134 PLANNING A NATIONAL ACTION PLAN FOR CHILD SAFETY– THE ISRAELI EXPERIENCE

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Background In Israel, unintentional injuries are the primary cause of death and injury among children age 1–17. Consequently, Israel joined a global initiative led by the European Child Safety Alliance (ECSA) to promote a National Child Safety Action Plan (CSAP). On February 19th, 2012 the Government of Israel passed a resolution to plan a national perennial CSAP in Israel.

Description of the problem There is a gap between theory and experience in the field of national programs and child safety focused national programs and the knowledge and tools necessary to plan CSAP in Israel. Efforts were made to take advantage of knowledge in the field of child safety, the ECSA model, global CSAP experiences, and local experience in Israel developing national programs in other areas. However, these experiences did not meet the needs that arose during the CSAP planning process in light of the unique characteristics of the Israeli government and policy.

Results To bridge the gap between existing knowledge and the policymaking needs in Israel, specialised tools were formulated to map and plan child safety policies tailored to the national partners participating in the program. Responsibilities were distributed based on the government roles rather than child safety traditional classification. In addition, a specialised working model was developed, based on local history of government instability and prevailing decision making processes, that resulted in an NGO integrated as a specialist to lead the CSAP design and planning process.

Conclusions Planning and policy processes in the framework of a national partnership are influenced by the unique qualities of the state. In order for the policy-making process to be effective and applicable the methods and tools need to be tailored specifically for the partnership. Israel's unique experience may serve as a useful theoretical model for governments with similar policy and organisational patterns.

135 COMMUNITY CRÈCHE IS A MEASURE TO PREVENT CHILD INJURIES: CHALLENGES AND MEASURES FOR IMPROVEMENT

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Background Injury is the leading killer of children in Bangladesh. *Anchal* (community crèche) is an effective intervention to prevent injuries among children under 5. Through SoLiD project 1,600 *Anchal*s are in place in three sub-districts in Bangladesh. The objectives of the *Anchal* are to provide supervision and early childhood development stimulations (ECD) to the children. A local trained caregiver supervises 20–25 children, 9 to 59 months old, during 9 a.m. to 1 p.m., six days a week. Although it was found effective, during its implementation phase several challenges were noticed. The study was conducted to identify challenges and means to overcome those to improve the *Anchal* activities.

Methods In-depth interviews were conducted with *Anchal* caregivers, their supervisors and trainers. Focus group discussions were conducted with the *Anchal* childrens' mother. The study was conducted in Manohardi sub-distict during November 2015.

Results Decay of knowledge and skills after 2–3 months of training, lack of formal certification and inappropriate selection of women as *Anchal* caregivers, enrollment of small children (less than 12 months) were the important challenges. Reluctance of parents to send children at the *Anchal* in proper time, failure to engage children in various ECD activities, ineffective conduction of parents and community leaders meeting by the *Anchal* caregivers, insufficient accommodation and poor supply of logistics for children were also the important challenges. The suggestion for improvement were to recruit caregivers as per standard criteria, provide them refreshers training at three months interval, train them on effective conduction of parents and community leaders meeting, provide formal certificate and ensure regular supply of logistics.

Conclusions The identified challenges are needed to be addressed by utilising the suggestions obtained from the IDIs and FGDs to make the *Anchal* intervention more effective in preventing childhood injuries.

136 PARENTS' REPORT OF CHILD RESTRAINT USE AMONG CHILDREN AGED 0–6 YEARS, SHANGHAI AND SHENZHEN, CHINA-2014

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Background Road traffic injuries are the second leading cause of injury death among children in China. Around 1/3 of child road traffic injuries and deaths occurred in child passengers; however, child restraint use is low and there is no national safety seat legislation. Objectives of this study: describe ownership and use of child restraints as well as parental knowledge and attitudes in the developed cities of Shanghai and Shenzhen; analyse the barriers to child restraint ownership and use.

Methods By using stratified cluster random sampling, a total of 7,189 parents of children aged <1–6 years, who also owned a private car, participated in a self-report survey. Descriptive and multivariate analyses were used to describe collected information and determine which variables were associated with always use of child restraints.

Results Of participating parents, 39.2% owned, 33.2% ever used, 17.1% always used, and 11.4% properly used a child restraint for their child. Only 16.3% of parents answered all six key child passenger safety questions correctly. Multivariate analysis determined that the following factors influenced always using a child restraint: child's age, parental education, family income, price of car, gender of the child's driver, frequency child travels by car, average and longest distance child travels in a week, drivers' seat belt use, and parents' knowledge on child passenger safety. The leading reasons for not owning a child restraint were lack of space, low frequency of child traveling by car, difficulty installing the child restraint, and cost. The leading reasons for not using a child restraint when one was owned were: child refusal, short traveling distance, difficulty installing or using the restraint, and no space.

Conclusions This study demonstrated low child restraint use in two major Chinese cities and barriers that will need to be addressed before child restraint ownership and use will increase.

Traffic Safety

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Background The implementation and enforcement of strong, evidence-based road safety laws and regulations has been shown to be highly effective in reducing road traffic deaths and injuries. In many low and middle income countries, however, the police do not have the necessary expertise or resources to implement good practice road policing in a sufficiently intense and sustained manner. Unfortunately, this can undermine the desired general deterrent effect of the enforcement and fail to communicate its purpose to the general community. The aim of this study was to identify the theoretical principles underpinning good practice road policing, in order to inform the development of relevant capacity-building initiatives in low and middle income countries.

Methods A review of the traffic law enforcement literature was undertaken to identify: i) the theoretical perspectives that have been used to guide the development and implementation of effective road policing programs; and ii) the specific principles arising from these perspectives that can be used to guide enforcement efforts in low and middle income countries.

Results The literature review identified a number of theoretical perspectives from criminology and traffic psychology that have been used to guide the development and delivery of effective road policing programs. Most prominent among these is deterrence theory, which has been extensively used to inform programs targeting illegal behaviours like drink driving and speeding. This perspective highlights the need for road policing operations to be as unpredictable, unavoidable and ubiquitous as possible to optimise general deterrence. More recently, applying the principles of procedural justice have been found to positively influence perceptions toward road policing among both the general community and operational police.

Conclusions In order to enhance road policing in low and middle income countries, consideration should be given to incorporating the theoretical perspectives and principles underpinning effective programs into relevant capacity-building programs.

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Background Mexico has by far the highest accident rate of OECD countries with significant differences from a state to another. This paper proposes a case study of Puebla, Mexico where accident rates are close to the national average, with a discussion of the main causes of accidents, namely the lack of control and an artisanal public transportation of the type *hombre-camión* (a man and his bus). However, recent policies such as the implementation of BRT lines and photo-fines on main roads should have an important impact on reduction of accidents.

Methods The method chosen combines quantitative analysis sometimes difficult to achieve from data from federal and state sources as well as qualitative data from interviews of the main actors regarding transport policy and road accidents in Puebla. The results are compared to other states of Mexico as well as more developed countries where road accidents are much lower.

Results Road accidents are very high in Mexico compared to other countries of the OECD (around 22 for 1,000 inhabitants vs. 6 in France, for example). The main causes of such disastrous results is a *laissez-faire* attitude, absence of a road test to obtain the driving licence, lack of control of speed limits, non-rigorous control of alcohol intake, artisanal competitive public transportation with many accidents, and corruption. However, recent changes in policies, at least in Puebla, with the implementation of a few BRT lines as well as cameras to control speed limits applied strictly with strong fines, has reduced considerably average speeds, the main cause of road accidents.

Conclusions Mexico, an emerging economy, has still a long way to go to reach low levels of accidents encountered in more developed countries. However, recent policies adopted in Puebla indicate that it is possible to rapidly implement measures to reduce accidents with political will.

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Background Road traffic injuries (RTI) impose a heavy burden in many developing counties. Among other interventions, legislations have been proposed in some countries, such as China where the first road traffic law was passed in 2004. We evaluated the impact of this law on reducing RTI.

Methods Multiple linear regression models at both country and province level, as well as a longitudinal regression model at province level were applied with the data collected during 1996–2012. Using the Chow tests, we identified structure changes in the trend of traffic fatalities in China as a whole and in most provinces around 2004. As sensitivity analyses, the estimations were replicated in two other hypothetical scenarios, assuming a flat trajectory (per data from Disease Surveilannce Points system) and a increasing trajectory (per data from Ministry of Health's vital registion system) since 2004.

Results We estimated that during 2005–2012, about 498.550 (95% uncertainty interval 408.943–588.157) deaths, 4.060.591 (95% uncertainty interval 2.960.588–5.160.594) injuries and 5.658.494 (95% uncertainty interval 3.783.098–7.533.890) crashes have been averted due to the implementatoin of the 2004 traffic law. The health benefits of the legislation remained tremendous even after adjusted for the possible underreporting problem in the traffic fatality data.

Conclusions Our study suggests that other developing countries can learn from the success of the 2004 Chinese traffic safety law and improve road traffic safety by introducing effective legislations.