Before taking the plunge into unfamiliar waters, I would be interested to hear of the experiences of colleagues in experimenting with such an approach to injury prevention education. If you have tried teaching medical students about injury prevention in a clinical setting, what did you do and how well do you think you succeeded?

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News from India
Course on road safety
An international short course on the prevention and control of traffic accidents and injuries was organised by the Transportation Research and Injury Prevention Programme of the Indian Institute of Technology, Delhi. The course was organised in collaboration with INRETS of France and sponsored by the World Health Organisation and the Association of Indian Automobile Manufacturers. The course was attended by 22 participants from 11 countries and was accompanied by three parallel workshops. The workshop on mobility and safety for cyclists and pedestrians was one of the preconference workshops held in Asia in preparation for Velo Mondiale 2000 to be held in Amsterdam in June 2000. The objective of the workshop was to focus on issues concerning mobility and safety for bicyclists and pedestrians in the Asian region. One of the major issues identified was that road and infrastructure designs for safety and convenience are not always available for the traffic mix present in Asian countries. Most of the designs developed in highly industrialised countries do not account for the presence of a high proportion of motorised two wheelers and the other non-motorised vehicles like hand carts and cycle rickshaws that are present on streets of many Asian and African cities. International cooperation for developing such designs would help in developing appropriate guidelines.

The second workshop on pre-hospital care of trauma victims focused on the latest international research findings in design of effective emergency care systems for trauma. The major concern expressed by the participants was that there is a tendency to promote high cost emergency care systems, which are not very effective even in high income countries. There is an urgent need to develop the minimum specifications for trauma care systems that are supported by the latest scientific data so that professionals in low income countries are not led to believe that only high technologies and expensive drug systems are necessary for effective emergency care systems.

The third workshop was on motor vehicles and road safety. Participants from low income countries were concerned that bus and truck designs that would be safer for vulnerable road users are not available today. It appears that international vehicle manufacturers are also not planning to do work on such issues. This in spite of the fact that buses and trucks are involved in a significant proportion in crashes with vulnerable road users in low income countries.

The overall impression of participants and the faculty involved with the workshops and the course seems to be that much more work needs to be done to evolve road safety policies and designs that suit low income countries where crash patterns are very different from those in high income countries.

Children's safety and the journey to school
In many countries of the region a large number of children travel to school by bus. Every time a child is killed or seriously injured in a bus crash it becomes a major cause for concern and also the media plays up these events. Hardly any studies exist in the region that document the epidemiology of injuries sustained by children in the journey to school. It is possible that most of the deaths and injuries are among children who walk to school, but in the absence of such data those getting hurt in bus accidents get much more attention than the others. In such a situation the parents, the press, and the civic authorities focus on issues like overloading of buses and other vehicles as the main problem, though there are no studies showing that buses and other vehicles carrying a larger number of children have more accidents than those which carry fewer children. The issue becomes more complicated because if they carry fewer children in each bus and other vehicles then the cost of the journey becomes higher and some parents may opt to have their children walk to school or transport them on two wheelers. In such a situation the total number of injuries and deaths may be increase rather than decrease. It would be very useful if professionals around the world could send us their experience in similar situations.

5th World Conference on Injury Prevention and Control, 5–8 March 2000
We are glad to inform all of you that the organisation of the 5th World Conference on Injury Prevention and Control is progressing as scheduled. Eighteen well known professionals from around the world have already agreed to give plenary and state of the art lectures. Over 200 professionals have already indicated their commitment to attend this conference. Eleven satellite meetings/workshops have been confirmed of which nine will be held before the conference and two after the conference. The organisers would like the participation of the widest representation of professionals in planning this conference. We already have about 100
professionals as members of the various committees. We would like to invite suggestions for making the conference more interesting from anyone who is planning to be in Delhi in March 2000. The second announcement and call for papers has been mailed out (web site: www.ciionline.org/fiwoco/).

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Child deaths in prams in Australasia

Australasia has had a small but distressing number of cases of child death associated with prams that are raising questions about design and resulting in changes in manufacture and standards.

The first and most important point to note is that child death associated with prams is rare. The most common form of injury is a fall, usually associated with not using the safety harness (or less frequently, problems with the way the harness is used); loss of control on steps or escalators; tip-overs caused by overloading with shopping; collapse of the product because of poor locking; tip-overs caused by inadequate brakes or brake failure; and inadequate supervision.

In a number of cases babies died in prams when it appears they were able to move backwards exposing some design features that placed them at risk. In some cases the baby moved into a pocket of material, in the latest case the movement caused the pram to tip over, trapping the baby.

The latter case occurred in Melbourne in October 1997 and involved a 7 month old baby on a visit to her grandmother's home. The baby was fed and put down in a pramette in a quiet room. After two hours the mother passed the door and saw that the pram had tipped over on its end, only the baby's legs could be seen and she could not be revived. A coroner found that the harness in the pram was not used and that a flap at the head of the pramette was probably undone or loose enabling the baby to move far enough to tip the pram over. The pram was bought new two and half years before (for an older child) and conformed to the Australian Standard, with a harness and instructions booklet warning parents about their responsibilities. In essence, adds Runyan, to what most beginners of injury control consider the theory behind injury intervention. More of such practical applications of established concepts and theories about injury intervention are needed to guide young researchers in injury control. Applying the third dimension elicited by Runyan means, for example, that in an injury control class exercise on the application of the Haddon matrix, emphasis should be placed on interventions that are known to be effective, affordable (less costly) and feasible for a particular injury problem.

Likewise, adaptation of an injury intervention in a setting other than that for which the intervention was developed need not be based solely on the Haddon matrix, but has to take cognizance of the cultural sensitivities of the particular intervention in the new setting, along with its relative rating or importance in terms of efficacy, affordability, feasibility, and sustainability—all elements of this third dimension.

Runyan deserves to be congratulated for her deep thoughts on hands-on practical issues for injury control.

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Injury Prevention: An International Perspective sets out to provide, “a resource for injury prevention that will be helpful around the world”. Although citing many examples from industrialised and high income countries, the book places much greater emphasis on the special needs of low income countries and remote and indigenous populations. The authors have the credentials and experience to allow them to accomplish such a task. Peter Barss, the first author, has worked in remote communities in eastern Canada and the other three authors have worked in a variety of low and high income countries.

The adoption of an international perspective to injury prevention and control is to be warmly welcomed. Injury is a highly significant global problem and in recent years, as infectious diseases have become better controlled, the importance of injuries as a cause of death has grown in lower income countries and indigenous communities within “developed” countries. The problem of rapid modernisation can only exacerbate the problem of injuries in the future. The problem of injuries is even more striking in indigenous communities in high income countries than in lower income countries; the stress of loss of traditional life styles, physical hazards such as the introduction of new equipment, and aggressive marketing of alcohol have all contributed to a cumulative effect. Indeed for the indigenous population of Canada, injuries are the leading cause of death in all age groups from 1 to 64 years.

The book divides into three groups of chapters. The first group considers the scale of the problem of injury, the epidemiological basis for prevention, mortality, morbidity, costs, and the determinants of injury. The second documents different injury types. More emphasis has been given to traffic injuries, but it also looks at drownings, falls, burns, poisoning, occupational injuries, and intentional injuries. The final section looks at injury treatment and rehabilitation, the development of prevention programmes and a conclusion, pulling together the different strands. The book spans all age groups and seven specific categories of childhood injuries are included.

The major strengths of Injury Prevention: An International Perspective are in the wealth of examples covered from a range of contrasting environments that are often neglected in high income countries. We learn, for example, that the most common non-crash bicycling injury in parts of India is the penetration of the foot by an unguarded bicycle chain. In China, public policy has prioritised the use of bicycles and motorcycle use has been restricted by high registration fees. However there is little discussion about the process of changing public policies in different contexts.

There are a number of useful illustrations of how simple epidemiological data can be used for planning local injury prevention particularly where data collection is rudimentary. Barss’ work in Papua New Guinea demonstrated how usable information for prevention could be gleaned about severe fall injuries from trees. To learn more about injury deaths in remote rural areas, local health centres were asked to question local term residents about the deaths from injuries that had occurred in recent years. Using such enhanced data collection methods, the types of trees and activities implicated in serious falls and the populations at most risk could be identified. This information was then disseminated widely by radio broadcasts and talks by village health educators. Perhaps such use of local data and networks could be explored within local contexts in higher income countries.

My main criticism is that Injury Prevention: An International Perspective explores the role of underlying factors that shape the pat-
tions of the collection and classification of the external causes. In addition to the standard classifications, there are chapters on farm injuries and hospitalization data from the Canadian Hospitals Injury Reporting and Prevention Program (CHIRPP), with injury reports on all emergency room visits coming from 16 hospitals in Canada. Some limitations of the collection and classification of the data are carefully documented and discussed.

The chapters of this volume are organized by category of injury, chosen on the basis of external causes. In addition to the standard classifications, there are chapters on farm related injury, work related injury, and the overlaps of motor vehicle, sports and recreation, and residential environmental injuries. Each thematic chapter is organized into three sections: (1) a profile of deaths and hospitalizations, based on the data from the national sources, including charts, figures, and background data; (2) an overview of the circumstances surrounding the injuries in the Canadian context, based on emergency room consultation data drawn from CHIRPP; and (3) opportunities for action including research priorities and preventive measures, again in the Canadian context.

The presentations of the data in this chart book are comprehensive and careful, with figures supported by background numbers and definitions. In relation to many injuries, historical trends are shown. The limitations of the data, particularly problems of definitions and coding inconsistencies are carefully documented.

The volume is encyclopedic and colorfully presented. Nearly every page is busy with data, figures, text, and footnotes. The recommendations are detailed and comprehensive, but not ranked by priority. While this volume is not easy reading, it provides superb reference material and important comparative data. For researchers and policymakers in the United States this chart book provides a comprehensive data set, which should be compared with the Injury Chart book from the National Center for Health Statistics.1


This publication from Health Canada is both a reference volume and a guide for research, policy and practice, written by an expert panel under the direction of Ginette Beaulne from the Direction de la santé publique de Montréal-Centre, Quebec. The intended audience for this volume is “professionals working in injury prevention, especially those working in public health”.

The data on injury among children and youth derive from two important sources: death data come from the vital statistics files and hospitalization data come from a registry of all hospitalizations in Canadian hospitals (90% of injury hospitalizations are E coded) collected by the national statistical agency, Statistics Canada. Data on childhood consultations in emergency rooms derive from the Canadian Hospitals Injury Reporting and Prevention Program (CHIRPP), with injury reports on all emergency room visits coming from 16 hospitals in Canada. Some limitations of the collection and classification of the data are carefully documented and discussed.

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