

ceptably high incidences of mortality/morbidity from road traffic crashes (RTC).

Objectives: The objective of this study is to analyze Nigerian crash diaries from the pre-independence era to the present date, highlight various lapses involved to minimize RTCs on the highways, and appropriate protocols for team management of such victims.

Methods: Police, the FRSC, and all SAVAN-designated centers were utilized to collate data of crashes involving vehicles and Okada, and also recorded the number of injured persons with associated mortality as a result of the crash. Diurnal variations, vehicular distributions, and geographic locations of the crash were documented. The structure of a non-governmental organization, such as SAVAN, was used to determine the biological data of the RTC victims.

Results: In comparison with other countries, Nigeria recorded one death per <3 cases, compared to countries, like France, who recorded only one death in >180 cases. Poor coordination of first responders and other stakeholders enormously contributed to high mortality.

Conclusions: Nigeria needs a constant safety training program, persistent media advocacy, enactment/enforcement of appropriate legislation against all offenders of traffic regulations, and activation of all stakeholders, prior to, during, and after traffic accidents to save more lives on the highway.

Keywords: Federal Road Safety Commission (FRSC); first responder lapses; Nigeria; traffic crashes

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Prehospital Emergency Care in Severe Bus and Coach Crashes—Lessons Learned in Sweden

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Buses and coaches rarely are involved in severe crashes, but when they are, the numbers of casualties are usually high due to the large number of occupants traveling in the vehicles. Coach crashes in which the vehicle rolls 90° or more is a type of severe crash that exposes occupants to high risks of injury. If the post-crash position of the vehicle of a rollover is 90° on its side, this imposes a great challenge for emergency care, rescue services, and medical teams. Injured and fatally trapped occupants might be located inside, outside, and underneath the crashed coach. A number of occupants with minor injuries also need to be attended. As a consequence, there are a number of crucial tasks to deal with in a short period of time, which in turn, emphasizes the importance of a proper organization based on education and training in order to facilitate the rescue work. Systematic training of rescue and ambulance teams in cooperation at a crash site may reduce the extrication time of entrapped victims in coach crashes.

Experiences from a number of severe coach crashes in Sweden were gathered. The main findings were that: (1) normal triage had to be set aside, in favor of evacuating the passengers, starting with those closest to the exit; (2) use of ordinary equipment is not always possible inside the crashed vehicle; (3) a 90° position of a coach makes the working conditions difficult for the ambulance and fire personnel, with access only through the front and/or rear

window and the roof hatches; (4) knowledge of reading kinematics is useful; (5) occupants may be still trapped and alive under the crashed coach; (6) in situations occurring a substantial distance from hospitals, a casualty clearing station is preferable to a more rapid procedure, such as a “load and go”; and (7) previous exercises where rescue team members have worked together is valuable in real situations.

Furthermore, the gathered experiences were the start for a cooperation project between the rescue and emergency service within the area “heavy rescue”.

Keywords: buses; crashes; emergency care; rescue; Sweden; vehicles

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Role of Photography in the Management of Road Traffic Crashes in Nigeria

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Most deaths, injuries, and economic losses in Nigeria are due to preventable car crashes. The World Health Organization (WHO) estimated the annual global cost of crashes at US \$520 billion in 1998. In developed countries, those at risk of injury and deaths are vehicle occupants, while those at risk in developing countries are pedestrians, cyclists, motorcyclists, and users of informal modes of public transportation. This study highlights the growing trend in road traffic crashes and the role of photography in examining this trend and its use in identification of dead or unconscious victims in six Save Accident Victims Association of Nigeria (SAVAN) hospitals. Photography helps to translate ideas into visuals, symbols, or ideograms. Due to the lack of available forensic medicine in developing countries, identifying unknown victims of major disasters or road traffic crashes can be difficult. Hence, the use of photography has become a major approach for establishing the identity of such victims.

Cultural and religious factors have not helped facilitate the identification process because some tribes and religions do not allow post-mortem examinations or other forensic procedures, making photographic documentation very vital to assisting professionals establish the identity of the victims. Its availability and cost-effectiveness makes it readily accessible to everyone in Nigeria. Identification can be cumbersome due to the mode used for rescue, corrupt rescue officers, lack of proper identity cards, and poor information and communication management.

Keywords: culture; management; Nigeria; photography; religion; Save Accident Victims Association of Nigeria (SAVAN); traffic crashes

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Impaired Driving In Southern Nigeria Due To Alcohol

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Introduction: Developed countries, also regarded as highly motorized countries (HMC), recently acknowledged a decline in drinking and driving, especially during the 1980s. Improved laws, enhanced enforcement, and public