Child Passenger Safety Tips

**DO...**

◊ Properly restrain children in the back seat of a vehicle as children can be seriously injured or killed by an inflating air bag.
◊ Position infants weighing 20 lbs. before one year of age in a restraint/seat for heavier infants, in the back seat facing the rear.
◊ There are two kinds of safety seats for your infant - 1) small, light-weight infant-only safety seats are designed for rear-facing use only, the 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.
◊ You may put children over age one and at least 20 lbs. in the back seat facing forward in a child safety seat.
◊ Read both the vehicle owner’s manual and the car infant seat instructions carefully when deciding which infant seat to use and how to properly install it.
◊ For children who have outgrown infant or child safety seats it is recommended, and in some states mandated, to use booster seats. 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.

**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.
◊ 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.

All 50 states and Washington, D.C., have child restraint laws.

Distracted Driving Laws

◊ As of 2009, a total of 17 states and Washington, D.C., prohibit texting while driving for all drivers.
◊ 21 states and D.C. prohibit novice drivers from any type of cell phone use.
◊ 16 states and D.C. do not allow school bus drivers to use their cell phones in any way while working.


For More Information on Roadway Safety Go To:

AAA Foundation for Traffic Safety: www.aaafoundation.org/home
American Society of Safety Engineers (ASSE): www.asse.org
Department of Labor's Occupational Safety and Health Administration (OSHA): www.osha.gov
Department of Transportation: www.dot.gov
Federal Highway Administration: www.fhwa.dot.gov
Federal Motor Carrier Safety Administration (FMCSA) Regulations: www.fmcsa.dot.gov
FMCSA Commercial Motor Vehicle Safety Belt Partnership: www.fmcsa.dot.gov/safetybelt
National Institute for Occupational Safety and Health (NIOSH): www.cdc.gov/niosh/topics/motorvehicle/

Founded in 1911, the American Society of Safety Engineers (ASSE) has more than 32,000 occupational safety, health and environmental professional members located globally. ASSE developed this brochure to provide traffic safety tips and valuable resources aimed at helping reduce the incidence of traffic crashes and resulting fatalities and injuries.

Prevent Roadway Crashes

Safety tips and statistics to help you avoid the #1 cause of on-the-job deaths.
Transportation accidents have been the leading cause of on-the-job deaths in the U.S. since 1992. In 2008, 40 percent of workplace fatalities were transportation related in the U.S.

For many people, such as police, utility workers, sales personnel, commercial vehicle drivers, construction workers, firefighters, emergency personnel and many more, their vehicle is their office.

**What Employers Can Do**
The U.S. National Institute for Occupational Safety and Health (NIOSH) notes that unlike other workplaces, the roadway is not a closed environment. Although employers cannot control roadway conditions 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 a comprehensive driver safety policy.
- Not requiring workers to drive irregular hours or far beyond their normal working hours.
- Requiring workers not to conduct business on a cell phone or texting while driving; in some states this is illegal.
- Developing work schedules that allow employees to obey speed limits and to follow applicable hours-of-service regulations.
- Enforcing mandatory seat belt use.

**Fleet Management**

- Adopt a structured vehicle maintenance program and keep all vehicles in top shape.
- 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 that is appropriate for their vehicle.
- Check driving records of prospective employees.
- Maintain complete and accurate records of workers’ driving performance.

In 2007, a total of 41,059 people died in motor vehicle crashes and 2.5 million more were injured. July had the most motor vehicle fatalities recorded with Saturday being the deadliest day of the week.

**Roadway Statistics**

- An average of one alcohol related fatality occurred every 40 minutes in 2007.
- Speeding contributed to 31 percent of all fatal crashes in 2007. NHTSA estimates speed-related crashes cost society $40.4 billion per year.
- In fatal crashes, 36 percent of motorcycle riders were speeding.
- In 2007 those aged 16-24 represented 24 percent of all traffic fatalities while those aged 25-54 made up 46 percent and those aged 55 and older made up 24 percent.

**Work Zone Safety Tips**

In 2007, 835 deaths resulted from motor vehicle crashes in road construction work zones. When driving in a work zone:

**DO...**

- Pay close attention to zone flaggers, orange diamond-shaped warning signs or electronic message boards posted in advance of a work zone.
- Dedicate your full attention to driving and obey posted speed limits.
- Minimize distractions and avoid changing radio stations, using a cell phone, etc. while driving in a work zone.
- Keep an eye out for construction workers, their equipment and vehicles, as well as the vehicles around you.
- Watch for detours and lane diversions.
- Watch for stopped or slowing traffic.

**DO NOT...**

- Speed up or slow down significantly while going through a work zone. 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.
- 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.

**Commercial Vehicle Safety Tips**

When driving on the road 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 and busses cannot stop as quickly as cars.
- Steer clear of a truck’s front and rear blind spots; stay an average of one alcohol related fatality occurred every 40 minutes in 2007.
- Speeding contributed to 31 percent of all fatal crashes in 2007. NHTSA estimates speed-related crashes cost society $40.4 billion per year.
- In fatal crashes, 36 percent of motorcycle riders were speeding.
- In 2007 those aged 16-24 represented 24 percent of all traffic fatalities while those aged 25-54 made up 46 percent and those aged 55 and older made up 24 percent.

**Commercial Vehicle Statistics**

Over the past 20 years, the number of large trucks involved in fatal crashes has declined by seven and one-half percent—however, large trucks accounted for eight percent of the vehicles in fatal crashes in 2007, but only three percent of the vehicles were involved in injury crashes and five percent of the vehicles were involved in property-damage-only crashes.

- Of the 4,584 large trucks involved in fatal crashes, 74 percent were combination trucks.
- Of the drivers of large trucks killed in crashes in 2007, 21 percent were not wearing a seat belt, according to police; and speeding was a factor in 25 percent of all crashes involving a large truck.