ABSTRAK

Latar Belakang: Kecelakaan lalu lintas merupakan salah satu penyebab utama kematian di dunia dengan sekitar 1,35 juta korban jiwa pada tahun 2019. Di Indonesia, pada tahun 2023 tercatat 148.575 kasus kecelakaan, didominasi oleh pengendara sepeda motor dan mobil. Perbedaan perlindungan fisik antara keduanya menyebabkan variasi karakteristik luka yang dialami korban.

Tujuan: Mengetahui karakteristik korban mati kecelakaan lalu lintas pada pengendara mobil dan sepeda motor di RSUP Dr. Kariadi Semarang tahun 2023–2024.

Metode: Penelitian deskriptif dengan desain *cross sectional* menggunakan data sekunder dari rekam medis dan *Visum et Repertum* korban mati akibat kecelakaan lalu lintas mobil dan sepeda motor di RSUP Dr. Kariadi Semarang tahun 2023–2024.

Hasil: Kasus terbanyak terjadi pada pengendara sepeda motor, dengan jumlah tertinggi pada tahun 2023 sebanyak 233 kasus. Kelompok usia terbanyak adalah 18–40 tahun (71,2%) dan mayoritas berjenis kelamin laki-laki (75,1%). Waktu kejadian didominasi hari Minggu (19,6%) dan pukul 00.00–06.00 (40,3%). Jenis kekerasan terbanyak, kekerasan tumpul (99,8%). Jenis luka terbanyak luka lecet (52%), lokasi luka terbanyak kepala (31,1%), warna luka terlihat (99,9%), perabaan tidak terdapat penonjolan (87,2%), tepi luka tidak teratur (75,8%), daerah dalam mencapai tulang (49%), mayoritas daerah sekitar luka berupa terdapat memar dan lecet (55,8%), serta jenis patah tulang terbanyak fraktur tertutup (99,6%).

Kesimpulan: Korban mati kecelakaan lalu lintas di RSUP Dr. Kariadi didominasi pengendara sepeda motor laki-laki usia produktif dengan kekerasan tumpul dan luka lecet pada kepala.

Kata Kunci: Kecelakaan lalu lintas, korban mati, sepeda motor, mobil.

ABSTRACT

Background: *Traffic accidents remain a major global public health concern and one of the leading causes of death, accounting for approximately 1.35 million fatalities in 2019. In Indonesia, 148,575 traffic accidents were recorded in 2023, predominantly involving motorcycle and car drivers. Differences in physical protection between these vehicle types contribute to variations in the types and patterns of injuries sustained by victims.*

Aim: *To describe the characteristics of fatal traffic accident victims involving motorcycle and car drivers at Dr. Kariadi General Hospital Semarang in 2023–2024.*

Methods: *This descriptive study employed a cross-sectional design, using secondary data obtained from medical records and Visum et Repertum reports of fatal traffic accident victims at Dr. Kariadi General Hospital Semarang during 2023–2024.*

Results: *Most fatalities involved motorcycle users, with the highest number recorded in 2023 (233 cases). The majority of victims were males (75.1%) aged 18–40 years (71.2%). Most accidents occurred on Sundays (19.6%) and between 00:00–06:00 (40.3%). Blunt force trauma was the predominant injury type (99.8%). Abrasions were the most frequent wounds (52%), commonly located on the head (31.1%). Wounds were mostly visible in color (99.9%), non-elevated on palpation (87.2%), with irregular edges (75.8%), and extending to bone depth (49%). The surrounding area often showed bruises and abrasions (55.8%), and closed fractures were the most common bone injuries (99.6%).*

Conclusion: *Most fatal victims of traffic accidents at Dr. Kariadi General Hospital were male motorcycle riders of productive age, sustaining blunt force trauma with abrasions predominantly on the head.*

Key Words: *Traffic accident, fatal victims, fatalities, motorcycle, car.*