

Hur mår man efter en fallolycka? – Sjukskrivning i samband med fallolycka

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Hur mår man efter en trafikolycka?

– Sjukskrivning i samband med trafikolycka



18% sjukskrivna innan fallolycka

20% sjukskrivna efter fallolycka

Data från flera register

– studerar de i arbetsför ålder (20–64 år)

- **Socialstyrelsen:**
 - Patientregistret, slutenvård och specialiserad öppenvård
 - Dödsorsaksregistret
- **Statistiska centralbyrån:**
 - Bakgrundsdata
- **Försäkringskassan:**
 - Sjukskrivning > 14 dagar
 - Sjuk- och aktivitetsersättning

Måttet sjukskrivning

- De första 14 dagarna ersätts av arbetsgivaren
- I dessa studier data från Försäkringskassan
 - endast sjukskrivningsfall **längre än 14 dagar**
 - heltid eller deltid
- **Uppdelning av sjukskrivning:**
 - ingen sjukskrivning eller sjuk- och aktivitetsersättning
 - pågående sjukskrivning eller heltid sjuk- och aktivitetsersättning
 - ny sjukskrivning >14 dagar

Fotgångarolyckor och sjukskrivning

- **Fallolyckor:** 72% fallolyckor av alla skadade fotgängare
 - **Vem faller:** 56% kvinnor och 56% i åldersgruppen 45–64 år
 - **Orsaker:** 31% fall vid snö/is och 53% halkade/snubblade på andra underlag
 - **Sjukskrivning:**
 - 22% av alla skadade fick en ny sjukskrivning
 - Högre risk vid fall på snö/is
- **I kollision med annan trafikant:** 23% påkörd av motorfordon, 14% vid kollision med fotgängare/cyklist
 - **Sjukskrivning:** Högre risk för lång sjukskrivning (mer än 90 dagar) än vid fallolycka

Fotgångarolyckor och sjukskrivning – handled vanligaste personskadan

Alla skador:

- **Skadetyp:** Frakturer 42%
- **Drabbade kroppsdelar:**
 - Övre extremiteter 36%
 - Nedre extremiteter 35%

Sjukskrivning:

- **Skadetyp:** Frakturer 70%
- **Drabbade kroppsdelar:**
 - Övre extremiteter 50%
 - Nedre extremiteter 37%
- Kort sjukskrivning vanligare än lång, utom vid ryggskador

Fotgångarolyckor och sjukskrivning

– Yrkessektor

- **Mest skadedrabbade sektorer:** Finans, kommunikation & kultur (23%), vård & omsorg (17%), handel, transport, hotell & restaurang (16%)
- **Sjukskrivning:** Högst andel i vård & omsorg (33%), bygg (30%), utbildning (29%)
 - Högsta risk för individer inom vård- och byggsektorn

Slutsatser och rekommendationer

- Inte bara gamla som faller – stora kostnader för samhället då stor andel är i arbetsför ålder
- Fler kvinnor
- Snö och is – högre risk att sjukskrivas
- Vanligast med personskador på arm eller ben
- Individer med yrke som kräver kroppsarbete mer sjukskrivna

Rekommendationer:

- Halkbekämpning
- Uppvärmda ytor
- Broddar eller bra vinterskor med mönstrad sula eller dubbar för bättre grepp och lägre risk att halka

Sjöström skadad – halkade på isfläck





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RESEARCH

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Diagnosis-specific sickness absence among injured working-aged pedestrians: a sequence analysis

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Fall and collision related injuries among pedestrians, sickness absence and associations with accident type and occupation

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ABSTRACT

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Objectives: This study explores pedestrian fall and collision related injuries among pedestrians in the Swedish road transport system, and sickness absence and disability pension after such injuries. Further, it studies the associations between accident type, injury, and occupation with sickness absence and disability pension. **Methods:** Data from several national registers (20–64 years) receiving healthcare after a fall or collision, accident type, injury, and occupation were used to estimate odds ratios (OR), with 95% confidence intervals (CIs) for association of the different factors with sickness absence and disability pension. **Results:** About 11,000 pedestrians had a new SA. The population had a mean age of 45 years. Of the falls, 23% were related to road traffic accidents. The most common diagnosis was sprain/strain, followed by fracture. The most common occupation was sales and customer service. The most common injury was laceration. The most common diagnosis was sprain/strain, followed by fracture. The most common occupation was sales and customer service. The most common injury was laceration.

Keywords:
Traffic accidents
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Tack! Frågor?

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Research article

Sickness absence and disability pension after road traffic accidents, a nationwide register-based study comparing different road user groups with matched references

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Knowledge about the long-term consequences in terms of sickness absence (SA) among pedestrians after a road traffic accident, including falls, is scarce. Therefore, the aim was to explore diagnosis-specific patterns of SA after a road traffic accident and their association with different sociodemographic and occupational factors among working-aged pedestrians who were injured as a pedestrian.

This was a nationwide register-based study, including all individuals aged 20–59 and living in Sweden, who in 2010–2019 received outpatient healthcare after a new traffic-related accident as a pedestrian. Diagnoses were recorded weekly from one year before the accident up until three years after the accident. We used sequence analysis to identify patterns (sequences) of SA, and cluster analysis to form clusters of individuals with similar SA patterns. Odds ratios (ORs) with 95% confidence intervals (CIs) for association of the different factors with SA were estimated by multinomial logistic regression.

Eight clusters of SA patterns were identified. One cluster had SA both due to injury and other diagnoses (short-term and long-term) and one cluster mainly consisted of individuals with disability pension. The cluster "No SA", all other clusters were associated with older age, no university education, and working in health and social care. The clusters "Immediate SA", "Episodic SA" and "Both SA and disability pension" were also associated with higher odds of pedestrians who sustained a fracture.

This nationwide study of the working-aged pedestrians observed diverging patterns of SA after their road traffic accidents. The largest cluster of pedestrians had no SA, and the other seven clusters had different patterns of SA in terms of diagnosis (injury and other diagnoses) and timing of SA. Differences were found between all clusters regarding sociodemographic and occupational factors. This information can contribute to the understanding of long-term consequences of road traffic accidents.

Keywords Sick leave, Disability pension, Pedestrians, Fall accidents, Traffic injury, Population-based

