AUTOMOBILE INJURIES IN ANDIJAN REGION

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Abstract: Specific aspects of auto injuries in 2023 are given according to the type of traffic participants, age, gender, and type of injuries.

Keywords: road accident, alcohol, traumatic shock, driver, passenger, pedestrian, fatal injury

RELEVANCE

The constantly increasing number of motor vehicles, the increase in the speed of their movement, the complexity of the street situation in cities and other factors, as practice shows, lead to an increase in road injuries, and hence to an increase in the number of forensic medical examinations associated with this type of injury.

According to the World Health Organization, about 100,000 people die every day around the globe under the wheels of cars. In a number of countries, motor vehicle injuries have grown to the level of a national disaster. In the USA, for example, the car is known as the “number one killer”. In our Republic, with the construction and commissioning of the Chevrolet automobile plant in Asaka, the number of cars in the Andijan region increased significantly, which in turn led to increased traffic intensity, and therefore, despite the enormous efforts to prevent automobile injuries, The number of victims remains high and is even growing.

The difficulties of investigating motor vehicle accidents are explained by their sudden onset and transience. As a result, the attention of eyewitnesses, if there are any, is mainly fixed on the result of the incident, and not on who did what and how.

Statistics show that the death rate from motor vehicle injuries is third after cardiovascular disease and cancer.

Automotive injury refers to bodily injuries caused by external or internal parts of a moving car, as well as injuries caused by falling from a moving car.

The significance of a forensic medical examination in cases of a car accident lies in the fact that by examining a corpse, a forensic expert helps the investigative authorities restore the picture of a road traffic accident in all its details, as well as check the versions put forward by witnesses, suspects or the accused, that is

objectively establish the guilt or innocence of the participant in the incident.

PURPOSE OF THE WORK

The purpose of this study was to study the characteristics and causes of automobile injuries among the population of the Andijan region.

MATERIALS AND METHODS

The material for the study was the conclusions of forensic experts from the archives of the Forensic Medical Examination Bureau of the Andijan Regional Health Department for 2023.

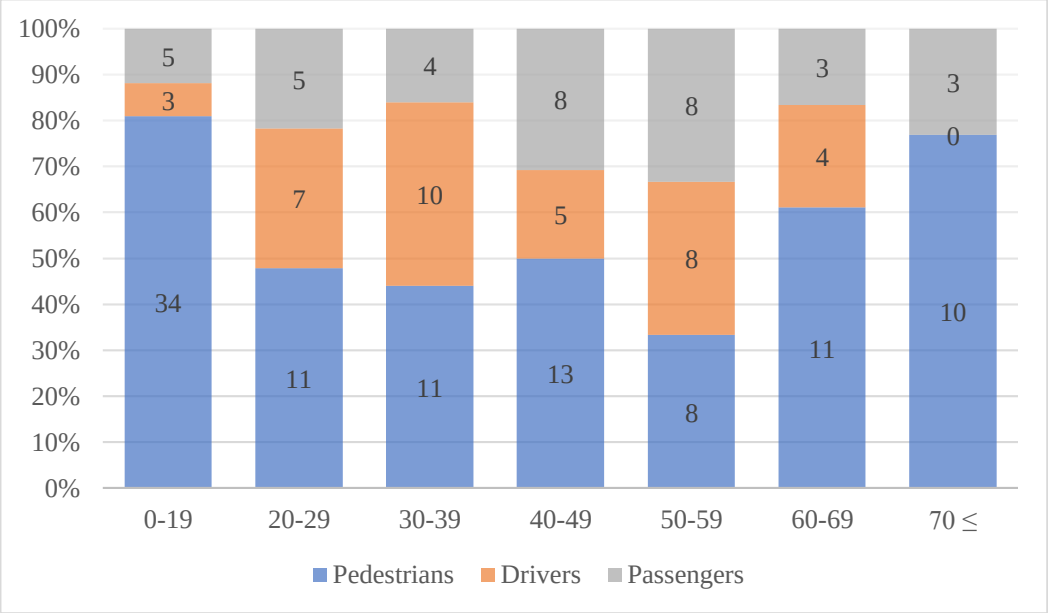
RESEARCH RESULTS

We analyzed 171 conclusions on the examination of corpses of persons who died from injuries caused by vehicles in the Andijan region, which amounted to 23.17% of the total number of corpses examined. There were 129 men and 42 women, which was 75% and 25%, respectively.

By age group, cases of fatal motor vehicle injury were distributed as follows:

Diagram 1

Distribution of deaths by age group



From the diagram it follows that of the above number of victims, there were 98 pedestrians (57.30%), 37 drivers (21.63%), and 36 passengers (21.05%). The majority of pedestrians 34 (34.69%) were in the age group up to 19 years, which was 3-4 times higher than in other age groups. Among drivers, the highest fatal injury was observed in the age groups 30-39 years and 50-59 years, which was 2-2.5 times

higher than in other age groups.

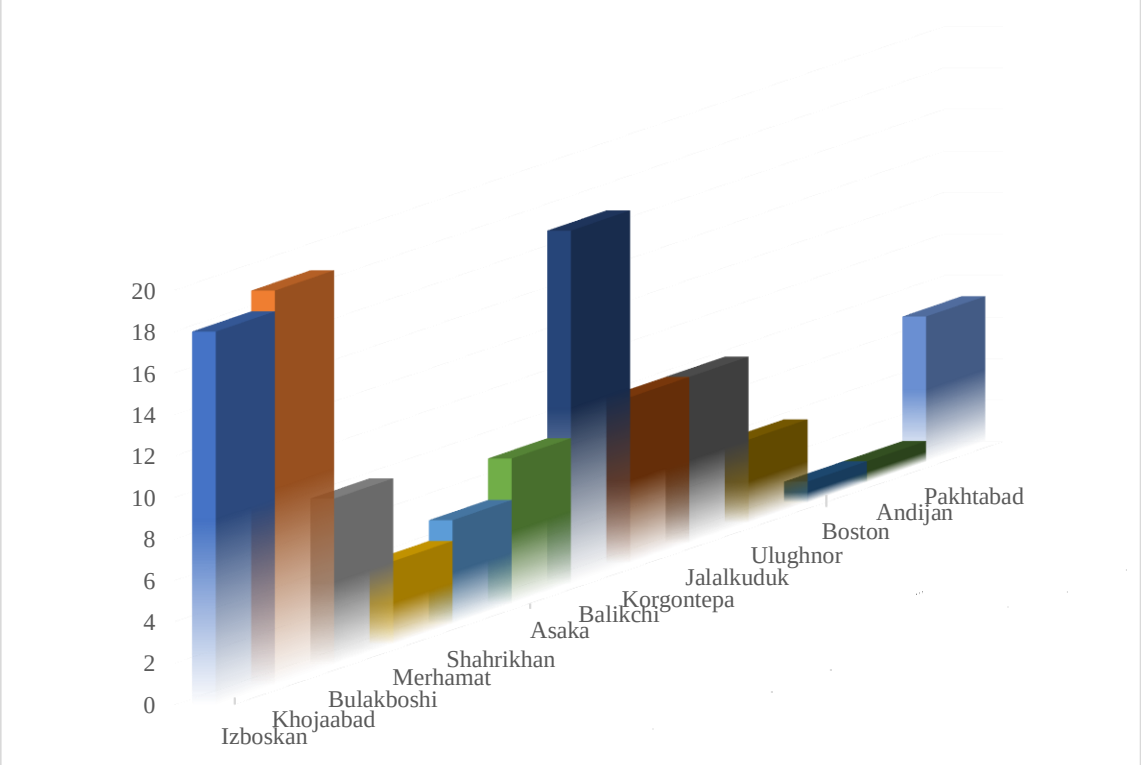
By the nature of death, all these incidents were accidents.

The distribution of the studied material among the regions of the region also had a certain peculiarity (Diagram 2).

From diagram 2 it follows that the largest number of deaths in road accidents was in the Khojaabad district (17.7%). Izboskan district 16.8%, Balikchi district 15.9%, which significantly exceeded the number of deaths in other areas. We believe that large numbers of deaths occur only in 3 districts of the region due to the fact that large highways pass through their territories. In this regard, it is necessary to carry out the most active preventive work in these areas.

Diagram 2

Distribution of material by regions of the region



Mortality from injuries sustained in a car accident in 93 people, which is 54.38%, occurred at the scene of their infliction; the remaining 8 people (45.61%) were taken to medical institutions, where they later died from their injuries. This indicator for car drivers is lower than for other objects of examination. There is a significant difference in the frequency of different types of road accidents between urban and rural areas. Pedestrian accidents are much more common in urban areas.

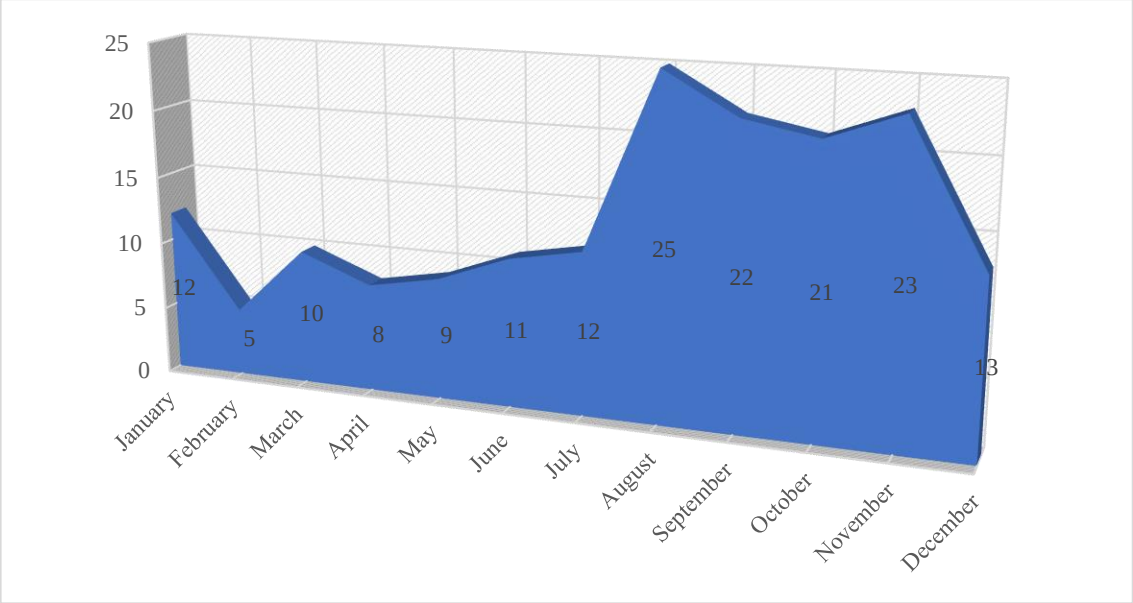
In rural areas, the highest mortality rate from road accidents is observed among drivers and passengers of vehicles.

The results of the analysis showed that the leading cause of death was open traumatic brain injury in 26.35% of cases, closed traumatic brain injury in 55.55% of cases. Among other causes of death, 18.0% of the leading cause of death was often combined trauma of the thoracic and abdominal organs, complicated by traumatic shock and internal bleeding.

Analysis of our material indicates a clearly expressed seasonality of motor vehicle injuries (Diagram 3). Of the total number of cases, drivers of passenger cars have a high rate of road accidents in the summer and autumn months and a low rate in winter and spring. Both low and high indicator values indicate the nature and extent of necessary preventive measures.

Diagram 3

Features of road accidents depending on the time of year



Additionally, the results of testing the alcohol in the bodies of the victims were analyzed, since one of the causes of transport accidents is alcohol intoxication. It was found that alcohol was detected in drivers in 5.28% of cases, and alcohol was also detected in pedestrians in 8.18% of cases. It should be noted that, in fact, these data of ours should be considered underestimated, since we did not take into account the presence of alcohol in persons who died in medical institutions.

We explain the noted ratio of dead men and women to the more frequent consumption of alcohol by men than by women. The drivers had levels of alcohol in their bodies ranging from 0.3 ppm to 3.0 ppm.

CONCLUSION

1. Fatal motor vehicle injuries in the Andijan region in 2023 amounted to 23.17% of the total number of examined corpses.
2. Fatal injuries resulting from collisions with motor vehicles among pedestrians amounted to 57.2%. However, most of the victims were in the age group of 6-19 years.
3. Injured pedestrians in 8.18% of cases and drivers in 5.28% of cases were intoxicated at the time of injury.
4. By time of day, road accidents were observed more often in the afternoon.
5. The highest frequency of fatal road accidents was observed in August, September and October.
6. By gender, the vast majority of victims were men - 75%.
7. In a significant percentage (54.38%) of cases, the victims died soon after receiving injuries incompatible with life, and the rest, being taken to medical institutions, died in the first hours after admission.
8. According to the nature of fatal injuries, isolated head injuries, combined head and chest injuries were more common, and only in 18.0% of cases the leading cause of death was injuries to only the chest and abdominal organs.

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