



A Public Information Fact Sheet on Motor Vehicle and Traffic Safety Published by the National Highway Traffic Safety Administration's National Center for Statistics and Analysis

Restraint Use Laws

The U.S. Department of Transportation's July 1984 rulemaking on automatic occupant protection began a wave of legislative action that resulted in the enactment of safety belt use laws in many states. The goal of those laws is to promote belt use and thereby reduce deaths and injuries in motor vehicle crashes.

The first mandatory belt use law was enacted in the State of New York in 1984. As of December 2002, 49 states and the District of Columbia had belt use laws in effect. The laws differ from state to state, according to the type and age of the vehicle, occupant seating position, etc.

In 32 of the states with belt use laws in 2002, the law specified secondary enforcement. That is, police officers are permitted to write a citation only after a vehicle is stopped for some other traffic infraction. Seventeen states and the District of Columbia had laws that allowed primary enforcement, enabling officers to stop vehicles and write citations whenever they observe violations of the belt law.

A 1995 NHTSA study, *Safety Belt Use Laws: An Evaluation of Primary Enforcement and Other Provisions*, indicates that states with primary enforcement safety belt laws achieved significantly higher belt use than did those with secondary enforcement laws. The analysis suggests that belt use among fatally injured occupants was at least 15 percent higher in states with primary enforcement laws.

The first mandatory child restraint use law was implemented in the State of Tennessee in 1978. Since 1985, all 50 states and the District of Columbia have had child restraint use laws in effect. These laws also cover various segments of the population.

Restraint System Effectiveness

Research has found that lap/shoulder safety belts, when used, reduce the risk of fatal injury to front-seat passenger car occupants by 45 percent and the risk of moderate-to-critical injury by 50 percent. For light truck occupants, safety belts reduce the risk of fatal injury by 60 percent and moderate-to-critical injury by 65 percent.

Recent NHTSA analyses indicate an overall fatality-reducing effectiveness for air bags of 12 percent.

Research on the effectiveness of child safety seats has found them to reduce fatal injury by 71 percent for infants (less than 1 year old) and by 54 percent for toddlers (1-4 years old) in passenger cars. For infants and toddlers in light trucks, the corresponding reductions are 58 percent and 59 percent, respectively.

“Safety belts, when used, reduce the risk of fatal injury to front-seat passenger car occupants by 45 percent.”

Table 1. Estimated Number of Lives Saved by Restraint Systems, 1975-2002

Restraint Type	1975-94	1995	1996	1997	1998	1999	2000	2001	2002
Seat Belts	68,940	9,882	10,710	11,259	11,680	11,941	12,882	13,295	14,164
Air Bags	730	536	783	973	1,208	1,491	1,716	1,978	2,248
Child Restraints	3,107	408	480	444	438	447	479	388	376

Benefits of Safety Belt Use

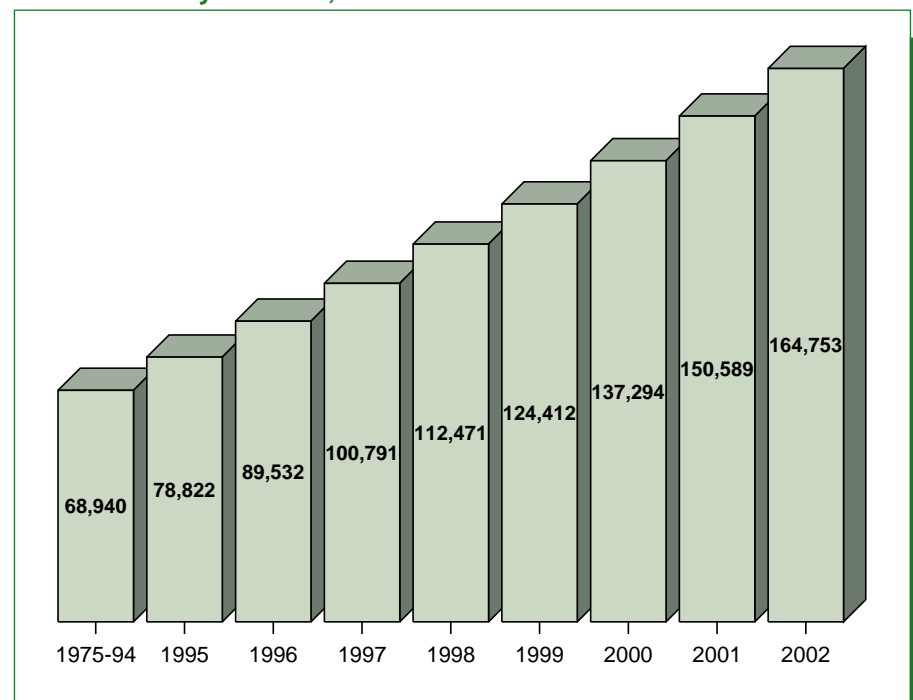
Starting in 2002, NHTSA revised its method for calculating lives saved by safety belts. The note at the bottom of this page explains the new method. The estimates in Table 1 and Figure 1 reflect this revision.

In 2002, 32,598 occupants of passenger vehicles (cars, light trucks, vans, and utility vehicles) were killed in motor vehicle traffic crashes, 76 percent of the 42,815 traffic fatalities reported for the year.

Among passenger vehicle occupants over 4 years old, safety belts saved an estimated 14,164 lives in 2002.

At the high use rates achieved in other countries (85 percent), safety belts could have saved the lives of 16,865 passenger vehicle occupants over age 4 (that is, an additional 2,701) for the nation as a whole in 2002. If ALL passenger vehicle occupants over age 4 wore safety belts, 21,317 lives (that is, an additional 7,153) could have been saved in 2002.

Figure 1. Cumulative Estimated Number of Lives Saved by Safety Belt Use, 1975-2002



“From 1975 through 2002, an estimated 164,753 lives were saved by safety belts.”

In 2002, NHTSA revised its method of estimating lives saved by safety belts. The previous method incorporated survey data from states with and without belt use laws. The current method relies on police-reported restraint use information for each individual occupant fatality. In addition, the estimate now includes lives saved in passenger vehicles at ALL seating positions, where previously it had been front outboard positions only. Both methods address only occupants age 5 years and older; younger occupants should be restrained by child safety seats or booster seats, as appropriate.

The 1996 NHTSA study, *Crash Outcome Data Evaluation System (CODES)*, linked traffic and medical records in seven states to assess total costs of injury from motor vehicle crashes. The study found that the average inpatient costs for crash victims who were not using safety belts were 55 percent higher than for those who were belted.

Ejection from the vehicle is one of the most injurious events that can happen to a person in a crash. In fatal crashes in 2002, 73 percent of passenger vehicle occupants who were totally ejected from the vehicle were killed. Safety belts are effective in preventing total ejections: only 1 percent of the occupants reported to have been using restraints were totally ejected, compared with 30 percent of the unrestrained occupants.

Air Bags

In 2002, NHTSA revised its method for calculating lives saved by air bags. The estimates in Table 1 reflect this revision.

Air bags, combined with lap/shoulder safety belts, offer the most effective safety protection available today for passenger vehicle occupants.

It is estimated that, as of 2002, more than 133 million air-bag-equipped passenger vehicles were on the road, including 111 million with dual air bags.

In 2002, an estimated 2,248 lives were saved by air bags. From 1987 to 2002, a total of 11,663 lives were saved.

Beginning September 1997 (model year 1998), all new passenger cars were required to have driver and passenger air bags, along with manual lap/shoulder safety belts. The same requirement applies to light trucks beginning in September 1998.

Air bags are *supplemental* protection and are not designed to deploy in all crashes. Most are designed to inflate in a moderate-to-severe *frontal* crash.

Some crashes at lower speeds may result in injuries, but generally not the serious injuries that air bags are designed to prevent. For this and other reasons, **lap/shoulder belts should always be used, even in a vehicle with an air bag.**

Children in rear-facing child seats should not be placed in the front seat of vehicles equipped with passenger-side air bags. The impact of a deploying air bag striking a rear-facing child seat could result in injury to the child.

Benefits of Child Restraint Use

In 2002, there were 459 passenger vehicle occupant fatalities among children under 5 years of age. Of these 459 fatalities, an estimated 185 (or 40 percent) were totally unrestrained.

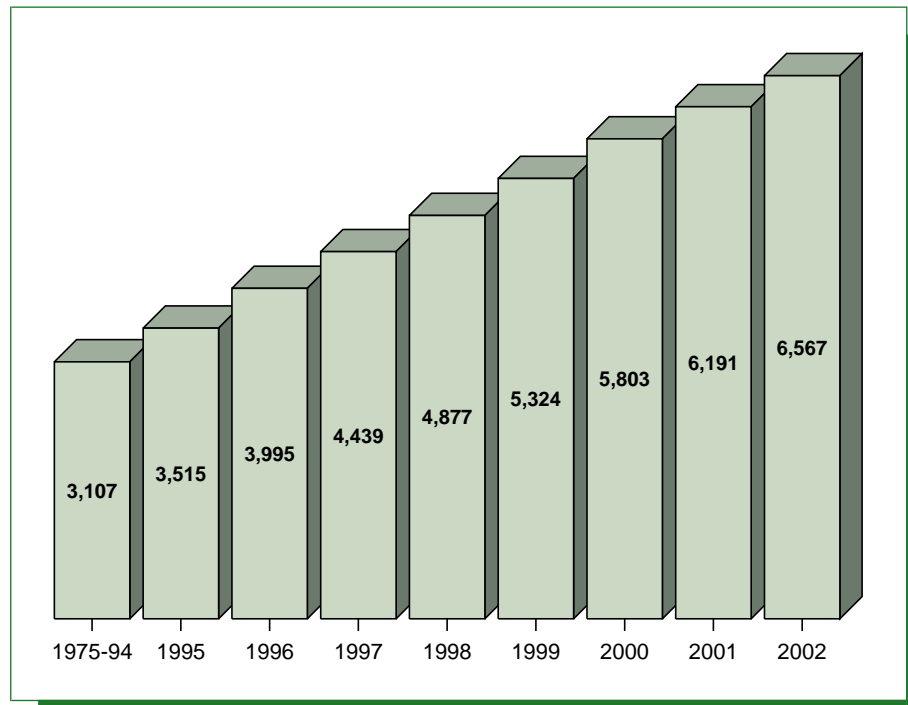
Among children under 5 years old, an estimated 376 lives were saved in 2002 by child restraint use. Of these 376 lives saved, 329 were associated with the use of child safety seats and 47 with the use of adult belts.

“Between 1987 and 2002, 11,663 lives were saved by air bags.”

At 100 percent child safety seat use for children under 5, an estimated 485 lives (that is, an additional 109) could have been saved in 2002.

Over the period 1975 through 2002, an estimated 6,567 lives were saved by child restraints.

Figure 2. Cumulative Estimated Number of Lives Saved by Child Restraints, 1975-2002



“From 1975 through 2002, an estimated 6,567 lives were saved by child restraints.”

Restraint Use

In 2003, NHTSA conducted the National Occupant Protection Use Survey (NOPUS). The overall observed shoulder belt use rate was 79 percent, compared to 75 percent observed in 2002, 71 percent in 2000, 69 percent in 1998, 61 percent in 1996, and 58 percent in 1994.

The reported restraint use rate among all occupants of passenger vehicles involved in fatal crashes was 60 percent in 2002. The use rate for drivers was higher (63 percent), and the highest use rate was reported for children age 4 and under (77 percent).

For more information:

Information on occupant protection is available from the National Center for Statistics and Analysis, NPO-121, 400 Seventh Street, S.W., Washington, D.C. 20590. NCSA information can also be obtained by telephone or by fax-on-demand at 1-800-934-8517. FAX messages should be sent to (202) 366-7078. General information on highway traffic safety can be accessed by Internet users at <http://www-nrd.nhtsa.dot.gov/people/nca>. To report a safety-related problem or to inquire about motor vehicle safety information, contact the Auto Safety Hotline at 1-800-424-9393.

Other fact sheets available from the National Center for Statistics and Analysis are *Overview, Alcohol, Older Population, Speeding, Children, Young Drivers, Pedestrians, Pedalcyclists, Motorcycles, Large Trucks, School Transportation-Related Crashes, State Traffic Data, and State Alcohol Estimates*. Detailed data on motor vehicle traffic crashes are published annually in *Traffic Safety Facts: A Compilation of Motor Vehicle Crash Data from the Fatality Analysis Reporting System and the General Estimates System*.