

# The Red Cross is concerned about the high infant mortality and injuries in road accidents

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Russian Red Cross and begins to collect signatures under [appeal](#) to the leadership of the country to pay attention to improving the safety of children on the roads.

In particular, the proponents consider necessary to the emergence in the Russian Federation, normative legal acts regulating the procedure for the use of child restraints (SLA).

## **High injuries**

The number of people using cars increases. In connection with this problem of child deaths and injuries, which remains in Russia at the highest level, it is of particular concern.

According to statistics, currently on the Russian roads die each year about 500 children with passengers still approximately 20,000 are injured varying degrees of severity. The infant mortality rate in road accidents in Russia is three times higher than in the European Union. Total of 2013 in Russia was 21 148 accidents involving children, which have left 22,407 children.

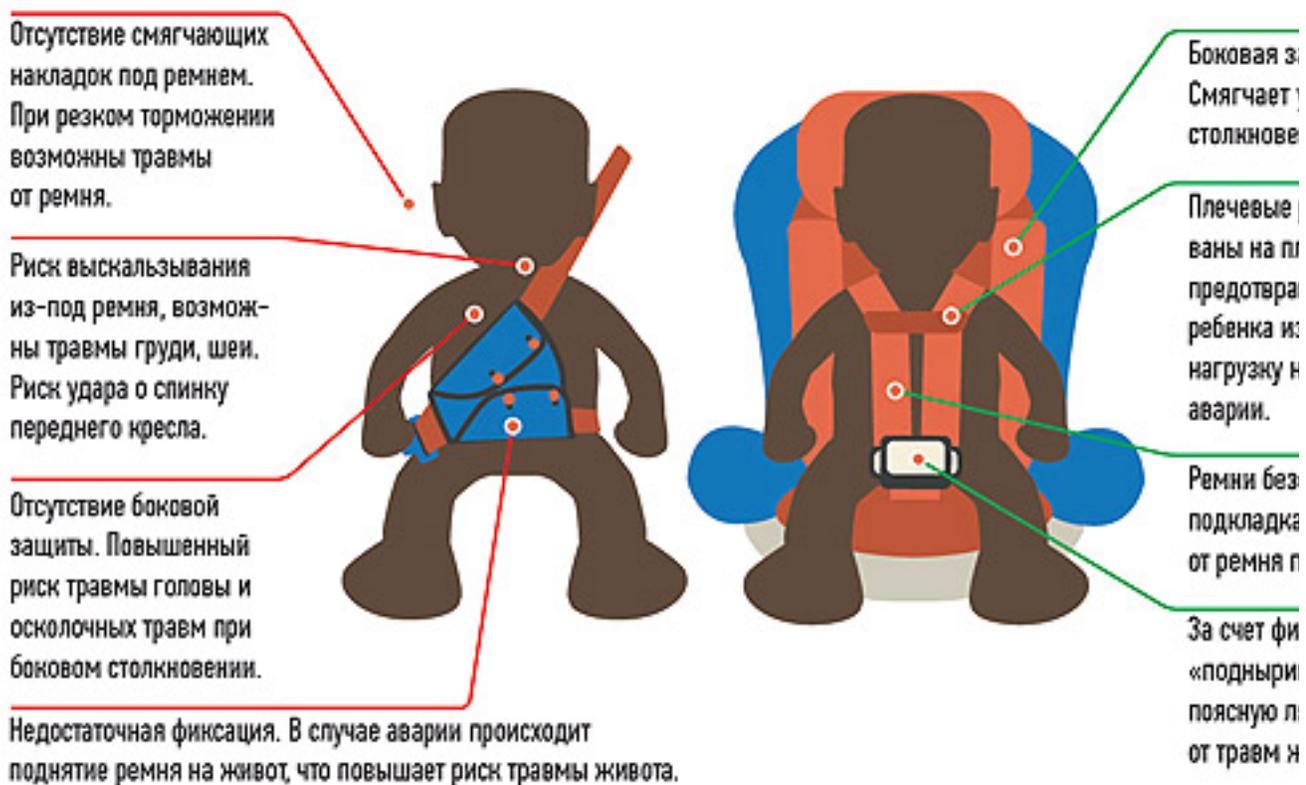
Most child passengers injured in road traffic accidents, were transported in cars. In 82% of cases, victims of accidents in urban children transported by unbelted or without the use of car seats.

## Blurred concept

The problem is that according to the existing in Russia today amended the Rules of the road, transport of children under the age of 12 in vehicles equipped with seat belts, should be carried out with the use of child restraints, the respective height and weight of the child, or other means to fasten a child with a seatbelt designed into the vehicle (Art. 22.9 of traffic rules, approved. Government Resolution dated 23.10. 1993, number 1090).

Not only is this requirement is not met in full. As the "other means" drivers use is not safe for the child devices.

## ДУУ в отличие от иных устройств обеспечивает безопасность ребенка



A huge number available on the Russian market of child restraints do not meet safety requirements or not properly certified. For example, devices such as "a guide strap," as well as adapters, clips, correctors not meet safety requirements. Due to the lack of mitigation pads under your belt during hard braking in a child may be injured by the belt. In addition, there is a risk of slipping out from under the belt, threatening injuries to the chest and neck. These devices do not reduce the risk of hitting the child on the back of the front seats. The lack of side protection is an increased risk of head injuries and shrapnel injuries in a side collision. Due to the lack of fixation in the case of an accident happening lifting belt on the abdomen, which increases the risk of injury of the abdominal cavity.

## Opinion WHO

Before go on sale, such devices should be mandatory state certification, labeling and monitoring.

Quality child restraint device can reduce the death rate in road accidents and the risk of injuries. The child, who was transported to the use of seat belts and the SLA, the risk of dying in a car in less than 2.5 times.

The World Health Organization (WHO) Technical comments to the Russian legislation on the transport of children in the car said that child restraint systems (devices) are a very effective means of preventing childhood injuries and deaths resulting from traffic accidents. With proper installation and use of child restraints reduce the risk of death in the case of a traffic accident about 70% of infants and about 54 - 80% of young children (1-4 years).



## Детские удерживающие устройства СЕРТИФИКАЦИЯ – ЗАЛОГ БЕЗОПАСНОСТИ

Некачественное детское удерживающее устройство, далее ДУУ не сможет обеспечить б

Качественные детские автокресла позволяют снизить:

Смертность при ДТП



Младенцы

Риск травм



Травмы



Дети старшего  
возраста



Тяжелые травмы  
По данным ВОЗ

Невозможно «на глаз» отличить безопасное от небезопасного

Огромное количество ДУУ на российском рынке не соответствует требованиям безопасности или не сертифицировано. Требуется обязательная государственная сертификация и контроль над реализацией ДУУ.



ДУУ нужно  
ребенку:

В возраст  
Ростом:  
Весом: М

United Nations Economic Commission for Europe and WHO recommend that countries adopt a law that would establish the requirement for transportation in the car securely fastened in a child restraint and in the correct position (forward or rearward). At the same time the importance of WHO's restraint Conformity age, height and weight of the child. UNECE also recommends that countries prescribe the use of only approved child restraint systems and to consider a ban on the sale of devices which do not meet the standards for the use in motor vehicles.

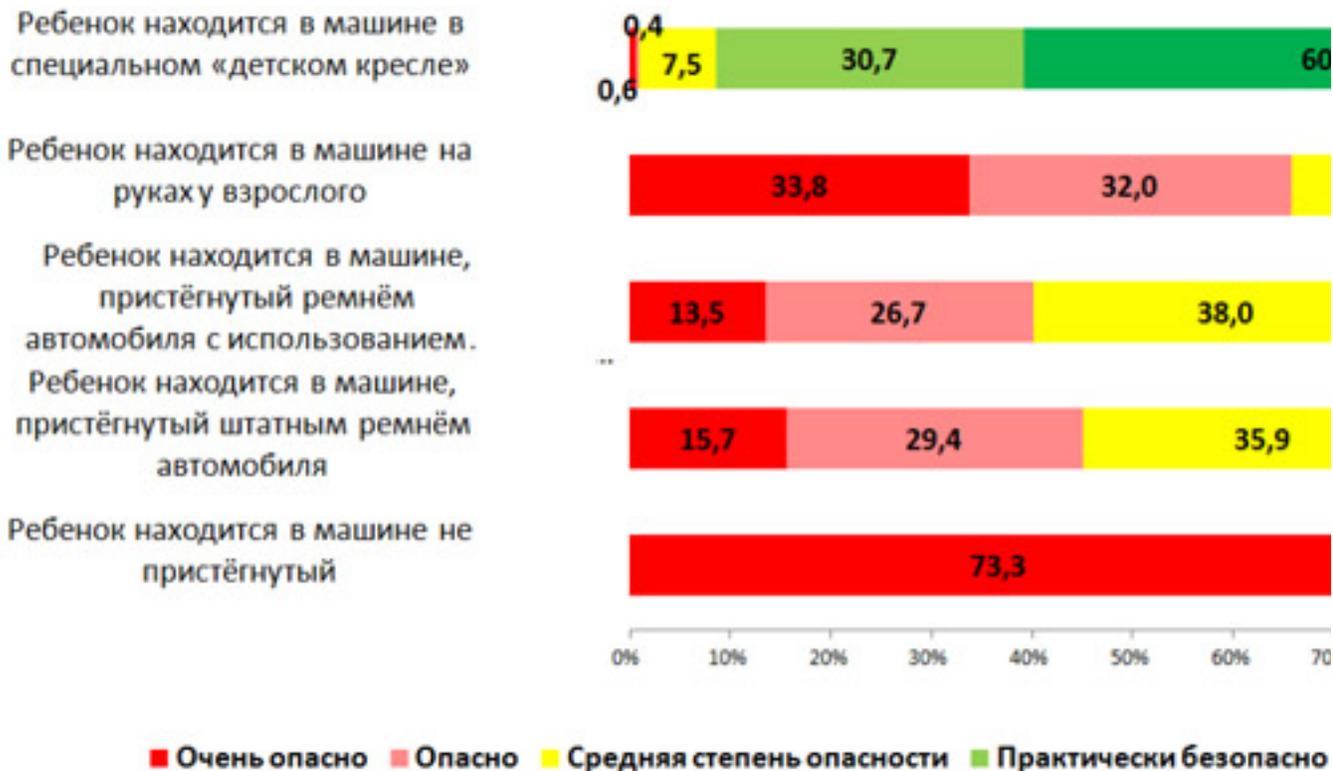
### Safety first

In this regard, the Russian Red initiated a collection of signatures for amendments to the Russian legislation that will legalize the compliance standards of the child restraint and prevent the sale of devices that are dangerous in the event of an accident. In particular, it is proposed to make an unambiguous definition of the

child restraint in the legislative acts of the Russian Federation. Delete the text of the reference to "other means" and to introduce a specific reference to

approved standard or a reference to the body that determines the standards of the Russian Federation (if applicable), to point out what standards are allowed in the country. If "other means" are not clearly defined and tested for effectiveness, they can not adequately protect children.

## ОЦЕНКА МОСКВИЧАМИ БЕЗОПАСНОСТИ ИСПОЛЬЗОВАНИЯ ДЕТСКИХ КРЕСЕЛ (В %)



It is also proposed to introduce a provision that transportation in child restraint systems, children in the front seat of a vehicle having the airbag is only possible with deactivated airbag. Such changes in the legislation will help to prevent child deaths and injuries in road accidents, be sure to sign a petition.

Planned to appeal to the President of the Russian Federation VV Putin, First Deputy Prime Minister II Shuvalov, Chairman of the Federation Council of the Federal Assembly of the Russian Federation V. Matvienko, Minister of Internal Affairs of Russia, VA Kolokol'tsov and the Chairman of the State Duma Committee on Transport, ES Moskvicheva.

Read the text of the treatment can be here.