



## Highlights of Diseases and Events in April 2015

### Situation of Injuries from Road Traffic Accident during Songkran Holiday on 9-12 April 2015

According to the surveillance data on road traffic accidents during Songkran holiday on 9-12 April 2015, there were total 13,876 injured persons and 208 deaths, with fatality rate 1.50%, from total 1,735 accidents. The injured persons included 10,510 out-patients (76%), 2,003 in-patients (14%) and 1,363 transferred cases (10%). The day with the highest number of injuries and deaths was 12 April 2015. Top 5 provinces with the highest number of injuries were Nakhon Ratchasima, Khon Kaen, Surat Thani, Buriram and Songkhla provinces while Roi Et, Nakhon Ratchasima, Sisaket, Surin and Nakhon Sawan were the provinces with the highest number of deaths.

When the numbers of reported deaths during Songkran holiday in 2013-2015 were compared, the number of deaths reported in this year was higher than previous years since on the first day of long holiday on 11 April 2015. However, the major risk factor for vehicle accidents, as similar to previous years, was drinking alcohol, with type of vehicle as mostly pick-up trucks and motorcycles.

### Analysis of Risk Factors for Injury and Death

Regarding to the fatalities from road traffic accidents, female to male ratio was 1:3.95 while the highest number of death was identified in 20-24 years old age group and during 18:00-20:00. Motorcycle was the major type of vehicle, followed by pick-up truck. Most of the deaths from road traffic accident occurred on highways (57%), followed by roads in countryside (35%), roads in cities (6%) and

unknown (1%). Major risk factors identified were failure to wear helmet (68%) for motorcycles, followed by wearing no safety belt (65%) for cars and drinking alcohol (22%).

As for injuries from road traffic accidents, female to male ratio was 1:1.95. The age group with the highest injury was 15-19 years old and most of the injuries occurred at 15:00-17:00. Type of vehicle mostly caused injuries were motorcycle, followed by pick-up truck. Roads in countryside (50%) were the places where most injuries occurred while other places included highways (27%), roads in cities (15%) and unknown (8%). Driving without helmet (73%) was the major risk factor for motorcycles, followed by without safety belt (56%) for cars and drinking alcohol (29%).

Remark: In the data system of Ministry of Public Health, only 3 factors were collected specifically for risk factors, including helmet, seat belt and drinking alcohol.

### **Implemented Measures**

1. Distribution of information on risk factors that need to be paid attention by all bureaus in Department of Disease Control
2. Distribution of information and creating of community models by Bureau of Non-Communicable Disease, Department of Disease Control which resulted no injuries or deaths in 160 pilot communities of 15 districts from 8 provinces
3. Investigating and arresting of offenders against Alcohol Control Act by Office of the Alcohol Control Committee and local authorities

### **Recommendations**

During 13-15 April of every year, those who have road traffic accidents are usually local people. Hence, the preventive measures should be implemented at the community level by conducting surveillance in the communities. Teenagers and people in working age who drink alcohol or drive without helmet should not be allowed to drive out of communities onto highways since accidents can be more likely to occur on highways than roads in countryside.