

Commercial Motor Vehicle Safety Belt Facts

Commercial Motor Vehicle Safety Belt Use in 2013—Overall Results

The Seat Belt Usage by Commercial Motor Vehicle Drivers (SBUCMVD) Survey showed that the overall safety belt usage rate for drivers of all medium and heavy duty trucks and buses rose from 78% in 2010 to a new high of 84% in 2013. The survey is a nationally representative field data collection program that provides estimates of safety belt restraint use by drivers and occupants of medium and heavy duty commercial motor vehicles (CMVs).

Since the inception of this study in 2007, overall safety belt use for drivers has steadily increased each year from a use rate of 65% in 2007 to the current high of 84% (Figure 1).

Other highlights from this study:

- Safety belt use was higher in states governed by primary belt use laws (85%) than secondary belt use laws (78%) (Figure 2).
- The usage rate for drivers and other occupants in the West was 91% compared to the Northeast at 76% (Figure 3).
- Commercial bus drivers showed a marked increase in safety belt usage, from 47% to 74%. Dump truck drivers, with the lowest usage rate among trucks, rose from 65% to 70% (Figure 4).
- Usage rates were higher on expressways (86%) compared to surface streets (78%) (Figure 5).
- Safety belt usage in heavy traffic (85%) continues to be higher than in light traffic (71%) (Figure 6).

Figure 1

CMV Driver Safety Belt Usage

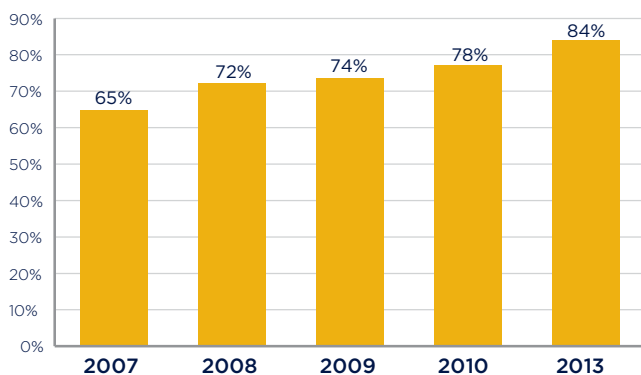
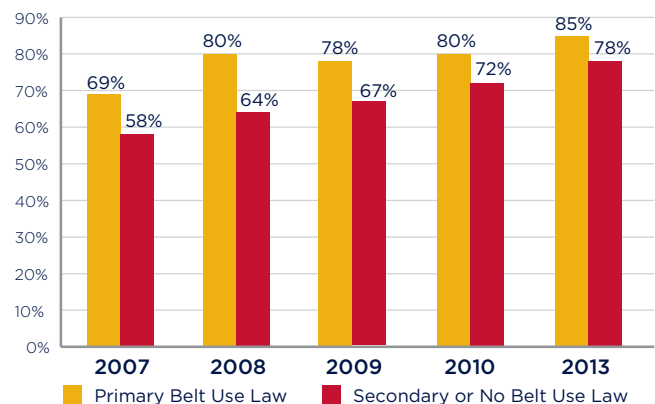


Figure 2

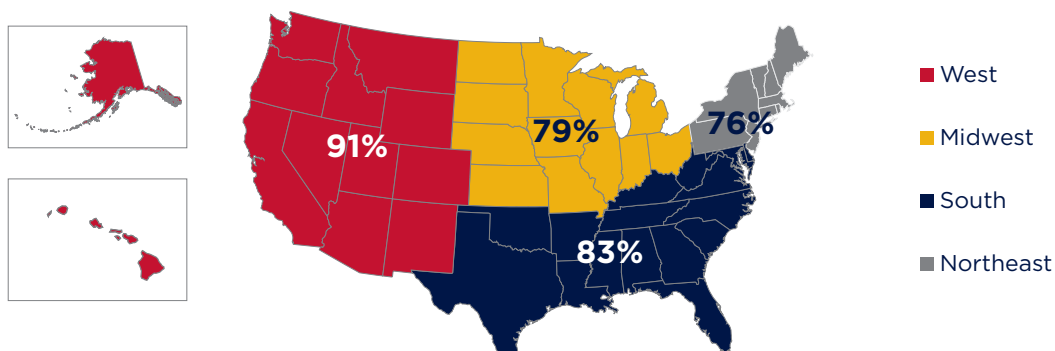
CMV Driver and Occupant Safety Belt Usage†



Note: Surveys were not conducted in 2011 and 2012.

Figure 3

CMV Driver and Occupant Safety Belt Usage by Region†



Survey Scope

The SBUCMVD 2013 Survey used a probability-based sample to observe safety belt usage by drivers and other occupants of CMVs throughout the United States. Specifically, data collectors observed the use of shoulder belts across the front of drivers and other occupants in medium and heavy duty trucks and buses (those with at least 6 tires). Statistical significance is indicated using 5 percent significance level.

Data collection for the SBUCMVD 2013 Survey was conducted in August 2013. Data collection sites were chosen from a randomly selected sample of sites across the United States. A total of 27,157 CMVs were observed at 1,004 sites. Teams of spotters and recorders collected data through observation on weekdays and weekend days during daylight hours. Data collected included the type of CMV, location, weather conditions, and characteristics of drivers and other occupants.

Definitions

A jurisdiction that can enforce traffic laws has a **primary enforcement law** if occupants can be ticketed for simply not using their seat belts. A **secondary enforcement law** requires occupants to be stopped for another violation before being cited for seat belt nonuse.

Expressways are defined as roadways with limited access, while **surface streets** are all other roadways.

Figure 4

CMV Driver and Occupant Safety Belt Usage[†] by CMV Body Type

	2010	2013
Bobtail	71%	86%
Commercial Bus	47%	74%
School Bus	82%	86%
15-Passenger Van	88%	86%
Intermodal Container	75%	82%
Dump	65%	70%
Flatbed	74%	82%
Van (Enclosed Box Truck)*	80%	86%
Tanker	82%	85%
Other	73%	81%

*Van (Enclosed Box Truck) includes traditional tractor-trailers.

[†]For buses, only driver belt use is observed (for the purpose of this study 15-passenger vans are counted as buses).

To obtain a copy of the Safety Belt Usage by Commercial Motor Vehicle Drivers (SBUCMVD) 2013 Final Report, please contact FMCSA's Office of Outreach & Education at (202) 366-0627 or email fmcsa.outreach@dot.gov.

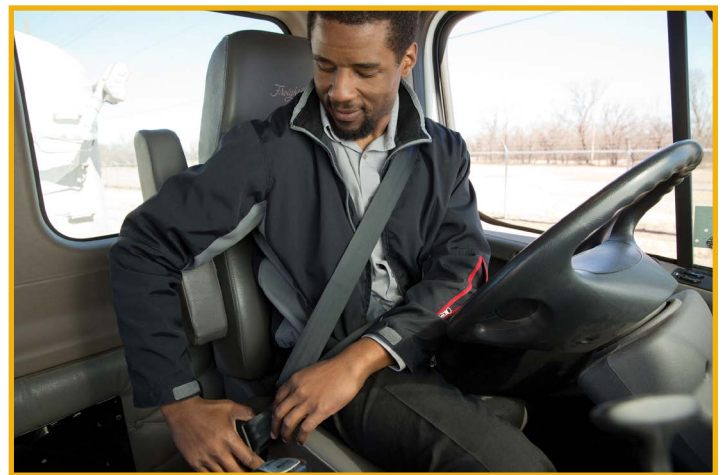
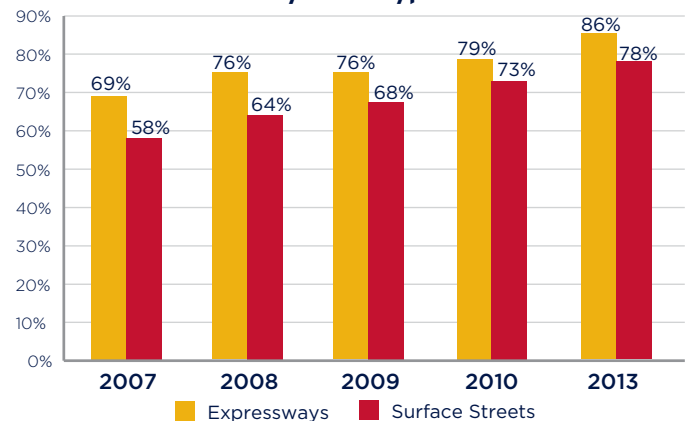


Figure 5

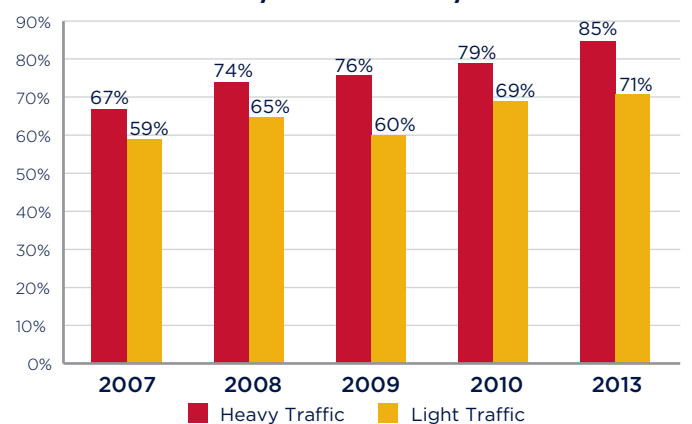
CMV Driver and Occupant Safety Belt Usage[†] by Road Type



Note: Surveys were not conducted in 2011 and 2012.

Figure 6

CMV Driver and Occupant Safety Belt Usage[†] by Traffic Density



Note: Surveys were not conducted in 2011 and 2012.