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Preface to *Traffic Crash Epidemiology* (Huiqing JIN), Science Press, Beijing, China. ISBN 9787030360090, 2013, pages i-ii.

Preface I

Harm from traffic crashes has increased dramatically as more and more people are able to purchase motorized vehicles for their personal transportation. Harm is expected to increase yet more in the future. Harm includes enormous property damage losses—mainly to vehicles. More tragically, harm includes vast numbers of injuries, and large numbers of deaths (more than a million per year in the world). Victims include drivers, passengers, as well as pedestrians and pedal-cyclists who receive no transportation benefits from the motorized vehicles. In a motorized country if you see a young man in wheelchair from which he will never rise unassisted, it is almost certain that it was a traffic crash that put him there. I am pleased to see so many Chinese researchers devoting their careers to this vital subject area, working hard to promote and advance the development of research aimed at reducing the tragic human costs of motorized transportation.

Including traffic crashes within the context of epidemiology expresses the important concept that traffic crashes are a major public health problem that must be viewed from a medical perspective. From *Traffic Crash Epidemiology* we learn about such matters as risk factors relating to traffic crashes, epidemiological features of traffic crashes, and approaches to prevention. More complete of knowledge on these aspects provides a more systematic understanding of traffic safety.

China's evolution from "The Kingdom of Bicycles" to "The Country on Four Wheels" not only witnessed China's economic and technological development, but also saw traffic crashes becoming a new chronic disease. Through the analysis of traffic regulation and the distribution of factors relating to crashes, Dr. Huiqing Jin provides strategies and measures for the control and reduction of traffic crashes. Although he explores the problem of traffic crashes using the methodology of epidemiology, his main concern is to use simple language to help more readers apply the theory, which is the main purpose of the publication and his motivation for doing research.

Reducing harm from traffic crashes is of vital importance to all people who live in motorized societies. All those who walk, ride bicycles, travel in buses, are car pas-

sengers, or are vehicle drivers are affected. Against this background it is indeed fortunate that the English edition of *Traffic Crashes Epidemiology* is coming. It illuminates the universal nature of the problem. Findings in one country often apply in others, and in many cases in all countries. I recommend that everyone committed to reducing the staggering world-wide harm from traffic crashes should read this important book.

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