

## به مناسبت ششمین سمینار بین المللی کاهش سوانح ترافیکی



در این شماره میخوانید:

- برگزیده ای از خلاصه مقالات سمینار تصادفات

به نام خدا

# السلامة

صفحه

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برگزیده مقالات ششمین سمینار تصادفات



## کلید سلامت

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طراحی و صفحه آرایی:  
فرحناز ایزدی

در زمینه حوادث ترافیکی تهیه شده و تلاش بر این بوده تا حتی الامکان پژوهش‌های باکیفیت تولید شده در کشور در این مقوله را جمع‌آوری نماید، این کار از ایده تا انجام در طی بیش از ۸ ماه در مرکز تحقیقات سیاست‌گذاری سلامت توسط جمع محدودی از همکاران ما به انجام رسید و قفل آن بالاخره باز شد.

امیدوارم در نوبت‌های بعد با همکاری جدی‌تر سایر مراکز تحقیقاتی این کار به هنگام تر و سازمان‌دهی شده تر و با پیوست ترجمان دانش باهدف به‌کارگیری سریع‌تر نتایج تجدید شود. برای رفع چالش‌های کاهش بار حوادث ترافیکی احتیاج به نگاهی جامع و واقع‌بینانه‌تری است تا از همه ظرفیت‌های کشور در این مهم استفاده کرد. امیدوارم تهیه این سالنامه گامی در این جهت باشد و با استمرار بتواند در این مسیر راهگشایی نماید.

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در حالی که دهه گذشته با کاهش بار حوادث ترافیکی در ایران همراه بوده ولی این روند شتاب ثابتی نداشته است. مداخلات انجام شده عمدتاً در جاده‌های بین‌شهری متمرکز بوده و تأکید اصلی بر نظارت بر رانندگان و اعمال قانون و تا حدودی بهبود مراقبت بعد از حادثه و کاهش برخی نقاط حادثه‌خیز استوار بوده است.

روشن است که برای کاهش اساسی و پایدار درباره حوادث ترافیکی سایر مؤلفه‌ها را نیز باید مدنظر قرارداد. برنامه‌های تک‌وجهی امکان‌پذیری ندارند و اغلب آثار مثبت آن‌ها به دلیل اثر منفی سایر مؤلفه‌ها از بین می‌رود.

در ایران، در حال حاضر شاخص مالکیت خودرو با شتابی سریع رو به افزایش است؛ اما کیفیت خودرو متناسب نیست و از طرفی به دلایل مختلف اجتماعی از جمله توسعه ناهمگن کانون‌های اقتصادی و اشتغال و مراکز آموزشی، نیاز به سفر کماکان رو به افزایش است و سامانه حمل‌ونقل عمومی هنوز پاسخگو نیست.

پاسخگویی در برابر ضعف‌ها و قصور و تقصیرات در این عرصه هنوز نهادینه نیست و اغلب این راننده است که به‌عنوان مقصر اصلی تلقی می‌شود.

توجه به ایمنی بخشی در راه‌ها و استفاده از فن‌آوری‌ها چه در راه‌سازی و چه در خودروسازی برای مقابله با خطای احتمالی انسان احتیاج به توجه بیشتری دارد؛ نگاه به خودرو به‌عنوان سرمایه نه ابزار و روند قیمت‌های خودرو به‌ویژه در طی سال گذشته باعث شده که اسقاط خودروهای فرسوده به تعویق بیفتد؛ صنعت بیمه در بخش بیمه خودرو در دهه گذشته سودآوری را تجربه کرده ولی هنوز نقش‌چندانی در کاهش بار حوادث ترافیکی ایفا نمی‌کند.

برای راکبان موتورسیکلت‌سوار و پیاده‌ها کماکان نقص چشمگیری در برنامه‌ریزی و اقدام ملاحظه می‌شود. حوادث روستایی از موضوعات خاصی است که احتیاج به برنامه‌ریزی و اقدامات ویژه دارد که هم موضع و هم‌متن آن از حوادث شهری و بین جاده‌ای متفاوت است.

خوشبختانه روند تولید مستندات بومی و تحقیقات موضوع محور در تصادفات و ایمنی ترافیکی در کشور ما در دهه گذشته تصاعدی بوده است، ولی بخشی از این مستندات علیرغم اهمیت یا دیده نمی‌شوند و یا با نگاه سیاست‌گذاری و اقدام به آن‌ها توجه نمی‌شود.

این سالنامه باهدف گردآوری مستندات بومی

## Evaluation of the Elderly Driver

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### **Background:**

motor vehicle injuries are the leading cause of injury-related deaths among 65 to 74 year-olds and are the second leading cause (after falls) among 75-84 year-olds. While traffic safety programs have reduced the fatality rate for drivers under age 65, the fatality rate for older drivers has consistently remained high. Physicians are in a leading position to address and correct this health disparity. By providing effective health care, physicians can help their patients maintain a high level of fitness, enabling them to preserve safe driving skills later in life and protecting them against serious injuries in the event of a crash. By adopting preventive practices—including the assessment and counseling strategies outlined in this guide—physicians can better identify drivers at risk for crashes, help enhance their driving safety, and ease the transition to driving retirement if and when it becomes necessary. Research has not yet determined what percentage of older adult crashes are due to driving errors that are also common among middle-aged drivers, what proportion are due to age-related changes in cognition (such as delayed reaction time), or how many could be attributed to age-related medical illnesses

### **Conclusion:**

These driving behaviors indicate that visual, cognitive, and/or motor factors may affect the ability to drive in older adults. Comprehensive geriatric assessment (CGA) is defined as a multidisciplinary diagnostic and treatment process that identifies medical, psychosocial, and functional limitations of a frail older person in order to develop a coordinated plan to maximize overall health with aging. It requires evaluation of multiple issues including physical, cognitive, affective, social, financial, environmental, and spiritual components that influence an older adult's health. CGA is based on the premise that a systematic evaluation of frail, older persons by a team of health professionals may identify a variety of treatable health problems and lead to better health outcomes.

**Keywords:** *Elderly driver , driving behaviors , CGA*

## **An epidemiologic study of injured people in traffic accidents Accept in Shahid Kamyab hospital in year 1393**

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### **Background:**

Traffic accidents have financial and moral costs every year in our country. The purpose of this study is to examining demographic data of traffic injured admitted in one the biggest specialized hospitals in east of the country .

### **Method :**

this cross-sectional study is Based on the information recorded in the incidents software in Shahid Kamyab Hospital in Mashhad in year 1393 .

### **Results :**

of a total of incidents recorded,71 % were men and 29 % women and %97 were living in urban area . %94 of victims were in the street scene . The average age of victims for women and men was 33 and 30 years , respectively.The mode age was 24 years old ,both for men and weman . The months of Mordad and shahrivar have the highest prevalence of the event with %13 and %12 , respectively. In general, traffic accidents have more prevalence in the summer with %33 , then spring (%25), fall (%23) and winter (%85 . (%19 of victims were under 50 years and %8 were over 60 years old. Independent sample t-test shows that there is a significant difference between the mean age of women and men . examining the ages in terms of gender shows women over the age of 30 years have more risks to have accident than men .on the other hand, in winter %9 of victims were in the age group over 60 years and in autumn (%8), spring and summer (%7) victims are people over 60 years.

### **Conclusion :**

Although a small percentage of the victims are elderly people, undermine both physical and mental abilities arises problems . According to statistics the population move to ageing . The passage of the streets needs to analyze existing conditions , on the other hand most elderly people could not analyze current situation in a short time to cross the street ,therefor various risks threaten him.one of the useful strategies for reducing accidents and its resulting costs is to optimize street for elderly people specially in big cities .also Training new drivers in educational classes that on how to deal with the elderly in the streets would also be useful .

**Key words :** *traffic accidents , elderly people ,Shahid Kamyab .*

## Role of human factors in road accidents

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**Background:** Based on W.H.O documentation deaths in roads contain %25 of all accidental deaths. Traffic crashes are multi-factorial consequences caused by human factors, technical issues and environmental conditions. There is a general assumption that human factors involves in %90-70 of road accidents, in %60 of cases as main and in %95 as one of the influential factors. The present study aimed to determine role of human factors in road accidents in Iran and role of some human risk factors in occurrence of such outcomes in the range of 2015-1990.

**Methods:** In this review article we searched electronic literature of google scholar, Science direct, Pub Med, Scopus, and Persian database such as: SID, Magiran, Iranmedex, then, checks of all articles published between 1990 to 2015 with road accident, road injuries, driving behavior, human factors related to road accidents and psychology of accidents keywords. Finally, were selected 25 articles were published between 1990 to 2015.

**Results:** In this article the role of human factors on road accidents are divided in two groups of: factors reduce driving ability and factors causing driving high risk behavior. In the following we presented the distribution of human errors in driving based on various demographic variables.

About %45 of patients were 45-22 years old. The most common causes of injuries were traffic accidents (%73.4) and then falling (%45). (%13.98 of the traffic casualties were motorcyclist. Head and neck were the most injured part of body (%81.8), then limb and pelvis (%24.41). About %11 of patients suffered from severe head injury. Human factors related to road accident can be divided in two groups of: 1) factors related to human developmental stage and are out of voluntary control of drivers. 2) Factors related to personality style that interact in a complex form and usually co-occurs in a single person.

**Conclusion:** Control of human factors in traffic management needs a comprehensive and multistage approach including general and specific group oriented educations and legal restriction for specific drivers. In spite of the fact that alcohol had the highest effect on the severity of road traffic injuries, but acknowledging the low prevalence of this factor and its outcome on lower attributable risks when compared to other factors, it is a better prevention program to focus on those factors which are more prevalent, such as the disregard of rules and legislation and speed.

**Key words:** *Human factors, Road, Accident, Driving, Behavior.*

## The severity and pattern injury of road traffic accidents in elderly victims in Shiraz: 2014-2009

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**Background:** Elderly victims of road traffic injury are increasing with aging population. Elderly are more vulnerable road user than other group. In Iran road traffic injury are second cause of death and first cause of life years lost. This study Aimed to investigate the injury severity and pattern in elderly victims of road traffic injury referral to Shiraz Shahid Rajaei Trauma hospital during 2014-2009.

**Methods:** This was a cross sectional study, by census method, all elderly victims of road traffic injury referral to Shiraz Shahid Rajaei Trauma hospital from October 2009 to December 2014 were study. Then, by using a collection form for Gender, age, mechanism injury, hospital length of stay, body region injured, calculated injury severity score and outcome were collected. Elderly victims were defined as the age  $\geq 60$ . Data was analyzed by SPSS software.

**Results:** Study included 4271 elderly victims of motor vehicle collision was admitted to Shahid Rajaei Trauma hospital from October 2009 to December 2014. Of the injured elderly road user %67.7 were men and %32.3 were women. The average of their age was  $7 \pm 68$  (SD) years that was ranging in age from 97-60 years. The average ISS score was  $6 \pm 9$  (SD), with range of 35-1. Of the injured elderly road users were %55.5 car occupants, %28.2 were pedestrians, and %16.3 were motorcyclist. Body region injured in elderly road user include: head & neck (%32.86), extremity (%31.65), multiple injuries (13.48), abdomen (%7.11), chest (%9.05), and face (%1.25). The average length of stay was  $10.2 \pm 6.7$  (SD) day's that this ranged was during of 1 to 122 days. 6.8 % of the injured elderly road user were died and %93.2 were survivor. After adjusting for covariates, length of stay (OR %1.02, 95CI[-1.006 1.02]), age  $\geq 80$  (OR %3.18, 95CI[4.8-2.08]), ISS  $\geq 25$  (OR %7.5, 95CI[15.08-3.79]), male gender (OR %1.49, 95CI[2.1-1.07]) and multiple injuries (OR %5.7, 95 CI[-3.3 10.01]) were the most important independent risk factors of elderly victims of road traffic injury death.

**Conclusions:** Elderly victims of road traffic injury have higher risk in extremity and head & neck injuries. ISS level, hospital length of stay, injured body region and age are important determinants of trauma outcome in elderly victims of road traffic injury. Elderly injury patterns have important role to conduct programs for preventive strategies.

**Keywords:** Traffic Accidents, Injury, Injury Severity Score, Aged, Body Region

## Probability of increasing Traumatic accidents for drives of Motorized means of transportation because of Narcotics use and necessity to prescribe higher dose of tranquilizers for them

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### Background:

Because, drivers of Motorcycles and inter-civil means comprise majority of applicants to Trauma emergencies in hospitals, so it is important to consider conditions of Narcotics abuse in increasing probable hard accidents caused by decreasing reflex response of the body and awareness status.

In these research, accomplished a foresighted consideration in this field over 100 patients injured on year 2007 from month July to last month of Oct. and hospitalized in Imam Hossein hospital, emergency part in east of Tehran because of bone fracture or dippers laceration of skin or dislocation of organs.

**Methods:** In this research, we considered 100 patients drives of motorized went to Traumatic emergency of Imam Hossein Hospital on year 2007 from beginning of Month July to the middle of Month Oct. hospitalized because of bone fracture or vast laceration of skin or dislocation of organs, they disregard to sex, age and vehicle type. Stabilized first vital signs and then we get a history for using narcotics for the patient or his/her companions, and we get urinary sampling and send the kit to the lab.

It is mentioned that these actions accomplished by the consent of the patient and his/her companions and we convinced them that it is important to determine the type and rate of prescribed tranquilizer by the practitioner. In this time we considered 109 patients nondrives motorized with non traumatic problem (for example infectious disease, surgery, chest pain, cerebro vascular accident, psychology, gynecology) went to internis emergency of imam hossien hospital

### Results:

Final findings showed that these 100 patients including 19 women, none of them have any narcotics abuse, neither from their history nor from their lab kits, but from 81 men, only 35 or %43 were healthy from history and lab kit consideration while 39 people of them, %48, have narcotics abuse from history or laboratory consideration.

### Conclusion:

It is necessary for practitioners working at emergencies of hospitals in Trauma part to prescribe tranquilizers in higher dosages and it is necessary to do cultural acts for reducing Narcotics abuse by health care part.

**Key words:** Drivers- Opioid- Analgisy



## شیوع اختلال کیفیت خواب در رانندگان ایرانی: بررسی سیستماتیک و متاآنالیز

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### مقدمه:

با توجه به آمار بالای تصادفات در ایران و نقش کیفیت خواب در تصادفات جاده ای انجام تحقیقی جامع برای تعیین کیفیت خواب رانندگان حرفه ای در ایران اهمیت خواهد داشت. به همین جهت مطالعه حاضر، با هدف بررسی کیفیت خواب در رانندگان حرفه ای ایران و عوامل موثر بر آن طراحی و اجرا شد، تا با تعیین این تاثیرات بر وضعیت خواب آنان، زمینه لازم برای برنامه ریزی های قانونی و توصیه های بهداشتی جهت کاهش حوادث و سوانح رانندگی فراهم شود. (مقاله حقیقی).

### روش کار:

در این پژوهش برای یافتن مطالعات انتشار یافته به صورت الکترونیکی از سال یک ژانویه ۲۰۰۰ الی ۲۱ اکتبر ۲۰۱۵، از مقالات چاپ شده در مجلات ملی و بین المللی استفاده شد. بدین منظور پایگاه های اطلاعاتی ملی **Magiran**، **Iranmedex**، **SID** و **IranDoc** و بین المللی **PubMed**، **Web of Science**، **Google scholar** و **Scopus** با استفاده از کلیدواژه ها مورد جستجو قرار گرفت. استراتژی جستجوی مقالات عمدتاً با استفاده از کلید واژه های **Iran**، **Quality**، **Sleep**، **Sleep quality**، **disorder**، **Sleep disorder**، **Drivers**، **Iran** و معادل فارسی آنها انجام گرفت. جستجو در فاصله زمانی یکم الی ۱۵ نوامبر سال ۲۰۱۵ توسط دو نفر از پژوهشگران به صورت مستقل انجام گرفت. برای آنالیز داده ها از نرم افزار **Stata** استفاده شد.

### نتایج:

با جستجوی اولیه تعداد ۹۳۶ مقاله از پایگاههای اطلاعاتی ملی و بین المللی یافت شد که نهایتاً ۱۰ مقاله وارد فرایند متاآنالیز شدند. در ۱۰ مطالعه دارای معیارهای ورود، شیوع کیفیت اختلال خواب در ۳۴۸۹ نفر از رانندگان ایرانی مورد بررسی قرار گرفت. شیوع کیفیت اختلال خواب در بین مطالعات اولیه وارد شده به متاآنالیز از ۱۹/۶٪ در مطالعه مظفری با حجم نمونه ۲۱۴ نفر الی ۸۵٪ در مطالعه عفت پناه با حجم نمونه ۲۳۸ نفر متغیر بوده است. شاخص هتروژنیته نشان داد که بین نتایج مطالعات اولیه ناهمگونی قابل ملاحظه ای وجود دارد ( $p < .001$ ،  $Q=754/1$ ،  $I^2=98/8$ ). بر همین اساس برآورد کلی شیوع کیفیت اختلال خواب در رانندگان ایرانی با استفاده از مدل اثر تصادفی انجام گرفت که میزان آن  $67/8-38/9$  (۳۸/۹-۶۷/۸)٪ برآورد گردید.

### بحث:

با توجه به شیوع نسبتاً بالای اختلال خواب در بین رانندگان ایران، شناسایی و رفع مشکلات خواب جهت کاهش خطرات تصادفات، ضروری به نظر می رسد. برای این منظور شناسایی رانندگانی که دچار اختلال خواب هستند در معاینات دوره ای برای صدور کارت سلامت و ارائه مشاوره و خدمات درمانی برای این گروه از رانندگان می تواند راهکار مناسبی باشد. غربالگری و بیماریابی رانندگان مبتلا به اختلال خواب، سبب رفع مشکلات مرتبط و بهبود کیفیت خواب در رانندگان مبتلا و متعاقب آن کاهش احتمال وقوع تصادفات گردد.

**کلید واژه:** اختلال کیفیت خواب، رانندگان ایرانی، سیستماتیک و متاآنالیز

## Risk factors for road traffic injuries in elderly

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### Background:

Cause of death in elderly has been reported as a result of traffic accidents by %50 due to head trauma and %25 due to multiple fractures. Two third of the elderly who are killed by traffic accidents, have 60 to 74 years old and a third are above 75 years. The sex ratio in older men than older women, with deaths from traffic accidents are 4 times. Due to this, it is essential to improve the safety of elderly pedestrians.

### Method:

This study is based on a review of library and information gathered from Internet sources, published research on risk factors of road traffic injuries among the elderly. And based on theoretical frameworks, risk factors in road traffic injuries in elderly were recognized then based on findings, the study discussed ways to reduce the risk and safety of elderly pedestrians.

### Results:

The results show that elderly people due to physical and motor limitations cannot quickly cross the street and because of poor eyesight and hearing are not able fast and convenient detect the position of the vehicles. In such case they need help and the other drivers should be careful to the situation of elderly and pay more caution. Driving by the elderly should be complying with sufficient safety, prior to driving elderly people should be assured of physical and mental health and have no motor weakness and vision and have healthy orientation. Despite these conditions, the elderly can drive and it is better not to drive long time and distance.

### Conclusion:

Studies have shown that with increasing the age of drivers over 70 years, the incidence of fatal accidents increases greatly. In addition, some chronic diseases such as musculoskeletal problems, arthritis of the neck spine and knee, and so on does not give individuals the possibility of safe driving. In addition, sometimes acute events such as myocardial infarction and stroke cause the older drivers have an accident. It is appropriate to reduce the incidence of falls in the elderly, proper and effective preventive interventions in this regard are done. In this regard, health policy-makers should also pay more attention to improving the safety of elderly pedestrians, and have increased emphasis on the use of site belt by the elderly as a driver or as a passenger.

**Keywords:** *Driving in old age, accidents, aging, old age risk*

## Elderly Transportation and its Effect on New Urban Development

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### Background:

The physical environment may play a crucial role in promoting older adults' walking for transportation. However, previous studies on relationships between the physical environment and older adults' physical activity behaviors have reported inconsistent findings. A possible explanation for these inconsistencies is the focus upon studying environmental factors separately rather than simultaneously. The current study aimed to investigate the cumulative influence of perceived favorable environmental factors on older adults' walking for transportation. Additionally, the moderating effect of perceived distance to destinations on this relationship was studied.

### Methods:

The sample was comprised of 50,685 non-institutionalized older adults residing in Tehran (Iran). Cross-sectional data on demographics, environmental perceptions and frequency of walking for transportation were collected by self-administered questionnaires in the period 2010-2004. Perceived distance to destinations was categorized into short, medium, and large distance to destinations. An environmental index (=a sum of favorable environmental factors, ranging from 0 to 7) was constructed to investigate the cumulative influence of favorable environmental factors. Multilevel logistic regression analyses were applied to predict probabilities of daily walking for transportation.

### Results:

For short distance to destinations, probability of daily walking for transportation was significantly higher when seven compared to three, four or five favorable environmental factors were present. For medium distance to destinations, probabilities significantly increased for an increase from zero to four favorable environmental factors. For large distance to destinations, no relationship between the environmental index and walking for transportation was observed.

### Conclusions:

Our findings suggest that the presence of multiple favorable environmental factors can motivate older adults to walk medium distances to facilities. Future research should focus upon the relationship between older adults' physical activity and multiple environmental factors simultaneously instead of separately.

**Keywords:** Ecological Model, Environment, Physical Activity, Walking, Older Adults

## A guide to older driver licensing, renewal legislation and its role in traffic accidents

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### **Background:**

Studies have demonstrated that fatal crash rates increase noticeably for drivers aged 70 and over. This is due to the fact that vision, hearing and skeletal power loss, also cervical and knee arthritis, and other reasons may affect older adult's ability to drive safely.

Acute events such as stroke or heart attack leads to injury in older drivers in some cases, so secured Legislation seems to be significant in older driver licensing and its renewal , according to its high mortality rate in Iran.

### **Method and Materials:**

This review article is based on reference articles related to the following keyword «constitution of law , licensing regulation, renewal certification in the elderly, traffic accidents and elderly» in the Internet and library sources written between 2005-2014.

### **Results:**

Although driving license obtaining and its renewal is associated with various rules and examinations in many other countries, we can't find any determined age limitation for it in Iran.

Despite the restrictions which have been considered on the basis of new traffic law across people over 70 years to be evaluated every 5 years in regard to physical and mental health to renew the driving authorization, this legislation and restrictions can't supply the security for those older drivers whose physical and psychological condition is in accordance with their periodic and momentum physical and mental status, so it seems irrational to examine their physical and psychological every 5 years. In addition, a large number of these older drivers don't take renewal certification issue seriously and they drive with suspended or canceled license, which rooted in poor executive guarantees for driver's requirements or lack of informing from traffic office.

### **Conclusion:**

Although the issue of every five years physical and psychological examinations has been emphasized for older adults in law, this period seems so long and it would be better to consider less length of time for it. This issue causes some traffic and accident experts criticisms, so it seems necessary to revise the legislation in this regard.

**Key words:** *certification, elderly, traffic accidents, traffic.*

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