Disparities in Child Passenger Safety

This CSN infographic focuses on the disparities in child passenger deaths and offers prevention strategies.

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INFOGRAPHIC LISTINGS

- The Facts On Childhood Drowning
- Falls in Children and Youth: Hospitalizations
- How Common Are Bullying and Fighting among High Schoolers?
- E-Cigarette Poisoning
- Halloween Safety
- Boating Safety
- Child Access to Firearms in the United States
- Playground-Related Injuries Treated in the Emergency Department
- Magnitude of Firearm-Related Fatalities in
When broken out by race/ethnicity, that comes to:

- **261** White
- **80** Hispanic/Latino (H/L)
- **60** Black
- **10** American Indian/Alaskan Native (AI/AN)
- **7** Asian/Pacific Islander (PI)

**child passenger deaths per year**

Numbers don't add up to 364 due to rounding.

But these numbers don't tell the **WHOLE STORY**...

AI/AN child passengers **die at a higher rate** than any other racial/ethnic group.

This means that for every 1,000,000

- **WHITE** children, **5.6**
- **H/L** children, **5.4**
- **BLACK** children, **6.5**
- **AI/AN** children, **16.7**
- **ASIAN/PI** children, **2.1**

**die as passengers**

**AI/AN** child passengers are:
- **2.6 times** more likely to die than Black child passengers
- **3.0 times** more likely to die than White child passengers
- **3.1 times** more likely to die than H/L child passengers
- **7.8 times** more likely to die than Asian/PI child passengers

Children in **RURAL** areas are **2 to 5 times more likely** to be seriously/fatally injured in a crash than in **URBAN** areas.

**THE GOOD NEWS**
is that these deaths are **PREVENTABLE**

Child passenger deaths have decreased by **67%** from 2005 through 2014

Child safety seats can reduce fatalities by

- **71%** for infants
- **54%** for toddlers

4/5 parents report that their child uses age-appropriate restraints on every trip

Parents who received information about child safety seats from their child's **doctor's office** were nearly **TWICE** as likely to use the correct restraints

**Child restraint system (CRS) checks** by certified child passenger safety technicians during WELL-CHILD VISITS **increase** correct safety seat use in urban, low-income communities

While the gap is closing, **DISPARITIES**
Disparities in Child Passenger Safety

Motor vehicle crashes are a leading cause of death among children.[*]
From 2010 through 2014, an average of 343 child passengers died per year.

When broken out by age, that comes to:

- 115 children <1 through 4 years old
- 100 children 5 through 9 years old
- 128 children 10 through 14 years old

When broken out by race/ethnicity, that comes to:

- 261 White
- 80 Hispanic/Latino (H/L)
- 60 Black
- 10 American Indian/Alaskan Native (AI/AN)
- 7 Asian/Pacific Islander (PI)

child passenger deaths per year

But these numbers don’t tell the whole story...

AI/AN child passengers die at a higher rate than any other racial/ethnic group.

This means that for every 1,000,000

- White children, 5.6
- H/L children, 5.4
- Black children, 6.5
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die as passengers
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- 2.6 times more likely to die than Black child passengers
- 3.0 times more likely to die than White child passengers
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Children in rural areas are 2 to 5 times more likely to be seriously or fatally injured in a crash than in urban areas (Huseth, 2013)

The good news is that these deaths are preventable

Child passenger deaths have decreased by 67% from 2005 through 2014 (WISQARS)

<table>
<thead>
<tr>
<th>Year</th>
<th>Deaths</th>
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<tbody>
<tr>
<td>2005</td>
<td>842</td>
</tr>
<tr>
<td>2006</td>
<td>763</td>
</tr>
<tr>
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<td>2011</td>
<td>396</td>
</tr>
<tr>
<td>Year</td>
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</tr>
<tr>
<td>------</td>
<td>--------</td>
</tr>
<tr>
<td>2012</td>
<td>356</td>
</tr>
<tr>
<td>2013</td>
<td>309</td>
</tr>
<tr>
<td>2014</td>
<td>277</td>
</tr>
</tbody>
</table>

Child safety seats can reduce fatalities by 71% for infants and 54% for toddlers (NHTSA, 2013).

4 out of 5 parents report that their child used the age-appropriate restraint on every trip (Macy, 2014).

Parents who received information about child safety seats from their child’s doctor’s office were nearly twice as likely to use the correct restraints (Macy, 2014).

Child restraint system (CRS) checks by certified child passenger safety technicians during well-child visits increase correct safety seat use in urban, low-income communities (Quinlan, 2007).

**While the gap is closing, disparities still exist**

What can we do to fix it?

Provide culturally competent outreach to vulnerable and underserved populations.

Tailor programs and campaigns to reach parents of different cultural and socioeconomic backgrounds.

Distribute education materials in multiple languages.

Have health care providers talk to parents about age-appropriate child restraint systems.
Provide CRS checks at health centers in vulnerable communities

Distribute free or low-cost child safety seats and booster seats to parents/caregivers in vulnerable and underserved populations

Sources


http://doi.org/10.1136/ip.2006.015099

To view this infographic on the web, visit:

[*] Children are defined as <15, toddlers are defined as 1 through 4, and infants are defined as <1 year

[†] White, Black, AI/AN, and Asian/PI are non-Hispanic

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<td>![Download a print version of the infographic]</td>
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Topics:
- Injury Disparities
- Child Passenger Safety

Resource Type: CSN Infographic

Children's Safety Network

Technical Assistance  State Information  Injury Topics  Resources

CSN on Social Media  Child Safety CoIIN  NCCSI

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