

193 - SOCIAL REPRESENTATIONS OF THE VICTIM OF TERRESTRIAL TRANSIT AND ITS FAMILIAR ONES: INVISIBLE SEQUELAS

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INTRODUCTION

In Brazil, the Accidents of Terrestrial transport (ATT) occupy the second position between deaths of external causes and according to Brazilian organization IPEA (INSTITUTO DE PESQUISA ECONÔMICA APLICADA), the economic impact of the violence in the transit in highways was of R\$ 22 billion for the set of the Brazilian urban agglomerations what it represented about 1,2% of the GIP of the country. However, the aspect most excellent is that the individual, social losses and economic they are highest, constituting high price for the society. Great parcel of the costs mentions the loss to it of associated production to the death of the people, temporary interruption of its activities, cares in health, loss of production, removal/transfer, repairing of the caused an accident vehicles, loss of load, tow-car, attendance and damages to the private and public property, damages to the environment, invisible sequels of the traffic accidents. Therefore, the external causes are considered of great importance and represent a problem of public health. This fact must not only to the high index of deaths, as well as to the complex universe of a rough patient whose sequels pass disabilities, also compromising the mental and social capacity.

Herzlich (2005), in its studies emphasizes the importance of a look directed toward the social representations and its implications in our day the day and compacted with Durkheim when affirming that our actions are expressions of a reality constructed throughout our existence, to each moment. The representation is not a simple consequence of the Real, but a construction that if it originates in a citizen (individual or collective) and if relates to an object. Leaving of this estimated, it is of extreme relevance to emphasize the Theory of the Social Representations, proposal for Durkheim, in our study.

The term "social representation", or "collective representation" was considered, for Durkheim, that it desired to emphasize the specific and the priority of the social thought in relation to the individual thought. The representations individual (or psychic) are produced by the actions changed between nervous elements. Already the social representations (or collective) originate from the relations of the individuals associates, becoming exterior the individual consciences. For this author, as well as the individual representation an independent psychic phenomenon to the cerebral activity must be considered not to reduce that bases it, the social representation is not scrum bled to the addition of the representations of the individuals that compose the society.

Through the present study we not only objectify to understand and to reflect on the collective representations of the victims of terrestrial transit concerning the invisible sequels, but also its influence in the familiar scope.

METHODOLOGY

It is characterized as a quanti-qualitative exploratory descriptive study whose researchers had collected the data through the application of forms and interviews half-structuralized with the victims of terrestrial transit of the politrauma infirmaries of the sector of hospital complex Monsignor Walfredo Gurgel (HMWG). Through this instrument the recognition of the social representations was looked, with intention to know, economic, cultural aspects, habits of life and future perspectives with the involved familiar patients and in traffic accidents social, in order to trace its profiles.

The Project of research previously was submitted to the Committee of Ethics of the University Hospital Onofre Lopes (CEP-HUOL), respecting the Brazilian Resolution 196/96 for if dealing with a study that involves human beings. We point out despite the participation of the searched ones was voluntary and that they could give up the research at any point or abstain to answer it any question that caused it same constant with the signature of the Term of Free and Clarified Assent.

The white population was composed for 31 people, of both the sex that they had obeyed the following established criteria of inclusion, such as: to agree to being part of the study voluntarily, with signature of the Term of Free Assent and Clarified (TCLE); to be caused an accident of terrestrial transit with age above of 18 (eighteen years); to have been taken care of in hospital complex Monsignor Walfredo Gurgel (HMWG).

The quantitative data had been computed, serving as subsidies so that the profile of these victims was traced. Already the qualitative data had been grouped, classified and evaluated through the content analysis. The results had been argued and presented in the form of description, pictures and graphs, tables and stories of experience.

RESULTS AND QUARRELS

From years 60, it had an increase of the interest for the explanation of the phenomena of the symbolic domain, through the slight knowledge of representation and social memory. From then on, the Theory appears of social representations (TRS), that it can be seen as a form of "operation" a concept to work with the social thought in its dynamics and its diversity" (ARRUDA, 2002, p.129).

In general way, the social representation does not come to bring a copy or a consequence of the reality, but yes a translation or version of this (ARRUDA, 2002, p.134). According to Franc (2004, p.170), the "boarding and the accomplishment of research on social representations can be indispensable ingredients for the best understanding of the society". In such a way, this theory appears as an important tool to study the impacts of the victims of terrestrial transit under the psychosocial perspective of the victims and its familiar ones.

Leaving of the estimated one, during the September months the October of 2009, was carried through the research of field with the patients in the infirmaries of the sector of politraumatizados of the hospital complex Monsignor Walfredo Gurgel (HMWG). One evidenced that the majority of these interviewed 97% is of the masculine sex.

To the asked being the time of direction 71% of the patients had told that such action if gave before the attainment of the qualification; 3% only started to direct after acquiring the National Wallet of Habilitation (CNH). However, most curious he was that 32% do not have the CNH and that 3% of the interviewed ones were tourist, 36% were resident of the Capital of the State and 61% were resident of the others cities.

The majority of the accidents, prefaced a percentage of 61%, happened in a straight line, make-in questioning them if

such victims are, really, apt to lead a vehicle. 74% of the interviewed ones that they were drivers (remembering that 26% of the interviewed ones do not drive they are temporary pedestrians or) 48% had not made driving school and 26% had made, but had not told on the quality of the direction education.

We interrogate, also, if the condition of the time and/or the way had influenced: 84% had affirmed that not. Still he was consisted that great majority 56% did not make the protection equipment use, 27% had used helmets, 7% had used belts of security 10% were pedestrians.

How much to the fact of they had directed drunk, 51% of the interviewed ones had not known to answer if it had some involved one in the accident, mainly the conductor of the other involved vehicle. However, 39% had affirmed that it had individuals that it made the use of the drug and contributes so that occurs the accident, either conducting or pedestrian.

How much to the scholar grade, the majority (52%) did not have the basic education. As the majority has low degree of instruction implied in occupations that consequently provide to decreases remunerations, imposing the use of the automotive vehicle that fits in the familiar budget: 64% motions, 26% cars and 10% bicycle.

We could still evidence the repercussion in familiar scope, when verifying that 55% of the victims were married, 42% were single and 3%, impacted direct or indirectly in the family, a time that, these patients, in its majority, is it keeps or helps in the familiar income.

We notice that because of the psychological impact the organism promotes a reaction to stress it due to neurophysiologic reply of the brain when it is in danger. If the patient to present risk factors (former history of the suffering when the accident is lived as something traumatic) dissociation it peri-trauma (when individual suffers a dangerous accident) the acute reaction to stress it (normal reaction in first the day after the accident) and not to develop protective factors (feelings of high effectiveness) culminates the sprouting of some symptoms that are characterized "Upheaval of the after-traumatic stress" or Invisible Sequels.

However, we verify that in the cases where patient had politrauma (experience of the accident) presented intrusive symptoms and symptoms of increased activation (mainly great vigil) and these are the ones that more imply in the good attendance to the patient on the part of the professionals since they are with explosive temperament needing to be contained in the stream bed. Unhappily these sequels re-echo deeply in the family, as if it was not enough to the concern with the cares of the health.

But 48% did not know DPVAT (Safe Obligator of Bodily injuries) and considering the legal and hierarchic limitation of the nursing professional, we emphasize the way of the society for contributing voluntarily of the research, and inside of our professional attributions of the area of the health we act with the duty citizen in we guide the patients to appeal of gratuitous form by means of the groups of social assistance to the attended right to make possible resources for the treatment, what it diminished anxiety with regard to the cares of the health.

CONCLUSION

The objectified goal is that if it establishes an efficient and differentiated attendance next to a transit victim, and, therefore the search of the responsibility of the state in the manager condition and fomented of public politics come back toward the transit area, therefore what was detected all in elapsing of the research was accurately the lack of a formation educational technique and on the part of the victims mainly in the condition of conductor and secondarily in the condition of pedestrian.

More than it is evidenced that the external causes are considered of great importance and represent a problem of public health. This fact must not only to the high index of deaths, as also to the complex universe of a rough patient whose sequels pass disabilities, also compromising the mental and social capacity. Therefore, one becomes important to consider the social representations concerning the accidents of I transit terrestrial and we recognize the implicated of this event in the psychosocial of each pertaining individual to this group since as the study it showed the accidents do not choose ethnic, economic condition, degree of instruction, or hour to happen, any one can be the next one caused an accident to terrestrial transit.

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SOCIAL REPRESENTATIONS OF THE VICTIM OF TERRESTRIAL TRANSIT AND ITS FAMILIAR ONES: INVISIBLE SEQUELAS ABSTRACT

In Brazil, ground transportation accidents occupy the second position between external cause deaths and according to the IPEA, the economic impact of violence on transit roads was approximately 1.2% of GDP. Basis and the theory of social

representations (TRS), proposed by Durkheim and produced by Serge Moscovici CPU installed, the present study, among other points, identify psychosocial characteristics of land transit accidents, as well as their families. Respecting the ethical precepts of Brazilian resolution No. 196/CNS/1996, the search was performed with injury hospital complex Monsignor Walfredo Gurgel, municipality of Natal-RN. Through random sample was held to collect data through the application forms and semi-structured interviews of that hospital. The survey showed that 32% of drivers do not have to direct 55% were married, 42% were unmarried and 3% were divorced and why accidents impacted directly or indirectly in the family, since patients are maintainers family income or help in characterizing a public health problem not only the high index of deaths but also by sequelae that perpassam physical disabilities, mental capacity also undermining social and individual and family.

KEY-WORDS: Social representations, caused an accident of terrestrial transit, invisible sequels.

**REPRÉSENTATIONS SOCIALES DE LA VICTIME DE TRANSIT TERRESTRE ET DE LEURS PARENTS:
SÉQUELLES INVISIBLES
RESUMÉ**

Au Brésil, les Accidents de Transport Terrestre occupent seconde position entre des décès de causes externes et selon IPEA, l'impact économique de la violence dans le transit dans des routes a été environ 1.2% du PIB du pays. Sur base de cela et dans la Théorie des Représentations Sociales (TRS), proposée par Durkheim et élaborée par Serge Moscovici, présente étude il a objectivé, parmi autres points, identifier aux caractéristiques des psychosociaux des victimes de transit terrestre, ainsi que de leurs parents. En respectant les règles morales de la Résolution n° 196/CNS/1996, la recherche il a été réalisé avec provoqués un accident de transit du Complexe Hospitalier Monseigneur Walfredo Gurgel, ville de Natal-RN. À travers l'échantillon aléatoire il s'est réalisé rassemble les données au moyen de l'application de formulaires et les entrevues semi-estruturadas dudit Hôpital. La recherche a montré que 32% des conducteurs n'a pas qualification pour diriger. 55% était marié, 42% était unique et 3% était divorcé et donc les accidents impactaram directement ou indirectement dans la famille, vu que les patients sain maintainedores ou aide dans le revenu familial ou meilleur en caractérisant un problème de santé publique non seulement au haut indice de décès comme aussi par les sequelles que perpassam incapacités physiques, en compromettant aussi la capacité mental et social individuelle et familière.

PALAVRAS-CHAVE: Représentations sociales, provoquées un accident de transit terrestre, de sequelles invisibles.

**REPRESENTACIONES SOCIALES DE LOS ACCIDENTES DE TRÁNSITO POR TIERRA Y DE SUS FAMILIAS:
SECUELAS INVISIBLES
RESUMEN**

En Brasil, los accidentes de transporte terrestre son la segunda de las muertes por causas externas y de acuerdo con el Instituto de Investigación de Economía Aplicada (IPEA), el impacto económico de la violencia en las carreteras fue el 1,2% del PIB. Basado en esto y en la Teoría de las Representaciones Sociales (TRS), propuesto por Durkheim y elaborado por Serge Moscovici, el estudio tuvo como objetivo, entre otras cosas, identificar las características psicossociales de los accidentes de tránsito por tierra, como también de sus familias. Respetando los principios éticos de la Resolución 196/CNS/1996, la investigación se llevó a cabo las víctimas de accidente de coche del Complejo Hospitalario Mons. Walfredo Gurgel, en Natal-RN. A través de la muestra aleatoria se realizó por medio de coleta de datos, formularios de solicitud y de la entrevista semi-estructurada de dicho Hospital. La investigación ha demostrado que 32% de los conductores no tienen experiencia de conducción. Vimos también el impacto sobre la familia, nos damos cuenta de que 55% de los entrevistados estaban casados, 42% estaban solteros y 3% estaban divorciado y por lo tanto los accidentes afectaron directa o indirectamente en la familia, mientras que los pacientes son maintainedores o ayudan con los ingresos de la familia. Lo que caracteriza un problema de salud pública no sólo por la alta tasa de mortalidad, sino también las secuelas que transcurren discapacidades físicas, como también afecta a la capacidad mental y social, individual y familiar.

PALABRAS CLAVE: Representaciones sociales, accidentes de tránsito por tierra, secuelas invisibles.

**REPRESENTAÇÕES SOCIAIS DOS ACIDENTADOS DE TRÂNSITO TERRESTRE E DE SEUS FAMILIARES:
SEQUELAS INVISÍVEIS
RESUMO**

No Brasil, os Acidentes de Transporte Terrestre ocupam a segunda posição entre mortes de causas externas e segundo o IPEA, o impacto econômico da violência no trânsito em rodovias foi cerca de 1,2% do PIB do país. Com base nisso e na Teoria das Representações Sociais (TRS), proposta por Durkheim e elaborada por Serge Moscovici, o presente estudo objetivou, dentre outros pontos, identificar às características psicossociais dos acidentados de trânsito terrestre, bem como de seus familiares. Respeitando os preceitos éticos da Resolução n° 196/CNS/1996, a pesquisa foi realizada com acidentados de trânsito do Complexo Hospitalar Monsenhor Walfredo Gurgel, município de Natal-RN. Através da amostra aleatória realizou-se a coleta os dados por meio da aplicação de formulários e entrevistas semi-estruturadas do referido Hospital. A pesquisa mostrou que 32% dos motoristas não têm habilitação para dirigir; 55% eram casados, 42% eram solteiros e 3% eram divorciados e por isso os acidentes impactaram direta ou indiretamente na família, visto que os pacientes são maintainedores ou ajudam na renda familiar caracterizando um problema de saúde pública não apenas ao alto índice de mortes como também pelas seqüelas que perpassam incapacidades físicas, comprometendo também a capacidade mental e social individual e familiar.

PALAVRAS-CHAVE: Representações sociais, acidentados de trânsito terrestre, seqüelas invisíveis.

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