

Alberta Occupant
Restraint Program
AORP

Child Restraint Information for Enforcement Members



Facilitator's Guide

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Child Restraint Information for Enforcement Members Alberta Occupant Restraint Program (AORP)

This presentation may be taught by a facilitator, or it may be viewed as an on-line learning module.

Purpose of Presentation

- To provide an overview of the current Alberta legislation (2010) for the safe transportation of children.
- To identify serious mis-uses and non-use of child restraints that can cause serious injury and/or death
- To provide information and resources to complete a roadside safety check
- To direct clients to community resources

Please note: this presentation is intended to provide guidelines **to use at roadside** for the assessment of the correct transportation of children under the legislation. This presentation is **not** intended to provide participants with the level of technical expertise required to conduct a child safety seat inspection.

Outline of Presentation

- This Facilitator Guide is designed to accompany the Power Point presentation for Child Restraint Information for Enforcement Members.
- The Power Point presentation can be downloaded from www.albertaseatbelts.ca.

Length of Power Point Presentation: 45 minutes (minimum)

- Power point on its own is considered a minimum requirement

Length of Practical Session: 45 - 60 minutes (Recommended)

Total suggested time allocated for Power Point and Practical: 2 hours

Suggested background information for facilitators

- Recommended that the facilitator have the National St. John Ambulance Child Restraint Systems Technician Training Program or extensive experience with child restraint systems
- Knowledge of the current Alberta legislation

On-line video or DVD

- It is recommended that participants also view the "Kids that Click" DVD available through www.safekidscanada.ca or RCMP Traffic Services.

Practical Session (Optional component)

1. Parking Lot Mock-up
 - a. Instructor sets up various scenarios using examples of different types of child seats, for enforcement members to identify mis-uses
(See Appendix A)
 - b. Member performs visual inspection of the seat without touching
 - c. Member then identifies the chargeable offences
 - d. Discussions to occur following activity
2. Road Side Safety Check
 - a. Review Roadside Safety Check Guidelines (See Appendix B)
 - b. Point man identifies all vehicle with children less than 16 years of age and motions to roadside as officer available
 - c. Member performs visual inspection of the seat without touching
 - d. Member decides whether to issue a ticket
 - e. Ensure instructor participants in Road Side Safety Check
 - f. This is an enforcement activity.

AORP Recommendations

It is AORP's position that

- Full inspections, adjustments and corrections should not be conducted at roadside
- When a mis-use is detected, instruct driver to have the problem fixed. The issue should be treated similar to other vehicle equipment issues
- Refer driver to community resources as appropriate

Slide number	Additional Information
Title Slide	Child Restraint Information for Enforcement Members <ul style="list-style-type: none"> + Power Point 45 minutes + Optional practical 45 minutes
Slide 2 Purpose & Outcomes	<ul style="list-style-type: none"> + Specifically for enforcement to develop skills to identify serious misuses and chargeable offences + Not a certification program + Certification program available through St. John Ambulance
Slide 3 Overview	<ul style="list-style-type: none"> + The term child safety seat is the common language + The term child restraint or child restraint system is the technical term under CMVSS
Slide 4 CR Regulations	<ul style="list-style-type: none"> + Federal government responsible for manufacturing standards + Provincial government responsible for laws and fines + AB does not have booster seat legislation. + Data supports booster seat legislation
Slide 5 CR Regulations	<ul style="list-style-type: none"> + Labels are not generally checked at the roadside + Labels show that the seat meets Canadian Motor Vehicle Safety Standards + FMVSS indicates US seat, not acceptable for use by Alberta residents
Slide 6 CR Regulations	<ul style="list-style-type: none"> + Current fine is \$115.00 and no demerits + Driver is responsible for all passengers under 16
Slide 7 Sample Reference Card	<ul style="list-style-type: none"> + Current legislation does not refer to height of child + Age 6 years or 18 kg (40 lbs) in weight + Card is a quick reference resource
Slide 8 Provincial Legislation	<ul style="list-style-type: none"> + All seat belt and child restraints legislation is under Vehicle Equipment Regulations, Part 5, Section 80
Slide 9 Provincial Legislation	<ul style="list-style-type: none"> + Three components to look for during road side safety check <ul style="list-style-type: none"> o child needs to be in the right seat based on weight o the seat needs to be installed correctly in the vehicle o the child needs to be snug in the seat + Only major misuse of CR's (catastrophic misuse likely to contribute to serious injury or death) should be ticketed + Minor misuse (in itself unlikely to contribute to major injury) are ticketed at officers discretion + All tickets may be contested in court
Slide 10 Provincial Legislation	<ul style="list-style-type: none"> + Driver is responsible for passengers up to the age of 16 years + Act describes correct use of seat belt as; seat belt assembly properly adjusted and securely fastened
Slide 11 Provincial Legislation	<ul style="list-style-type: none"> + Section 81 speaks to the MVSA which indicates that seats must be used according to manufacturer's instructions in order to provide optimal protection and to be considered correct use.
Slide 12 Provincial Legislation	<ul style="list-style-type: none"> + Legislation does provide for special exemptions + Alberta Medical Association has a policy which indicates that there is no valid medical reason for seat belt exemption. For Dr.'s who choose to issue exemptions are at risk for civil action. + Fewer exemptions being seen as they must meet requirements of legislation

Slide 13 Training Available	<ul style="list-style-type: none"> ✚ No mandatory training required in Alberta ✚ Best practice indicates that training increases detection of safety seat mis-uses
Slide 14 Enforcement	<ul style="list-style-type: none"> ✚ Roadside Safety Checks should include other community partners ✚ Effective and strategic enforcement is required to change behaviours ✚ Issuing more than one ticket per safety seat does not increase behavior change
Slide 15 Types of Child Restraints	<ul style="list-style-type: none"> ✚ Always instruct drivers/parents to refer to the vehicle owner's manual and the child restraint manufacturer's instructions for instructions specific to their seat ✚ Large variations in the weight ranges/restrictions on each seat ✚ At roadside the primary objective is to detect catastrophic mis-use
Slide 16 Rear Facing Seats	<ul style="list-style-type: none"> ✚ Is it the right seat for the child based on general weight guidelines ✚ Is the seatbelt or UAS being used and able to hold the seat firmly in the vehicle ✚ Is the internal harness secured correctly into the crotch buckle and able to hold upper body and torso in place during a collision
Slide 17 Rear Facing Seat Chargeable Offences	<ul style="list-style-type: none"> ✚ Rear facing seats have a <u>higher correct</u> usage rate ✚ Points included here are catastrophic errors ✚ Non-use of infants seats is very rare
Slide 18 Forward Facing Seats	<ul style="list-style-type: none"> ✚ Same points as for rear facing ✚ Is it the right seat for the child based on general weight guidelines ✚ Is the seatbelt or UAS being used and able to hold the seat firmly in the vehicle ✚ Is the tether strap attached correctly to the back of the child seat and anchored to the vehicle ✚ Is the internal harness secured correctly into the crotch buckle and able to hold upper body and torso in place during a collision
Slide 19 Forward Facing Seats Chargeable Offences	<ul style="list-style-type: none"> ✚ Forward facing seats have a higher mis-use rate than rear facing ✚ Points included here are catastrophic ✚ Higher non-use rate for children in this age group (1 – 6 years)
Slide 20 UAS	<ul style="list-style-type: none"> ✚ Visual of Universal Anchorage System ✚ Seat belt and UAS should not be used at the same time
Slide 21 Booster Seats	<ul style="list-style-type: none"> ✚ Alberta government now <u>recommends</u> a booster seat for children less than 80 lbs. (36 kg.) or nine years of age, but has not yet legislated it.
Slide 22 Booster Seats	<ul style="list-style-type: none"> ✚ If a booster seat is being used, it must be used correctly with the seat belt (shoulder belt across chest, lap belt on top of legs) ✚ There is no requirement to use a booster seat in Alberta. Officers have a huge influence on parents. Roadside education may include discussions that booster seats decrease the risk of serious injury by 60% compared to seat belts alone. ✚ Booster seats decrease the risk of head injury by 4 times over just a seat belt alone.
Slide 23 Booster seats Chargeable Offences	<ul style="list-style-type: none"> ✚ If a child is using a booster seat then the seat belt must be used correctly, shoulder portion across chest, lap belt on top of thighs. ✚ Pre-mature graduation from forward facing child safety seat to booster seat is a common error. A significant portion of children in booster seats do not meet the minimum criteria of 18 kg (40 lbs)
Slide 24 Children and Seat Belts	<ul style="list-style-type: none"> ✚ No notes
Slide 25 Children and Seat Belts Chargeable Offences	<ul style="list-style-type: none"> ✚ Important to note that although the recommendation is children over 6 or over 18 kg (40 lbs) use a booster seat, if they are in a seat belt that is being used correctly can't be ticketed for not using a booster seat. ✚ Children using the seat belts must use the complete seat belt system, with

	<ul style="list-style-type: none"> ✚ upper body restrained by shoulder belt, torso restrained by lap belt. ✚ Shoulder belts behind backs or under arms would be a chargeable offence
Slide 26 “Option Four” Education	<ul style="list-style-type: none"> ✚ It is crucial that you find out if Option Four classes are offered in your community before giving out the Option Fours for offences. ✚ Consult with local injury prevention and health nurses before embarking on a large Option Four campaign ✚ Ensure that the longer court date of 3 months is provided with the Option Four program
Slide 27 Additional On-Line Resources	<ul style="list-style-type: none"> ✚ Encourage clients/drivers to visit Alberta web sites for correct information on use of seat belts and child safety seats. Rules and regulations vary across the provinces.
Slide 28 Practical Session	<ul style="list-style-type: none"> ✚ Importance of practical sessions is to visually identify chargeable offenses in a supportive environment before you are dealing with irate drivers. ✚ Practical experience can be gained by observing at Inspection Clinics, but members should not be doing actual inspections until they have taken all appropriate training.
Slide 29 Partnerships	<ul style="list-style-type: none"> ✚ Local partnerships are critical to the success of community based traffic safety programs ✚ Provincial and Divisional programs should be contacted to determine if they can provide support for local initiatives.

Facilitator Notes: