

An overview of the level of knowledge and attitudes of the community towards first aid for victims of traffic accidents on the Palembang-Jambi crossing road, Bayung Lencir

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Abstract

Background: First aid is a critical measure to reduce the severity of trauma and improve survival outcomes in traffic accidents. Community members, often the first responders at the scene, play an essential role in providing timely aid. Their effectiveness depends on adequate knowledge and positive attitudes toward first aid. This study aimed to assess community knowledge and attitudes regarding first aid for traffic accident victims along the Palembang–Jambi route, particularly in Bayung Lencir.

Method: This quantitative study used a descriptive cross-sectional design conducted in Bayung Lencir District, Musi Banyuasin Regency, from June 19 to July 16, 2024. A total of 408 respondents were selected using purposive sampling. Data were collected through a structured questionnaire and analyzed using univariate analysis with frequency distribution to describe respondents' knowledge and attitudes.

Results: Among 408 respondents, most demonstrated sufficient knowledge (60.5%), while 21.6% had good knowledge and 17.9% had poor knowledge. Regarding attitudes, the majority (81.4%) showed a positive attitude, while 18.6% had a negative attitude toward providing first aid in traffic accidents.

Conclusion: Overall, community knowledge and attitudes toward first aid were in the sufficient and positive categories. However, gaps remain, as some individuals lack adequate understanding and confidence. These findings underscore the need for community-based education and practical training to enhance preparedness and responsiveness in traffic accident emergencies.

Keywords: Traffic Accident; First Aid; Knowledge; Attitude

INTRODUCTION

Traffic accidents are a serious problem that has a major impact on public health and safety worldwide. Every year, these accidents cause many fatalities and significant material losses(1). Traffic accidents often occur suddenly and cannot be predicted when they will occur. This situation can occur on the highway at any time and regardless of time(2). The impact of traffic accidents also varies greatly, ranging from minor injuries to severe injuries that are life-threatening, and can even cause death at the scene(3).

First aid is essential in the case of an accident to prevent further trauma to the

victim and speed up the treatment process later on(4). However, people are often reluctant to provide first aid for several reasons, including fear of legal consequences, fear of becoming a suspect, and lack of knowledge about proper actions in emergency situations. There is a tendency for people to stay silent, watch, and wait for police officers to take further action after an accident(5).

Traffic accidents are indeed a very serious global public health problem. According to a report from the World Health Organization, each year traffic accidents cause between 1.25 and 2.3 million deaths, and injure between 20 and 50 million

people(6). Data from the Global Report on Road Safety shows that traffic accidents are one of the three leading causes of death in the age range between 5 and 44 years. More specifically, traffic crashes are the leading cause of death among young people aged 5 to 29 worldwide(7).

In Indonesia, the number of traffic accident cases was 109,215 cases, the death toll was 29,472 people, 13,315 people suffered serious injuries and 130,571 people suffered minor injuries(8). In 2022 in the city of Musi Banyuasin, precisely in the village of Bayung Lencir, the highest accident case was recorded, there were 679 traffic accident cases, 97 people died, 4 people were seriously injured and 912 people were slightly injured. The number of traffic accident victims who died is still said to be high(9).

Emergency services help save the lives of patients, so it is often used to provide first aid and even outpatient services. The number of deaths and consequences of emergencies is influenced by the severity of the accident, the lack of nurses' role in the treatment of traffic accident emergencies, and the inadequate action equipment of ER nurses in handling traffic accident emergencies(10). The Palembang-Jambi crossing road is a road that can be crossed by all groups of people. This route plays a vital role in connecting two major cities in South Sumatra and Jambi, and supports the economic and social activities of the community along its path. Rapid response is very important to help accident victims, so to bring up the response or behavior there needs to be elements that build these actions such as the role of the community.

Previous research shows that basic life support training for ordinary people significantly improves their ability to handle accident victims in Jambi(5) and that the socialization of Ojek Sigap (Quick Response Motorcycle Taxi) increased the knowledge of online drivers in providing first aid in Jambi City(6). These findings emphasize that community involvement can strengthen the first response system. However, most studies have focused on specific groups

such as youth organizations or online drivers, rather than the general community living along high-risk traffic corridors.

Therefore, there is still a research gap in describing the broader community's knowledge and attitudes toward first aid for traffic accident victims, particularly along the Palembang-Jambi crossing road. Based on this gap, the researcher is interested in examining the level of community knowledge and attitudes toward first aid to victims of traffic accidents in Bayung Lencir District.

METHOD

This research is quantitative with a descriptive research design using a cross-sectional method. The location of this study was Bayung Lencir District, Musi Banyuasin Regency, conducted from June 19, 2024, to July 16, 2024. The population in this study consisted of all people in Bayung Lencir District (71,710 people). The sample was determined using non-probability purposive sampling, with a total of 408 respondents.

The instrument used in this research was a structured questionnaire developed based on first aid guidelines and previous studies. The questionnaire consisted of two main parts: (1) questions on community knowledge regarding first aid for traffic accident victims (10 items, multiple choice and yes/no format), and (2) statements measuring attitudes toward first aid (10 items, Likert scale with options ranging from strongly agree to strongly disagree).

The validity of the questionnaire was tested using Pearson's product-moment correlation on 30 respondents with similar characteristics, resulting in all items having a correlation coefficient (r count) above the minimum threshold (0.361), which indicated that all items were valid. Reliability was tested using Cronbach's Alpha, and the results showed a reliability coefficient of 0.82 for the knowledge section and 0.86 for the attitude section, indicating good internal consistency.

Scoring was conducted by assigning one point for each correct answer in the knowledge section and zero for incorrect answers. The total scores were then

categorized into three levels: good (76-100%), sufficient (56-75%), and poor ($\leq 55\%$). For the attitude section, scoring was based on a 4-point Likert scale (strongly agree = 4, agree = 3, disagree = 2, strongly disagree = 1). The overall attitude scores were categorized as positive (\geq mean score) or negative ($<$ mean score).

RESULTS

1. Respondent Characteristics

Table 1. Frequency Distribution and Percentage of Respondent Characteristics Based on Age, Gender, Education (n: 408)

Characteristics	Frequency (n)	Percentage (%)
Age		
17-25 Years	113	27.7
26-35 Years	159	39.0
36-45 Years	95	23.3
46-55 Years	41	10.0
Total	408	100
Gender		
Male	235	57.6
Female	173	42.4
Total	408	100
Last Education		
Not in School	12	2.9
SD	47	11.5
SMP	77	18.9
HIGH SCHOOL	173	42.4
Higher Education	99	23.4
Total	408	100
Jobs		
Not Working	29	7.1
Civil servants, military, police	72	17.6
Private	110	27.0
Self-employed	121	29.7
Farmers	33	8.1
Students	43	10.5
Total	408	100

Table 1 shows that of the 408 respondents, 159 respondents (39.0%) were dominated in the age range of 26-35 years, 235 respondents (57.6%) were male, 173

respondents (42.4%) had a high school education, and 121 respondents (29.7%) were self-employed.

2. Level of Knowledge of First Aid for Victims of Traffic Accidents on the Palembang-Jambi Crossing Road, Bayung Lencir

Table 2. Frequency Distribution and Percentage of Statements on the Level of Community Knowledge of Traffic Accident Victims on the Palembang-Jambi Crossing Road, Bayung Lencir (n=408)

Question	YES n (%)	NO n(%)
Do you understand first aid?	393 (96.3)	15 (3.7)
Is first aid important for accident victims?	362 (88.7)	46 (11.3)
Is the community a group of people who are first on the scene?	264 (64.7)	144 (35.3)
Can first aid only be provided by health workers and the police?	256 (62.7)	152 (37.3)
Is it true that first aid can be given by anyone at the scene of an accident?	347 (85)	61 (15)
Can immediate first aid for accident victims prevent the victim's condition from getting worse?	267 (65.4)	141 (34.6)
Is not providing first aid life-threatening for the victim?	302 (74)	106 (26)
Is it true that first aid is only given at the scene of the incident?	205 (50.2)	203 (49.8)
Will being at the scene of the accident and not assisting the victim of the accident cause the victim to die be charged with Article 531 of the Criminal Code?	291 (71.3)	117 (28.7)
Is it right to leave the victim of a traffic accident alone when you are in danger when helping the	329 (80.6)	79 (19.4)

Question	YES n (%)	NO n(%)
victim?		
Is it true that people who do not obey traffic rules are prone to accidents?	393 (96.3)	15 (3.7)
Before helping an accident victim, do you need to know the victim's ethnicity first?	364 (89.2)	44 (10.8)
Could the victim's tribe pose a threat to you when helping a traffic accident victim?	366 (89.7)	42 (10.3)

Based on the table above, 408 respondents have different attitudes about first aid. Respondents who answered the most in the strongly agree (SS) category, namely in the statement "First aid done correctly will save victims from death" as many as 269 respondents (65.9%). Respondents who answered the most in the agree (S) category, namely in the statement "First aid to accident victims must be carried out calmly" as many as 164 respondents (40.2%). Respondents who answered the most in the disagree (TS) category, namely in the statement "Providing assistance to victims of traffic accidents does not need to pay attention to surrounding conditions" as many as 60 respondents (14.7%). Respondents who answered the most in the strongly disagree (STS) category, namely in the statement "Providing assistance to victims of traffic accidents does not need to pay attention to surrounding conditions" as many as 29 respondents (7.1%).

Table 3. Frequency Distribution and Percentage of Community Knowledge Level on the Palembang-Jambi Crossing Road, Bayung Lencir

Knowledge Level	Frequency (n)	Percentage (%)
Good	88	21.6
Simply	247	60.5
Less	73	17.9
Total	408	100

Based on the table of research results, the description of public knowledge of first aid for accident victims on the Palembang-Jambi crossing road, Bayung Lencir District, most of them had sufficient knowledge of 247 respondents (60.5%) while in the good category there were 88 respondents (21.6%) and in the poor category there were 73 respondents (17.9%).

3. Attitudes Toward First Aid for Traffic Accident Victims on the Palembang-Jambi Crossing Road, Bayung Lencir

Table 4. Frequency Distribution and Percentage of Community Attitude Statements About First Aid for Victims of Traffic Accidents on Palembang-Jambi Crossing Road, Bayung Lencir (n=408)

Question	Strongly Agree n (%)	Agree n (%)	Disagree n(%)	Strongly Disagree n(%)
First aid done correctly will save the victim from death.	269 (65.9)	110 (27.0)	21 (5.1)	8 (2.0)
Injured and suddenly ill traffic accident victims need to receive first aid.	175 (42.9)	144 (35.3)	16 (16.9)	20 (4.9)
First aid to accident victims must be done calmly	167 (40.9)	164 (40.2)	59 (14.5)	18 (4.4)
First aid to traffic accident victims requires planning from the helper.	261 (64.0)	118 (28)	22 (5.4)	7 (1.7)
Helpers	217	141	39	11

Question	Strongly Agree n (%)	Agree n (%)	Disagree n (%)	Strongly Disagree n (%)
must be dexterous in providing first aid in order to save lives.	(53.2)	(34.6)	(9.5)	(2.7)
Providing first aid to victims of traffic accidents is carried out with responsive actions	177 (43.4)	154 (37.7)	58 (14.2)	19 (4.7)
First aid measures taken by helpers need to pay attention to the victim's condition	244 (59.8)	121 (29.7)	23 (5.6)	20 (4.9)
Providing assistance to victims of traffic accidents does not need to pay attention to the surrounding conditions.	170 (41.7)	149 (36.5)	60 (14.7)	29 (7.1)
When finding a victim of a traffic accident, the helper needs to notify the police.	187 (45.8)	145 (35.5)	50 (12.3)	26 (6.4)
The scene of a traffic accident does not need to be marked by the helper when providing first aid.	257 (63.0)	115 (28.2)	25 (6.1)	11 (2.7)

Based on the table above, 408 respondents have different attitudes about first aid. Respondents who answered the most in the strongly agree (SS) category, namely in the statement "First aid done correctly will save victims from death" as many as 269 respondents (65.9%). Respondents who answered the most in the agree (S) category, namely in the statement "First aid to accident victims must be carried out calmly" as many as 164 respondents (40.2%). Respondents who answered the most in the disagree (TS) category, namely in the statement "Providing assistance to victims of traffic accidents does not need to pay attention to surrounding conditions" as many as 60 respondents (14.7%). Respondents who answered the most in the strongly disagree (STS) category, namely in the statement "Providing assistance to victims of traffic accidents does not need to pay attention to surrounding conditions" as many as 29 respondents (7.1%).

Table 5. Frequency Distribution and Percentage of Community Attitudes on the Palembang-Jambi Crossing Road, Bayung Lencir

Knowledge Level	Frequency (n)	Percentage (%)
Positive	332	81.4
Negative	76	18.6
Total	408	100

Based on the table of research results, the description of community attitudes towards first aid for accident victims on the Palembang-Jambi crossing road, Bayung Lencir District, mostly has a positive attitude, namely 332 respondents (81.4%) while in the negative category as many as 76 respondents (18.6%).

DISCUSSION

1. Description of Respondent Characteristics

In this study, respondents were grouped based on several characteristics, namely the characteristics of respondents based on age, characteristics of respondents based on gender, characteristics of respondents based on their latest education and characteristics of respondents based on employment. The results of data analysis on the characteristics of respondents based on age in table 1 can be seen that the most dominant age group of respondents is in the age range 26-35 as many as 159 respondents (39.0%). According to the author, this is because along the causeway there are more houses that are also used as workplaces. In addition, in this age range individuals are more able to receive information about health and are included in productive age(11). Age affects a person's attention span and mindset, the older the age, the more developed the attention span and mindset, so that the knowledge gained is also getting better. The results of this study were also dominated by male gender 235 respondents (57.6%).

The researcher found that this male dominance was due to the fact that in the local community, men who are generally considered the backbone of the family have the responsibility to work and participate in the family business. This led to more men being involved and becoming respondents in the study. This finding is consistent with Yosephine's(12) research, which also found that 71.4% of respondents in her study were male-dominated. The

majority of respondents in the study had the latest education equivalent to SMA / SMK as many as 173 respondents (42.4%). A person's level of education is related to a person's ability to understand the information received so that education has an important role in determining whether or not the absorption of information is good. The occupation of people living around the Palembang-Jambi crossing road is dominated by self-employed as many as 121 respondents (29.7%), where many residents have their own business or work at home. This is supported by Hanson's opinion in Putri's(13) research, which states that the existence of cross road accessibility can affect the economic activities of the surrounding community. In accordance with the results of this study, many residents work as self-employed by running their own business at home.

2. Level of Community Knowledge on First Aid for Victims of Traffic Accidents on Palembang-Jambi Road, Bayung Lencir

There are many factors that can affect an individual's level of knowledge. The results showed that most of the community had a sufficient level of knowledge as many as 247 respondents (60.5%), a good level of knowledge as many as 88 respondents (21.6%) and a poor level of knowledge as many as 73 respondents (17.9%). showed that the highest level of community knowledge based on age was classified in the sufficient category, namely people aged 26-35 years as many as 109 respondents (68.6%). Age has a significant contribution to public knowledge in carrying out an action. In

late adulthood, a person tends to have more life experiences, which contribute to their knowledge and skills. As age increases, a person tends to gain more information and experience, which in turn increases their thinking maturity process. The results of this study showed that most of the respondents were male, namely 235 respondents (57.6%) with sufficient knowledge. In previous studies, it was stated that gender can affect knowledge, where men may have more knowledge because they are often outside the home so that they can easily gain knowledge through informal education.

The highest level of community knowledge based on education is classified in the sufficient category, namely college as many as 56 respondents (56.5%). According to Mantra(14), the higher a person's education, the easier it is for that person to receive information. The more information that enters the more knowledge that can be obtained. Conversely, lack of education will hinder the development of attitudes towards newly introduced values(15). The results of the study showed that the highest level of community knowledge based on occupation was classified in the sufficient category, namely private as many as 55 respondents (50.0%). According to researchers, work contributes to public knowledge, because someone who has worked has extensive experience and more experience compared to people who do not work and an individual will take action based on his experience. Someone with experience will take action according to the provisions they

are familiar with and not feel awkward in their actions.

It can be assumed by researchers that public knowledge of first aid in traffic accidents on the Palembang-Jambi crossing road is included in the sufficient category because this shows that most people have begun to realize the importance of performing first aid in traffic accidents but there are still people who do not understand how to perform first aid in traffic accidents properly and correctly.

3. Community Attitudes Toward First Aid for Traffic Accident Victims on the Palembang-Jambi Crossing Road, Bayung Lencir

Based on the table of research results, the description of community attitudes towards first aid for accident victims on the Palembang-Jambi crossing road, Bayung Lencir District, mostly has a positive attitude, namely as many as 332 respondents (81.4%) while in the negative category as many as 76 respondents (18.6%). Respondents have a high sense of empathy, which is reflected in their helpful attitude towards victims of traffic accidents. A person's attitude is influenced by three main factors: intrapersonal, psychosocial, and situational(16). In addition, according to Notoadmodjo(17), attitude is a manifestation that cannot be seen directly, but can only be interpreted from covert behavior. According to previous research, there is an equal positive relationship between knowledge and behavior/attitude in the first aid of traffic accidents, meaning that the better the level of knowledge, the better the behavior/attitude in the first aid of traffic accidents.

The characteristics of respondents in terms of age show that the average respondent is 26-35 years old as many as 138 respondents (86.8%) and is classified as a young adult. Individuals at this time have been able to place themselves according to the views of others so as to achieve mature empathy(18). Individuals in early adulthood have realized that a problem has more than one cause and more than one answer and are able to analyze what is the best solution to do(19). The attitude of the male community has the most positive attitude as many as 187 respondents (79.6%). According to Asdiwinata, Yundari, & Widnyana(20), men are considered to have a better response in providing first aid because of their ability to direct greater physical energy in helping victims. However, another study by Rante(21) showed that men are emotionally more likely to use logic, are more rational, and tend to be silent and ignorant in dealing with problems, including in their work. Men also tend to avoid situations that make them feel uncomfortable. Based on these two views, the author concludes that gender can affect one's attitude in providing first aid. Although men are generally more responsive in emergency situations such as helping accident victims, there is a possibility of negative attitudes if they encounter situations that make them feel uncomfortable.

The attitude of people with the last education of SMA / SMK has the most positive attitude, namely 156 respondents (90.2%). Educational institutions are one of the factors that can shape and influence individual attitudes. Through educational institutions, individuals are given a basis,

understanding, and moral concepts that help them distinguish between good and bad, and determine what can or cannot be done(6). The researcher assumed that the number of respondents who only graduated from high school might affect their level of knowledge. Lack of knowledge can lead to a tendency to display negative attitudes. This shows the importance of further education and additional training in shaping positive and responsive attitudes to certain situations. The attitude of people with private jobs has the most positive attitude related to first aid for victims of traffic accidents, namely 97 respondents (88.2%). A worker has better information experience and adaptability compared to people who do not work. Learning experiences at work that are developed provide professional knowledge and skills and learning experiences during work will be able to develop decision-making skills which are a manifestation of the integration of scientific and ethical reasoning starting from real problems(7).

CONCLUSIONS

This study found that community knowledge and attitudes toward first aid for traffic accident victims along the Palembang-Jambi crossing road were generally sufficient and positive. Most respondents understood basic first aid and were willing to help, though some still had low knowledge. These findings highlight the need for continuous community-based education, health campaigns, and simulation training to strengthen first response capacity. Regular and accessible training is also necessary to address misconceptions and build confidence among residents along high-risk routes. Future research should explore long-term knowledge retention and the effectiveness of different education methods.

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