# 94 - PROFILE VICTIMS OF ACCIDENTS MOTORCYCLE ATTENDED BY MOBILE EMERGENCY SERVICES

THAMYRES EMANUELLE SÁ E SOUSA DUARTE;
JEMIMA SANTOS SILVA;
ELIS BEZERRA ARAÚJO;
RENATA LÍVIA SILVA F. MOREIRA MEDEIROS;
YURI CHARLLUB PEREIRA BEZERRA
FACULDADE SANTA MARIA, CAJAZEIRAS, PARAÍBA, BRASIL
yuri-m_pereira@hotmail.com

doi: 10.16887/85.a2.94

## INTRODUCTION

An accident is defined as "an event occurring by chance or arising from unknown causes" or "a disastrous event for lack of care, attention or ignorance" (Poggetti et al., 2004). Almost every year, thousands of people die or become disabled because of traffic accidents. Some simple precautions are sufficient to prevent or minimize this chaos, which undoubtedly is a major public health problem in our country.

Brazil is experiencing an epidemic of motorcycle accident, and there are records of alarming data showing the major problem facing the country. According to the World Health Organization (WHO), it is estimated that by 2020, road traffic injuries will the second leading cause of premature death worldwide. The situation creates a big impact on society, where the trauma becomes a global reality and some data show that deaths from accidents involving motorcycles will double in the coming decades. Government initiatives create measures that seek to reduce this public health problem through prevention campaigns, as new regulations of traffic laws, but they still need tweaking, since not all states adhere to these laws. The increase in the number of motorcycle fleet is growing every day and is being a major determinant factor for this situation (BRAZIL, 2011).

According Bortolotti (2008), the behavior of violent deaths, demonstrates high male mortality compared with women, and most often, when local causes no deaths, injuries and polytrauma, it leaves which are accompanied by large physical costs as Skull Brain Trauma (TBI), fractures of upper limbs (UL) followed by lower limbs (LL), chest and abdominal trauma.

Based on the needs of the population was made official by the Ministry of Health (MOH), through Decree No. 5055 of April 27, 2004, which proposed a model of standardized care, the Care Mobile Service Emergency (SAMU), which operates through the link to the 192, and develops a function to provide direct victim assistance service. The team consists of doctors, nurses, nursing technicians and first responders drivers, all trained, whose proposed work is based on the pursuit of reducing emergencies caused by traffic accidents, clinical cases and other aggravating this situation, where factors such as efficiency and speed, promote the recovery of health, increasing the survival time of the user (BRAZIL, 2004).

The theme contextualized has social importance and academic implications, due to the great need of health services, knowing the background, what is the profile of the users that are serviced daily will, thus contributing to the work of many professionals, managers and researchers who deal with SAMU every day. Their prerogatives may assist the planning of actions and preventive measures that seek to prioritize the promotion of the health of users, in order to reduce tragic accidents, and educate them to maintain the obligation on defensive driving and make use of all equipment personal protective contributing in promoting their health. This research aimed to understand the profile of victims of motorcycle accidents rescued by SAMU of São João do Rio do Peixe - PB; and to characterize the profile of victims involved; knowing the causes and reasons of the accidents; identify the month and the time of occurrence; characterizing lesions and possible trauma.

## METHODOLOGY

The present research it is a documentary, retrospective study with a quantitative character. Was developed in the SAMU of São João do Rio do Peixe - PB, backcountry Paraiba. This municipality has 01 Primary Support Unit since December 11, 2013, and its workforce is composed by a nurse coordinator, seven nurses, seven practical nurses, six rescuers conductors, three vigilantes, and a general assistant.

The population of this research consisted of all records of victims of motorcycle accidents in the period of 08 months that correspond to the months from May to December 2013, since that time, given the participation of nurses in improving teamwork the quality of the records. Established as inclusion criteria: all records of motorcycle accident who are in the Sheet Medical Regulation in the months from May to December 2013, and exclusion criteria: data records with incomplete or illegible letters and all that was lost in this period.

For this study, a semi-structured script composed of data extracted from Sheet Medical Regulation, record that this is the working tool of the service used. The project has been registered in Brazil Platform, being directed to the Research Ethics Committee (REC) of the Santa Maria College and after consideration and approval of the project with the number 539 948, was sent a letter to the coordinator of the SAMU to start collecting data, which occurred in February, March and April 2014. The data obtained from the survey is processed electronically through Software Excel 2010 and analyzed by simple descriptive statistics, with absolute numbers and percentages, and the results presented in graphs and tables and then discussed in light of relevant literature.

## RESULTS AND DISCUSSION

The following data relating to the research, where data were graphed, followed by their characterization according to the questions of the data collection instrument will be presented.

Table 01: Profile of victims of motorcycle accidents by sex and age

| | Frequency | Percentage (%) |
|---|---|---|
| **SEX** | | |
| men | 71 | 81,61 |
| female | 16 | 18,39 |
| **AGE** | | |
| 5 ⊢ 15 | 05 | 5,75 |
| 16 ⊢ 25 | 38 | 45,98 |
| 26 ⊢ 35 | 22 | 25,28 |
| 36 ⊢ 45 | 10 | 11,49 |
| 46 ⊢ 55 | 04 | 4,58 |
| 56 ⊢ 65 | 03 | 3,45 |
| 66 ⊢ 75 | 03 | 3,45 |
| 76 ⊢ 85 | 02 | 2,29 |
| **TOTAL** | **87** | **100%** |

SOURCE: Data collection / 2014 .

As shown in Table 01, most of the occurrences was with males, totaling 71 members, 81.61%, followed by 16 involved females, with 18.39% of the sample. On the issue of age stood the young adults in the economically active age, especially between 16 and 25 years, with approximately 45.98% of the sample, which at the time of the accident were drunk and without the use of protective equipment.

Traffic accidents are the major cause of death in the age group 20-39 years, especially in males, medium and low who use their vehicles as transportation mobility shift to urban roads getting more exposed class and continually increasing numbers of accidents by Land Transport (ATT). Compared to previous data the severity of the current violence in traffic is scary. The ease of acquiring a two-wheeler in much easier than before, because they are affordable and are always available in the market. Many drivers use motorcycles as transportation for work and leisure. What causes the excessive increase of the fleet in recent years (WAISELFISZ, 2012).

A survey conducted by the Ministry of Brazil, revealed that the mortality rate for motorcyclists was more than grown with an increase of 54% in 2005 rose about 0.5 to 3.2 per hundred thousand people die more men than women in age group 20-49 years (BRAZIL, 2011). Studies show that there is a direct relationship between the type of accident and the stage in human development where the highest incidence of males, ranging between youth and adulthood; and are belonging to the most disadvantaged social groups (EISENSTEIN & SOUSA, apud MAURO, 2001).

Table 02: Distribution of motorcycle accidents throughout the day of the week and months of the year.

| | Frequency | Percentage (%) |
|---|---|---|
| **DAY OF THE WEEK** | | |
| Sunday | 10 | 11,5 |
| Monday | 06 | 6,9 |
| Tuesday | 03 | 3,44 |
| Wednesday | 05 | 5,75 |
| Thursday | 04 | 4,6 |
| Friday | 28 | 32,18 |
| Saturday | 31 | 35,63 |
| **MONTH OF THE YEAR** | | |
| May | 12 | 13,79 |
| June | 07 | 8,04 |
| July | 05 | 5,75 |
| August | 11 | 12,64 |
| September | 21 | 24,13 |
| October | 10 | 11,5 |
| November | 10 | 11,5 |
| December | 11 | 12,64 |
| **TOTAL** | **87** | **100%** |

SOURCE: Data collection / 2014 .

As exposed, on the week it happened more accidents involving motorcyclists, according to table 02 excelled Saturday, with 31 occurrences (32.63%), followed Friday with 28 (32.18%), and Sunday with 10 (11.5%). The Monday, Wednesday, Thursday, and Tuesday with 06 (6.9%), 05 (5.75%), 04 (4.6%) and 03 (3.44%) respectively.

A salient information of the results obtained, with respect to the number of occurrences compared to weekdays, as the results were to be expected, with the predominance of accidents on weekends, what guides us and leads us to believe association of accidents involving the consumption of alcohol by young people, raising rates. The results corroborate the study of Miranda (2013), since it states that 29 (25.89%), followed by 24 (21.43%) of the accidents involving motorcycles occurred in Cajazeiras / PB in 2013, focused Saturday and Friday respectively. With respect to the month of occurrence of the accident, there was a greater predominance in September 2013, with 21 occurrences, totaling 24.13%; followed by the month of May with 12 (13.79%), the months of August and December, both with 11 occurrences (12, 64%), and October and November with 10 (11.49%). In return, June and July presented with lower accident rates with 8.04% and 5.75%, concomitantly.

In the data analysis of motorcycle accidents in relation to the months with greater frequency shows that this number is much higher on the holiday dates in the months of holiday and weekend, reaffirming that young people, raising accident rates, relate the major causes of accidents to alcohol use alcohol. Studies of Smith (2003) showed in their research that the months of highest incidence were in October, May and December with 10.3%, 9.6% and 9.2% respectively.

Table 03: Distribution of motorcycle accidents by time and place of occurrence

| | Frequency | Percentage (%) |
|---|---|---|
| **TIME OF ACCIDENT** | | |
| Day | 37 | 43 |
| Night | 50 | 57 |
| **LOCATION OF ACCIDENT** | | |
| Urban area | 67 | 77 |
| Rural Zone | 20 | 23 |
| **TOTAL** | **87** | **100%** |

SOURCE: Data collection / 2014 .

The information concerning the timing of events, it was found that the highest frequency of accidents is presented at nighttime covering 50 cases, accounting for 57% of the sample, followed by 37 in the morning, totaling 43% of cases. As to the site of the accident found that 100% of the sample held in state highways, once the municipality of São João do Rio do Peixe is located in PB 393, and has therefore 67 (77%) cases in the urban area, followed by 20 (23%) occurrences of the countryside.

The schedule with the highest number of cases appears to be linked to when people are heading to rest, going to their homes, causing increased flow of vehicles, among them motorcycles. In parallel, it follows that the growth in the number of accidents in that period is related to increased consumption of alcoholic beverages in the evening, as there are three times higher chances of accidents occurring at the end of the week among the casualties who had used alcohol. Corroborating Ribeiro (2010), ithappened a higher incidence of accidents at night, then in the afternoon, in both years, going from 39.6% to 33.7% in 1998, respectively, to 35.4 and 33.2% % in 2010. It increased the proportion of accidents during the day (51.5% to 56.8%), highlighting the mornings by the increase from 17.8% to 23.6% in 2010. Among the victims of accidents occurred at night (from 18:00 to 5h59min), 22.0% had alcohol on the breath in 1998, decreasing to 12.7% in 2010.

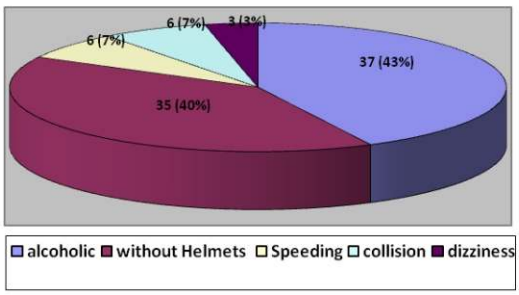


Figure 01: Characterization of the main reasons for motorcycle accidents SOURCE: Data collection / 2014 .

The high rate of accidents involving motorcycles in this study, leads to serious reflection on this fact, as this research shows us that 37 people, representing 43% of the sample, were alcoholic, and 35 (40%) of these victims do not use of safety equipment (helmet) to travel on the roads.

The new CTB prohibits the consumption of any quantity of alcohol by drivers of vehicles. With the change of the law, drivers caught exceeding the limit of 0.2 grams liter of alcohol in the blood shall pay a fine of 957 dollars, lose their driver's license for a year and still have the vehicle impounded. The acting caught in this situation should do the breathalyzer test. The aim of the policy change and drastically reduce car accidents caused mostly by drunken individuals (RIBEIRO, 2010).

In the study by Santos et al. (2008), 71.2% of victims not wearing, a helmet at the time of the crash had history of ingestion of alcohol, a percentage four times greater than victims' history of ingestion. It was also observed that 12 of the 13 cases were due to excessive speeds, collisions or changes in the nervous system and mostly were without a helmet at the time of the accident. There is also recognition of other common risk behaviors in relation to speeding, disregarding traffic lights. The lack of a national driving license is indicative of the lack of knowledge about the use of personal protective equipment in excess of the helmet. Thus, educational interventions are needed since statistics show that thousands of lives have been disrupted every year (RIBEIRO, 2010).

Table 05: Distribution of injuries and possible trauma of victims of motorcycle accidents.

| | Frequency | Percentage (%) |
|---|---|---|
| **TYPES OF TRAUMA** | | |
| Fractures | 32 | 36,78 |
| Incisions | 12 | 13,79 |
| TCE | 06 | 6,90 |
| Lacerations | 04 | 4,58 |
| Abdominal trauma | 04 | 4,58 |
| Thoracic trauma | 02 | 2,30 |
| Tissue Loss | 12 | 13,79 |
| Dislocations | 10 | 11,19 |
| Other | 05 | 5,75 |
| **TOTAL** | **87** | **100%** |

SOURCE: Data collection / 2014 .

According to Table 05, it can be seen that motorcycle accidents show 100% of sequels, whether temporary or permanent serious damage to the injured. In the present study, as discussed, fractures stood out with 36.78% cases, following the loss of tissue with 13.79%, 11.49 showing dislocations, lacerations and abdominal trauma with 4.58%. The thoracic trauma with 2.30% and other types of trauma with 5.75% represented minor injuries encountered. Despite the large number of victims' sequel, we found minor accidents. The coefficient of immediate lethality decreased the frequency of denials of care, thereby increasing the number of referrals.

Corroborating Santos et al (2010), the types of lesions found in motorcycle accidents related 69.3% had injuries, fractures 51.41%, 27.4% and 20.7% bruising head injury. Regarding the requirement to leave the hospital, 403 victims were discharged from hospital. Of the total cases, 14 were deaths and 11 were transferred to other hospitals. Thus, it appears in general, the higher the proportion increasing motorcycle accidents. If we consider that 67% of those involved in motorcycle accidents have not yet reached the age of 24, in 2008 we will see, with big sadness, about 7,000 youths sentenced to spend the next 10, 20, 40 years tied to a bed or to a wheelchair (MIOTTO, 2013).

For Denatran (2013), each year, Brazil accounts for 750 000 accidents, 27 000 dead and more than 400 Brazilian stay with permanent injuries on the roads and urban roads in the country. Any shock hits the legs of the driver, which mostly have more than one body area injured, lying injured victims with up to five body areas.

**FINAL THOUGHTS**

Concluding the exaggerated rate of accidents was mainly associated with male sex among young adults, most of whom have made the use of alcohol and not wearing protective equipment. Another aspect that we can associate is relative to the increasing numbers of circulating motorcycles, since they are used as a vehicle for work and leisure.

It was found that most of the accidents occurred at night, with the highlight the urban area, which is justified by the fact that the city is placed on a state highway. Therefore, the schedule with the highest number of cases appears to be linked to when people are heading to rest, going to their homes, causing an increased flow of vehicles, among those motorcycles. In parallel, it follows that the growth in the number of accidents in that period is related to increased consumption of alcohol, since in that round there are more chances of accidents, especially on holiday weekends in late weeks and months of vacation.

Given the above, it is evident weaknesses in our system yet found, with respect to preventing this type of accident. Although some national educational campaigns, is still invested in continuing education in order to educate transit riders of motorcycles and the people in general, because in most cases, to know the Brazilian Traffic Code, but does not use it .

**REFERENCES**

BORTOLOTTI, F. Manual do Socorrista. Porto Alegre: Expansão Ed, 2008.

BRASIL, MINISTÉRIO DA SAÚDE. Número de mortes em acidente com moto sobe 263,5% em 10 anos.2011 Disponível em: http://g1.globo.com/carros/motos/noticiaq2013/06/numero-de-mortes-em-acidentes-com-moto-sobe-2635-em-10anos.html . Acesso em 2 set.2013

_____. Decreto nº 5.055 de 27 de abril de 2004. Disponível em: http:// www.planalto.gov.br/ccivil_03/_ato2004-2006/2004/decreto/d5055.htm. Acesso em: 16 set. 2013.

DENATRAN. Manual de direção defensiva. Disponível em: <http://vias-seguras.com/documentacao/arquivos/denatran_manual_de_direcao_defensiva_maio_2005>. Acesso em: 26 fev. 2013.

MAURO,M.L. Acidentes de transito perfil epidemiológico de vitimas e caracterização de algumas trações de personalidade de motoristas infratores em Campina. São Paulo.2001.

MIOTTO, R. Número de mortes em acidente com moto sobe 263,5% em 10 anos. Disponível em: http://g1.globo.com/carros/motos/noticia/2013/06/numero-de-mortes-em-acidente-com-moto-sobe-2635-em-10-anos.html. Acesso em maio de 2013.

MIRANDA, F. J. L. PERFIL DAS VÍTIMAS DE TRAUMA POR ACIDENTE DE MOTO ATENDIDAS PELO SERVIÇO DE ATENDIMENTO MÓVEL DE URGÊNCIA (Monografia). Universidade Federal do Paraíba, Cajazeiras, 2013.

POGGETTI, R. S. et al. Atendimento préhospitalar:básico e avançado comitê do PHTLS. Rio de Janeiro: Sevier, 2004.

RIBEIRO,A.A.C.R.Caracterização do perfil dos acidentes de transito como motocicleta na área de abrangência no PSF boa esperança de alfenas.Minas Gerais2010.

SANTOS, N. C. M. et al. Urgência e emergência para a enfermagem: do atendimento pré-hospitalar APH à sala de emergência. 5. ed. rev. e ampl. São Paulo: Iátria, 2008.

SOARES, D. F. P. P. Acidentes de trânsito em Maringá-PR: análise do perfil epidemiológico e dos fatores de risco de internação e de óbito. 2003. 219f. Tese. (Saúde Coletiva). Universidade Estadual de Campinas, São Paulo, 2003.

WAISELFISZ, J. J. Mapa da Violência 2012. Os novos padrões da violência homicida no Brasil. São Paulo, Instituto Sangari, 2012. Disponível em: <http://www.mapadaviolencia.org.br/mapa2012. php>. Acesso em: 14 set. 2013.

Endereço: Rua Romualdo Rolim, 67, Centro, 58900-000,
Cajazeiras, Paraíba, Brasil.

**PROFILE OF TOBACCO ADDICTED ASSISTED BY PSYCHOSOCIAL CARE CENTER AD IN A COUNTY OF PARAIBA**

**ABSTRACT**

Currently, the World Health Organization (WHO) as the leading cause of preventable death considers smoking worldwide, thus representing one of the most serious public health problems. This research aims to define the profile of tobacco users assisted by a CAPS ad. This is an exploratory, descriptive study with quantitative approach, developed in a CAPS ad in the city of Sousa. The study population has aged 30 to 35 years, mostly 13 (30%) are female, and 33 (75%) have completed elementary school or completed secondary school. When asked about their occupation, 29 (66%) said they work and have a family income 1-2 times the minimum wage. The vast majority of respondents knew and experienced the cigarette even during adolescence. About knowing the risks that smoking causes health started smoking, 28 (64%) said no, 17 (39%) responded to smoke 10-20 cigarettes, 95% believed that smoking status influence on their quality of life and 52% feel rejected by people for being smokers. We conclude that there must be specific and suitable programs for professionals' workers to deal with this population, being necessary to the awareness on the part of all, considering that this process is long and requires a lot of user.

**KEYWORDS:** Tobacco addiction; Tobacco; epidemiological Profile.

**PROFILE DES VICTIMES D'ACCIDENTS DE MOTO SECOURUES PARA LA CROIX ROUGE.**

**RÉSUMÉ**

Cetteétude vise à décrireleprofildesvictimes d'accidents de moto secourues par le SAMU de São João do Rio do Peixe. Ceci est une étudedocumentaire de caractè re rétrospectifetquantitative, réalisé edanslapériode de mai à Décembre 2013, grâceauxin formations desdossiersdes registres de suivimédical. Les résultats obtenusontrévélé que 87 personnes ontétévictimes d'accidents de moto, dontlamajorité 71 utilisateurs étaientdeshommes et 16 femmes. Les groupesd'âge dominants ontété 16-25 ans et 26-35 ans. Dans la zone urbaine, il y a un plus grand nombred'accidents avec 67 cas , plus notamment des événements en Septembre,et avec 21 accidents , surtout les week-ends et les joursfériés . Le rapport de détectiond'usagers en étatd'ébriétéest encore plus répandue chez les jeunesadultes, l'étude a révéléque 37 étaientalcooliques, qui rejoint la cause principale des accidents de la consommation excessive d'alcool , ainsique de conduiteimprudente . En ce qui concerne les blessures , la plus forte proportion présentant des fractures sontsurvenuesdans 32 cas, suivispar la perte de tissu avec 12 cas, et uneréduction en ce qui concerne les blessures à la tête , avec seulement 06. Cetteétudeattirel'attention surletauxélevé de victimes d'accidents de moto quiontleursvieséteintes, ou leurqualité de viealtérée , laissantsansdéfense et sans perspectives d'avenirleurs ménages, aidantprécisément a définirles mesures quicontribueront à laréduction de lamortalité, e à planifierdesactions et des mesures de préventionquivisent à réduire lenombreaccidents, ainsi, accordéla prioritélaprévention et promotion de lasanté.

**MOTS- CLÉS:** Pont d'urgence, Accident de transit, ProfilÉpidémiologique.

**EL PERFIL DE LAS VÍTIMAS DE ACCIDENTES EN MOTOCICLETA SOCORRIDAS POR EL SERVICIO DE ATENDIMIENTO MÓVIL DE URGENCIAS**

**RESUMO**

Esta pesquisa tuvo como objetivo describirel perfil de las vitimas de accidentesen motocicleta socorridas por el SAMU de São João do Rio do Peixe.Se trata de unestudio documental retrospectivo y de caractercuantitativo,realizado enelperiodo de mayo a diciembre de 2013,a través de los registros de las Fichas de Regulación Médica.Los resultados obtenidosrevelaron que 87 individuosfueron vítimas de accidentesen motocicleta,a donde lamayoriacon 71 usuarioserandel sexo masculino,y 16 del sexo feminino.Lasedadesfracuentesfueron 16-25 años,y 26-35 años.La zona urbana apresentóunmayor número de accidentescon 67 casos,teniendo como predominio de acontecimientoenelmes de septiembre,con 21 accidentes,principalmente enlos fines de semana y feriados.La proporción de detección de losusuariosalcoholizadosaunes más frecuenteen adultos jovens,visto que elestudioreveló que 37 estabanalcoholizados,el que

asocia a la causa principal de losaccidentes al consumo exagerado al alcohol,juntamente conladirecciónpeligrosa.Cuanto a las lesiones,laproporciónmayoracurióconfacturas apresentando 32 casos seguidos por la perdida de tejidoscon 12,y una reducciónenlas lesiones de lacabeza,apresentando solamente 06.Este estudiollamólaatención para los elevados índices de vítimas de accidentesen motocicleta,que estanteniendo sus vidas arrancadas,o teniendosucalidad de vida prejudicada,dejandofamilias impotentes y sin perspectivas futuras,sosteniendolosdetalles de acciones que vengan a contribuir para lareducción de las enfermidades y muertes,auxiliando enlaplanificación de acciones y medidas preventivas que buscanreducirel número de losaccidentes,priorizando laprevención y conesolapromoción de lasalud.

**PALABRAS CLAVE:** Ayuda de emergência, acidente de trafico, Perfil Epidemiológico.

**PERFIL DAS VÍTIMAS DE ACIDENTES DE MOTOCICLETA ATENDIDAS PELO SERVIÇO DE ATENDIMENTO MÓVEL DE URGÊNCIA**

**RESUMO**

Esta pesquisa teve como objetivo descrever o perfil das vítimas de acidentes de motocicleta socorridas pelo SAMU de São João do Rio do Peixe. Trata-se de um estudo documental, retrospectivo e de caráter quantitativo, realizado no período de maio a dezembro de 2013, através dos registros das Fichas de Regulação Médica. Os resultados obtidos revelaram que 87 indivíduos foram vítimas de acidentes de motocicleta, onde a maioria com 71 usuários era do sexo masculino, e 16 do sexo feminino. As faixas etárias prevalentes foram de 16-25 anos e 26-35anos. A zona urbana apresentou um maior número de acidentes com 67 casos, tendo predominância de acontecimento o mês de setembro, com 21 acidentes, principalmente em finais de semana e feriados. A proporção da detecção dos usuários alcoolizados ainda é mais frequente entre adultos jovens, visto que o estudo revelou que 37 estavam alcoolizadas, o que associa a causa principal dos acidentes ao consumo exagerado álcool, juntamente com a direção perigosa. Quanto às lesões, a proporção maior ocorreu com fraturas apresentando 32 casos seguidos por perda de tecido com 12, e uma redução nas lesões da cabeça, apresentando apenas 06. Este estudo chamou a atenção para os elevados índices de vítimas de acidentes de moto, que estão tendo suas vidas ceifadas, ou tendo sua qualidade de vida prejudicada, deixando famílias desamparadas e sem perspectivas futuras, subsidiando o delineamento de ações que venham a contribuir para a redução da morbimortalidade, auxiliando no planejamento de ações e medidas preventivas que buscam reduzir o número dos acidentes, priorizando a prevenção e conseguinte promoção da saúde.

**PALAVRAS-CHAVE:** Socorro de Urgência; Acidentes de Trânsito; Perfil Epidemiológico