

**Results** Since the project began it has:

- consulted with staff, parents and young people to better inform practical implementation of the Standards,
- developed an internal online and face to face training program which has been rolled out to more than 2,263 internal stakeholders,
- developed and implemented a centralised reporting and investigation procedure managed by an Internal Response Team,
- developed Council's Child Safety Policy;
- drafted a Child Safe Procedural Guide to operationalise Council's commitment to keep children and young people safe.

**Conclusions** Child safeguarding is now an integral part of our organisational strategy.

Council has transparent governance arrangements in place including accessible child safeguarding policies and procedures, a code of conduct, a risk management framework, and clear accountabilities for staff of all levels.

In addition, Casey is committed to continuous improvement and learning from incidents, identified risks and ongoing activities that engage children and young people with Council and in their safety and wellbeing.

#### 2A.003 POTENTIAL CRASH-RISKS FOR VEHICLES IN STAGGERED CAR-FOLLOWING ON MULTILANE-HIGHWAYS UNDER LOW-DENSITY CONDITIONS

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10.1136/injuryprev-2021-safety.35

The challenges associated with evaluating the traffic flow quality on multilane highways are manifold. Better quality of driving is achieved when mobility and safety are optimally traded-off. The majority of the studies on Level of Service (LOS) have primarily focused on the improvement of travel time, or travel speed by minimizing the travel delay. However, the safety aspect/risk-taking behavior of drivers remains ignored. Rear-end crashes are the most frequently occurring one that accounts for about 29% of all the crashes and resulting in a significant number of injuries and fatalities each year. The presence of slow-moving vehicles in highspeed highways would lead to car-following situations even in lower density conditions, which impart potential crash risks. The current study evaluates the risky behavior of drivers by identifying the potential conflict between the leading and lagging vehicles. The study performs both macroscopic and microscopic diagnosis with the help of detailed trajectory as well as detector data. We analyzed the variability in both speed and acceleration characteristics of drivers corresponding to a potential conflict scenario. The conflict points were identified by using the surrogate safety measures termed Time-to-Collision (TTC) and Stopping-Sight-Distance (SSD). Results indicate that even under low-density conditions, the potential risk of rear-end crash is high due to the presence of significant slow-moving vehicles. The acceleration characteristics indicate that many drivers accept potentially risky maneuvers under the presence of slow-moving vehicle ahead. The crash potential due to such a situation could be minimized by regulating the designated lanes for slow-moving vehicles.

#### 2A.004 BUILD CONFIDENCE AMONG POLICY-DECISION MAKERS BY REMOVING CONCERNS FOR CSR LAW IMPLEMENTATION

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10.1136/injuryprev-2021-safety.36

**Background** No national law mandating child restraint systems (CRS) is in China. Shanghai passed traffic rules in 2017 requiring the use of CRS, but with no penalties. Implementation is weak due to significant government concerns. Using research and marketing data, Safe Kids China (SKC) developed targeted activities to remove the concerns of the policymakers to promote CRS implementation.

**Objective** Implementation of the law on CRS in Shanghai traffic rules.

**Method** SKC allayed concerns among decisionmakers by: 1) Highlighting the importance of CRS law, sharing global experience, and providing technical support to stakeholders via seminars; 2) Presenting parents' support for CRS and data on increasing CRS purchasing trends, and assisting new parents' CRS usage at hospitals; 3) Training certified child passenger safety technicians (CPST) involving police and healthcare staff.

**Results** Shanghai decision-makers submitted a policy proposal to strengthen CRS implementation. The related government agencies include CRS education into their work. Police have included CRS into their training. The police coordinated other agencies' resources for the public education. Five policemen were trained as child passenger safety technician (CPST) and 12 policemen received CRS training. The CDC distributed posters to 1600 kindergartens. Police conduct CRS checks. However, penalties are not to be issued for CRS violations.

**Conclusion** In March 2017, Shanghai issued the amended traffic rules, including a provision that children under 4 riding in a family car must use CRS. However, continuous promotion and political buy-in is required to have more strict rules on CRS.

## 2B – Drowning – Factors, March 23, 2021

#### 2A.001 FATAL DROWNING IN WHO REGION OF THE AMERICA'S – A LEADING KILLER

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10.1136/injuryprev-2021-safety.37

**Background** Drowning is a serious, preventable and neglected public health issue resulting an estimated 295,210 death per year, worldwide. An estimated 1 Billion people live in the WHO Region of the Americas/Pan American Health Organization (PAHO) in 53 countries and territories. There is an estimated 23,096 drowning deaths per year based on GBD 2017 data.

The PAHO works with countries to improve and protect health. PAHO engages in technical cooperation with member countries. The PAHO does not have a program for Drowning Prevention.

**Methods** Using PAHO website Leading Causes of Death data, to focus on the ranking of drowning as a leading causes of death. The last 5 years of available data in all age groups, were reviewed