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National Transportation Safety Board

Washington, D.C. 20594

Safety Recommendation

Date: April 10, 1991

In reply refer to: H-91-13

To the Governors and Legislative Leaders of Alabama, Delaware, Kentucky, Maine, Massachusetts, Nebraska, New Hampshire, North Dakota, Rhode Island, South Dakota, Vermont, and West Virginia

On March 1, 1988, the National Transportation Safety Board published a report on its study of the performance of lap/shoulder belt systems in 167 motor vehicle crashes investigated by the Safety Board. Although the Safety Board found several areas in which seatbelt systems could be improved, it also found that lap/shoulder belts clearly offer occupants of motor vehicles substantial protection in a wide variety of crashes. Data reported by the National Highway Traffic Safety Administration (NHTSA) are consistent with the findings of the Safety Board study. The NHTSA estimates that 19,361 lives were saved between 1984 and 1989 by the use of safety belts; of that number, 14,191 were estimated to have been saved as a result of mandatory use laws (MULs).

The Safety Board agrees that MULs are an effective way by which to increase the use of lap/shoulder belt systems; the Board stated in its 1988 study report that it supports the passage of MULs. When the study was issued in 1988, 31 States and the District of Columbia had already enacted MULs, and Federal legislative proposals were being considered to encourage the other States to enact such laws. Because it appeared that the remaining States would quickly enact MULs, the Safety Board directed its efforts to the development of other means to increase the proper use of seatbelt systems and of ways to improve the efficacy of seatbelt systems. For example, in 1988, as a result of its safety study, the Safety Board issued four recommendations to the NHTSA: (a) H-88-7, directed at reducing the incidence of belt system misuse, asked NHTSA to revise its publications on child passenger protection; (b) H-88-8 asked NHTSA to revise its testing procedure for window-shade lap/shoulder belts because of their tendency to permit too much slack; (c) H-88-9 asked NHTSA to limit the angle of inclination allowable in reclining seats; and (d) H-88-10 addressed adjustable upper

¹ The study did not address the performance of lap-only belt systems. In an earlier safety study, "Performance of Lap Belts in 26 Frontal Crashes" (NTSB/SS-86/03, 1986), the Safety Board concluded that in frontal collisions, persons using lap-only belts may not be adequately protected against injury and may sustain additional (even fatal) injuries, induced by the lap belt itself.

anchorages. More recently, the Safety Board issued Safety Recommendation H-90-111 asking the manufacturers of passenger vehicles to provide adjustable upper anchorages to help reduce the incidence of misuse of the shoulder portion of the lap/shoulder belt system and to promote increased use among small adults and children.

Although data from the NHTSA demonstrate that MULs are one of the most effective means by which to increase the use rate of seatbelt systems, only 7 of the 19 States that did not have MULs have enacted such laws since the Safety Board issued its 1988 safety study report. Data from the 1990 observational survey conducted for the NHTSA in 19 cities indicate that the use rate was 36 percent in 6 cities from States that did not have MULs, while the use rate was 54 percent in 13 cities from States that did have MULs. The Safety Board believes that aggressive public education and enforcement programs will be necessary to achieve the goal of seatbelt use by all occupants of passenger vehicles. However, the Safety Board also believes it is essential that all States enact legislation requiring the use of lap/shoulder belts by occupants of all passenger automobiles, light vans, and trucks at all occupant seating positions equipped with such belt systems.

Therefore, the Safety Board recommends that the governors and legislative leaders of the 12 States without mandatory seatbelt use laws:

Enact legislation that requires occupants of all passenger automobiles, vans, and light trucks to use lap/shoulder belt systems at seating positions equipped with such belt systems. (Class II, Priority Action) (H-91-13)

Chairman KOLSTAD, Vice Chairman COUGHLIN, and Members LAUBER, BURNETT, and HART concurred in this recommendation.

James L. Kolstad

Chairman

Honorable Guy Hunt Governor of Alabama State Capitol Montgomery, Alabama 36130

Honorable Michael N. Castle Governor of Delaware Legislative Hall Dover, Delaware 19901

Honorable Wallace G. Wilkinson Governor of Kentucky State Capitol Frankfort, Kentucky 40601

Honorable John R. McKernan, Jr. Governor of Maine State House Augusta, Maine 04333

Honorable William F. Weld Governor of Massachusetts State House Boston, Massachusetts 02133

Honorable Ben Nelson Governor of Nebraska State Capitol Lincoln, Nebraska 68509

Honorable Judd Gregg Governor of New Hampshire State House Concord, New Hampshire 03301

Honorable George A. Sinner Governor of North Dakota State Capitol Bismark, North Dakota 58505

Honorable Bruce Sundlun Governor of Rhode Island State House Providence, Rhode Island 02903 Honorable George S. Mickelson Governor of South Dakota State Capitol Pierre, South Dakota 57501

Honorable Richard A. Snelling Governor of Vermont Pavilion Office Building Montpelier, Vermont 05602

Honorable Gaston Caperton Governor of West Virginia State Capitol Charleston, West Virginia 25305

Legislative Leaders Mandatory Belt Use Recommendations Recipients

Honorable Ryan deGraffenried, Jr. President of the Senate Alabama Senate State House 11 South Union Montgomery, Alabama 36130

Lieutenant Governor Dale E. Wolf President of the Senate Delaware Senate Legislative Hall Dover, Delaware 19901

Lieutenant Governor Brerton C. Jones President of the Senate Kentucky Senate Room 142 State Capitol Frankfort, Kentucky 40601

Senator Charles P. Pray President of the Senate State House, Station 3 Augusta, Maine 04333

Senator William M. Bulger President of the Senate Massachusetts Senate State House, Room 330 Boston, Massachusetts 01233

Senator Dennis Baack Speaker of the Senate Room 2101 Capitol Building Lincoln, Nebraska 68509

Senator Edward C. Dupont, Jr. President of the Senate New Hampshire Senate Room 312 State House Concord, New Hampshire 03301 Honorable James S. Clark Speaker of the House Alabama House of Representatives State House 11 South Union Montgomery, Alabama 36130

Honorable Terry R. Spence Speaker of the House Delaware House of Representatives Legislative Hall Dover, Delaware 19901

Honorable Donald J. Blandford Speaker of the House Kentucky House of Representatives Legislative Offices Annex State Capitol Frankfort, Kentucky 40601

Honorable John L. Martin Speaker of the House State House, Station 2 Augusta, Maine 04333

Honorable Charles Flaherty Speaker of the House Massachusetts House of Representatives State House, Room 356 Boston, Massachusetts 01233

Honorable Harold W. Burns Speaker of the House New Hampshire House of Representatives Room 302 State House Concord, New Hampshire 03301 Lieutenant Governor Lloyd Omdahl President of the Senate North Dakota Senate Senate Chamber State Capitol 6 East Boulevard Avenue Bismarck, North Dakota 58505

Lieutenant Governor Roger Begin President of the Senate Rhode Island Senate Room 317, State House Providence, Rhode Island 02903

Lieutenant Governor Walter D. Miller President of the Senate South Dakota Senate State Capitol Building 500 East Capitol Pierre, South Dakota 57501

Lieutenant Governor Howard Dean Vermont Senate State House 115 State Street Montpelier, Vermont 05602

Senator Keith Burdette President of the Senate West Virginia Senate Room 229-M State Capitol Charleston, West Virginia 25305 Honorable Ronald A. Anderson Speaker of the House North Dakota House of Representatives House Chamber State Capitol 6 East Boulevard Avenue Bismarck, North Dakota 58505

Honorable Joseph DeAngelis Speaker of the House Rhode Island House of Representatives Room 323, State House Providence, Rhode Island 02903

Honorable Jim Hood Speaker of the House South Dakota House of Representatives Post Office Box 611 Spearfish, South Dakota 57783

Speaker Ralph G. Wright Vermont House of Representatives State House 115 State Street Montpelier, Vermont 05602

Honorable Robert Chambers
Speaker of the House
West Virginia House of Representatives
Room 232-M
State Capitol
Charleston, West Virginia 25305