

Action on Child Road Safety Across Europe

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The Road Safety Performance Index (PIN) Programme Child Road Safety Launch

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The world is a complex place and for children, road-related injuries occur within this complex environment

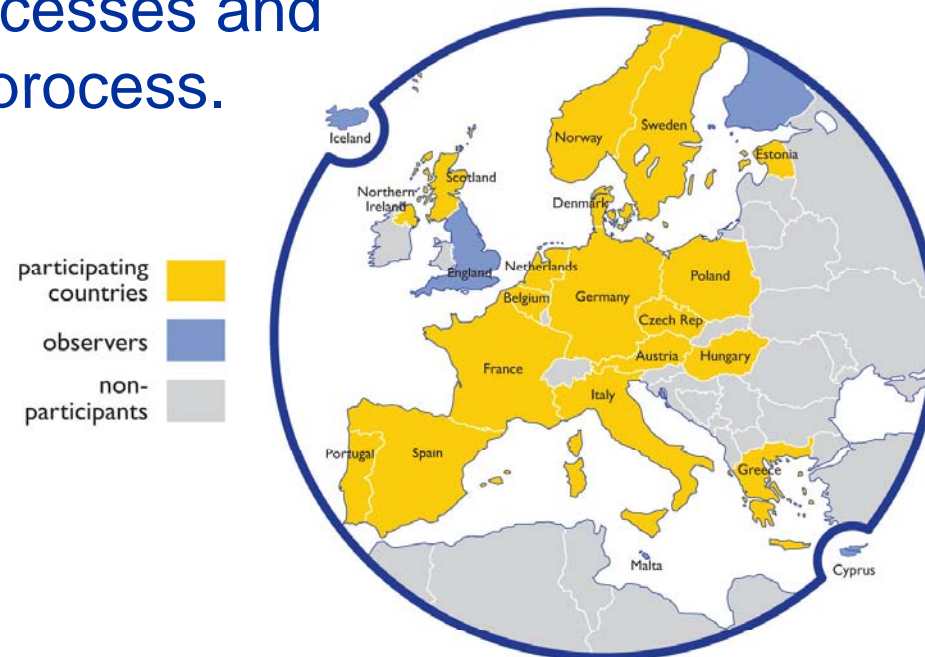
- Children do not choose where they live
- Children have little control over the environments and products they are exposed to
- Children have access to limited information

It is therefore imperative for society to ensure the safety of children as a fundamental human right



Child Safety Action Plan (CSAP)

- CSAP I involved facilitating 18 countries in the development of evidence-based government endorsed national action plans to enhance child safety through the use of standardised tools and processes and a mentoring process.






CSAP process




Passenger related policy scores for CSAP I countries (# countries to July 2006)

Policy indicator			
Requiring use of appropriate child passenger restraint	15	3	0
Requiring children to stay rear facing in car seats until age 4 years	0	1	17
Requiring children in the back seat of a motor vehicle until age 13 years	4	1	13
Ministry/government department with mandated responsibility	17	0	1
National IP strategy with specific targets & timelines for passenger safety	15	0	2
National programme of child home visits that includes education on passenger safety	3	2	13
National media campaign in past five years on passenger safety	17	1	0

Moped/motor scooter related policy scores for CSAP I countries (# countries to July 2006)

Policy indicator			
Limiting legal age to drive a moped/motor scooter	18	0	0
Requiring a minimum qualification for riding a moped/motor scooter	15	1	2
Limiting age or number of child passengers on mopeds/motor scooters	10	5	3
Limiting speeds for mopeds/motor scooters	17	1	0
Compulsory helmet use while on moped/motor scooter (riders and passengers)	16	2	0
Ministry/government department with mandated responsibility for moped/motor scooter safety	16	0	2
National IP strategy with specific targets & timelines for moped/motor scooter safety	9	0	9
National media campaign in past five years on moped/motor scooter safety	6	1	11

Pedestrian related policy scores for CSAP I countries (# countries to July 2006)

Policy indicator			
Requiring reduced speed in residential areas (e.g. schools and playgrounds)	14	2	2
Driver responsible in a crash involving a child pedestrian (e.g., places the burden of proof on the driver)	4	3	11
Incentives to support vehicle redesign to reduce risk of pedestrian injury (e.g. pedestrian friendly bumper heights)	0	0	18
Ministry/government department with mandated responsibility for pedestrian safety	17	0	1
National IP strategy with specific targets & timelines for pedestrian safety	11	0	7
National media campaign in past five years on pedestrian safety	12	1	5

Cycling related policy scores for CSAP I countries (# countries to July 2006)

Policy indicator			
Compulsory helmet use while riding bike	1	2	15
Ministry/government department with mandated responsibility for cycling safety	15	0	3
National IP strategy with specific targets & timelines for cycling safety	9	1	8
National media campaign in past five years on cycling safety	12	1	5

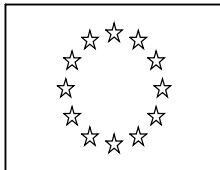
Availability & affordability of safety devices (to July 2006)

Device	Availability (range)	Average Price (range)	Affordability (range)
Rear facing car seat	86% (27- 100%)	€138 (€59-243)	13.3 hrs (4.3- 28.1 hrs)
Forward facing car seat	89% (40- 100%)	€160 (€45-298)	16.3 hrs (4.9-51.4 hrs)
Booster seat	83% (40- 100%)	€99 (€22-186)	9.0 hrs (2.7-45.6 hrs)
Booster cushion	61% (33- 100%)	€29 (€15-52)	1.7 hrs (0.1-13.5 hrs)
Bicycle helmet	86% (44- 100%)	€30 (€15-68)	2.9 hrs (1.0-12.1 hrs)



Thank you

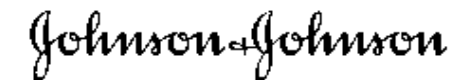
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