



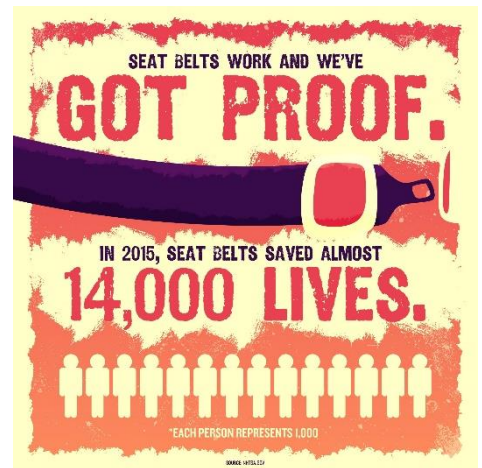
Safety Priority Statement Occupant Restraints

Proposed Position: All drivers and passengers in motor vehicles are properly restrained.

Potential Lives Saved with 100% restraint use: 2,814 occupants 5 and older, 266 child occupants 4 and younger

Current Situation: Approximately 90% of front seat occupants in the United States wear seat belts. Almost 50% of passenger vehicle occupants killed in 2015 were unrestrained.

Opportunity: With 100% restraint use, the National Highway Traffic Safety Administration (NHTSA) estimates an average of 2,800 lives would be saved annually. At current usage rates, the needless deaths and injuries that result from seatbelt nonuse continue to cost society an estimated \$69 billion annually in lost quality-of-life, medical care, lost productivity, and other injury related costs.



Background: According to NHTSA, when used properly, lap-shoulder belts reduce the risk of fatal injury to front seat vehicle occupants by 45% and the risk of moderate-to-critical injuries by 50%. NHTSA estimates that since 1975 approximately 345,000 lives and over \$1 trillion in economic costs have been saved as a result of the use of seat belts. In 2015 alone, approximately 14,000 lives were saved because vehicle occupants were restrained. Despite reaching an all-time high of 90.1% front passenger seat belt use in 2016, there remains a significant opportunity to save additional lives if seat belt usage were even more widespread. Internationally, Sweden, Japan and France have front seat passenger usage in the 95-99% range. Data on rear seat belt usage in the US is much more difficult to obtain. Usage is estimated to be at least 10% lower than for front seat passengers. The Insurance Institute for Highway Safety estimates that the risk of serious injury is nearly 8 times higher among unrestrained rear-row occupants as compared with those using restraints.

Supporters of Road to Zero Coalition Priority Statement on Occupant Restraints

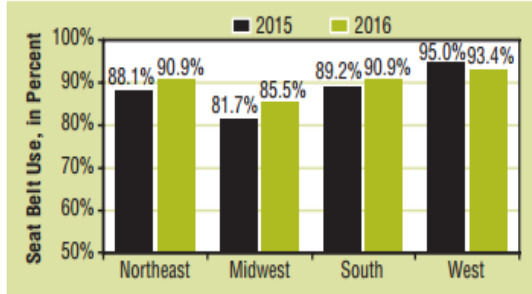
Organization	Organization URL
AAA	aaa.org
Advocates for Highway and Auto Safety	saferoads.org
American Association of Motor Vehicle Administrators	aamva.org
American Association of State Highway and Transportation Officials	transportation.org
Commercial Vehicle Safety Alliance	cvsa.org
Global Automakers	globalautomakers.org
Governors Highway Safety Association	ghsa.org
Institute of Transportation Engineers	ite.org
Insurance Institute for Highway Safety	iihs.org
Intelligent Car Coalition	intelligentcarcoalition.org
International Association of Chiefs of Police	theiacp.org
MADD	madd.org
National Association of City Transportation Officials	nacto.org
National Association of County Engineers	naco.org
National Association of State Emergency Medical Service Officials	nasemso.org
National Safety Council	nsc.org
Vision Zero Network	visionzeronetwork.org

Safety Priority Statement Occupant Restraints

Federal Sources of Data with Links

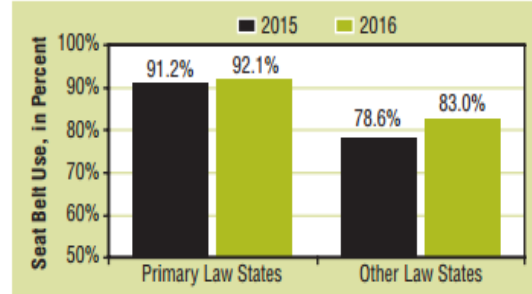
- [National Highway Traffic Safety Administration Seat Belts](#)

Seat Belt Use by Region



Source: NOPUS

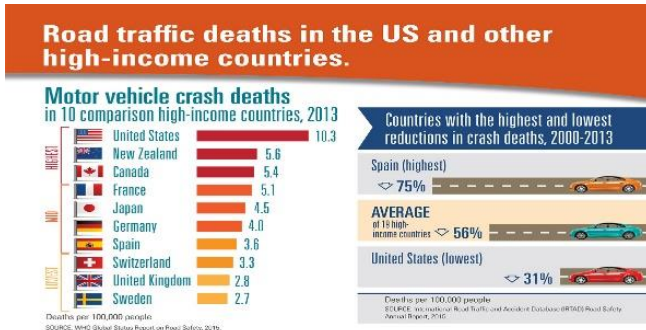
Seat Belt Use by Law Type



Source: NOPUS

¹The FARS 2016 data on the percentage of unrestrained passenger vehicle occupant fatalities during daytime will be available in 2017.

- [Centers for Disease Control Motor Vehicle Crash Deaths - Vital Signs](#)



- [NTSB Most Wanted List of Transportation Safety Improvements](#)



Safety Priority Statement - Occupant Protection

The following strategies are being pursued by selected members of the Coalition:

Strategy #1: Advance Occupant Protection Legislation at the State Level

Goal #1: Enact State Primary Enforcement Seat Belt Laws for Every Seating Position

Current Situation: There are mandatory safety belt laws in all states except New Hampshire. Yet, only 34 states and the District of Columbia allow for primary enforcement of their front seat belt laws, meaning police may stop vehicles solely for belt law violations. Among those states, only 19 and D.C. cover occupants in both the front and rear seating position. The remaining laws are subject only to secondary enforcement and police must have some other reason to stop a vehicle before citing an occupant for failing to buckle up.

Opportunity: States with primary belt laws can expect use rates about 11 percentage points higher than States with secondary enforcement laws. NHTSA data from 2016 showed that states with primary enforcement seat belt laws for front seat passengers had a 92% belt use rate, while states with secondary enforcement laws only had an 83% belt use rate. If every state with a secondary enforcement seat belt law upgraded to primary enforcement, about 1,000 lives and \$4 billion (2015 USD) in crash costs could be saved every year according to the Insurance Institute for Highway Safety, using a lap and shoulder belt reduces the risk of fatal injury for drivers and front-seat passengers, by 60% in an SUV, van or pickup and by 45% in a car.

Member Actions: Coalition members are working to advance primary seat belt legislation in selected states. If you would like to learn more about these efforts and/or express your support for this legislation please contact:

Name:

Email:

Phone:

State	Bill	Legislator	Contact Info

Last updated: DATE HERE

Resources:

[American Academy of Pediatrics – Car Seats: Information for Families](#)

[Advocates for Highway and Auto Safety - 2017 Roadmap Reports](#)

[Insurance Institute for Highway Safety - Interactive Map of State Laws](#)

Safety Priority Statement - Occupant Protection

Strategy #1: Advance Occupant Protection Legislation at the State Level

Goal #2: All Children are properly restrained in a dynamically-tested child restraint device (CRD) appropriate for their weight, height, age and developmental level until they properly fit in a seat belt.

Including:

- Rear-facing child passenger seat use for children to at least 3 years of age or highest weight or height allowed by seat.
- Children ride with a 5-point harness up to the highest upper weight or height limits of the CRD being used, and *at least* through 5 years of age.
- Children ride in a belt-positioning booster (BPB) seat until the seat belt fits correctly, usually until the child reaches at least 8 years of age or 57 inches tall.



Current Situation: Motor vehicle crashes are a leading cause of death for children in the US. 48 states and D.C. have enacted primary enforcement booster seat laws, however only 11 states have laws that provide protection for children until at least age 8 and 57 inches tall. Only 4 states have enacted laws requiring children remain in rear facing child seats to age 3.

Opportunity: NHTSA research shows that use of child restraint devices reduce the risk of death in passenger cars by 58%-71% for infants, and by 54%-59% for toddlers (ages 1 to 4 years old) and use of booster seats reduce the risk for serious injury by 45% for children ages 4 to 8 years old.

Member Actions: The following States are considering bills to improve child passenger safety and the following legislators are sponsoring bills. If you would like to express support, please generate calls, emails and/or letters of support:

State	Bill	Legislator	Contact Info

Updated: (INSERT DATE HERE)

Resources:

- Governors Highway Safety Association State by State [Child Passenger Safety Laws](#)
- Safekids Worldwide [Car Seat Safety Tips](#)
- [American Academy of Pediatrics](#) Car Seat Information for Families

Safety Priority Statement - Occupant Protection

The following strategies are being pursued by selected members of the Coalition:

Strategy #1: Advance Occupant Protection Legislation at the Federal Level

Goal #3: All Motor Vehicles Should be Equipped with Rear Seat Belt Reminder Systems

Current Situation: Data shows that rear seat belt use continues to lag behind use in the front seat. Seat belt reminder systems have been proven effective at increasing restraint use. Further, estimates have shown that a simple buckle monitoring seat belt reminder system could annually save nearly 200 lives and more advanced systems have the potential to save over 350 lives.

Opportunity: The Moving Ahead for Progress in the 21st Century Act (MAP-21, Pub. L. 112-141) required the National Highway Traffic Safety Administration (NHTSA) to issue a rule requiring seat belt reminder systems for rear seat occupants by October 2015. To date, no regulatory action has been taken and the rule is woefully overdue. Such systems are already required for front seat occupants in the U.S. The United Nations Economic Commission for Europe has recently upgraded regulations to mandate rear seat belt reminders in passenger vehicles by 2021. This requirement will apply to European Union member countries, Japan, South Korea, Australia, and Russia.

Member Actions: The Road to Zero Coalition members should encourage NHTSA to issue the final rule requiring seat belt reminder systems for rear seat occupants.

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Phone: 202-408-1711

Resources:

Insurance Institute for Highway Safety [Adult Belt Use Lags in the Back Seat](#)

NHTSA [Fatality Reduction by Seat Belts in the Center Rear Seat and Comparison of Occupants' Relative Fatality Risk at Various Seating Positions](#)