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Study on road accidents in pedestrians, cyclists and motorcyclists in the province of La Rioja - Argentina 2011-2015

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Means of transport and road accidents in the province of La Rioja in the period 2011-2015

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 CONICET; UNLAR - CENIIT. FCE - UNC

GOAL

This paper investigates the situation of mortality in the province of La Rioja, Argentina, between 2011 and 2015 caused by transport accidents, particularly those suffered by motorcyclists, pedestrians and cyclists

HYPOTHESIS

It is hypothesized that there is a group of people who have suffered transport accidents and who die after a period of hospitalization and whose basic cause of death is not recorded as such in the official death registry; a situation that particularly affects drivers of motorcycles, pedestrians and cyclists.

MATERIAL AND METHODS

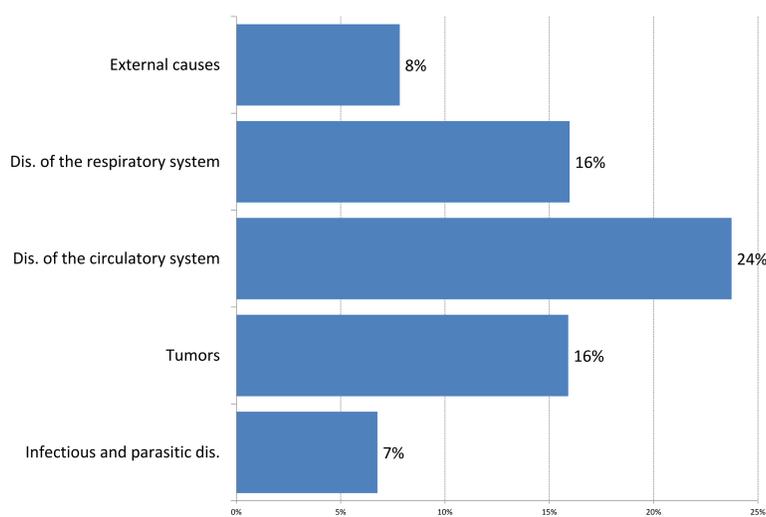
The data provided by the Statistics and Health Information Directorate of the Nation-Argentina are used for the estimates. (DEIS). In addition, an ad hoc database will be used, which consists of the cases of people who died, presumably due to transport accidents. This database was constructed from data published in the media of the city of La Rioja, which were collated with police information

RESULTS

On average, for that period, there are 89 deaths per year for traffic accidents, but only 43% of them appear as such in the official records of the DEIS.

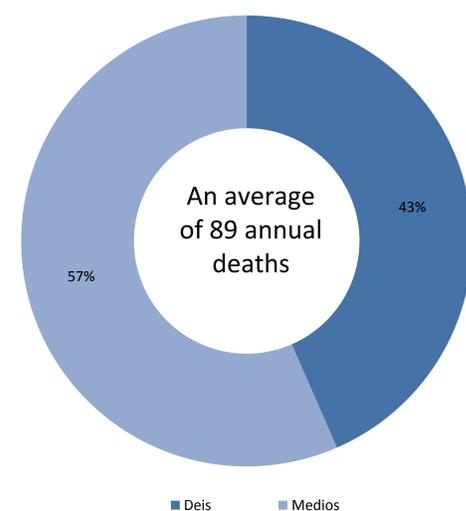
For this study the deaths of the constructed base of 5 years were computed. (2011-2015) To eliminate the stationary effects that could have occurred in a particular year and obtain more stable rates for the reference population.

Mortality by major groups of causes of death. 2011-2015. La Rioja, Argentina



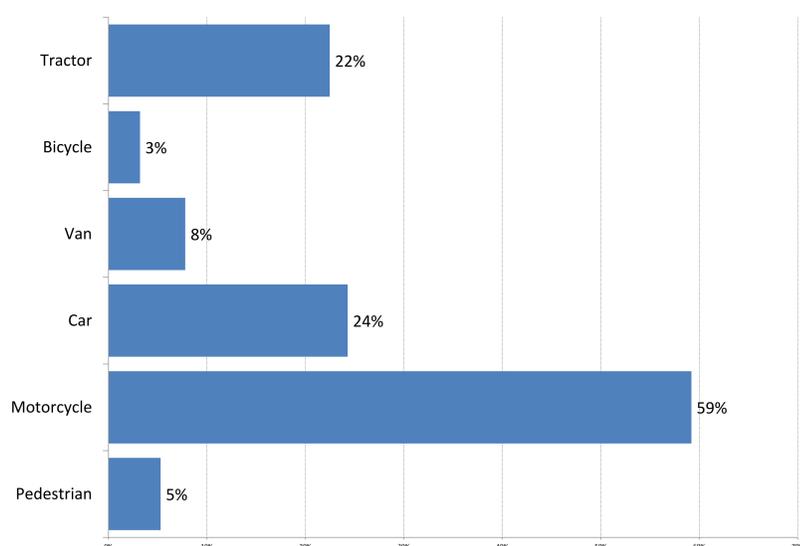
Source: Deis

Record of Accidents of Transport according to diverse sources of data. Year 2011-2015. La Rioja, Argentina



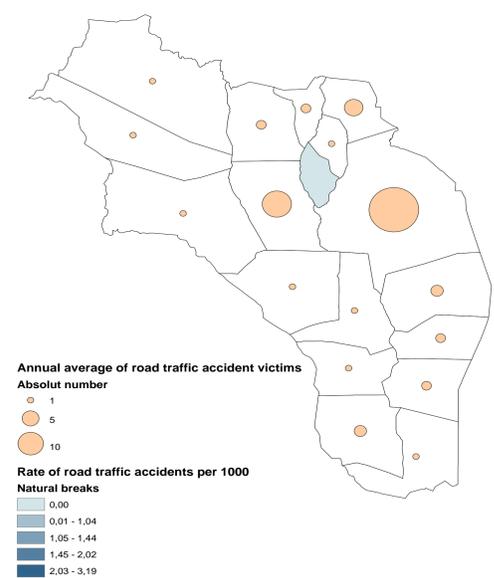
Source: Deis, Indec and record Ad Hoc

Means of Transport of victims of road accidents. 2011-2015. La Rioja, Argentina



Source: Base Ad Hoc

Rate of road accidents and number of accidents by departments.



Source: Deis, Indec y base Ad Hoc

Conclusions

The registration of official deaths, even when considering the identification of the means of transport in the ICD10, given the lack of precision of the death code is useless to study the situation, which forces the use of other sources of unconventional data to be able to approach the typology of road accidents.

Lack of precision of the causes, besides a sub-regret of the deaths of 40% for the years and the studied province. These deaths caused by transport accidents are part of another group of causes and quite possibly of ill-defined causes.

Another relevant fact that emerged from the study is that more than 50% of traffic deaths are motorcyclists. The over-male mortality due to this cause affects people of average age of 30 years.

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