To participate, women must have characteristics that increase the likelihood of maternal or infant morbidity and mortality. Throughout pregnancy and the 16 weeks following birth, community paramedics make regular in-home visits to provide clinical care directed by the physician.

Community paramedics also provide services to meet the complex needs of mothers and infants. Nearly all mothers receive transportation assistance, abusive head trauma prevention education, home safety inspections, and guidance on coping, among others. Community paramedics often provide referrals to partner services, such as mental health and substance abuse services or doula services, and some unconventional services, such as connecting women with free or low-cost infant supplies. (e.g., diapers, formula) or assistance finding employment.

**Evaluation** As a new program, we first conducted a process evaluation. We interviewed community stakeholders and mothers, which we analyzed using content analysis.

Both groups are happy with the current program and believe it meets a significant need in the community. Several mothers discussed specific ways the program reduced violence in the home.

**Learning Objectives** To explain how developers considered the community needs and matched program components to these needs.

- To define and summarize several challenges and strengths of the program.

### 1G – WHS – Impact, March 22, 2021

**1G.001** **LONG-TERM INJURED WORKER EXPERIENCES AFTER COMPENSATION CESSION**

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10.1136/injuryprev-2021-safety.23

**Background** The Victorian Injured Worker Outcomes Study (VIWOS) was initiated by WorkSafe Victoria in 2016 in collaboration with Monash University. The broad research focus was on understanding the recovery journey both prior to and beyond 130 weeks of income replacement, which is when a worker will cease receiving income compensation unless they can prove permanent incapacity.

**Methods** As part of VIWOS, the Institute for Safety, Compensation and Recovery Research (ISCRR) carried out a cross-sectional survey comprising 697 injured workers three to five years post-injury. It captured a snapshot of injured worker experiences and outcomes who were on average 1.4 years after cessation of income replacement.

**Results** The vast majority of workers had attempted to return to work with transient employment common. The best self-reported recovery rates were seen with those who left the compensation scheme due to return to work, and the poorest rates seen with those who were on the scheme longer. Those aged 55+ had the lowest rate of employment. A positive perception of recovery increased the likelihood of a reduced time spent on benefits. A negative perception of recovery was associated with self-perception as permanently unable to work, and others at fault for their workplace injury/illness. Financial hardship was experienced widely throughout this cohort, regardless of outcome.

**Conclusion** While many injured workers were seen as successfully recovering from their workplace injury or illness, this study highlighted the fact that many still perceived themselves as struggling, either from their injury or illness, in return to work and/or financially.

### 1G.002 **INSIGHTS INTO HOME AND WORKPLACE INJURIES IN NEPAL: A QUALITATIVE STUDY**

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**Background** In Nepal, there are limited qualitative data that help explain home and workplace injuries. This study explored perceptions of injury risk at home and work with residents and workers of Makwanpur district, Nepal.

**Methods** Focus groups and interviews with workers from diverse occupations, residents (living in slum, traditional or modern homes), health care providers and local government decision makers were undertaken between May and August 2019. Interviews and discussions were audio-recorded, transcribed verbatim, translated into English and analysed thematically.

**Results** Nine focus groups and nine interviews were completed. Overarching themes developed in the analysis included: beliefs that injuries were normalised; injury prevention was not a prioritised agenda within homes, communities, the workplace or at government levels; inadequate supervision of children; hazardous home and workplace environments; lack of adherence to safety regulations – both workers and employers; lack of national injury prevention programmes. To increase understanding about injury risks and explore opportunities for injury prevention, respondents stated the need for education and training. Participants believed injury research and safety enforcement could play instrumental roles in planning future injury prevention programmes and when developing measures to mitigate against injuries in different environments.

**Conclusions** The need for feasible, contextualised home and occupational injury prevention programmes was highlighted, led by local and national governments.

**Learning Outcomes** Residents and workers understand some risks associated with their living and working environments. Knowledge about how and why home and workplace injuries take place could lead to the development of interventions to reduce premature mortality (SDG 3.4).

### 1G.003 **OPPORTUNITIES TO IMPROVE WORKPLACE ROAD SAFETY: FINDINGS FROM NEW ZEALAND**

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**Introduction** The Sustainable Development Goals strive to halve the number of deaths from road traffic injuries. Driving
on public roads is a common activity in many occupations and industries. Previous New Zealand (NZ) research suggests that work-related driving contributes significantly to the overall burden of work-related fatal injury. This presentation will identify and describe the contribution of work-related driving injuries to fatalities that occurred on a public road in NZ between 2005 and 2014.

Methods Data collection involved: 1) identifying all possible injury deaths in those aged 0–84 years from mortality records using selected external cause of injury codes; 2) linking these to Coronial case files; 3) reviewing and coding work-related cases; and 4) restricting to motor vehicle traffic crashes (MVTC). Frequencies, percentages and rates per 100,000 cases; and 4) restricting to motor vehicle traffic crashes (MVTC). Frequencies, percentages and rates per 100,000 workers/persons were calculated. The burden of ‘bystanders to others’ work’ and people ‘commuting to/from work’ was also quantified.

Results A total of 919 work-related MVTC fatalities occurred on public roads (216 workers, 227 commuters, and 476 bystanders). Work contributed to 33% of transport-related deaths in New Zealand. The Transport sector was the major contributor to work-related MVTC fatalities (42%) while the Utilities sector had a notably high rate (8.5 per 100,000 workers).

Conclusions One third of MVTC fatalities in NZ are work-related therefore interventions focusing on occupational and general road safety mechanisms could provide beneficial reductions in the national road toll. These data have informed NZ’s new road safety strategy, Road to Zero, informing the introduction of a new pillar in work-related driving.

Conclusions Whilst causation cannot be established (e.g., due to the absence of control groups), progressive improvements in psychosocial safety outcomes support the use of psychosocial measures including work safety climate to assist in the selection and evaluation of work safety interventions.

Learning Outcomes The findings supported the use of standardized measures for benchmarking psychosocial aspects of work safety and for evaluating remedial interventions.