

TRAUMA MANAGEMENT TACTICS

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ABSTRACT

Trauma management training of health-workers plays a pivotal role in controlling the ever-growing trauma burden. Delivering trauma training at the grass root level is required to determine its desirable effect in improving clinical competence and retention of knowledge and skills in the long term. Trauma Tactics is a solution that focuses on high-fidelity of patient was created to meet this educational need. Trauma Tactics is a high-quality programme that provides a valuable and impactful educational experience. Further research is needed to evaluate the long-term effects of Trauma Tactics and its impacts on quality of care and patient outcomes. Traumatic injuries are a neglected epidemic in developing countries. More than five million deaths/per year are related to injury, and 90% of this burden is borne by low- and middle-income countries (LMICs). This burden is expected to grow and current projections estimate that it will overtake HIV/AIDS and TB as a cause of world mortality by 2020.

The research paper deals with the causes of trauma and the ways to manage it. Management of trauma deals with the tactics which are used by the professionals like doctors, Psychiatrist helping the trauma suffering persons to overcome the situation. As trauma is a problem dealing with the physical as well as mental disorder so the paper also focuses on the role of academician and educationist who play a support role for the patients in overcoming this disorder. The study of the paper is based on the secondary data and the data is collected from various research papers, articles and journals etc. The main theme of the paper is the trauma management at the grass root level.

Keywords: *Trauma Management, Tactics, Psychiatrist, Academician, Educationist, programme.*

INTRODUCTION

Trauma management tactics are the techniques which are used to manage and curb down the inquiries both physical and mental caused due to accidents like road, railways etc which causes adverse impact on the Indian economy. The frequency of traffic collisions in New Delhi is 40 times higher than the rate in London.

The total registered motor vehicles in India were 21 crore as on March 31st, 2015. Seven states were having more than 1 crore motor vehicles which were registered and the states were

Maharashtra, Tamil Nadu, Uttar Pradesh, Gujarat, Karnataka, Rajasthan and Madhya Pradesh as on March 31st, 2015.

Maharashtra counts to more than 2.5 crore registered motor vehicles and had a share of 12.17% in the total registered motor vehicles in India as on March 31st, 2015. Tamil Nadu counts to 2.25 crore and it had a share of 10.72% in the total number of registered motor vehicles in India as on March 31st, 2015. Uttar Pradesh counts to 2.26 crore and it had a share of 10.3% in the total number of registered motor vehicles in India as on March 31st, 2015. Gujarat counts to 1.87 crore and it had a share of 8.91% in the total number of registered motor vehicles in India as on March 31st, 2015. Karnataka had 1.47 crore and it had a share of 7.04% in the total number of registered motor vehicles in India as on March 31st, 2015. Rajasthan had 1.5 crore and it had a share of 5.89% in the total number of registered motor vehicles in India as on March 31st, 2015. Madhya Pradesh had 1.11 crore and it had a share of 5.3% in the total number of registered motor vehicles in India as on March 31st, 2015. Among the Union Territories, Delhi had the maximum registered motor vehicles and it was 89 lakh and it had a share of 4.21% in the total number of registered motor vehicles in India as on March 31st, 2015.

Death related to Traffic collision increased from 13/hour in 2008 to 14/hour in 2009. **Motorcycles and trucks collision accounts to about 40 percent of these causalities** The most accident-prone time on Indian roads is during the peak hour at afternoon and evening. According to road traffic safety (RTS) experts, as many traffic accidents go unreported, the actual number of casualties may be higher than what is documented. Moreover, there are some victims who die after some time after the accident, i.e. a span of time which may vary from hours to several days, are not counted.

According to NGO, 'Indians for Road Safety' one person dies every 4 minutes in roads accidents in India in 2015. India stands out miserably in the "Global Road Safety Report-2016" published by World Health Organisation's (WHO) with an estimated 2.07 lakh deaths on roads.

METHODOLOGY

The study in the paper is based on the secondary data which is collected through Research papers, articles, journals etc.

OBJECTIVES

The main objective of the paper is:

- Trauma injuries caused by automobiles and the mental trauma cases.
- Effect of education and awareness in reducing trauma injuries.
- Role of professionals in trauma management.

DATA REVIEW

In India, a serious road accident occurs every minute and every hour **16 people die on Indian roads. And about 1214 road crashes occur every day in India. And the death caused by two wheelers for 25% of total road crash deaths. Under the age group of 14, 20 children die every day due to road crashes in the India. About 377 people die every day, which is equal to a jumbo jet crashing every day. State with maximum number of road crash deaths is Uttar Pradesh where two people die every hour. And Tamil Nadu is the state with the maximum number of road crash injuries. There is the list of 10 Cities with the highest number of Road Crash Deaths (Rank –Wise):**

RANK	CITIES
1	Delhi (City)
2	Chennai
3	Jaipur
4	Bengaluru
5	Mumbai
6	Kanpur
7	Lucknow
8	Agra
9	Hyderabad
10	pune

Source of Information: National Crime Records Bureau, Ministry of Road Transport & Highway, Law commission of India, Global status report on road safety 2015

In India the figures for those who were died on the roads came down by 4,560 i.e. 3% in 2017 from 1.51 lakh the previous year(2016) to 1.46 lakh, this was stated by the Supreme Court Committee on Road Safety said in a report to the apex court on Wednesday. West Bengal, Punjab and Gujarat had shown a decline but on the other hand Bihar, Odisha, UP and MP has reported more deaths.

The Planning Commission estimated that there is a huge monetary loss due to traffic collision and it was stated in its 2001–2003 research and estimated annual monetary loss of \$10 billion (Rs. 550 billion) during the years 1999–2000. And it was stated in 2012 by the International Road Federation (IRF) that traffic collision results in an annual monetary loss of \$20 billion (Rs.1 trillion) in India. The above figure includes expenses linked with the accident victim, property damage and administration expenses.

Years	Number of persons injured
2011	554324
2012	500324
2013	494893
2014	493474
2015	493001
2016	492245
2017	489546

Source: National Data Sharing and Accessibility Policy (NDSAP)

Literacy rate (%)

Census year	Male (%)	Female (%)	Total (%)
1951	27.16	8.86	18.33
1961	40.4	15.35	28.3

1971	45.96	21.97	34.45
1981	56.38	29.76	43.57
1991	64.13	39.29	52.21
2001	75.26	53.67	64.83
2011	82.14	65.46	74.04

MEASURE / ROLE OF PROFESSIONALS IN TRAUMA MANAGEMENT

In this research paper literacy (including the awareness programmes, counselling and training programmes) is linked with the trauma injuries to show the impact of professional in reducing the trauma cases. Spreading literacy and awareness is the best tactic in managing the trauma injuries. There are some measure and role which have focused on the reduction in the trauma calamities.

Campaign against Drunken Driving (CADD) is an organization founded by Prince Singhal which is campaigning against driving under the influence. But this campaign has been ineffective. The IRF asserts that people in India's political sphere do not have the will to curb traffic accidents. Harman Singh Siddhu of Arrive Safe, an organization which is working for the improvement in road traffic safety, asserted that due to the high ignorance level and general lack of respect for traffic rules in India had contributed as a main factor for road accidents. He also pointed out that although the 2010s was declared as "Decade of Action for Road Safety" by the United Nations, though no celebration was held in India. An online portal was developed by CSIR - Central Road Research Institute. The main purpose of the portal is to encourage people to report about the accidents as they witness. A low cost device was developed by a group of Indian Researchers which prevents automobile drivers from taking or making cell phone calls when at wheel, but allows calls to other passengers in the vehicle.

Road safety is emerging as a main social concern in the country and the Indian government has been attempting to tackle this crucial issue for several years. In 2014, the Road Transport and Safety Bill were to provide a structure and a framework for faster, safer, cost-effective and inclusive movement of passengers and freight in India. In July 2015, the Indian Prime Minister Narendra Modi said that his government will introduce laws as soon as possible to enhance road safety as

traffic fatalities and injuries mount and a new Road Transport and Safety Bill is under consideration and prepared by a group of experts underlined the "urgent" need of comprehensive/detailed national road safety legislation.

An initiative from World Resources Institute (WRI) named as Embark India, developed a most significant expertise in conducting road safety audits on a number of bus rapid transit systems in India. ARRIVE SAFE is a NGO who works as a pressure group to give a wake-up call to authorities concerned and shake the bad driving habits of Indian people. Indian driving schools focus on youth and youngster to develop and enhance the art and skill of efficient driving.

Many multinational companies fund NGOs had played as part of their own road safety **initiatives**:

- The MNC Maruti Suzuki has been working closely with Ministry of Tribal Development (MTD) in Gujarat with the main motive to train young people in driving.
- Michelin, co-founder of the Global Road Safety Initiatives (GRSI) established in India had signed an innovative partnership with PVR Cinemas. PVR Nest as part of its CineArt with "Steer to Safety" program to educate and make aware of children about road safety. Through this platform, children will learn how to prevent and to manage in emergency situations on Indian roads.
- Henkel has initiated a road safety initiative is an effort to address the topical issue of safety standards on the road in India

The World Health Organization (WHO) published a report named "Globe Status Report on Road Safety" which identifies the major causes of traffic collisions. The major causes highlighted were:

1. Driving over the speed limit.
2. Driving under the influence, and not using helmets and belts.
3. Failure to maintain lane or yield to oncoming traffic when turning are prime causes of accidents on four lanes.
4. Non-access controlled National Highways.

The report included the users of motorcycles and motor-powered three-wheelers constitute the second largest group of traffic collision deaths.

Academy of Traumatology (India) for the first time in India is dealing in, offering and promoting education and training in acute trauma management. The flagship programme i.e. National Trauma Management Course (NTMC™) is the programme which is held periodically across the country.

The activity of the programme is supported by various national and international organisations involved in acute trauma care around the world.

This organisation "Academy of Traumatology (India)" is dedicated to improvement in Trauma and Emergency Care and trauma management measures in India through creating awareness and promoting Trauma and Emergency Medicine as medical specialties. To accomplish the motives of the organisation, through National Trauma Management Course (NTMC™), Cardiac Life Support, Disaster Preparedness Course., other educational programmes, Consultation, Research and Training for doctors and health care professionals in India with national and global perspective

A short-term course named as **EMTC (Early Management of Trauma Course)** is a 3 day program which is currently held at Pushpagiri Medical College at Tiruvalla, Kerala twice a year was previously conducted at Christian Medical College at Vellore, Tamil Nadu. The course is basically open to doctors, interns, emergency medical technicians and nurses for their enhancement/improvement in their trauma management tactics.

FINDINGS

In the data review, if we compare the trauma injuries on one hand and the literacy (including the awareness programmes, counselling and training programmes) on the other we find that there is direct relationship between the two. The following data states that in the following years as the literacy rate of the population had gone up the number of road accidents had decreased at decreasing rate. As the literacy rate had increased around 10%. This significant change is quit considerable and on the other hand the decline in the accidents.

CONCLUSION

It can be concluded that literacy is one of the major factor which can reduce the trauma (physical as well as mental) injuries. If we increase the literacy among the people we can reduce the amount of trauma injuries in the country. Among the 160 countries India ranked 112 positions in the world safest countries.

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