



Child Passenger Safety

Ministry of Transportation, Ontario
Road User Safety Division
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What Statistics Show...

- ▶ Motor vehicle collisions are the leading cause of injury and death among children and youth. (Source: Canadian Institute of Child Health)
- ▶ In Ontario, 8.5 per cent of children under age 8 involved in fatal collisions were unrestrained. (Source: 2005 Ontario Collision data)



What Statistics Show...



Child restraints save lives...

- ▶ A correctly used child car seat or booster seat reduces the likelihood of injury or death by as much as 75 per cent. (Source: Infant and Toddler Safety Association)
- ▶ An unrestrained infant travelling at 50 km/h suffers the same injuries as a child dropped out of a third storey window. (Source: Infant and Toddler Safety Association)
- ▶ Booster seats provide 60 per cent more protection than seatbelts alone. (Source: Safe Kids Canada, National Report, May 2004)



Ontario is a Leader

- ▶ Ontario remains a road safety leader in North America (with a fatality rate second only in 2005 to Northwest Territories).
- ▶ 2005 - Ontario introduced mandatory booster seat use and extended requirement to use forward-facing child car seats to a broader range of drivers, including grandparents and caregivers.
- ▶ 1982 - Ontario introduced regulations requiring child car seats; second province to do this (Newfoundland and Labrador first).



Other Jurisdictions

- Quebec and Ontario were the first to implement booster seat laws. Since then, Nova Scotia, Prince Edward Island, British Columbia, Newfoundland and New Brunswick implemented a mandatory booster seat law.



Following NORP's Model



- ▶ Ontario used the National Occupant Restraint Program (NORP) model as a guide when developing its booster seat law in September 2005; the maximum age of eight, height and weight adopted by Ontario were NORP recommendations. The NORP model has since changed and now recommends age nine as the appropriate age when a child can start using a seatbelt.



Child Car And Booster Seats Stakeholder Feedback



Examples of stakeholders consulted:

- ▶ **School Transportation Experts:**
 - ▶ The Ministry of Education (MEDU)
 - ▶ The Ontario Association of School Board Officials (OASBO)
 - ▶ The Canadian Taxi Drivers Association

- ▶ **Child Safety Advocates:**
 - ▶ Infant and Toddler Safety Association
 - ▶ Safe Kids Canada
 - ▶ Public Health Units

- ▶ The groups support all initiatives that enhance the safety of our children.



Current Regulation

Ontario's Child Car Seat Laws: Regulation 613

- ▶ Infants who weigh less than nine kg (20 lbs.) are to be secured in a rearward-facing child restraint system that conforms to federal standard 213.1 in the manner recommended by the manufacturer.
- ▶ Toddlers who weigh more than nine kg but less than 18 kg (20-40 lbs.) are to be secured in a forward-facing child restraint system that conforms to federal standard 213 in the manner recommended by the manufacturer.



Current Regulation

Ontario's Child Car Seat Laws: Regulation 613

- ▶ Children under the age of eight weighing 18 kg or more but less than 36 kg (40-80 lbs.) are to be secured in a booster seat that conforms to the federal standard 213.2 in the manner recommended by the manufacturer.
- ▶ Assigns two demerit points + \$110.00 fine upon conviction for failing to use booster seat or child car seats, or for using them incorrectly.



Child Car Seat Exemptions



- ▶ Driver of a taxicab, bus or public vehicle, while transporting a passenger for hire
 - Driver of a taxicab or a public vehicle with a seating capacity of less than 10 persons that is operated by or under contract with a school board or other authority in charge of a school for the transportation of children must comply with provincial child car seat requirements.

- ▶ Driver of a motor vehicle that is leased for less than 60 days or is registered in another jurisdiction

- ▶ Driver of an ambulance

- ▶ Driver of a vehicle equipped with lap belts only is exempt from use of booster seats (lap/shoulder belt combination required)

- ▶ Driver of a vehicle manufactured without seatbelts



Federal Interim Order

May 10, 2008:

Federal government released an Interim Order to modify the operations of the Motor Vehicle Restraint Systems and Booster Cushions Safety Regulations to make them consistent with amendments to the U.S. Federal Motor Vehicle Safety Standards 213, Child Restraint Systems:

- The Order is effective May 1, 2008-April 30, 2009. It raises the upper weight limit for certain child restraint systems from 22 kg to 30 kg (48-65 lbs.).



Federal Interim Order

- ▶ The purpose of the Order is to permit the use of child restraint systems and built in child restraint systems designed for use by children who weigh up to 30 kg (65 lbs.). Child safety seats to accommodate children up to 65 lbs. (up from 48 lbs.) are now being sold in Canada.
- ▶ Changes to Ontario's child car seat rules are not needed to accommodate the Interim Order; under Ontario's child car seat rules, a child may use a forward-facing child car seat provided the child's height and weight is consistent with that recommended by the manufacturer.



Need For Action: The Analysis



- ▶ We are becoming increasingly aware that the proper use of child car seats is not just installation:
 - One critical criterion is to match the seat to the individual needs of each child -- includes height, weight and medical condition.



Need For Action: The Analysis

- ▶ We are always looking for ways to better protect society's most vulnerable on Ontario's roads, including getting more children into the right child car seat.
- ▶ As a result, Ontario is now assessing the transportation needs of children with an existing medical condition:
 - One option was to continue to use a broad exemption from child car seats for medical reasons.
 - After numerous conversations with parents and caregivers, consultations with safety advocates, healthcare practitioners and visits to special needs schools, the idea that the safe transportation of children with special needs should be targeted specifically -- they should not be the "forgotten" children.

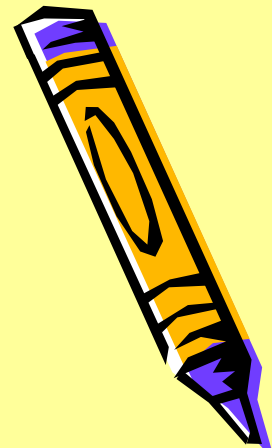
The proposal would be permissive--not mandatory, so parents have the option of using specially designed child restraints.



Next Steps

- ▶ Continue to consult with stakeholders (includes safety advocates, Transport Canada, distributors, manufacturers).





Road Safety

It starts
with you

Ministry of Transportation