

Child Passenger Safety in Taxis in Nova Scotia

A summary of findings and recommendations by
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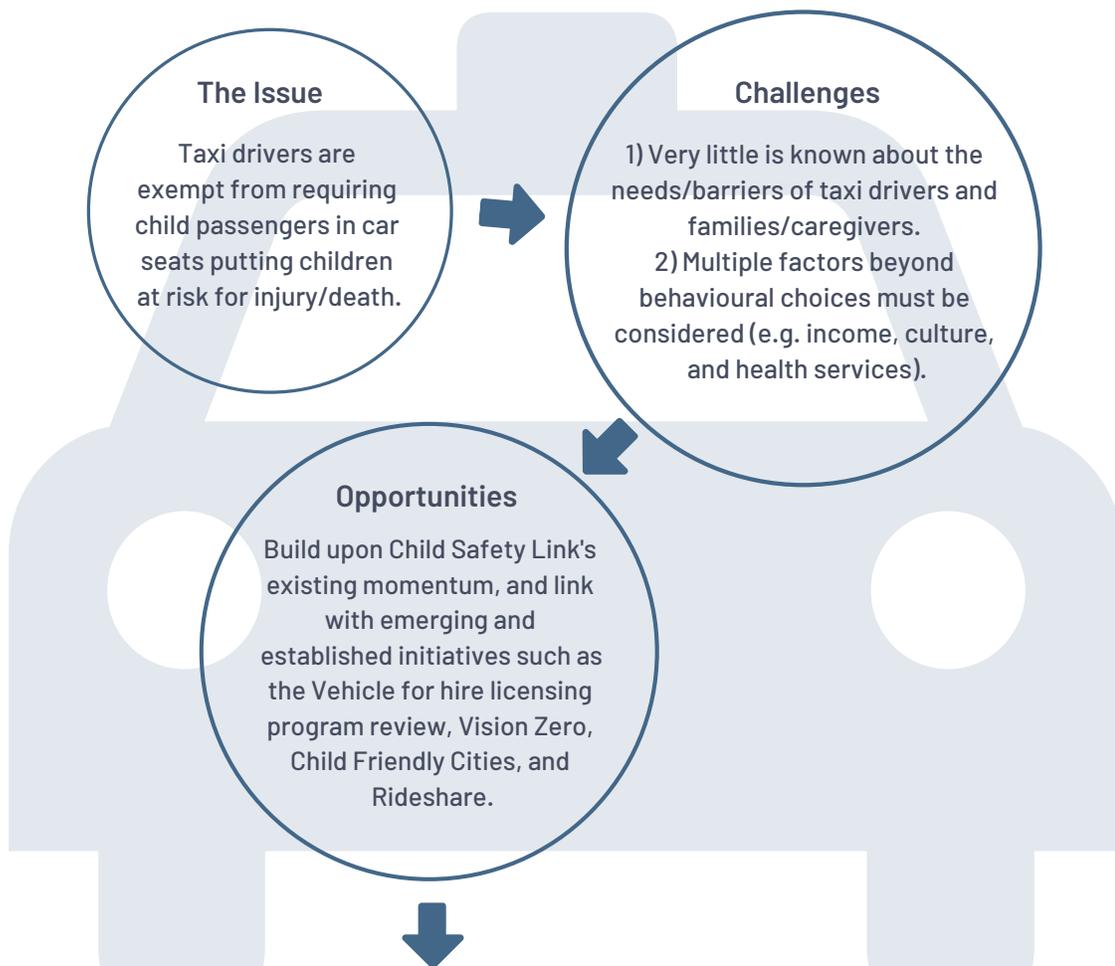


Background

- Motor vehicle collisions are a leading cause of death and injury to children in Canada (1).
- When car seats are used properly, they reduce the risk of a child being injured or killed by up to 71% (2).
- Both the World Health Organization (WHO) and the Canadian Council of Motor Transport Administrators (CCMTA) recommend that 1) jurisdictions aim to achieve a minimum seatbelt rate of 95 percent (including car seats); and 2) jurisdictions eliminate any remaining exemptions in seat belt and child restraint laws (3)(4).
- Nova Scotia's current legislation exempts taxi drivers from requiring children in car seats (see below).

Excerpt from Nova Scotia's Motor Vehicle Act:

- (3) No person shall operate a motor vehicle on a highway unless every passenger in the motor vehicle who is under sixteen years of age is secured:
- (a) in the prescribed manner in a child restraint system, where the passenger is of an age, height or weight for which such a system is prescribed; or
 - (b) where the passenger is not of an age, height or weight for which a child restraint system is prescribed, in a seat belt if a seating position with a seat belt is available to that passenger
- (7) This Section does not apply to
- (e) a driver operating a taxicab for hire, in respect of the use of a seat belt by the driver or a passenger.



Recommendations for Action

Guided by the 3 Es of Injury Prevention and outlined using Child Safety Link's Pillars.

Partnership & Capacity Building

- Educate and train taxi drivers on child passenger safety.
- Establish a Safe Taxi Service with health centres.

Communication & Public Relations

- Develop educational materials targeting different audiences (e.g. health providers) on differences in perception of safety.
- Provide educational materials in a variety of settings (e.g. emerg. departments, family resource centres).

Advocacy & Healthy Public Policy

- Adopt/advocate for a Vision Zero approach.
- Advocate for more affordable, easy-to-use car seats.

Research & Evaluation

- Investigate the applicability of Child Friendly Cities.
- Conduct research with families /taxi drivers to understand their barriers/needs.
- Conduct research with stakeholders affected by possible legislation change.
- Determine next steps and opportunities re: Rideshare.

References:
 (1): Warda, L., Ford-Jones, A., Philpott, J., Hawkins, A., Scott, J., Stanwick, R., & Van Schaik, C. (2008). Transportation of infants and children in motor vehicles. Paediatrics and Child Health, 13(4), 313-318+321-327.
 (2): Children's Safety Network (2014 updated). Injury Prevention: What Works? A summary of cost-outcome analysis for injury prevention programs. Calverton, MD: Pacific Institute for Research and Evaluation.
 (3): World Health Organization (2004). World report on road traffic injury prevention. Geneva, Switzerland: World Health Organization.
 (4): Canadian Council of Motor Transport Administrators (2010). CCMTA Road Safety Report Series: National Occupant Restraint Program 2010. Ottawa, Ontario.

