



## **PUBLIC STATEMENT**

### **Joint ANEC, ECSA and Euro NCAP Statement**

#### **Child safety in cars**

Child restraint systems (CRS) can reduce child injury by 71% to 82%<sup>i</sup> when installed correctly. Furthermore, compared to not using a child restraint at all, a forward-facing CRS reduces the risk of serious injury by 60%, while a rearward-facing CRS reduces the risk by 90%<sup>ii</sup>.

Recent international research results, including the ANEC study<sup>iii</sup> (to evaluate the limits of protection offered by both forward and rearward-facing CRS) have shown that children ≤ 4 years of age are up to five times safer when travelling rearward-facing compared with forward-facing. Hence, there is clear discrepancy between the latest advice of the expert community and the requirements presently imposed by legislation (UN ECE R44). The legislation allows a child to travel forward-facing from 9kg onwards, a weight that can be reached as early as the age of 6 months.

ANEC, ECSA and Euro NCAP share the view that rearward-facing travel is the preferable way to transport children and should be encouraged for as long as possible. We especially note the recommendation of the European Parliament "that children up to the age of three travelling in vehicles should be secured in rear-facing child seats"<sup>iv</sup>.

Consequently, the adoption of a new regulation on child-restraint systems (the "I-size Regulation") by UNECE (United Nations Economic Commission for Europe) World Forum for the Harmonization of Vehicle Regulations (WP 29) at its 158<sup>th</sup> session on 14 November 2012 has been welcomed warmly by ANEC<sup>v</sup>, ECSA and Euro NCAP as progress in the right direction. The new "I-size regulation" requires – apart from other improvements – the mandatory rearward-facing transport of children until the age of 15 months.

Stephen Russell, ANEC Secretary-General, stated: "*The new I-size Regulation is a step in the right direction. We trust the reduction in fatalities and serious injuries that should result from the implementation of the I-size regulation will provide evidence that leads to the age limit being raised in a future revision of the regulation*".

Joanne Vincenten, ECSA Director, commented: "*We have been recommending countries include evidence-based strategies as part of their Child Safety Action Plans, such as the use of rearward-facing CRS up to the age of four years. We urge health and related professionals to further raise the awareness of consumers of the proven ways to save the lives of children and protect them from injury. 1 € spent on CRS saves 32 € from treatment expenses.*"

Dr. Michiel van Ratingen, Euro NCAP Secretary-General, said: "*Euro NCAP acknowledges the benefits of rearward-facing transport for children as long as possible. Starting in 2013 Euro NCAP's new assessment protocol for child occupant protection will become operational. This will assess the vehicle's ability to safely and correctly accommodate a broader range of CRS instead of a single combination of recommended CRS and car. The*

*protocol anticipates installation of I-size CRS and rewards cars that are able to accommodate rearward-facing CRS for older children."*

In order to offer better protection to the youngest and most vulnerable of consumers, ANEC, ECSA and Euro NCAP urge CRS and vehicle manufacturers to make the new user-friendly I-size CRS as widely available as possible, in as many cars as possible, as soon as possible.

ENDS

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<sup>i</sup>Arbogast KB, Durbin DR, Cornejo RA, Kallan MJ, Winston FK. An evaluation of the effectiveness of forward facing child restraint systems. *Accid Anal Prev.* 2004;36(4):585-589; Zaloshnja E, Miller TR, Hendrie D. Effectiveness of child safety seats vs safety belts for children aged 2 to 3 years. *Arch PediatrAdolesc Med.* 2007;161(1):65-68 ) and reduce the risk of death by 28% when compared with those for children of similar ages in seat belts (Elliott MR, Kallan MJ, Durbin DR, Winston FK. Effectiveness of child safety seats vs seat belts in reducing risk for death in children in passenger vehicle crashes [published correction appears in *Arch PediatrAdolesc Med.* 2006;160(9):952]. *Arch PediatrAdolesc Med.* 2006;160(6):617-621)

<sup>ii</sup>Isaksson-Hellman I, Jakobsson L, Gustafsson C, Norin HA. Trends and effects of child restraint systems based on Volvo's Swedish accident database. In: *Proceedings of Child Occupant Protection 2nd Symposium.* Warrendale, PA: Society of Automotive Engineers Inc; 1997:316-49. Jakobsson L, Isaksson-Hellman I, Lundell B. Safety for the growing child: experiences from Swedish accident data [Abstr 05-0330]. In: *Proceedings: 19th International Technical Conference on the Enhanced Safety of Vehicles.* Washington, DC: National Highway Traffic Safety Administration; 2005)

<sup>iii</sup><http://tinyurl.com/cwrroc>

<sup>iv</sup><http://tinyurl.com/cvf2pbt>

<sup>v</sup><http://tinyurl.com/d23jls7>

<sup>vi</sup><http://tinyurl.com/dxv4djd>

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