

What Can Emergency Nurses Do?

ENA Position Statement 2018

“One of the greatest achievements in injury prevention for children has been in child passenger safety.” With that lead sentence, Thelma Kuska, BSN, RN, CEN, CPST-I, FAEN, long an advocate, summarizes the Emergency Nurses’ Association (ENA) stand on child passenger safety (CPS). Since 1975, child passenger deaths are down 55%; those for pedestrians and bicyclists, down 90%. Despite amazing progress, motor vehicles are involved in a quarter of unintentional deaths of kids in the U.S.

As we reported last month, research on ER interventions can be innovative and effective. With the ENA statement in hand, more departments can evaluate their situations to create or expand outreach. CPS state laws badly need updating, particularly since parents tend to believe laws reflect best practice. ENA recommends using best-practice recommendations from five major national sources, including AAP, NHTSA, CDC, NSC, and IIHS,* and recommends ER nurses become involved in moving state laws to a national standard of coverage. To be effective, ER nurses need to receive at least basic awareness training or become CPSTs; thus, they can be active in public educational efforts and provide education to their clients as well as the general public.

SBS USA commends the report and agrees strongly on the need for nurses who interact with those expecting or parenting children to have up-to-date information. Our organization has offered California RN Webinars regularly and held 1-day Educator Workshops with nursing CEs for decades to provide these tools. The pre-tests from the Webinars indicate how often nurses did not have current information at their fingertips.

We join with ENA in promoting ways for nurses, perhaps the most trusted professionals, to grasp “teachable” moments to intervene and keep kids out of the ER!

** American Academy of Pediatrics (AAP), National Highway Traffic Safety Administration (NHTSA), Centers for Disease Control and Prevention (CDC), National Safety Council (NSC), and the Insurance Institute for Highway Safety (IIHS)*

Tracking “CPS Deserts”

Where Are Children Dying/Being Seriously Injured, by Zip Code?

The 2019 Journal of Community Health paper, “Mapping Child Safety Seat Use in Cases of Fatal or Incapacitating Child Motor Vehicle Injury in Cook Co., IL,” by V Salow, N-J E Simon, Karen Sheehan, provides a way to pinpoint areas of CPS education and/or safety seat access needs. Cook County has a population of about 5.3 million with Chicago as its largest city.

Reviewing data on all cases of kids under age 9 who were seriously or fatally injured by form of restraint (safety seat or safety belt) or lack of any restraint, they identified three of 174 total zip codes, specifically the South Side of Chicago, where 11% of these tragedies occurred. The review covered 2011-2015, just before CPS deaths began to rise again in 2016 to the highest level since 2009.

“Geospatial analysis” of data can lead to targeted efforts. With few vehicles lacking belts, potential reasons for children riding totally unrestrained vs. in safety belts instead of safety seats could be differences in cultural or normative expectations, or impaired drivers. This might also signal lack of resources, either family economics or community resources.

The paper presents a tool that can be used by other communities to protect those youngsters most vulnerable to this preventable risk.

Thank You

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Calendar

Sponsors: CA Office of Traffic Safety; Pomona Police Department

SAFETY SEAT CHECKUP:

5/18: Keyes Automotive Group, Woodland Hills, California
Supporters: Assemblymember Jesse Gabriel; California Highway Patrol, West Valley; and Keyes Automotive Group
10 am-2 pm for parents;
9 am-3 pm for checkers
Register: 800/745-SAFE

WEBINARS:

Pre-register:
trisha.stites@gmail.com

5/9: California Tech Webinar
10 am-11:30 am

5/10: CPSM Tech Webinar
10 am-11:30 am,
Co-Sponsor: CPS Malaysia

5/10 or 6/28: CA RN Webinar
10 am-11 am, 1 CEU for Nurses
Call SBS USA for registration details.

CONFERENCES:

8/22-24: Kidz in Motion, Orlando, FL; Go to www.kidzinmotion.org.

10/27-29: American Academy of Pediatrics National Conference, New Orleans, Louisiana
Volunteers needed 10/25-29.
Sponsor for SBS USA exhibit:
Volkswagen Group of America

CERTIFICATION TRAINING:

Check with SBS USA for plans for possible June class in Los Angeles County.

Brooke Ice - A Study in CPS

Michelle Ice, firefighter and CPSTI, of Cobb County, Georgia, is passionate about making sure parents get their children buckled up right. She *almost* learned the hard way 20 years ago when her daughter Brooke was a baby.

Just two weeks after she gave in when a police officer, a CPSTI, insisted on helping her address the many errors she unwittingly was making with her daughter's safety seat, she and Brooke went through a massive side impact crash, hit by a van at 50 mph. Her injuries were extensive; her recovery, impressive.

But all along, she marveled at how the officer had not only shown her the errors with an unlocked safety belt and too loose and misplaced harness and retainer clip but also suggested moving the safety seat to the center position. Today, Brooke, too, is a lifesaver, another firefighter. For more details, visit <https://youtu.be/4lqzkTElFw0>

Why do we intervene? For Brooke. And for Jesu, the 'cover boy' of *El Regalo Perfecto*, the SBS USA 4-color brochure on CPS. Jesu's mother reached out to SBS USA to tell how her participation in our training program for child care providers saved her son's life in a subsequent rollover at freeway speed.

All children make it worth reaching out to parents directly, educating professionals and community volunteers, working on improved laws and regulations - because using safety seats and belts properly makes a difference.

You can help SafetyBeltSafe U.S.A. save children's lives with your membership or donation.

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* E-mail address is required to receive passwords for access to Recall List and CPS Tech Update.

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Safety Seat Checkup Week

April 6th was Safety Seat Checkup Day in Pasadena, CA, at the Jackie Robinson Community Center. Nineteen families from five cities attended, and 31 seats for 23 children were checked.

Of these, two were correct, one uninstalled. For the others, 89 errors were found with nine on a single seat. Two children arrived without boosters and were two of the five who received new safety seats. Seventeen safety seat checkers came from 12 agencies and three counties. Proclamations of the Week came from Stanislaus County and Imperial County, and support came from 11 cities in Los Angeles County. Pasadena Mayor Terry Tornek came by and planned to report his experience to his City Council.

Observance of Special Enforcement Week was reported by eight agencies, including both Los Angeles County Sheriff's Department and Los Angeles Police Department, and co-sponsored by the Peace Officers Association of Los Angeles County. Lithographix provided posters for use both locally and out of the area. Request extra posters as coloring sheets for kids and share the Helpline further.

Thanks to all who participated.

Update on DUI and Kids

Steven Villafranca, CA Dept. of Motor Vehicles and Co-Chair of the Strategic Highway Safety Plan, Alcohol and Drug Impairment Challenge Area, tells us a big issue is getting an IID* on the vehicle of repeat DUI offenders. One idea is to empower Probation Officers to focus on that in their work with families. Washington State Troopers took this approach, raising the installation rate to 80% statewide.

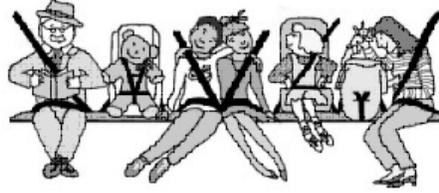
Villafranca pointed to an error in our March report. Of those under court supervision, 95% receive probation and are mandated to abstain from alcohol. Thus, most IIDs are designed to respond to a BAC of .02, not the .08 legal limit, and a BAC of .01 is a fail. Data show a BAC of .05 impairs psychomotor skills; a goal is reducing the legal limit to that level.

Villafranca said that cheaper, handheld, portable devices might be an option for those not under court supervision but needing to monitor alcohol intake. One comes with multiple mouthpieces, giving families a way to ensure that whoever is driving is not impaired by alcohol. It could be a tool for those who have children to protect them—and the rest of us!

**Ignition Interlock Device*

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SafetyBeltSafe News

May 2019

When Do Parents Allow Sub-Optimal Buckling Up?

C C McDonald, E Kennedy, L Fleisher, and M Zonfrillo* surveyed caregivers of children 4-10 years old who had driven the children at least six times in three months. Those who used safety seats with harnesses were asked to describe their situational deviations to compare them with those who didn't. Respondents who used boosters, safety belts or nothing were asked to explain when they didn't use boosters.

The team produced data on "Situational Use of Child Restraint Systems and Carpooling Behaviors in Parents and Caregivers."* The racial breakdown of the sample of 783 was 89% white with others identifying with other ethnic/racial groups ranging from 3% to 6.4%. Safety seat use was 18.4% seat with harness; 40%, a booster; and 38.7%, safety belt only, which all vowed were used more than 81% of the time. Of the 17 potential situations that might engender less protection, the team found that safety seat and booster users had divergent responses in about six different circumstances. Two were situations with other vehicles involved: rental cars or riding with another adult. Two were circumstances in which the car was too crowded for all to be restrained or to fit enough safety seats; the two others: the safety seat was missing and the perennial favorite, "just driving around the corner."

Of those using other than seats with internal harnesses, the subgroup who indicated either that they drove others' children or their child rode with other drivers were queried on how or when they maintained or deviated from their normal method of transporting their own eldest child. The majority of booster users persisted in doing the same with others' children and either asking other drivers to do the same or even sending a booster with the child. Not very surprisingly, those not using boosters for their children were much less likely to use boosters with others' kids.

It appeared that the 'need' to go overcame usual patterns in booster use, as they apparently did not see the risk of injury or perhaps even legal issues as a deterrent. Only 71.7% of the booster users did so in carpool situations with others' kids; only 67.7% asked others to use boosters with their own children. When it came to taxis and ride-sharing situations, 23.6% of booster users and 13.1% of safety-seat-with-harness users were willing to forego their child's typical protection.

It seems odd that parents appear to trust the safety of these circumstances more than in their own vehicles. Partly this may have to do with laws that exempt some vehicles. Naturally, the frequency of traveling in one's own vehicle makes it a more likely site of crash involvement; however, when data are gathered on frequency vs. being unprepared, there are some troubling findings, revealed in research by others.

**Situational Use of Child Restraint Systems and Carpooling Behaviors in Parents and Caregivers, International Journal of Environmental Research and Public Health, 2018.*

New Seats

- **Clek** introduced Liing, a rear-facing-only seat for children 4-35 lbs. It features a base with rigid lower connectors, lock-off, tightness indicators, angle adjustment after installation, and a load leg.
- **Hiccapop** introduced UberBoost, an inflatable booster for children 40-110 lbs. with lap belt guides.