

Creating A “Safety Culture” for Child Passengers



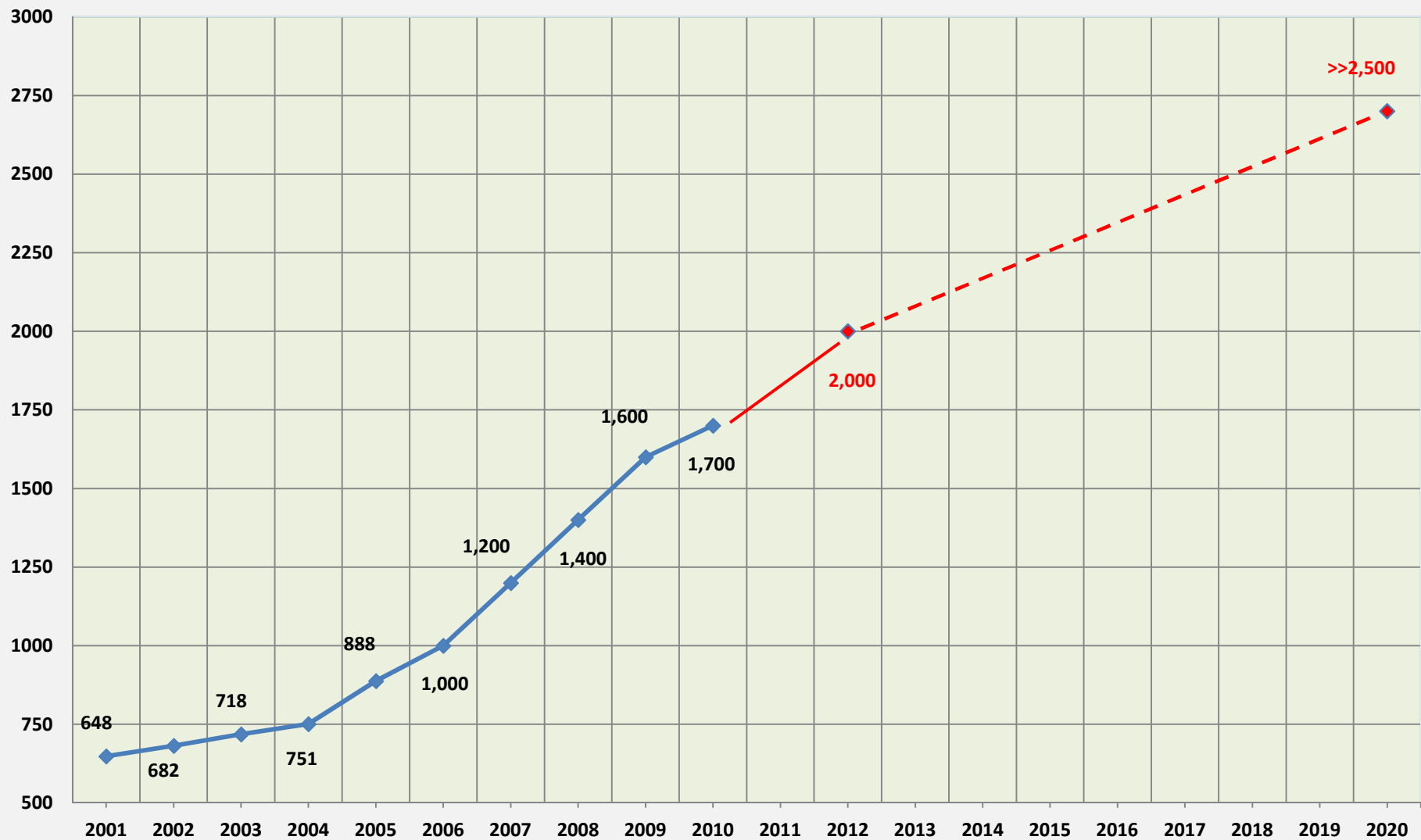
Qatar’s Perspective

Dr Khalid Abdulnoor Saifeldeen

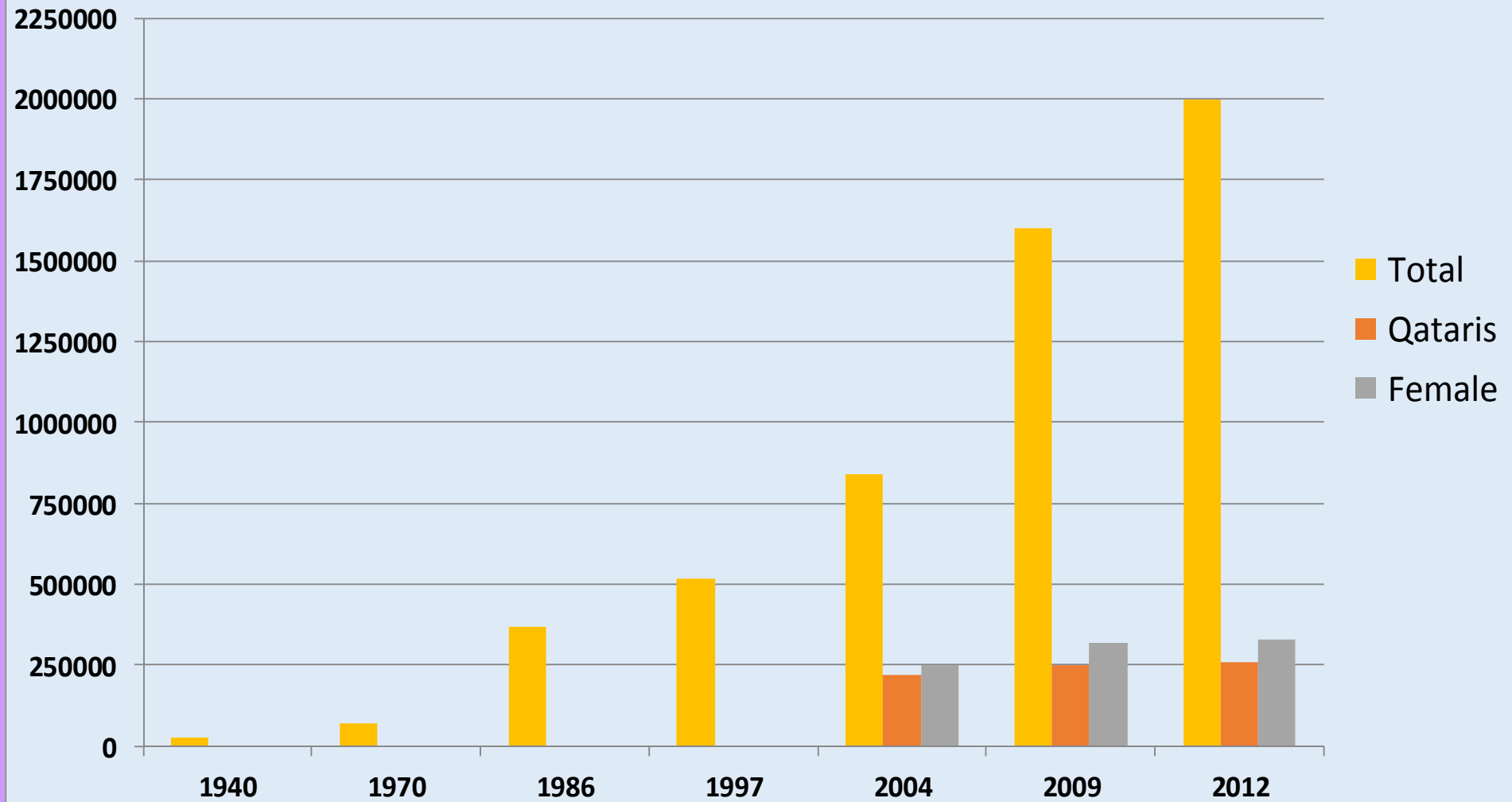


SAFE
KIDS
WORLDWIDE

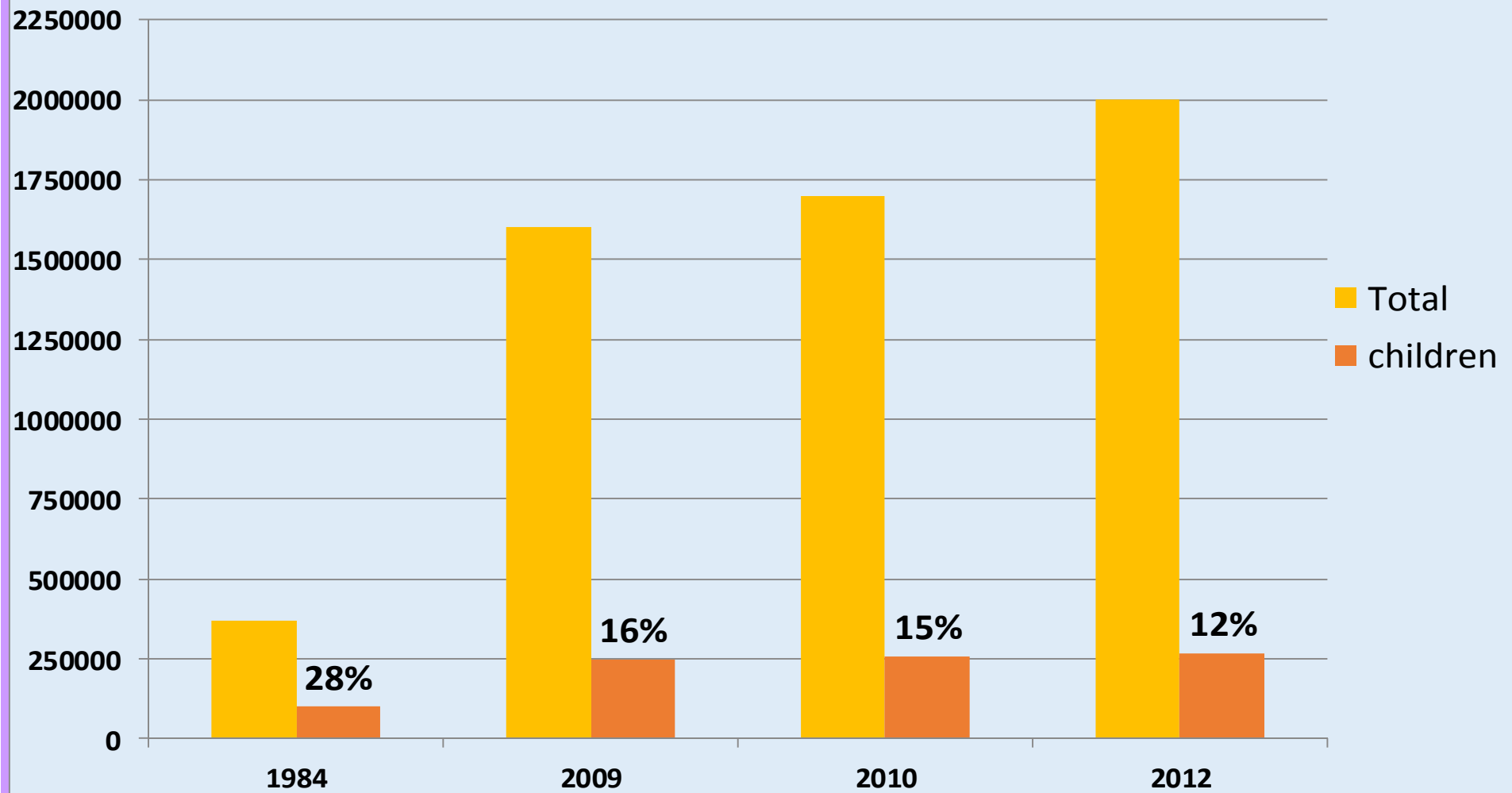
Qatar Population (000)



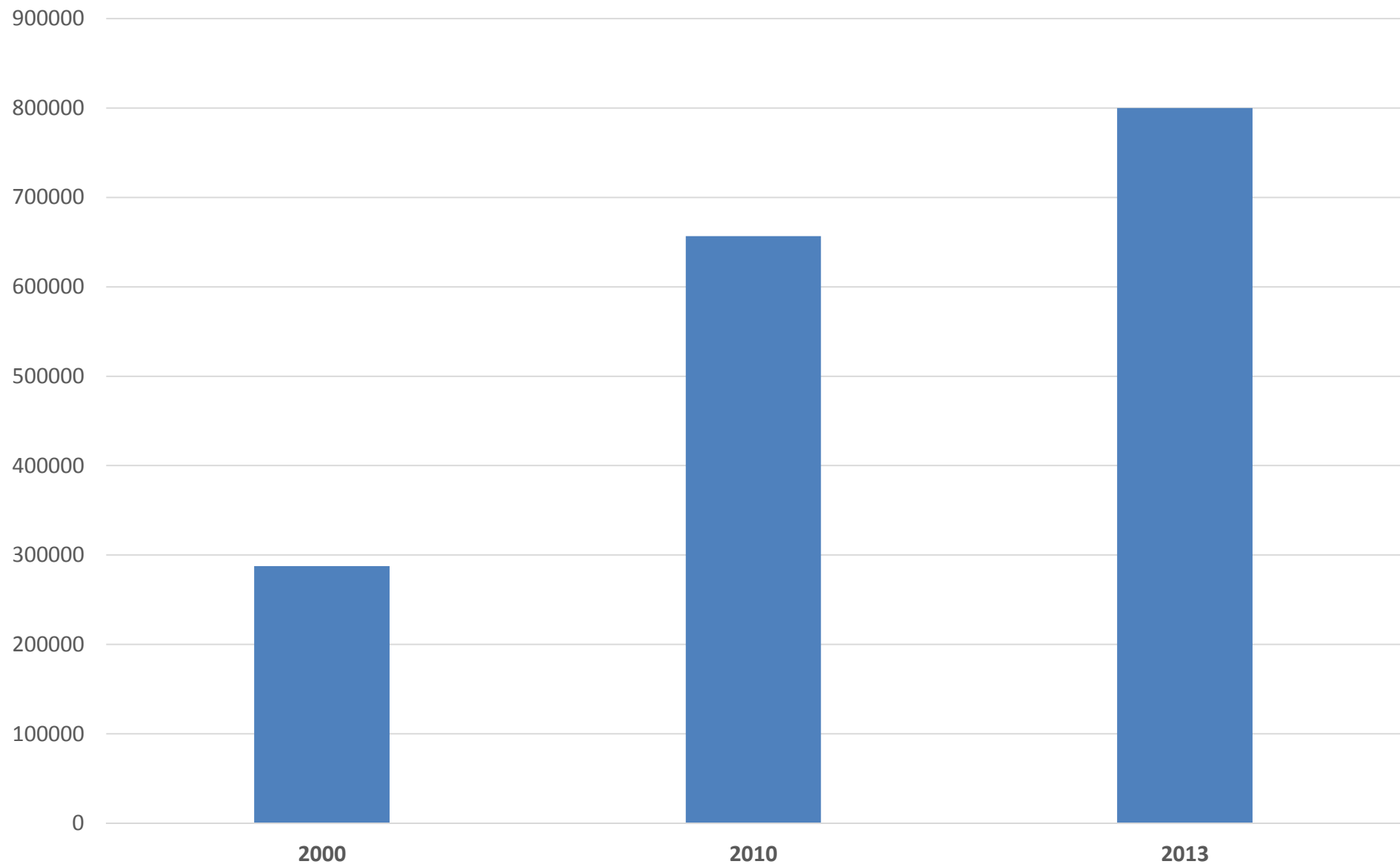
Qatar Population



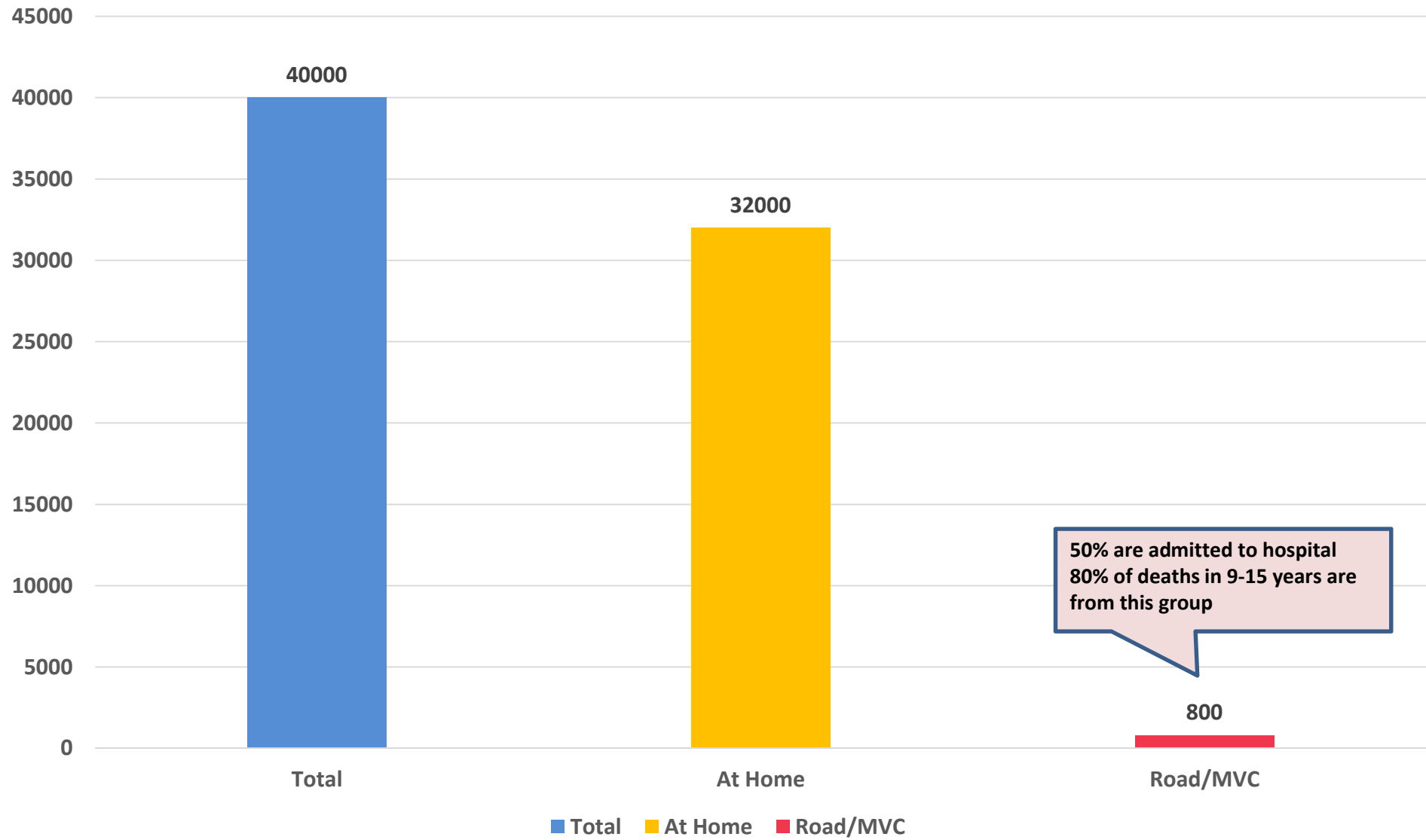
Qatar Population



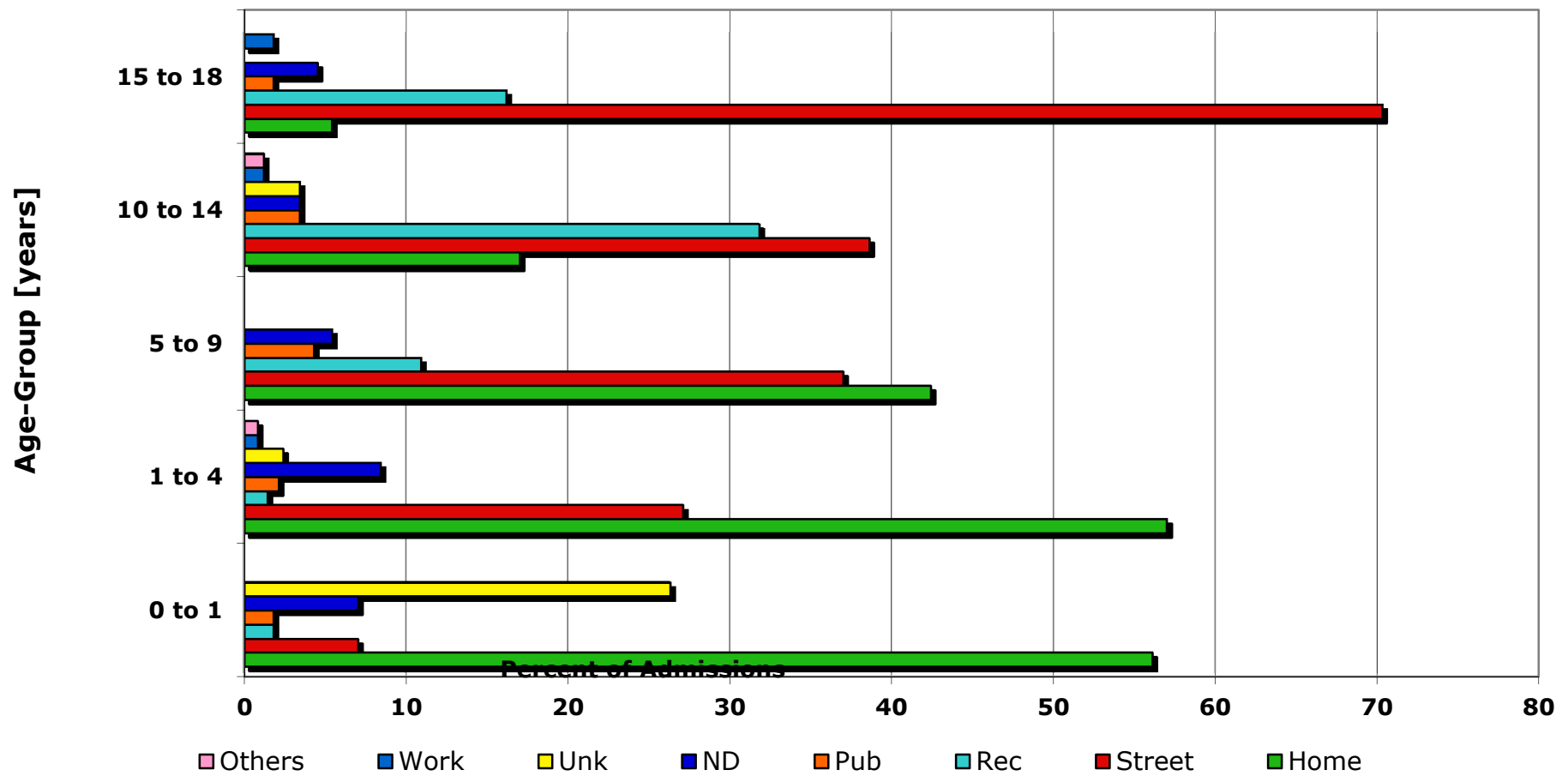
Number of Cars on the Road



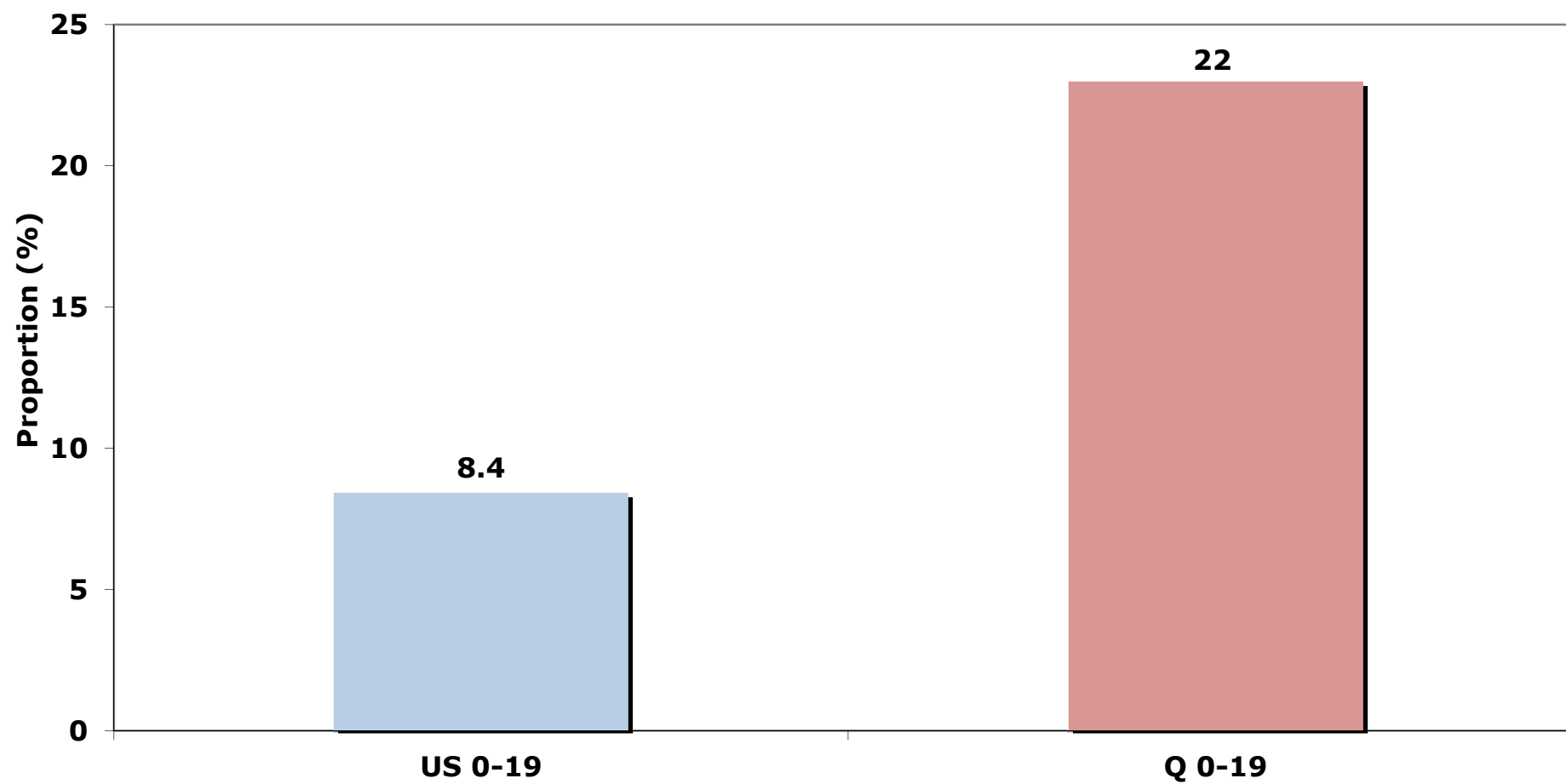
Injuries – Children (0-14) 2010-2011



Location of Injury, Paediatric Trauma Admissions



**Proportionate Mortality (MVC deaths/All deaths), both genders, 0-19 years, Qatar
[2010] & US [2007]**

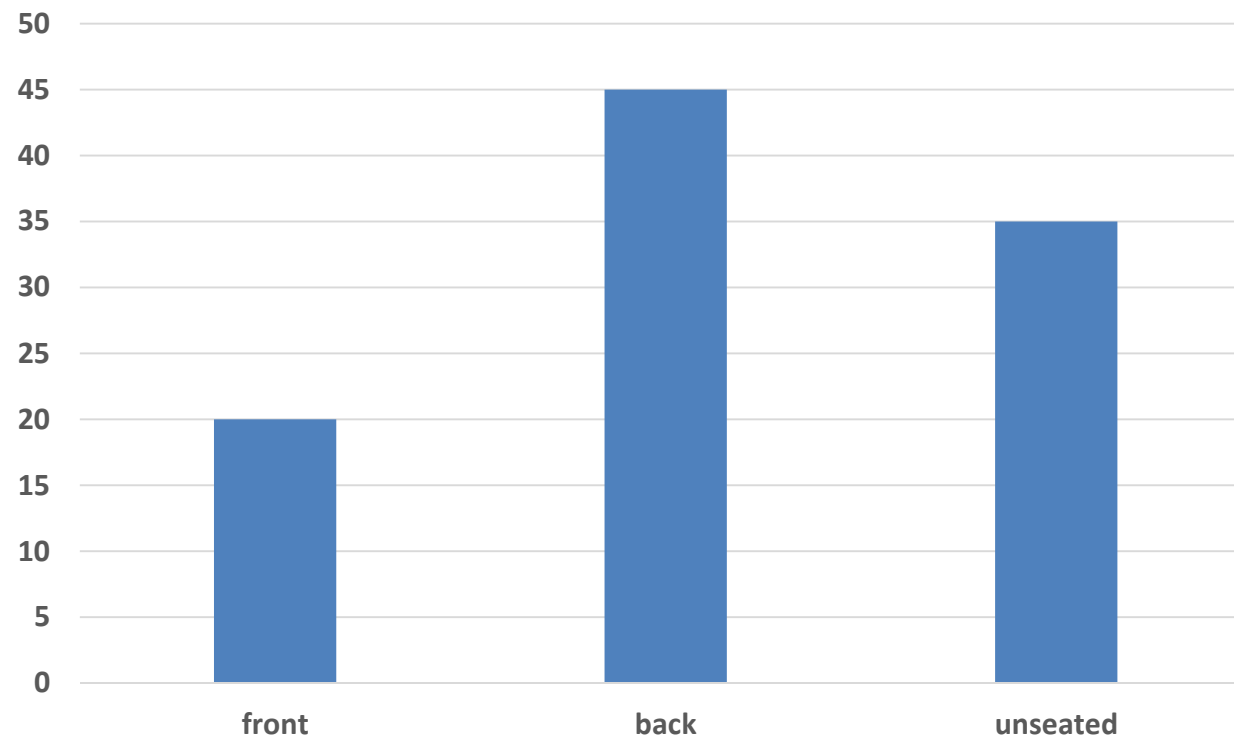


Data limitation



- No national system/registry yet
- Scattered from hospital based and traffic department
- Mostly from admitted patients severe injuries/death in hospitals
- No data on use of restraints
- No data on exact location of children but some data available for 0-4 group!
- No data on disabilities

location in car (0-4 years) - %



0-4 Passengers



- No data on restrained Vs unrestrained
- Likely that the vast majority (if not all!) unrestrained
- All deaths occurred in front occupants (TBI)
- Front: either on lap or standing
- Qataris: 50%, rest: other Arabs and Asians population
- No incidence recorded in western population in Qatar

Challenges - Road Users



- Poor public understanding and acceptance of importance of passenger restraint
- Large families (Nationals and residents)
- Single or multiple maids of different cultures and languages
- Often driver of different cultures and languages
- Economical burden on families (car seats means needing more cars!, bigger house ...)
- Children don't travel on motorcycle but the use of All Terrain Vehicles (ATV) especially off road (sand dunes) is increasing
- Drivers' behavior (speed, tailgating, use of mobiles)

Key Challenges - Law



- Law on adult driver and front seat passenger restraint
- No law on child passenger restraint!
- Under the age of 10 not allowed in the front: not enforced
- The use of ATV is not regulated

Child Car Restraint



- Different makes and models available in the market
- Affordable range
- Not used except in small sections of the community
- Limited promotion of its benefits (until recently)
- No education or training system on its benefits and how to use (until recently!)

What is being done to create a safety culture?



- Some encouraging recent developments
- The establishment of National Traffic safety Strategy, NTSS (led by MOI), Jan 2013. (laws and enforcement?)
- NTSS launched “one second can change your life” campaign focusing on child passenger safety and use of mobiles in car.
- Injury prevention program in Hamad Medical Corporation (Trauma service)
- Kulluna keep us safe campaign, led by Hamad Medical Corporation launched October 2012 (Safekids-Qatar office June 2013)

Car Passenger Safety Technician (CPST) Course in Qatar



- Safe kids and Hamad International Training Center
- First course in Qatar was held in December 2012
- Second course took place in February 2013



Candidates backgrounds



- Car dealership
- Baby shop supplier
- College
- Public
- Healthcare Providers - HMC
- Paramedic
- Overseas

Outcome so far

- 18 Candidates
- 14 CPST's
- 5 potential instructor candidates so far
- Outdoor open community event



Future...?



- 3rd CPST course in the autumn of 2013
- Train some CPST's to become Instructors
- Start widening the access to the course to all parts of the community
- Schedule regular Safety check events – to maintain CPST status and to improve seatbelt use across the community
- Continue regular CPST training courses
- Link in with the national traffic safety strategy

Kulluna “keep us safe” Campaign



Thank You