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Australian Injury Prevention Network March E-Bulletin

Submit Your Abstract for the AIPN National Conference

As mentioned in previous e-bulletins, the [12th Australasian Injury Prevention and Safety Promotion Conference](#), an initiative of the AIPN, is being hosted by The George Institute for Global Health 25-27 November 2015.

With a theme of "Impact and Innovation: Preventing Injury in a Changing World", the Conference will be a multi-disciplinary event featuring representatives from all facets of injury prevention including research, teaching, practice and policy.

Themes will be varied and cover topics such as child and family safety, road and transport safety, falls and ageing, water safety (including drowning), burns prevention, injury in a global perspective, rural and remote injury prevention, sports injury prevention and treatment, workplace safety, injury amongst Aboriginal and Torres Strait Islander communities and more.

[Abstract submissions](#) are now open and we encourage you to share your expertise with the conference.

To find out more, visit www.injuryprevention2015.com.

12th Australasian Injury Prevention and Safety Promotion Conference
25-27 NOVEMBER 2015 | THE UNIVERSITY OF SYDNEY
WWW.INJURYPREVENTION2015.COM #AIPN15

IMPACT AND INNOVATION: PREVENTING INJURY IN A CHANGING WORLD



New AIPN Website and Logo



After much work, and in collaboration with AIPN Members and the Executive Committee, the new AIPN website is now live! We are delighted that the new site can accept online payments for memberships and renewals, and will be an opportunity for the AIPN to continue to raise the profile of injury prevention and safety promotion in Australia.

Final content updates are being made to the site over the coming weeks, but you are encouraged to take a look at the new site, and if you have any suggestions about content you would like to see added, please contact the AIPN Secretariat via email.

The AIPN Executive is also pleased to announce the Network has a refreshed logo.

New Members and Membership Renewal Incentive - Win Free Conference Registration!

In recognition of the importance of our members, and to encourage new memberships and renewals over the coming few months, anyone who either joins as a new individual or concession member, or renews their membership, will go into the draw to win a free full-conference registration for this year's 12th Australasian Injury Prevention and Safety Promotion Conference.

Full Conference Registration includes attendance to all conference sessions and the trade area, daytime catering and a conference satchel containing the conference handbook. Full registration also includes the Conference Dinner on Thursday, 26 November 2015. Please note this prize doesn't include any associated travel or accommodation costs.

To be eligible for the prize draw, simply join the AIPN, or renew your existing membership, by completing the [online membership](#) subscription process by Tuesday 30 June 2015. The winner will be notified by mid-July.

Make sure you let your colleagues and contacts now about this offer so they can also benefit from being a member.

If you have any difficulty with the online process, please email [Clare Murray](#) for assistance.

Latest Research

Injury Prevention Journal Releases Free Access for April for 2014's Best Papers

The journal, *Injury Prevention*, has recently released a special issue featuring some of the best papers from 2014. including a 'State of the Discipline' prepared by Etienne Krug of the Injury and Violence

Prevention Department, WHO.

This special edition features papers that were hoped to have been presented at the postponed World Safety 2014 Conference.

To access the articles, free online through to the end of April, please visit the journal's website by clicking [here](#).

Quad Bike Injury Under Scrutiny

With quad bike sales and related fatalities on the rise, a CARRS-Q study is investigating for the first time, the burden of injury associated with their use in Queensland.

Chief Investigator CARRS-Q's Associate Professor Kirsten Vallmuur said quad bikes are the leading cause of unintentional death on Australian farms, but little is known about the magnitude or pattern of injury associated with their use.

"In the ten-year period in Queensland between 2002 and 2012, there were nearly 2,500 quad bike injuries admitted to hospital, the highest number for all Australian states.

"With the recent Queensland coronial inquest into quad bike fatalities, understanding the injury picture will also complement research and countermeasures in this area," she said.

The six-month study, commissioned by Workplace Health and Safety Queensland, will analyse injury data from Queensland emergency department and hospitalisation records over the past five years.

The study will examine the patterns, trends and circumstances of serious quad bike-related injuries, with a particular focus on work-related incidents.

"Research has estimated that for every one quad bike fatality, an additional 40 hospital admissions and 40 emergency department presentations are recorded.

"The pattern of non-fatal versus fatal quad bike incidents is likely to vary, as are the characteristics of work-related versus recreational incidents.

"Understanding these differences will be critical to informing the development of the broader work safety program," Associate Professor Vallmuur said.

Overall, males comprise almost 75% of hospitalised quad bike-related injuries, with the upper limb the most common body region affected, and fractures the most common injury.

Almost 13% of quad bike-related injuries are considered serious, with farms the most common location of injury (20%) and 15-29 year olds the most common age group affected.

Digital distraction: Pedestrians admit near-misses when crossing the road

Talking and walking is as dangerous as dialing and driving, with road safety researchers concerned that pedestrians are risking their lives by using mobile phones when crossing the road.

Preliminary results from a Centre for Accident Research and Road Safety - Queensland (CARRS-Q) study looking at pedestrian smart phone use while crossing the road showed 30% of people admitted having a near-miss with a car or other vehicle and 15% blamed their phone distraction.

CARRS-Q Senior Research Officer Amy Williamson said pedestrians were considered a vulnerable road user group.

"Around one in every seven people killed on our roads is a pedestrian, and more than 2000

pedestrians have died in a decade," she said.

"Now we are finding they might be even more at risk by using smart phones as they cross roads.

"Unlike driving which is completely regulated, walking is generally not covered by laws and for many people it is an everyday part of life.

"It's therefore vital that we pay attention when changes in lifestyle, like smart phone use, might increase the risks."

To better understand how the use of mobile phones and technology affects pedestrian behaviour, CARRS-Q recently launched an Australian and New Zealand-wide study.

"What we know from a preliminary study where we stopped 210 people in the street and asked them about their mobile phone use when crossing the road, is that it is a common behaviour and it is a problem," Ms Williamson said.

"One in five people report texting at least once a day while crossing the road, with some people admitting they do it much more often.

"One in five people also say they make or answer a phone call while crossing the road at least once a day, and again, for many, it is more than once a day.

"We also found between 12 and 15% of people will cross the road while using the internet on their smart devices."

Ms Williamson said the study would be used to identify ways to improve pedestrian safety and reduce injuries.

"Most road crossing requires pedestrians to use their eyes and ears and make judgments of speed and driver intention, and to decide when it is safe to cross.

"Distraction can interfere with the decision-making process, even for pedestrians who can successfully integrate this information under normal circumstances.

"For example, when distracted, pedestrians may fail to stop at the curb, or might not see a vehicle that is coming towards them or may mistake a driver's intention."

"With the increase in use of mobile phones and music devices in Australia, especially among young people, pedestrians are increasingly likely to multi-task while walking, increasing the risk of distraction during road use," Ms Williamson said.

The study, which is available [online](#) is open to 18-65 year olds who use a mobile phone and cross a road at least sometimes when they walk on a roadway.

For parents of 14-17 year olds who think their child might be interested in participating, there is a separate survey that they can complete, with parental permission.

US Study Shows Value of Standards

The US national highway safety authority has been issuing minimum standards for car and other vehicle components since the mid-1960s. These standards are intended to prevent crashes, injuries, and death on the roadways—and they do. Since 1960, car safety technologies, like the seat belts, air bags, and braking systems to which these standards apply, have helped save more than half a million lives.

The [National Highway Traffic Safety Administration \(NHTSA\)](#) released a technical report in January

The [National Highway Traffic Safety Administration](#) (NHTSA) released a technical report in January, reviewing [Federal Motor Vehicle Safety Standards](#) and analyzing the effectiveness of safety technologies in cars, SUVs, pickup trucks, minivans, and full-size vans. The NHTSA's report also estimates how many lives the effective technologies have saved between 1960 and 2012.

The new study found that 31 different types of safety technologies reduce the likelihood of deaths, either by avoiding crashes, enhancing driver or passenger safety during crashes, or preventing fires after a crash has occurred.

Of the standards and technologies shown to reduce the chances of death, most fell into the "crashworthiness" category. Crashworthiness standards enhance driver or passenger safety during crashes.

The NHTSA used the effectiveness data, crash data, and statistical modeling to determine how many lives the various effective motor vehicle safety technologies saved between 1960 and 2012.

Since 1975, the NHTSA has been collecting data on fatal motor vehicle crashes in the United States. These data are accessible via the Fatal Analysis Reporting System (FARS) and include information on many factors, such as the location, time and circumstances of the crash, the people involved, the vehicle movement involved, and the type of vehicle.

To generate the estimates of lives saved, the NHTSA looked to FARS for the actual numbers of deaths occurring in crashes between vehicles employing different safety technologies.

Collectively, an estimated 613,501 lives have been saved by these technologies between 1960 and 2012. In 2012 alone, there were 30,800 deadly crashes. The NHTSA reports that the vehicle safety technologies saved 27,621 lives.

Safety technologies directed at crashworthiness have saved more lives than other safety technologies. For example, of the 613,501 lives saved between 1960 and 2012, 561,460 lives were saved by seat belts, impact-minimizing steering systems, frontal air bags, door locks, latches, hinges, and interior impact and side impact protections.

Seat belts are the safety measure that has saved the most lives—an estimated 329,715 lives over the 52 years studied.

The report builds upon a similar [report](#) released in 2004. Because the study focused on the effectiveness of Federal Motor Vehicle Safety [Standards](#), the NHTSA did not estimate the impact of efforts to change driver behavior, nor changes to the roadways themselves. The agency also did not examine the effectiveness of improvements to emergency medical services.

The [Department of Transportation](#) and the NHTSA are now [accepting](#) public comments on this report's findings and any proposed additions or changes. The comment period will end at the beginning of June.

Positions Advertised

Safe Societies Manager, Act for Peace

- Opportunity to lead two exciting joint programs with experienced partners
- Lead a *Safe Societies* Team assisting development, tracking and achievement of injury reduction goals; and
- Lead an *Arms Control* Team, funded by the UN, to continue to make a significant impact in the Pacific region
- Part-time (0.6 FTE) contract position. Location: Sydney CBD

You're an experienced violence reduction professional with a track record of successful work in the development sector and you're looking for an exciting opportunity to support partners to save lives in many communities around the world.

You have great interpersonal skills, the ability to design and manage ambitious projects, a successful track-record in grant tendering, and a commitment to the use of data in evidence-based action. You have excellent management skills able to lead teams which include a spectrum of experience from world-leading experts to post-grad interns.

Our joint Safe Societies program with partners seeks to develop evidence-based action platforms, taking advantage of recent technology from other fields and the availability of datasets on violence and other injury. This program is built on combining our experience:

- leading safety action in over 600 of the most vulnerable communities in the Pacific; and
- developing global systems (such as [AVR Monitor](#)) which track and compare armed violence and its prevention in over 300 countries and territories.

Our joint Arms Control program with partners includes a UN grant enabling the [Pacific Small Arms Action Group](#) to support governments and civil society to implement the *Arms Trade Treaty* and the United Nations small arms *Programme of Action*.

Act for Peace is the international aid agency of the National Council of Churches in Australia and a member of the global ACT Alliance.

Applications close: **midnight, 15 April 2015**. For details and to apply, please download the [Information Pack](#)

Senior Research Fellow and Director, Victorian Injury Surveillance Unit (VISU,) The Monash Injury Research Institute (MIRI)

VISU is funded by the Victorian Department of Health and Human Services and has been analysing, interpreting and disseminating Victorian data on injury deaths, hospital admissions and emergency department presentations across the state, nationally and internationally for more than 20 years.

In this role, you will be responsible for providing leadership and vision for the future of VISU and will manage relationships with key stakeholders, including government and non-government organisations. In addition to being able to meet the Director responsibilities, you will have a proven publication history coupled with successful submissions to external funding bodies.

For more information on the selection and application process, visit the Jobs at Monash website by clicking [here](#).

AIPN Injury Incidence Newsletter

Do you have a project or some research you'd like to share? Some new or emerging policy issues that impact on injury and its prevention? Please consider contributing an article to the next Injury Incidence. Articles can be forwarded to: secretariat@aipn.com.au or newsletter@aipn.com.au

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