



# 2011 Child Passenger Safety Week

## FACT SHEET

**Overview:** All 50 States, the District of Columbia and Puerto Rico have laws requiring that children be restrained in motor vehicles. Car seats and booster seats save lives. They offer the best protection for children in the event of a crash. From 1975 to 2009, approximately 9,310 lives have been saved by the use of child restraints according to the U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA).

**Mission:** Child Passenger Safety Week (September 18-24) is an annual campaign to bring public attention to the importance of properly securing all children in appropriate car seats, booster seats or seat belts – every trip, every time. The campaign ends on September 24 with National Seat Check Saturday, when certified child passenger safety technicians will provide advice and hands-on car seat inspections nationwide for free.

### **Child Passenger Safety Timeline**

- 1971:** NHTSA adopts the first Federal standard for child restraint systems (FMVSS 213). The standard required that a seat belt be used to secure a forward-facing car seat into the vehicle. In addition, it mandated that a forward-facing seat come equipped with a harness to hold the child in place.
- 1979:** First child passenger safety law is passed in Tennessee, requiring parents to put their infants and young children in child restraint systems that meet the Federal standard. Legislative efforts begin in other States.
- 1981:** More stringent Federal standards for child restraint systems became effective on January 1, 1980 (FMVSS 213-80).
- 1984:** The first Presidential Proclamation is issued by President Ronald Reagan on child passenger protection titled "National Child Passenger Safety Awareness Day, 1984." This marked the birth of what is now known as Child Passenger Safety Week.
- 1985:** All States, the District of Columbia and Puerto Rico have enacted child passenger safety laws.
- 1995:** NHTSA calls for the establishment of a Blue Ribbon Panel to resolve child restraint and vehicle compatibility issues. The panel calls for the development of a universal anchorage system for child restraints that does not rely on seat belts.
- 1997:** NHTSA develops standardized Child Passenger Safety curriculum. Child Passenger Safety technician certification program begins.

- 2002:** In September 2002 final implementation of a mandatory universal anchorage system for new child restraints called Lower Anchors and Tethers for Children (LATCH) becomes effective. This new system has both vehicle and child restraint requirements.
- 2007:** Previously held in February, the observance of Child Passenger Safety Week is moved to September in order to increase opportunities for communities to conduct seat check events without the threat of inclement weather. Communities conclude Child Passenger Safety Week by hosting National Seat Check Saturday inspection events nationwide.
- 2010:** 34,000 Child Passenger Safety technicians and 1,500 instructors have been certified.
- 2011:** NHTSA releases new car seat recommendations. The new recommendations are categorized according to the child's age as opposed to the child's weight and the type of child restraint.

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