Child Passenger Safety

DOs & DON'Ts for Driving With Children:

DO:

- Children should ride properly restrained in the back seat of a vehicle.
- Children can be seriously injured or killed by an inflating air bag.
- Infants should ride in rear-facing infant seats in the back seat of the car.
- There are two kinds of safety seats for infants - 1) small, lightweight "infant-only" safety seats are designed for rear-facing use only, its recommended use is only as long as the baby's head is enclosed by the top rim of the seat; 2) larger "convertible" seats fit children from birth to about 40 lbs. and are good for babies under age one who are growing more rapidly than average, it may be turned around to face the front when the baby is about one and at least 20 lbs.
- Infants weighing 20 lbs before one year of age should ride in a restraint/seat approved for heavier infants facing the rear.
- Children over age one and at least 20 pounds may ride in the back seat facing forward in a child safety seat.
- Read both the vehicle owner's manual & the car infant seat instructions carefully when deciding which infant seat to use & how to properly install it.
- Make sure the car/infant seat is the one that fits the child, fits the vehicle & is one you will be able to install & use correctly every time.
- Be certain that both the harness that holds the child in the car seat & the vehicle belt that holds the car seat are secured properly.
- For children who have outgrown infant/child safety seats, booster seats are recommended and in some states mandated. Most 40-lbs. children are not big enough to fit lap and shoulder belts properly and a belt that rides up on the stomach could cause serious injury - hence the need for a booster seat.
- A booster seat raises the child in the seat so that the lap/shoulder seat belts properly protect them. Booster seats are required to meet federal safety standards. Show children how booster seats offer better protection than an adult seat belt when they switch from a child safety seat.

  Check http://www.nhtsa.dot.gov, the National Highway Traffic Safety Administration to see if your child safety seat has been recalled.

DO NOT:

- Place an infant or a child in the front seat of the car, especially if there is a passenger side air bag.
- Continue to use a child safety seat that has been involved in an accident or that has been recalled by the manufacturer.
- Graduate your children into a seat that gives them less protection.
- Allow two children to share one seat belt.
- Use a booster seat with only a lap belt.
- Use towels, blankets or any other means to prop a child up. The seat should not be used if it does not properly fit the child.

STATISTICS:

- In the U.S., an average of seven children 0-14 yrs old were killed & 872 were injured every day in motor vehicle crashes during 1999.
- An estimated 60 percent of the children who have died in crashes were not strapped into seats at all.
- All 50 states and D.C. have child restraint laws.

Check http://www.nhtsa.dot.gov for more information

For More Information on Roadway Safety:

Department of Transportation: http://www.dot.gov

Federal Highway Administration: http://www.fhwa.dot.gov

National Highway Traffic Safety Administration: http://www.nhtsa.dot.gov

Federal Motor Carrier Safety Administration: http://www.fmcsa.dot.gov

Federal Motor Carrier Safety Regulations:
http://www.access.gpo.gov/nara/cfr/waisidx_02/49cfrv4_02.html#301/

Federal Motor Vehicle Safety Standards:
http://www.access.gpo.gov/nara/cfr/waisidx_02/49cfrv5_02.html#501

National Institute for Occupational Safety & Health (NIOSH):
http://www.cdc.gov/niosh/injury/traumamv.html

Department of Labor's Occupational Safety and Health Administration (OSHA): http://www.osha.gov

Insurance Institute for Highway Safety: http://www.hwysafety.org

AAA Foundation for Traffic Safety: http://www.aaafoundation.org/home/

American Society of Safety Engineers (ASSE): http://www.asse.org (ASSE News)

American Society of Safety Engineers
1800 E Oakton Street, Des Plaines, Illinois 60018
Tel: 847-699-2929; Fax: 847-296-3769
http://www.asse.org; customerservice@asse.org

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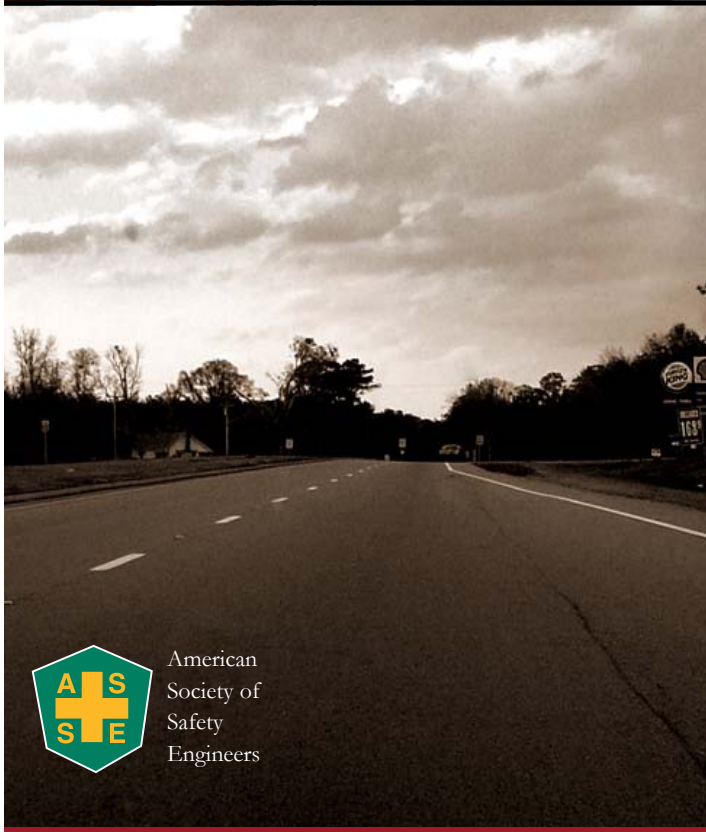
Roadway crashes

are the #1 cause of on-the-job deaths.



American Society of Safety Engineers

An average of 1,181 people die each year in work zones

Every year since 1992 transportation accidents have been the leading cause of on-the-job deaths in the U.S. Of the 5,524 workplace fatalities recorded in the U.S. for 2002, 43 percent were transportation related. For many people, such as police, utility workers, sales personnel, commercial vehicle drivers, construction workers, fire fighters, emergency personnel and much more, their vehicle is their office. The American Society of Safety Engineers (ASSE) - founded in 1911 & with 30,000 occupational safety, health and environmental professional members -- developed this brochure to provide traffic safety tips and valuable resources aimed at helping to reduce the incidence of traffic crashes for everyone, everywhere.

Work Zone Safety Tips

In 2002 1,181 people died in a road construction work zone.

DOs & DON"Ts While Driving Through a Site:

DO:

- Pay attention to the orange diamond-shaped warning signs or electronic message boards posted in advance of a road construction project.
- Stay alert. Dedicate your full attention to driving.
- Minimize distractions. Avoid changing radio stations, using a cell phone, etc. while driving in a work zone.
- Drive carefully & slowly through the construction site, obey the posted speed limits in the work zone area - before, during and after.
- Pay close attention; heed directions on work zone warning signs. Signs and work zone flaggers save lives.
- Watch for stopped or slowing traffic. DON'T TAILGATE.
- Expect the unexpected. Anticipate potential dangers.
- Watch how traffic well ahead of you is flowing.
- Keep an eye out for construction workers, their equipment & vehicles, as well as the vehicles around you.
- Use extra caution when driving through a site at night.
- Watch for detours & lane diversions.
  Most states, such as Illinois, have instituted new laws regarding work zones; penalties for speeding in these areas are double that of the normal penalties for speeding in a non-work zone stretch of road.

DO NOT:

- Speed up or slow down significantly while going through a work zone.
- Slow down to look at the construction work being done.
- Resume normal speed until after you emerge completely out of the work zone area.
- Tailgate - most of the accidents within a work zone are rear-end collisions.
- Change lanes within a work zone.

What can employers do?

The U.S. National Institute for Occupational Safety & Health (NIOSH) notes that unlike other workplaces, the roadway is not a closed environment. Although employers cannot control roadway conditions, NIOSH observes, they can promote safe driving by providing safety information to workers and by setting driver safety policies. Employers can take steps to protect their employees and their companies by:

- Assigning a key member of the management team, such as the safety and health professional, responsibility and authority to set and enforce comprehensive driver safety policy.
- Enforcing mandatory seat belt use.
- Not requiring workers to drive irregular hours or far beyond their normal working hours.
- Not requiring workers to conduct business on a cell phone while driving.
- Developing work schedules that allow employees to obey speed limits and to follow applicable hours-of-service regulations.

FLEET MANAGEMENT:

- Adopt a structured vehicle maintenance program.
- Provide company vehicles that offer the highest possible levels of occupant protection.

SAFETY PROGRAMS:

- Teach workers strategies for recognizing and managing driver fatigue and in-vehicle distractions.
- Provide training to workers operating specialized motor vehicles or equipment.
- Emphasize to workers the need to follow safe driving practices on and off the job.

DRIVER PERFORMANCE

- Ensure that workers assigned to drive on the job have a valid driver's license and one that is appropriate for the type of vehicle to be driven.
- Check driving records of prospective employees.
- Maintain complete and accurate records of workers' driving performance.

Go to http://www.cdc.gov/niosh for more information.

Commercial Vehicle Safety

DOs & DON"Ts for Driving With Commercial Vehicles:

DO:

- Allow proper amount of space in front of and behind the truck. Fully loaded trucks weigh up to 80,000 pounds and take the length of a football field to stop. Most cars weigh only 3,000 pounds.
- Be wary. If you can't see the truck driver's face in the truck's side mirror, the truck driver can't see you.
- When passing a truck, pass quickly to resume visibility and change lanes only when you can see both of the truck's headlights in your rearview mirror. When you are a good distance in front of the truck, you can begin to slow down.
- Remember, large trucks & busses cannot stop as quickly as cars can.
- Steer clear of a truck's front and rear blind spots; stay back several car lengths and leave 10 car lengths in front of the truck for safety cushions - following a truck too closely obscures your view. Blind spots around large trucks are: Directly in front of them; directly behind them; on the sides of the cab, angling out at approximately 45 degrees.
- Allow trucks adequate space to maneuver.

DO NOT:

- Cut in front of a truck.
- Drive between two trucks.
- Drive inattentively.
- Merge improperly into traffic, causing a truck to maneuver or brake quickly.
- Cut directly in front of a large truck. They may not see you since one of their blind spots is directly in front of them.
- Try to turn right before a heavy truck engaging in the same maneuver.
- Slow down immediately after passing a large truck.

STATISTICS:

- Large truck crash deaths have declined each year since 1998; deaths in 2002 were 10 percent lower than 1998-however, many of the solo truck drivers who died in crashes were not wearing their seat belts.
- In 2002, 59 percent of deaths in large truck crashes occurred on roads other than freeways, 30 percent occurred on freeways, 11 percent on minor roads and the rest on unknown road types.
- Among vehicles in fatal 2002 crashes, 84 percent of large trucks and 61 percent of passenger vehicles were in crashes with two or more vehicles.