

## Pediatricians say promoting safe driving agreements important, feasible

from the **AAP Department of Research**

Through multiple advocacy and policy efforts, the number of U.S. teenagers dying in traffic crashes has declined significantly over the past 40 years (see figure). However, traffic crashes remain the leading cause of death among adolescents.

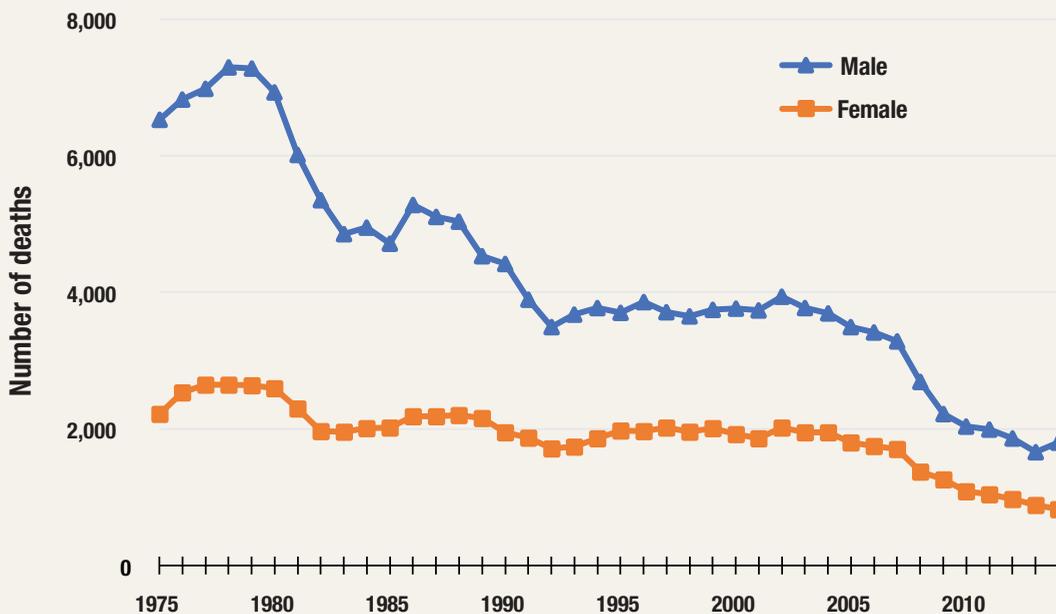
In 2014, 2,270 U.S. teens ages 16-19 were killed, and more than 220,000 were treated for injuries suffered in motor vehicle crashes, according to the Centers for Disease Control and Prevention (CDC).

The Academy recommends anticipatory guidance to support parents in monitoring teen driving safety. A recent study from the AAP Pediatric Research in Office Settings (PROS) Network found that it is feasible to promote safe driving in office practice (Shope JT, et al. *Clin Pediatr.* 2016;55:1026-1035, <http://bit.ly/2ej9ODS>).

In collaboration with the PROS Network, the study authors created a brief intervention protocol, training plan, promotional materials and website adapted from the previously tested Checkpoints program ([www.youngDRIVERparenting.org](http://www.youngDRIVERparenting.org)).



**U.S. teenage (ages 13-19) trends in motor vehicle crash deaths by gender, 1975-2014**



Source: U.S. Department of Transportation, National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS) ([www.iihs.org/iihs/topics/t/teenagers/fatalityfacts/teenagers](http://www.iihs.org/iihs/topics/t/teenagers/fatalityfacts/teenagers))

### RESOURCES

- Driving safety resources for parents and teen drivers are available on the HealthyChildren website, <http://bit.ly/2eQAIsT> (English) and <http://bit.ly/2f9wuFD> (Spanish) and on AAP Gateway, <http://bit.ly/2f9QkQ1>.
- The website developed for the intervention studied in the PROS Network is now maintained by the CDC at [www.youngDRIVERparenting.org](http://www.youngDRIVERparenting.org).
- For more information about PROS, visit <http://www2.aap.org/pros> or contact Laura Shone Dr.P.H., M.S.W., in the AAP Division of Primary Care Research, at 847-434-7910 or [lshone@aap.org](mailto:lshone@aap.org).

A key focus of the intervention is engaging and supporting parents to create their own parent-teen driving agreement that may include rules for driving hours, number of teen passengers allowed in the car, risk-taking behaviors and seat belt use.

From March 2012 to July 2013, 133 pediatricians were trained to deliver a brief intervention and refer parents to the website. The intervention was delivered to nearly 3,500 eligible parents, and subsequently 42% of parents visited the website. Pediatricians reported delivering the intervention

(averaging 4.4 minutes with parents) to 87% of their eligible parents and thought the program was important and feasible.

The study was funded by the CDC's National Center for Injury Prevention and Control (1R18CE001730) and built on the Checkpoints program developed at the National Institutes of Health. The PROS Network receives core funding from the Health Resources and Services Administration Maternal and Child Health Bureau (HRSA UA6MC15585) and the Academy.

## AAP disappointed in CPSC's decision not to ban crib bumpers

by **Melissa Jenco** • News Content Editor

The Academy is strongly advising parents not to use padded crib bumpers despite a federal agency's refusal to ban them.

The U.S. Consumer Product Safety Commission (CPSC) acknowledged the bumpers can be hazardous but stopped short of pulling them from store shelves.

"Urging parents not to purchase crib bumpers while allowing them to remain on the market is confusing, and inappropriately places the burden of safety on parents while needlessly exposing infants to risk of death," said AAP President Benard P. Dreyer, M.D., FAAP.

In September, CPSC staff released an analysis of 107 fatal and 282 non-fatal incidents from January

1990 through March 2016 that were associated with crib bumpers. Staff determined no action was needed. That conclusion was met with criticism from safe sleep experts who reviewed that evidence, including Rachel Y. Moon, M.D., FAAP, lead author of the Academy's safe sleep policy statement. Released on Oct. 24, the policy reaffirms that crib bumpers pose a risk of suffocation, entrapment and strangulation.

On Nov. 3, the CPSC commission members released a statement saying they too disagreed with the staff's conclusions.

"We strongly warn parents and caregivers not to use padded crib bumpers. ... We strongly believe that the risk of death from padded crib bumpers far outweighs any purported benefits," they said.

However, the commission called for the development of a safety standard for bumpers in 2018

instead of an immediate ban.

Dr. Dreyer welcomed the CPSC's warning but said it does not go far enough.

"Parents tell us that 'if they sell them, they must be safe,'" Dr. Dreyer said. "Pediatricians and child health advocates will continue to call on the CPSC to protect infants by banning these dangerous products that serve no child health benefit."

Others echoed his sentiments.

"Regulators are right to say that padded bumpers come with a clear risk of injury or death, and have no place in a baby's crib," said William Wallace, policy analyst for Consumers Union, the policy and mobilization arm of Consumer Reports. "But what kind of message does it send to consumers when these dangerous products are still on store shelves? It's time for them to go."