2004 MOTOR VEHICLE OCCUPANT PROTECTION

FACTS

Children

Youth

Young Adults

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Throughout the United States, many people and organizations have worked to promote motor vehicle occupant protection for children, youth, and young adults. In spite of the great strides made, thousands of young people, from newborns through age 20, continue to die or experience serious injuries that could have been prevented had they been properly restrained in a child safety seat, booster seat, or safety belt.

The National Highway Traffic Safety Administration (NHTSA) has produced this booklet since 2002 to provide information supporting the ongoing need for legislative, enforcement, education, and public awareness activities promoting occupant protection for children, youth, and young adults. Collectively, this information illustrates the national imperative for addressing motor vehicle crashes as the leading cause of death and injury for children and youth in the United States.

As a resource for occupant protection advocates, this booklet focuses on passenger vehicles. The majority of data in this fact book are from 2004, which was the most recent year data was available at press time, and are generated from the *Fatality Analysis Reporting System (FARS)* and the *General Estimates System (GES)* produced by the National Center for Statistics and Analysis at NHTSA.

The National Scope of Motor Vehicle Crashes

Motor vehicle crashes are the leading cause of death for the age group 4 through 34 and are ranked third in terms of years of life lost, behind only cancer and diseases of the heart.[1]

In 2004, 42,636 people lost their lives in motor vehicle traffic crashes – a decrease of 0.6 percent form 2004 (42,884). Police filed reports on about 6.2 million traffic crashes. The police reports indicated that some 2,788,000 people were injured, 42,636 people were killed, and property damage was sustained in about 4.3 million of these crashes.[2]

The economic cost of motor vehicle crashes (police-reported as well as non-reported crashes) that occurred in 2000 totaled $230.6 billion.[3] In 2004, safety belt nonuse in crashes caused an estimated $18 billion in economic costs to society.[4] When vehicle occupants do not wear safety

[1] Subramanian, R. Motor Vehicle Traffic Crashes as Leading Cause of Death in the United States, 2003. National Highway Traffic Safety Administration, DOT 810 568, March 2006.

[2] Data on the number of licensed drivers includes 15-year-olds.

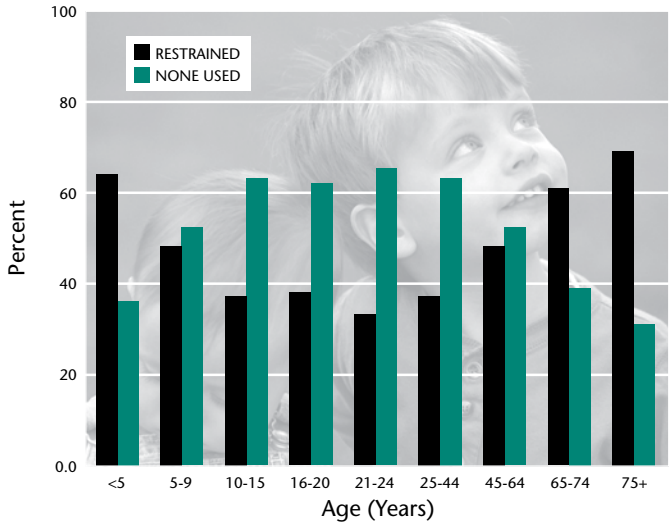
[3] Blincoe, L., Seay, A., Zaloshnja, E., Miller, T., Romano. E., Luchter, S., and Spicer, R. The Economic Impact of Motor Vehicle Crashes, 2000. National Highway Traffic Safety Administration, HS 809 446, May 2002.

[4] Estimate taken from internal document prepared by the Office of Planning and Financial Management, NPO-130, National Highway Traffic Safety Administration, Washington, DC 2004.

belts, the potential costs increase because unbelted crash victims often sustain more severe injuries and more fatalities than belted crash victims. On average, hospital costs for unbelted crash victims are more than 50 percent higher than belted crash victims.[5]

In 2004, a total of 17,526 (55 %) passenger vehicle occupants who were killed in a crash were reported not to have used a safety belt or child safety seat. Chart 1 compares the percentage of fatally injured occupants who were restrained to those who were unrestrained in passenger vehicle crashes.[6]

Chart 1 Occupant Fatalities in 2004
By Age and Restraint Use, in Passenger Vehicles



[5] Johnson, S., Walker J., Utter, D. Crash Outcome Data Evaluation System (CODES) Project-Safety Belt and Helmet Analysis, February 1996. National Highway Traffic Safety Administration.

[6] The majority of the data in this report is presented after unknown categories were distributed proportionally to the known use categories.

Using this Booklet as a Resource

The facts contained in this booklet can be used to develop speeches and presentations, public information and education publications, backgrounders, and news releases for the media, and to promote the use of occupant restraints in conjunction with law enforcement officials. States and local communities have an important role to play in creating a national norm that makes it unacceptable to ride unrestrained in a motor vehicle. Our national goal must be to make occupant restraint use a lifelong habit for everyone.

The booklet is divided into three main sections. The first section presents general information on the need for and importance of promoting occupant restraint use for children, youth, and young adults. Most of the data and discussion in the document refer to these groups according to the following ages:

- Children: newborns to age 7
- Youth: 8 to 15 (in some States 15-year-olds are permitted to obtain a learner's permit, so they are sometimes included as "young drivers")
- Young adults: 16 to 20

The next section provides occupant protection facts specific to children and youth, followed by facts for young adults. The last section includes survey findings from NHTSA's *2003 Motor Vehicle Occupant Safety Survey* on self-reported behavior, attitudes, and opinions about safety belt use and laws. This biennial telephone survey measures consumers' attitudes and opinions about occupant protection.

Definitions

As you review the data that follows, keep in mind the following general definitions:

Fatal Crash: A police-reported crash involving a motor vehicle in which at least one person dies within 30 days of the crash (includes the deaths of individuals who were not in the vehicle, such as pedestrians and pedalcyclists)

Injury Crash: A police-reported crash involving a motor vehicle in which no one died but at least one person was reported to have (1) an incapacitating injury, (2) a visible but not incapacitating injury, (3) a possible but not visible injury, or (4) an injury of unknown severity.

Passenger Vehicles: Includes all cars, SUVs, vans up to 15-passenger capacity, and light trucks (under 10,000 lbs. gross vehicle weight rating) including pickups and truck-based station wagons. Motorcycles, buses, and large trucks (more than 10,000 lbs. GVWR) are not included in this category.

Children

"The premature graduation of young children from child restraint systems to safety belts puts them at a greatly increased risk of significant injury in crashes."

Youth

"In some States, a 10-year-old can ride legally in the back seat without being secured because the child is not covered by either the child restraint law or the safety belt law."

Young Adults

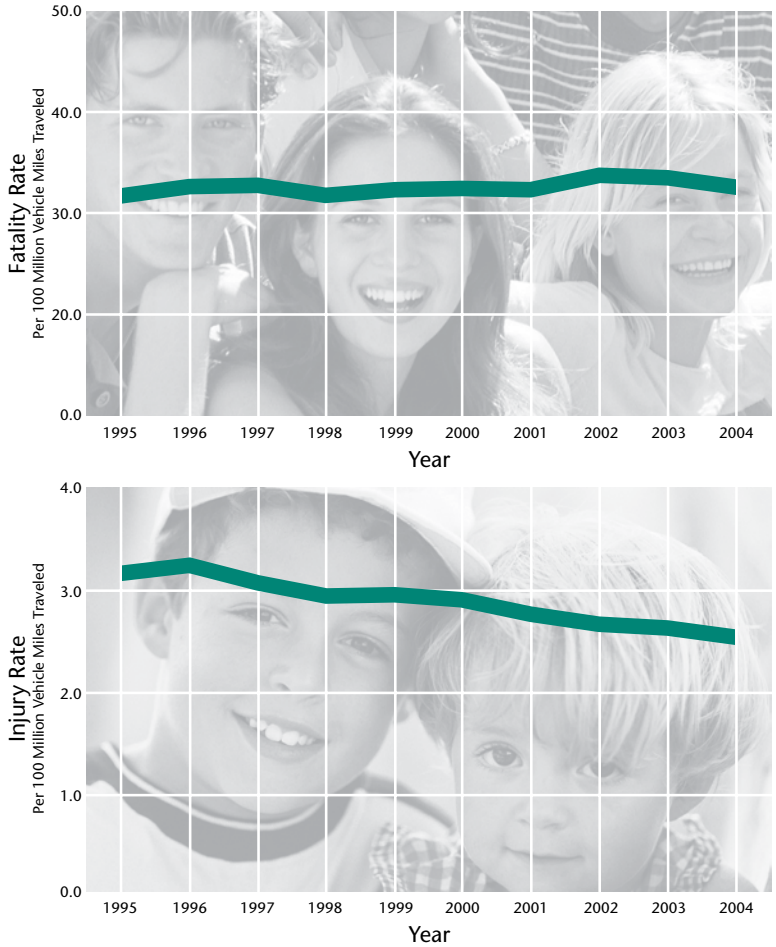
"Sixty-two percent of the young adults who were killed when riding in passenger cars in 2004 were not wearing safety belts."

There is a strong positive correlation between the restraint use of an adult driver and that of young children in the vehicle.

The use of occupant restraints must be reinforced at an early age to reduce the disproportionately high rates of death and injury that teens and young adults experience in motor vehicle crashes. But parents cannot bear the burden by themselves. In communities across the country, health professionals, law enforcement officers, educators, elected officials and public employees, and every adult, not just parents, must develop the social and legal infrastructures necessary to make safety belt use a lifelong habit. *(See Appendix A for statistics on the number of young people who were killed in 2004 in motor vehicle crashes in each State.)*

Passenger vehicle occupant fatality and injury rates (per 100 million vehicle miles traveled [VMT]) have declined slightly during the past 10 years *(see Chart 2 below)*.

Chart 2 Occupant Fatality and Injury Rates, 1995-2004
Per 100 Million VMT, in Passenger Vehicles



Thousands of children and young adults continue to be killed and injured in motor vehicle crashes. A total of 6,994 young people from birth to age 20 were killed and approximately 663,206 were injured in passenger vehicle crashes in 2004. Despite widespread public education campaigns promoting the use of proper occupant restraints, nearly 52 percent of children 5 to 9 and 63 percent of children 10 to 15 who were killed in passenger vehicle crashes in 2004 were unrestrained. Charts 3 and 4 illustrate the toll that motor vehicle crashes take on our children and youth, particularly among those 16 to 20.

Chart 3 Occupant Fatalities in 2004
By Age, in Passenger Vehicles

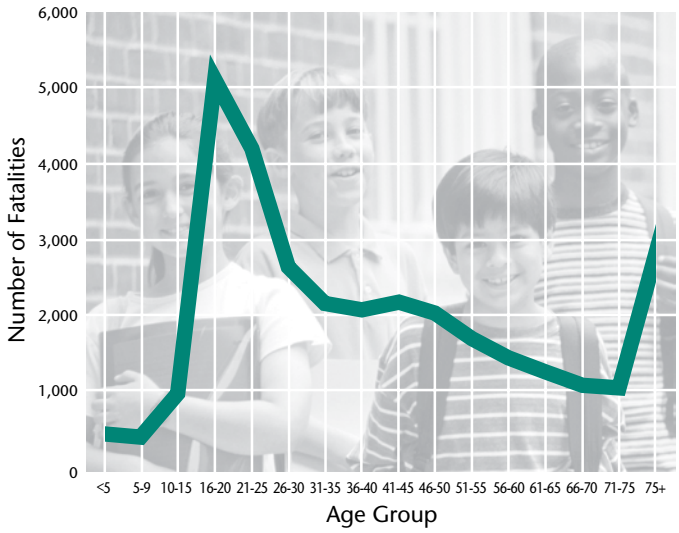
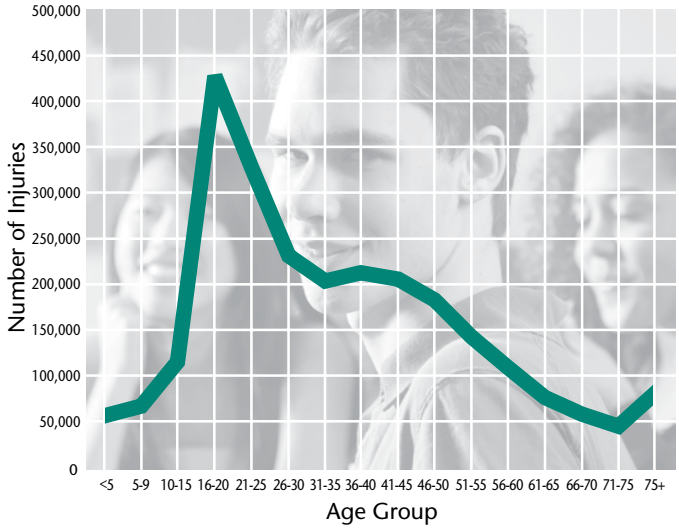


Chart 4 Occupant Injuries in 2004
By Age, in Passenger Vehicles



Adult Safety Belt Use Makes a Difference

Research conducted by NHTSA on occupant protection use from 1995 to 2004 confirms there is a strong positive correlation between the restraint use of an adult driver and that of young children in the vehicle. Among fatally injured children from birth to 15, the research revealed the following:

- When drivers were unrestrained, 63 percent of children up to age 3 were also unrestrained; conversely, when a driver was wearing a safety belt, 25 percent of children up to 3 were unrestrained.
- Among fatally injured children 4 to 7, 81 percent were unrestrained when the driver was unrestrained; conversely, when the driver was wearing a safety belt, 37 percent of children 4 to 7 were unrestrained.
- Among fatally injured children 8 to 15, 91 percent were unrestrained when the driver was unrestrained. Conversely, when the driver was wearing a safety belt, 47 percent of children 8 to 15 were unrestrained.

Exhibit 1 illustrates the relationship between driver and child restraint use in crashes in which a child was fatally injured.

Exhibit 1 Driver and Child Restraint Use in Fatal Crashes Involving Children from Birth to 15, 1995-2004

	Percentage of Child Passengers Unrestrained, by Age Group		
	<4	**4-7**	**8-15**
Driver Unrestrained	63%	81%	91%
Driver Restrained	25%	37%	47%

This strong association between parental and child restraint use speaks to the importance of maintaining ongoing programs and outreach for children, youth, and parents to encourage the use of occupant restraints. NHTSA's *2003 Motor Vehicle Occupant Safety Survey (MVOSS)* further illustrates this need. In the 2003 MVOSS, researchers asked respondents their level of agreement with the statement, "I have a habit of wearing a seat belt because my parents insisted I wear them when I was a child." Among people 16 to 24, 69 percent either strongly agreed or somewhat agreed with this statement.

Occupant Restraints for All Age Groups Save Lives

Most of the people who die in motor vehicle crashes are vehicle occupants (less than one-fourth of fatalities caused by crashes involve pedestrians, pedalcyclists, and motorcyclists). Safety belts and child safety seats have been designed to protect drivers and passengers from death and injury during a crash. But these restraints cannot save lives if they are not used. *See Appendix B–Passenger Vehicle Occupants Killed in Motor Vehicle Crashes, by State and Restraint Use, 2004*.

- In 2004, child restraints saved the lives of 451 children age 4 and under.
- Child safety seats are 71 percent effective in reducing fatalities among infants (less than 1 year old) and 54 percent effective for toddlers (1 to 4 years old) in passenger cars.[7] For infants and toddlers in light trucks, the effectiveness in reducing fatalities is 58 percent and 59 percent, respectively.
- Among passenger vehicle occupants over 4 years old, safety belts saved an estimated 15,434 lives in 2004.
- Booster seat use substantially reduces the risk of injury for children 4 to 8 years old; however, most children in this age group are currently (and very often incorrectly) restrained by safety belts designed for adults. A recent study by Children's Hospital of Philadelphia (CHOP) found that the use of belt-positioning booster seats lowers the risk of injury to children in crashes by 59 percent, compared with the use of vehicle safety belts.[8]
- According to NHTSA's *The Economic Impact of Motor Vehicle Crashes 2000*, the use of safety belts saved society $585 billion in medical care, lost productivity, and other injury-related economic costs (since 1975).
- When lap/shoulder safety belts are used properly, they reduce the risk of fatal injury to front-seat occupants riding in passenger cars by 45 percent and the risk of moderate-to-critical injury by 50 percent. For light-truck front-seat occupants, safety belts reduce the risk of fatal injury by 60 percent and the risk of moderate-to-critical injury by 65 percent.[9]
- Ejection from passenger vehicles is one of the most harmful events that can happen to people during a crash. In passenger vehicle crashes in which someone died in 2004, 21 percent of occupants who were killed were completely ejected from the vehicle. Safety belts are effective in preventing total ejections. In 2004, in crashes in which someone was killed, only 3 percent of the occupants using restraints were totally ejected, compared with 37 percent of unrestrained occupants.

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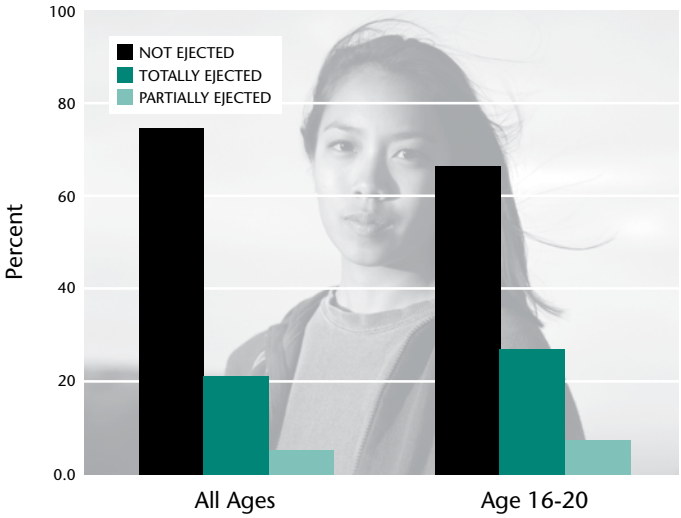
[7] Passenger cars are one of the vehicle types included in the passenger vehicle category.

[8] Durbin, D., Elliott, M., and Winston, F. Belt-Positioning Booster Seats and Reduction in Risk of Injury Among Children in Vehicle Crashes. Journal of the American Medical Association, Vol. 289 (21), 2835-2840, June 2003.

[9] Traffic Safety Facts 2004, Occupant Protection, the National Highway Traffic Safety Administration, DOT HS 809 765.

- Twenty-seven percent of 16- to 20-year-old occupant fatalities were ejections, compared with 21 percent for the general population, illustrating the need to promote safety belt use in this age group. *See Chart 5.*

Chart 5 Occupant Fatalities in 2004
By Age and Ejection Status, in Passenger Vehicles



Closing the Gaps in Occupant Restraint Laws Can Save Young Lives

Every State except New Hampshire has adult safety belt laws and all States have child restraint laws requiring drivers to restrain children in approved, age-appropriate child restraint devices or safety belts. In some States, though, these laws do not cover all occupants in all seating positions (rear seats).

In some States, laws concerning the use of child restraint devices cover children only up to age 4, and laws concerning the use of adult safety belts cover only front-seat occupants, leaving some children uncovered by any occupant protection law. For example, in some States, a 10-year-old can ride legally in the back seat without being secured because, at this age and in this seating position, the child is not covered by either the child restraint law or the general (front-seat-only) safety belt law. *Appendix C contains information on State child restraint laws.*

Primary Enforcement Laws Help Protect Children of All Ages

Although child restraint laws are "primary" laws (laws that allow law enforcement officers to stop vehicles and issue citations for unrestrained drivers or passengers), the safety belt laws in many States are "secondary" enforcement laws. This means that police officers cannot stop drivers for the sole purpose of enforcing the use of occupant restraints. Rather, police officers can write tickets for not using occupant restraints only if they stop vehicles for another driving infraction. *See Exhibit 2 for a map of States with primary and secondary lawsthat were enacted at the time of this publication.*

Booster Seat Use Saves Lives and Reduces the Risk of Injury

In 2004, 52 percent of 5- to 9-year-old passenger vehicle occupants who were killed in crashes were restrained. Persuading parents to place their children in any kind of occupant restraint would undoubtedly reduce the number of children killed or seriously injured. In addition, children who have outgrown child safety seats, but are too small to ride safely in adult belts, should be properly restrained in booster seats until they are at least 8 years old, unless they are 4 feet 9 inches tall. If placed in adult safety belts prematurely, children can suffer serious internal injuries, slip out of the safety belt, or be ejected from the vehicle during a crash.

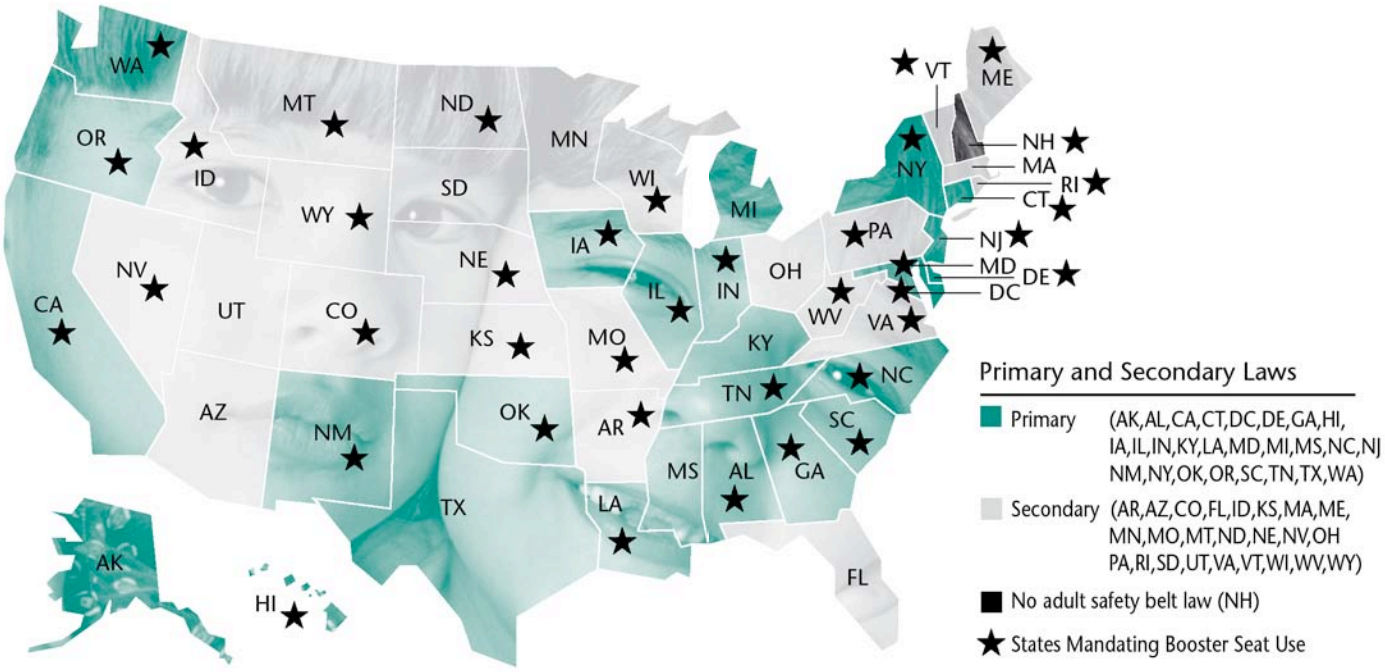
Booster seat use substantially reduces the risk of injury for children age 4 to 8; however, most children in this age group are currently restrained by safety belts designed for adults. In the 2002 study by Children's Hospital of Philadelphia, only 16 percent of 4-year-olds, 13 percent of 5-year-olds, and 4 percent of 6- and 7-year-olds were using booster seats.[8]

The CHOP study found that the use of belt-positioning booster seats lowers the risk of injury to children in crashes by 59 percent compared with the use of vehicle safety belts. The study also found that none of the 4- to 7-year-olds who were in belt-positioning booster seats had any injuries to the abdomen, neck, spine, or back. Yet, such injuries did occur in children who used safety belts alone.[8]

Children who are 4 feet 9 inches tall before their 8th birthday may be ready for adult belts. They can start using safety belts when they can place their backs firmly against the vehicle seat-back cushion with their knees bent over the vehicle seat cushion.

As this booklet is published, 38 States and the District of Columbia had enacted provisions in their child restraint laws requiring the use of a booster seat or other appropriate restraint device by children who have outgrown their forward-facing child safety seats, but who are still too small to use an adult safety belt system correctly. The following jurisdictions have enacted these lifesaving provisions: Alabama, Arkansas, California, Colorado, Connecticut, Delaware, District of Columbia, Georgia, Hawaii, Idaho, Iowa, Illinois, Indiana, Kansas, Louisiana, Maine, Maryland, Missouri, Montana, Nebraska, Nevada, New Hampshire, New Jersey, New Mexico, New York, North Carolina, North Dakota, Oklahoma, Oregon, Pennsylvania, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, Washington, West Virginia, Wisconsin and Wyoming. See Exhibit 2 for a map of States that mandate booster seats or appropriate restraint use by older passengers. A number of other States are considering legislation that would require similar upgrades for booster-seat-age child passengers. For up-to-date information on booster seats and State laws visit www.boosterseat.gov.

Exhibit 2 States With Primary and Secondary Safety Belt Laws



[8] Durbin, D., Elliott, M., and Winston, F. Belt-Positioning Booster Seats and Reduction in Risk of Injury Among Children in Vehicle Crashes. Journal of the American Medical Association, Vol. 289 (21), 2835-2840, June 2003.

Motor vehicle crashes are the leading cause of death for the age group 4 through 15.[10] Fatality rates had been declining for children, but in 2004 they increased by 3.2 percent for children 3 and under and by 2.7 percent for 4- to 7-year-olds. Fatality rates for children 8 to 15 years old showed no improvement from the previous year.

Facts About Restraint Use

In 2004, the use of child restraints saved the lives of an estimated 451 children age 4 and under.

During 2004, a total of 1,859 children from birth to age 15 were killed in passenger vehicle crashes. About 53 percent of passenger vehicle occupants in this age group were unrestrained. The breakdown by age group is:

- 36 percent of children from birth to 4 were unrestrained;
- 52 percent of children 5 to 9 were unrestrained; and
- 63 percent of children 10 to 15 were unrestrained.

At 100 percent child safety seat use for children under 5 years old, an estimated 566 lives could have been saved (that's an additional 114 than were already saved).

From 1975 through 2004, an estimated 7,472 lives of children age 4 and under were saved by the use of occupant restraints (this includes child safety seats and safety belts).

[10] Traffic Safety Facts 2004 Data-Children. National Highway Traffic Safety Administration, DOT HS 809 906.

Chart 6 shows data on the use and nonuse of occupant restraints among those killed in passenger vehicle crashes in 2004. In most age groups except the youngest (4 and under) and the oldest (65 and older) the majority of occupants who were killed were not restrained. Unfortunately, being properly restrained cannot prevent all passengers from being fatally injured, especially in certain high-impact crashes. However, a certain and higher percentage of occupants in all age groups would not have been killed had they been properly restrained.

There is a significant decrease in restraint use among the 5-to-9, 10-to-15, and 16-to-20 age groups (when compared to the 4 and under age group). This decrease illustrates the critical need for public information and education about the importance of restraint use, along with the need for ongoing enforcement of existing laws.

When viewing the chart, keep in mind that even with the use of occupant restraints:

- Some crashes are so severe that occupants do not survive even when properly protected by a child safety seat, booster seat, or safety belt.
- There are instances in which the effectiveness of a child restraint or safety belt is compromised by incorrect use, such as improper installation or use of a child safety seat, or placing a child in an adult belt.
- Occupants in the youngest age group, 4 and under, and oldest age group, 65 and older, are more fragile. Therefore, they are more vulnerable to death or serious injury during a crash.
- In many States, there is no law requiring the use of appropriate occupant restraints (booster seats) for children who have outgrown their child safety seats but who do not yet fit properly in adult belt systems. As a result, many young children are inappropriately placed in adult belts.

In addition to nonuse of child restraints, there continues to be high levels of misuse of child restraint systems (CRSs), which can also cause serious injuries or death in a crash. In a recent study conducted by NHTSA, approximately 73 percent of observed CRSs displayed one or more critical misuses. The most common were loose vehicle safety belt attachment to the CRS and loose harness straps securing the child to the CRS.[11]

Chart 6 Occupant Fatalities in 2004
By Age and Restraint Use, in Passenger Vehicles

Age Group	Restrained	Percent Restrained	Unrestrained	Percent Unrestrained	Total	Total Percent
<5	317	64	178	36	495	100
5-9	200	48	218	52	418	100
10-15	348	37	598	63	946	100
16-20	1,961	38	3,174	62	5,135	100
21-24	1,222	34	2,373	66	3,595	100
25-44	3,465	37	5,841	63	9,306	100
45-64	3,162	48	3,371	52	6,533	100
65-74	1,286	61	830	39	2,116	100
75+	2,117	69	958	31	3,075	100
Total	14,708	45	17,541	55	31,619	100

[11] Traffic Safety Facts Research Note. Misuse of Child Restraints: Results of a Workshop to Review Field Data Results. National Highway Traffic Safety Administration, DOT HS 809 851, March 2005.

Facts About Motor-Vehicle-Related Deaths and Injuries

- Based on the 10-year period between 1995 and 2004, an average of 1,958 children from birth to age 15 died and 286,419 were injured in passenger vehicle crashes each year.
- In 2004, an average of 5 children from birth to 15 were killed and 646 were injured every day in motor vehicle crashes.
- In 2004, a total of 1,859 children 15 and younger were killed and 235,912 were injured in passenger vehicle crashes. Almost 9 percent of the injured occupants had incapacitating injuries.
- In 2004, there were 495 crash fatalities and 56,354 injured among children 4 and under.
- In 2004, there were 418 crash fatalities and 65,860 occupants injured among children 5 to 9.
- In 2004, there were 946 crash fatalities and 113,698 occupants injured among children 10 to 15.

Chart 7 highlights facts about injury severity. In 2004, more than 67,000 children, youth, and young adults from birth to 20 suffered incapacitating injuries in passenger vehicle crashes.

Chart 7 Occupants Injured in Passenger Vehicles 2004
By Age and Injury Severity

Age Group	Injury Severity									
	Incapacitating		Non-Incapacitating		Possible Injury		Injured Severity Unknown		Total	
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
<5	4,920	9	13,350	24	35,223	63	2,861	5	56,354	100
5-9	5,125	8	16,788	25	41,883	64	2,064	3	65,860	100
10-15	10,849	10	31,237	27	69,419	61	2,193	2	113,698	100
16-20	46,356	11	133,576	31	240,526	56	6,835	2	427,294	100
21-24	28,673	11	75,821	28	162,976	60	5,263	2	272,733	100
25-44	87,984	10	214,045	25	546,356	63	17,659	2	866,043	100
45-64	49,656	9	121,837	23	359,574	66	9,720	2	540,786	100
65-74	12,171	11	27,112	25	67,256	62	1,765	2	108,304	100
75+	10,036	12	26,617	31	46,150	54	2,305	3	85,109	100
TOTAL	255,770	10	660,384	26	1,569,364	62	50,663	2	2,536,181	100

Note: Totals may not equal sum of components due to independent rounding.

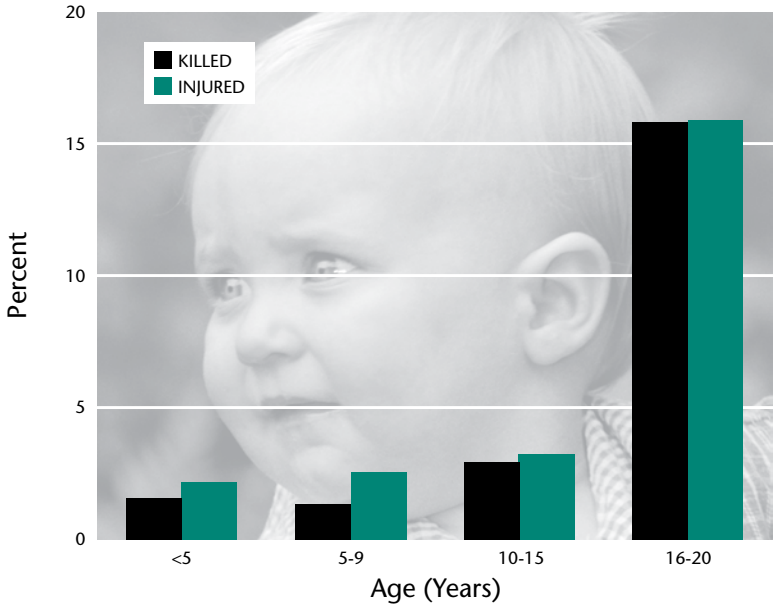
Sixty-two percent of the 5,135 young people 16 to 20 killed when riding in passenger vehicles in 2004 were not wearing safety belts.

In 2004, young drivers 16 to 20 made up about 6.3 percent (12.5 million) of the 199 million licensed drivers in the United States. These young drivers represent a 6.7 percent increase compared to the number of young drivers in 1995 (11.7 million).[12]

In addition to the disproportionate harm that 16- to 20-year-old drivers experience from motor vehicle crashes, consider the following additional costs for young drivers and passengers:

- Motor vehicle crashes are the leading cause of death for young adults 16 to 20.
- Young adults 16 to 20 are more likely to be killed or injured in motor vehicle crashes than children 15 and under. In 2004, of the 6,994 children up to age 20 who were killed in crashes, 73 percent were 16 to 20; of the 663,206 injured from birth to age 20, 64 percent were 16- to 20-year-olds.

Chart 8 Percentage of All Occupants Killed or Injured in 2004
By Age, in Passenger Vehicles



[12] Department of Transportation/Federal Highway Administration. Highway Statistics 2004. Section III: Driver Licensing. (www.fhwa.dot.gov/policy/ohpi/hss/index.htm)

- Although young drivers make up about 6 percent of the total licensed driving population, almost 14 percent (7898) of all drivers involved in fatal crashes were young drivers 15 to 20 years old, and 18 percent (1,986,000) of all drivers involved in police-reported injury crashes were young drivers.
- During 2004, a young person died in a traffic crash an average of once an hour on weekends (6 p.m. Friday to 5:59 a.m. Monday) and nearly once every 2 hours during the week.
- In 2004, a total of 1,720 16- to 20-year-olds died when they were totally or partially ejected from a passenger vehicle.
- In 2004, the fatality rate (per 100,000 population) in motor vehicle crashes for 16- to 20-year-olds was more than twice the rate for all ages. *See Chart 9.*

Chart 9 Occupant Fatality Rates Per 100,000 Population in 2004
By Age, in Passenger Vehicles

Facts About Safety Belt Use

- Sixty-two percent of the 5,135 young people 16 to 20 killed when riding in passenger vehicles in 2004 were not wearing safety belts.
- In 2004, 58 percent of the 3,160 drivers in the 16- to 20-year-old age group who were killed in passenger vehicle crashes were not wearing safety belts.
- Young drivers are less likely to use restraints if they have been drinking alcohol. In 2004, of the young drivers of passenger vehicles who had been drinking and were killed in crashes, 74 percent were unrestrained.

Facts About Motor-Vehicle-Related Deaths and Injuries

- In 2004, 16- to 20-year-old drivers had the highest fatality and injury rates per 100,000 licensed drivers. In fact, the fatality rate for young drivers (25.3 million vehicle miles traveled) was about three times the rate for drivers 25 to 64 years old (8.7 MVMT).
- In 2004, more than 46,000 16-to 20-year-olds experienced incapacitating injuries. This number represents about 18 percent of all (255,770) incapacitating injuries.
- In 2004, about 133,576 young adults experienced nonincapacitating injuries. This number represents almost 20 percent of all (660,384) people with nonincapacitating injuries.

- Despite a small improvement in safety belt use for 16- to 20-year-old drivers, the percentage of fatalities in which the driver was not wearing a safety belt has been 60 percent or higher for the past 10 years. Only in 2003 and 2004 did it drop below this, to 58 percent. *See Chart 10.*[13]
- Drivers 16 to 20 have the highest involvement rates for fatalities and injuries (per 100,000 licensed drivers) in passenger vehicle crashes. This is especially true for male drivers in this age group. *See Charts 11 and 12.*[14]

Self-Reported Behavior, Attitudes, and Opinions on Safety Belt Use

The following information was reported in NHTSA's *2003 Motor Vehicle Occupant Safety Survey*. This telephone survey was administered to a randomly selected national sample of 6,000 people 16 and older (with younger ages over-sampled).

Safety Belt Use Behavior Among 16- to 20-Year-Olds

- Most drivers (79%) reported that they wear their safety belts all the time. About 11 percent reported that they wear their safety belts most of the time.
- Most (87%) 16- to19-year-olds reported that when they were riding as passengers, they usually rode in the front seat. However, only 49 percent said they always wore safety belts when riding in the back seat, while 14 percent said they never wore their safety belts when riding in the back seat.
- One-fourth reported their use of safety belts when driving had increased in the past 12 months. (An estimated 2 percent indicated a decrease, while 73 percent indicated that use had stayed the same.)

Chart 10 Percentage of Driver Fatalities Among 16- to 20-Year-Olds, in Which Driver Was Unrestrained, 1995-2004
In Passenger Vehicles

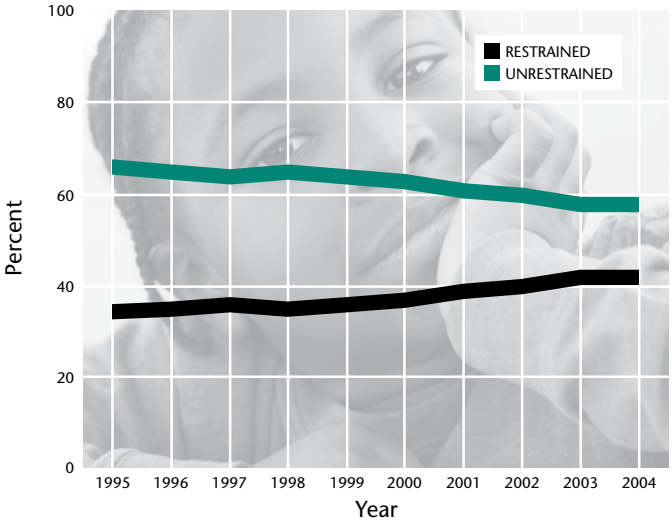
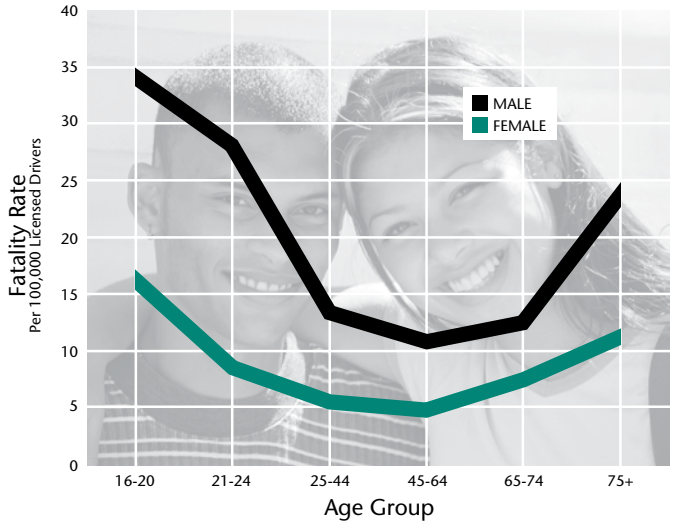


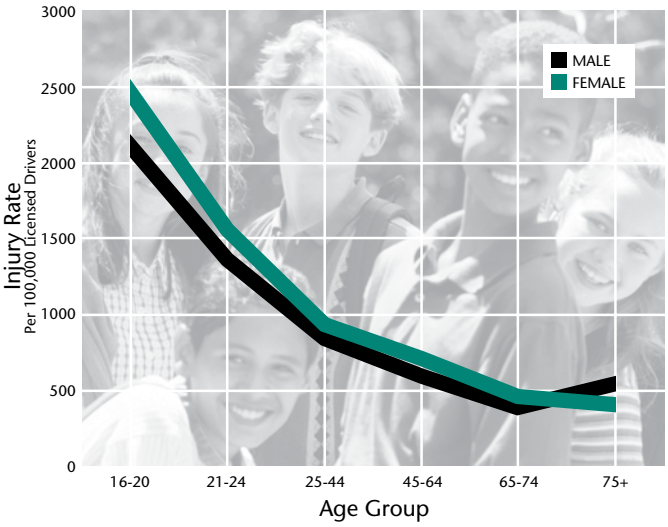
Chart 11 Driver Fatality Rates per 100,000 Licensed Drivers in 2004
By Age and Gender, in Passenger Vehicles



[13] Rates shown in Chart 10 are obtained by dividing the number of involved drivers by the number of licensed drivers.

[14] Traffic Safety Facts 2002. Young Drivers, National Highway Traffic Safety Administration, DOT HS 809 767.[Note: When available, data on 15-year-olds is included in this section because in some States 15-year-olds are licensed to drive. However, 15-year-olds constitute only 0.2 percent of licensed drivers.]

Chart 12 Driver Injury Rates per 100,000 Licensed Drivers in 2004
By Age and Gender, in Passenger Vehicles



Attitudes Toward Safety Belt Use

- Among people 16 to 24, 69 percent either strongly (51%) or somewhat (18%) agreed with the statement, "I have a habit of wearing a seat belt because my parents insisted I wear them when I was a child."
- The number dropped to 44 percent among people 25 to 34 and to 26 percent among people 35 to 44, reflecting the lower usage rates during their childhood years.
- The vast majority of the public 16 and older either strongly agreed (88%) or somewhat agreed (7%) with the statement, "If I were in an accident, I would want to have my seat belt on." However, about one-half (47%) of 16- to 20-year-olds also agreed with the statement, "Seat belts are just as likely to harm you as help you."
- About one in five people (19%) either strongly (13%) or somewhat (6%) agreed with the statement, "I would feel self-conscious around my friends if I wore a seat belt and they did not." However, more than one in four (30%) of 16- to 20-year-olds strongly or somewhat agreed with this statement.
- Injury avoidance was the most frequent reason given for wearing a safety belt.
- The most common reasons given by drivers in the 16-20 age group for not wearing safety belts were that they forgot or were driving a short distance.
- Thirty percent of 16- to 20-year-olds agreed with the statement that a crash close to home was usually not as serious, and 27 percent agreed that putting on a safety belt makes them worry more about being in a crash.

Opinions About Safety Belt Use Laws

- When asked whether they favor front safety belt laws, 66 percent of 16- to 20-year-olds said they favor them "a lot" and 26 percent said they favor them "some."
- Many (64%) 16- to 20-year-olds answered "yes" when asked whether police should be allowed to stop a vehicle if they observe a safety belt violation when no other traffic laws are being broken.
- Many (65%) 16- to 20-year-olds favored fines for drivers who do not wear safety belts.
- Almost half (42%) of 16- to 20-year-olds favored points against a license as a penalty for safety belt violations.

The most common reasons given by drivers in the 16- to-20 age group for not wearing safety belts were that they forgot or were driving a short distance.

Appendix A

Fatalities in Passenger Vehicles By State and Age Group, 2004

Appendix B

Passenger Vehicle Occupants Killed in Motor Vehicle Crashes, by State and Restraint Use, 2004

Appendix C

Fatalities in Passenger Vehicles By State and Age Group, 2004

Fatalities in Passenger Vehicles By State and Age Group, 2004

AGE	<5	5 to 9	10 to 15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	75+	TOTAL
Alabama	25	9	32	153	102	142	142	123	85	63	74	950
Alaska	1	0	3	10	6	9	11	16	4	3	5	68
Arizona	10	11	37	118	85	123	119	86	56	59	79	783
Arkansas	13	12	17	91	56	104	79	71	40	35	47	565
California	40	41	92	462	322	495	398	352	204	151	225	2,782
Colorado	11	12	11	92	48	90	57	61	42	21	46	491
Connecticut	1	4	3	33	29	31	22	24	19	9	17	192
Delaware	2	1	5	22	8	17	13	9	5	6	16	104
Dist of Columbia	1	0	0	4	2	7	4	2	0	1	0	21
Florida	29	36	58	300	239	276	286	243	179	159	271	2,076
Georgia	27	17	33	174	138	202	181	161	119	94	126	1,272
Hawaii	1	0	1	14	10	19	13	10	5	4	5	82
Idaho	7	2	5	28	19	35	20	27	27	16	19	205
Illinois	15	7	27	142	140	163	130	123	83	48	107	985
Indiana	13	6	22	127	86	119	79	86	57	46	70	711
Iowa	4	6	17	38	34	36	28	46	27	20	49	305
Kansas	11	4	17	59	33	51	49	46	46	31	43	390
Kentucky	8	7	23	128	90	161	111	104	52	47	61	792
Louisiana	15	12	17	115	78	120	109	102	63	33	41	705
Maine	5	3	2	32	18	25	15	14	8	9	21	152
Maryland	7	6	15	74	61	72	43	47	36	39	49	449
Massachusetts	2	4	4	62	43	36	46	30	31	15	35	308
Michigan	12	9	40	152	89	129	110	104	75	55	100	875
Minnesota	9	6	11	73	53	59	54	59	39	30	56	449
Mississippi	7	13	20	116	81	129	112	102	83	64	51	778
Missouri	13	7	27	175	113	146	144	110	76	51	85	947
Montana	1	0	4	33	19	30	22	25	21	13	18	186
Nebraska	3	3	13	35	24	19	26	32	18	13	27	213
Nevada	3	5	9	38	23	39	42	23	33	24	23	262
New Hampshire	0	0	3	22	12	14	17	19	14	8	14	123
New Jersey	2	3	7	61	41	77	53	56	52	34	64	450
New Mexico	9	9	14	65	44	66	50	41	35	32	28	393
New York	8	9	27	173	93	143	110	92	77	75	136	943
North Carolina	17	19	33	199	138	198	165	119	93	91	109	1,181
North Dakota	1	2	6	8	4	14	8	13	4	6	16	82
Ohio	8	9	38	175	114	135	127	130	68	71	104	979
Oklahoma	13	11	18	104	66	99	65	74	49	53	50	602
Oregon	10	5	9	56	38	53	44	44	32	26	26	343
Pennsylvania	10	7	21	187	115	147	132	150	107	90	143	1,109
Rhode Island	0	0	2	13	10	8	11	3	6	3	9	65
South Carolina	8	5	16	117	99	160	135	97	80	45	61	823
South Dakota	3	3	10	18	21	20	30	16	12	10	12	155
Tennessee	12	6	36	181	97	183	148	144	115	70	75	1,067
Texas	69	58	89	421	344	446	371	286	222	161	234	2,701
Utah	5	3	7	28	31	47	28	18	19	15	14	215
Vermont	0	0	5	15	4	15	8	10	8	6	5	76
Virginia	5	8	13	140	76	130	86	95	50	55	71	729
Washington	7	5	5	89	57	63	47	44	35	27	34	413
West Virginia	3	4	4	47	33	45	51	52	29	30	25	323
Wisconsin	7	8	14	96	88	89	80	80	41	44	72	619
Wyoming	2	1	4	20	21	16	23	24	7	5	7	130
TOTAL	495	418	946	5,135	3,595	5,052	4,254	3,845	2,688	2,116	3,075	31,619

Passenger Vehicle Occupants Killed in Motor Vehicle Crashes, by State and Restraint Use, 2004

State	Restrained Used		No Restraint Used		Restraint Use Unknown		Total Occupants Killed	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Alabama	403	42.4	517	54.4	31	3.3	951	100
Alaska	27	39.1	33	47.8	9	13	69	100
Arizona	276	34.6	422	52.9	99	12.4	797	100
Arkansas	163	28.8	349	61.8	53	9.4	565	100
California	1,469	52.7	1,009	36.2	308	11.1	2,786	100
Colorado	209	42.5	275	55.9	8	1.6	492	100
Connecticut	79	40.9	94	48.7	20	10.4	193	100
Delaware	55	52.9	47	45.2	2	1.9	104	100
Dist of Columbia	7	33.3	6	28.6	8	38.1	21	100
Florida	794	38.2	1,248	60	38	1.8	2,080	100
Georgia	511	40	621	48.6	147	11.5	1,279	100
Hawaii	32	39	39	47.6	11	13.4	82	100
Idaho	93	45.4	106	51.7	6	2.9	205	100
Illinois	423	42.9	470	47.7	92	9.3	985	100
Indiana	290	40.7	324	45.5	98	13.8	712	100
Iowa	128	42	138	45.2	39	12.8	305	100
Kansas	137	35.1	227	58.2	26	6.7	390	100
Kentucky	265	33.4	527	66.5	1	0.1	793	100
Louisiana	241	34.2	407	57.7	57	8.1	705	100
Maine	56	36.8	74	48.7	22	14.5	152	100
Maryland	235	52.2	192	42.7	23	5.1	450	100
Massachusetts	89	28.8	165	53.4	55	17.8	309	100
Michigan	450	51.4	300	34.3	125	14.3	875	100
Minnesota	189	41.8	231	51.1	32	7.1	452	100
Mississippi	175	22.5	603	77.5	0	0	778	100
Missouri	270	28.5	603	63.6	75	7.9	948	100
Montana	50	26.9	128	68.8	8	4.3	186	100
Nebraska	72	33.6	118	55.1	24	11.2	214	100
Nevada	126	48.1	123	46.9	13	5	262	100
New Hampshire	37	30.1	85	69.1	1	0.8	123	100
New Jersey	219	48.6	217	48.1	15	3.3	451	100
New Mexico	160	40.4	225	56.8	11	2.8	396	100
New York	495	52.2	344	36.3	109	11.5	948	100
North Carolina	567	47.8	511	43.1	107	9	1,185	100
North Dakota	23	28	55	67.1	4	4.9	82	100
Ohio	388	39.6	589	60	4	0.4	981	100
Oklahoma	243	40.4	357	59.3	2	0.3	602	100
Oregon	218	63.6	102	29.7	23	6.7	343	100
Pennsylvania	379	34.1	566	51	165	14.9	1,110	100
Rhode Island	18	27.7	47	72.3	0	0	65	100
South Carolina	216	26.2	579	70.1	31	3.8	826	100
South Dakota	42	27.1	100	64.5	13	8.4	155	100
Tennessee	354	33.2	639	59.9	74	6.9	1,067	100
Texas	1,443	53.3	1,195	44.1	69	2.5	2,707	100
Utah	85	39	127	58.3	6	2.8	218	100
Vermont	38	50	36	47.4	2	2.6	76	100
Virginia	285	39	415	56.8	30	4.1	730	100
Washington	225	54.3	162	39.1	27	6.5	414	100
West Virginia	122	37.7	189	58.3	13	4	324	100
Wisconsin	226	36.5	350	56.5	44	7.1	620	100
Wyoming	49	37.7	78	60	3	2.3	130	100
TOTAL	13,146	41.5	16,364	51.6	2,183	6.9	31,693	100

State Child Restraint Laws[1]

State	Rear Safety Belts Required[2]	Child Safety Seat Required	May Use Child Safety Seat or Safety Belt	Max Fine[4]	Points	Major Exemptions to Child Passenger Laws[6]	Children Allowed in Cargo Area of Pickups?
AL	<15 yrs	<6 yrs	Ages 6-14 yrs	$25	1 pt for 1st offense & 2 pts for 2nd offense	Tow trucks or buses weighing >1 ton	Yes
AK	<16 yrs	<4 yrs		$50	2	None	No
AZ	<16 yrs	<5 yrs	Ages 5-15 yrs	$10		All vehicle belts in use	
AR	<15 yrs	Age 6 yrs & >60 lbs	Age 6 yrs or >60 lbs	$100		None	No
CA	<16 yrs	<6 yrs or <60 lbs	Ages 6-17 yrs	Up to $295 per child	1	None	
CO	<16 yrs	<1 yr & <20 lbs rear facing; 1-4 yrs & 20-40 lbs forward facing; ages 4 & 5 & <55" tall booster seat	Ages 6-16 or 55" tall. Booster seat or safety belt required.	$59		Transported in motor vehicle as a result of a medical emergency. Booster seat exempted if only lap belt available.	Yes, if sitting & tailgate closed
CT	<16 yrs	<6 yrs and <60 lbs	60 lbs & 7-<16 years	$199	2	None	No
DE	<16 yrs[3]	<6 yrs	60 lbs & over	$20	2	No major exemptions	No
DC	<16 yrs	<8 yrs	Ages 8-16 yrs	$150	3	All vehicle belts in use[7]	No
FL	<18 yrs	<4 yrs	Ages 4-5 yrs	$60	3	A truck of net weight of more than 5,000 lbs	No
GA	<17 yrs	<5 yrs	A 40 lb child may be secured by lap belt if vehicle not equipped with lap and shoulder belt, or if all belts being used to properly restrain other children	$50	1	May use belt if age 6 and over	No
HI	<18 yrs	<4 yrs	Ages 3-17 yrs	$100		All vehicle belts in use[7]	No[6]
ID	>6 yrs	<7	>6 yrs	$69		All vehicle belts in use[7,8]	Yes
IL	<16 yrs	<8 yrs	Ages 4-15 yrs, all seating positions	$50		None	Yes
IN	<12 yrs	<8 yrs	Ages 8-15 yrs, all seating positions & vehicles	$25	4	Vehicle registered out of State	<16 yrs not allowed
IA	<11 yrs	<6 yrs	Ages 6-10 yrs	$25		Motorcycles, school buses, emergency vehicles & medical reasons per physician	Yes
KS	<14 yrs	<8 yrs unless 4'9" or 80 lbs[21]	Age 8 or 80 lbs or 4'9"	$60		All vehicle belts in use	If >13 yrs
KY	<16 yrs	40" & Under		$50		None	Yes
LA	<13 yrs	<6 yrs or 60 lbs	Ages 3-13 yrs	$100		Ambulances, school buses, church buses, commercial vehicles	If >11 yrs
ME	<12 yrs, <100 lbs	<8 yrs and between 40-80 lbs	<12 & 100 lbs	$60		All vehicle belts in use[9]	<16 yrs not allowed
MD	<16 yrs	<6 yrs	>40 lbs	$25		All vehicle belts in use, vehicle registered out of State exempt	No
MA	<13 yrs	<5 yrs and <40 lbs	5-12 yrs	$25		Child physically unable to use conventional child restraint or one designed for special needs, certified in writing by a physician	If >16 yrs

State Child Restraint Laws[1] *(continued)*

State	Rear Safety Belts Required[2]	Child Safety Seat Required	May Use Child Safety Seat or Safety Belt	Max Fine[4]	Points	Major Exemptions to Child Passenger Laws[6]	Children Allowed in Cargo Area of Pickups?
MI	<16 yrs	<4 yrs		$15		All vehicle belts in use[7]	No[12,13]
MN	<11 yrs	<4 yrs		$50		Child being nursed	No[12,14]
MS	<8 yrs	<4 yrs		$25		See footnote[20]	Yes
MO	<16 yrs	<4 yrs	Ages 4-15 may use safety belts	$25			No
MT	<19 yrs	<6 yrs	Age 6 and <60 lbs	Up to $100		Physical or medical reasons per physician	No[13,14]
NE	<16 yrs	<6 yrs		$25		Medical reasons per physician, emergency vehicles, taxi cabs	No
NV	<18 yrs	<6 yrs & 60 lbs	Ages 6-17 yrs	$500		Public transportation	No
NH	<18 yrs	<6 yrs and 55"		$25		None	No
NJ	<18 yrs	<8 yrs or 80 lbs		$25		Children <8 yrs but more than 80 lbs may be placed in safety belt; All vehicle belts in use[7]	No
NM	<16 yrs	<1-4 yrs[18]	Ages 5-12 yrs	$25		All vehicle belts in use[19]	No, if <18
NY	<16 yrs	<7 yrs		$100	3	Booster seat exempted for children 4-6 yrs if only lap belt available	Yes[15]
NC	<16 yrs	<8 yrs and 80 lbs	8 yrs or 80 lbs or 40 lbs if no lap & shoulder belt available	$25	Driver license =2 Insur-ance = 0	Child's personal needs being attended to, or all available belts being used	If >11 yrs [12,14,16] If the vehicle is being operated in a county that has no incor-porated area with a population in excess of 3,500
ND	<18 yrs (front and back seat)	<7 yrs	Ages 7-17 yrs	$25	1	Child restraint and safety belts not required in vehicles that were not equipped with safety belts when manufactured; transported in an emergency situation	Yes
OH	<4 yrs or <60 lbs	<4 yrs or <60 lbs		$100		Vehicle registered out of State	If traveling <25 mph[12]
OK	No	<6 yrs	6-12 yrs	$50 plus court cost		Children who weigh >40 lbs in the back seat of a vehicle with only a safety belt if all lap/shoulder belts are in use by another	Yes
OR	<16 yrs[20]	<4 yrs or <40 lbs	Age 6 yrs & >60 lbs	$97		None unless all belted posi-tions taken or <18 yrs and in scope of employment or licensed hunter between hunt-ing camps	Yes
PA	<16 yrs	<4 yrs		Up to $150		None	Yes
RI	<17 yrs	<7 yrs & 54" & 80 lbs in Feder-ally Approved Child Restraint System in back seat	Age 7 yrs or older	$75		All vehicle belts in use	No, up to age 16
SC	<17 yrs	<6 yrs or <80 lbs	>1 but <6 years	$150		If all vehicle belts in use	Yes, if on a hayride, traveling less than 35 mph, or on a farm, or in a parade or an adult is with them

State	Rear Safety Belts Required[2]	Child Safety Seat Required	May Use Child Safety Seat or Safety Belt	Max Fine[4]	Points	Major Exemptions to Child Passenger Laws[6]	Children Allowed in Cargo Area of Pickups?
SD	<18 yrs	<5 yrs & <40 lbs	Ages 5-17, & > 40 lbs	$20		None	Yes
TN	<18 yrs	<4 yrs[25]		$50[5]		All vehicle belts in use[8,10]	If >5 yrs or moving <20 mph
TX	<17 yrs	<4 yrs or <36"	Ages 4-16 yrs[17]	$200		All vehicle belts in use	<17 yrs not allowed
UT	<19 yrs	<5 yrs	Ages 5-18 yrs	$45		All vehicle belts in use, physical or medical reasons per physician	Yes, If all seats are in use in the vehicle cab
VT	<16 yrs	> 1 yr but <8 and > 20 lbs	<16 yrs	$25		All vehicle belts in use[11]	Yes
VA	<16 yrs	<5 yrs	Ages 6-15	$50	3	No major exemptions	Yes
WA	<16 yrs	<8 unless 4'9" [27]	Ages 6-16 yrs[23]	$101		No major exemptions[24]	Yes
WV	<16 yrs	<8 yrs	Ages 3-8 yrs	$20		All vehicle belts in use	No
WI	<8 yrs[28]	<8 yrs[28]	Age 8 or 80 lbs or 4'9"	$75		Attending to child's personal needs	No[14]
WY	<12 yrs	<9 yrs properly secured in CRS in back seat[22]	Ages 5-11 yrs [26]	$50		Physician provides medical exemptions, rendering aid and or assistance to child by parent/guardian	Yes
AS	<5 yrs	>4 yrs	Ages 0-12 yrs	$30			Yes, < 13 must be accompanied by adult
CNMI	<12 yrs	<5 yrs	Ages 0-12 yrs	$250		A child who, for medical or physical reasons is unable to utilize a child passenger restraint system.	Yes, < 13 must be accompanied by adult
GU	<12 yrs	<4 yrs	Ages 2-12 yrs	$50		Yes >13 yrs	Yes, < 13 must be accompanied by adult
PR	All persons, all ages, unless in a safety seat must wear a safety belt	<5 yrs	<12 must ride in back seat	$100		None	No

1 This chart applies to children younger than age 19.

2 Front seat restraints are required for all children younger than 16.

3 Children < 12 years old and < 66 inches may not occupy front seat if equipped with passenger-side air bag.

4 Maximum fine for first offense of child safety seat laws. Fines may be increased on subsequent violations and different for older children.

5 Or 30 days in jail.

6 Major exemptions are considered to be exemptions in private passenger vehicles (cars, vans, or pickups). Many States have exemptions for buses, taxis, or other public transportation, children with medical conditions, and emergency situations.

7 Unrestrained children must be in the rear.

8 Law does not apply if the child's personal or physiological needs are being met.

9 Only for children > 1 year old.

10 Only for ages 4 through 11.

11 Only for children older than age 4.

12 Unless properly restrained in a safety belt or child safety seat.

13 Unless number of children exceeds number of safety belts available.

14 Unless used in farm work or farm activity.

15 Unless there are more than five children younger than age 18 not accompanied by a person older than 18.

16 Unless supervised by an adult.

17 Booster seats are considered child safety seat systems as long as the seat is appropriate for that child (child should fit within the weight range stated on the seat).

18 < 1yr rear-facing CSS; age 1-4 child passenger restraint device or < 40 lbs.

19 Or riding in an emergency vehicle, public transportation, or school bus.

20 If there are more passengers than available safety belts, the driver/passengers are not in violation; public carriers for hire are exempted.

21 Effective 7/1/06 with a one-year warning phase (the fine will be effective 7/1/06).

22 Unless the vehicle has only one row of seats, then the child can be placed in the front, as of 7/1/03, or if all safety belts are in use by other child passengers, as of 2/17/05.

23 May use safety belt only if properly adjusted and fastened.

24 The CPS law does not apply if the child is booster seat age/size and the vehicle has lap-only safety belts.

25 Beginning 7/1/04, child < 1 or < 20 pounds in rear-facing safety seat.

26 Child within age requirement if the lap and shoulder belt fit properly across the collarbone, chest and hips of child and does not pose danger to neck, face or abdominal area in crash or sudden stop.

27 Change in CPS law goes into effect June 1, 2007.

28 Child safety seat must be in the back seat if the vehicle is equipped with a back seat.

Organizations to Contact for Additional Information About Occupant Restraints

This page contains a number of organizations that can be contacted for additional information on occupant restraint use and other occupant protection issues.

Federal Resources

National Highway Traffic Safety Administration

400 Seventh Street SW.
Washington, DC 20590
Tel: 888-327-4236 (Vehicle Safety Hotline)
Web site: www.nhtsa.dot.gov

Another Federal agency that is a good source of information is

National Transportation Safety Board

490 L'Enfant Plaza SW.
Washington, DC 20594
Tel: 202-314-6000
Web site: www.ntsb.gov

State Resources

Governors' Highway Safety Association

750 First Street NE., Suite 720
Washington, DC 20002
Tel: 202-789-0942
Fax: 202-789-0946
Web site: www.ghsa.org

Private Sector

National Safety Council

Web site: www.nsc.org

Headquarters:
1121 Spring Lake Drive
Itasca, IL 60143-3201
Tel: 708-285-1121

Washington, DC, office:
1025 Connecticut Avenue NW., Suite 1200
Washington, DC 20036-5405
Tel: 202-293-2270
Fax: 202-293-0032

In addition, two special National Safety Council projects may be of interest:

National Safety Belt Coalition

1025 Connecticut Avenue NW., Suite 1200
Washington, DC 20036-5405
Tel: 202-296-6263
Fax: 202-293-0032
Web site: www.nsc.org/traf/sbc.htm

Air Bag & Seat Belt Safety Campaign

1025 Connecticut Avenue NW., Suite 1200
Washington, DC 20036-5405
Tel: 202-625-2570
Fax: 202-822-1399
E-mail: airbag@nsc.org
Web site: www.nsc.org/airbag.htm

Other private sector organizations:

AAA

1000 AAA Drive
Heathrow, FL 32746-5063
Tel: 407-444-7000
Web site: www.aaa.com

American Coalition for Traffic Safety

1110 North Glebe Road, Suite 1020
Arlington, VA 22201
Tel: 703-243-7501

Insurance Institute for Highway Safety

1005 North Glebe Road, Suite 800
Arlington, Virginia 22201
Tel: 703-247-1500
Web site: www.iihs.org

National SAFE KIDS Campaign

1301 Pennsylvania Avenue NW., Suite 1000
Washington, DC 20004
Tel: 202-662-0600
Web site: www.safekids.org

Advocates for Highway Safety

750 First Street NE., Suite 901
Washington, DC 20002
Tel: 202-408-1711
Fax: 202-408-1699
Web site: www.saferoads.org

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**National Highway
Traffic Safety
Administration**

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